

New Zealand

Founders



BULLETIN

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CURRENT CONCERN

Every so often people ask Founders what concern it is of theirs to express views on current affairs. It is suggested the Founders view should be that unless today's Founders are asked this not "every so often" but **very often** then the spirit of our forebears is dead and the Founders Society with it.

For indeed (although this may seem a contradiction in terms) unless a group such as ours keeps with it we are selling out our ancestors who in their time were very much involved in issues of the day—Ted Wakefield not the least of them!

This is why we feel able to march in step today with those (Founders or not) who would have preserved Bolton Street Cemetery as much for its present day "dell in the concrete jungle" aspects as its links with early New Zealand; why we campaign for a National Day for New Zealand—Waitangi Day, as much for its value in the automation age as the musket age; why we have protested against any loss of Maori heritage, be it language or land; why we seek recognition for famous descendants of the original pioneers (see other pages of this issue) and why we

will continue to voice an opinion on contemporary issues, including the following

"HOME" NO MORE—

So the U.K. (one time "Home" to so many early pioneers), is setting its house in order. No one likes to retrench or in any measure lessen a standard of living so you can bet your bottom dollar that the U.K. authorities cannot enjoy enforcing the current downswing in economic and social services even at the expense of bygone family ties and friendships.

It is firmly suggested that those of us most concerned quit feeling sorry for ourselves and stop bemoaning England's attitudes and actions. The position is hardly a new one—many of our forebears cut the painter with "Home" well over a century ago and were, until the development of refrigerated shipping services not too disturbed at keeping a twelve-thousand mile distance whilst fending for ourselves.

Since then too there were blacker times such as when a beleaguered Britain barely able to contain

. . . continued overleaf



The New Zealand
Founders Society
Inc.

THE FOUNDERS CREED

We pledge ourselves to foster, promote and inculcate in rising generations that hardy will and spirit of enterprise, responsibility, work and faith so abundantly possessed by the actual founders, which has been so important a factor in the life and progress of New Zealand.

Dominion President: Mr. A. B. Diamond.

Dominion Deputy President: Mr. L. M. Buick-Constable.

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SECRETARIES

Dominion: Mrs. D. Anderson, P.O. Box 2457, Wellington. Telephone 42-278 (Bus.), 77-184 (Home).

Auckland: Mrs. J. Tattersfield, 97 Mt. Albert Road, Auckland, 3.

Bay of Plenty: Mrs. R. Burgess, Lichfield R.D.2. Putaruru.

Wanganui: Mr. W. J. R. Skilton, 12 Benefield Street, Wanganui.

Wairarapa: Mrs. M. G. Hamill, 79 Manuka Street, Masterton. Telephone 6206.

Taranaki: Mrs. I. Piper, 80 Paynter's Avenue, New Plymouth.

Canterbury: Miss M. Mateer, Flat 10, 142-144 Stanmore Road, Christchurch.

Editor: Lindsay Buick-Constable.

EDITORIAL

from Page 1

a European foe and keep open our sea-supply lanes was in no position to provide aid to New Zealand against an Asian foe. Still we came good—no special thanks to Britain. And Britain or no Britain, we'll do it again; we'll evolve new produce in exploring new markets and we'll find new friends with many more new mouths to feed.

Founders did it in the beginning—and in this time again of stress we may do it best by closing ranks against decriers of those who lead as well as those who would spread dismay and gloom. Founders did it in the beginning and with dignity, dash, drive and derring-do we in our time can serve their memory and foresight well by realising that today it's a far better starting point than it ever was in the beginning . . .

To the Editor

98 Wallace Rd.,
Papatoetoe,
Auckland.

Dear Sir,

Thank you for forwarding my member's certificate, No. 253, which I was pleased to receive and proud to own.

I do not know if it concerns me, but in reading the June Bulletin and reading the list of ships I thought you might like these details of the "Emma Colvin", which is not listed.

The "Emma Colvin", ship of 560 tons, under Captain Nicholson, carrying 172 passengers and bound for Nelson, sailed from London on March 9, 1856, and reached Nelson on June 3, 1856. My husband's grandmother—then a few months old, arrived in this ship. Would this entitle my sister-in-law to become a member? I do not know the dates of settlement in Nelson.

Yours sincerely,

T. M. SMYTHEMAN.

(Many thanks to Mrs. Smytheman for her contribution through a letter to the Dominion Secretary. Regrettably, since Nelson was settled in 1841, the direct descendant membership date boundary would be 1851. However, your relative might be able to claim descent through forebears who may have married into a pioneer family of early vintage in Nelson, Auckland, Wellington, New Plymouth, etc., or from Christchurch, Dunedin or Waipu which being settled later can allow latitude of up to the early 1860's.—Editor.)

1968 Founders Waitangi Dinner

Two hundred guests attended an outstanding celebration held this year in the Greenstone Room, N.Z. Display Centre, as a part of the myriad functions forming Wellington's International Festival Year. Dominion President, Mr. Alf Diamond presided over a glittering gathering of Pakeha and Maori and once again a very special measure of racial rapport developed with an evening studded with bright speeches, good company, conversation, New Zealand food and wines and to top it all—an exciting repertoire of Maori items provided a most befitting climax.

In introducing the two Guest Speakers, Sir Francis Kitts, Mayor of Wellington; and Mr. Koro Dewes, Lecturer in Anthropology at Victoria University, Mr. Diamond paid tribute to the Waitangi Day organising committee under the direction of his Deputy (Mr. L. Buick-Constable) and the Dominion Secretary (Mr. E. Anderson) and thanked members, friends and the Maori peoples for their continuing support. Mr. Diamond lamented the casual recognition too often accorded the event by the communications media, pointing out that despite the fact the Founders Waitangi Dinner had now become an established event of some consequence (especially as it continued to be the only official public recognition of Waitangi Day in the Capital), the press often pressed for the need for greater recognition of the 1840 deed without acknowledging the existence of the Society's annual Waitangi Dinner. He suggested that the former pressure was wholly commendable and the latter measure of ignore (or ignorance), unworthy of this great media.

tangi Day in the Capital), the press often pressed for the need for greater recognition of the 1840 deed without acknowledging the existence of the Society's annual Waitangi Dinner. He suggested that the former pressure was wholly commendable and the latter measure of ignore (or ignorance), unworthy of this great media.

