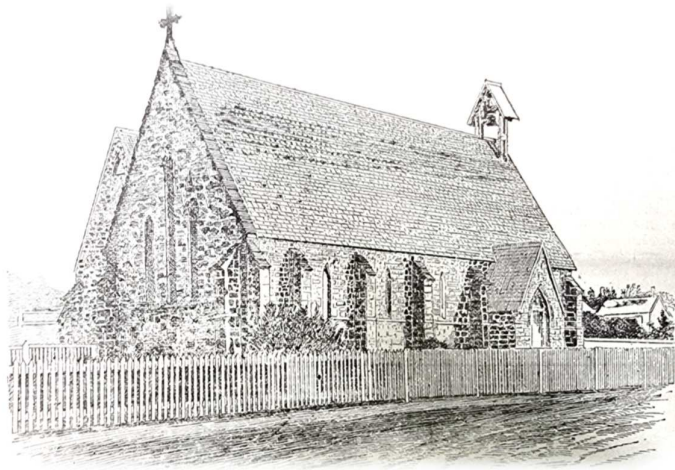


Taranaki Jubilee 1891 Chronicle



Taranaki Herald

Table of Contents

EARLY HISTORY OF THE DISTRICT.	1
EARLY SETTLEMENT OF THE DISTRICT.	4
FIRST TEN YEARS' PROGRESS OF THE SETTLEMENT.	7
HOW THE SETTLERS WERE INITIATED INTO POLITICS.	11
SOCIAL ASPECT OF TARANAKI DURING THE FIFTIES.	14
NEW CONSTITUTION ACT AND THE MAORI KING MOVEMENT.	16
TEN YEARS' WAR AND DESOLATION.	19
THE SETTLERS MAKE A FRESH START.	23
FIFTEEN YEARS' PROGRESS.	27
GOLDEN WEDDINGS CELEBRATED IN TARANAKI.	33
LIST OF NAMES OF THE EARLY SETTLERS.	34
DESCRIPTION OF THE TARANAKI DISTRICT.	36
TOWN OF NEW PLYMOUTH.	36
DEVON STREET. (<i>Illustration page 1.</i>)	36
NEW PLYMOUTH FROM MOUNT ELIOT. (<i>Illustration page 19.</i>)	37
NEW PLYMOUTH LOOKING EASTWARD. (<i>Illustration page 20.</i>)	37
NEW PLYMOUTH RECREATION GROUNDS. (<i>Illustration page 27.</i>)	37
TARANAKI JOCKEY CLUB'S GRANDSTAND. (<i>Illustration page 28.</i>)	38
GOVERNMENT BUILDINGS.	38
SUPREME COURT AND TOWN HALL.	38
St. MARY'S CHURCH. (<i>Illustration page 14.</i>)	38
OTHER CHURCHES AND CHAPELS.	39
NEW PLYMOUTH HIGH SCHOOL. (<i>Illustration page 15.</i>)	39
CENTRAL GOVERNMENT SCHOOL. (<i>Illustration page 17.</i>)	39
NEW PLYMOUTH INVESTMENT AND LOAN SOCIETY. (<i>Illustration page 39.</i>)	39
TARANAKI LAND, BUILDING, AND INVESTMENT SOCIETY.	40
EGMONT BOOT FACTORY. (<i>Illustration page 40.</i>)	40
SASH AND DOOR FACTORY.	41
MISCELLANEOUS INDUSTRIES.	41
OLD STYLE OF LANDING PASSENGERS. (<i>Illustration page 5.</i>)	41
VIEW OF THE SUGARLOAVES, 1884. (<i>Illustration page 8.</i>)	42
NEW PLYMOUTH HARBOUR—TWO VIEWS. (<i>Illustrations pages 11 & 12.</i>)	42
MOUNT EGMONT.	42
NEW PLYMOUTH BOWLING CLUB'S GREEN.	43
PLEASURE GROUNDS AND GARDENS.	43

MUNICIPAL CORPORATION.....	43
HOTELS AND BOARDING-HOUSES.....	43
NEW PLYMOUTH NEWSPAPERS.	43
MITCHINSON’S GARDENS AND THE CEMETERY.	43
THE WATERWORKS.	43
MR. NEWTON KING’S WAIWAKAIHO SALEYARDS. (<i>Illustration page 44.</i>)	43
BELL BLOCK.	44
TOWN OF WAITARA. (<i>Illustration page 44</i>)	44
TIKORANGI, URENUI, WHITE CLIFFS, AND MOKAU.....	45
TOWNS SOUTH OF NEW PLYMOUTH.	45
OMATA, OAKURA, AND OKATO.....	45
PUNIHO, WAREA, PUNGAREHU, AND RAHOTU.....	45
OPUNAKE.....	45
MANAIA.	45
INLAND OF NEW PLYMOUTH BY RAIL.....	46
INGLEWOOD	46
NGATIMARU.....	46
WAIPUKU	46
MIDHIRST.....	46
STRATFORD.....	46
NGAIRE.....	46
ELTHAM.	46
NORMANBY.....	46
HAWERA	47
MANUTAHU,	47
WHAKAMARA.	47
PATEA.....	47
ADDENDA.....	47

TARANAKI JUBILEE - 1891

EARLY HISTORY OF THE DISTRICT.

TARANAKI was called by Governor Hobson, in one of his despatches to the Marquis of Normanby, "The Garden of New Zealand," and it is not to be wondered at that he should thus designate a district which in its primeval condition must have been a perfect paradise. Even now, since the progressive hand of civilisation has removed the "wilderness of sweets, where nature wantoned as in her prime, and played at will her virgin fancies," there is a fascination about the place which attracts people to its shores. What could be more beautiful to greet the vision at sunrise than Mount Egmont? Towering aloft in the clear blue sky, old Taranaki rears her, stately snow-crowned head, blushing with rosy radiance beneath the golden kisses of the morning sun, and, below the snow, dense foliage clothes the giant with a kingly robe of verdure. Later on in the day a belt of fleecy clouds hovers lovingly awhile about midway, until slowly ascending they melt away before the ardent breath of the noonday sun. The grandeur of Egmont is greatly enhanced by its being a solitary mountain standing alone in the vast plain which constitutes the better part of the district. Its graceful rounded form is strictly and symmetrically pyramidal from base to summit, and it is over 8,000 feet in height. The isolated position of the mountain adds enormously to the impression of great height—a distinctive feature often quite absent from the confused assemblage of lofty peaks which crowd the vast wilderness of mountains in the South Island.



The fine contrast afforded by the sombre tinted forest at the base, and the dazzling snow nestling on the summit increases the spectator's admiration to the point of enthusiasm.

There is a peculiar charm diffused over a fine morning in Taranaki, which a writer some fifty years ago described as follows:— "On this occasion a succession of lines and tints imbued the aspect with an Italian loveliness, from the far spreading waves of evergreen foliage, grateful and refreshing odours delight the senses, with rich notes of multitudes of birds, mocked by the tui, filling the air with joyous melodies at times like silver bells, touched by a master hand and mellowing afar with a peculiar softness, till the bright rays of day spread over the scene, when the enchanting choir gently lapses into that of the songsters peculiar to the day." Was this the scene our great navigators looked upon from their ships; and did they then picture to themselves that in less than a century the sturdy immigrant would be working out for himself and future generations estates untrammelled under the most genial of climates?

Although the coast of Taranaki had probably been sighted by earlier navigators than Tasman, it is that Dutch captain who first makes a record of having seen Mount Egmont. It was on December 27th, 1642, when off the west coast of "Neu Zeeland," that Captain Abel Janszen Tasman refers in his log to having seen a "lofty snow-clad mountain." Captain James Cook was the next who referred to this portion of New Zealand. Having visited Tahiti in 1769 to take observations during the passage of the planet Venus across the sun's disc, he afterwards sailed in the direction of New Zealand, and on Friday, October 6th, sighted land, anchoring in the Bay of Tauranga two days afterwards. In the beginning of the following year (1770) he directed the course of his barque Endeavour northwards, and, sailing round Cape Maria Van Dieman, coasted along the western shores of the North Island. On

Tuesday, January 9th, 1770, at 9 a.m., Captain Cook was off Raglan, for he says, “we were abreast of a point which rises with an easy ascent from the sea to a considerable height. This point I named Woody Head.” At noon the same day he sighted another point, which he named Albatross Point. From here the captain first saw Mount Egmont, for he records “at 7 p.m. Albatross Point bore N.E., distance nearly two leagues, and the southernmost land in sight bore S.S.W. ½ W., being a very high mountain; and in appearance greatly resembles the Peak of Teneriffe.” The next day, Wednesday, Captain Cook continued to steer S.W. and S.S.W., along the shore, and at seven in the evening he saw “the top of the peak of the mountain to the southward, above the clouds, which concealed it below. At noon on Thursday, January 12th,” he writes, “we were distant about three leagues from the shore which lies under the peak, but the peak itself was wholly concealed by the clouds. We judged it to bear about S.S.E. There were also some very remarkable peaked islands (the Sugar Loaves), which lay under the shore, and bore E.S.E., distant three or four leagues. At seven in the evening we sounded and had 42 fathoms, being distant from the shore about two or three leagues. We judged the peak to bear east, and after dark saw fires upon the shore. At five o'clock on the morning of Saturday, January 13th, we for a few minutes saw the peak towering above the clouds, and covered with snow. It bore N.E., and lies in latitude 39 deg. 16 min. S., longitude 185 deg. 15 min. W. and I named it Mount Egmont, in honor of the Earl. It seems to have a large base, and rises with a gradual ascent. It lies near the sea, and is surrounded by a flat country of a pleasant appearance, being clothed with verdure and wood, which renders it the more conspicuous, and the shore under it forms a large cape, which I have named Cape Egmont.”

The next mention of Taranaki is by Captain Marion du Fresne, who was in charge of a French exploring expedition, consisting of two ships, the *Mascarine* and *Marquis de Castries*. On Tuesday, March 24th, 1772, he sighted the Taranaki coast, and Captain Marion named the mountain “Le pic de Mascarine,” after the ship he was in. From that time till the first settlers came and took possession of the land there is very little recorded of the district. John Marmon, who died a few years ago, in a narrative of his life, mentions that he visited Taranaki in 1824, in the barque *Henrietta*, Captain Kent, the object of calling being to procure some flax plants from the natives for the Botanical Gardens in Sydney. They landed six cases, which the Maoris filled. Marmon says, “When we landed there were at least two thousand natives assembled, all of whom were very quiet and civil.” With regard to the native race who came to this part of New Zealand, tradition states that the first canoe that reached these shores was named *Matahoura* [*Matawhaorua*], and was commanded by a chief named *Hupe* [*Kupe*], who took possession of the country by naming all the mountains and rivers from *Wanganui* to *Patea*. The next canoe that arrived was called *Aotea*, and was commanded by the chief *Turi*, who gave names to all the rivers and mountains from *Patea* to *Aotea*. It is not known for certain what he called the mountain, but it has been called *Pukehaupapa* as well as *Taranaki*. The former word signifies an ice-clad hill. The ancestor of the *Ngatiawa* tribe are said to have come to New Zealand in a canoe called *Tokomaru*, commanded by the chief *Manaia*, who, having murdered a number of men who had been working for him at *Hawaii*, one of the *Sandwich Islands*, felt it incumbent on him to leave the island and seek some other place where retributive justice would not overtake him. *Manaia* with his followers, in twenty canoes, made for the land first in the vicinity of the *Bay of Islands*, but he afterwards rounded the *Cape*, and worked his way with his followers along the west coast, eventually entering the *Waitara* river, where he and those with him took up their abode. The district, however, was at the time occupied by some natives called *Ngatimokotorea*. They were not a warlike race, and therefore *Manaia* and his people soon cleared the district of them, those not killed making their way southwards. *Mahoetahi*, then called *Ngapuketuru*, situated on the banks of the *Waiongona* [*Waiongana*] river, was the most ancient settlement of the *Ngatiawa* tribe, the spot being chosen because the hills afforded facilities for the creation of a number of fortified villages. As the *Ngatiawa* tribe increased in numbers, the young men, hearing of the exploits of their forefathers, were not satisfied to remain at home, so many of them migrated, some locating themselves in the *Bay of Plenty*, along the *East Coast* near the *Thames* river, and ultimately to the *North Cape*. Others took up their abode at places on both sides of *Cook Strait*, the natives previously there being driven away by these restless, marauding, and powerful tribes of natives.

The date of the *Ngatiawas* coming to New Zealand will never be known, but it must have been two or three hundred years before the Europeans began to visit this country, and several generations have passed away for the tribes to have increased in numbers as they had. In 1822, *Hongi* [*Hongi Hika*], the first great *Ngapuhi* chief, having procured firearms, commenced his raid on the natives in the south. *Tamati Waka Nene*, his chief fighting man, it is said, came as far as Taranaki, and on his way drove *Rauparaha* from *Kawhia*, that chief seeking refuge and taking up his position in the *Wellington* district. About 1830 this chief induced some of the best warriors of the *Ngatiawas* to join him in his raid on the natives living at the north of the *Middle Island*. It was during this time that the *Waikatos*, headed by *Te Wherowhero*, came down and attacked *Pukerangiora*, on the banks of the *Waitara* river.

Early in the summer of 1831, a canoe, with a party of *Waikato* natives, visited *Ngamotu*, professedly to procure a cargo of dried shark—which in those days was a great *Maori* delicacy. The strangers excused themselves by saying that the fish in question were scarce in their district. The party were received in a friendly manner, their canoe, which was damaged, repaired, and the visitors sent back in peace, with a great quantity of fish. These men were spicy, and during their stay in the *Ngatiawa* village ascertained the strength of the *hapu*, and how they could be best conquered. In December—about a month after the visit—a *taua* (war) party, consisting of about four thousand *Waikatos*, came into the district, and the chief divided his men into sections round about *Waitara*. At first a few *Ngatiawas* were seized at *Tikorangi*, and these were sacrificed to the god of war and *Wiro* [*Whiro-te-tipua*], the

evil spirit. Then an unsuspecting party of twenty-five natives, returning from a distant village, were taken, slain, and devoured. The Ngatiawas were frightened, and made for their stronghold at Pukerangiora with such haste that they failed to store it with provisions for any lengthened siege. There were two or three white men living with the Ngatiawas at the time, and they, by their advice and skill with firearms, gave confidence to the besieged. The enemy destroyed all the sacred places of the Ngatiawas, and in large numbers attacked the pah. For twelve successive days the enemy made repeated assaults, but were as constantly repulsed, and they lost in those attacks thirty-six men. Famine and exhaustion had reduced the little garrison to a state of despondency, and in a panic they attempted to evacuate the pah during daylight. The scene that ensued was of the most horrible nature. The enemy took advantage of the half famished wretches' position to commit the most frightful atrocities, and in their despair, mothers threw their children over the precipice to be dashed to pieces, and they themselves leaped into the river in order to avoid a more dreadful fate at the hands of their sanguinary foe. A fearful slaughter ensued, Te Wherowhero killing fifty of the best tattooed men himself. Children and youths were roasted alive, and were afterwards eaten by the cannibals; and so greedily did some of them feast that it is reported they died from the effects of their gluttony. Altogether five hundred perished, and with the exception of a few who escaped, the remainder were carried away into slavery.

The Waikatos next proceeded to the Sugar Loaves with the intention of attacking the Ngamotu (Moturoa) pah, the garrison of which consisted of eleven Europeans and 350 natives belonging to the Ngatiawa tribe. The pah was fortified with four small cannons, one of which is to be seen in the Recreation Grounds. The enemy were somewhat intimidated at this, as well as from the fact that they knew the white men could make better use of firearms than they could. However, at the break of day, on a morning in February, 1832, the enemy made an advance, going in disorderly manner along the beach and the besieged at once made every preparation for the attack. Provisions at hand were at once taken into the pah, the walls of the whares were made more secure with earth or sods, and the guns put into position. They had no ball or shot, so small pieces of iron and stones were used to charge the cannons with. The enemy halted some distance from the pah, and made signal for a parley. Then one of the Waikato chiefs advanced and met one of similar rank from the pah. A korero ensued, when the Waikato chief was asked what the Ngatiawas had done to provoke the anger of Te Wherowhero. No answer was given to this question; the wily chief suggesting that his people should be allowed to enter the pah "just to embrace as friends." This, of course, could not be agreed to; so within an hour the Waikato natives were dancing a war-dance in front of the pah, though out of range of the cannons; and after firing a volley from their guns, charged the pallisading, but were repulsed with great loss. The siege lasted three weeks, during which time there were several skirmishes between the two parties, and the Waikato chief on more than one occasion treacherously proffered expressions of the purest affection, and advised the besieged to surrender, promising if they did so, to withdraw his people immediately. It was with difficulty that the white men and some of the Ngatiawa chiefs could persuade the natives in the pah that these offers of friendship were only acts of treachery; and quarrelling ensued. One man, the son of a chief, threw himself into a fire in a fit of vexation; and two sisters quarrelled over the matter.

The one who had confidence in the enemy ran out of the pah to prove she was right in her belief, but was instantly seized and cut to pieces within sight of her friends, and her flesh thrown into the streamlet from which the besieged got their drinking water, tapuing it, so that they should be prevented from using it. Then an assault was made, and bravely resisted; then a sap commenced, but this was frustrated. Firebrands were thrown into the pah, but owing to the vigilance of the people no damage was sustained by them. One morning at about dawn an assault was made by the whole force of the enemy, when the besieged were taken by surprise—for before they were well awake a party, with a terrific yell, cut the fences, and had entered the pah. The white men had somehow expected the attack, and had kept an anxious watch, so they were prepared for any emergency, and this brave little band, fighting with the energy of despair, managed successfully to cut off the retreat of those natives who had entered the pah. The three cannons were fired with celerity and precision, the missiles telling with effect, inflicting horrible wounds in the bodies of their assailants. The enemy charged again and again, until at last a panic seized the Waikato natives, who retreated, an attempt being made to take the dead chiefs, but leaving the wounded ones on the ground. The beach and all around the pah presented a horrible spectacle, for over three hundred and fifty mutilated bodies lay scattered about. On the enemy retreating, the Ngatiawa rushed out of the pah to wreak vengeance on the wounded. Some were burnt alive, and others tortured. The dead which had been buried were exhumed and eaten, whilst the dogs fed on human entrails, which were scattered about the beach. The Ngatiawas lost thirteen chiefs in this fight, who were buried with barbaric honors. This all occurred in 1832—just fifty-nine years ago.

Although there are records and information to be obtained respecting the northern part of New Zealand from the beginning of the present century, very little is known of the southern portion of the North Island previous to 1825, when whaling stations began to be established on the south west coast, and in the Middle Island. Kapiti was a great rendezvous for whalers, and a rough kind of European settlement was formed there. Moturoa was another place, and it was here that Dicky Barrett, as he was familiarly called, lived, and had his whaling establishment. The natives traded with Europeans who visited Taranaki, scraped flax being one of the chief articles which they bartered for powder, shot, and blankets. Amongst the many vessels that traded on this coast at that time was the barque Harriett, of which "Jack Guard" was the master. He first visited New Zealand about 1825, and soon became well known to many of the Maoris. Captain Guard, whilst coming from Port Nicholson (Wellington) to whale off the coast of Taranaki, got stranded on the beach about thirty-one miles south of New Plymouth on April 29th, 1834.

There were on board the vessel Captain and Mrs Guard and her two children and a crew of 28 men. They all got safely on shore, and from the sails of the vessel made tents to live in. After a while the natives living at Te Namu came to where the wrecked party were. They showed far from a friendly attitude, and wanted Guard to surrender his firearms and ammunition. This he refused to do, and after further parleying, the natives on May 10, 1834 made an attack on the party. Many of the Maoris were shot down on the first encounter; but the others commenced to dig pits for shelter, and by trenching worked their way to where Guard's party had fortified themselves, and eventually the natives stormed the place. A terrific encounter ensued, the shipwrecked men fighting for their lives against an overwhelming number of natives, who, though not in possession of firearms, were not long in killing or wounding eleven of the party. Guard and eleven others managed to escape, but Mrs Guard was struck on the head and was left behind as dead. She remained insensible for a short time, but, reviving, saw the Maoris kill all the wounded men. She and her children were taken prisoner and sent up to the pah. Guard then made his way to Sydney, and representing to the authorities there what had taken place, stating that the natives had his wife and children prisoners, Governor Bourke sent. H.M.S. Alligator, with a detachment of the 50th Regiment, to New Zealand to rescue the captives. This was successfully accomplished, but not without bloodshed, and it was the first actual encounter British soldiers and sailors had with the natives in New Zealand.

EARLY SETTLEMENT OF THE DISTRICT.

Although at the Bay of Islands and other places in the North settlements of white people had been formed, it was not till 1839 that any attention was directed to this part of the colony. About that time New Zealand began to attract considerable attention in Great Britain and France, as presenting one of the finest fields in the world for the formation of a colony. The Press took the matter up, and pressure was brought upon the British Government to annex New Zealand, in order that France might not get possession of the islands. A number of persons also formed themselves into a company, and having secured sufficient capital to make the necessary arrangements, despatched a vessel to explore the colony and fix upon places for settlements to which British emigrants could be sent. On the 12th May, 1839, about sixty years after Captain Cook had discovered New Zealand, the *Tory*, a vessel of 400 tons burden, having on board the pioneers of an exploring expedition, in charge of Colonel Wakefield, set sail from Plymouth for some unknown land in the Southern Hemisphere. The *Tory* sighted New Zealand on August 16th, 1839, making the land a little to the south of Cape Farewell, and finally anchored in Ship Cove, where the party remained making enquiries respecting the country till August 30th, when Colonel Wakefield made another start, going as far as Terawiti. Here some of the party landed and explored the country, when, having fixed on what was considered a suitable site for a settlement, at daybreak on September 20th the captain of the *Tory* was instructed to weigh anchor, and by 3 o'clock in the afternoon the vessel entered Port Nicholson.

The new arrivals were charmed with the beauty of the scenery, and well they might be, for it would have been difficult to find a more romantic spot than that fine harbor was in those days, when the virgin forest was untouched. The natives then dwelt in paha and navigated their picturesque canoes close to where the Parliament of New Zealand now sits and annually votes away millions of money. As we are only referring in our present article to Taranaki, it is unnecessary for us to dwell at great length on the progress of that part of the colony.

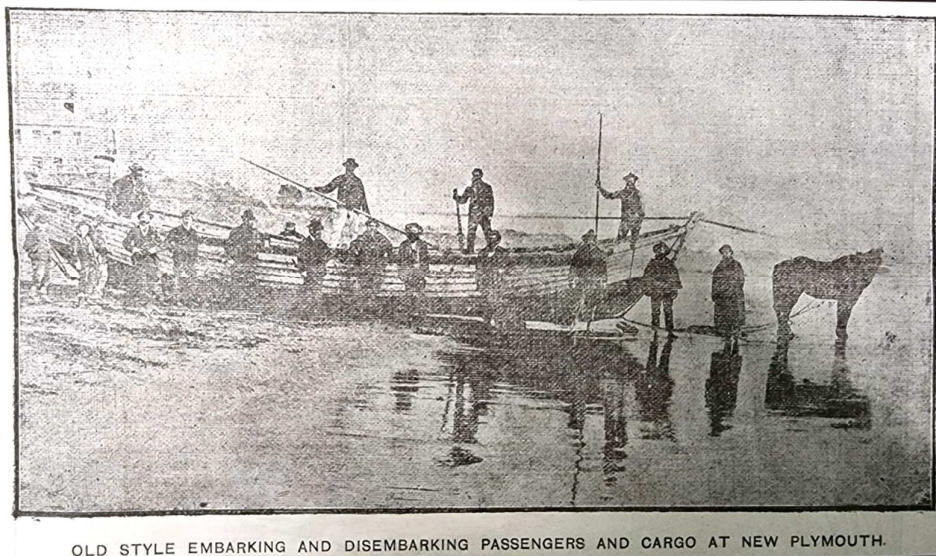
It was in January, 1840, that a second colonising association was formed, under the title of "The Plymouth Company of New Zealand." This Society was under distinguished patronage, the Earl of Devon being governor, and gentlemen of high standing forming the directorate. It was connected partly with the New Zealand Colonisation Company, from which it was to make purchases of land, to be re-sold to capitalists, or to be leased to farmers who might be disposed to emigrate; and Colonel Wakefield had accordingly been instructed to select suitable sites for the swarms of emigrants who about that time had left England or were preparing to take their departure for New Zealand. By the advice of Dicky Barrett, who was one of the first Colonel Wakefield, on his arrival in the colony, had made friends with, the exploring ship *Tory*, on November 27, 1839, paid a visit to Taranaki. Richard Barrett had for years previously lived and whaled at Moturoa, close to where the harbour is now built. He thus possessed considerable knowledge of the district and its natural advantages as regards its fertile soil and salubrity of climate. Several of the exploring party landed from the *Tory*, Dr Dieffenbach being amongst the number, and he was the first white man to ascend Mount Egmont. The whole district of Taranaki was purchased on February 15th, 1840, when seventy-two Maoris signed the deed. Mr F. A. Carrington, the Chief Surveyor of the Plymouth Company, was sent round from Wellington in the brig *Brougham* to examine and report on the suitability of this site for settlement. As Mr Carrington's decision was favorable, and confirmed the provisional selection of the site already made, the surveys were at once commenced, although many of the natives protested against their being proceeded with, some, putting their arms around the trees and declaring they should not be cut down. Parties of natives, it is recorded, danced the "war dance" and more than once some of them brought down their tomahawks in dangerous proximity to the surveyors' heads. Mr F. A. Carrington's life was several times in danger, but he proceeded with his difficult survey with great courage and good humour, assuring the troublesome natives that if they would have patience they should have ample compensation for their lands, together with other good things, on the arrival of the immigrants from England. Mr Carrington went to the Waitara, further north, but finding the depth of water was

too slight to be of use for large ocean-going vessels to enter the river, fixed upon the present site for the chief town of the district, although it had the disadvantage of an open roadstead.

The first ship that left England for Taranaki was the William Bryan, which, after many delays, sailed on the afternoon of November 19th, 1840. There were 148 passengers, the steerage containing 141 "selected immigrants" (including 70 children), who were sent out at the expense of the Company, the cabin containing the leaders of this embryo colony, amounting to seven in all. Their names were:—Mr George Cutfield, a naval architect, the Company's advance agent; Dr Henry Weekes, the Company's surgeon; Mr Richard Chilman, the Company's secretary, and Mrs Chilman; Mr Thomas King, of London; Mr Frederick Aubrey and Mr Alexander Aubrey, sons of Colonel Aubrey, of the Horse Guards. Of these, Mr Thomas King is still a resident of New Plymouth. Dr Weekes is still alive, but is settled elsewhere; the rest are dead.

The following are the names of the other passengers by the William Bryan as far as we have been able to collect them: John French, T. Climo, H. Faull, J. Lye, J. Crocker, W. Harris, Peter Hoskin, William Cowling. Samuel Revell, W. Henwood, R. Putt, H. Gilbert, J. Shaw, — Daw, — Tucker, John Pearn, Sam Curtis, S. Fishleigh, Paul Inch, William Edgecombe, John James, J. and E. Nairn, E. Sarten, Alex. Ross, J. Jury, J. Pepperell. Most of these were married, and had their families with them.

Captain Henry King, R.N., the Chief Commissioner of the New Plymouth Company, with another party consisting of 187 emigrants, left Plymouth on March 25th, 1841, in the second ship, the Amelia Thompson, the other cabin passengers being Mrs King and her son Master Willie, Mr and Mrs Edwin Brown, Mr and Mrs Webster and three children, Miss Baker, Mr Wallace and son, Mr and Mrs C. Merchant, Messrs C. Brown, jun., W. Halse, H. Halse, Ibbotson, Goodall, John Lewthwaite, G. St. George, Dr Evans, the ship surgeon, Captain Cooke, Captain Davy and son.



OLD STYLE EMBARKING AND DISEMBARKING PASSENGERS AND CARGO AT NEW PLYMOUTH.

