

New Zealand

*founders*



# BULLETIN

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## “tomorrow is our permanent address”

—e. e. cummings.

Predictably enough, every once in a while someone will sound off about the Founders Society and somewhere along the line of their criticism, the cliché “ancestor worshippers” may be heard. And, to be fair there may have been occasions when such branding could seem valid, however, let it be hoped that the true Founders (original or present-day) were and are in fact the exact opposite — “descendant worshippers”, if you like.

Over and over again, original N.Z. Company documents and personal writings of our forebears emphasised that Wakefield Scheme settlers were encouraged and quite genuine in their belief that by setting up home in New Zealand, they were able to break with a stifling,

hidebound, often impoverished, past. For most of them it meant abandoning a constricted level of living which they did not intend accepting any longer or inflicting upon their progeny.

There can be little question that the first-decaders, obliged to brave desperate hardships enroute to and upon arrival in New Zealand, saw New Zealand as a “clean-slate” land—a today-and-tomorrow land of new beginnings. Indeed, had they aspired to a motto it could well have been shaped towards the words of poet Cummings: “tomorrow is our permanent address”, and if all their dreams were unfulfilled it would not have been for the want of trying.

—LMB-C

# Combined Commonwealth and Kindred Societies - Commonwealth Day Speech

## N.Z. FOUNDERS WERE THE 1970 HOSTS

To us in New Zealand, and to our cousins in Australia, the Commonwealth in the 70's began on a high note with the visit of the Head of the Commonwealth, Her Majesty The Queen, Prince Philip The Duke of Edinburgh, The Prince of Wales and The Princess Anne.

Much has been written of that visit, but all agree that the new pattern which Her Majesty adopted made it an outstanding success which did much to revive enthusiasm and support for the Commonwealth and the Sovereign who is its head.

In the warm afterglow of that visit, and on the threshold of a new decade, it is appropriate that we should bring up to date our concept of the Commonwealth. It has been all too easy since World War II for those who have clung to the imperial idea of the Commonwealth to be depressed by its apparent disintegration. To them "independence" has meant leaving the Commonwealth, and the old Empire shrank visibly before their eyes.

The sceptics doubted the value of what in their minds remained of the Commonwealth, or how it could serve in any way New Zealand's specific interests.

The truth of the matter is far different. Events since the Prime Ministers' Conference of 1965 have laid the foundations of a more practical and mature approach to Commonwealth co-operation. In that year was founded the Commonwealth Secretariat, staffed and financed by member States. This Secretariat services meetings of Commonwealth Ministers, officials and experts, and fulfils an important role as the co-ordinating agency for inter-governmental Commonwealth co-operation.

In the following year the Commonwealth Foundation was established. This promotes consultation and co-operation among the Commonwealth's professional people and associations.

The sense of partnership which these agencies foster draws its strength from an appreciation of the relative ease of doing business in a Commonwealth context. All members share to some extent a common heritage of constitutional, political, legal and other traditions. This background, and a common language, help

people from one Commonwealth country to adapt themselves readily to working in another.

In the past two years New Zealand has contributed to and benefited from attendance at Commonwealth meetings on Medicine, Finance, Air Transport and Technical Co-operation, in addition to a meeting of Prime Ministers and the Commonwealth Parliamentary Association, and the wide exchange of many experts. The recent visit by Pierre Trudeau is a welcome sign of Canada's growing awareness of its place in the Pacific, and his visit and Mr. Holyoake's current visit to Australia both bind us closer in understanding and common purpose.

The Commonwealth is a particularly useful association for the smaller countries which lack the resources to maintain expensive missions overseas and yet urgently need some source of advice and assistance.

The "Club", as the Commonwealth is sometimes called, has provided just that useful bridge to maturity and independence without losing the help, advice and co-operation available from other members.

This year is notable for three instances at our own back door. Tonga has just achieved independence within the Commonwealth, and on 10th October Fiji takes this step also. It is significant that Western Samoa—which attained independence in 1962—is formalising its links with the Commonwealth. We welcome them warmly into full partnership in this great family.

To many of us with families of our own, the uneasy postwar years in the Commonwealth had a very striking resemblance to a teenage spirit of independence. Freedom is the thing; advice, however gently given is unpopular; one's elders are seldom one's betters; and then gradually the scene changes. Mutual respect, growing tolerance on both sides, an awareness that each has much to

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# W A N T E D

## Memorabilia of the Wakefields

The Wakefield House Committee is anxious to obtain, on loan or for retention, under lock and key in display cabinets in the foyer of Wakefield House, any copies of:

**Letters, Contracts,  
Personal Articles,  
Clothing, Books, Photos,  
Paintings — and the like,**

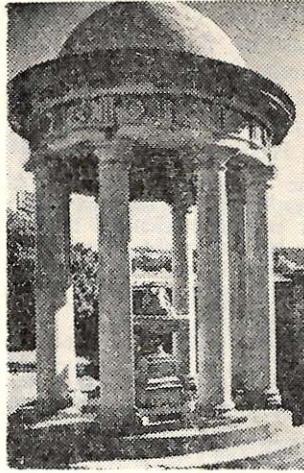
belonging to, used by or associated with the Wakefield family.

**Also —**

Photos, Original Plans, Press Clippings and other Documents showing the original Wakefield House as it was or as it developed to its present form.

*Please contact —*

The Dominion President,  
Dominion Secretary, or  
Mrs. H. Olson,  
Chairman, Wakefield House Com.  
90 The Terrace, Wgtn.  
Tel. 42-278.



**The Wakefield Monument  
Basin Reserve, Wellington**

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contribute, and the family emerges a richer and wiser association — but never a static one. To resent change is to deny growth and to invite stagnation. In this development of the new Commonwealth there is probably a message for the Societies present here tonight. Adjustment is necessary to meet changing circumstances and changing fortunes.

You may find your objectives better served by amalgamation with Societies of like interest rather than continuing to operate in smaller units. You would not be the first to turn to what the economist calls "the economy of scale". It may take courage and a wise and generous outlook, but these are qualities that would not be lacking in the company here this evening.

My wife and I thank you for your kind invitation to us to join you on this occasion, and we are delighted to be here.

Ladies and gentlemen, I now give you the toast: "The Commonwealth".