WHAKAARO

The Treaty of Waitangi had, when signed, and still has no status in international or New Zealand law because the Maori chiefs who signed it had no government in a European sense and therefore no power to sign, Mr. Koro Dewes said, a descendant of one of the Maori signatories.

No doubt many New Zealanders were beginning to search for something to believe in and to express their nationalism, and Waitangi was beginning to be a symbol for that, Mr. Dewes said.

Mr. Dewes said that in his view New Zealand would have become a British colony without the Treaty, because of the actions of Governor Hobson. The Treaty might be described as not worth the paper it was written on, because it did not lay down and declare rights, duties and obligations.

There was a national Maori movement in 1854 to have the Treaty placed on the Statute Book. At that time some tribes had suffered land confiscation and did not revere the Treaty as much as other tribes. But despite the evidence of history, the Maoris continued to revere the Treaty, which had gained much status in the eyes of the pakehas, and a lot was owed to Viscount Bledisloe, who gave the Treaty House to the nation in 1932.

EXAMPLE . . .

The Mayor (Sir Francis Kitts) said he did not regard the Treaty as a legal treaty, but as the commencement of the establishment of a nation in this part of the world. Maori culture was not something static and dead. It had its foundations in the past, but was alive and prospering, and had its sights set on the future.

Sir Francis said that in 1840 Wakefield looked forward to New Zealand being a great and powerful nation exercising its influence in the Pacific. It was doubtful if we would ever have a commanding influence in a military sense, but we were setting an example of inter-racial tolerance and understanding.

Very few New Zealanders knew of the circumstances leading to the signing of the Treaty, or the different attitudes of the Maoris and pakehas.

Land Grabbing

Prior to 1840 white traders and settlers had been increasing, and there had been much land grabbing. Also, inter-tribal wars were leading to lawlessness, and missionaries petitioned the Crown for the establishment of law and order. Consultations took place with the Maori chiefs to pacify them and the humanitarian elements.

Mr. Dewes said he was convinced that from 1840 to the present there had been a type of imperialism which believed that everything European in culture and language was superior to the Maori. Thus the official policy until recently had been one of Europeanisation.

But the Maoris believed, and still did believe, that the Treaty was a sacred agreement between the parties and that is why they believed it had the force of law greater than any enactment of Parliament.

Mr. Dewes said the treaty should be recognised as a symbol of the New Zealand nation and that Waitangi Day should replace, as a national holiday, provincial anniversaries, which now had diminished national significance.

He called for special privileges to be extended to non-English minority groups and said that Maori should be taught in as many State schools as possible.

Prejudice

There should be a campaign, he said, against the complacency and prejudice which existed in the minds of some headmasters and some Education Department officials against Maori, Polynesian and Asian languages.

The role of the Maori in developing New Zealand should receive greater recognition by historians, Mr. Dewes said.

Legally, the Treaty of Waitangi had no status in New Zealand law and international law, Mr. Dewes said.

Still Revered

But Maoris believed the treaty was a sacred agreement between them and the British sovereign, and that it had the force of law even greater than the laws enacted by Parliament.

In spite of the evidence of history, Maoris revered the treaty as a sacred document.

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An open invitation is extended to readers to research and nominate other candidates for our "Famous Founders" Gallery.

Some that we are already checking out include Sir Truby King, Lord Rutherford.

Have you any other candidates in mind? If so, please let the Editor know.

To the Editor

1 Fetters Cres.,
Seatoun,
Wellington, E.5.
10/2/68.

Dear Mr. Buick-Constable,

I wrote to you about what I am sure is a mistake in the last "Bulletin" about the cannon on Mt. Victoria.

I was in Wellington for most of 1911, 12, 13 and remember the mid-day gun for part of the time certainly. I also remember then the signal flags on Mt. Victoria, giving first news of expected overseas ships. I understand that this news came from Beacon Hill signal station.

Yours sincerely,
(Miss) ELIZABETH MATHESON.

(Mr. Andrews, author of the article referred to, joins the Editor in thanking Miss Matheson for her letter and invite readers to throw any further light upon the subject.)

P.O. Box 133,
Dannevirke.

Dear Sir,

I have a copy of the book "Historic Wellington" by John H. Alexander (A. H. & A. W. Reed). On pages 24-25 there is a story and pictures of the house and life of Job Wilton of Wilton's Bush, etc. I don't know where the writer got his information, but it is not the truth. It is a great pity that history can't be preserved and handed down as it was, and not fictitious. I am a great grandson of Job Wilton and there are one or two of his family still living. The article says Job came to New Zealand in ship "Alwa" in 1855 and I am doubtful if his trade was as mentioned. The fact is Robert and Elizabeth Wilton came to New Zealand on "Oriental", 2nd trip, October, 1841, with his family Elijah, Charles, William, Thomas, Job (aged 7), and Frances, and oldest Nun came separate.

Job went to Aussie for the gold rush and then returned to farm at Wilton's Bush. Mrs. Curtis and daughter, members of the family, still live in the old homestead. You people will probably know the writer, so I thought it may be possible to bring his attention to the errors, seeing we stand for history and the correct recording of it.

I remain,

Yours faithfully,
KEITH N. LAMBERT.

LETTERS TO THE EDITOR (continued)

16 Rotoiti St.,
Johnsonville.
25/2/1968.

Dear Sir,

Here is a copy of the poem mentioned at the 1968 Waitangi Dinner. Author unknown, but this has caught my fancy, as I have done a lot of research on the founding of New Plymouth. (Could someone set it to music?) The gallant pioneers of New Plymouth and the Taranaki district deserve all possible praise for those heartbreaking years, starting 1841 and ending with the arrest of Te Whiti, 1881. How many of our Founders know the history of Taranaki? I would suggest for our luncheons, trying to get someone to give a talk on each early settlement.

Yours sincerely,

MARGARET HICKS (BIRD).

SOUTHERN CROSS KNIGHT

Goobye, my loved one, I am off to the plains
Believing that affection in absence remains,
The treasure that binds us shall be blessed in
the flight
As the one sweet thought of a Southern Cross
Knight.

From the redoubt at Waihi on a clear starry
night
Each sentry would look at the snow-covered
height,*
The stillness being broken by those weird like
sounds,
The challenge of the knight as he went on his
rounds.