The following were the other passengers by the Amelia Thompson J. Veale, Sen., wife, three daughters, and son (T. Veale); T. Oxenham, wife and family; R. Rundle, wife and family; J. Medland and wife; J. Newland, wife and family; W. Billing, wife and family; James Oliver, wife and family; G. Giddy, wife and family; J. Perry, wife and family; J. T. Shaw, wife and family; T. Bayly, wife and family; W. Bayly, wife and family; J. Bayly, wife and family; P. Elliot, wife and family; James Pearce, wife and family; Arthur Hoskin, wife and family; Josias Hoskin and wife; J. Roberts, wife and family; H. Hunt, wife and family; W. Paynter, wife and family; R. Seccombe, wife and family; R. Wood, wife and child; Mathew Jonas, wife and family; S. Matthews and wife; C. Hamblyn, wife and family; W. Wallace, wife and family (went to Wellington afterwards); W. Bassett, Samuel Oliver; W. Lakeman and wife (went to Australia during the war); Shackson (wife died on board), and Dalby; J. Watson, 1st officer; W. Black, steward.

Prior to the departure of the ships from the English shores, farewell dinners were given at Plymouth in honor of the occasion—the one to the emigrants by the William Bryan taking place on October 30th, 1840; and to the latter (the Amelia Thompson) on March 19th, 1841.

The William Bryan arrived at Port Under Wood on Saturday, March 20, 1840, and after remaining a week there, weighed anchor and sailed for Taranaki on Sunday, March 28th. On the following Tuesday afternoon the Sugar Loaves were sighted, and the vessel in the evening was brought to an anchor to the eastward of the outer island, and about a mile and a-half from the shore. On the following morning the passengers were landed, as well as all the live stock that had been brought from England for propagation in the new country. Tents were erected for the immigrants on the beach, but several whares, which had been erected for Barrett's family, were given over to the

newcomers. The weather was fine, as it usually is at that time of the year, and therefore the vessel was cleared of her cargo by Tuesday, April 6th, when she left for Port Hardy to take in ballast.

Mr Cutfield, who was in charge of the expedition, must have had a very trying time of it for some months after he had landed with his party of immigrants, more than half of whom consisted of women and children. He landed them in a strange place, without house or habitation ready for their reception, and peopled only by a savage race. No one can describe the desolate feeling that came over the women portion of the immigrants after leaving the ship. Huddled up altogether in the raupo whares belonging to Barrett, the old whaler, or in tents erected by the men—"rough," as Mr Cutfield remarks in his letter to the directors of the Company, "but better than being out of doors," was the way the "pilgrim fathers," with their families, passed the first night in this new and strange land. The weather was fine at the time, and mild; but the life was so strange, so different to what they had been used in England, or even on board the vessel they had only a few hours left, that many tears were shed, and expressions to the effect that death would be a happy release from their troubles were uttered. Daylight was welcomed by the whole party, and having much to do—the men assisting to unload the ship, and the women in looking around them in order to make themselves and children more comfortable for the night—the next day passed; and so days and weeks went on, till at last these people became accustomed to their new life and its associations.

The country was covered with vegetation—fern and scrub—which extended down to the beach. There were patches of bush, but it was not heavy, and here and there were to be seen "clearings" that had been made by the natives for cultivation. The site of the township had been fixed at a spot about two miles to the east of the Sugar Loaves, between the Huatoki and Henui rivers, and consequently the whole of the stores and baggage had to be conveyed thither. Whilst the ship was being unloaded, some of the new settlers went to New Plymouth to look for a level site to squat on, for the survey of the land had only just been commenced. A high level spot was found to the west of Mount Eliot, known at the present day as Devonport, and there tents were erected and raupo whares built by the Maoris, who received about £18 for each one they erected. As soon as Mr Cutfield had landed all the stores and goods from the ship and despatched her away, he set the carpenters to work to build a storehouse and a bridge across the Huatoki river. The former took the men three weeks to accomplish, owing to the time taken in conveying the timber from Moturoa to the Huatoki, which was done by rafting it there. The store was built on a spot about a hundred yards to the east of the river, the same site being now used by Messrs Sole Bros., butchers. A bridge was next built by the men, who had to carry all the timber used in its construction a distance of two miles. It crossed the stream, which was then about 80 feet wide, near the spot where a small bridge is now to be seen leading from Brougham-street into Currie-street; and when finished it was strong enough for a horse and well-loaded cart to pass over.

By the 29th April, the bridge being finished and the storehouse up, a start was made to move the stores from Moturoa to the town. Great difficulty was experienced in doing this, owing to the small means at Mr Cutfield's disposal, for all the conveyances the party possessed were one timber dray, two hand-carts, and six wheelbarrows. They had neither bullocks, horses, nor other quadruped to draw their vehicles; consequently the traction had to be manual, and as they had to bring the things along the beach, the narrow wheels cutting deeply into the sand made the work very laborious. The survey of the land was, in the meanwhile, being carried on by Mr F. A. Carrington, but owing to the luxuriant vegetation which covered the land, it was a very difficult task, and lines had to be cut through the high fern and scrub, which found employment for the newly-arrived immigrants as well as a large number of natives. The wages in those days were 7s a day for mechanics and 5s a day for laborers. In less than a couple of months a blacksmith had erected a forge and a carpenter his workshop, and one or two wooden houses were also built. The first one put up is still standing, and is to be seen at the bottom of Currie-street, near the Powderham-street bridge. It was erected by Mr Octavius Carrington, and was for some time occupied by him. Rats were very numerous in those days, and the settlers had great difficulty in keeping their provisions from being devoured by these pests. There were not many natives in the district when the settlers first landed, but they began to assemble afterwards, and at times were very bounceable and impudent. So days, weeks, and months passed, and the pioneers worked from dawn to sundown in clearing the land so as to be able to cultivate it. Mr Cutfield was the first to sow some English garden seeds, which he placed in the ground near the store, and they came up and throve well. The survey of the town took a long time to complete, and this somewhat disheartened the settlers, for it was a great drawback to them not to be able to get on their own land.

In the meantime the barque Amelia Thompson, which had left Plymouth on March 25th, 1841, for New Zealand, was on her way with the Chief Commissioner of the settlement, Captain Henry King, R.N. This vessel made for Port Underwood, arriving there on August 2nd, and went on to port Nicholson in order that Captain King might see Colonel Wakefield, as there was some dissatisfaction about the choice of the site of the settlement. Matters having been arranged the captain of the Amelia Thompson was ordered to sail for the New Plymouth settlement, arriving there on September 3rd. As the Amelia Thompson was not large enough to take in all the cargo for New Plymouth, the schooner Regina, 174 tons, Captain Browse, was chartered to bring out what had been left, and she left Plymouth in April for New Zealand, arriving at Port Nicholson on August 31st, where she remained about a month, and then left for New Plymouth. She reached the roadstead on October 3rd, and anchored off the town. On November 5th, about 2.30 a.m. the cable of the Regina parted, and she drifted from her anchorage opposite the

town, on to what is known as the Long Reef. An attempt was made to float the schooner off by means of casks, but it proved a failure. On Monday, November 15th, a south-east gale sprang up, when the stern post of the vessel parted, and she was hove broadside on to the rocks, and the starboard side of her bottom was entirely beaten in.

About a week after the Regina had gone on the rocks, the third vessel with immigrants arrived. This was the ship Oriental, 506 tons, Captain Wilson, from Plymouth, on June 22nd. She had seventeen cabin passengers, and seventy-four in the steerage. Amongst the passengers by this vessel was Mr Charles Brown, Sen. He died after seven months' residence in New Plymouth, and was buried on the brow of Marsland Hill, adjoining the graveyard of St. Mary's Church. Major Charles Brown, his son, is alive, and is a resident in the home of his adoption.

The immigrants by the Amelia Thompson and Oriental squatted down on land near the beach at the foot of Mount Eliot, living in tents and raupo houses built by the Maoris. They remained here for more than six months for it was November 4th before the survey of the town was completed. A promise had been made to the heads of families who came by the William Bryan that they should have a town section given them; but this was never carried out, although, after much pressing, the Company accorded them the privilege of selecting sections at £5 a piece on a reserve called, on the map, St. Michael's Square, which was accepted by some of the poorer settlers, and the spot has ever since borne the name of Poverty Flat.

The ship Oriental arrived on November 19th, 1841. She originally had seventeen cabin and seventy-four steerage passengers. Hearing such a bad account of Taranaki, all but one (Mr Chas. Brown, Sen.) of the cabin passengers remained at Wellington. Capt. Liardet, who had been appointed resident agent at New Plymouth, and Mr Watson, first officer of the Amelia Thompson, returned in the Oriental with the intention of settling in New Plymouth. These two gentlemen, a few days after landing, when trying to clear the vent of a small cannon recovered from the Regina met with an accident, owing to the powder they were using exploding in their faces. They both happily recovered their sight, but Captain Liardet shortly afterwards left the colony for Sydney.

Owing to the difficulty experienced in getting vessels to communicate with the place, through the dangers an open roadstead exposed them to, great dissatisfaction was expressed by the settlers, and it was proposed that a memorial should be sent to Colonel Wakefield, informing him of their apparently ruinous situation. It was proposed to state in the memorial that the New Zealand Company had failed to fulfil their agreement with the settlers, as they had placed them on a part of the island and on a coast where it was impossible for any vessel to anchor with safety. A meeting was accordingly held on January 21st, 1842, in a little chapel that had been built, when petitions sent to Colonel Hobson, to Colonel Wakefield, and to the New Zealand Company in England—in all of which the settlers asked that something might be done to relieve them from the dilemma they had been placed in.

This was the state of the New Plymouth settlement at the end of the first year of its formation.

FIRST TEN YEARS' PROGRESS OF THE SETTLEMENT.

The new arrivals soon began to make themselves comfortable, and the settlement in a short time presented a thriving look. The people were mostly from Devonshire and Cornwall, and though unsophisticated in their habits they formed the nucleus of a hard working and industrious community. Their occupation was purely a rural one; and early and late they were to be seen at work either fencing or digging, or with their plough turning up the rich soil that filled their hearts with gladness; and, with a genial atmosphere to live in, and on on both sides of them broad expanses extending to the sea shore from the slopes of the imposing Mount Egmont, with numerous streams and rivers intersecting the land, supplying the newcomers with the purest of water, they were the happiest of mortals. Bright, indeed, seemed the prospects of the settlers after the first year's sojourn in "The Garden of New Zealand;" and many at that time expressed themselves as being truly thankful that their "lines had fallen in pleasant places." No native "land question" disturbed them, and no thought of such existed in their minds, for "had not the country been conquered" and virtually depopulated by the great Te Wherowhero of Waikato, and had he not sold it (*con amore* for £530) to the Imperial Government, with all its rights and titles? and had not the New Zealand Company also bought the country of Taranaki from Te Rauparaha? Devonshire families and relatives had answered to the call of the first adventurers by ship loads of smiling faces, and prosperity seemed to be in store for the settlement early in its career.

The fifth vessel to arrive was the barque Timandra, which anchored in the roadstead on February 24th, 1842. She brought 212 passengers, and the moorings for the roadstead, consisting of two sets of anchors, chain, and buoys. Captain Skinner laid one set at about two miles from the shore; the other was landed on the beach. Mr J. T. Wicksteed was appointed Resident Agent for New Plymouth in May of the same year, and from his monthly reports, which he furnished to Colonel Wakefield, much of the early history of this district has been obtained.

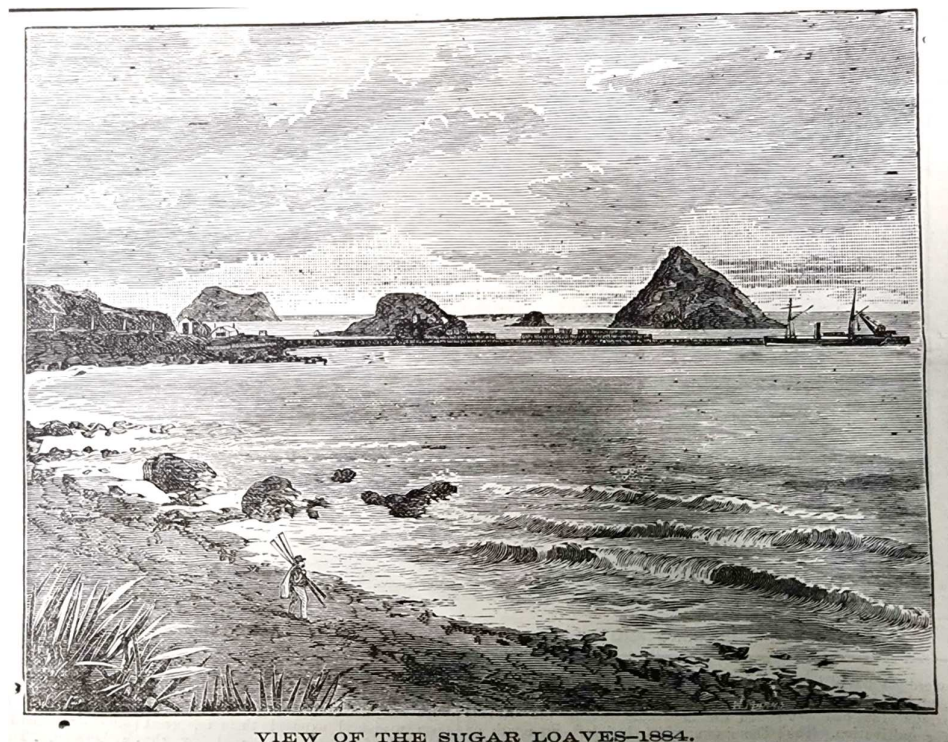
Amongst those who came by the Timandra were Messrs I. Pellew, J. Flight, Devenish and Denningham.

The first anniversary of the arrival of the Amelia Thompson (September 30th, 1842) was celebrated in a most festive manner. The day was observed as a holiday, when foot races, boat races, and wrestling matches took place. In the evening the first ball in the settlement was held in a small imported building, which stood under the Kawau Pah, intended for a hospital. The day's festivities concluded with a grand display of fireworks.

The following is a description of the town about eighteen months after the settlers had landed from the William Bryan:— “On the banks of the Huatoki River several wooden and cob houses had been built, and a new bridge had replaced the temporary one erected just after the passengers had landed. A lock-up, it seems, was thought to be necessary, but the cost, we are told, had not been paid for by the Government. Two public-houses, four large wholesale and retail stores kept respectively by Captain Davy, Mr Dorset, Mr Baine, and Mr Richard Brown; and about 120 raupo and cob huts formed the centre of the Town of New Plymouth. At Devonport there was quite a cluster of immigrants’ houses. The Henui River had been bridged, and several houses had been erected on its banks. A cutting on the east side of the river had been made and a road formed to the Waiwakaiho River, which was crossed by a ferry boat. For about six miles from the town clearings had been made and houses erected by those who had started farming. Messrs Flight and Devenish, Pierce, Paynter, Edgecombe, the Bayly Brothers, Goodall, and several others had made a good show, for they worked early and late. Southward of the town Captain King and Mr Cutfield had been cleared between them about seventy acres and built a substantial house which was thatched. Mr Chilman had partly cleared and fenced a fifty acre section; and Mr Distin had a house and clearing close to him. “Across the Waiwakaiho,” says the writer we have been quoting from, “Captain Davy and myself are clearing and putting in crops, and added to all these clearings we have nearly forty acres of garden ground this year, and have established a Horticultural Society.” This was in September, 1842.

About October of the same year a cutter and surf boat were built by Messrs Brooking, Crocker, and Shaw; the former vessel was sold to a Wellington firm, and the latter used to lighter the barque Blenheim, which arrived on November 19th, having left Plymouth July 1st. She brought Mr Parris and family, Mr Smart and family, Mr and Mrs March, Miss Chilman (now Mrs Thos. King), and Messrs George Duncan, Holroyde, and Turner; altogether there were 159 immigrants on board her, amongst them being Messrs George Dust, P. Moon, R. Langman, R. Julian, T. Rusden, Richards, Holloway, and Parker, with their wives and families; Shield and wife; Tuffin, and Hurford; and Miss Ledenham (now Mrs Charlton, of Waitara).

During the year (1842) New Plymouth was visited by a plague of rats. They came from the North in swarms. They remained on the spot for some days, eating up everything in the settlers’ houses. Attempts were made to catch the vermin in traps, but the few that were killed were insignificant in comparison to the swarms about the place. After about a week the rats migrated, and their course along the beach could be noticed for miles.



VIEW OF THE SUGAR LOAVES-1884.

The barque Essex, being the last vessel despatched from Plymouth under the auspices of the Plymouth Company, arrived on January 23rd, 1843, and brought two more of Colonel Aubrey’s sons, and 114 immigrants, making close on nine hundred men, women and children who had left the Plymouth in Great Britain to found a New Plymouth in the “Britain of the South.” In April, 1843, Messrs E. Brown and Goodall erected a suspension bridge over the Waiwakaiho River, utilising for the purpose the chain cables of the Fifeshire, which had been wrecked at Nelson. Owing, however, to the pukatea piles used in the structure decaying, it became a complete wreck in five years’

time. On May 29th, 1843, the barque Thomas Sparks arrived from London, via Nelson, bringing Messrs John and Charles Hursthouse, Mr John Smith, and their families, and other passengers.

Owing to the beauty of the landscape and the fascinating atmosphere, the place continued to attract persons to the spot, and Mr Edward Jerningham Wakefield (nephew of Colonel Wakefield) in narrating in his journal his visit to New Plymouth about the middle of 1843, writes— “After all the beautiful spots and districts which I had already seen in New Zealand, I was struck with the surpassing beauty and luxuriant productiveness of the country hereabout. Just after entering the wood, which is at first like an immense shrubbery with occasional large trees, the abundance of the crops in the existing native gardens, the rankness, and yet softness, of the grass, which had sprung up in the old deserted patches, surrounded with flowering shrubs, amidst which singing birds were chasing each other, all combined with the genial weather, although it was approaching to the middle of the winter, to remind me touchingly of Shakespeare’s sweet picture of the perfection of agriculture....The population of New Plymouth seemed a particularly happy set of people. As they are little troubled with politics, I saw very few of them in the town, which is a dull place, except to look at, but on going to their little farms, a mile off in one direction, and two in another, I found them hard at work, delighted at the fertility of the soil, which they were turning over, with hardly a complaint to make, and spending homely English evenings round a huge farmhouse chimney; rising early, and not long out of their beds after their tea and pipes.” The huge farm chimney Mr Wakefield refers to is still to be seen in Mr Newton King’s residence at Brooklands. The wages of the labouring men, which had in March been reduced to sixteen shillings a week, was the following June further reduced to eight shillings, and even at that rate a portion of the money had to be taken out in produce.

The barque Himalaya arrived on December 23, 1843, bringing as settlers Captain Creagh and Mrs Creagh and five children, two sons of Captain Davy, Messrs Thatcher, Watt, Low, Crooke, and several steerage passengers.

As the settlement took root it attracted the native fugitives who had settled in the Wellington district, and as the Waikatos had commenced the liberation of their slaves, the aboriginal population began every year to increase in numbers. Then a disposition began to show itself on the part of the Maoris to dispute the white man’s possession of the land; but as it had been announced that a Commissioner from England was expected to visit New Plymouth to examine into the titles, the natives remained tolerably quiet for a time.

At the beginning of 1844, however, the relationship between the two races was beginning to assume a very serious aspect, and this hastened Mr Commissioner Spain’s visit to Taranaki, where he at once investigated the natives’ claims to the land. The settlers asserted their rights to 70,000 acres, but Mr Spain only awarded them 60,000, and when it is considered that under the New Zealand Company’s original regulations one tenth of the soil had been reserved for the natives, making, in this instance 6000 acres, to which the Commissioner added all the native paha, gardens, and burial places, whilst their actual cultivations did not amount to 150 acres, the future native wants were most liberally provided for. The Maoris, however, were not satisfied, and they showed a marked determination to stop the progress of cultivation, by driving the Europeans into narrower limits. The settlers then appealed to Governor Fitzroy for protection, and His Excellency visited Taranaki to see how matters stood. He arrived at the beginning of August, 1844, and on August 3rd held a large meeting of settlers and natives on Mount Eliot. Here he informed them that he would not confirm Commissioner Spain’s award. Blinded by maudlin sentimentality for the “oppressed slaves,” he came to his decision in a spirit that soon stripped the unfortunate settlers of their lands, and which virtually dispossessed the Company of the finest territory they had ever acquired. Governor Fitzroy re-purchased a patch of land of 3800 acres without any timber, and forced all the settlers into that limited area. He abandoned the remaining 56,000 acres to the natives, and, as he says in his despatch, he left New Plymouth perfectly quiet.” True, it was quiet, for it was the quiet of death. The settlement was thus for a time crushed. A dangerous precedent was also established, which was likely to invalidate all past land sales; and a further proof afforded of that “truckling to savages” which ended in a long and tedious war between the two races.

A settlement thus compressed could but languish, and nothing saved it from being abandoned but the natural advantages which the place possessed. The Fitzroy Block was bounded by the Waiwakaiho river to the east, and to the west by a line running direct towards the south from Paritutu to Hokoari, or little beyond where Vogeltown now is; then easterly at the back of Mr Newton King’s estate at Brooklands to where the Henui river crosses the Junction Road, and then on to the Waiwakaiho river to the sea. Roughly described, the above is about the dimensions of the block which Governor Fitzroy bought, but many of the settlers who had taken up land at Mangaoraka were permitted to remain on it at the sufferance of the Puketapu hapu, but were eventually driven into the Fitzroy Block. In February, 1845, an excellent wheat crop was taken off the land at Brooklands, which yielded sixty bushels to the acre. Things, however, were dull, and money was very scarce. About this time a meeting of employers of labour was held, when it was agreed to pay farm labourers twelve shillings a week, partly in cash and partly in wheat, at six shillings a bushel.

The colony under Captain Fitzroy’s Governorship had drifted into a state of hostilities. Disturbances were taking place at the Bay of Islands, Wellington, and Wanganui during the two years that followed the events we have related, when, greatly to the relief, not to say joy, of the settlers, they learnt that Captain Fitzroy was recalled and Captain George Gray then Governor of South Australia, was appointed to take his place. By treating the natives with a judicious mixture of rigor and diplomacy, peace was restored with the natives in other parts of the colony.

In December, 1846, the police took a census of the district, which showed the following result:—

Population.—Males, 586; females, 502; total, 1,088 persons.

Land in cultivation.—Wheat, 838½ acres; barley, 132¼ acres; maize, 1 acre; grass, 153 acres; flax, ¾ acre; fallow, 122¼ acres; total, 1,515¼ acres.

Live Stock. — Horses, 22; mules, 2; horned cattle, 363; sheep, 571; pigs, 702; goats, 96; total, 1,696.

Constabulary barracks were built in Courtenay Street, and Mr Donald McLean was appointed Inspector of Armed Police by the Governor. His force consisted of a sergeant, 13 European and 3 native policemen. Mr Ryan and family arrived in November, 1846, from Sydney, bringing a quantity of goods, with the intention of opening a store. On February 23rd, 1847, Mr Richard Barrett died at Moturoa.

The first steamship that visited New Plymouth was H.M.S. Inflexible, which arrived in the roadstead at 9 a.m. on February 26th, 1847, having on board Sir George Grey, Colonel Wakefield, Chief Te Puni, and other natives from Wellington. The object of the Governor's visit was for the purpose of trying by conciliatory measures to procure more land for the Europeans. After a great deal of diplomacy Sir George Grey succeeded in purchasing from the natives about 10,000 acres of land surrounding the Fitzroy block, and 4,000 acres at Tataraimaka; this was followed by the acquiring of the Omata block of 12,000 acres. After much difficulty, Mr (now Sir) F. Dillon Bell, who replaced Mr Wicksteed as the New Zealand Company's agent, purchased from the natives 2000 acres in the heart of the Mangaoraka district, and 1500 at the Hua, which bears to this day the name of "Bell Block."

In accordance with a promise made by Colonel Wakefield, thirty-four acres of land were allotted out of section 13, Omata Block, to the following old whalers

John Wright, 10 acres; Simon Crawley, 14 acres; William Bundy, 4 acres; Robert Sinclair, 4 acres; James Bosworth, 4 acres; and James Robinson, 4 acres. In November, 1847, Dr Wilson and Mr Hulke came from Wanganui, the latter having purchased the Union flour mill in Queen street, Mr Devenish also brought a number of cattle from Wellington, which he disposed of at high prices. The bullocks sold from £26 10s to £36 10s per pair, and the heifers from £10 10s to £17 10s each.

The Ngatiawa tribe, who had been residing at Waikanae since they had been driven from Taranaki by the Waikatos in 1832, took it into their heads to return to the Waitara, and in April, 1848, commenced to remove their belongings. There were 273 males, 195 females, and 119 children conveyed to the Waitara in boats, and twenty men and one woman travelled overland on horseback with their live stock. This migration caused considerable alarm, and the Government seriously thought of stopping the natives from going to Waitara, but Wellington influence was brought to bear on Sir George Grey, who, on getting the chief Wi Kingi to promise to settle on the east bank of the Waitara River, allowed them to move.

Mr Charles Hursthouse gives the following brief description of the settlement in a book published by him in 1849:— "The township contains a granite built church, handsomely fitted up; another in rustic style at Te Henui; a Wesleyan and Primitive Methodist Chapel, two taverns, a gaol, and police barracks; and an elegant though costly native hospital in course of erection. On the different streams running through the town there are three flour mills, two small breweries, and a tannery. At Moturoa there are two whaling establishments. A Court of Requests is held every month for recovery of debts as high as £20 between Europeans and £100 between natives and Europeans."

The Government officers were as follows: — Resident Magistrate and Sub-Treasurer, Commander Henry King, RN.; Sub-Collector of Customs, Harbourmaster, and Postmaster, James Webster, J.P.; Magistrate's Clerk, Thomas Standish; Government Auctioneer, John Hursthouse; Acting Pilot and Beachmaster, John Watson; Gaoler, John Newland; Coxswain, Richard Cock; Resident Agent for the New Zealand Company's Establishment, William Halse, J.P.; Clerk, John Rogan. Magistracy: Captain King, George Cut field, William Halse, John George Cooke, John Tylston Wicksteed, James Webster, Donald McLean, Josiah Flight. Clergy: Rev. H. Govett. B.A., Church of England; Rev. H. H. Turton, Wesleyan; Rev. R. Ward, Primitive Methodist. Professions—Medical, Dr. Wilson, Dr. G. St. George, Dr. R. Sherrif Low; Solicitors, William Turner, and Thomas Standish; Surveyors, Wellington Carrington, Edwin Harris, Charles and Edwin Davy.

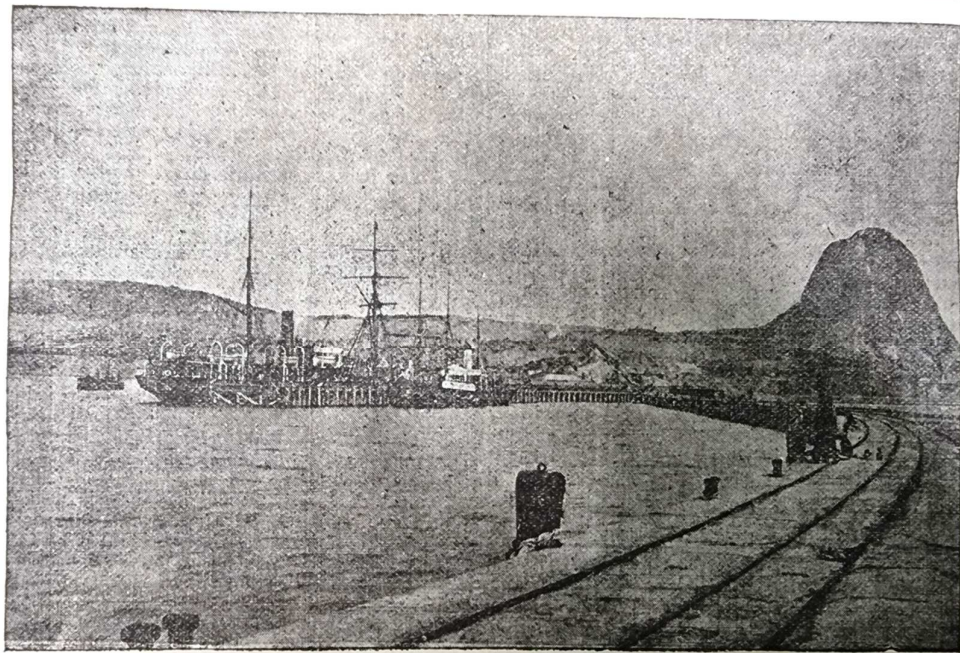
Mr Copps, who had been sent north on an exploring expedition, returned about this time, and reported that sixteen miles up the Mokau River he had found two large veins of coal below the rapid, and another above it; also about forty miles up the river limestone was in abundance.