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— Heather B. Matthews

## ONE HUNDRED PROUD YEARS

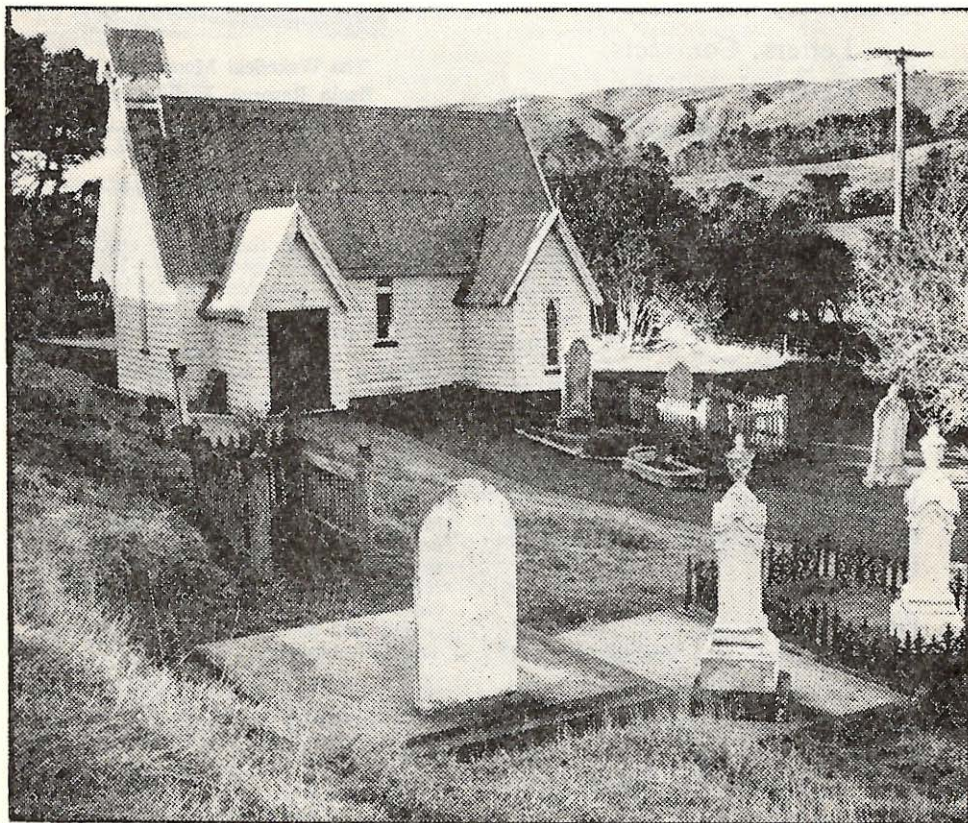
It all began in 1870, Trinity Sunday, when the Bishop opened the little Church in Ohariu Valley, only 12 years after the creation of the Wellington Diocese itself. Although most of the records were lost in the disastrous fires which razed the first three buildings of the "mother" Church, St. John the Evangelist, at Johnsonville, memories, fragments of information from books and latter day records have been combined to form, as factually as possible, a history of Holy Trinity Church — the building, and Holy Trinity Church — the people.

The Centenary which we celebrate covers little more than one lifetime but what enormous changes these hundred years have wrought, every facet of life has changed and it is pleasant to turn from this hectic age and recollect the days gone by.

Ohariu, probably spelled Owhariu, means "O" of, "WHA" four, "RIU" valleys — place of four valleys. No doubt in 1850, the year of the first settlement,

there was more Maori spoken than English. The Maoris were friendly although some time pre-1850 Ohariu was the scene of one of the last big cannibal feasts when Te Rauparaha sent 150 of the Muopoko tribe to the Hangis.

The road now known as the Old Coach Road, wound in over the shoulder of Mt Kau Kau then descended into the Southern end of the valley to meet at the Crossroads three other roads roughly



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leading off in the three other main points of the compass.

The early settlers cleared their lands of bush and built their homes of pit-sawn timber, they made bricks for their chimneys and split roofing shingles. To earn money for the things that they could not produce on the land they hawked their farm products in the young town of Wellington. The farmer with cows tied bells to their necks and let them roam, his wife set the milk in pans, skimmed the cream and made butter. Another farmer made post and rail fences to keep his precious sheep at home, then four days before shearing he washed them in the stream and the clipped fleeces were pressed into bale form with a spade and a crow-bar. There were at least two mills where the bush was felled and the timber pit sawn. Totara logs from Ohariu were dragged along "corduroy" tracks (made of saplings laid side by side) out to the road to be taken in to make a jetty very near where Kirkcaldie and Stains are in Lambton Quay today. One man earned his block of land by clearing a large area of bush off the Station currently known as "Papanui" and his son, who at the age of 13 was earning his own living, split shingles for 14/- a thousand. Charcoal was prepared in pits and gathered up by a carrier who took it by horse and dray into town to be sold. Indeed these settlers worked hard and yet they found the time and the charity to take into their homes State orphans and give them a decent country up-bringing.

A Mrs Hughes set up the first school in her own home (which was opposite Mill Road) and it was not until 1872 that the first school was built on the present site. Amid all this struggle for existence, the money and the time was found to build themselves the Church which today is the oldest, in regular use, in the very large Wellington Diocese.

Due to the fluctuations of the Ecclesiastical Calendar, Trinity Sunday 1870 fell on June 12th and on that day Bishop Octavius Hadfield opened the little Church with a Service, a fact he duly reported to Synod. The church was built of pit-sawn timber and the roof was covered with shingles, the work of Mr. George Kilsby and his young son George. Hand made nails were used and can be seen in the flooring.

The design is the usual simple east-west church type used in the days when much untrained labour had to be used in the construction thereof.

The building, rough and unlined, was built to seat 50 people and the money came from a Diocesan grant, a sum from the Society for the Promotion of Christian Knowledge (an organisation still active today) and from the people themselves.

