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Revisions, &c.

SINCE many portions of the second edition of the Guide went to press and were struck off, several alterations have occurred thus rendering it necessary on the part of the proprietor and publisher to revise the work again before it finally leaves the printer's hands. This has now been accomplished, the result being that the publisher confidently places the Wellington Historical Guide in the hands of his readers and advertising supporters as being the most reliable and comprehensive book of the kind that has ever emanated from the Wellington press.

CABLE RATES.

Referring to page 21 and relating to cable telegraphic rates between New Zealand and the sister colonies several alterations have been made. For instance, the revised tariff to Victoria, South Australia, and Queensland has been increased to 8s. 6d. for the first 10 words and 10d. for every additional word. The cable charge for the first 10 words to Sydney and New South Wales throughout, still remains at 7s. but the rate for each additional word has been reduced from 9d. to 8d. A considerable reduction occurs in the Tasmanian rates, the tariff being at present 10s. 6d. for the first ten words instead of 13s., and 1s. for every additional word. The present rates to Western Australia are 9s. 6d. for the first ten words, and 11d. each additional word. The tariff on the European cable remains unaltered.

UNION S. S. COMPANY.

By reference to page 74 having regard to the Wellington shipping trade several alterations have to be noted. In the portion of the article dealing with the Union S. S. Company's service it must be noticed that the Alhambra which was chartered by the Company has been dispensed with in consequence of the arrival in these waters of the following new steamers, viz:—The Manipouri, Takapuna, Waihora, Wairarapa, Haurota, Omapere, and Mahinapua. In addition to these last named splendid vessels, the Company's magnificent fleet will during the next year receive accession by the expected arrival of four more boats, one of which the Takapuna, 1,000 tons, 1,500 h.p. is in a forward state, whilst the remaining three, each of 4,000 tons, are already laid on the

REVISIONS, ETC.

stocks in Messrs. Denny Bros.' ship building yards at Greenock. It may be mentioned that Capt. Underwood late of the s.s. Rotamahana has retired from the command of that steamer in favour of Captain M. Carey, the former mentioned popular officer having been appointed as the Company's Marine Superintendent at Home.

MESSRS W. & G. TURNBULL & CO.

On the same page a slight alteration has to be made in the notice of Messrs Turnbull's shipping agencies. The s.s. Wakatipu has been taken off the Patea trade owing to her unsuitability, so far as length goes for the passage of the Patea river, and her place has been taken by the s.s. Napier. The Patea Shipping Company are at present building a second steamer for their trade at Auckland, which is to be named the Patea, so-called after the handy little steamer which came to grief in the Patea river about a year since. It should be mentioned that the steamers Huia and Tui now trade exclusively between Wellington and Wanganui. The s.s. Napier has since our first edition was published changed hands, her present owners being Messrs Bendall and Taylor. Messrs W. and G. Turnbull and Co. have recently been appointed agents for the Anchor Line of steam packets trading between the metropolis and the various west coast ports of the Middle Island, and the same firm has recently purchased the paddle steamer Lyttelton. The stiff little s.s. Stormbird has been purchased by Mr. Seager, and at present is undergoing the operation of being cut in half amidships preparatory to her being lengthened considerably. Her future trade has as yet not been definitely determined on, but the above firm will act as agents for her owner.

CAPTAIN WILLIAMS' FLEET.

Several revisions and emendations have to be made in Capt. Williams' fleet of steam and sailing vessels since our first edition was issued. On page 75 it will be necessary to cross out the name of the ill-fated s.s. Westport. Her loss however, will shortly be amply compensated for by the arrival in July and September next of two new steamships, viz.,—the Koranui, 500 tons, and the Mawhera, 550 tons, which are building on the Clyde for Captain Williams, who intends placing both boats on the local and inter-provincial trade. The veteran favourite s.s. Manawatu is likewise owned by Captain Williams, who during the past year has sold the three-masted schooner Ellerton, and has also sustained a loss in the barque Australind, which vessel was wrecked off New Plymouth some months since.