The European population was estimated in 1849 at 1137, and natives at 729. The land in cultivation was 2103 acres; and live stock consisted of 726 cattle, 48 horses, 898 sheep, over 1000 pigs, and 177 goats. The retail prices of some of the chief articles of food were:—Flour, 1½d per lb; bread, 6d to 7d for 4lb loaf; wheat, 4s to 5s per bushel; potatoes, 2s to 2s 6d per cwt; mutton, 6d per lb; pork, by joint, 3d per lb; butter, 1s per lb; eggs 9d per dozen; cheese, 1s per lb; tea, 3s per lb; sugar, 4d to 6d per lb. The landing of goods from vessels cost from 5s to 6s per ton; passage in a schooner for Manukau or Wellington, £2 to £3; freight to same places, £1 10s per ton. Agricultural labourers, 2s 6d per day; mechanics, 5s per day. Beef was a scarce article for many years, and up to 1850 the butcher only killed an ox at Christmas time, the settlers being content the rest of the year with pork and mutton. The former, however, was the chief diet, and consisted of grizzly pig fed on fern roots.

The season of 1850 was a wet one. but the settlers who had taken up land at Mangaoraka and Omata were by no means idle, all being actively engaged in clearing the bush, and getting it ready for their crops.

HOW THE SETTLERS WERE INITIATED INTO POLITICS.

The Maoris found that as the white people became more numerous so did mortality increase amongst themselves; and this mortality they attributed to the work of evil spirits. Then followed exorcisms, and the exorcists, who were supposed to possess the power of charming or driving away spirits, begun to increase in number. Incantations were always being performed in old cemeteries, and pits were dug in all sorts of places for the purpose of discovering the sources of the evil. This operation gained from the settlers the facetious term of "devil digging." Not only were the Maoris opposed to the pakeha, owing to a belief that they had brought the evil spirits to this country, but they also discovered that the white man was likely to become independent of them, or superior to the Maori in social position. The Waikatos, as fighting men, had proved themselves more powerful than the Ngatiawas but now the natives had been liberated from their slavery, and the fugitive had come out from their hiding places, they found the land they once owned was occupied by a lot of peaceable West of England farmers, who knew nothing of fighting, and, therefore, were to be looked down upon as inferior beings. The savage is a warrior by nature, and all peaceful avocations he, as a rule, looks down on with supreme contempt. They could not put their opinions in writing, but in their grotesque carvings they satirise the object of their aversion. Accordingly, when the Government opened Bell Block to settlers, Katatore opposed it, and had a pole carved, which he erected at the Waiwakaiho as a standing protest against the act, and declared that the spot where the pole was placed should be the boundary of the pakeha's land. This pole was there till within a few years ago, when it was lowered, and we learn has been used by some pakeha vandal for firewood. This pole was an exquisite piece of rough Maori carving. Below, squat upon his buttocks, with protruding tongue, was a Maori, the image of scorn and derision; above was a figure representing the placid pakeha, seemingly a fit object to be kicked out of the country; or, if suffered to remain, fit only to become the *taurekareka* (slave) of the lordly Maori.

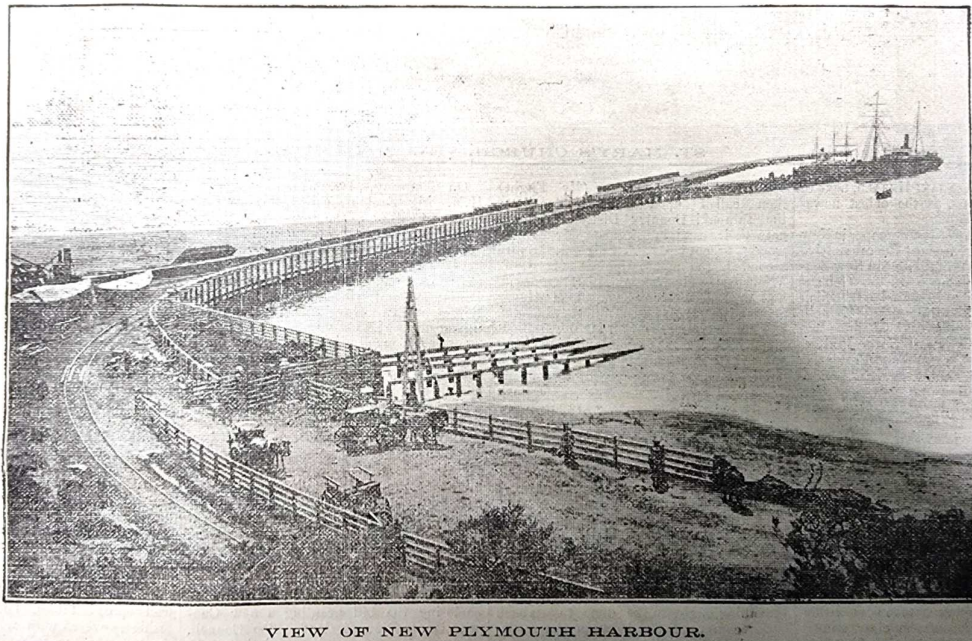


VIEW OF NEW PLYMOUTH HARBOUR LOOKING FROM THE BREAKWATER.

New Plymouth was very dull in those days, and money very short, and little in circulation. There were a few small stores in the town, where the settlers bartered their farm produce for clothing and groceries. If Farmer Joe wanted some seed wheat, he borrowed it from Farmer Harry, and paid for it in labor or in kind at harvest time. As business could not be entirely conducted in this way, some of the storekeepers issued promissory notes of a shilling each, payable in cash in Wellington or Auckland. A schooner from those places would occasionally arrive and bring supplies and take produce away; and so things continued till 1851 when fresh settlers under the auspices of the New Zealand Company began to arrive. Most of them brought money, and by employing labor for a time and paying cash, the pioneer settlers began to improve their condition. The discovery of gold in the Australian Colonies also caused a demand for farm produce, which tended to brighten up the business of the place.

Although in Auckland and Wellington considerable bitter feeling existed against the Government, which consisted of nominee officials—New Zealand being a Crown Colony—in New Plymouth, the people being engaged in their

agricultural pursuits, with their little social affairs to attend to, scarcely heeded the fierce fight for liberty that was going on elsewhere. All the other settlements had newspapers, even Otago and Canterbury, which were only started into existence in 1848 and 1850; and yet New Plymouth was without one. Settlers had often expressed a wish to have a newspaper, in which to ventilate their grievances, but although there were printers in the place, and gentlemen who could write fluently, the want of a printing plant was the obstacle that stood in the way of the production of a newspaper. Mr G. W. Woon, son of the late Rev. Mr Woon, who had been with the late Mr John Williamson, in the New Zealander office, Auckland, procured a small demy "Albion" press and some type in that town, and brought it to New Plymouth, when, in conjunction with Mr W. Collins, now of Canterbury, he issued the first number of the Taranaki Herald on Wednesday, August 4th, 1852. It was issued weekly on Wednesdays for many years, but on January 6th, 1856, the day of publication was changed to Saturday. It consisted of four pages about the size of The Budget, with a supplement occasionally. The first editors were Mr J. T. Wicksteed and Mr W. M. Crompton, but afterwards Mr Richard Phoney occupied the editorial chair for a considerable time. Mr Woon became sole proprietor on February 1st, 1854, and Mr Richard Brown became the editor. The late Mr W. Halse was also editor of the paper for some time. After the defeat of Mr C. Brown as Superintendent in 1857, his friends started the News the late Mr R. Phoney taking the editorship. The Taranaki Herald first saw the light in an old shed at the back of where the Bank of New South Wales now stands, at the corner of Devon and Currie streets. The office was afterwards removed to a building on the site of where Mr John Gilmour's shop now stands. Mr Wood, in 1865, took Mr A. S. Atkinson (brother of the late Premier, and now of Messrs Fell and Atkinson, solicitors, Nelson) as partner, and who also acted as editor. During the war, after an engagement with the Maoris, there was always a great rush for copies of the paper, and as it had to be printed off on a hand press, the supply was slow, which greatly taxed the patience of the military and civilians, who were anxious to see a detailed account of the fight and the names of the killed and wounded. For a whole day at a time would the "little Albion" be kept going; and as the outer side of the sheet had to be printed before the news part was put on the press to back it, great was the displeasure of the crowd who besieged the office, and could hear the press at work, at not being able to get a copy, not understanding why they were kept waiting. Sixpence per copy was the price for the four pages, a sum not begrudged in those days for the record of the stirring events which were weekly given in the "Journal of Events" kept by Mr G. W. Wood, who, as one of the Rifle Volunteers, and being well acquainted with the natives, was in a position to keep a correct account of what was going on. Towards the end of 1867 Mr Woon sold the property to the present proprietor, Mr Henry Weston, and in 1868 Mr W. H. J. Seffern came from Auckland to edit the paper. From the first day the Taranaki Herald appeared until the present time it has never ceased publication; although on one occasion (May 12, 1860) during the war Colonel Gold sent a file of soldiers to the office and confiscated all the copies printed, which had some obnoxious paragraph in it. The paragraph was lifted out, and the paper was issued with a blank space in its columns. The Taranaki Herald, next to the Lyttelton Times, is the oldest newspaper in New Zealand.



VIEW OF NEW PLYMOUTH HARBOUR.

With the advent of the newspaper in New Plymouth, a sort of bastard Representative Constitution was also initiated in New Zealand by the "Ordinance of the General Legislative Council of New Zealand," which was passed in 1851 by the nominee Council, when the colony was divided into two provinces, New Ulster and New Munster, with a

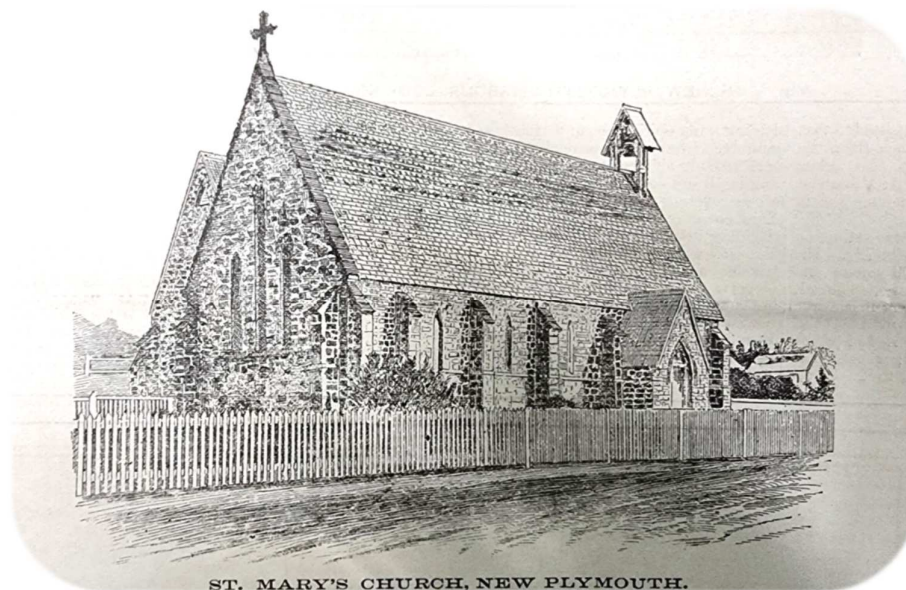
Lieutenant-Governor and Provincial Assembly in each. Each Provincial Assembly was to consist of not less than nine members—one-third to be nominees, and two-thirds to be elected by the inhabitants. The Ordinance provided that the mode of election should be by open voting, and that the poll should finally close at *four o'clock on the afternoon of the day on which the election commenced*. We italicise this to draw the reader's attention to subsequent events which we shall relate. The voters' qualifications were "a freehold estate valued at £50, above all charges and encumbrances, the owner being of the male sex and over twenty-one years of age"; or being "a householder occupying a tenement within the limits of a town of the clear annual value of £5, and having resided therein six calendar months before registration." This district was divided into two electorates, Taranaki Country District and the Town of New Plymouth. For the former there were three candidates, Mr J. T. Wicksteed, Mr J. C. Richmond, and Mr H. Scotland; for the Town of New Plymouth, Mr Charles Brown, and some non-resident whose name is not mentioned. Mr Wicksteed, in his address, said he consented to stand, because "he had been requested by electors whose opinions and wishes merited the best attention." Mr J. C. Richmond consented to place himself in nomination "on the requisition of several old settlers and other respectable inhabitants" of the district; but Mr Henry Scotland does not appear to have been asked, but rushes into the political fray announcing that "far from desiring, as some supposed, to reduce the Government expenditure in this settlement, I would with pleasure see it raised to double its present amount." Mr Charles Brown gives as his reason for allowing himself to be nominated for the Town District, "that a non-resident has been brought forward as a candidate, and feeling that your interests could not be properly represented by a comparative stranger, I have acceded to the wishes of my friends and supporters." The non-resident did not put in an appearance, so Mr C. Brown was returned for the Town of New Plymouth without opposition. The first electoral roll was published on August 11th, 1852, and the lists show that there were 105 voters in the Town of New Plymouth, and 175 in the Taranaki country districts.

August 30th was the nomination day, when, hustings having been erected adjoining the Police Court, which was then on the site where Messrs Sole Brothers' butchers' shop now stands, a large number of people assembled to hear the speeches of the candidates. Mr Hulke proposed Mr Charles Brown, and in the course of his speech said "that they must urge on their representative to demand universal suffrage, as by that alone are people represented, telling the Government that unless our just demands are attended to they will not be responsible for our remaining a British colony." We had ultra-Radicals in those days as well as now, for the remarks of Mr Hulke, we are told, were cheered. Mr J. L. Newman seconded the nomination, and there being no other candidate, Mr C. Brown was declared duly elected, amidst much cheering.

The Returning Officer (Mr Flight) then called upon the electors of the Taranaki Country District to nominate their candidates, when Mr Greenwood proposed and Mr J. Smith seconded, the nomination of Mr J. T. Wicksteed. Mr Newton Watt proposed, and Mr J. J. Weston seconded Mr Henry Scotland; and Mr R. Chilman proposed, and Mr T. King seconded, Mr J. C. Richmond. Each of the candidates spoke after he had been nominated, their views on public matters being as follows:—Mr Wicksteed "thought that every man should be paid for his work, but every man should work for his pay. The settler, he thought, should have some control over the revenue for local purposes and over the land fund" Mr Scotland, who evidently represented the "new arrivals," said, "he would be found fearlessly maintaining his position as to the interests of New Plymouth." Mr J. C. Richmond said "he was actuated by no party feeling. He advocated a land tax because the absentees would then have to pay it. He was in favor of State education, and thought that something ought to be done to establish better communication between the settlements." Mr Gledhill took exception to some of Mr Richmond's remarks, saying he was opposed to Government education, for he felt sure that all the settlers were in a position to pay for the instruction of their own children. A show of hands was called for, which resulted in about a dozen hands being held up for Mr Richmond, six for Mr Scotland, and a forest of hands for Mr Wicksteed. The returning officer having declared the election to have fallen upon Mr Wicksteed, there was great cheering, when, just before it subsided, one voice in the crowd called out, "One cheer more for the lion of Taranaki, Mr Wicksteed," which was accordingly given. A poll was demanded by the other two candidates, which took place the following day, and is described in the Taranaki Herald of September 1st, 1852, as follows:—"Mr Flight took his place in the Courthouse on Tuesday morning (August 31st) at 9 o'clock, to receive the voting papers, and by one o'clock nearly all the electors had polled. A decided majority then appearing in favor of one of the candidates, it was unanimously agreed between the parties to call upon the returning officer to close the poll. Shortly afterwards Mr Flight, surrounded by the candidates and their proposers and seconders, appeared on the hustings, and declared the state of the poll to be—Wicksteed, 108; Richmond, 30; Scotland, 6. He then stated that in consequence of the requisition of the candidates the polling was closed, and that J. T. Wicksteed, Esq., was duly elected member of the Provincial Council for New Ulster." Considering the Ordinance stated that the poll should be kept open till four o'clock, the election, it would appear, was carried out a little irregularly by the returning officer by his closing the poll at "a little after one o'clock." The people were very primitive in those days, and, therefore, such a trifling breach of the law was thought nothing of. In describing the election, the Herald says:—"The first meeting of the settlers of Taranaki for the selection of representatives has passed off with sobriety of conduct and decision of purpose worthy of the occasion, accompanied with that good humour and fun, which divested it of all appearance of a solemn farce, which such a small instalment of a pure representative system would otherwise have been. Almost all the settlers were assembled in the town, with their wives and children; flags were flying, and the well-known hospitality of the townspeople

rendered this day, which will ever be memorable in the annals of the settlement, a day of pleasure and friendly union."

On Thursday, December 16th, 1852, H.M. brig Fantome called at New Plymouth to gather up the members to attend a meeting of the Legislative Council at Wellington, which opened there on Wednesday, December 22nd. It was known that an Act had been passed by the British Parliament conferring on New Zealand a Representative Government; therefore this meeting of what might be considered an extinct Council was not at first understood. In opening the Legislative Council the Governor (Sir George Grey), in his speech, said he had hoped to have received a copy of the new Constitution Act before calling the Council together, but as the Appropriation Ordinance expired at the end of the year, it was necessary to pass a fresh one, so that the current expenditure might be met, as a sudden cessation of that expenditure, and a consequent stoppage of the entire machinery of Government, would inflict an injury upon the various settlements established in the colony. On the following day Sir George Grey submitted to the Council a despatch from the Secretary of State for the Colony enclosing the bill granting a new Constitution to New Zealand. The Council, after passing a new Appropriation Ordinance and a few measures which were required, was adjourned sine die by His Excellency, who, after thanking the members for their assistance, said:—In after times they might look back with pride and satisfaction on their labours. The affairs of the colony would now pass into the hands of the new Legislature in as great a state of prosperity as that of any country could possibly be, and when the difficulties they had had to encounter were considered this was no small meed of praise." On January 17th, 1853, Sir George Grey proclaimed the coming into operation of an Act to grant a Representative Constitution to the Colony of New Zealand, and the settlers of Taranaki, having been initiated into politics, soon found out they had grievances, which they have ever since been trying to rectify.



ST. MARY'S CHURCH, NEW PLYMOUTH.

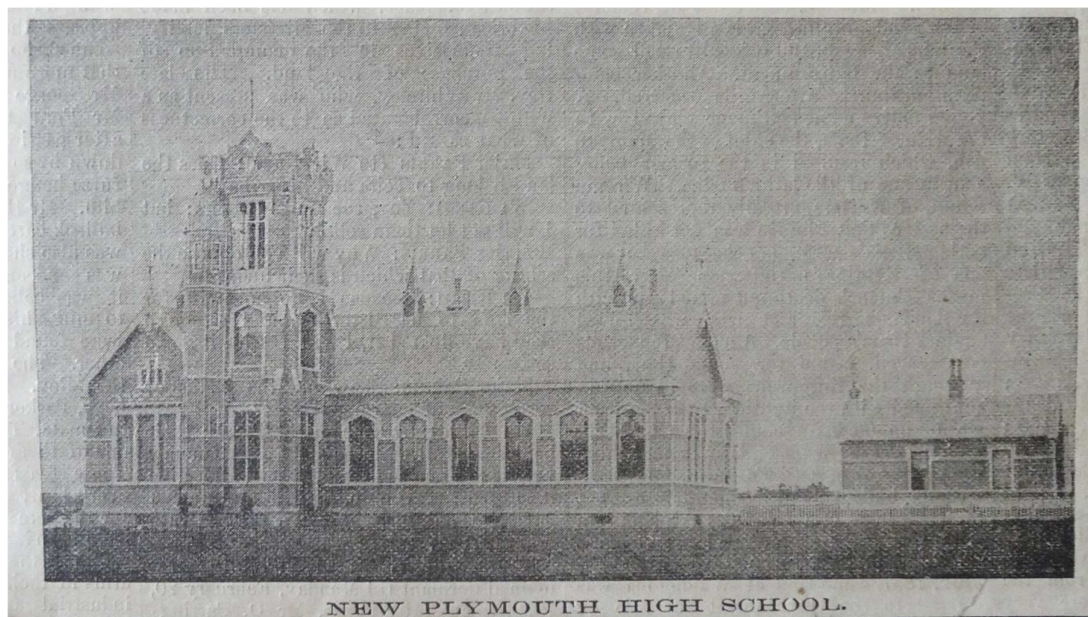
SOCI AL ASPECT OF TARANAKI DURING THE FIFTIES.

The chief characteristic of Taranaki during the Fifties was its small, compact area. Of the two and a half millions of acres which was the area of the Province, less than ninety thousand acres were in the possession of Europeans. New Plymouth was the chief town, the suburban villages being Bell Block, Omata, and Tataraimaka. The village capital of the Province was snugly planted on the margin of the beach, embosomed amid gently rising hills, and watered by the Huatoki, Mangaotuku, and tributary burns. It had its granite church, several chapels, its rustic mills and breweries, snug, unostentatious hostelrys, stores, and primitively built shops. The people did not affect "town airs," therefore to a stranger the place had a robust look about it; and as a writer says, "was famed throughout the colony for its troops of happy, rosy-cheeked children, pretty women, honey, fine mutton, and dairies of Devonshire cream." Another writer says: "The appearance of the settlement from the sea is varied and beautiful. The taste for sylvan scenery and quiet rustic beauty was gratified by the combination of stream and forest, glade and valley, pastures and trim fields, dotted with cattle or yellow with corn; whilst, for the Salvator Rosa eye, there is the snow-crested Apollo of mountains—Mount Egmont, showing up from a sea of forest 8000 feet into the brilliant sky." Such was the peaceful picture New Plymouth presented before the native war took place, when the whole of the settlers were compelled to abandon their cultivations and to take up arms to defend the town. But we must not anticipate those disastrous events which we shall have to refer to further on.

To give the present generation some idea of how the settlers passed their time and amused themselves forty years ago, we take the following description of how Christmas holiday was spent in 1852 from the Taranaki Herald:

"The dawn of Christmas Day was ushered in by the 'old accustomed sound' of carols beautifully sung, and accompanied by a few happy settlers at the corners of the streets. The weather was wet and boisterous, bringing dismal disappointment to the many who proposed to devote the day to pleasure excursions to the Waitara and elsewhere', but the rain passed off about noon, and the remainder of the day turned out fine weather. The Church (St. Mary's), though thinly attended on Christmas Day, was beautifully decorated with flowers and evergreens; and the choir, led by Mr Parris, gave much satisfaction to all present. Visitors to the neighbouring pah might well be delighted with the decent appearance and cheerful welcome offered by the natives to their visitors, and their well spread tables, laid in European fashion, covered with wholesome refreshments. On the following Tuesday (December 28th, 1852) the annual meeting and dinner of the Taranaki Friendly Society took place. The members mustered early, and at 11 o'clock proceeded in procession to the church, where they heard a beautiful and appropriate discourse from the Rev, H. Govett, who officiated on that occasion. The dinner, which afterwards took place, gave the members of the Society every satisfaction. It was provided, by Mr George, at his store, lately occupied by Mr S. Vickers. Besides the members, the candidates for the office of Superintendent and many other gentlemen were present, but we are happy to say that politics were hardly touched upon, and although the entertainment did not conclude till a late hour the harmony which characterised its commencement endured to the close.....A happier Christmas and New Year has not, we hear, been passed in New Plymouth."

The following is an extract from a letter published in one of the English papers as being received from the wife of one of the settlers in New Plymouth:—"We are becoming quite gay here. Last moon I procured a woman to come and mind my baby, and rode to a dance on a bullock cart. I wore the grey striped silk you gave me, with the short sleeves. Some of the newcomers were elegantly dressed. The ball came off in the large room of the Mesdames King's ladies' school, which was lighted up with sixteen wax tapers, besides other lamps. My dear Aunt, only three



unmarried women were present, and fourteen miserable young dancing gentlemen lacking partners."

The Marquis of Salisbury, the present Prime Minister of England, visited Taranaki in 1852. He was then Lord Robert Cecil, and was about twenty-five years of age. He came out to Australia just after the gold discoveries there, and, having visited Sydney, crossed to Auckland, and came on to New Plymouth in the schooner Eclair, 40 tons, Captain H. Marks, arriving on August 10th, 1852. The other passengers by the schooner were Messrs A. B. Abrahams, J. Jervie, R. Parris, and N. Reed. Lord Robert Cecil spent several days in Taranaki, visiting several of the settlers, amongst them Mr Thomas King at Mangorei, with whom sitting on a log of a fallen tree, he had a long talk respecting the state of the colony. What a change has taken place in forty years; Mr T. King is now a retired gentleman, and Lord Robert Cecil is now Prime Minister of Great Britain. Lord Robert then procured a guide and walked overland by way of the coast to Wanganui, where he was the guest for several days of the late Rev. R. Taylor, and also with the Rev. R. B. Paul (afterwards Archdeacon) at Carterton. The Rev. Mr Taylor, in his diary says: "When Lord Robert Cecil arrived, he gave his name to my servant, who came into the parlour and announced the fact that there was a real lord at the door, the first veritable one of his genus who had visited Now Zealand. He appeared to be a young man of considerable discernment." Lord Cecil was of a cynical turn of mind, and his impression of the Colonies was certainly not very favorable, as he looked on everything on the dark side. When in Canterbury he was the guest of the Rev. Henry Jacobs, the present Dean of Christchurch, who relates the following characteristic incident of the nobleman. The Dean took him to see the old church—the mother church—now St. Michael and All Angels. The Dean's little dog followed unnoticed up to the Communion table. Lord Robert, who

was not used to the intrusion of dogs into sacred places, having caught sight of the intruder, was shocked at the profanity and with a vigorous kick sent him howling down the aisle of the church.

There are no bald headed Maoris, and the first bald headed settler any of the natives saw somewhat frightened them. Amongst the settlers who came out early in the fifties was an English gentleman who, owing to a violent fever, had lost his hair, and was perfectly bald. This gentleman was tall, well made, strong, and had not passed the middle age. To obviate the inconvenience arising from being bald, he had provided himself with a wig, of very becoming light brown hair. He sometimes wore a black skull cap, and often in hot weather would go without either his wig or cap. This gentleman took up some land at Omata, just within the European boundary line, and the Maoris were very friendly with him. One very hot day shortly after this gentleman's arrival, a native chief went with an interpreter to make a formal call on the new pakeha. Mr C— was standing in a little paddock at the back of the house when the chief with a new mat, and spear in hand, took down the slip rails, and approached in a most courteous and dignified manner. The two were introduced to each other, and they commenced talking by the aid of the interpreter. Both were tall men, and stood opposite each other, making a few general observations, conversing as well as they could through a third person. Suddenly a most remarkable change overspread the Maori's face; his jaw fell, and his mouth opened whilst his widening eyes expressed both terror and horror. This change had been brought about owing to Mr C—having unconsciously, whilst talking, lifted his wig to wipe his head with his handkerchief, and thus revealed to the chief his bare poll. It being a hot day the act was done as calmly and unconcernedly as if he was merely taking off his hat. To the Maori, however, it was a very different affair. For a man to lift the scalp off his head without any symptom of agony startled the chief, who took fright and fled, exclaiming as he ran, "A we te pakeha!" ["Alas! the stranger!"] Mr C— was, of course, astonished, but, on the matter being explained to him, burst out into a hearty fit of laughter. The chief was panic-stricken with fear, and in trying to get over the post-and-rail fence actually fell and rolled on the ground. He, however, soon got on his feet again, and, dropping both mat and spear, ran with all speed towards his pah. Once or twice he looked behind him, but the glare from his terrified eyes, as they turned in their sockets, gave him the appearance of a madman. A day or two afterwards five or six natives came to ascertain if the story the chief had told them was true, when Mr C—, to allay their superstitious fears, took off his wig and handed it to them for inspection. A close scrutiny satisfied the natives as to the harmlessness of the wig, but the pakeha's head they could not understand, and looked upon it with awe. It was, however, a great nuisance to Mr C— for some time, because all the tribes for miles round came to interview him and to see him take off his "*potai huru huru*" [hair cap].