The purchase of the land is interesting as it was very probably the first subdivision of a Crown Grant in the valley in those early times. A Mr Woodman, the third owner of Block No. 21, sold his property in two parts, the greater part to Mr. George Best and the smaller part (between the "paper road" and the actual road) to the Bishop of Wellington and others (Diocesan Trustees) in March 1870. The legalities for the smaller area were not completed till August 20th—well after the Church was built. Part of the deed reads as follows:

#### **R. Woodman to The Bishop of Wellington and others**

*"Mr. Richard Woodman hath sold to the said Trustees (all listed) the piece of land hereafter described as the Church and Cemetery. Now this deed witnesseth that in consideration of the sum of five pounds (£5) paid by the said Trustees to the said Richard Woodman that part of Section No. 21 . . . etc., etc."*

Every Church must have its bell to call the tardy faithful, and the bell that hangs in the tiny belfry came from the sailing ship the *Oliver Lang*. While bringing out settlers and a group of labourers to work on the Ngauranga Gorge Road, the *Oliver Lang* came into collision with a barque. Misfortune in the form of bad luck and bad management finally caused her to be wrecked on the Wellington foreshore in September 1858. Her fittings were sold by auction in December of that year and there are no records to show what happened to the bell in the intervening years or who brought it to Ohariu. Three pioneer families, the Beech's, the Best's and the Kilsby's came out on the *Oliver Lang* so perhaps the connection lies there somewhere. The belfry was erected by Mr. Joe Bryant and Mr. Walter Broderick, who both are buried in the churchyard. Mr. Alfred Booth made the first lectern, probably with timber from his own mill, which was a short way along the Takarau Gorge Road—the Western arm of the crossroads.

Knowing that their own Church would be finished before long, many parents kept their children long past the



"babes-in-arms" stage for baptism. Older parishioners list them as: Stephen Bryant, Walter Kilsby, Mary Crabbe and one of the Booths (possibly Henry).

The oldest grave (with a head-stone) is that of Eliza Kilsby who died when she was only 15 years old in 1873, and because there was no hearse in those days, the coffin would have been carried shoulder high to the church. If the funeral was that of a child, a circumstance that happened with sad frequency, the wee coffin was carried by girls wearing white dresses with black sashes.

The first marriage on record (the Register dates from 1887) was solemnised in 1892 on June 7th when William Alfred Spicer married Miss Eliza Prier. His father was Richard and his mother Jane née Valler. Eliza's parents were William and Suzannah née Bird. Almost two years to the day, on June 6th 1894, Henry Kilsby married Jeannie Hume. Henry was the son of George (who did so much of the building of the church) and Emma née Barry. Jeannie's father, Henry Hume and her mother née Bain have fifth generation descendants living in the valley today. Also married that month were James Spicer and Grace Emma Prier, younger brother and sister of the first married couple. The next entry is that of Stephen Bryant who married Maria Annie Spicer on January 15th, 1895. Maria's parents are listed above. Stephen's father was John and his mother Emma née Eagles. As previously stated, Stephen was thought to be one of the first baptised and indeed if he was in his twenty-fourth year when he was married, this would be correct.

—(Extracted from Official History Booklet.)

## YOUTH GROUP OF FOUNDERS

A committee was formed recently to revive interest in the Founders' Society among young people.

The Young Founders' Committee, which met for the first time last week, plans to hold functions with a historical interest for young people, including a ball in period costume.

Committee members are: President, Mr. P. J. H. Jenkins; secretary, Miss J. K. Ulrich; committee, Miss V. Middlebrook, Miss S. M. Berry, Mr. G. Bruce-Smith.

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## Palmerston North Celebrates Its First Century

Many of those who carved Palmerston North out of the heavily 1860's and 70's were men who had already pioneered Wellington, the forested Manawatu Plain in the Hutt Valley and the Wairarapa.

The Editor was involved in the 75th Anniversary celebrations of Palmerston North and pleads guilty to the following sonnet which although meant for that city could apply to many other centres.

### SONNET TO A CITY

*Not from the rocky river didst thou  
come*

*but from a stony clearing b'reft of tree.  
Vacuum silent; resinous as dug gum;  
Stilled, as centuries of growth ignored  
thee.*

*Shunned by all but stunted fern and  
small life;*

*Nomad native, the sudden elements:  
Unused until the white man's axe and  
knife*

*Hewed pathways in thy undergrowth,  
and tents*

*Gleamed pallid in the bush-enshrouded  
night:*

*Pioneers stumbled over bound'ry pegs  
Set by surveyors blessed with second  
sight*

*Bred square of future where no beauty  
begs.*

*What once by Nature was unloved and  
spurned*

*Stands now reward; man's handiwork  
returned.*

—L.M.B.C.



# EARLIEST PIONEERS WERE INSURANCE RISK?

(An extract from a talk on Marine Insurance given in Wellington early in 1970.)

Marine insurance facilities in the early 1700's were rudimentary and extremely unsatisfactory, and it was not unknown for underwriters, who operated as individuals only, to welsh on their claims after receiving hefty premiums.

To counter this an Act was passed in 1720 which gave to the Royal Exchange Assurance Company and the London Assurance Company monopoly rights in the company field by restraining all other corporations and societies from (Sec. 12) "granting, signing, or underwriting any policy or policies of insurance, or making any contract for insurance of or upon any ship or ships, goods or merchandises at sea or going to sea". So we therefore had this state of affairs—on the one hand were the individuals who assembled together in places like Lloyd's Coffee House, and wrote insurances individually because the Act prevented their doing so jointly; on the other hand were the two companies with their monopoly. Many of the underwriters at Lloyd's Coffee House used to hibernate from August to December and do no business because of the increased risks they could incur in the Northern winter months, and as a result there was little competition and premium rates were incredibly high. Unfortunately, the Royal Exchange and the London Assurance were very restricted in their approach to the scope of the cover they would give and they consistently refused to underwrite any but the safest of risks. It must also be borne in mind that although the insurance market was based in London there were many fleets operating out of other British ports and these were obliged to insure with one of the small mutual insurance associations which tended to spring up in each area. By 1824 the Government had wakened up and the insurance monopoly was removed. I suppose that marine insurance as we know it nowadays really came into existence at this point in time because quite a few companies were formed, or started to transact marine business, and thus there came into being the nucleus of a competitive market.

This became a period of stagnation for the mutual associations, however, because Lloyd's underwriters, under the stimulus of competition, were able to quote better rates on wider cover. It

is important to remember that the insurance sought by shipowners at this time was almost solely in respect of hull and freight—third party liabilities had not yet reared their ugly heads and were still a few years away from the scene. 1846 was the big year, however, the year when the Fatal Accidents Act was passed which imposed upon shipowners (among others) liability in respect of claims for loss of life, and the hull underwriters—Lloyd's and the companies—found no place in their policies to cover this potentially heavy liability.