NEW ZEALAND SHIPPING CO.

Before dismissing the subject of revisions it should be added that the N. Z. Shipping Co. have quite recently inaugurated a line of direct steam packets between England and New Zealand ports. The pioneer of the line is the British King, 4,000 tons, which will be followed by the British Queen, of about the same tonnage. These vessels are merely chartered by the company, suitable steamers however, are being built to the order of this popular shipping corporation.

THE NEW POST AND TELEGRAPH OFFICES.

It is a matter for congratulation that this handsome pile is, under the energetic exertions of the contractors Messrs Barry and M'Dowell, aided by the supervision of Mr. Thos. Turnbull, the architect, being rapidly pushed forward. The primary portions of the work consisting of the necessarily tedious putting in of the foundations retarded the commencement of the superstructure, but this being accomplished no time has been lost in pushing ahead with the brick work which is rapidly approaching completion. Judging from the portions of the edifice already erected, the building will prove not only a bold and prominent land-mark to the city, but also a decided addition to our street architecture. The inferential allusion to landmarks leads to the expression of mingled regret and gratulations regarding the impending fate of that old identity

NOAH'S ARK.

which is, after a rest from the troubled waters of a period of 40 years, to be dismantled, and in fact is to be put out of commission, her owner Mr. Jacob Josephs having disposed of the corner allotment upon which she has for so long a time rested, to the National Mutual Life Assurance Co. for the very respectable sum of £9,500. In these prosaic days of progress any improvement cannot fail to prove a source of felicity, nevertheless the old settlers at any rate may be excused if they cast one last and fond glance at Noah's Ark, which we believe is decidedly the oldest Wellington landmark extant. However, the inexorable demands of time, and business has doomed this old, historical and curious edifice to demolition and as the city will be the gainer thereby, mere sentiment must be suppressed. The National Mutual Assurance Co. have determined to erect an edifice in its stead which will it is anticipated present a most imposing if not indeed a palatial appearance. The plans as yet have not been definitely decided upon by the directory at head quarters, but there can be no doubt that the new offices will be second to none of the kind in the city of which it is intended they shall be a conspicuous ornament.

New Illustrations.

IN addition to numerous illustrations which appeared in the First Edition of the Guide, we present our readers with a number of new pictures, including two views taken from different coigns of vantage in the streets of Masterton, and also a panoramic view of Wanganui. In presenting these illustrations we, as a mere matter of justice, may mention that they are from the pencil of Mr. T. W. Riby, a clever lithographic-artist of Christchurch, who—it will, we think, be acknowledged has spared neither his talents nor time to do his subjects justice.

One of the best of the new series is on page 8, and consists of a full-size picture of

THE GOVERNMENT HOUSE, THE GOVERNMENT BUILDINGS,

and the Harbor in the background. This illustration is not only a faithful picture of the City of Wellington and some of its most prominent public buildings, but, from the artistic manner in which it has been dealt with, cannot fail to prove attractive to strangers residing at a distance. A capital idea may be formed from it of the capacity of our magnificent harbour.

R. GARDNER AND CO.'S

Ironmongery Establishment, situate on Lambton Quay, on page 56, gives a good and correct "like presentment" of a flourishing city wholesale and retail hardware establishment. A few steps further and we arrive at the Red House, owned and "run" by

MR. PETER LAING,

Confectioner and Pastrycook, as represented on page 64. The Red House is quite as historical as is its proprietor, and that is not saying a little, for Mr. Peter Laing's name, to tourists and visitors—whether from Europe or the colonies—is "as familiar in their mouths as household words." Crossing the road and passing along Waring Taylor Street the noble stores of

MESSRS. W. AND G. TURNBULL AND CO.

are reached, a full-sized illustration of which we present on page 72. The edifices—for it will be observed there are two stores—are of brick, and are each of three stories, occupying the entire block of land, the frontage being to Customhouse Quay, the rear of the premises reaching to Featherston Street. The view—as

ILLUSTRATIONS.