The knight often thought of his darling and
home,
Of the pleasure in store when winning renown
But in this like fame the chances are great—
Of reserving to the brave an indifferent fate.

The Maoris were fierce, those natives were
brave,
They'd fight for their land—it was all they
could save,
The challenge thrown out was hailed with
delight,
Each side bracing up for that terrible fight.

The camp in commotion with constant alarms,
The knights were all ready with buckled-on
arms,
The command of Von Tempsky was "onward
the right",
And so they departed with cheers for the fight.

These knights were in glory with their swords
on the dance,
As the forest was entered with the scouts in
advance—
With Von Tempsky at their head why nothing
could fail,
Never dreaming the reverse and that heart
breaking wail.

The stronghold they reached when Tito's†
courage failed,
Till a shot from a rata made the bravest
hearts quail,
Our knights lay thick in this horrible death
trap,
A warning to commanders in mystery wrapt.

* Mount Egmont † Titokowaru

Note: Can anyone throw light on the author
of this poetic effort?

56 Main Road North,
Upper Hutt.

Dear Mr. Buick-Constable,

These days I cannot afford to put things off
otherwise I forget—so herewith the part
bibliography—done I think by Gillian King,
who was on the Turnbull Library staff.

JULIA BRADLEY.

(nee Whiteman)

—:—

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. . . LETTERS TO THE EDITOR (continued)

11 Hawkeston St.,
Wellington, N.I.

Dear Mr. Buick-Constable,

Here are the details of the old Hall family tombstone, which I discovered in the Bolton Street Cemetery.

In memory of—William Jabez Hall, 1807-1884; Maria, his wife, 1809-1885; Joseph Hall, 1851-1914; Elizabeth, his wife, 1855-1892; David Hall, 1855-1907; Frances Emily, his wife, 1859-1874; Emily Glover, 1843-1924; Albert Joseph Bates Hall, 1816-1871; Fredrick William Bates Hall, 1865-1865.

I found on the side of the grave a small tablet with the name:

Mary Broad, 1810-1882.

Now the part which was of the greatest interest to me, as it was the only bit of pioneer history which I have been able to find there, on my many visits to the cemetery.

To commemorate the centennial of the arrival at Wellington, by the ship "London", 1st of May, 1842, of William Jabez Hall, born Haboro Magna, near Coventry, England, 1807; also Maria, his wife, and their sons, William, Joseph, John, David and Thomas. Erected by the descendants of these intrepid pioneers to serve as an inspiration to future generations, 1842-1942.

I found out that my great grandmother, Sophia Thomas, and her husband, William, were fellow travellers on the ship "London", when the Hall family made their voyage to New Zealand. I am writing the early history of the Earp-Thomas family and it is possible the Hall family (or the descendants of same) may have old letters or diaries which would prove most helpful to me. I would be grateful if you could help me to trace descendants of the Hall family through the Founders Bulletin.

Yours sincerely,
N. D. OSBORN.

16th January, 1968.

The Editor,
N.Z. Founders Bulletin,
P.O. Box 2457,
Wellington.

Dear Sir,

It was with unusual interest I read the Bulletin, November, 1967, issue. On page seven of this issue, the item on Richard and Matthew Hammond and how on 9 November, 1842, these men, with their wives and families, arrived from England on the "George Fyfe" to immortalise their names, by playing a vital part in the development and progress in the Rangitikei area, arouses my interest.

Due credit is given them for their vision and enterprise—the spirit exemplified in the Founders Creed. Little did they realise one of the grandsons of Matthew Hammond would pick up the "torch of progress" and some 70 years later create international history, by becoming the first qualified aviator to demonstrate the new art and science of flying in both hemispheres, and play a major part in the early acceptance and development of this new mode of transport and communication in the Southern Hemisphere. J. J. Hammond became an international crusader in both commercial and military fields of aerial navigation, over 50 years ago.

Joseph Joel Hammond was born at Feilding on 19th July, 1886, shortly after the Tarawera eruption in New Zealand. Brought up in an atmosphere of cattle and horses, he became an adept horseman in his youth. As a young man he went to England, just after Bleriot had crossed the Channel and Hon. Chas Rolls had done the double crossing. He became enthused with the accomplishments of the pioneers and pilots of Larkhill Flying School on Salisbury Plains. On 22nd November, 1910, he became the first pupil of this school to obtain his qualified aviator's certificate (No. 32 R.A.C. of United Kingdom).

Now a qualified aviator, he headed a trade mission to Australia, as pilot, with two Bristol Box Kites. On 9th January, 1911, at Perth, in Western Australia, he made the first significant demonstration in Australia, flying for some 45 minutes at heights of over 2,000 feet, before the Governor General, Sir Gerald Strickland, K.C.M.G.; this was followed up with flights carrying a passenger, and also cross country flights in other parts of Australia. The impact of his activity had a profound effect on development. He was not only a crusader, he was an ambassador of trade and commerce.

Full details of J. J. Hammond's accomplishments and record has still to be collated. It is established he visited New Zealand 1911-12 and returned to England. In January, 1914, he was back in his land of birth and test flew the first New Zealand defence aircraft, the Bleriot monoplane "Britannia", at Auckland; gave the first public demonstration of "Flying" in New Zealand, and also carried the first passenger by aircraft in New Zealand. At the outbreak of war he became attached to the Royal Flying Corps. On 19th January, 1917, he had attained the rank of Captain in R.F.C. and was appointed the first full-time test pilot of the Bristol Aircraft Co. at Filton. After United States entered the First World War he went to the United States to train pilots in combat service and test combat aircraft, being on temporary duty attached to the U.S. Air Corps at Dayton in June, 1918. He is believed to have been later stationed at the Kelly airfield and lost his life as the result of a crash at Chesapeake Bay in late 1918.

In view of his record and his inter-hemisphere activity in both commercial and military fields, it is surprising to realise how little is known about him. Surely the name of Joseph Joel Hammond rates as a 20th century version of Marco Polo, who became a disciple of Leonardo da Vinci, taking up the trail of progress in air travel.

Among the descendants of the founders of New Zealand his record is an inspiration, an example of the reincarnation of the spirit of those who laid the foundations of our country.

CECIL H. ANDREWS.