Certain other well-known historical facts also have an important bearing here. The early years of the 19th century had seen a vast increase in British shipping following the defeat of Napoleon in 1815 and the seas were dominated by ships flying what I suppose was then the new Red Ensign. Freedom of the seas meant freedom to trade and British merchants, taking full advantage of the opportunities which opened up for them abroad, were shipping a huge volume of goods from every port in the country. Emigration to new lands of promise was attracting thousands of families away from Britain each year in a steady flow and this burst into a torrent when the potato famine devastated Ireland in 1845. To carry the goods and the passengers ships were needed and, of course, ships were provided: big ones and small ones—well found vessels and, unfortunately too often, floating hulks.

As I mentioned, 1846 was an important year for shipowners. Prior to that date the law *was* that an action did not lie for causing death by tortious conduct, i.e. wrongful conduct in the civil as opposed to the criminal sense, so that if passengers or crew lost their lives as a result of a negligent act or omission on the part of an owner he was immune from liability. And to send a ship to sea knowing her to be unseaworthy clearly constituted tortious conduct. This

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## London's Lord Mayor Speaks In Wellington

"You can't separate friends and you can't separate families. Empire or Commonwealth, people of the same names still belong to the same families wherever in the world they live," said the Lord Mayor of London (Sir Ian Bowater) recently.

Sir Ian was speaking at a morning reception given for him and Lady Bowater by the Combined Commonwealth and Kindred Societies at the Majestic Cabaret.

He said: "The changes of time are not the only consideration any more than material things or material wealth. What really matters is the human understandings and attachments that exist between all British people."

It was for the next generation he said, to carry on the traditions of fellowship forged by the societies represented at the gathering. "That fellowship is the hard core of the great understandings of the world," said Sir Ian.

### Ceremony

Sir Ian said he had been asked if he thought the pomp and ceremony, paraphernalia and formalities of his office were in keeping with the present times.

"I am not in favour of altering the traditional past," he said. "It is the moulding of the past and present that matters."

State processions and ceremonies were symbolic of the constitution and meant something to the people, even today, he said.

"I have never seen a greater display of enthusiasm by masses of people than during the Lord Mayor's annual ceremonial procession from Mansion House."

Three hundred guests representing nine societies attended the reception and were welcomed by their representative host Mr. L. Buick-Constable, Dominion president of the New Zealand Founders' Society, and Mrs. Buick-Constable.

Sir Ian and Lady Bowater met the presidents of the societies represented and their wives, also many of the guests.

The societies represented were the New Zealand Founders Society, the Royal Commonwealth Society, the Royal Society of St. George, the Navy League, the Victoria League, the Canada-New Zealand Society, the English Speaking Union, the Australian Association and the Early Settlers and Historical Association.



The Lord Mayor of London (Sir Ian Bowater), with Lady Bowater (at left) and Mr. and Mrs. L. Buick-Constable, host and hostess at Commonwealth Societies' reception.



# From The Branches

## DEATH OF

## MR. I. G. SYKES

WAIRARAPA

Contributed by Irene Ball

A Founder (Wairarapa Branch), he was born on the Upper Plain, of Masterton, in 1892. His father, also Ike, was farming then at Kaituna, and his mother, a Chamberlain, also belonged to one of the Wairarapa's early families.

Although coming from a farming family, Ike Sykes decided he wanted to go to sea, so his family sent him to a Maritime Academy in Wellington. After a short course there, he boarded the *Rona*, a three-masted barque of 718 tons, as a paying cadet in 1907.

After completion of his apprenticeship in the *Rona*, Mr. Sykes went ashore for two months in Sydney, where he sat and obtained his Second Mate's Certificate.

Soon he was in the sailing-ship *Juteopolis*, transporting case oil from American oil ports to the Far East, Australia, and the west coast of South America, and finally to Dunkirk, where he was paid off as the ship was sold.

His next berth was in the *Charlton Hall*, in which he travelled, via New York, around Cape Horn and to Sydney in a four months East to West voyage. From Sydney back to Swansea, in the United Kingdom, where he signed on the *Kinrosshire*, bound for the west coast of South America—again around Cape Horn.

### Turned Down

Mr. Sykes' attempts to join the Navy were twice turned down, as he was informed that the Merchant Marine was a reserved occupation, and finally he managed to join the Army. From Australia he went to Mina Camp, near Cairo, with the 4th A.I.F., in November 1914, and from there to the Gallipoli landing on April 25th, 1915.

After being severely wounded on Gallipoli, he was invalided to King George's Hospital, in London, and then back to Australia, where he trained troops at Liverpool until August 1916, when he went to France with the 20th Reinforcements, after the first battle of the Somme.

He was wounded, and again invalided back to England, after which

he returned to his battalion in France, and finally came back to Australia for discharge on Christmas Day 1919.

### Back to Sea

Back to sea again, this time in steam, in the S.S. *Brandenburg*, out of Leith, Scotland. Mr. Sykes sailed from the Arctic Ocean to the Atlantic, with three trips from England to Canada on the S.S. *Brandon*.

Then to the Mediterranean on the *Santa Aurora*. At Naples, he got his first Master's job, with the Euphrates and Tigris Steam Navigation Company. Some of the voyages with this company took him to the Far East, and up the China coast until, in 1923, he returned to New Zealand and trading, mostly to Australia, for the next several years.

Shortly after the outbreak of the Second World War, the New Zealand Government seized the Finnish sailing ship *Pamir*, as a prize-of-war. It was decided that the *Pamir* should be fitted out to trade between New Zealand and the west coast of North America, and Mr. Sykes was asked to undertake the survey and refitting of the ship. This he did, and, finally, at the fairly advanced age of 50, he undertook the job of Second Mate on the *Pamir*, which position he held for three of her eight trips from Wellington to the west coast of U.S.A., from March 1942 to February 1944.

At the close of hostilities, Mr. Sykes sailed for some years on the Nelson ferries, until his marriage on October 12th, 1949, to Isobel Constance Morton, of Invercargill. At this time he was Second Mate on the *Kopua*, which was in the New Zealand-Australia timber trade.

He continued at sea until 1956, when he retired to the 100-year-old family home in Kibblewhite Road, Masterton. Mr. Sykes is survived by his wife.



## Early History of District Recalled

### ANNUAL LUNCHEON

Members of the New Zealand Founders' Society, coming from Rotorua and the Bay of Plenty as well as from Tirau, Okoroire and Putaruru, met on Sunday at "The Crossing", the home of Mr. and Mrs. K. S. Cox, of Lichfield.