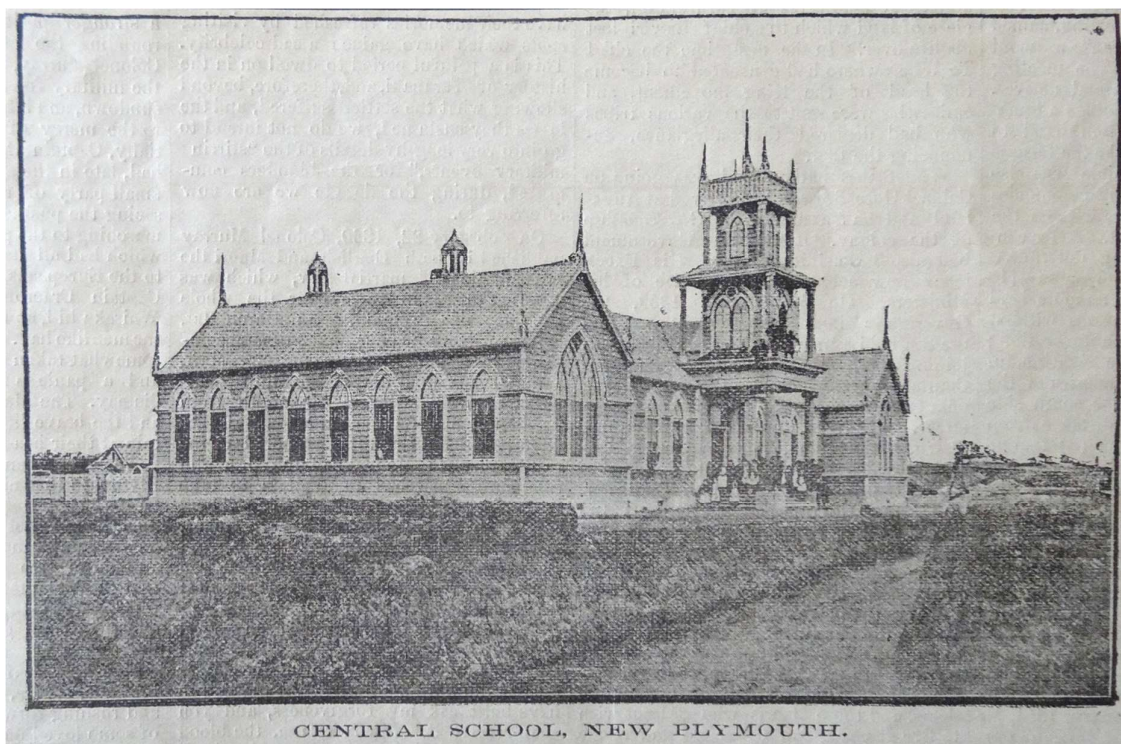
NEW CONSTITUTION ACT AND THE MAORI KING MOVEMENT.

It is a very significant fact that the bringing into force of the new Constitution Act giving representative Government to New Zealand, and the origination of the Maori King movement, both occurred in 1853. Shortly after the Proclamation by Sir George Grey bringing into force the new Constitution Act, it was rumoured that a printed pamphlet had been circulated amongst the Maoris setting forth the sin and folly of selling land to the pakehas. The natives were directed in the pamphlet "to follow the example of Naboth the Jezreelite who died a martyr because he would not part with the inheritance of his father." Of course the inference was perfectly clear, and it pointed most unmistakeably to the pakehas being like unto Ahabs and Jezebels. This was evidently the start which led up to the Maori war.

On receipt of the despatch containing the Constitution Act, Sir George Grey, as we have stated, at once formally notified the fact to the people. With the least possible delay the boundaries of the six Provinces were defined, electoral districts proclaimed, and the dates fixed for the election of Superintendents and Provincial Councils. As the Government of the colony has been considerably changed during the last fifteen years, it may perhaps be as well to briefly state the position of affairs brought about by the new Constitution Act in 1853. The Act divided the colony into six Provinces, each of which was to be governed by a Superintendent to be elected by the people, and a Provincial Council, to consist of not less than nine members. The proceedings of the Council were to be conducted after the usual style of Parliaments; had power to pass bills and carry on with all the formalities of a petty State. The Provincial Councils seem to have demanded the first care of the framers of the Constitution Act, for the Government of the colony is referred to in quite a subsidiary sort of manner in the Act. A General Assembly, consisting of the Governor, Legislative Council, and House of Representatives was created, which had power to make laws generally for the good government of New Zealand. These laws, were, however, to control and supersede any passed by the Provincial Councils; in short had absolute control over the Provincial laws. The Superintendent and Provincial Councils were elected for four years, and the Members of the House of Representatives for five years. The Superintendent and Councils came into existence some months before the first meeting of the General Assembly, and consequently there was always a conflict between the two powers, until the Provinces were abolished.

The first election for the Superintendency of Taranaki took place in 1853, the nomination of candidates being made on hustings erected in front of the Courthouse, Devon-street, on Friday, July 15th, when Mr Crompton proposed, and Mr Hursthouse seconded, Mr J. T. Wicksteed. Mr F U. Gledhill proposed, and Mr T. King seconded, Mr

Charles Brown: and Captain King and Mr J. J. Weston nominated Mr William Halse. The poll was taken on the following day (Saturday), and resulted as follows: Brown, 173; Halse, 138; Wicksteed, 12. The nomination of candidates for seats in the Provincial Council took place on Friday, August 19th, the polling being the following day. Taranaki was divided into three districts—Town of New Plymouth, Grey and Bell, and Omata. Of course, the land to the south was only populated by Maoris, and even Wanganui, which was in the Wellington Province, was then but a very small town. The election resulted as follows: — Town of New Plymouth: Messrs I. Newton Watt, and S. Vickers; for Grey and Bell: Messrs Peter Elliot, G. Cutfield, R. Parris, and R. Chilman; for Omata: Messrs T. Good, R. Rundle, and G. R. Burton.



The nomination of candidates for seats in the House of Representatives took place on Friday, August 26th, and polling fixed for the following day. The districts were the same as for the Provincial Council, but only one member could be returned for each. The candidates were—Mr F. U. Gledhill for the Town of New Plymouth; and Mr W. M. Crompton for Omata. These two were returned unopposed; but for the Grey and Bell District, Mr T. King was opposed by Mr T. Hirst, which resulted in the former being returned, the voting being—King, 90; Hirst, 36.

The Superintendent, Mr C. Brown, opened the first session of the Taranaki Provincial Council on Friday, September 16th, 1853, when Mr Isaac Newton Watt was elected the first Speaker. The Provincial Executive consisted of Mr C. Brown, Superintendent, and Mr R. Chilman, Provincial Treasurer; Mr Charles Batkin being appointed Private Secretary to the Superintendent. At the second meeting of the Council, Mr Christopher W. Richmond (now a Supreme Court Judge) was appointed Provincial Attorney and Clerk to the Provincial Council. The first ordinance passed was “to appropriate money to the public service for the Province of New Plymouth,” and as the salaries paid per annum in those days may be interesting, we quote them:—Superintendent, £250; Private Secretary, £50; Provincial Treasurer, £40, Clerk to Council (also Attorney for Province), £150; Gaoler, (also Inspector of Weights and Measures and Inspector of Slaughter-houses), £91 10s; Harbormaster, £120; coxswain, £78; six permanent boatmen at £65 each; Sub-Inspector of Police (also interpreter), £125; six policemen at £65 each; Road Surveyor, £125. From the above it will be seen that they were very economical in those days.

The Taranaki Land League formed by the natives, which eventually grew into the Maori King movement, through which the war in Taranaki arose, started in 1854. Tamati Reina, a zealous opponent of land sales, made a tour along the coast from New Plymouth to Wellington, soliciting co-operation of the principal chiefs. The proposal was that a League be formed, that should be both defensive and offensive in its operations, not merely binding its members not to sell, but also prohibiting others from selling, and which should employ any amount of force it might be able to command in carrying out its measures. Te mati met with a favourable reception at Waitara, at Otaki, and from some of the Wellington chiefs. After the usual amount of agitation, a great meeting was summoned to be held at Manawapou, in the Ngatiruanui district. A large house was built, said to be the largest ever erected by the Maoris in New Zealand. It was 120 feet long by 35 feet wide. Matini te Whiwhi [Hēnare Mātene Te Whiwhi], who attended the meeting, named the building, “*Taiporu-henui*” [Taiporohēnui] a word used as a symbol of union. The meeting

was attended by over a thousand natives. At the opening of the proceedings a tomahawk was passed round from hand to hand, a sign that whoever broke the League should suffer death. A bible was also buried in the earth with many ceremonies—that God might be called to witness the inviolability of their compact. After considerable korero the following determination was arrived at by the League—(1) That from this time forward no more land shall be alienated to Europeans without the general consent of the confederation; (2) that in reference to the Ngatiruanui and Taranaki tribes, the boundaries of the pakeha shall be Kai Iwi on the south side and a place within a short distance from New Plymouth on the north; (3) that no European Magistrate shall have jurisdiction within native boundaries, but all disputes shall be settled by the runango.

The hopeful seed sown by the League soon germinated. The land which the Maoris thought would be essential to their welfare and prosperity proved a source of confusion and bloodshed. What with intermarriage, absence, confiscation, and the want of a written testimony, a Maori title was a perfect Penelope's web to unravel, a never ending work, even to the Maoris themselves. In January, 1854, Mr (afterwards Sir) Donald McLean purchased a block of land at Puketapu, but at the request of the chief Katatore, and by the advice of Rawiri, a portion called Tarurutangi, which should have been included in it, was omitted. About this time a dispute arose between Rawiri and Topia, one of Katatore's men, as to the ownership of the said land. Rawiri sowed a field with wheat, and Topia ploughed in the wheat and planted potatoes. Then Rawiri offered the land to the Government, and Mr Commissioner McLean agreed to take it, on condition that Rawiri would first cut the boundary line. This Rawiri agreed to do. On the morning of August 3rd, 1854, the chief, with twenty-five of his men, unarmed, and merely with their agricultural tools, started to perform the work. On reaching the boundary of the land they were met by an armed party under Katatore, consisting of twenty-eight men, who fired at close quarters. The result was that Rawiri and sixteen of his men fell—four killed, two mortally wounded, one dangerously, three severely, and six slightly. Rawiri received a ball in his loins, which passed upwards, and out through his breast. He was taken to the hospital, where he expired next morning. Rawiri was much esteemed by the settlers, and his death was looked upon by the Europeans as murder. The Government were appealed to, it being argued that as Rawiri was in the commission of the Peace, he was a British subject and his murderers should be punished. His Excellency Colonel Wynyard (who was then administering the Government, Sir George Grey having gone home) was afraid to interfere, and through missionary influence the friends of Rawiri were to some extent soothed. Katatore, either out of remorse or fear, suddenly broke his allegiance with the Land League, and offered to sell some land to the Government. Another complication shortly afterwards occurred. A young native named Rimene eloped with the wife of Ihaia, the chief of the Mamaku pah, which resulted in the former being shot by one of the latter's tribe. Wiremu Kingi, of Waitara, artfully represented to the natives that Rimene was not killed for taking Ibaia's wife, but because he was one of Katatore's followers. By this means Rimene's death got mixed up with the land quarrel, and war was levied against Ihaia's people. A native feud, thus commenced, lasted for some time, and although the Europeans were in no way connected with the fighting, their position was by no means a comfortable one, for skirmishing often took place from behind the hedges of a settler's farm, and occasionally bullets pierced their houses, but no white man was injured. At length a truce was made in 1855, after sixty Maoris had been killed and 100 wounded. In July, 1857, some land at Waiongona was offered to the Government for sale by Ihaia; and in August following Katatore also offered 10,000 acres for sale. The Land League was amazed at this, and wrote to him reproaching him for his conduct. Ihaia had never forgiven Katatore for the part he took in the late feud; and learning that he was drinking with others in New Plymouth, and would return late home, prepared an ambushade for the party, who, when they arrived at the corner of Wills' road, Bell Block, were fired at and killed, Katatore being frightfully mangled with tomahawks. Then commenced another tribal war, and Ihaia and his people were driven from Ihakamoana, and had to take refuge at the Karaka, a pah near the ford of the river Waitara. His enemies followed him there, and the chief had to fall back on the Mimi River, where he built a pah at Papawera, and finally, by the aid of the Government, escaped to the Chatham Islands.

The Puketapu natives were paid on January 1st, 1859, the sum of £1,400 for a block of 2000 acres at Tarurutangi, the piece of land which the chief Rawiri lost his life over. In the meantime the chief Te Wherowhero had consented to become the head of the King movement, and emissaries were sent to the various tribes who had declared their allegiance, announcing the fact.

Whilst this native feud was going on Colonel Gore Browne had arrived at Auckland and had assumed the Governorship of the colony. Responsible Government had also been initiated, and His Excellency now acted on the advice of his Ministers. On March 6th, 1859, the Governor visited New Plymouth, and on the 8th held a meeting in a paddock adjoining the house of the Land Purchase Commissioner, which was the old building next to Mr Seffern's residence in Courtenay street. Natives representing Moturoa, Town, Waiwakaiho, Puketapu, and Waitara attended, and the chiefs of those tribes paid their respects to the Governor. Tahana, a native Assessor, opened the proceedings by expressing a desire on the part of himself and his tribe to have British law established amongst them. Mr Commissioner McLean then, on behalf of the Governor, made a long speech, the purport of which was that he had no desire to enforce the law, but he was determined that the peace of the settlers should no longer be disturbed by evil doers, and those Maoris who did not wish to live at peace had better go and reside elsewhere. With regard to the disposal of their land, it was purely at their option to do so or not, but he would never consent to buy land without an undisputed title. He, however, would not permit anyone to interfere in the sale of land unless he owned part of it; and, on the other hand, he would buy no man's land without his consent. Several

speeches were made, amongst them by Te Teira, of Waitara, who stated he was anxious to dispose of certain portions of his land for which he had no use. He defined the boundaries of the block, and then asked the Governor if he would purchase it. His Excellency intimated through Mr McLean that if there were no disputes as to its ownership he would buy it. Paora then rose, and told the Governor that Te Teira could not sell the land he offered, because there was a *mana* over it. Te Teira denied that he was under the *mana*, for he was a higher chief than Wi Kingi or Paora, and that neither had an interest in the land he offered for sale. The meeting then dispersed.

The Government caused a most minute enquiry to be made as to the ownership of the land offered by Te Teira, and finding that it was really owned by that chief, he was paid on November 29th, 1859, the sum of £100 on account of the purchase money. Major Parris, before paying this instalment went to Wi Kingi, at Waitara, and informed him of his intension to pay Te Teira the money. Wi Kingi and a party of natives came to New Plymouth to oppose the payment, and a meeting at which a large number of Europeans were present, assembled to discuss the matter. After a long korero, the following conversation took place, which has been made historical, owing to the Ministers justifying themselves in the completion of the purchase of the land. The late Rev. Mr Whiteley, who was present as a witness, corroborated as to the correctness of what passed

Major Parris (to Wi Kingi): Does the land belong to Teira and his tribe?

Wi Kingi: Yes; the land is theirs; but I will not let them sell it.

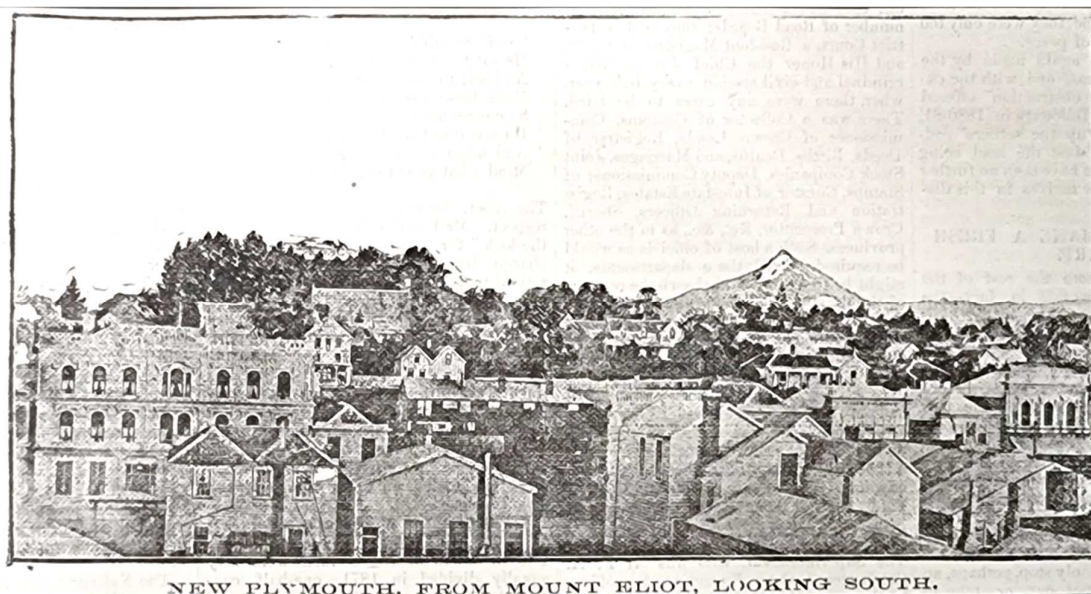
Major Parris: Why will you oppose the selling of that which is their own?

Wi Kingi: Because I do not wish for the land to be disturbed, and although they have floated it, I will not let it go to sea.

Major Parris: Show me the justice or correctness of your opposition?

Wi Kingi: It is enough, Parris; their bellies are full with the sight of the money you have promised them, but do not give it to them; if you do, I will not let you have the land, but will take it and cultivate it myself.

The meeting separated, and things remained dormant till Monday, February 20, 1860, when Major Parris, Mr O. Carrington, and Mr C. W. Hursthouse, of the Survey Department, and one of the police force, proceeded to Waitara to survey the block in dispute. They were met by a number of Wi Kingi's natives, who obstructed the survey party in every way they could. Notice was sent to Wi Kingi that if he did not call his people away they would have to be arrested for attempting to disturb the peace. Wi Kingi said he "did not desire war; that he loved the white people very much, but that he would not let Te Teira sell his land." This started "the flame that lit the battle's wreck;" "caused war to rage, and blood around to pour," and resulted in a long ten years' war.



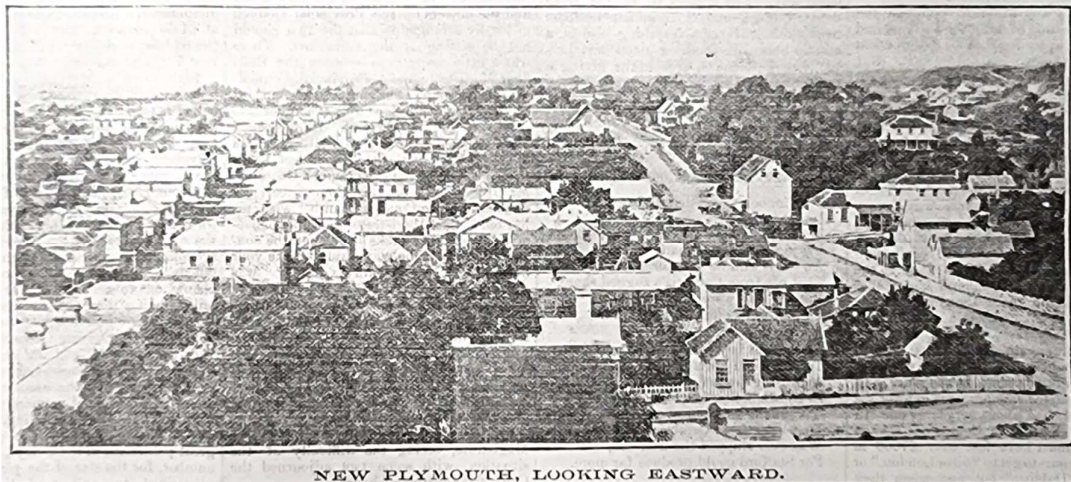
NEW PLYMOUTH, FROM MOUNT ELIOT, LOOKING SOUTH.

TEN YEARS' WAR AND DESOLATION.

Old Taranaki settlers have a painful recollection of the day when every man in the district had to take up arms in defence of his home; and even now persons need not go far from the town boundary to have their memories refreshed by visiting spots which have gained a sad celebrity. This is a painful period to dwell on in the history of Taranaki, and, therefore, beyond showing what the settlers suffered, and the losses they sustained, we do not intend to go into very lengthy details of the "stirring military events," or the blunders committed, during the decade we are now referring to.

On February 22, 1860, Colonel Murray published in both English and Maori the proclamation of martial law, which was declared to be in force over the whole Province of Taranaki. On March 1st, Governor Gore Browne and suite, accompanied by Colonel Gold, a military staff, and 200 rank and file of the 65th Regiment, arrived at New Plymouth from Auckland, and on the same day H.M.S. Niger, Captain Cracroft, anchored in the roadstead. On Monday, March 3rd, the troops were marched to Waitara to take possession of the disputed block of land that Te Teira had sold to the Government, and on which a rebellious tribe had erected a fortified pah. Governor Browne, on March 6th, wrote to Wi Kingi as follows: "You have presumed to block up the Queen's road; to build on the Queen's land; and to stop the free passage of persons going and coming. This is levying war against the Queen. Destroy the places you have built, ask my forgiveness, and you shall receive it. If you refuse, the blood of your people be on your own head. I shall fire on you in twenty minutes from this time if you have not obeyed my order." On the arrival of the escort from town the pah was found to be deserted. On March 13th and 14th Te Teira and his party pointed out the boundaries of the land. On March 16th it was reported that during the previous night the natives had erected another pah, which was said to be "very strong, with double palisading, ditches, and galleries." A similar letter to the above was sent the following day to Wi Kingi, ordering him to move off the land. The natives refused to receive the document, consequently Colonel Gold resolved to destroy the pah. During the day an attack was made, and the pah taken. The first shot had been fired, and hostilities between the two races then commenced in earnest.

On the morning of March 24, news was brought into New Plymouth that several hundred natives—estimated by some at 800 and by others at 1000—belonging to the Ngatiruanui and Taranaki tribes, were on their way to Ratapihipihi, the chief Manahi's place. The advance guard consisted of seventy natives, who on arriving at the spot danced a war dance. A force consisting of 130 Taranaki Rifles, with 200 of the 65th Regiment, went out on the following day (Sunday) in order to prevent the natives making a raid on the settlers' cattle; but as an order had been issued by Colonel Gold that the Europeans were in no way to engage with the rebels in the bush, the natives were allowed to retire unmolested. On the Tuesday, March 27, at about 5 o'clock in the evening, intelligence was brought into town of a most wanton and savage murder at Omata. It appears that Mr S. Ford was going to see some sheep at Mr Grayling's farm, and had that morning ridden out to Moturoa with Mr George to purchase six of his



NEW PLYMOUTH, LOOKING EASTWARD.

bullocks. Mr Ford. then proceeded alone, when after passing the Omata Inn he was shot down by some natives concealed behind a furze hedge, who afterwards tomahawked him. Mr H. Passmore, who was driving his bullock cart to get some puriri for fencing, was also shot, as well as Mr S. Shaw, who was accompanying him, and who it was believed was going to his farm to milk his cows. The three bodies were found within a few yards of each other. The next morning (March 28th), the Rev. H. H. Brown found two boys, Parker and Pote, in the bush close to Omata. The boys had been tomahawked, one of them having had his hand cut off. These fearful and cruel murders filled every heart with sorrow and commiseration for the bereaved. The victims appeared to have been indiscriminately fallen upon, and they met their horrible doom, not with firearms in their possession, but engaged in industrial and peaceful pursuits. The bodies were all brought into the military hospital, and the horrible sight awakened in the settlers feelings of the keenest revenge, and a desire that the savage perpetrators of the brutal murders and all leagued with them should expiate their dark deeds with their lives.

An expedition was organised, and started for Omata about noon on March 28th, for the double purpose of rescuing the Rev. Mr Brown's family and others who were on their land, and to punish the perpetrators of the cruel murders of the day before.

The military force consisted of No. 10 Company of the 65th Regiment, commanded by Colonel Murray, 25 blue jackets under Lieutenant Blake, R.N., and 102 Volunteers and Militia in charge of Captain G. Brown, Major Stapp, and Major Atkinson. Then followed the battle of Waireka, when the Taranaki Volunteers and Militia bravely met

their rebellious foe for the first time face to face. We have not space to give details of the fight. The Maoris, outnumbering the Europeans and occupying a stronger position, were gradually surrounding the little civilian force, when Colonel Murray, who was in command of the military force, sounded the retreat at sundown, and left the Volunteers and Militia to the mercy of the natives. Providentially, Captain Cracroft, of H.M.S. Niger, had, late in the afternoon, gone out with a small party of sailors, well armed, and seeing the position of affairs, decided upon marching to the pah to haul down the flag which had all day long flaunted defiance to the Europeans. It was twilight when Captain Cracroft's force ascended the Waireka hill, and bullets were falling about the men like hail. The natives, however, were somewhat taken by surprise at the attack, and a panic ensued, when they fled in dismay. The Maori flag was hauled down, and the brave little force, with their captain at their head, then marched into town.

The excitement of the people in New Plymouth that night was great, and indignation was openly expressed at the conduct of Colonel Murray in leaving the Volunteers to their fate. However, after an hour or two the welcome intelligence that the Volunteers and Militia were on their way to town, spread like wildfire, and there was great rejoicing. Then, as they marched into New Plymouth, the cheers were deafening. Fathers, mothers, brothers, sisters, and wives lined the street, and rushing forward to peer into the face of some loved one, enquired, "Is that you, Charlie?" or, "Is our John come back?" It was, however, when the gallant blue jackets marched into the town with the captured flag stuck on their bayonets, and singing "See, the Conquering Hero comes," that the people seemed mad with joy and gratitude. Some persons ran about with trays of sandwiches, others with buckets of beer or grog; and even some of the women threw their arms round the necks of the sailors and kissed them when they halted for refreshment, so excited were all over the affair. The hand-shaking and earnest and heartfelt "God bless you's!" that were showered on the gallant preservers were certainly such as were never heard before or since in New Zealand. Captain Cracroft was asked to allow his men to remain on shore, the guests of the inhabitants, but he deemed it prudent to send them at once on board the Niger. A full account of this event has been written, and those interested will no doubt seek it elsewhere.

After this fight, reinforcements of Imperial troops from the other Colonies were sent to New Plymouth. The natives also began to concentrate their forces and to erect fortified pahs in all directions outside the town. The stockades at Omata and Bell Block were garrisoned, and temporary guard rooms were built on the racecourse. Every night a cordon of sentries kept watch round the town, many of whom were without shelter, although the weather was very wet. Major Parris, about this time, was sent for by Rewi, the great Waikato chief, and he went to see him. On his return, however, he narrowly escaped being shot by an ambuscade of Waikato natives; but the chiefs Epiha and Hone prepared against it, and escorted Major Parris safely into town.

The battle at Puketakuere was the next engagement which took place, when a large number on both sides were killed. Captain Seymour (now Lord Alcester) was wounded in the leg by a bullet, and Lieut. Brooke, of the 40th Regiment, was killed and horribly mutilated by the natives. Any of the settlers who attempted to go to their farms were waylaid by the Maoris and shot. Captain Richard Brown, whilst seeking a stray horse, was shot at and killed. A young man named Hugh Corbyn Harris was shot on June 29th, whilst going into the bush for firewood; and John Hurford, when visiting his farm at Omata, on August 3rd, was also killed by the natives. On August 20th, Ephraim Coad was shot dead on the beach, near the mouth of the Henui river; and Henry Crann, whilst searching for his bullocks on the Avenue Road, was killed by a Puketotara native.

An attack was made on the Maori position at Mahoetahi on November 6th, 1860, when the natives suffered very severely, several Waikato chiefs being killed. There were some losses also on the European side. Whenever the natives had a chance they killed a white man, and amongst those thus picked off were John Hawken, near Huirangi, and Joseph Sarten, at the Henui, in the lane running down from the church towards the beach. On December 28th, as the Waikatos had assembled in large numbers at Matarikoriko and Huirangi, General Pratt decided to attack them, and after some sharp fighting the rebels were compelled to retire with great loss, leaving the British in possession of the place.

In the hope of diverting the General's attention from the north, the Maoris to the south again occupied Waireka and Burton's Hill, forming a series of fortifications and field works of a very extensive kind. By this means they commanded every road, and thus confined the Europeans within the town and stockades. An expedition was accordingly sent out, and many skirmishes with the natives took place. On January 23rd, 1861, the military forces attacked the Huirangi redoubt, when a most sanguinary conflict took place, but it was taken by the Europeans—when over fifty Maoris, dead or dying, were discovered in the trenches. There were thirteen chiefs amongst those slain, but many of those killed were beyond identification. The European casualties were five killed and eleven wounded.