(Founder "Bulletin" is pleased to have in some measure aided and abetted Mr. Andrews in his tireless efforts to have the spirit of the Founder Creed guide our effort to accord proper recognition to illustrious descendants of our pioneer forebears. It is interesting to observe too that whereas quite properly, the derring-do of J. W. H. Scotland is to be found on pages 190-191, Vol. 5, An Encyclopaedia of N.Z., 1966, nowhere in these volumes is there mention of the remarkable Joe Hammond. Note: J. J. Hammond is recorded in the Australian Encyclopaedia and in the 1967 NAC publication, page 22, "High Adventure", by R. T. Alexander.)

HOW TO BE OF THE PRESENT AND THE PAST AT THE SAME TIME

A "Famous Founders" Anniversary Function held at Wakefield House, at 11.15 a.m., Friday, 23rd February, 1968.

In the spirit of the Founders Creed:

"We pledge ourselves to foster, promote and inculcate in rising generations that hardy will and spirit of enterprise, responsibility, work and faith so abundantly possessed by the actual founders, which has been so important a factor in the life and progress of New Zealand."

A ceremony was held to launch a Portrait/Picture Album Gallery of Famous Founders (that is descendants of the original pioneers settling in New Zealand during the first ten years of the founding of the six original provinces) who have emulated the essence of the creed in any walk of life, in or beyond New Zealand.

At short notice it was decided to make a start on this date by way of recognising the fame of two pioneer aviators in their undoubted contribution to commercial flying in this part of the world.

★ **One:** Joseph Joel (Joe) Hammond.

Born Feilding, Rangitikei, 19 July, 1886—son of Joseph and Mary Hammond and grandson of Matthew and Sarah Hammond, who arrived at Port Nicholson, 9 November, 1842. Attended Wellington College for a period.

1906—farming in Australia . . . gold-digging in the Klondike, Canada . . . trapping in Alaska—later touring America as a cowboy with Wm. Cody ("Buffalo Bill").

1909—In Europe (France), learned to fly under famous aviators Henri Farman and Leon De Lagrange (shortly after Joe's 23rd birthday, 19/7/09), Bleriot crossed English Channel. Obtained his Pilot's Aviators Cert. (Aero Club of France) at Rheims.

1910—Living at Seaforth, England, became first pupil of Larkhill Flying School to gain his certificate (No. 32 R.A.C.—U.K. 22/11/1910). Then led a mission to Australia, sponsored by the British & Colonial Aeroplane Coy., with two Bristol Box Kites—demonstrated these L. Hargrave specialities at Perth, December, 1910, before

Governor of Western Australia, Sir Gerald Strickland. (Hammond flew for 45 minutes, exceeding 2,500 ft.)

1911—23 February (57 years ago) Hammond achieved what is recorded in the Australian Encyclopedia as the first recorded cross-country passenger flight (between Altona and Geelong). May, 1911, he returned to New Zealand.

1912/13—Joined Royal Flying Corp., U.K. (Met with J. W. H. Scotland, at Hendon Aerodrome, London, September, 1913.)

1914—January, Hammond test flew New Zealand Government's first plane, the Bleriot "Britannia", at Auckland and also carried the first passenger in New Zealand (Sq. Ldr. Ian Keith, here today, witnessed this event).

1917—19 February, Captain Hammond, R.F.C., appointed first full time Test Pilot of the Bristol Aircraft Coy., England.

1918—Captain Hammond at Dayton, U.S.A., with U.S. Air Corps, on loan from R.F.C. on temp. duty (June).. 23 September, 1918, Major Hammond lost his life as the result of an air crash, believed to be at Chesapeake Bay, Mass. (aged 32).

Mrs. C. A. Taylor, Kiwitea, Feilding R.D. (cousin of J. J. Hammond and another grandchild of New Zealand pioneers) was flown down to grace this occasion and to present to the N.Z. Founders Society a portrait of Joe Hammond and other data kindly produced from family records and per courtesy of the Mayor of Feilding, Mr. Short.

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By Bus Through The Bones Of A City's Tradition . . .

By **GEOFFREY CHAPPLE**
("Dominion" Reporter)

The electronic squeal of a loudhailer couldn't mar the day. After a particularly piercing feedback note, the voice of my companion was almost reverent:

"It reminds me of the coach horns of my youth."

These leaps of the imagination were to carry us around the tattered tapestry of Wellington's past as with 160 others I rolled along the sands of Lambton Quay one day this week.

We passed John Plimmer's office and warehouse, the beached sailing ship hull on the Lambton foreshore, affectionately known as "Noah's Ark".

We stopped to cool our feet in the Waikoukou Stream at the intersection of Manners and Willis streets.

My companions were specialists in memory and the past; members of the New Zealand Founders' Society and allied organisations—possessed of an X-ray vision which continually cut through the overlying present to the bones of Wellington's tradition.

We climbed the 60 steps to Flagstaff Hill, clearly signposted from Willis Street but overlooked by the hurrying crowds.

From here, behind the St. George Hotel, we learned of Captain Houghton, a retired seafarer who bought the hill last century and from its height flew the Union Jack. Why? Nobody knows.

Other men, now dead, leave more tangible evidence. In Tasman Street, broad arrows are stamped into bricks—convict bricks. Barracks with terra-cotta decoration around their doors and windows were built by convict labour.

Fragments of the past hang on street names. Ghuznee Street marks the British victory in Afghanistan, 1839. Panama Street, named after the inauguration of the trans-Panama mail service in 1866. Ballance and Stout, Prime Ministers of the past.

On Mount Victoria we patted a cannon, saw how much of the city is built on reclaimed land—from Lambton Quay to the water's edge, and followed the scar left by the old railway that ended at the Terminus Hotel in Courtenay Place.

Shingled Spire

Rolling through the city in a convoy of buses we noted the Thistle Inn, oldest pub in Wellington, but didn't stop, whetting our thirst for preserving the past only as we stopped at Old St. Paul's 200 yards up the road. The



old church is being renovated by the Ministry of Works, complete with shingles for the spire.

Up Hobson Street, once The Fashionable Street of Wellington, along Fitzherbert Terrace, where Katherine Mansfield lived, to the house in Tinakori Road which gave her the setting for "The Garden Party".