The president, Mrs. Ruth Miller, of Rotorua, introduced Mr. Cox, who outlined the history of Lichfield and the surrounding district from the time when land was taken up in the 1870's.

Mr. Cox explained that prior to Cook's visit the Maoris tended to live along the coastline, moving inland only when they had as food the supplies of pigs and potatoes which came from the Europeans.

In the 1870's, he said, the two great land companies, that of Mr. J. C. Firth in Matamata, and the great Thames Valley Estate, which extended as far as Atiamuri, were formed. The homestead of the latter company was at Lichfield. Both went bankrupt, however, and were taken over by the Assets Realisation Board.

Mr. Cox spoke of the land sales in Matamata, Overdale, Lichfield and Tokoroa from 1904 to 1912, when land was valued at from 2/- to 5/- an acre.

He explained the effect of the lack of the trace element, cobalt, on the development of this land as farming land, and how the Perpetual Forests Company was formed to plant and process trees on land which was considered unfit for stock.

Mr. Cox outlined the work of the forestry company during the 'twenties. He said that, apart from this, the only profit from the land came from the working of the Taupo Totara Timber Company, until the cobalt deficiency was discovered and rectified in 1936.

The appreciation of the audience was expressed by Mr. K. W. Wilton, of Rotorua, and Mrs. Miller thanked Mr. and Mrs. Cox for their hospitality.

The Putaruru branch of the Plunket Society catered for the luncheon.

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Early this year we also visited Athenree and Bowentown (Waihi Beach) and saw the original early settlers' homesteads in the area, one in particular, with its narrow staircase from the main room entrance leading up to the narrow, railed mezzanine floor and from there to the bedrooms etc., above. The window at the front of the house gave a comprehensive view down the harbour, Matakana Island, Tauranga, one could imagine the settlers watching anxiously for trading vessels or Maori canoes. At the back of the homestead but under the same roof, was a hay barn with indoor stalls for the cattle, the pet names for these were still visible above the stalls.

Another homestead at the Athenree entrance to the harbour was a fine example, too, this had actually been a trading post and was still in remarkably fine living condition as the home of the owner.

Beautiful old English trees and gardens surround the two places.

We are a very scattered group but as you can see quite an active one, we meet only three times a year apart from our A.G.M. Our next "get-together" will be at Hamarana Springs on November 15th if anyone should be up this way.

— DORNA A. NEWBERRY.

### THE YOUNG FOUNDERS

The newly-formed Young Founders Group recently held a "meet the members" Wine and Cheese Party in the Bledisloe Room, Wakefield House. A most successful introductory party; enthusiasm was expressed for future activities of the group and the Committee is now busy planning suitable functions for the forthcoming year. All ideas welcome as it is hoped that the membership of this group will keep on expanding.

If you know of young people between the ages of 18 and 30 who are eligible for membership why not get them to contact the Secretary, Miss Jane Urlich, 15a Izard Road, Khandallah, or phone 792-699 (evenings), and she will be pleased to put their names on the mailing list.



## CANTERBURY

### The Founders Visit Courtenay

The New Zealand Founders' Society visited some of the historic sites and buildings around Courtenay on February 22nd, 1970. This had been arranged by a local member at the request of the Secretary.

They visited St. Matthew's Church of England, the "Halkett & Courtenay Hotel" now owned by Messrs. Turner Bros., "Whites Hotel" owned by Miss M. Bedford, the garden of Mr. and Mrs. M. E. Jenkins and "Kirwee House", built in 1865 for Col. de Renzie Brett. This is now owned by L. E. Clark Est. and managed by Mr. F. Westaway.

In the early days, Kirwee was part of old Courtenay and the main business area was at the latter place, but with the advent of the railway through Kirwee in 1871, the shopping area shifted to the new township having the name of Kirwee after Col. Brett's regiment in India. In 1930 residents built a memorial to him over the water race at Kirwee in honour of his work towards the construction of the water race system throughout the country. It is noted that the Kirwee Railway Station has been closed as from March 1st, 1970, after operating for 99 years.

Afternoon tea was at "Strathbrae" on the old tennis court below the 84-year-old house formerly occupied by G. T. Robertson in 1851, and now the home of Mr. and Mrs. C. C. McLennan. The crowd of approximately 100 was seated in the shade of the tall trees planted many years ago by G. T. Robertson, away from the hot sunshine. To them, a welcome was extended by Mr. M. E. Jenkins followed by Mr. C. Page who gave a few reminiscences. Then Mrs. T. H. Anson showed and spoke about some items of interest that had belonged to her husband's grandfather, T. H. Anson, who arrived in 1859.

Mrs. McLennan spoke briefly on the origin of the names of Darfield and Courtenay and asked members to note various places of interest on the prepared route.

Ten-year-old Junior Founder member, Rosemary, had voluntarily handwritten a number of brief programmes which she distributed and her pet lamb, Trixie, proved popular with the children.

The President, Mr. N. Pearce\* and Secretary, Miss M. Hulston both expressed appreciation for the planning of the programme and the voluntary help of local residents was much appreciated.

[\*We record with deep regret the recent death of Mr. N. Pearce.—Ed.]

## AUCKLAND

The Editor,  
Founders' Bulletin,

Dear Sir,—Please find enclosed an account of a family reunion held by some Founders members recently (Mr. and Mrs. Gordon Kirkbride and Miss I. Vercoe).

This account was published in the "Auckland Star" and I thought the Bulletin would probably find a space for it. I could obtain a photograph of the oldest and youngest members present if necessary. However, this is up to you, as I know photos are very costly to reprint.

Hoping you will be able to use it.

Sincerely,  
(Mrs.) JOAN TATTESFIELD,  
Hon. Sec.

## PIONEER FAMILY

Almost two hundred descendants and families of an early Papatoetoe settler, Thomas Wyllie and his wife Mary (née Gollan) met at the Te Awamutu racecourse for a reunion, on Sunday, May 24th, 1970.

Of particular interest at the function were the history and anecdotes related by some of the grandchildren, and a display of old photos and relics.

The organiser of this the family's second reunion was Mrs. Peter Mowbray of Hamilton. M.C. was Mr. Gordon Kirkbride, both grandchildren of the Wyllie family.

Fifteen of the grandchildren were present, 44 great-grandchildren and numbers of great-great-grandchildren. Many apologies were received from overseas and other parts of New Zealand.