given by our artist—includes the Lion Foundry adjoining, in the fore-ground, whilst the back-ground shows Wellington, Aurora, and other Terraces, the Synagogue, the State school, and a large number of villa residences, conspicuous among which is the mansion of G. V. Shannon, Esq., which, from the great altitude at which it is situated, resembles the erie of an eagle. Our next illustration (on page 80) is an excellent portraiture of the auction-room stores, and offices of

MESSRS. J. H. BETHUNE AND CO.,

at the corner of Featherston and Brandon Streets. The premises are commodious and convenient, and are most suitable for the business of the firm, who are also agents for the Sun Fire Insurance Company. Just a few steps further along Featherston Street and the immense and handsome stores of

MESSRS. W. DAWSON AND CO.

are reached. The various depôts of this firm extend from Grey Street along Featherston Street as far as Panama Street, the front of the establishment being in the first-named busy thoroughfare, where the retail department and show-rooms are located. The show-windows invariably are elaborately and most tastefully dressed, and display every conceivable requisite in household ironmongery. See page 88. We must now cross the Rimutaka, stopping on our way at

MASTERTON,

where we alight at Queen Street, the principal thoroughfare of that thriving town, which is depicted on page 96, showing, among other business places, the establishment of Messrs. Hooper and Co., drawers, on the right of the view. We also present our readers with another picture, (on page 104), taken in the same street, which brings out prominently

J. H. CORBETT'S EMPIRE HOTEL,

a well-known and most comfortable hostelry. It possess extensive accommodation, and is a favorite house of call to the travelling public. A 'bus connects the house with the railway-station, and runs to and fro on arrival and departure of all trains. Mr. Corbett is a capital host, and does his utmost to make the stay of his many patrons enjoyable in every respect.

Journing overland through the Manawatu Gorge—the scenery of which is eminently bold and picturesque—we arrive at Palmers-ton North, where we take the train for

WANGANUI,

One of the busiest, most thriving, and certainly the most enthusiastic sporting town in the North Island. Our picture, on page 112, has been most skillfully treated, and, taken as it is from the south bank of the river, presents a good idea of the length of the bridge and the size and importance of the town.

Memories of the Past.

THE FIRST WELLINGTON THEATRE

Among the many trials, dangers and vicissitudes which attended the decidedly rough path of the very earliest pioneers of the province, it is gratifying to bear witness to the indomitable pluck and perseverance of those fathers of the colony, who no privation or danger could daunt. So long as 1843 and undeterred by surrounding difficulties some histrionic souls thirsting for dramatic fame and desirous of affording their fellow exiles some amusement other than felling bush and kindred duties devolving on early settlement, built a theatre at the rear of the old Ship Inn in Manners Street, which many will recollect was situated nearly opposite the present Arcade. The structure, although not a very pretentious one, was decidedly neat interiorly. It was well seated, and a commodious gallery or "dress circle" occupied the end of the building opposite the stage. The theatre was carried on for some years by Mr. J. H. Marriott, who is still a hale and hearty resident of Wellington, and Mr. and Mrs. Minifie, both of whom have passed away. The theatre, if we are correctly informed, was subsequently removed to a site adjoining the old Aurora Tavern in Willis Street, which occupied the spot on which the Melbourne Hotel is built.