Finally the party filtered down the Bolton Street Cemetery hill to the tomb

of Edward Gibbon Wakefield, the man who began organised colonisation and laid the foundations of 20th-century Wellington.

The inscription on the grave reads: "The utmost happiness God vouchsafes to man on earth—the realisation of his own idea."

So there are the pieces, tantalisingly revealed, like the flash of an ankle under a crinoline.

—Photo by Cris Black, "Dominion".

Members of the Founders' Society and allied organisations stroll through the Bolton Street Cemetery during their day trip back into Wellington's past on Sunday, 17th March, 1968.

Excursion Bus Commentators: Mr. L. Staffan, Mr. S. Northcote Bade, Mr. Murry Oliver, Mr. L. Hewland and Mr. L. Buick-Constable.

★ Two: James William Humphrys
Scotland.

A picture of J. W. H. Scotland is already in Founders hands (kindly supplied by Mr. Andrews) and a glance at the following will convey the significance of our including Scotland in the ceremony.

Wednesday, 20 February, was the anniversary of his epic flight from Invercargill to Gore (20/2/1914) to achieve New Zealand's first cross-country flight—the first man to link New Zealand centres (Timaru to Christchurch also) by air and clearly a pioneer of present-day commercial flights. (The Invercargill to Gore flight of 34 miles took 45 minutes.) In March of that year he logged a long distance flight of 100 miles and could be said to have made the first commercial delivery by aircraft in New Zealand by dropping a parcel containing a letter when over Temuka in South Canterbury. He is said to be the first New Zealander to purchase a plane (45HP Caudron) and bring it back to New Zealand to demonstrate flights in such places as Otaki, Invercargill, Dunedin, Timaru, Christchurch and Wellington.

J. W. H. Scotland (R.A.C. No. 658, U.K.) was grandson of George Scotland, Chief Justice of Trinidad, in early part of the last century and son of Henry Scotland, who landed at New Plymouth on the "Eden" in 1850. (He gave 42 years service in the Legislative Council from the days of Provincial Government.)

Among those who accepted an invitation to attend:

Mr. L. Taylor (representing Hon. Minister of Civil Aviation); Representatives of the appropriate High Commissions and Embassies; Representative British Aircraft Coy. (Mr. K. Cory-Wright); Dep. General Manager, N.A.C. (Mr. L. Ford); District Manager, Air N.Z. (Mr. K. Silcock); Wellington Manager Qantas (Mr. W. T. Lovell); Sq. Ldr. Ian Keith; Mr. Murray Oliver (Pictorial Director, Turnbull Library); Mr. Ray Coster (N.Z. Historic Places Trust); Mr. T. Simpson (Pres., Richard E. Byrd Memorial Committee); Representative N.Z. Display Centres and Wellington International Years Committee "Focus on Flying" Exhibition; Wellington Early Settlers Association President (Mr. Hugh Jansen) and Chairman (Mr. S. Northcote Bade); Mr. C. Andrews (Mem. Aviation Historical Association of N.Z.); Executive Members, N.Z. Founders Society and

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—FLORA SPURDLE

THE THREE TAPU LAKES AT OKOTO

There is a broad road leading from Wanganui City into the interior. For the first few miles it runs along the banks of the river but just beyond Upokongaro, the Parapara leaves the Wanganui to meet the Mangawhero and thread its way through steep hills and deep valley before it reaches the Waimarino plateau to enter Raetihi.

One of the Maori meanings for parapara is sacred place, and although today no one knows why the Parapara was so named, perhaps the explanation is found in the story of the tapu lakes. The three lakes are easily seen from the road. Sometimes they are named by the pakeha the "painted lakes", sometimes the "rainbow lakes", but to the Maori they were the "tapu lakes".

There is a quantity of water weed growing on the lakes; in spring it is a bright green; later it turns to a vivid red. Sometimes a heavy wind will sweep it to the side and the water then appears dark and grey.

When this occurred the Maori would look for a sign. If the lake surface was clear all was well, but if three small islands of weed floated in the middle it was an ill-omen and he would note their position—whether they pointed north, south, east or west—for it was from that quarter that trouble would come! a great leader would die.

—Wanganui Branch "Newsletter".

Mrs. A. Diamond (wife, Dominion President N.Z. Founders), the Deputy Dominion President (Mr. Lindsay Buick-Constable), who presided, and the Dominion Secretary (Mrs. Elizabeth Anderson); N.Z.B.C.; Pacific Films; Wellington Metropolitan Press; South Pacific News.

Acknowledgments: For research, etc., Mayor of Feilding, Mr. C. Andrews; Mrs. Fitzwater, Wanganui Founders Br. and Rangitikei Historian, and the families concerned.

Motion's Mill And City Water

As the Auckland Historical Society, together with its two kindred associate societies, The N.Z. Founders' Society and the N.Z. Pioneers' and Descendants' Club, is now vitally interested in at least that portion of the late Mr. William Motion's mill property which will eventually house a replica Colonial Village of early Auckland, it may be as well to record a little of the early history of the area and of Mr. Motion.

Mr. William Motion, a Scot, arrived in Australia in 1838 to erect mining equipment with a partner, Mr. Joseph Low. Having completed their tasks in that country, they became intensely interested in New Zealand. When it appeared likely that British sovereignty would be firmly established, they decided it would be a good idea to go and settle there.

The two men reached the Bay of Islands in time to attend the ceremony of the signing of the Treaty of Waitangi.

From that time onward the story of their fortunes reads like a saga of early Auckland. Their first job of work was to build a small flour mill in the rural area of Epsom for Mr. Watson. This accomplished, they decided to forsake their engineering-equipment erecting activities and branch out into flour-milling themselves.

They built a mill on ground in the Mechanics' Bay area, near the site of land now occupied by the Carlaw Park sports ground. For water to run their new mill, they used the stream which flowed down from the pond in the Auckland Domain, the pond later to become Auckland's first public water supply source.

The business began operations under the title of Low and Motion. It was successful up to a point, but not nearly enough to satisfy its enterprising owners, because the supply of water was limited, especially in the summer months when milling could only be part-time.

The partners began a search for a more suitable location and finally purchased from the Crown the site which later became known as Motion's Hill, that area of land known as the Western Springs, a property which finally grew to 44-odd acres.