Mr. and Mrs. Wyllie arrived in New Zealand in 1842 aboard the first two pioneer colonists' ships to come to Auckland, the *Duchess of Argyle* and the *Jane Gifford*. Both ships arrived the same day, but the couple being aboard separate vessels, did not meet until later, being married in 1849 at St. Thomas' Church, West Tamaki.

Mr. Wyllie, who died in his hundredth year, came from Glasgow and his wife Mary, from Paisley. During their first few months they lived in rapu huts until wooden homes were built.

Mr. Wyllie was a founder of Papatoetoe, where many descendants still live. Some sons and grandsons pioneered a great part of the Waikato and numbers can be found in Te Awamutu and Otorohanga area.

Mr. Wyllie made a fortune in shares of the Shotover Goldmine at Thames and in 1862 visited Glasgow when his mother died. On his return to New Zealand he brought furniture and household effects and was entrusted with the care of an Irish boy (Bill Massey) later Prime Minister of New Zealand, who was to go to his father at Mangere.



# C.A.R.P. WOULD HAVE HAD A FIELD DAY IN EARLY NELSON . . .

(Extract from "Early Settlement of Nelson")

The merchants who catered for so varied a clientèle were both too numerous and too poor. Nelson suffered from a surfeit of small shopkeepers, who provided a middle stratum, not very clearly defined, between the gentlemen and the labourers.

Too many small traders arrived with a modest store of saleable goods (often bought with borrowed money) and a few pounds in cash, sometimes less than £10. The market rapidly became glutted with hardware, glassware, crockery, etc., till prices fell so drastically that some of these could be bought more cheaply in Nelson than in London. Meanwhile the shopkeepers did not have the cash to buy the more urgently required food, timber and farm implements, which might have shown a profit. Nor indeed could they secure much money from their customers, who were likewise impecunious. The result was that trade had often to fall back up the inelastic and more primitive system of barter. The settlement was cursed by its lack of money, and the desperate scramble of too many people for what little there was: ". . . this trading is our ruin—How we long to cut each other's Throats—How we chuckle at a Cheating bargain!" said Young. In a struggle for survival men could not afford to give much quarter. Nor did the lack of a court for the recovery of debt encourage honesty.

Sheds, tents and whares were crammed with unessential goods; necessities were lacking. The supply of flour and potatoes gave most concern. Captain Wakefield was annoyed at the timidity of the local merchants, who refused to buy a shipment of flour offered them at Nelson, only to get it from Wellington weeks later at a price increased by 50 per cent. To relieve the chronic shortage, the Company was forced to deal in flour itself, each labourer being allowed to buy 100 pound a fortnight for the reasonable sum of 20/-. At the worst periods in 1842 it was procurable by wholesale merchants only at £45 a ton, retailing at 6d and 8d a pound. This resulted in the starvation price for bread of 1/1 for a two-pound loaf. The poor had to turn to potatoes, much against their will; for, as Jollie remarked, "John Bull of the labouring class had not left

old England to fare worse than he did there—certainly not with good will to adopt Paddy's diet". The Company sent the *Brougham* to Valparaiso for a cargo of flour, which together with vessels from Hobart and Sydney, similarly laden, at last relieved the shortage. In 1843 the price of bread dropped first to 1/- a four-pound loaf, and then to 7d. The only cheap food for sale came from Maori resources—with potatoes at 1d a pound, and fresh pork ("Captain Cookers") at 6d a pound; yet while the Maoris contributed these vital items, they themselves were eager purchasers of the settlement's limited supplies of flour and sugar. Fresh butter could not be had; salt butter commanded the fabulous sum of 2/6 or 3/- a pound. Very fat salt pork, American barrelled, sold at about the same price as the fresh. Beef and mutton, from the animals depastured on the hills round the town and at Waimea, retailed at 1/- a pound. Milk was almost unprocurable, and fruit from Hobart, with oranges and apples at 6d each, was a luxury beyond most purses. The average diet consisted of bread without butter, and salt pork and potatoes, washed down with tea or coffee sweetened with dark Mauritius sugar, with an occasional treat of fresh pork, rice or wood pigeon. Vegetable gardens were a necessity.

Trade was inevitably abnormal in the first year of the new colony, when most of the necessities had to be imported, while local products for export were non-existent. By the end of 1842 most of the colonists had no more to spend, and in the depressed years of 1843-4, many small men were driven to bankruptcy. The few merchants with ample means and experience behind them, wholesale dealers on a large scale, were able to weather the years of difficulty, and to establish mercantile houses on sound lines. Nelson's big three were Fell, Sclanders and Otterson.



# HISTORIC KERIKERI SITE SAVED

A last-minute reprieve from the bulldozers and subsequent subdivision of the land adjacent to Koroipo Pa has been offered by two Kerikeri brothers, Messrs. T. H. and R. Broadbent.

They will form a company to buy the land that was formerly to have been a reserve after purchase by the Bay of Islands County Council. They will hold it in trust in perpetuity for the public.

This will mean that, instead of only the land that the Society for the Preservation of the Stone Store Area hopes to buy, nearly all of the Kerikeri Basin will be retained for posterity.

The offer was made at the annual meeting of the Stone Store Society after negotiations between the subdivider, Mr. G. B. Veale, of Kerikeri, and the Bay of Islands County Council had failed.

## Society Formed

When Mr. Veale announced 14 months ago that he intended subdividing the land opposite the stone store next to the pa, people in the district became alarmed that the historic piece of land would be lost to the public.

Consequently the society was formed with the aim of preserving the area and Mr. Veale said he would give time for the society to find ways of raising money to buy the 10-acre area.

The society's purchase was, however, dependent on the Bay of Islands County Council also buying four acres as a foreshore reserve.

The Government valuation for the two blocks was about \$1,800 and Mr. Veale was asking nearly \$80,000.

The council was not prepared to pay nearly \$40,000 for the four-acre reserve and negotiations between the council and Mr. Veale to appoint arbitrators in the matter were unsuccessful.

## Deadline Given

Mr. Veale announced last week that if the council did not reach some agreement with him by last Saturday he would revert to his original intention of subdividing the whole area and would have to revoke his agreement with the society regarding the purchase of the other 10 acres.

However, Mr. T. H. Broadbent, the land agent acting for Mr. Veale, was able to persuade Mr. Veale against taking this step.

After further consultation, Mr. T. H. Broadbent and his brother, a local motel-keeper, decided to float a company to buy the land which the council had considered buying and the area which would have been used as a road.