Captain William Cutfield King, of the Volunteer Rifles, visiting his estate at Woodleigh (now owned by Mr J. Hughes) was shot at, and his horse wounded, on February 8th, by some natives in ambush. He dismounted, and tried to seek refuge in the house, but two natives fired at him, and he fell badly wounded. His murderers then ran up to him, when he said—"I am badly wounded; leave me." This was answered by one of them discharging both barrels of his gun at Captain King's head. This cowardly, murderous deed was witnessed from Marsland Hill. The Volunteers and Militia turned out, but they were too late, either to render their young captain aid or to intercept his

murderers. The body was found pierced by six bullets, three through the head, two in the body, and one in the thigh.

And so the year passed. The Maoris had burnt the settlers' homes, and foully murdered many of the owners of them. The women and children had been driven into town, and all the cultivations destroyed. Attempts had been made to disperse the natives where they congregated, and success, as a rule, was the result of the engagements; but the authorities were not unanimous in their opinions with regard to how the natives should be treated, and the vacillating conduct of those in command paralysed the arms of those who were capable and willing to settle the matter in a sharp and decisive manner. Governor Browne was replaced by Sir George Grey, and the government who advocated a "vigorous policy" were turned out by a Ministry who thought that the "blanket and sugar" policy was the best. They tried it, but even that failed to settle the difficulty. General Cameron, who arrived at Auckland on March 27th, 1861, came on at once to Taranaki. A truce had just been dared, which had been brought about by Wiremu Tamihana te Tarapipi (*Anglice*, William Thompson), a Waikato chief of considerable influence and ability. The truce, however, only lasted till Monday May 4th, 1863 when news came into New Plymouth that a party of armed men of the 57th Regiment, who were on their way to town in charge of a prisoner, were, without warning, fired at by an ambuscade, and most of them killed. The rebellion, which had only been slumbering, then broke out afresh with redoubled violence, and Wellington and Auckland also became involved in the trouble. It is impossible in our limited space to give even a brief summary of the various engagements and skirmishes that took place about this time, but fighting prevailed until General Chute, in January, 1866, marched a very large force from the south, through the dense forest, which then existed to the east of the mountain, to New Plymouth, and from thence round the coast to Patea and Wanganui, destroying as he went along all the natives' plantations and pāhs. The Maoris silently watched the movements of this large force, and in one or two places attempted to defend their pāhs when attacked, but the General destroyed all before him, and thus struck terror into the hearts of the rebellious natives, who then became sullen, like a defeated, but not a subdued, race. There was no proclamation of peace, but the Government confiscated the land of all those Maoris who did not come in and declare their loyalty to the Queen. After General Chute's campaign, however, many of the settlers, although they had no guarantee of safety, went on to their farms, and were unmolested by the natives, who continued to maintain a sullen truce.

It being considered that the rebellious Maoris had been subdued, the Imperial troops were gradually withdrawn from the colony. At one time there were over four thousand soldiers in Taranaki, but in June, 1867, it was left without one. The natives watched the departure of the troops, and when all but the last regiment had left the colony, they made another attempt to drive the Europeans from the land. On May 10th, 1868, an armed party of natives fired at two men who were engaged putting a log on a saw pit near Waihi, close to the Waimate Plains. A colonial force was at once raised to quell this second rebellion, and the natives now found they had to deal with a lot of determined men, who knew the bush as well as their savage foe. There were many mistakes made, many valuable lives sacrificed, but the Maoris were harassed and driven from one spot to another without having time to rest or prepare for their future wants. At first the natives had the advantage over the Colonial forces and even had the audacity to attack the Turuturumokai Redoubt, when Captain Ross and several men were killed. Our forces, however, retaliated, and attacked and took Te Ngutu-o-te-manu; but were repulsed at Ruaruru. At the latter engagement a large number of Europeans lost their lives, amongst them being Major Von Tempsky, Captain Buck, Captain Palmer, Lieutenant Hastings, Lieutenant Henry Hunter, Corporal Russell, whilst Captain Rowan and Dr Best were severely wounded. Shortly after their defeat at Ruaruru, Colonel McDonald, who had led charge of the forces, resigned, and was succeeded by Colonel Whitmore. On November 7th 1868, Colonel Whitmore made an attack on a pā at Okutuku, but was repulsed after a hard fight. Several were killed, amongst them Major William Hunter and Sergeant Kirwin. Titoko Waru, elated with his success, now approached towards Wanganui, burning houses, and creating great alarm in all parts of the district. On November 21st, news of the massacre at Poverty Bay, by Te Kooti, reached Taranaki, and another general rising of the Maoris all over the island was generally feared. Titoko Waru's forces, however, had, notwithstanding their victories, been greatly reduced in number, and their food running short, they tried to make for Ngatimaru, where Wi Kingi lived in seclusion, hoping to get help from that chief.

It was during this fray with the southern natives that on Saturday, February 13th, 1869, Captain Gascoigne, his wife, and four children, who were living at the blockhouse at the White Cliffs, and two military settlers, Milne and Richards, were murdered by a war party from Mokau, with a view to embarrass the Colonial Government. The Rev. Mr Whiteley, who was on his usual clerical visit to the settlers there, was seen approaching on horseback in the dusk of the Saturday evening, and as he was ascending the hill he and the animal under him were shot dead. This again unsettled the district, and those who were on their land again hurried their families into New Plymouth. Colonel Whitmore followed up the retreating force of Titoko Waru to an island in the Ngaire swamp, and would there have captured the chief, but for some friendly natives, who assisted the rebels to escape. The other natives were scattered in all directions, some seeking refuge in caves. About this time a change of Ministry took place, which at once altered the current of affairs. The Fox-Vogel Ministry replaced the Stafford Government, and with Sir Donald McLean as Native Minister, a truce was instantly proclaimed. The natives were evidently as tired of fighting as were the settlers, and finding that the pakehas were not to be dispossessed of the land, they were only too ready to make terms of peace.

A fresh start was again made by the settlers on their farms, and with the exception of a “passive obstruction” offered by Te Whiti and his followers in 1880-81, when they ploughed up the settlers’ paddocks as a protest against the land being taken from them, there have been no further disturbances with the natives in this district.

THE SETTLERS MAKE A FRESH START.

Almost isolated from the rest of the colony—from the world, in fact—the settlers bore up against the many difficulties which beset them on every side with praiseworthy fortitude. Peace was supposed to have been established with the natives; but it was many years before confidence was restored between the two races. To the south of the town was an almost impenetrable bush, which was swarming with Maori; and to the east and the west there were hordes of natives who regarded the Europeans with sullen looks. The only outlet, therefore, to the world was by the sea—an open roadstead where a steamer called once or twice a week, and she might only stop, perhaps, an hour or two, to put out or take in cargo. It has been a wonder to many that anyone remained in the place after what the settlers had encountered during the war. There was little doing in the shape of business, and danger still menaced them on every side. They had already lost many of their relatives and friends, and their time and capital had been wasted, still they remained in the place. There must have been some unaccountable fascination about the spot that attracted people to it—some magnetic influence which prevented them from leaving Taranaki. It might have been the beauty of the scenery—the exhilarating healthfulness of the climate—the fertility of the soil—all might have tended to attract the people to the district, for, once having settled down and become owners of the soil, they seemed ready to fight for it, to live on half a loaf a day, in the midst of danger—to do anything in fact but part with what they had acquired.

An attempt was made to populate the place by means of military settlers, and land was set apart for that purpose, when several companies were put upon it. But this defence scheme was not a success, for as soon as the men’s terms expired, and their pay and rations stopped, many of them disposed of their sections and cleared out of the place. The population of the Province of Taranaki in 1870 was about 4350, and this included the whole of the district, from Mokau at the north, to Patea at the south. Although there was a very limited population, it would be very difficult to find another spot in New Zealand where more enterprise has been exhibited by the people with a view to the development of the mineral and other resources of the place than was to be found in New Plymouth. It would not be an easy task, we feel sure, for anyone to enumerate the various limited liability companies which have been started at different times in the place, and the sum expended in numerous enterprises and lost must have been a very large one. In the various Petroleum Companies started the settlers must have lost over £7000 in their endeavours to get to “oil or London.” or to “oil or Dublin;” but just when they had reached the oil and there was every indication of success, a commercial depression set in, and as the extra capital required was not forthcoming, the works had to be closed, and remained so till a month or so ago, when a fresh start was made to sink for oil, with every prospect of success. The manufacture of phormium tenax into hemp was the next enterprise entered into by the townspeople, who started a large number of companies, but owing to imperfect machinery they all came to grief, and the shareholders lost their money. Over £10,000 must, we feel sure, have been spent in attempting to develop that industry. The ironsand, which is to be found in such abundance on our shores, has caused thousands of pounds to be expended in trying to make it into a marketable article. The “Pioneer Steel Company” spent close on £10,000, and the “New Zealand Titanic Steel and Iron Company”. Another £20,000; whilst the amounts that have been contributed from time to time by private persons, with a hope of bringing about a successful issue, cannot be estimated at less than the former sum. That the sand can be smelted has been proved over and over again, but that it can be produced at a paying price has yet to be accomplished.

Whilst the Provincial Governments had been growing in power in the larger districts, in Taranaki it had been dwarfed owing to the war and want of population. Being one of the original Provinces under the Constitution Act, although the population did not exceed five thousand, the district had all the Governmental machinery required for the larger provinces of Auckland, Wellington, Otago, and Canterbury. The people elected their Superintendent, and the members of the Provincial Council; they had a Town Board, and a large number of Road Boards; they had a District Court, a Resident Magistrate’s Court, and His Honor the Chief Justice held a criminal and civil session every half year, when there were any cases to be tried. There was a Collector of Customs, Commissioner of Crown Lands, Registrar of Deeds, Births, Deaths, and Marriages. Joint Stock Companies, Deputy Commissioner of Stamps, Curator of Intestate Estates, Registration and Returning Officers, Sheriff, Crown Prosecutor, &c., &c., as in the other provinces. Such a host of officials as would be required to fill these departments, it might be thought would absorb the revenue of the province, but the pruning knife had been so often at work, and offices had been so amalgamated that the expenses were comparatively small. A more cheaply governed province than Taranaki did not exist in New Zealand. The Superintendent had only £300 a year; Provincial Secretary, £150; Provincial Treasurer, nil; Clerk in Superintendent’s Office, and also of Council, £125; Speaker, £25; members of Council expenses, £30—making a total of £630 for the legislative department. There was an Assistant Treasurer (really the Accountant of the province), who received £200 a year. The Superintendent, who was Mr F. A. Carrington, had no Executive, the offices of Provincial Secretary and Treasurer being non-political; the names being retained only because certain Ordinances that had been passed during previous Superintendencies, rendered it necessary that there should be someone holding those offices to sign documents. The Provincial Council consisted of fifteen

members, of whom one was elected Speaker. Members did not meet (as in other provinces) day after day till the work was done; but assembled once a week when there was anything to do, and then “adjourned till called together by the Speaker.” The members were not paid, therefore this slow system of getting through the work was not expensive. In this Council all the formulas of the Imperial Parliament were maintained. Messages from His Honor were brought down in the pocket of Mr Speaker, or were quietly given him by the clerk previous to the business commencing. They were read, and ordered to be considered, in the usual way. The notices of motion were debated upon, and Government business took precedence of everything else at a certain hour. Everything done was perfectly parliamentary, even to the giving a refractory member into the charge of the Sergeant-at-Arms.

There were poets in those days, and this is how a circumstance that happened in the Council was rendered into verse:—

A WARNING TO ALL COUNCILLORS.

The Council sat in deep debate,
Intent on smelting sand;
When, glowing with the fervent theme,
Up jumped a fiery man,
And it is said he sung or swore
That oft from Cambria’s rugged shore,
Pigs of iron were shipped galore
To Stafford’s pipe-clayed strand.

An ancient boy, who hailed from thence,
To this could not agree,
And using language hot and strong
In contradicting he;
'Tis said he sung, or even swore,
That ne'er from Cambria’s rugged shore
Was ever shipped the iron ore,
For Stafford could produce far more.

This speech, in contradiction full,
So very flatly made,
Did to the very centre stir
That little fiery blade;
Who to the chair did make appeal,
Times two or three 'tis said;
Which did not deign to wink its eye
Or nod its polished head.

Philosophers do sagely say,
All natural bodies change,
When subject to the test of heat
When each has reached its range;
Thus solids into liquids run,
And liquids fly to gas;
Making much spluttering and fuss,
When it doth come to pass.

E'en man is not exempt from this
Now well known law, 'tis said,
For heat doth change the coolest brain,
And melt the thickest head;
The chair's neglect to sympathise,
Made, like a rocket, Up——n rise,
And to his feet he red hot flies,
And tells the Stafford man he lies.

“Ho, Dunn! thine office hitherto
Has been a sinecure,
No wight has yet thy clutches felt,
Within this chamber door;
But now seize on this peppery carle,
And lead him off straightway
Into the dungeon on my left
Until the dawn of day.”

Thus up and spoke sagaciously
The Speaker from his chair,
And up and fired his little shot,
Each member then and there;
And told the culprit he must down
Upon his marrow bones,
And full recantation make,
In humblest of tones.

So after quibbles one or two,
He eat the leek, 'tis said,
And left the chamber cooler if
More dense about the head;
So councilmen of all degree,
Do warning take I pray;
And when your heads get very hot,
Mind what your tongues do say.

The poet, however, was wrong in one respect. Mr Upjohn did not have to “eat the leek,” for although he was taken in charge by the Sergeant-at-Arms, and retired to a room which was used as the Provincial Council library, the members, after discussing the affair, found they had no power to punish the disorderly member beyond a reprimand, so he was allowed to return to his seat, when the Speaker said something which was intended to be very severe. Mr Upjohn rose to reply, when the Speaker said, “Sit down, sir!” This was followed by some “hear, hears” from the members. So Mr Upjohn sat down — and thus ended an affair which looked serious at one stage. The Sergeant-at-Arms was also Sergeant of Police, and held many other offices. The members of the Council were very equally divided in 1871, one-half connected with the agricultural interest and the other residents of the town. Mr Upjohn was leader of the Opposition, and was very proud of his independence, and used to tell with gusto in the Council that he never could be bought, although repeated attempts had been made when he was in England to do so by political parties. Mr James Dingle, who, at the time of the White Cliffs massacre, visited Wellington, and had an interview with the Governor, on which occasion he told His Excellency a little of his mind in true Devonshire style, was also a member.

The Chamber held its sittings in the upper room of the Taranaki Institute, now the Town Hall. The room was divided into two portions—one side being for “Law and Justice,” and the other for “Legislature.” This large room was divided in half by a movable partition, on which sliding panels were sometimes fixed. But these panels were very seldom put up, as the officers of the Law Court and the officers of the Provincial Council generally arranged so that the two should not be sitting at the same time. There was a little *contretemps* between the Resident Magistrate and a Provincial Councillor (Mr Upjohn) once, one holding up for the majesty of the law, and the other the privileges of the Council. It happened this way: The Court was sitting, and a case going on, at the time a Select Committee had to meet in the Council Chamber. Mr Upjohn was on this Committee, and walked into the Council Chamber with his hat on. The Magistrate told the policeman to ask him to take it off, but the constable, in a brusque way, said, “Take your hat off.” Mr Upjohn’s dignity was touched, and he refused, so the policeman knocked it off. There was a scene. The Councillor, wroth with the indignity, stood on his privileges. He was not in the Court-room, and had a right to wear his hat and threatened to do all manner of impossible things to the constable. There were a great many persons attending the Court that day, and this little affair caused much laughter, therefore the Resident Magistrate seeing the difficulty of the situation, with some tact adjourned the Court for a couple of hours. The police force consisted of a sergeant and two constables for the town, and two district constables for the country. The salary for the sergeant, with forage for horse, was £120 per year; and occupied the positions of sergeant-at-

arms in the Provincial Council, poundkeeper for the town, registrar of dogs, inspector of weights and measures, and inspector of nuisances. The constable received £84 per annum, and acted as messengers to the Superintendent's office and Provincial Council. The district constables had £5 each. The whole of this Department cost only £298. No province could have done it cheaper. The gaol cost £418, viz., gaoler and matron, £108; warder, £75; rations and fuel, £170; contingencies, £65. There were seven or eight persons, on average, always in prison, whose work more than paid for this establishment. The keep of prisoners was reckoned to cost about 1s 5d per diem, and the value of their labor estimated at 2s per day each. The Hospital cost about £463. The surgeon received his salary from the Native Department for attending on the natives, and got a gratuity of £25 from the Provincial Government; the steward and matron received £108; rations and fuel, £300; medicine, £30. There were few destitute persons, for £200 was found sufficient to meet their wants during the year 1871. There were four ports of entry in the Province, and the cost of the Harbour Department amounted to £490 per annum. The Harbour Master received £200, and those who were at the smaller ports were paid from £26 to £70 per year. There was a Collector of Customs, a landing waiter and warehouse keeper—two persons to do all the work of the Customs Department in the province. There were also a Commissioner of Crown Lands, Postmaster, and a Militia staff, connected with the General Government. The Provincial Survey Office cost £335, and the Provincial Government out of their revenue in 1871 set aside £1315 for roads, and £175 for repairs of public buildings. Towards education only £300 was voted, but the Education Board had reserves leased which brought in a revenue, and enabled it to subsidise schools in country places.

Having finished off with the Provincial Government, it is only right we should refer to the local institutions in the place. The Town Board of New Plymouth consisted of nine members, who were elected annually. The town was then rated twopence in the £ on the assessed value, which brought in about £400 per annum (the rate now is 2s 9d in the £). The secretary and collector received £75. There were twenty-three Road Boards; each had three commissioners and two auditors. The rates ran from twopence to as much as one shilling per acre, and the money raised amounted on the whole to about £1300. The commissioners of each Board managed the business for the particular district, and the rates in many instances were worked out.

The Native Department had its Commissioner, who was also Resident Magistrate; its assessors, its police, &c., &c. The cost was about £1500 a year.

For a small town New Plymouth was not so badly off for public buildings. The Taranaki Institute, the Odd Fellows Hall (since burnt down), and Freemasons' Hall (now Salvation Army barracks) would not disgrace a town of more pretension; but the Superintendent's Office, the Treasury, the Survey Office, the Stamp Office, &c., were a disgrace to the place, being simply some old weatherboard cottages on Mount Eliot.

The town has always been a straggling one, the houses having been built when there was a large population, consisting (besides the usual inhabitants) of four or five regiments of soldiers. Houses had to be obtained for the officers and others when the soldiers were sent to Taranaki during the war, so buildings sprung up in all directions. After the exodus of the troops the houses remained empty, and so got dilapidated. Houses that at one time let at £1 5s per week were in 1871 rented for the odd 5s; and 3s to 2s 6d was a common rent for small houses.

In the town in 1871 there were eight public houses, about three only of which could be called hotels. The accommodation in them was not what might be termed first-class; but, with the exception of commercial travellers, there were few to patronise them. There were six butchers to supply the community with meat, four bakers, four drapers, seven or eight general stores, three doctors to look after the health of the inhabitants, half a dozen or so of schools, two newspapers and printing offices, four solicitors, three or four merchants, one tobacconist, two saddlers, three tailors, half a dozen shoemakers, two auctioneers, two ironmongers, two boarding houses, two nurserymen, two flour mills, a very fair foundry and an engineer, and numerous other businesses of smaller kinds.

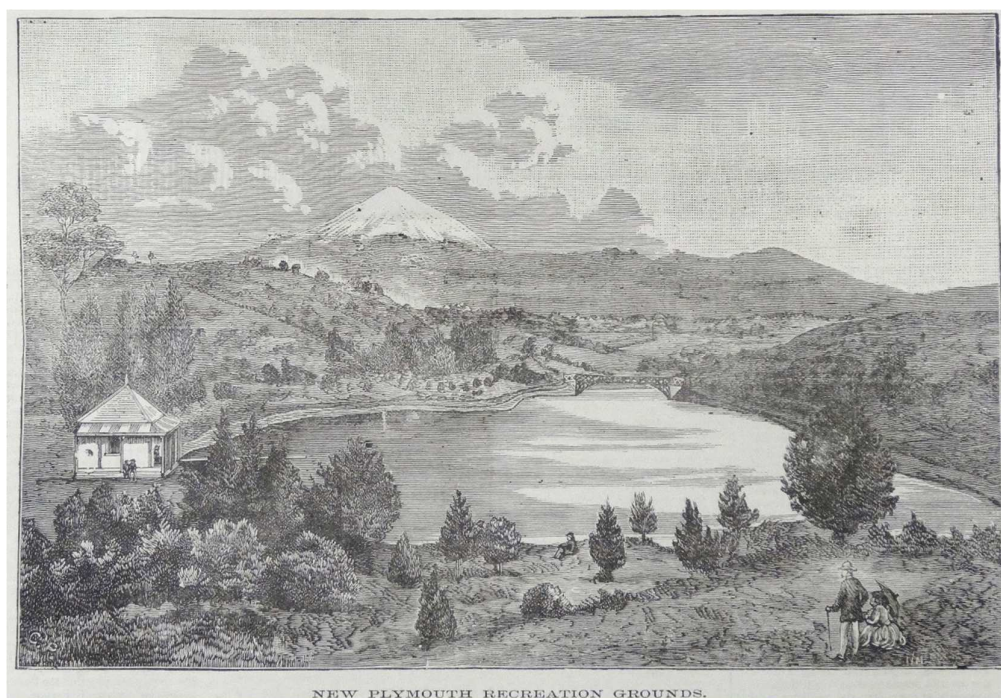
With regards to the amusements of the place, they were not numerous, nor of a very exciting nature—reading, gardening, and talking politics. The people were great politicians in those days, and a large number, for the size of the place, actually subscribed to and read the *Hansard* through every session. There was a Philharmonic Society, which occupied the musical portion of the community, but the more agreeable amusement was to be found in the social intercourse that was carried on at the time. Little parties of friends met together, music, a rubber at whist, supper, and home. No formality—everything resembled England years ago, before railways had come into vogue. Then in summer there were picnic parties. Who will not say that an exhilarating ride with a number of joyous girls to the place of meeting in some picturesque spot and the happy time spent during the day, was more enjoyable than what was to be encountered in fast life to be found in cities? True hospitality was to be found from the settlers in those days in Taranaki. Let a stranger visit a friend, and he was treated in the same hospitable manner that was a common practice in the colonies before the goldfields were discovered, but which ceases to exist in most places at the present day. The place might then have been many years behind the age—it might have been considered “slow”—it might have been considered dull—but if a person wished a fine climate, homely, domestic pleasures, and an easy and quiet life, he could not have fixed upon a better spot to live in than Taranaki.

Amongst the foremost of those who seemed to take a pleasure in entertaining visitors in the early days were the late Mr and Mrs Sharland, and there are many still living who have very pleasant recollections of the hospitable welcome they received at “Bonithon” during the sixties, and the very happy time they spent in Taranaki through the instrumentality of their generous host and hostess. Mr Sharland arrived with his family at New Plymouth in

1848, coming from Cornwall, and commenced his profession as chemist in Devon Street, but afterwards carried on the business of a general merchant. About 1869, owing to the continued unsettled state of the district, he removed to Auckland, where he started again as a chemist. Mr Sharland was not long at his old profession before his genius and business capacity enabled him to extend his connection, not only in Auckland but throughout New Zealand; and specialties in patent medicines, perfumery, &c., bearing his name soon became as “familiar as household words.” He then started a wholesale branch of the same business in Auckland, which soon assumed such a magnitude that he had to take into partnership two of his sons, as well as his son-in-law, Mr Churton. That business continued to progress and is now as well-known in England and other parts of the world as concerns that had been established many years before it. The late Mr Sharland was a fair representative of a generation now fast passing away—kind, courteous, and affable; he had a pleasant word for everyone, and when he died was much missed by all who were acquainted with him.

FIFTEEN YEARS’ PROGRESS.

It could hardly be expected that after ten years’ war with the pakeha the natives would settle down peacefully all at once. However, on Sir Donald McLean taking the portfolio of Native Minister, he introduced his “peace policy” amongst the natives, which evidently had a telling effect on the Maoris in the Taranaki district. By 1873 the natives had become more sociable with the Europeans. The influence the old fighting chiefs formerly had over their tribes was weakened, owing to the heavy losses the Maoris had sustained during the war; and the young men seeing that the friendly natives, who had intercourse with the Europeans, were better dressed, and had more money at their command, were not long in making up to the pakeha. Even at Parihaka, where Te Whiti reigned in seclusion, and where it was not considered safe for a pakeha to go, a feeling of independence was also beginning to show itself. The first step of the Fox-Vogel-McLean Government to remove the isolated position of Taranaki was to subsidise that pioneer of civilisation—“Cobb’s Coach”—to run twice a week between Wanganui and New Plymouth by way of Opunake and Parihaka. The first coach started from Wanganui on Wednesday morning Jan 11th, 1871, at 6 o’clock, having as passengers Sir W. Fox (Premier), Mr Reimenschneider, Mr Young (of Wellington), Mr J. Hirst, Honi Pihama, and an orderly.



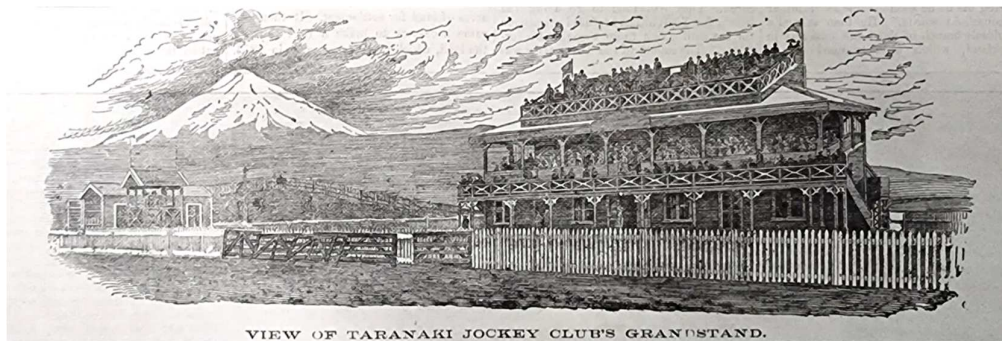
NEW PLYMOUTH RECREATION GROUNDS.

The contractors for this service were Messrs W. H. Shepard & Co. (the “Co.” being Mr Young). The coach arrived at Patea at 2 o’clock the same day as it started, and at Hawera at 8 p.m., where it stopped for the night. There being no hotels, no inns, in fact, only a few houses, the passengers had to accept the hospitality of Mr Middlemas, a gentleman who has since sold out and left the district. On the following morning (Thursday, January 12th) another start was made at half-past 3 o’clock, and the Waiongongoro river—a distance of five miles—was reached by 4.30 o’clock. This was crossed after some difficulty, and Oeo reached by 8 o’clock, where a change of horses was made. At 12.15 p.m. the coach reached Umuroa, where another relay of horses was procured. They had then to go along the beach, for Te Whiti had refused permission for the mail coach to go through his territory. The mouth of the Warea river was reached by 4.30 p.m.; Stony River crossed at 6 p.m.; Oakura passed through at 8 o’clock; the coach

arriving at New Plymouth at 9.15 p.m., where a large concourse of people had assembled to welcome the passengers. The Premier and the proprietors of the coach were banqueted, and there was great rejoicing.

Sir Donald McLean's influence with the natives was very great, and after the "soreness of the war" had somewhat healed, he came to Taranaki and instituted a policy of road making through the district. First of all, Wi Kingi, the original cause of the disturbance at Waitara, gave in, and consented to visit Sir Donald in New Plymouth, an event which was viewed with great satisfaction. The day fixed on was February 22nd, 1872, when about noon Major Parris met Wi Kingi on the bridge in the centre of the town. A very interesting interview took place. Major Parris had a native mat thrown over his shoulders, and a handsome taiaha in his hand, and he welcomed the party according to Maori etiquette. He then joined with the crowd, and walked with them to the Native Office. The Maoris having partaken of some refreshment, had an interview with Sir Donald McLean, who in a quiet manner, yet with a degree of authority and command, as one who was graciously overlooking their past faults, welcomed Wi Kingi and his followers "from the forest to the sea shore," and asked them "to come and tread the paths traversed by the footsteps of their ancestors, and to come over the ground where the dead had fallen, that revenge for the past might be stamped out." This was an allusion to a Maori custom of ratifying peace. Wi Kingi was not very communicative, but merely said "that the natives did not wish to remain at enmity with the Europeans any longer, and were as willing as the pakehas were to let bygones be bygones."