It was an ideal place for a mill, as it had a constant and good supply of crystal clear water from the stream flowing from the Springs, was on a tidal creek-head, which made it ideal for unloading and loading wheat and flour, was near the city, had plenty land for agricultural pursuits (they grew some of their own wheat) and was in fact the nucleus needed for establishing what turned out to be a very successful enterprise for the partners.

Time went by, and three sailing cutters were employed by the firm. These were constantly engaged in transporting wheat to the mill and vice-versa, flour back to the growing city of Auckland. The cutters had the very attractive names of Jolly Miller, Watchman and Dusty Miller.

Motion's Hill became very much a part of Auckland's life, both business and social. Mr. Motion built a large residence of 12 rooms for himself and family, and houses for the millers, farm workers and other employees on the estate. Dances were given from time to time and were held in the mill granary store. These became very widely known, and were frequently attended by Auckland people who made their way out by cab, and horseback and foot, to take part in the fun. Members of farming families in the Mt. Albert and associate districts also came along.

About 1873 the Auckland City Council began to mention the city's water problems at almost every fortnightly meeting. The city fathers were becoming extremely worried over the inadequacy of the source of supply. It was well known that the Domain pond was badly contaminated, and that many deaths had resulted from epidemics of typhoid and diarrhoea, traceable unmistakably to the water the city was using. Many young children and elderly folk, who, being at the extremes of life, were probably unable to stand up to the ravage as easily as the middle group.

Correspondence began to go out to owners of land which might prove suitable for the Council's purpose of establishing a new and much better source of supply for both human consumption and also for use in fighting the menace of fires, which in those days were par-

ticularly numerous, owing to the great number of wooden buildings, the use of candles and lamps for lighting and the frequent storing of very combustible materials in vulnerable places.

The City Council approached Mr. William Motion about acquiring his property for the purpose, in order to build a pumping station to pump water from the Springs to proposed reservoirs in Newton and in Symonds Street.

At a Council meeting held on January 26, 1875, it was reported that Mr. Motion had not answered the Council's letters. After conferring at length, the Council as a whole decided to look about for and consider other possible properties for their purposes, although none of the others suited so well as regards situation and also for clarity and purity of the water.

On February 23, 1875, the Council, after another meeting, decided to make an offer to Mr. Motion of £20,000 after his freehold and leasehold properties in the wanted area had been valued by competent persons.

At the next meeting held at the Council Chambers in Canada Buildings the following letter from the valuers employed by the Council was read:—

"We beg to acknowledge the receipt of your communication of 11th inst., asking us to examine and value the properties of William Morton, known as the Western Springs. We have now the honour to inform you that we have examined said property, which comprises 3 roods 32 perches (more or less) of freehold land as per plan attached hereto initialled in red J.C.F. and W.A., together with the mill machinery and all other buildings thereon erected, with all the water springs arising thereon or flowing through the land, also all dams, water races and any other rights Mr. Motion may possess as leasee of the land on the western side of the stream known as Edgecombe's Creek, provided due provision be made to give him, the said W. Motion, sufficient water for ordinary agricultural or domestic requirements during the term of his lease, of which about 16 years are unexpired, and we have now the honour to report that we value the whole or above property, with all the rights thereto belonging, at the sum of £20,000.

J. C. Firth and W. Aitken."

It is interesting to read that at the meeting Councillor McCready, the oldest councillor present, having been a member of the Auckland City Council

since 1862, decided to give the matter his approbation. Previously he had opposed buying out Mr. Motion, but when the majority of councillors decided in favour of the purchase he decided to go all out for the proposal, also to assist in any way possible in expediting the purchase, because he realised possibly more than any other member of the Council the acute need of the City of Auckland to acquire immediately a better water supply. It was sad to read a little later that Councillor McCready had died without seeing the finish of the important new scheme.

At a later meeting it was announced that the deal had been finalised. It is pleasing to read that the valuers, Messrs. Firth and Aitken, had decided not to make any charge for their work in valuing Motion's land and property, because they were so glad to have had the chance to help in the great work of making it possible to bring good water to the city and its fringes.

On March 30, 1875, the day after Easter Monday—there was an account of the laying of the inauguration stone at Western Springs by the Mayor, Mr. Prime. The Superintendent, Sir George Grey, had been asked to do this, but he had only recently returned to New Zealand to assume his second term in this office for the Colony, was very tired and was resting for a week at his home on Kawau Island.

The report in the N.Z. Herald is quite worth quoting:

"There was little pageantry or show at the ceremony, but nevertheless there was a large attendance of ladies and gentlemen in carriages and coaches that Easter Monday; indeed it was largely attended by people who do not go just to see sights.

"Messrs. T. & S. Morrin were the contractors, and they had issued a large number of invitations for the ceremony, which was held in the paddock just opposite the third milestone on the Great North Road, formerly Mr. Motion's property and recently purchased from him by the City Council. A trowel used for the laying of the stone was made and supplied by Mr. Kohn, jeweller of the city. Following the laying of the stone there was an address by the Mayor, Mr. Prime, and a talk by Mr. O'Rorke, Deputy Superintendent who apologised for the absence of Sir George Grey.

"After the ceremony of laying the stone a luncheon was held in the store-

From The Branches

CANTERBURY

We regret to record the death on September 14, 1967, of Mrs. E. J. Tingey, a well known and popular member of the Canterbury Branch. She saw nursing service in England and France during World War I and only last year related to members some of her experiences. She was a descendant of Mr. and Mrs. William Graham of the "Sir George Pollock", Lyttelton, November 10, 1851.

From the minutes of a meeting of the Dominion Council held at Wellington on November 10, 1967:

On the motion of Mrs. M. Jones,

Motion's Mill continued from page 12

room of Mr. Motion's mill at which over 150 persons were in attendance. There were not enough seats for all, but there was plenty of wine and viands in quantity of the best description. At 2.30 p.m. the carriages and coaches returned to town.

Auckland had at last laid the foundations for a good and assured water supply. At that time it was thought sufficient for all time, but later the first big dam in the Waitakeres came into operation, and now, at an even later date in our city's history, we draw supplies from the Hunua Hills. Further areas of supply are still being sought, and no doubt in the lifetime of many now living Auckland will be stretching out pipelines as far afield as the Waikato River in order to keep up good and efficient supplies of water for an ever-increasing population and an ever-expanding industrial life.