Mr. Veale agreed to sell the area to the company for 29,500 although it was estimated to produce \$54,000 as a subdivision.

The Broadbent offer is conditional that the society proceed with its agreement with Mr. Veale.

## Time Needed

The society was grateful for the offer of the Broadbent brothers but asked for a fortnight to consider the proposal. The president, Mr. R. Benner, said that the society had a net balance of just over \$8,000 on hand from various fund-raising campaigns and promises of large amounts from Auckland businessmen.

The society would have to consult its solicitors and would-be benefactors as well as the Government, to which the petition asking for the purchase of the area had been made, before making any decisions.

Mr. T. H. Broadbent said after the meeting that although he hoped that local people, benefactors or even the Government would support his move, he and his brother were quite prepared to carry the cost of the block if necessary.

"Mr. Veale has offered very generous terms for the transaction," he said. "No deposit will be required, the first year will be free of interest and the principal will be due at the end of ten years."

"This is purely a saving action and details will require clear legal definition, but my brother and I are determined that the land in question shall be retained forever as a reserve."

—"N.Z. Herald"



# PIONEER SETTLERS

## NOT WEALTHY SQUATTERS

### Founding of Manaia Station

#### ARRIVAL OF W. H. DONALD

The first settler in Masterton, on the old Manaia Station, between the Waipoua and Waingawa rivers was Mr. William Hodgson Donald. He was a "squatter" but he was not then a wealthy squatter. Being master of the Cumberland Hounds, a coveted position, cost him a mere £10,000 a year and it left him short.

That information was given in an interview with a *Times-Age* reporter by Mr. Vivian Donald, a grandson of William H. Donald, who, with Richard Collins (at Te Ore Ore) was a pioneer of what is today known as Masterton. Mr. Vivian Donald was commenting on an article prepared by the Masterton Historical Society in which, he said, it was indicated that the first settlers were "wealthy squatters" as compared with the impoverished Small Farm settlers who arrived from 1854 onwards. That was by no means the case, Mr. Donald said. His grandfather arrived in New Zealand in 1842 on the *George Fyfe* and settled at Pencarrow. He brought with him a flock of Romney sheep which were in the charge of a shepherd. The shepherd was paid for his attention to the sheep on the way out and also in New Zealand. When Mr. Donald settled at Manaia the shepherd actually had more money than his master. He said he would buy the land at Manaia. Mr. Donald was equal to the occasion—in those days they had to be equal to almost any task. He told the shepherd: "If you buy an acre of my land I will horsewhip you!" Needless to say the shepherd did not buy any of the Manaia land.

The Manaia and Solway stations were never merged, as had been stated in the Historical Society article, Mr. Donald said. His uncle, Mr. Rhodes Donald, had taken over Manaia, and the Solway property, of 640 acres and extending to the Kuripuni Triangle, was taken over by his father, Mr. Donald Donald who was born at Solway.

The row of bluegums, some of which were milled recently, on the north side of the main highway at Solway were

planted by his grandfather, Mr. Donald said. The original homestead, Manaia, was destroyed by fire but of the old property there still remained the woolshed, in Judd's Road. It would be the oldest building in Masterton.

The first white woman born in what is known as Masterton would be Donald's aunt, Mrs. Brenda Arnot, who was born at Manaia on July 12th, 1851. That was about three years before the arrival of the Small Farm settlers.

William Donald, Mrs. Arnot's brother, was drowned in the Waingawa River at the age of eight years, on September 1st, 1851.

The following details of the family of the original settlers are interesting:

William Hodgson Donald was born on October 22nd, 1815, at the Harbour House, Chester-le Street. He married Hannah Little of Cummersdale, Cumberland, who died at Manaia on December 6th, 1855. William Donald died at Masterton on May 2nd, 1885.

Their family was:

Marianne, born November 28th, 1841, at Carlisle; married William Bennett of Kent who later farmed at Fern Glen, Masterton; died December 9th, 1909.

Ushant Fyfe, born June 28th, 1842, on board the *George Fyfe*; died at Greytown, December 15th, 1858.

William, drowned in the Waingawa River on September 1st, 1851, aged eight years.

Hannah Jane, born at Wellington, August 10th, 1844, married Joseph Bennett, died at Manaia, December 6th, 1862, interred in garden.

Rhodes Donald, born November 5th, 1847, at Pencarrow.

Maria, born 1846, died at Manaia, 1856.

Brenda, born July 12th, 1851, at Manaia, married by Rev. J. C. Andrew on June 3rd, 1869, to Archibald Kennedy Arnot, East Indian Navy.

Donald Donald, born January 23rd, 1854, at Manaia.

Three streets in Masterton are named after members of the Donald family. Harley Street, formerly Donald Street is named after Harley Donald. Vivian Street is named after Mr. Vivian Donald, and Elizabeth Street is named after Elizabeth Donald.

(Above newsclip dated Oct. 1952, contributed by a Wairarapa member.)



# HISTORICAL SOCIETIES COVER WIDE AREA

Something of a minor social and cultural phenomenon in the city of Auckland, the suburbs and provincial centres during the past 10 or 15 years is the growth of local historical societies, and the movement continues to spread.

The trend is toward the emergence of new societies and increased membership of existing organisations.

In 1956, for example, the Auckland Historical Society had 40 members; now it has more than 500.

Kindred organisations, or their nuclei, cover a wide area — Howick, Papakura, Franklin County, Hamilton, Cambridge, Matamata, Morrinsville, Te Awamutu, the King Country, Thames, Waihi-Paeroa, Tauranga, Whakatane, to mention a few centres which have been caught up in this growing enthusiasm.

Strangely enough, Northland, despite its fund of historic associations, does not feature so prominently in the overall list of societies, although new organisations are being mooted in a number of centres, Helensville, for example.

On the other hand, local enthusiasm has done much to promote Northland's historic background for tourist attraction purposes, and local museums, concentrating on a portrayal of regional history, have increased.

The latest in this direction is the establishment of a museum at Houhora in the far north and the proposal for a kauri industry museum at the recently created Parry Kauri Park, Warkworth.

## New World Trend

The spate of interest in local history is perhaps a reflection of a growing public awareness of New Zealand history as a whole. With the passage of the generations, New Zealand has developed a sense of its own historical individuality — a trend not distinctive to our own country, for the same has happened in Australia, Canada and the United States. One might almost call the trend an inherent symptom of maturing national consciousness throughout the lands of the New World.