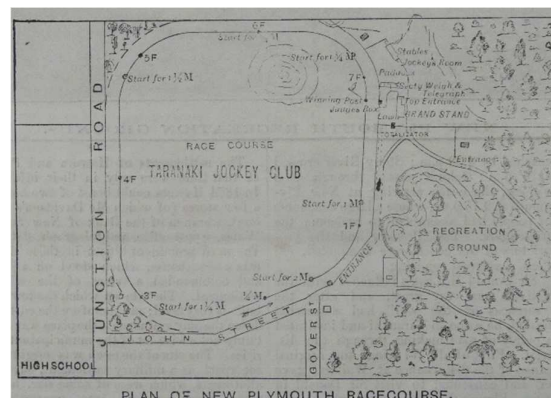
Negotiations were at once set on foot by Major Parris to secure from the natives some land for the Government; and although Wi Kingi would not acknowledge that he had changed his opinion with regard to the selling of the land, he offered no violent opposition to the other chiefs disposing of it. Accordingly the natives offered, through Major Parris, to the Government the Kopua Block, consisting of about 3000 acres; then followed the Waitara-Taramouka Block, 12,800 acres; and the Huiroa Block, 43,000 acres. The Moa Block, of 32,000 acres, was the next land purchased from the natives; and shortly afterwards the Waipuku Block, 7,000 acres, and Waipuku-Patea Block, 20,700 acres, bounded on the south by the Patea River, became Crown lands. Altogether, between 1872 and 1874, the Provincial Council became possessed of 379,470 acres of land for settlement. It then became necessary to make a road through the land, which was started early in 1873.



VIEW OF TARANAKI JOCKEY CLUB'S GRANDSTAND

The settlements of Hawera and Patea at that time were only in their infancy. In 1874 Hawera could boast of two hotels, a few stores (of which Mr Davidson's was one), a branch of the Bank of New South Wales, a post-office, and telegraph station. The most prominent object in those days was a blockhouse, which stood on a hill, and commanded a view of the whole settlement. The site on which the town is built is very level; and therefore the cutting down the only eminence in the place was certainly not a wise act of the municipal authorities. The site of the town was originally set apart as a military settlement, but the allotments, which were of some size, have since been cut up into quarter-acre sections, and even smaller. Patea (or Carlyle, as the General Government has chosen to name the place) was then a town of some pretensions, owing to the military occupying the spot some time previously. In 1874 there were four hotels, a large number of stores, a Courthouse, telegraph station, and Post-office. There were also branches of the Bank of New Zealand and Bank of New South Wales; and four churches or chapels. The Patea River runs through the town, and a mile on the south side of it was the boundary which divided Taranaki from the Wellington Province.

When the “Public Works policy” was initiated by the Fox-Vogel Government, it was decided by Parliament that the railways should be started simultaneously from each of the chief centres. New Plymouth being

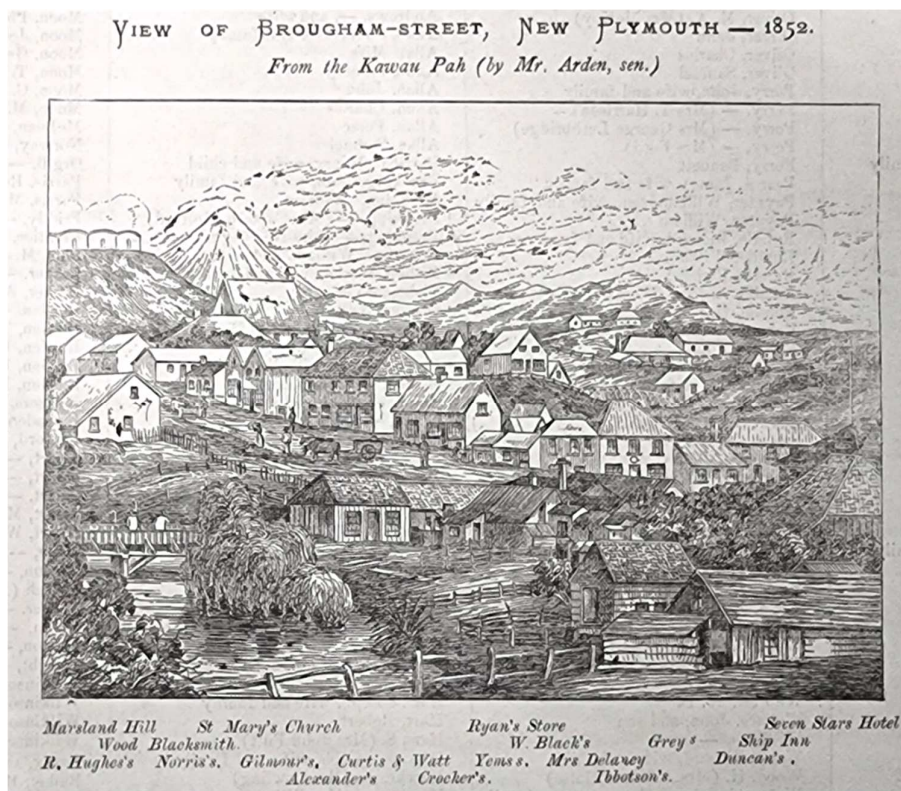


PLAN OF NEW PLYMOUTH RACECOURSE

one of them, the first section of the line in Taranaki was provided for, as well as those in the other provinces. It was at first intended to have carried the railway round the coast, on to Wanganui and Wellington, but Mr T. Kelly, who was then the member for New Plymouth, seeing that the line must go eventually at the back of the mountain, got the termini fixed at New Plymouth and Waitara. The first sod of this section of railway was turned at New Plymouth by Mrs Henderson (now the wife of Mr W. F. Downes, manager of the Bank of New South Wales, Wanganui) on August 21st, 1873, and the occasion was one for a grand demonstration. The length of the line between New Plymouth and Waitara was eleven miles. Messrs Brogden & Sons were the contractors, Mr Darnell the Resident Engineer, the line being surveyed by Mr C. W. Hursthouse.

With the acquisition of land it became necessary that the place should have population, and as an "immigration scheme" formed part of the "Public Works Policy" of the General Government, the Superintendent and the members representing the district, demanded a share of the immigrants coming into the colony. The Provincial Council, in June, 1874, also sent Mr and Mrs W. M. Burton to England to select suitable persons for this province, a mission which was very successfully carried out by them.

In the meantime the land acquired was being surveyed, the construction of the railway in progress, and some immigrants were on their way to New Plymouth. On Friday, January 25th, 1875, two events happened which may be said to be the actual starting point of Taranaki's progress. On that day a party of gentlemen, members of the Provincial Council, were invited by the Executive to partake of a lunch *al fresco* on the site of the new township in the Moa Block, in order to see the newly acquired district and to bestow a suitable name on the township. The party consisted of Messrs Standish, Kelly, Upjohn, Andrews, D. Callaghan, Syme, Peacock, P. Elliot, McGuire, and Hately. His Honor the Superintendent, Mr F. A. Carrington, could not join the party, for the ship *Avalanche*, with a number of immigrants on board, having arrived on that day, his presence in New Plymouth was necessary. The township was named Inglewood, and shortly afterwards sections of it and the land surrounding were sold by auction, when settlers at once began to clear the bush, and to convert the Moa Block into a thriving district.



In the meanwhile the railway between New Plymouth and Waitara was completed, and was formally opened for traffic on Tuesday, October 14th, 1875. Miss Carrington christened the first engine that ran on the line, and the Deputy Superintendent (Mr Standish) declared the railway open for traffic. In the evening a ball was given in honor of the event, and a new era in the history of the settlement was commenced. The railway was then Proceeded with from the junction at Sentry Hill to Inglewood, which was opened on August 29th, 1877. The sections of the town of Stratford-on-Patea were offered for sale on June 11th, 1877, and the railway was completed to that spot, and opened to the public on Wednesday, December 17th, 1879. The line continued to be constructed, and on August 1st, 1881, it was opened as far as Hawera; and a large portion of the land along the line, which ten years previously had been in heavy bush, was by that time cleared, and a number of comfortable homesteads established. The

railway from Wanganui had been completed by this time as far as Patea; when a spur was put on to connect the two ends of the line; but this was not accomplished till March 23rd. 1885.

Ever since New Plymouth had been a settlement an endeavor had been made by the inhabitants to obtain some marine protection in the shape of a breakwater in front of the town of New Plymouth. Sir George Grey, Dr Featherston, Sir E. W. Stafford, Mr Balfour, and many others were in favor of making a harbour of refuge here by means of prison labour. Mr F. A. Carrington, when Superintendent of the Province, was most diligent in his exertions to get a harbour for the place; and, to obtain means wherewith to build it, he moved in the matter in the General Assembly, in 1874, and got an Act passed giving the Provincial Council power to set aside a fourth of the land revenue of the Province of Taranaki for harbour purposes. The Provincial Council then passed an Ordinance legalising the land endowment, and also created a Harbour Board, to which it gave power to raise £350,000 to build a breakwater.

It was during the session of 1875 that the question of a Central Prison in New Plymouth was renewed in the House of Representatives, and the Hon. C. Bowen, who was Minister of Justice, took great interest in the matter, and got the House to vote £10,000 for the purchase of a site, and the erection of the necessary buildings at Moturoa. Early in 1876 the Government entered into communication with the Harbour Board respecting the matter, and on April 26th the Hon. C. Bowen had an interview with the members. After the interview with Mr Bowen had terminated, the Harbour Board met, when the proposals of the Government were considered, and, with the exception of Mr Standish, the whole of the members approved of them. The Colonial Government, having received the Board's resolutions agreeing to their proposals, at once prepared to carry them out. The land for the prison site was purchased, and tenders called for the erection of the buildings. The Colonial Engineers, Messrs Carruthers and Blackett, selected the present site, and Mr Jones, marine surveyor, made a perfect survey of a large area of water. Affairs were in this position when the Provinces were abolished, and the Government in duty bound should have carried out their agreement with the Province in taking over its liabilities. The House met, however, and the whole affair was allowed to be abandoned, and the Harbour Board left in the position of having to carry out a design suitable only for prison labor to work on, or to abandon the project. The House, for shame's sake, had to assist the Board to raise the money to build the harbour, but restricted the amount to £200,000. The first stone of the breakwater was laid with great ceremony by Mr F. A. Carrington on February 7th, 1881, and since then, under the superintendence of Mr George Rhind, C.E., late of Aberdeen and Arbroath, the work has been carried to its present state of completion in a most satisfactory manner. The Government since taking over the Provinces has lessened the land revenue of the district given for harbour purposes, by altering the land laws, and thus the endowments given to the Board to meet the interest on the loan have been gradually confiscated by Parliament, and the settlers have to pay a rate which there would have been no need to do, had the Government not broken faith in the first instance with the Harbour Board.

In 1876 the Provinces in New Zealand were abolished, and a new system of Government brought into force. When the agitation for this abolition was taking place, the following epigram was written, which somewhat amusingly described the position of New Zealand at the time:—

Does John ever look to the state of his till,
With eight little Senates to run up the bill?
Does John ever think that the work might be done
By eight little Senates rolled into one?
Eight little Parliaments, sitting in State-
Eight little Speakers, and Ministers eight—
All sit to show they need never have sat;
And the country grows lean, as officials grow fat.

The new form of Government consisted of Municipalities. County Councils, Road Boards, and Boards or Committees for every other matter that required attending to—hence we have Land Boards, Education Boards, Hospital and Charitable Aid Boards, Harbour Boards, Licensing Committees, School Committees, &c. If we had too much Government when the Provinces existed, it has been in no way lessened since the Provinces have been abolished.

The population beginning to increase as fast as the land was acquired and sold, it was found necessary to procure for settlement that disputed district, the Waimate Plains, which had been confiscated in 1863, but which the natives refused to surrender. The House of Representatives accordingly created in 1879 a Royal Commission, of which Sir W. Fox was appointed Chairman. This Commission surrendered to the natives a large area of land; the rest the Government sold by auction, and it is now occupied by Europeans. Te Whiti, who had allowed Parihaka to become a sort of refuge for all the dissatisfied and rebellious Maoris in New Zealand, would not acknowledge the Commissioners' decision. He had influence enough to prevent his followers from recommencing hostilities, but he had to humour them. Consequently he set them at work ploughing up the settlers' land. Repeated attempts to reason with Te Whiti having failed, Mr Bryce, the Native and Defence Minister at the time, mustered all the Volunteers in the colony at Parihaka, and arrested the Maori prophet and Tohu, and compelled all the natives not

belonging to that part of the country to return to their homes. After an absence of about twelve months the two chiefs were allowed to return to Parihaka, and since then there has been little or no trouble with the natives throughout the district.

We have, in our short History of Taranaki, tried to avoid statistics, because for the general reader they are uninteresting, but to show the progress the settlement has made during the last fifteen years, nothing can be so conclusive as the following figures:—

	1874	1890
Population	5,465	19,757
Land under Cultivation	50,071	301,078
Livestock of every description	75,282	436,190

That we may not be accused of drawing too bright a picture of this district, we make the following quotation from a book by Mr E. W. Payton, recently published in London, entitled "Round about New Zealand" The place has not much changed since the book was written, and what is stated by Mr Payton can be relied on. He writes:-

"From Manukau Heads to Taranaki we had a very pleasant run in spite of a rather heavy swell, and came to an anchor early the following morning. Here the Rotorua rides at anchor in an unusually calm sea for Taranaki. There is no harbour—no pretence of one, but an open roadstead into which the long lines of swell from the open Pacific seem ever to roll. When I first visited this port we were sent on shore in whale boats, constructed to withstand the severest bumping they frequently got on the beach. Now a long breakwater has been built, and passengers are landed on this from a small steam tug which plies backward and forward; and on very calm days the steamer comes alongside the breakwater itself. We had just time to get a walk ashore and that was all, and before lunch time we were away again bound for Nelson."



In another part of his book he describes New Plymouth as follows:—"On one of the most exposed parts of the West Coast of the North Island is situated the pretty town of New Plymouth. All the great bustling 'cities' of the colony have a most patronising way of trying to snub New Plymouth. "The dullest hole in the colony." "Nothing whatever to do there." "Half the population spend their lives in bed, because if they get up there is nothing to do." A kind Wellington friend was good enough to give me the above particulars before I had visited New Plymouth myself. I can't say I found his estimate of the place correct; in fact I have a great liking for this "slow old hole," and I am quite sure that many other towns have very considerable reason to be envious of it. It's one great want is a good harbor; but that the inhabitants have tried to remedy by building a massive breakwater, which has already

been a great boon to the place. Instead of going to the shore in whale boats, as was the usual thing until the breakwater was built, passengers are taken on board a steam tug, and landed at the breakwater where they find a train all ready to take them into the town; and in fine weather the services of the tug are dispensed with, and the steamer itself taken alongside the breakwater. Not very long ago, too, the approach by land from Wanganui was not very convenient, as the railway was not completed; passengers had to get out of the train at Manutahi, and drive a dozen miles or so to Hawera where they picked up the railway again. All this, however, is done away with now, and the railway runs from Wanganui through to New Plymouth; and, altogether, I think New Plymouth is a town that will before long leave some of the others that are accustomed to allude to it as a "slow old hole" far behind. There is an enormous extent of rich land in the neighborhood of the town, which is as yet covered with dense bush, but when cleared will help to make Taranaki one of the most important pastoral districts in the colony. At the present time I believe there is a great deal more land cleared, and greater numbers of stock on the land than anyone living outside the province has any idea. New Plymouth is a quiet, unassuming place, and has not done so much to attract immigrants and settlers by exaggerated reports as some districts; but it seems to me a very good sign that the settlers are perfectly contented with their choice of a country, and rarely evince any disposition to leave it. The town is built close down to the sea, and almost on those wonderful black sands, which contain in some cases as much as 75 per cent, of iron. It is a Bright, homely-looking place, with good gardens and shelter trees everywhere. The houses are almost all of wood, and being all painted a very light colour give the town a vivacious appearance when seen through the luxuriant foliage which abounds round almost every house. Away at the back of the town an enormous extent of bush is to be seen, spreading away up the slope of Egmont, the mighty mountain that rules over these parts. Egmont itself is a curiously regular cone, and in fine weather can be seen from immense distances. Egmont is a one-peaked mountain with an enormous and almost circular base, the circumference of which is about sixty miles. There is a low range of hills jutting out seaward on the western side, but with this exception the cone is a regular cone. I have seen Egmont from every side, and whichever way it is viewed it is a wonderfully imposing mountain; but I think one gets a truer idea of its proportions when travelling on the eastern side where the railway runs within four or five miles of it.

After describing his visit to Parihaka and to Waitara, Urenui and the Mokau, Mr Payton goes on to say, "Waitara, which is situated not far from the mouth of the river of that name, is a bright little township. It seems a great pity that the Railway line cannot be continued beyond New Plymouth and Waitara to join the Waikato line, and so connect Auckland, the largest city in the colony, not only with the South, but also with Taranaki and the magnificent land in the east and north of it. As the railway is planned, and in fact being carried out, there will be no connection at all between Taranaki and Auckland without first coming down to Marton and then going over a hundred miles north again through Wanganui and Hawera. The difficulties can scarcely be greater than they are by taking the line through the King Country, and the distance from Te Kuiti (to which place the northern line is now open) to Marton, is double the distance from Te Kuiti to Waitara. It is to be hoped at least that a junction will be speedily effected by a branch line from Waitara to Taumarunui, or some other suitable place, to obviate the necessity of travelling from Auckland to New Plymouth, via Marton and Wellington."

The History of Taranaki to be found in the preceding pages of this paper had to be condensed, but I have endeavoured in the space at my command to record all the principal events which have happened during the past fifty years, and to show how the place has progressed, notwithstanding the many drawbacks the settlers have had to contend, and the obstacles which have continually stood in their way.

W. H. J. Seffern.

GOLDEN WEDDINGS CELEBRATED IN TARANAKI.

We are indebted to Mr W. Skinner for the following list of golden weddings celebrated in Taranaki. Writing on the subject Mr Skinner says:—Some few months back, in a reference to the celebration of the golden wedding of Mr and Mrs Simeon Howell, it was stated that the occasion mentioned was the fifth in the district on which a golden wedding had been celebrated amongst our old settlers. At that time, of my own knowledge, I was able to name many more cases; and as a result of further enquiries I find there are still many more that I was unaware of. I think most of your readers will be surprised to find how many old couples in this district have kept their golden wedding. As we are now nearing the Jubilee of the settlement, I think the publication of a list of these old people will not be inappropriate to the occasion. To the names appended some of your readers will no doubt be able to add others. I hope no one will take it as prying into their private affairs to publish such a list as this— nothing is further from my thoughts. It goes to prove conclusively the wonderful physique possessed by those brave old “Pilgrim Fathers,” who, laboring long and hard to subdue the wilderness around them, “roughed it” in a manner that we younger ones are unable to realise, have yet lived to celebrate the Jubilee of their wedding morning:—

First on the list should come the names of Captain and Mrs King. A particular interest centres around this old couple. Captain King came out as Governor to the settlement in September, 1841. He was the last survivor of the great naval battle of St. Vincent, fought in 1797. This couple both reached the good old age of 92 years, and lie in St. Mary's Churchyard, beside their gallant son and only child, William Cutfield King, who was killed by the natives in the war of 1860.

Mr and Mrs John Lye, 60 years married.

Mr and Mrs Putt.

Mr and Mrs Hooker.

Mr and Mrs Hamblyn.

Mr and Mrs John Newland.

Mr and Mrs John Kelly.

Mr and Mrs John Perry

Of these here named all are dead.

Of the number next mentioned only one of each pair survives:—

Mr and Mrs Thomas Hirst.

Mr and Mrs F. A. Carrington.

Mr and Mrs Messenger.

Mr and Mrs Philip Moon

Mr and Mrs William Allen.

Mr and Mrs Brooking.

Mr and Mrs John Bishop.

We will head this list with the names of Mr and Mrs Lander, who have been married 60 years.

Mr and Mrs Upjohn, 59 years married

Mr and Mrs Oxenham, 58 years married

Mr and Mrs Simon Andrews

Mr and Mrs Simeon Howell

Mr and Mrs P. C. George

Mr and Mrs Parris

Mr and Mrs Autridge

Mr and Mrs Sampson

Rev. H. H. and Mrs Brown

Mr and Mrs James Bayly.

LIST OF NAMES OF THE EARLY SETTLERS.

We have been kindly furnished by Mr W. Skinner with the following list of names of the passengers who came to New Plymouth in the first six vessels chartered by the Plymouth Company. This list has been revised by Mr Thomas Veale and Mr Thomas King, and, we believe, is as correct as it is possible to make it:—

Brougham, arrived February 11th, 1841, with Surveyor and Staff.

Aubrey, Harcourt
Baines, —
Carrington, F. A., wife and family
Carrington, Frederic
Carrington, F. (Mrs Von Rotter)
Carrington, Miss J.
Carrington, Octavius
Duppa, George
Dingle, James
Harris, Samuel
Lakeman, William, and wife
Levitt, —
Nairn, Charles
Pote, William, and wife
Rogan, John
Teague, Samuel

William Bryan, arrived March 30, 1841.

Aubrey, Frederick
Aubrey, Alexander
Bray, —, wife and family
Bayly, Enoch
Cutfield, George
Chilman, Richard, and wife
Crocker, John, wife and family
Crocker, S. (Mrs Alexander Reid)
Crocker, Miss E.
Curtis, Samuel, and wife
Cowling, William
Clemo, James, and wife
Daw, John, wife and family
Edgecombe, William, wife and family
Edgecombe, — (Mrs Samuel Harris)
Edgecombe, Charles
French, John, wife and family
French, — (Mrs James Batten)
French, — (Mrs Speck)
Faull, Henry, wife and family
Faull, Henry
Faull, John
Faull, C. (Mrs Edward Lye)
Faull, M (Mrs Morgan)
Faull, E. (Mrs John Smith)
Gilbert, Henry
Harrison, Thomas, wife and family
Harrison, Thomas, jun.
Harris, E., wife and family
Hicks, John
Hoskin, Peter J.
Henwood, William
Inch, Paul, wife and family
Inch, — (Mrs H. H. Wood)
Inch, Thomas
James, John, and wife
Jury, —, wife and family
Jury, Richard
Jury, John
King, Thomas
Lye, John, wife and family
Lye, William
Lye, Edward
Lye, John
Lye, M. (Mrs Hood)

Lye, A. (Mrs Henry Hooker)
Lye, — (Mrs James Shaw)
Marshall, William, wife and family
Marshall, John
Marshall, William
Medland, Edward
Nairn, —, wife and family
Nairn, — (2)
Pepperel, John, wife and family
Pepperel, Samuel
Pepperel, John
Putt, Richard, wife and family
Putt, John
Putt, Henry
Putt, — (Mrs W. Henwood)
Putt, — (Mrs John Loveridge).
Pearn, Jonathan, wife and family
Pearn, Jonathan, jun.
Pearn, Edward
Phillips, Mrs., and family
Revell, Henry, sen., wife and family
Revell, Henry
Revell, James
Revell, John
Revell, —
Revell, T. (Mrs J. Street)
Reid, Nathaniel
Roe, Richard, and wife
Ross, Alexander, and wife
Sarten, Edmond, wife and child
Sarten, Levi
Shaw, James
Tucker, Daniel, wife and family
Weekes, Dr.

Amelia Thompson, arrived September 3rd, 1841.

Allan, William, wife and family
Autridge, —, wife and family
Brown, Charles, jun.
Brown, Edwin, and wife
Baker, Charlotte
Brown, Miss
Billing, William, wife and family
Billing, — (Mrs Golding)
Bullot, —, wife and family
Bullot, Edward
Bullot, Charles
Bayly, Thomas, sen., wife and family
Bayly, Thomas
Bayly, William
Bayly, Isaac
Bayly, William, sen., wife and family
Bayly, James, sen., wife and family
Black, William
Bassett, William
Cooke, Captain
Coleman, Mrs Richard
Davy, Captain, and son Henry
Dalby, Henry
Down, James
Elliot, Peter and wife
Fishleigh, Samuel
Goodall, Isaac
George, St., Dr.

Giddy, George, wife and family
Grylls, John, sen., wife and family
Grylls, E. (Mrs R. Jury)
Grylls, John
Halse, William
Halse, Henry
Hicks, John, and wife
Hamblyn, Charles, sen., and wife
Hamblyn, — (Mrs Foote)
Hamblyn, — (Mrs Middleton)
Hamblyn, Charles
Hoskin, Arthur, wife and family
Hoskin, William
Hoskin, Arthur J.
Hoskin, Josias, and wife
Hunt, Henry, wife and family
Harris, J. (Mrs John Sheppard)
Ibbotson, Thomas
Johnston, —, wife and family
Johnston, William
Jones, —, wife and family
King, Captain Henry, and wife
King, William Cutfield
Lewthwaite, John
Lucas, —, and wife
Marshall, Edmund
Marchant, Charles and wife
Medland, John, and wife
Matthews, Samuel
Newland, John, sen., wife and family
Newland, F. (Mrs Leatham)
Newland, S. (Mrs Brind)
Newland, Jonn
Oxenham, Thomas
Oxenham A. (Mrs John Carrick)
Oxenham, S. (Mrs S. Wright)
Oxenham, H (Mrs W. Greenwood)
Oliver, James, wife and family
Oliver, M. A. (Mrs McKoy)
Oliver, John
Oliver, Charles
Oliver, Samuel
Perry, John, wife and family
Perry, — (Mrs T. Harrison)
Perry, — (Mrs George Lethbridge)
Perry, — (Mrs Ford)
Perry, Bennett
Pearce, James, wife and family
Paynter, William, sen., wife and family
Paynter, William
Rundle, Richard, wife and family
Rundle, William
Rundle, Richard
Rundle, A. (Mrs Thomas Bayly)
Rundle, H. (Mrs J. Pennington).
Roberts, William, wife and family
Roberts, John
Roberts, Jane (Mrs McGahey)
Shaw, J. T., wife and family
Shaw, M. A. (Mrs Henry Halse)
Shaw, S. (Mrs Douglas)
Seccombe, R., wife and family
Seccombe, John
Seccombe, William

Sandercoc, S. (Mrs W. Bassett)
Shepherd, John
Shackson, —
Veale, John, sen., wife and family
Veale, Thomas
Veale, H. (Mrs Dingle)
Veale, J. (Mrs Black)
Veale, P. (Mrs Skinner)
Webster, —, wife and family
Webster, F. (Mrs Stapp)
Webster, F. L.
Webster, W. D.
Wallace, John, and son
Williams, —
Wood, Richard, wife and child
Wood, H. (Mrs. William Halse)
Watson, John (1st mate, Amelia Thompson)

Regina, arrived October 3rd, 1841 (store ship.)

Cock, Richard
Marks, Hannibal

Oriental, arrived November 18th, 1841

Brown, Charles, sen.
Bishop, John, wife and family
Bishop, John, jun.
Bishop, Walter
Bishop, Ben
Bishop, Albert
Bishop, T. (Mrs Earl)
Brett, George
Broadmore, George, and wife
Coles, Daniel, wife and family
Coles, M. (Mrs T. Veale, sen)
Eva, Philip
Foreman, Richard, sen., wife and family
Foreman, Richard
Foreman, Stephen
Foreman, James
Foreman, H. (Mrs W. Old)
Foreman, A. (Mrs P. Vercoe)
Foreman, E. (Mrs Cholwill)
George, William, sen., wife and family
George, M. (Mrs G. Duncan)
George, M. (Mrs Shackson)
George, S. (Mrs T. Lethbridge)
George, William, jun., wife and family
George, William Henry
George, Thomas
Hellier, —, wife and family
Hellier, William
Hellier, John
Hellier, S. (Mrs James Sole)
Hellier, E. (Mrs S. Julian)
Hellier, S. (Mis Copestake)
Heal, Thomas, wife and family
Heal, Richard
Heal, — (Mrs E. Pearn)
Hurlstone, Christopher, sen., wife and family
Hurlstone, William
Hurlstone, Kit
Hurlstone, — (Mrs Philip Eva)
Jonas, Matthew, wife and family

Taranaki Jubilee 1891 - Chronicle

Jonas, Matthew, jun.
Jonas, M. (Mrs W. Perry)
Lethbridge, George, wife and family
Lethbridge, George, jun.
Lethbridge, Thomas
Lethbridge, Richard
Lethbridge, M. (Mrs Tom Newsham)
Lander, R., wife and family
Lander, John
Lander, F. (Mrs W. Hellier)
Phillips, —, wife and family
Pattimore, —, wife and family
Pattimore, Jacob
Pattimore, M. (Mrs Ben Bishop)
Pattimore, E. (Mrs W. Ballantyne)
Robinson, George
Saunders, John
Saunders, William
Shute, Thomas William, and wife
Skinner, Thomas Kingwell, sen.
Street, —, wife and family
Street, Jacob
Street, Richard
Street, Joseph
Street, Romulus
Street, A. (Mrs W. K. Hulke)
Street, — (Mrs W. F. Hoskin)
Sole, James
Sole, David
Sole, Thomas
Sole, William
Sole, Henry
Sole, Edward
Warwick, —

Timandra, arrived Feb. 24th, 1842.