We acknowledge with thanks that permission to publish this article has been granted by "The Journal of the Auckland Historical Society".

seconded by Mr. A. Diamond, it was resolved:—

"That Honorary Life Membership to the New Zealand Founders Society be conferred upon Mr. A. H. Oakes as a mark of appreciation for his untiring service to the Canterbury Branch and the New Zealand Founders Society over a great number of years."

The motion was carried unanimously and with acclamation.

CANTERBURY QUIZ

The history of our Province is of so much interest that a fuller explanation, where it applies, is given after each answer.

(1) The first passenger railway in New Zealand ran from Ferrymead to Christchurch.

Note: At Ferrymead a wharf was built on which the first locomotive was landed on May 6, 1863. In the July, E. Dobson reported that the work was proceeding satisfactorily while timber for buildings was being cut at the contractor's steam mill in Pigeon Bay. The opening of the line took place on December 1, 1863.

(2) The first official post office was in Market Square, now Victoria Square, near where the Captain Cook monument stands.

Note: The first official post office for the district was in Lyttelton, while a sub office was held by C. W. Bishop in Christchurch. His shop was in Market Square, facing Colombo Street. Postal business grew until in 1862 the Provincial Government took over the building mentioned in (2) and made it the Chief Post Office for the Province.

(3) Victoria Street and Papanui Road were originally Whately Road. The name will be found in many old books and on maps.

(4) V huts were built by the first settlers in Hagley Park. A stone with brass plate marks the place.

Note: To find the stone enter Hagley Park through the MacGibbon Gates, Riccarton Road. Behind the United Tennis Club's courts the stone will be found.

(5) On Tisdall's building in Cashel Street is a plaque which reads: "In a carpenter's shop on this site the first Presbyterian service held in Christchurch was conducted by the Rev. John Moir of Wellington on the last Sunday in October, 1853."

(6) On Woolworths' building, High Street, there is a plaque which reads: "On this site was erected the first Wesleyan Church in Christchurch, which was opened on Easter Sunday, April 16, 1854, by the Rev. John Aldred, the first Wesleyan minister appointed to Canterbury, who commenced his ministry in this city, March 27, 1854."

(7) John Anderson, a blacksmith, set up business at the Bricks. This was the beginning of the present firm of Andersons Ltd., Engineers.

(8) Signals were shown on Cave Rock flagstaff in the early days to inform shipping of the state of the bar and tide.

Note: Before completion of the Sumner Road or Lyttelton Tunnel, heavy goods were brought from Lyttelton over the Sumner Bar and up to Ferrymead. So many vessels went aground (some were wrecked) that much agitation took place until a flagstaff was erected, being placed in the charge of William Henry Turner, as pilot, on October 20, 1864, and used for the first time on December 12, 1864.

(9) Christchurch Quay was on the Heathcote River where it touches Ferry Road, a little on the town side of Radley Bridge.

Note: Vessels were able to come up the Heathcote, as far as this point, to discharge their cargoes only two and a half miles from the centre of the town. In September, 1851, six vessels unloaded there in one day. The last of the wharf may still be seen in the river at low tide.

(10) Outside the Christchurch Hospital, on Riccarton Avenue, there is a milestone. From this point to the Market Square Post Office was one mile.

(11) Edward Jollie surveyed and laid out Christchurch.

Note: Born September 1, 1825, he arrived at Wellington by the "Brougham" in February, 1842, as a surveyor cadet to the New Zealand Company. He later took a position with the Canterbury Association, arriving at Lyttelton by the "Supply" in August, 1849. In addition to Christchurch he laid out Sumner and Lyttelton. From 1865 to 1866 he was Provincial Secretary. He died at Waireka, near Patea, on August 7, 1894.

(12) The Lyttelton Tunnel was opened for passenger traffic on December 9, 1867.

Note: Work on the tunnel was commenced by the contractors, Messrs. Smith and Knight, on December 24, 1859, but in November, 1860, they declined to proceed with the work. A tender was then accepted from George Holmes and Company, of Melbourne. On May 29, 1867, miners pierced the hill, being able to crawl through to have breakfast at Heathcote. On June 10 the tunnel was thrown open for public inspection with the first passenger train passing through on December 9, 1867.

Further New Members . . .

Name	Address	Ship	Date	Ancestor
Mrs. L. A. Hughes	Christchurch	Bangalore	1851	Joseph and Caroline Loader
Mrs. C. E. Rogers (Ass.)	Auckland			
Mr. G. H. McEwen	Masterton	Bengal Merchant	1840	Andrew McEwen
Mrs. M. I. McEwen	Masterton	Lady Nugent	1841	Jane Martin
Mrs. D. G. Bell	Kaukapakapa		1819	W. T. Fairburn
Mrs. E. E. C. Whyte	Wellington	Indus	1843	George and Harriet Blick
Miss N. Young (Jnr.)	Wellington	Mariner	1849	August Sievers
Mrs. F. E. Sawyer	Rotorua	Jane Gifford	1842	George Scott
Mrs. A. D. Belz	Auckland	Jane Gifford	1842	Jane Morrison
Mr. E. R. Anderson	Auckland	H.M.'s North Star	1845	Robert Hattaway