A consequence of the growth of historical societies in the Auckland pro-

vince has been the concept of a wider organisation embracing the activities of all bodies. The Auckland society has been the prime mover in this direction, and is now planning a meeting of society representatives from all parts of the province to further the idea of a federation.

Something of this kind has already occurred with the Auckland society's magazine called Historical Journal. Established several years ago in cyclostyled form, it has now become a high-quality printed production, published twice a year.

Instead of being solely an Auckland society organ, it is now published under the sponsorship of a number of societies — Auckland, Franklin, Howick, Papakura, Waikato and Cambridge.

A danger in local historical publications is that they can become over parochialised, and hence of no general reader interest outside the immediate subscription limitations. Historical Journal avoids this danger by incorporating articles which would appeal to people anywhere in New Zealand, who are interested in the history of their country.

On the purely Auckland scene, there is an illustrated article on the history of one of the city's best-known 19th century homes — the Brightside house, built by Mr. G. B. Owen, in Epsom. This house is now Brightside Hospital, in Brightside Road, and its first owner is remembered in the street name Owen's Road. The article is one of a series which the journal has been publishing on notable early Auckland homes.

Going further north, the journal has another article of a series on the early days of Whangarei. Particular attention is given to visits between 1839 and 1841 by James Busby, the missionary Colenso and the colony's first surveyor-general, Felton Mathew, after whom Felton Mathew Avenue at Glen Innes is named.

For change of locality, the journal goes



to the Waikato for the first instalment on the experiences of Charles Marshall, an early trader on the Waikato River.

### Extensive Choice

The catholicity of the journal's choice is shown again in a well-researched account of sperm whaling in early New Zealand. Information on this fascinating period of Pacific history is normally available only by reading one of the standard reference books on the whaling industry, and the journal's account is one of the few occasions on which the essential information, as affecting New Zealand, has been condensed into an informative article for popular reading.

A second article which takes the reader beyond New Zealand shores is an account of Norfolk Island, with special reference to its historical associations with New Zealand. This article was prompted by the fact that the Auckland society recently chartered a plane to take members on a historical sightseeing tour of several days at the island. It was the society's first tour outside New Zealand.

—FRANK SIMPSON

(From *N.Z. Herald*, Sat., June 13, 1970)

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*continued from page 7*

state of affairs was ended when Lord Campbell's Act was passed in 1846, an Act which made provision for the representatives of persons whose death was caused by the wrongful act, neglect or default of another to bring an action against the wrongdoer. In the following year another Act was passed which imposed liability for all damage done to harbour works by ships, whether negligently or not, and this too gave promise of costing shipowners substantial sums of money each year. One other risk was troublesome—that of collision. Hull underwriters had from an early date refused to cover any more than three-fourths of a ship's liability in respect of damage to herself and the other vessel or vessels with which she had collided, and the popular version of the reason for this is that shipmasters would navigate with greater caution if they had to cover the remaining one-fourth themselves. Against these risks the shipowners were forced to enter into mutual groups or associations and (not unnaturally), those who were in related trades, faced similar risks in the operation of their vessels, or were simply good boozing

It may be in another N.Z. world but—

## AUCKLAND BRANCH IS NO SPENT FORCE!

You know, Auckland is so very real. And one says this with admiration for the grand job being done there by our Founders of the Queen City. Auckland is doing things where some of us talk about doing things—and the great thing is that Auckland accomplishes things quietly.

If you don't believe this, pay a call on the magnificent Pioneer Village they are a moving force in; listen as they quietly become involved in playing an important part in next year's Municipal Centennial Celebrations (yes, at the request of the Auckland City Council, too!); walk down the "memory lane" model that they were in some measure party to, now incorporated in Auckland Museum.

What a grand day it was in Auckland—to be met at the airport by Branch President Lewin Wynyard . . . the knowledgeable tour of the parklands of the One Tree Hill area; a glimpse of a Maori Church; the morning tea in company with Stewart Mountain at the Auckland Museum; an exciting luncheon encounter with so many members of the Branch at Farmers Blue Room followed by a visit to the Pioneer Village and a memorable spread (champagne included!) at the home of Branch Secretary Mrs. Joan Tattersfield, where it was possible to meet with the Branch Executive and surprise, surprise, and a very pleasant surprise it was too—a special, costumed performance of the Branch's excellent Captain Cook Bi-Centennial play.

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mates joined together to share their liabilities by paying into a common pool. The result was that a club-like atmosphere was engendered and so the associations came to be known quite simply as protection "clubs", an expression which has lasted for over 100 years. These clubs started to extend their cover almost at once and by 1874 indemnity was given in respect of loss of or damage to cargo carried on the insured ship; nowadays, every conceivable type of third party risk imaginable is covered and the clubs are indeed "big business".





### 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.

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To qualify for full membership of the Society, applicants must be descendants of pioneers who arrived in any of the six original provinces of New Zealand not later than the first ten years after the official foundation date of settlement. The foundation dates of the six original provinces are:

\*Auckland (including Bay of Plenty), 29th January, 1840.

Taranaki, 31st March, 1841.

Wellington (including Hawke's Bay), 22nd January, 1840.

Nelson (and Marlborough), 1st February, 1842.

Canterbury (and Westland), 16th December, 1850.

Otago (and Southland), 23rd March, 1848.

[\* More recently, the Dominion Council extended membership to descendants of those who came to Waipu, Northland, via Nova Scotia, Canada on stipulated ships: "Margaret" (1853), "Highland Lass" (1853), "Gertrude" (1856), "Spray" (1857), "Bredelbane" (1858) and "Ellen Lass" (1860).]

**Dominion Secretary-Treasurer:** Mrs. D. Anderson, Wakefield House,  
90 The Terrace, Wellington.

**Bulletin Editor:** Lindsay Buick-Constable.



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NOTES:

- (1) The above list compiled September 1970 by our Deputy Dominion President (Mr. L. Hewland), Convenor of Founder Historical and Records Committee and one-time President Christchurch Branch.
- (2) The above may be studied by appointment at the Bledisloe Room, Wakefield House, 90 The Terrace, Wellington. Telephone Dominion Secretary's office, 42-278.
- (3) Any additions that members and friends may care to make to swell our library will be gratefully accepted. (Some presentations have been made recently and will be acknowledged in a future issue.)

— EDITOR.

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