Andrews, Simon, wife and family
Andrews, John
Andrews, M. (Mrs H. Faulf)
Andrews, —, and wife
Allan, John, wife and family
Allan, Miss
Allan, James
Allan, John
Allan, Charles
Allan, Peter
Allan, Samuel
Barribal, Henry, wife and child
Brooking, John, wife and family
Brooking, William
Brooking, — (Mrs Captain Holford)
Brooking, — (Mrs Newbegin)
Brooking, William, and wife
Bishop, Daniel, wife and family
Bishop, John
Bishop, Walter
Bishop, — (Mrs Charles Davy)
Bishop, — (Mrs Roddy)
Bishop, — (Mrs T. Wills)
Bishop, — (Mrs Nash)
Crann, —, wife and family
Crann, — (Mrs T. Robinson)
Candish, Mrs
Clare, Thomas, wife and family
Devenish, William
Devenish, Miss S.
Flight, Josiah, wife and child
Flight, A. (Mrs John Kelly)
Forbes, Dr.
Groube, —
Gillingham, —, and wife

Gollop, —, wife and family
Gollop, William
Gollop, Ben
Gollop, —, (Mrs N. Reid)
Good, Miss
Hart, Joseph, wife and family
Hart, Robert
Hart, S. (Mrs John Putt)
Hawke, Joseph, wife and family
Hawke, — (Mrs Cowling)
Hawke, — (Mrs Wilson)
Harrison, William, wife and family
Hooker, John, wife and family
Hooker, Nathaniel
Hooker, Henry
Joll, —, wife and family
Joll, Samuel
Jordan, George, wife and family
Jordan, George, junior
Jordan, — (Mrs James Allan)
Jordan, — (Mrs N. Julian)
Jordan, — (Mrs Cole)
Keslie, Miss (Mrs Muggridge)
Loveridge, —, wife and family
Loveridge, John
Loveridge, James
Loveridge, William
Loveridge, Sam
Loveridge, M. A. (Mrs R. Cunningham)
Loveridge, — (Mrs W. Bishop)
Loveridge, Jane
Muggridge, —
Marsh, James, wife and family
Marsh, Alfred
Norton, —
Neal, —
Patton, Miss (Mrs John Watson)
Parsons, —, wife and family
Pellew, Israel, and wife
Prout, —, and wife
Pilcher, —, wife and daughter
Pope, —, wife and family
Perrot, —
Sampson, Charles, wife and child
Sole, Mrs Thomas
Smith, John, wife and 2 children
Smith, Randolph
Spurdle, —, wife and family
Spurdle, Oliver
Steer, John, wife and family
Treweek, John, wife and child
Tuffin, —, wife and family
Vercoe, Philip, wife and family
Vercoe, Bryant, wife and family
Ward, James, wife and family
Ward, Joe
Way, —, and wife
Wills, —, wife and family
Wills, Albert
Wills, Thomas
Wills, James
Wills, M. (Mrs Robert Old)

Blenheim, arrived November 7th, 1842

Baker, Robert, wife and family
Baker, Robert
Baker, — (Mrs M. Carrick)
Baker, — (Mrs S. Oliver)
Chilman, Miss (Mrs T. King)
Coleman, William, and wife
Cunningham, —, and wife
Collins, William, and family
Collins, Henry

Collins, John
Collins, — (Mrs W. Hurlstone)
Duncan, George
Dust, —, and wife
George, Edwin, wife and 2 children
Gibbons, —, and wife
George St., Edwin
Hall, —, wife and family
Holroyd, —
Hurford, —, wife and child
Holloway, —, wife and family
Julian, R., sen., wife and family
Julian, Richard
Julian, Sam
Julian, Nicholas
Julian, C. (Mrs Simson)
Julian, E. (Mrs R. Cock, sen.)
Julian, S. (Mrs John Jury)
Julian, M. J. (Mrs John Oliver)
Langman, Richard, wife and 3 children
Langman, Thomas
Langman, Richard, jun.
Ledman, Miss (Mrs Charlton)
Lowery, Sam
Murch, —, wife and family
Moon, Philip, wife and family
Moon, John
Moon, George
Moon, T. J. (Mrs Joe Ward)
Moon, C. (Mrs John Collins)
Moon, M. A. (Mrs Levi Sarten)
McBean, —
Norway, Dr. (ship's surgeon)
Orgill, —, wife and 2 children
Parris, Robert, wife and child
Parris, M. (Mrs C. Hamerton)
Priddy, —
Prentice, —
Pote, Mrs
Parker, —, wife, and family
Parker, A. (Mrs E. Bullof)
Rusden, —, wife, and family
Rusden, Thomas
Rusden, E. A. (Mrs R. Langman, jun.)
Rusden, F. (Mrs W. Gollop)
Rusden, E. (Mrs H. Harford)
Rodgers, Thomas
Ramsden, —
Ratford, Thomas
Smart, —, wife, and family
Smart, — (Mrs E. Davy)
Smart, — (Mrs Lowe)
Smart, Miss
Smart, William
Shale, —, and wife
Simson, —
Skeech (Mrs Thomson)
Turner, —
Tuffin, —, wife and family
Vernon, —
Wright, - (2)
Wilkinson, —, wife and family
Wilkinson, John, jun.
Wilkinson, — (Mrs W. Townsend)
Wilkinson, Miss

Essex, arrived January 23rd, 1843.

Bailey, Henry
Batten, William, wife and family
Batten, William, jun.
Batten, James

Batten, M. (Mrs Robert Baker)
Batten, E. (Mrs Alfred Marsh)
Batten, S. (Mrs R. Lethbridge)
Batten, M. A. (Mrs H. Smith)
Batten, S. (Mrs Jupp)
Bubby, John, and wife
Coad, Ephraim
Cassels, Abraham, wife and family
Cassels, — (Mrs George Jordan)
Davy, Samuel, and wife
Delaney, Mrs
Delaney, Miss
Gribble, Samuel, and wife
Gribble, E. (Mrs R. Julian)
Gribble, Mrs, and 2 sons
Harvey, John, wife and family
Harvey, William
Harvey, John
Harvey, James
Harford, Harry
Harper, William, and wife
James, Samuel, and wife
Jeffries, —, wife and family
Jeffries, William
Jeffries, John
Jeffries, M. A.
Knuckey, Nicholas, wife and family
Knuckey, M. J. (Mrs J. Old)
Knuckey, Nicholas
Knuckey, Oliver
Knuckey, Richard, and wife
Moyle, —, and wife
Moyle, Miss
Old, Robert, wife and family
Old, John
Old, Robert
Old, William
Old, James
Old, J. (Mrs Henry Bailey)
Old, M. (Mrs Hicks)
Old, M. (Mrs David Sole)
Old, F. (Mrs Boswell)
Old, M. J. (Mrs Kivell)
Passmore, Harry
Pascoe, Nicholas, and wife
Polkinghorn, — and wife
Roberts, —, wife and family
Roberts, E. (Mrs Day)
Roberts, J. (Mrs H. Rowe)
Roberts, S. (Mrs Rowe)
Roberts, M. A. (Mrs O. Carrington)
Roberts, S. (Mrs Sunley)
Radford, Catherine
Rodgers, John, wife and family
Rodgers, John
Rodgers, William
Rodgers, Henry
Rowe, Henry
Rowe, C
Scandlyn, Richard, wife and family
Scandlyn, E. (Mrs John Pepperell)
Scandlyn, E. (Mrs W. Rodgers)
Scandlyn, John
Scandlyn, Thomas
Scandlyn, Richard
Stevens, Thomas
Thomas, —, wife and family
Thompson, —, and wife

DESCRIPTION OF THE TARANAKI DISTRICT

OUR ILLUSTRATIONS

TOWN OF NEW PLYMOUTH.

NEW PLYMOUTH is the chief town in the Provincial District of Taranaki. It is situated on the West Coast of the North Island, and is picturesquely located on the sea shore. The principal thoroughfares are Devon-street, Brougham-street, Courtenay-street, Gill-street, and Currie-street, which are wide and all metalled, with the side paths kerbed. There are two rivers running through the town, the Huatoki and Mangaotuku—the former flowing from the Mountain into the sea, and the latter coming westerly into the town and joining the Huatoki near its outlet. There is no position from which a full view of New Plymouth can be taken, and we have therefore given three illustrations of it taken at different parts of the town, which we describe further on. The area within the town belt is about two miles along the coast by three-quarters of a mile wide. All the main streets have been laid out east and west, with short cross streets intersecting them at right angles. The business portions of New Plymouth consist of Devon-street, Brougham street, and Currie-street. Devon-street contains all the banks, four out of the six hotels, four butchers' shops, and nearly all the drapers, grocers, bakers, bootmakers, and other tradesmen. In fact, it is not too much to say that nine-tenths of the trade of New Plymouth is done on the "Devon Line."

A good view of the town is to be had from Marsland Hill, where the barracks for the soldiers were erected during the war, and which are now in course of removal. From this vantage ground every object of interest is to be seen. To the left is to be seen the Taranaki District Hospital, a large, low, wooden structure, which appears to consist of one succession of gables all round, giving it a rather spectacular appearance, while to the right, across the Huatoki stream, is the Racecourse and Grandstand, and just across the road is the fine large building used as the High School. A short distance below this, on an open piece of land, glorying in the name of "Poverty Flat," or St. Michael's Square, is the Central Public School, a fine commodious building. From this point can also be seen the whole of the six churches—Anglican, Wesleyan, Presbyterian, Roman Catholic, Baptist, and Primitive Methodist. The building used as the Salvation Army Barracks—(once the Freemasons' Hall)—is at the foot of Marsland Hill. The various churches are all neat and commodious structures, but there is little attempt at beautification. Other buildings that strike the eye are the Roman Catholic Convent and new priest's residence, the Government Buildings, used as the General Post-office, Survey, and Crown Lands Offices, &c., and several other business places and private residences. The main streets are wide and well paved, and lighted with gas. The town is likewise supplied with water, laid on from the neighbouring Waiwakaiho river. The houses in the suburbs, nearly all of one storey, are very pretty, surrounded by verandahs, and standing in tasteful gardens.

DEVON STREET. (*Illustration page 1.*)

Our view of Devon-street was taken from the hill near the Government Buildings, looking eastward. To the left is the Alexandra Hall and Mr Butterworth's "Old Curiosity" shop. The next building is Messrs West & Jury's livery stables; the Medical Hall; Mr C. T. Mills' office; then Mr T. Avery's stationer's shop and printing office; Mr J. Avery, tobacconist; the Taranaki Meat Bazaar; Mr W. A. Collis, photographer; Mr T. Furlong, hairdresser; and the Bank of New Zealand, which is at the corner of Brougham-street. To the right of the picture are to be seen the shops of Mr Petty's furniture warehouse; Mr John Veale, jun., grocer; Mr Morey, draper; Mr Hart, fruiterer; and Mr J. T. Davis, tinsmith. Between the last two named a handsome building for the Colonial Bank is now in course of erection. The large three storied building, midway down the street, is the Criterion Hotel, kept by Mr W. Cottier; and further on, at the corner of the street, is the Central Drapery Establishment, of which Messrs Ambury & Tring are the proprietors. At the other corner of the street is the National Bank, of which Mr Cecil King is manager; over which are the offices of Mr Samuel, solicitor; and Mr F. P. Corkill, land and estate agent. Next to the Bank premises come Messrs Brasch & Co.'s fancy repository and tobacconist's shop; and opposite are Mr Newton King's auction mart, Mr Hancock's, and Mr Dockrill's boot and shoe shops. The remainder of the buildings are not sufficiently distinguishable in the picture for us to point out each shop, but next to Messrs Brasch & Co.'s the railway crosses the street; then come the Wholesale Drapery Co. (Mr J. W. Foote, manager); the New Zealand Clothing Factory (Mr W. H. Clarke, manager); Messrs H. Collier & Co. (Mr Coker, manager); Mr H. Revell, baker; Messrs Okey, Son, & Arnold, ironmongers; Mr J. Gilmour, bookseller and stationer; Mr F. A. Ford, draper; Messrs White & Carter's grocery store; Mr Jackson's boot and shoe shop; and the Imperial Hotel. On the other side of Currie street is the Bank of New South Wales. On the left side of the picture beyond the railway crossing, are the shops of Mr Teed, chemist; Mr Whitaker, draper, Mr Bennett, watchmaker; Mr Cattley, tailor; Mr Ward, ironmonger; Messrs Sole Brothers, butchers; Mr Webb, fruiterer; Perry & Ramson, saddlers; and Mrs M. Hood, Waterloo House, draper.

NEW PLYMOUTH FROM MOUNT ELIOT. (*Illustration page 19.*)

This view was taken from the hill facing the Railway Station, and shows the back premises of Mr W. A. Collis, photographer, and Professor Furlong, the hairdresser. The three-storied building which is prominent to the left of the picture is the Criterion Hotel, kept by Mr W. Cottier, another view of which is to be seen in the view of Devon-street on the front page. Looking over the hotel is to be seen Marsland Hill and the old military barracks, but the material of which it was built is now being removed and used partly for the Mountain House, and partly in the construction of a new drill shed, which is in course of erection on the reclaimed land, in Gill-street. Amongst the trees below the barracks is to be seen the top of St. Mary's Church, a sketch of which we give on page 6. A large shed-like building just below the church is Mr F. W. Okey's foundry, and a little to the right Mrs Skinner's residence, and above it rises in the distance Mount Egmont. The building to the right of the picture which stands out rather prominently is the offices and Council Chamber of the Taranaki County Council.

NEW PLYMOUTH LOOKING EASTWARD. (*Illustration page 20*)

This picture was taken from the top of the Convent building when it was being erected in 1884, by Mr W. A. Collis, and shows the centre of the Borough, but, unfortunately, some of the chief buildings do not come within the limits of our engraving. The large two-storied building to the left is the residence of Mr Samuel, ex-M.H.R. Devon-street is shown from the Bank of New Zealand's building to a short distance beyond the residence of Dr O'Carroll. In this street can be seen the side of the Criterion Hotel the Bank of New Zealand, National Bank, Bank of New South Wales, and Colonial Bank; the front of Goldwater Bros' warehouse, in Currie-street, is seen, and several other buildings can be picked out by those who know their situations. The street to the right is Powderham-street, which runs into Courtenay-street—the division of the two streets taking place midway in the picture. The building at the corner of the street to the right is the Egmont Boot and Shoe Factory, and a little above it Messrs Webster and McKellar's steam flour mill, at which a horse and dray are standing. A little to the right of the mill is the residence of Mr F. L. Webster, whilst further up Courtenay-street may be seen Dr. Leatham's residence; opposite which is the Wesleyan Church.

We regret our picture does not take in the fine stone edifice of the Church of England, called St. Mary's, which stands at the foot of Marsland Hill, and would, if shown, be to the right of the picture. The block of Government Buildings lies in the front. Then there are the Alexandra Hall and its buildings, owned by Mr F. A. Carrington; the former having been lately renovated at considerable expense. There are also the Criterion, White Hart, and Imperial Hotels, edifices which are well-appointed hosteleries. The Convent (from the top of which our view was taken) is a large three-storied building, and being erected on high ground commands an extensive view of the surrounding district. The High School and Central Free School are both conspicuous objects in the town, but are hidden from view on our picture by trees. Lying a little to the right of where our picture terminates are the Recreation Grounds, a view of which is to be found on page 27, and the Racecourse, the Grand Stand of which we show on page 28, both objects of attraction. The streets of the town are lighted with gas, and an abundant supply of water is laid on to every house. There is a large edifice in Brougham-street which is used as a Town Hall and Courthouse, and all the Banks have good substantial buildings. The Borough comprises an area of 850 acres, and has about a thousand dwellings in it. The population of it and suburbs is about 5000.

NEW PLYMOUTH RECREATION GROUNDS. (*Illustration page 27.*)

The Recreation Grounds cover some ninety acres of land, and as New Plymouth increases in size, and suburbs spring into existence in the south, the inhabitants will have cause to feel grateful to those who, in the early days of the settlement, had the forethought to set apart such a beautiful spot for the recreation of the people, as it will then be the centre of the city. The grounds can be entered from several directions, the chief being by way of Liardet-street. At this entrance has been fitted up a pair of handsome gates, the gift of Mr Rhind, C.E., late Resident Engineer of the Harbour Works. In the gardens will be found several ornamental ponds, which have been constructed at the expense of the donors. Mr T. Furlong expended a considerable sum of money on a fountain, with a jet of about nine feet, which plays, in the centre of a neatly finished basin, formed of turf sods. There is also an ornamental basin about five feet high, into which the fountain plays, and the spray afterwards descends to the lower basin. The effect of the fountain is heightened by a series of well-formed cascades running past it from the lake immediately above. Close to the fountain an ornamental pond, has been made of considerable extent, in which are gold and silver fish. A short distance from Mr Furlong's fountain is another fountain, which is the gift of Dr O'Carroll. Mr R. C. Hughes has also had an ornamental pond constructed. There is a large lake, which is spanned at the south end by "The Poet's Bridge," the gift of Mr J. T. Davis, of New Plymouth. The pavilion on the east bank of the lake is also a source of attraction, especially when on summer evenings the Taranaki Volunteer Band discourses sweet music in the Rotunda, which is pleasing to the ear as it floats over the water. During the stay of the Union Company's steamers at the breakwater, the passengers by them land and come up to New Plymouth for the special purpose of seeing these beautiful grounds; and it is generally acknowledged that the spot is the prettiest piece of landscape scenery in New Zealand.

TARANAKI JOCKEY CLUB'S GRANDSTAND. (*Illustration page 28.*)

The grandstand of the New Plymouth racecourse is situated in the south-west corner of the racecourse, and faces the east with uninterrupted view north and south, and from the top of it a splendid panorama of the district can be viewed. To the north is the sea, with the coastline from White Cliffs to Te Rua Point quite visible on a fine day; to the east stretches the forest towards Tongariro and Ruapehu, with clearings and settlers' homes in the immediate neighborhood; while to the south stands Egmont, to whose base also grows forest, but greatly cleared, and with far more signs of habitation, on account of the nature of the ground, which is less broken than to the east. Ascent to the gallery is gained by a light of steps at the back of the structure. The Judge's box is directly in front of the stand at the fence, and in shape is like a Chinese pagoda. The buildings to the left are the telegraph office and the weighing-room. At the side of these buildings is the saddling paddock. Below the picture we publish a plan of the racecourse.

GOVERNMENT BUILDINGS.

The large buildings in Devon-street West facing Queen-street are the Government Offices. The lower part of the west wing is utilised for the Post and Telegraph Offices, whilst the upper floor is occupied by the Survey Department and the Crown Lands Commissioner's offices. In the lower part of the central building are the Land Registrar's offices, the Custom House, long room, and Native Department's offices; whilst on the upper floor the business of the Education Board is carried on.

SUPREME COURT AND TOWN HALL.

The Town Hall is situated in Brougham-street North. The upper floor of the building is used for the Supreme Court, District Court, and Resident Magistrate's Court, with the Judges' and Justices' Chambers; and the lower portion is used as a Borough Council Chamber and offices, and Public Reading-room and Library.

St. MARY'S CHURCH. (*Illustration page 14.*)

The first stone of this fine old church was laid on the reserve fronting Marsland Hill on March 25th, 1845, and the building was dedicated to St. Mary. It was built of stone found on the beach, cut by the local masons, and the woodwork is rimu, or red pine, which was growing not a very great distance from the spot where the church was built. The timber required was cut from logs by pit sawyers, and the carpenters of the place did the rest in putting up the interior of the church. The architect was Mr Thatcher, who afterwards took holy orders. The view we give is as the church appeared before the trees surrounding it had grown up, which now make it almost impossible to see the building from the street. The cost of the first portion of the church was £800, of which the diocese paid one-half and the settlers contributed the remainder. During the sixties the church was twice enlarged, and the roof slated. An organ was also purchased, and the interior decoration considerably improved. There are several memorial windows in the church, which have been presented by the following donors: —

At the east end there is a handsome window erected to the memory of the Rev. W. Bolland, the first clergyman who preached in St. Mary's, and who partly built the church. This is the centre window in the east end. The window on the right of this is a memorial to Mr Thomas Hirst. The one on the left is not yet dedicated. On the north side there is only one memorial window. It has representations of passion flowers and lilies, and is in memory of Mr Holden Hammerton who died on the 27th February, 1861. Two windows in the east end of the side aisle were presented by Mr C. W. Govett, and are not yet dedicated to any one's memory. In the west end are two handsome stained glass windows in memory of the late Mr and Mrs John Weston, who were early settlers, which were placed there by their sons. There are two figures on each window, the top ones being representations of angels bearing scrolls, on one of which are the words, "Blessed are they that mourn, for they shall be comforted," and, on the other, "Blessed are the pure in heart, for they shall see God." The bottom figures consist of a man and a woman, each being symbolic of the text on the scroll. On the south side are two memorial windows. Beneath the first is a tablet on which are the words, "This window is erected to the glory of God and in loving memory of Helen J. Hunter, by her fellow teachers and the scholars of St. Mary's Sunday school. 'She, being dead, yet speaketh.' " And under the other is a tablet with these words, "To the glory of God and in loving memory of Ellen, wife of the Rev. Henry Clere, M.A., Vicar of Tickenham, Somersetshire; entered into rest October 25, 1885, aged 63 years. 'Her works do follow her.' " On the west wall is hung a "Hatchment," designed by the Rev. Philip Walsh, to the memory of the men of the 43rd Monmouthshire Light Infantry who fell in the Maori war. On the margin are the names of the many battles the regiment were engaged in during the Peninsula war.

The Rev. W. Bolland, who was the first clergyman, was a young man, and full of zeal, but he had a weak constitution, and died in 1847, at the age of 27 years. The present Archdeacon was then appointed to the vacancy, and has continued pastor of the parish ever since, The Rev. Henry Govett B.A., is son of the incumbent of Stains, Middlesex, a descendant of the Rev. W. Romaine, a popular Calvinistic divine of the last century. In August, 1859, Taranaki was created an Archdeaconry, and the Rev. Mr Govett was made an Archdeacon. Several other clergymen have been connected with this church, the oldest being Rev. Henry Handley Brown; the present assistant to the Archdeacon is the Rev. A. English. There is a graveyard attached to the church, which contains the remains of most of the old settlers and their families; but it has been closed for many years.

OTHER CHURCHES AND CHAPELS.

All the principal denominations are represented in New Plymouth with their churches and chapels.

The Roman Catholics have a small chapel, rather picturesquely situated on a hill, or what has been made to appear as a hill since the road has been cut. The Rev. Father McKenna is the priest. There is a large convent attached, which cost £3000, and is connected with the Order of "Religieuses de Notre Dames des Missions."

The Wesleyan Methodist Society have a good-sized chapel. It is at the corner of Courtenay and Liardet-streets, and its position may be seen in the graving, on page 20. The building is of wood, and neatly fitted up with pews. They have a very good organ. The Rev. Mr Fairclough is the pastor.

The Primitive Methodist Chapel is in Queen-street, and is large enough to hold a considerable congregation. The Rev. Mr Nixon ministers to the wants of this denomination.

The Presbyterians have a fine large structure for their church, situated on a good site in Devon-street East, of which the Rev. Mr Grant is minister.

The Baptists also had a small chapel in Gill-street, but which is at present used by a sect called "The Church of Christ."

The Salvation Army have their barracks at the top of Brougham-street.

NEW PLYMOUTH HIGH SCHOOL. (*Illustration page 15.*)

Situated on the Avenue Road, nearly opposite the racecourse, is the High School, which from its elevated position forms quite a distinct feature in the view of New Plymouth to the east. The building is erected on a reserve of fourteen acres. The chief entrance is by a porch, which forms the lower part of the tower, and has an open tracery window, access being obtained to the porch from the ground by a flight of four concrete steps. Proceeding from the porch to the interior of the building the visitor is ushered into a large hall, which communicates with a corridor. To the left of the hall is a large room used as a museum, and adjoining is situated the library. To the right is a commodious, handsome schoolroom, 50 feet long by 20 feet wide. It has a high open roof ceiling, with ornamental tracery work, ending in a corona and shield. There are six handsome Gothic windows at the side of the schoolroom facing the north, and at the end facing the west there is a large Gothic gable window, which imparts to the room a very handsome appearance. There is a large room for the girls, besides cloak rooms, lavatory, and every convenience for the scholars. The Principal's private residence is alongside the school. The New Plymouth High School was endowed by an Act of the Assembly for the purposes of higher education in the District of Taranaki, and it is managed by a Board of Governors, who are:—Messrs A. F. Halcombe (chairman), G. A. Marchant, R. H. Gibson, B.A., J. B. Roy, T. Kelly, Captain Cornwall, and Dr Hutchinson. The Principal is Mr Ernest Pridham, M.A., T.C.D.; second master, Mr Kitchingman. Head mistress, Miss Montgomery. The Secretary, to the Board is Mr E. Veale.

CENTRAL GOVERNMENT SCHOOL. (*Illustration page 17.*)

The Central School, as it is called, is connected with the Government system of education, and is free. It occupies a prominent position in St. Michael's Square, better known as Poverty Flat. The building consists of two wings, with a square tower between them. The school will afford accommodation for between 600 and 700 scholars. The main entrance is by a porch under the tower, which is 58 feet in height. The class rooms on either side of the entrance hall are 30 feet long by 20 feet wide. The head master is Mr H. Dempsey; Mr J. Hislop, assistant; Mr F. Mills, second assistant; and Mr A. Hunnibell, third assistant master. Miss Roby is head mistress; Miss Saddler, Miss Smith, and Miss Mynott being assistant teachers. In this building the Taranaki Jubilee Exhibition is being held. There is an infant school in Courtenay-street, of which Mrs Taylor is head mistress in charge, with Miss Cliff and Miss A. Rennell as assistants, and one on the South Road is kept by Miss Shaw, with Miss F. Smith and Miss E. Rennell as assistant teachers.

NEW PLYMOUTH INVESTMENT AND LOAN SOCIETY. (*Illustration page 39.*)

This institution was established in 1876, during a time of great depression, and when a popular and flourishing Society of a somewhat similar character was in existence. In a young colony like this, where labour and capital are so peculiarly associated, and where by dint of economy the working classes can secure all the benefits of a freehold, it is not to be wondered at that Societies of the kind flourish. The large figures which appear in the balance-sheets show that a business of no inconsiderable importance is carried on by the Society we are referring to; and it is saying a great thing for the management that but few properties have fallen on their hands, and those have entailed little, if any, loss. The Society having become a permanent institution, the directors considered it not only desirable but necessary to erect offices to carry on their business in. Accordingly, in 1884, the premises, which we show in our illustration, were built. There are three large airy rooms, well ventilated, also strong room, lavatory, &c. The public office is 26ft. by 17ft., which is filled up with desks and counters. The manager's room is to the right, and there is a Board room at the back of the public office, which measures 23 feet by 17 feet, and is used by the Harbour Board for its meetings, as well as by the Directors of the Investment Society and the Gas Co., to all of which Mr C. Rennell is secretary. The rooms are lofty, being 16 feet high. This building cost about £1450, and the furniture

£200. The latter has been written off, and now is an asset of the Society, whilst on the building there is only £675 owing. Since starting, the Society has advanced on loan £51,294; and in the deposit branch there has been received and interest paid on the sum of £92,888; notwithstanding that the Post Office Savings Bank and a Government Savings Bank are also open to receive deposits. The loan rates of the Society are within a trifle the same as those of the Melbourne Building Society, which are quoted by the Insurance and Banking Record to be “a moderate and thoroughly honest set of tables.” There are no procuration fees to pay, and, except in very special cases, no valuation fee. The Society prepares the mortgage deeds free of cost in cases where the amount borrowed exceeds £100, and the term is for three years or more. These concessions, we are informed, were never before attempted by any other Society, and are equal to a very material reduction in the scale. Further particulars may be gathered from the Society’s advertisement, which appears on the cover of this paper.