FURTHER NEW MEMBERS . . . continued

Name	Address	Ship	Date	Ancestor
Mrs. R. M. McLaren	Auckland	William Bryan	1841	John Lye
Mrs. J. MacGregor (Ass.)	Auckland		1842	James Boswell
Mrs. T. E. Goebel	Auckland	Duchess of Argyle	1859	Walter Rutherford
Mrs. D. R. Rogers	Auckland	Gundreda	1842	James Boswell
Mrs. S. E. Goebel	Auckland	Duchess of Argyle		
Mr. D. C. Blake	Otaki	Katherine Stewart Forbes	1841	Richard Blake
Mrs. M. M. Blake	Otaki	Birman	1842	Charles Collis
Miss K. M. Melville	Auckland	Jane Gifford	1842	John Morison
Mrs. E. E. McInness	Auckland	Jane Gifford	1842	Robert Scott
Mr. J. J. Craig	Northland	Jane Gifford	1842	Joseph Craig
Mrs. O. E. Craig (Ass.)	Northland			
Mrs. L. C. M. Gregory	Auckland	Jane Gifford	1842	William Culpan
Mrs. B. J. Macky	Auckland	Sophia Pate	1841	William Scott Wilson
Mr. R. L. Macky	Auckland	Sophia Pate	1841	William Scott Wilson
Mrs. A. K. Poole	Auckland	Duchess of Argyle	1842	William L. Thorburn
Mr. C. C. Holloway	Auckland	Jane Gifford	1842	Isabella Barr
Mr. F. C. Holloway	Auckland	Jane Gifford	1842	Isabella Barr
Miss J. I. Watson	Waharoa	Jane Gifford	1842	Elizabeth Kennedy
Mrs. L. Wootton	Auckland	Duchess of Argyle	1842	Robert Andrew
Mrs. H. A. Windley	Auckland	Jane Gifford	1842	George Scott
Mrs. G. B. Bassett	Papakura	Jane Gifford	1842	George Scott
Mr. K. J. Clarke (Inr.)	Rotorua	Arab	1840	John Hooper
Miss G. A. M. Nelson	Wellington	Oriental	1841	Richard Lethbridge
Mrs. A. B. Rood	Auckland	Duchess of Argyle	1842	Isaac McEwen
Mrs. A. D. M. Barber	Auckland	Duchess of Argyle	1842	James Caradus
Mrs. J. Hannigan	Auckland	Duchess of Argyle	1842	John Chalmers
Miss I. D. Vercoe	Hamilton	Duchess of Argyle	1842	John Scott
Mr. G. W. Kirkbride	Auckland	Jane Gifford	1842	Thomas Wyllie
Mrs. B. W. Kirkbride	Auckland	Duchess of Argyle	1842	John Scott
Mrs. D. M. Schaefer	Auckland	Jane Gifford	1842	George Scott
Mrs. M. K. Greenslade	Auckland	William Bryan	1842	Agnes Lye
Miss M. K. Wainwright	Wanganui	Paston Geebomongee	1846	Samuel Neill
Mrs. S. M. M. Maconie	Auckland	Blundell	1848	Daniel Weir
Miss M. A. M. Dales	Lower Hutt	Blundell	1848	Daniel Weir
Mr. S. T. Atkins	Wellington	Lady Nugent	1841	Thomas Dodds
Miss C. Forbes	Wellington	Isabella Hercus	1851	Thomas McClatchie
Mr. B. D. Robertson	Auckland	Duchess of Argyle	1842	Susan Sommervell
Mrs. J. A. West	Auckland	Duchess of Argyle	1842	Susan Sommervell
Mrs. M. A. Griffiths	Auckland	Duchess of Argyle	1842	Susan Robertson
Mrs. A. J. Caradus (Ass.)	Auckland			
Mr. A. C. Goebel	Auckland	Duchess of Argyle	1842	James Boswell
Mrs. V. G. Kempt	Auckland	Duchess of Argyle	1842	John Bell
Mrs. P. R. Stack	Auckland	Duchess of Argyle	1842	John Bell
Mrs. A. G. Gould	Dargaville	British Sovereign	1845	Maj. General R. Henry
Mrs. E. C. J. Gunn	Gisborne	Castle Eden	1851	John Windsor Luxton
Mrs. B. J. Grouden	Hawkes Bay	Bolina	1840	John Oakes
Mrs. C. J. Stretton	Auckland	Brougham	1841	Father A. G. Riches
Mrs. I. V. Gray	Auckland	George Fife	1842	Robert Wilton
Mr. L. H. Maxim (Ass.)	Wellington			
Mr. J. M. Maxim (Inr.)	Wellington	Mary Ann	1842	George McRae
Mr. P. H. Maxim (Inr.)	Wellington	Mary Ann	1842	George McRae
Mrs. M. K. D'Arcy	Christchurch	Charlotte Jane	1850	Ingram Shrimpton
Mrs. I. P. Campbell	Christchurch	Charlotte Jane	1850	Ingram Shrimpton
Mrs. I. P. Cooper	Christchurch	Victory	1859	John Wilds
Mrs. S. F. Curtis	Dannevirke	Stag	1852	Jane L. Brown
Mrs. A. M. E. Fowler	Wanganui	Berkshire	1850	John Morgan
Mr. L. H. Waters	Wanganui	Lord William Bentinck	1841	John Wilmshurst
Mrs. C. R. Rattray	Tauranga	Mary Ann	1842	John Holdaway
Mrs. N. R. Burrows	Taupo		prior	Capt. James Heberley
Mr. J. A. Burrows (Ass.)	Taupo			
Mrs. B. R. Laing	Auckland	Bengal Merchant	1840	Thomas Reid
Mrs. A. L. C. Butcher	Auckland	Ramillies	1847	Henry Richards
Mrs. C. A. Ashby	Auckland	Ramillies	1847	Henry Richards
Mr. J. R. May	Auckland		1838	Joseph May
Mr. D. L. Clark	Auckland	Duchess of Argyle	1842	John Bell
Mr. S. K. Hollingsworth	Auckland	Duchess of Argyle	1842	John Bell
Mrs. T. M. Hall	Auckland	Jane Gifford	1842	George Scott
Mrs. I. M. Fearn	Auckland	Olympus	1842	Eleanor Woodward
Mrs. L. R. Ryman	Auckland	Strath-field-sea	1857	Daniel Brown
Miss C. R. Grouden (Inr.)	Hawkes Bay	Bolina	1840	John Oakes
Miss P. J. Grouden (Inr.)	Hawkes Bay	Bolina	1840	John Oakes
Mr. R. E. V. Taylor	Wellington	Martha Ridgway	1840	William Taylor
Mrs. A. J. Radburnd	Auckland	Duchess of Argyle	1842	John Bell
Mrs. V. M. Hart (Ass.)	Whangarei			
Mr. V. B. Short	Feilding		prior	1845 Caroline Baker
Miss A. R. Herd	Nelson	Sir Charles Forbes	1842	George Morley
Mrs. D. Raleigh	Palmerston N.	N. Adelaide	1840	Thomas Kempton

FAMOUS FOUNDERS PORTRAIT PICTURE GALLERY

No. 1 JOSEPH JOEL HAMMOND



—“Evening Post”

N.Z. PIONEER AVIATOR

(See story on Pages 6, 7 and 8)

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