TARANAKI LAND, BUILDING, AND INVESTMENT SOCIETY.

This well-known and prosperous Society commenced operations on October 9th, 1865, and its rules are based on the cooperative principle, whereby both the borrowers and investors participate in the profits. The Society was started about the time when peace was proclaimed between the natives and Europeans, and the original proprietors stated as an inducement to persons to join it, “that special benefit would be felt from the institution being established, owing to the settlers who, having had to abandon their homes during the outbreak, would by means of such a Society be able to rebuild on their land, and pay the money off by easy instalments; and as they would participate in the profits the interest would be low.” During the twenty-five years the Society has been in existence—or rather from October 9th 1865, to September 30th, 1890, which was the end of the last financial year—the amount advanced on mortgage to members was £73,350, and the amount paid to investing members £66,870, making a total of £140,220 dealt with by the directors during the quarter of a century. The object of the Society, as stated in the rules, is to provide for the members the means of investment, to grant loans upon freehold security, and to enable members to erect or purchase buildings within the district. The Society being a permanent one, members can join it at any time. Further particulars may be gathered from an advertisement on the cover, or from Mr R. G Bauchope, the secretary, Brougham-street.

EGMONT BOOT FACTORY. (*Illustration page 40.*)

The Egmont Boot and Shoe Company was founded about four years ago, by Messrs Goodacre & Carthew, who at that time had a retail business in connection with the Factory in Devon-street, in the premises now occupied by Messrs Sargood, Son, & Ewen, warehousemen. At that time they were only employing some half-dozen hands, but the business increased so rapidly that they decided to give up the retail branch and devote their time entirely to the wholesale manufacturing of boots and shoes, uppers, leggings, &c. With this object in view, much larger premises were secured in Brougham and Powderham-streets, as shown in the illustration, where operations were extended, and a large number of men, boys, and girls taken on. Messrs Goodacre & Carthew decided to obtain the latest machinery in connection with their increased trade, which was done at considerable cost, placing the Egmont Boot Factory in a position to turn out goods equal to any in New Zealand, and superior to most. The firm are showing largely at the Jubilee Exhibition, and the samples to be seen there prove the high class of work which can

be turned out by the Factory, and do great credit to the firm—in fact, these goods are equal to any imported, and are well worth inspection. The output increasing from 200 pairs per month to 1800 pairs, it was found that more capital was required to conduct the business, and the proprietors decided to take in another partner, therefore in October last Mr Wm. M. Runciman, from Auckland, joined the firm. Independently of giving work to a large number of hands, the firm buys largely from our local tanners, thereby keeping a still larger number of men employed indirectly. The Egmont Boot and Shoe Company are also large importers direct from Britain of leather boots and shoes, grindery, &c., hence are in a position to supply both English and Continental goods, as well as their own manufacture. Up to the present they have limited their ground to the West Coast, as far as Wellington, and to Napier on the East Coast; but in future their operations will probably be extended to other parts of New Zealand; and doubtless this will continue the leading industry in New Plymouth.



EGMONT BOOT AND SHOE FACTORY, NEW PLYMOUTH.

SASH AND DOOR FACTORY.

The New Plymouth Sash and Door Factory Co. was established in 1882, and has gone on steadily making enlargements and extending the premises until quite an extensive local industry has been formed. Every kind of machinery of the latest and most improved design has been from time to time introduced, and now the Factory is capable of turning out any class of work required. Mr Snowball is the working manager of the Company, and Mr Tribe secretary.

MISCELLANEOUS INDUSTRIES.

The Egmont Brewery was established in 1867, but it was not till about ten years later that Mr J. Paul erected the present building in Queen-street for carrying on, not only his brewery business, but the making of ginger ale, aerated waters, syrups, &c. The building is of concrete, and is fitted up with one of the most complete brewing plants in the colony. The excellent quality of "Paul's beer" has gained for itself a reputation outside the district, whilst in Taranaki the other colonial brews have a poor show beside that of the Egmont Brewery.

Messrs. Webster & McKellar's mill at the bottom of Currie street is worth a visit, and either of the partners will be happy to show visitors over the building.

The New Plymouth Gas Company's works are in Gill street. Mr J. G. Arthur is the manager.

All kinds of business are represented in the town, and we refer our readers to the cover, where the principal storekeepers have advertisements.

OLD STYLE OF LANDING PASSENGERS. (*Illustration page 5.*)

Mr R. H. Gibson, B.A., in a paper written for the Manchester Geographical Society, says:—"Only a very few years ago, the visitor or emigrant to Taranaki who arrived by sea, had to land at the Port of New Plymouth, the capital of the Province, in a surf-boat, in shape and size resembling a cross between a whaleboat and a coal barge, provided the heavy rollers of the South Pacific did not render this impracticable, and oblige the steamer to carry on its passengers to the sheltered harbour of the Manukau, the port of Auckland on the West Coast, a hundred miles to the north. This carrying on passengers, and more frequently cargo too, occurred sometimes not only once but twice or thrice during the stormy season. In calm or comparatively calm weather, the steamer used to anchor about a

mile from the shore, in the open roadstead, when its male passengers, unless of a weak physique or of nervous temperament, had to climb down the vessel's side by means of a rope ladder, or else jump from the gangway into the arms of a stalwart boatman or on to the top of a mass of miscellaneous freight, not always of the softest material, piled up on the surf boat, bobbing and rolling below. The lady passengers were seated in a tub, in which the adventurous fair squatted one at a time, and having first been hoisted aloft by a running tackle suspended from the steamer's yardarm, were then gently lowered into the expectant arms of the gallant crew of the same boat. It speaks much for the skill and courage of this surf boat crew, that during the many years of the performance of this difficult and often dangerous landing service, only one fatal accident occurred. This landing process was completed by carts and light wagons, called expresses, being driven into the water for several yards, to convey the passengers and freight from the surfboat to dry land."

VIEW OF THE SUGARLOAVES, 1884. (*Illustration page 8.*)

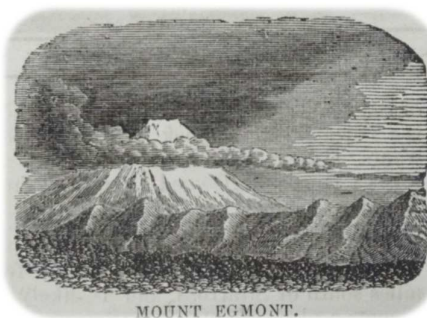
Our view of the Sugarloaves was taken in 1884, when the harbour works were in a very incomplete state. Since then the breakwater has been extended further out to sea, and a pier built for the accommodation of steamers trading with the port. The steamer laying alongside the breakwater is the Union Company's Wanaka, a vessel of 493 tons, the first vessel of any size which landed passengers and cargo at it. In the distance the Sugarloaf Islands, some of which are seen in the picture, are a remarkable and appropriately named group. The most lofty and striking (Paritutu) is not to be seen in the picture. It rises from a low point of the adjacent mainland to the left, and has a sharp cone to an elevation of 503 feet. The cone-shaped islet to be seen off the end of the breakwater is Moturoa, and is 266 feet in height, and apparently close to is the rock called Wareunui, or Lion's Head; whilst about the centre of the picture is to be seen Mikotahi, which at low water is connected with the mainland. In the distance is Motumahanga, a saddle backed island, with a conical summit 190 feet in height. The breakwater, which is to be seen running out from the shore, has been completed to 1950 feet. It is 34 feet in width on the surface, and 42 feet at the base, and its outer and inner sides are composed of solid concrete blocks of an average weight of 26 tons, the space between being filled up with concrete and rubble. The whole forms a massive structure, strong enough to stand the heaviest wave force that is likely to strike it.

NEW PLYMOUTH HARBOUR—TWO VIEWS. (*Illustrations pages 11 & 12.*)

We here give two views of the Harbour at Moturoa as it is at present. The first picture is taken from the end of the breakwater, and the other one from the shore. They were both taken the same day by Mr W. A. Collis, the photographer, and show the class of vessels which can visit our port and lay alongside the wharf to load and unload. The larger vessel of the two is the Union Company's steamer Wakatipu, 1797 tons, taking in cargo on her way to Sydney; the other vessel is the Northern Company's steamer Gairloch, 340 tons, which trades regularly between Taranaki and Manukau. The Petroleum Works have started since the pictures were taken, but the derricks, where the boring operations are being carried on, are on the opposite side of the road, facing the cattle yard to be seen to the left of the second picture.

MOUNT EGMONT.

Egmont is one of the most beautiful mountains in New Zealand. It has a perfect equilateral cone of an almost exactly corresponding curve, terminating in what seems from below a peak barely wide enough to stand on; its snowy cap extending in the winter nearly halfway down its steep sides, all growing out of a magnificent forest of the richest foliage, of rata and other trees of gigantic growth, afford attractions which it is no wonder induce numerous parties every season to undertake the somewhat severe task of its ascent. The great difficulty of the undertaking consists in the fact that about two-thirds, and that the steepest, of the ascent, consists solely of loose scoria and ash, which makes it literally true that very often, for one foot gained, the climber slips back two.



MOUNT EGMONT.

The season for the undertaking is autumn. The mountain, except a few patches which have not to be crossed, is free from snow during February, March, and April, when the weather is generally favorable. The undertaking is one which no one need fear who is reasonably sound in "wind and limb." There are several routes which may be taken, whichever is most convenient to the tourist. First, the old route, by the Ranges and Bell's Falls (which is seldom now resorted to, as having a deep descent after some 3000 feet have been accomplished); second, the Egmont Road route, the nearest to New Plymouth, and where a house is now being erected so that visitors may rest the night before the ascent, and near which the assistance of an excellent guide (Mr Peters) can be obtained; third, the Waipuku route; fourth, the Stratford route, where there is the facility for taking horses up to a height of about 4000 feet before beginning the actual climb; and fifth, the "Dawson's Falls" route, which is reached from Manaia on the south-west side of the mountain, and combines the falls mentioned. The tourist can choose whichever he pleases, and a few hours' preparation in the town of New Plymouth or the other places mentioned will be all that is necessary.

NEW PLYMOUTH BOWLING CLUB'S GREEN.

At the top of Brougham-street is the green belonging to the New Plymouth Bowling Club, and here, in the afternoon, during the season, lovers of the game are to be seen passing their spare time in this fascinating game.

PLEASURE GROUNDS AND GARDENS.

There are two lawn tennis grounds in New Plymouth, with good lawns; and many private gardens which are kept in excellent order. Perhaps the most extensive and attractive of the latter is that owned by Mr H. Weston, at the west end of the town, where there is just sufficient admixture of neatness in the lawns and flower beds to set off the luxuriant and irregular beauty of the shrubberies and thickets. There is nothing stiff, and nothing unnatural.

MUNICIPAL CORPORATION.

New Plymouth is a municipality, and the Borough comprises an area of 850 acres. There are about a thousand dwellings, and a population of over 4000 inhabitants. The rateable value is about £26,000. His Worship James Bellringer is Mayor; the Councillors being A. C. Fookes, W. T. Small, E. Dockrill, W. Cottier, F. P. Corkill, R. Cock, A. Goldwater, W. A. Collis, Abner King.

HOTELS AND BOARDING-HOUSES.

In New Plymouth there are several good hotels and boarding-houses. The Criterion Hotel (Mr W. Cottier), is perhaps the most central; the Imperial Hotel (Mr R. R. Hutcheson) is at the corner of Devon and Currie-streets; the Taranaki Hotel (Mr G. Rhind) is in Brougham-street, opposite the Town Hall; the Red House Hotel (Mr Horatio Hammond) is at the corner of Devon and Gover streets; the Terminns Hotel (Mr G. Tisch) is near the railway station; and the White Hart Hotel, opposite the Government Buildings.

The chief boarding-houses are—Sarnia House, kept by Mrs Collis; Weale's Orient boarding-house; the Egmont boarding-house, kept by Mrs Jones; Mrs Weekes, Somerset boarding-house; and Mrs Oakes' West End boarding-house. We refer our readers to the advertisements on our cover.

NEW PLYMOUTH NEWSPAPERS.

Now Plymouth is well supplied with newspapers. The Taranaki Herald, which was started in 1852, is one of the oldest established papers in the colony. It came out first as a daily in 1877, and at the same time the proprietor issued The Budget as a weekly paper for the country readers. These two papers, have a large circulation, not only within the district where they are published, but in other parts of the colony, in Australia, England, and United States. The Taranaki News is also published daily, and has a weekly issue.

MITCHINSON'S GARDENS AND THE CEMETERY.

Visitors to New Plymouth are always taken to the gardens of Mr Mitchinson, where lovers of horticulture will see plenty to please their eyes. Adjoining these gardens is the cemetery where are to be seen the two monuments — one erected to the memory of those of the 57th Regiment who fell during the Maori war, and the other to the memory of the Rev. John Whiteley, the Gascoigne family, and others, who were cruelly massacred by the Maoris in 1869 at Pukearuhe.

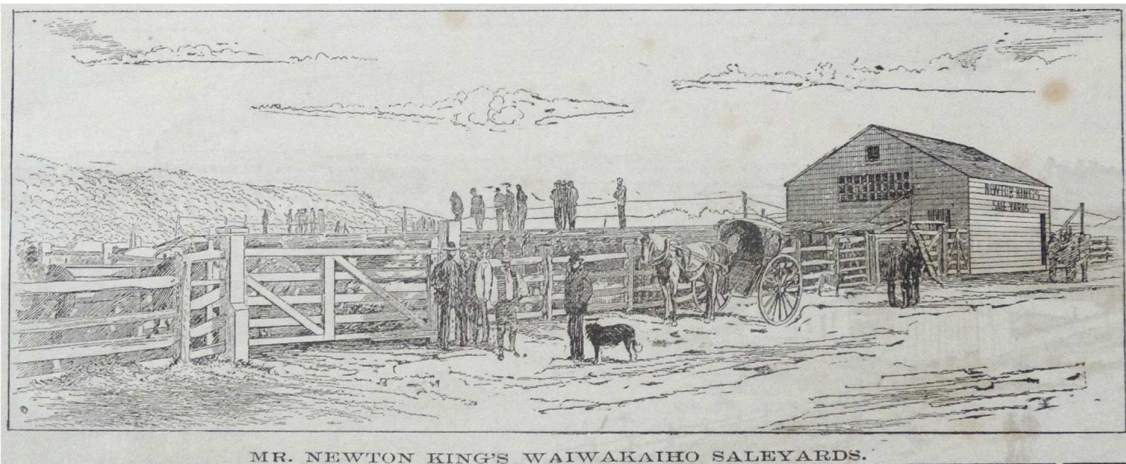
THE WATERWORKS.

The New Plymouth Waterworks are situated at Puketotara, on the banks of the Waiwakaiho River, about three miles east-ward from the centre of the town, and are open to visitors. Mr A. Wray, the resident engineer, is always there, ready to show visitors over the works and explain everything in connection therewith. The water, which comes from Mount Egmont, is sufficient to supply a city of 500,000 inhabitants, or more. The scenery of the river and its banks, both above and below the waterworks, is pretty. The river rushes on over the boulders and rocks, dashing its spray up to meet the flowing fronds of the punga and other graceful ferns and flowers; and further up the banks are the tree ferns and a large variety of trees and shrubs, all uniting to add to the loveliness of the whole scene. Close to the waterworks, on the river flat, is about an acre of large native trees—tawa, lance, &c.—under the shade of which numerous picnic parties are held in the summer time. No visitors to New Plymouth should fail to visit the waterworks.

MR. NEWTON KING'S WAIWAKAIHO SALEYARDS. *(Illustration page 44.)*

Perhaps no more gratifying evidence of the progress and prosperity of Taranaki can be instanced than in Mr Newton King's business, which has grown with the place. Commencing in 1880 in a small way, Mr King, through his business capabilities, gradually gained the confidence of the public, till at last he has reached the commercial position he now occupies. Mr King as an auctioneer is not to be surpassed; he is a ready seller, with a quick eye for purchasers. His cattle sale days at the Waiwakaiho and Stratford have now become institutions, and buyers from all parts of the district visit them, knowing from the large number of animals penned that they are sure to get what they require. Sellers, too, are always ready to yard, for they know that purchasers are to be found at those

places. Mr King also holds cattle sales at Inglewood, Stony River, Rahotu, Waitara, Okato, and Oakura, which are always well attended. His auction room in town adjoins the bridge in Devon-street, New Plymouth, whilst his Horse Sale Yards are in Currie-street, near his wool sheds and butter factory.



BELL BLOCK.

About four miles from New Plymouth, on the Waitara Road, is Bell Block. It is the centre of a thriving district, which is devoted mostly to dairy pursuits, butter being the chief produce of the place. Bell Block is a thriving district from a farming standpoint, and one that it would be hard to beat when everything is taken into consideration, as it is so near to the town, by road or rail. The soil being of good quality, there is no difficulty in growing anything anywhere. Away to the east-ward stand Sentry Hill, Manutahi, and other now historical battle-fields, where the brave but deluded Maori fought for what he considered his rights and his religion.



TOWN OF WAITARA. (Illustration page 44)

The town of Raleigh (better known as Waitara) is situated about ten miles from New Plymouth, on the Waitara Road. The town is built on the west bank of the Waitara River, and extends over a low plain. Looking from a vessel coming into the port the view is very picturesque. Our view gives the most thickly built portion of the town. The buildings to the right are the works of the Mount Egmont Freezing Company. To the left of the picture is a mound called Manukorihi, which is on the east bank of the river, and on which the pa of the late Wiremu Kingi originally

stood. The railway wharf and goods sheds are alongside the bridge, and between two sheds is to be seen the Bridge Hotel, as well as the Waitara Hotel. A little further to the right and the upper story appears of the Masonic Hotel. Most of the religious denominations have conventicles for public worship here. There is an excellent schoolhouse and a Town Hall, where entertainments are occasionally given. The artist, in taking the view, must have fixed upon a time when the river was bare of shipping. As an outlet for the stock of the surrounding district this is a very valuable river, and the trade of the port is increasing fast, some of the largest ocean steamers afloat coming off the river mouth to take the frozen meat away direct for the London market.

TIKORANGI, URENUI, WHITE CLIFFS, AND MOKAU

These districts are all to the north of Waitara, and are within the Clifton County. Tikorangi is essentially a dairying district, and Mr George has a Butter Factory here. Mr T. Bayly also has a factory in the Waitara district. The roads are wide and good, and the farms on either side of them well fenced, and sub-divided into convenient paddocks. Urenui is noted for its orchards, and is an excellent fruit growing district. There is very little level land about it, and at the back are high wooded ranges. From the White Cliffs to Mokau the country is much broken. At the latter place there are two coal mines, which are being worked with energy by co-operative companies.

TOWNS SOUTH OF NEW PLYMOUTH.

OMATA, OAKURA, AND OKATO.

To the south of New Plymouth are three districts—Omata, Oakura, and Okato—all on the Great South Road, and leading towards Opunake. The first is situated about four and a-half miles from town, the next is nine miles out, while Okato is about eighteen miles from New Plymouth. The last named little village consists of about a dozen houses, including two stores, and a butcher's shop, a blacksmith's shop, post and telegraph office; and about a mile further, at Stony River, is an hotel. The public buildings at Okato are limited to the schoolhouse and a neat Roman Catholic church. Around Okato there are a large number of dairy farms.

PUNIHO, WAREA, PUNGAREHU, AND RAHOTU.

The distance from Okato Post-office to the town of Opunake is about 22 miles. The road between New Plymouth and the village of Okato is very hilly, especially through **Tatara** and on towards Okato; but after leaving Okato the character of the country changes considerably. All the way from Okato to Opunake there is not a single hill worth mentioning. The land on the east, or mountain side of the road is, with the exception of about two or three narrow strips, all in the hands of the natives, who do not appear to be cultivating much of it, except in a few small patches. There are a large number of native settlements—Parihaka, the stronghold of Te Whiti, being about a mile and a-half inland from Pungarehu. There are several flax mills at work, affording employment for a large number of men. The European settlement is between the road and sea shore, and there are villages at Puniho, Warea, Pungarehu, Oaonui, and Rahotu.

OPUNAKE.

Opunake was the scene of the headquarters of the Armed Constabulary force some years ago, when the activity of the natives under Te Whiti and other hostile chiefs caused alarm to the European residents. The present population of the town is about 300 persons, many of whom in various ways reap a great advantage from the flax industry, which has assumed such large proportions along the west coast. There are two large blacksmithing establishments, three grocers and general storekeepers, two butchers, one shoemaker, a barber, and representatives of each of several other trades and professions. The Presbyterians have a church, but the Anglicans and Wesleyans hold their services in the schoolrooms, the Catholics using the Town Hall. There are two private butter factories, one owned by Mr Breach and the other by Mr J. C. George; the latter also has a cheese factory at Otakeho.

MANAIA.

About eighteen miles from Opunake is the thriving little town of Manaia. It has been established about ten years, and already it can boast of its newspaper (the *Waimate Witness*), banking agencies, auctioneer firms—who hold periodical sales of cattle in the town—besides the usual complement of tradesmen. In the centre of the town there is an obelisk of polished granite, which was erected to the memory of all who fell during the "Titoko Waru War," as it was called, in 1868-9, and on the sides are the names of men who lost their lives during the fighting that took place. The population of the township is about 400. There are 85 dwellings, 185 ratepayers, and 324 rateable properties. The rateable value is estimated at £20,746.

Hawera is about 9½ miles from Manaia.

INLAND OF NEW PLYMOUTH BY RAIL

INGLEWOOD

The first township on the line of railways going South is Inglewood. There are two roads to it from New Plymouth; one via Sentry Hill and along the line, and the other by means of the Junction Head through the Egmont Village. The first sections in this township were sold by auction by the Government in February, 1875, and according to the last returns there were in the township 71 dwellings, 120 ratepayers, and 193 rateable properties. The rateable value is estimated at £6,962, and the population at about 400. A railway and a good metalled road now run through what in 1876 was a dense bush. Distance from New Plymouth by rail 17 miles: by the Junction Road, 12½ miles; from Waitara by rail 11 miles. There are a large number of stores and a good business is done with the settlers who have farms round the township. There is a good library and reading room, well supplied with books and papers. Nearly all the denomination have churches in the town, and there is a Town Board who look after the streets, as well as other affairs connected with the well doing of this town.

NGATIMARU.

This district is best reached by the road from Inglewood, and is about twenty-four miles from New Plymouth. The Waitara river passes through the district, and is bridged, and about four miles from it the Taramuke Valley is reached, as well as Dr. Hutchinson's residence.

In this district is some very fine scenery, and Mr Kidd, of Inglewood, recommends visitors who are fond of the picturesque to go up the Richmond Road as far as the Wortley Road school, then to take the road to the left, and when about a mile up it he says a most extensive view of the country is obtained.

WAIPUKU

is a village that the train next stops at. It is about 7 miles from Inglewood. Its distance from New Plymouth is 24 miles.

MIDHIRST.

This is a township in connection with a special settlement, which was established in about 1876, and is situated on the west side of the railway line, about three miles from Waipuku. It is connected with Stratford by a telephone. Its distance from New Plymouth is 27 miles; from Inglewood, 10 miles; from Stratford, 3 miles.

STRATFORD.

The first sections of this town were sold by the Government on August 31st, 1878, and according to the latest returns (1889) there were 60 dwellings; 167 ratepayers, and 266 rateable properties. The rateable property is estimated at £14,054. The population must now be close on 400. When this township was laid out it was expected that the trunk line of railway from Auckland would join the New Plymouth-Wellington line here, and a large block of land was set apart in consequence. The East Road is now being made, and in a short time it is expected it will connect with the Waikato railway at Te Kuiti. The chief buildings in the town are the Town Hall and Court House, Church of England, Presbyterian Church. Catholic Church, and the State school. There is also a Sash and Door Factory, a steam cooperage, steam forge, and wheelwright, besides all other trades being represented. Mr Newton King and Messrs Vickers and Stevens hold fortnightly cattle sales here, this being a very central position. A newspaper called the *Egmont Settler* is published twice a week. The Patea River runs through the town, flowing down from Mount Egmont. This is the chief town of the county of the same name, and there is a Town Board to look after the local wants. Distance from New Plymouth 30 miles; from Inglewood 13 miles; from Hawera 18 miles.

NGAIRE.

This township is situated about four miles south of Stratford, and is likely to become a place of some importance. There are a large number of houses, and the population, though a scattered one, is likely to increase fast.

ELTHAM.

This place is two miles further on. It is here that Mr Chew Chong's Butter Factory is at work. There are several stores, and the nucleus of a thriving village is already in existence.

NORMANBY.

This is a pleasantly situated township on the margin of the bush and plain lands, 45 miles from New Plymouth, on the Mountain Road. The main trunk railway line runs diagonally through the township.

HAWERA

This town is situated at the junction of the Mountain Road with the Southern Trunk Road, being about 4 miles from Normanby and Waihi, and the same distance from the bridge leading over the Waiongongoro River to the Waimate Plains. The town is in a lovely spot, being slightly elevated in the midst of an extensive plain, well clear of the bush, and bounded on the west by the Pacific Ocean, with graceful snow-capped Mount Egmont on the north, full in view from its extreme base, at Cape Egmont, to its summit 8,000 feet above sea level. From comparative insignificance this town has grown to equal, if not exceed, in size and population that of Carlyle, as since last census many additions in buildings and population have been made. There is a Post Office and Telegraph Station, Police Station, Town Hall, Literary Institute, School House, places of worship, Banks, &c. The local paper, the *Hawera Star*, is published every evening, Hawera is a municipality, and its estimate area is 729 acres. Its estimated population is 1300, there being 300 dwellings in the Borough. The estimated net annual value of rateable property is £8,034. Distance from New Plymouth, 48 miles; from Carlyle, 18 miles.

MANUTAHU,

a township on the main line from New Plymouth about 8½ miles north of Carlyle. Distance from New Plymouth, 58 miles.

WHAKAMARA.

A settled block lying about four miles inland between Mokoia and Manutahi. There is a roadway to it from the main trunk road at the Manawapou Gorge.

PATEA

(The official name of this town is Carlyle, though seldom used) is the chief town and port of the Patea County; about 66 miles by rail from New Plymouth. The public buildings comprise Resident Magistrate's Court, Post Office and Telegraph Station, Immigration Barracks (now used as Police Office and County Council Chambers), Hospital, Town Hall, Literary Institute, four hotels, public schools, and four places of Worship — Episcopalian, Wesleyan, Presbyterian and Roman Catholic, the services of which are supplied by ministers resident elsewhere. The following local bodies hold periodical meetings at Carlyle:—County Council, Town Board, Harbour Board, Agricultural and Pastoral Association, Patea East Road Board, School Committee, two Building Societies, Cemetery Trustees, Steam Shipping Company, and Cricket Reserve Trustees. There are several athletic and other societies. The chief industries are a fellmongery, canning and refrigerating works. The *Patea County Press* is the name of the local newspaper. Patea is a Municipality, and its estimated area is 1420 acres. The estimated population is 730, there being 204 dwellings in the Borough. The estimated net annual value of rateable property was £4,867. Distance from New Plymouth, 66 miles.

ADDENDA.

On page 33, in the list of passengers by the Oriental, the names of T. Davies, wife, and son were omitted.

Mrs J. C. Sharland, of Auckland, was the first white girl born in New Plymouth.

The following illustrations were specially engraved for this paper at Mr H. Brett's Star Office, Auckland :—Devon-street (page 1), St. Mary's Church (page 14), New Plymouth High School (page 15), Taranaki Jockey Club's Grandstand (page 28). Views in New Plymouth 1852 and 1858 (page 29 & 31), Egmont Boot and Shoe Factory (page 41), New Plymouth Investment Society's Office (page 39), Mr Newton King's Waiwakaiho Saleyards (page 44).

We are indebted to Mr Courtney for the following engravings.— Old Boating Service, Central School, the Harbour from end of Breakwater, View of New Plymouth from Mount Eliot.