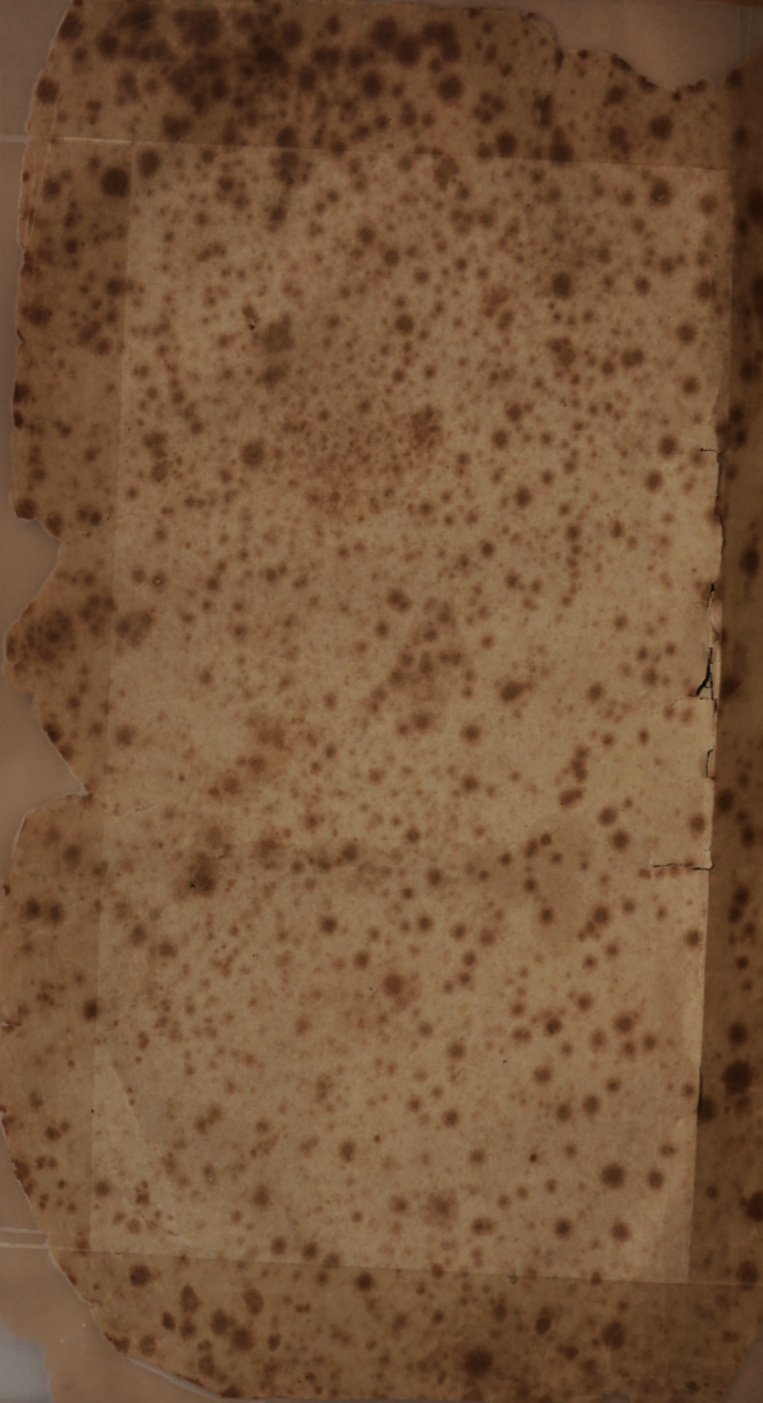
now Carlton Hotel

FIRST GAS MANUFACTURED.

To Mr. J. H. Marriott belongs the credit of being the first individual to introduce gas as a lighting medium in the southern hemisphere, as it was not until the first decade of the second half of the present century was well advanced that either Sydney or Melbourne was lighted by gas. The first building so illuminated here was the Aurora Theatre in 1845, the gas being extracted from oil which was presented to Mr. Marriott by the whalers who at that time frequented Port Nicholson. The gas is stated to be equal in quality and brilliancy to the article supplied by the Wellington Gas Co. (Limited), which however is not acceding much.



LEARY & CAMPBELL'S STORE AUCTIONEERS & COMMISSION MERCHANTS. See page 24.



Tea Merchants.

Nelson, Moate, and Co., Willis Street Outer cover of back page

Timber Merchants

Halley and Ewing, Courtenay Place 10
 Stewart and Co., Courtenay Place 34
 Waddell, McLeod, and Weir, Waring Taylor Street ... 8

Tobacconists, &c.

Boeddinghaus, G., Willis Street 58
 Mandel, J., Willis Street 10
 Willesten, J., Lambton Quay 52
 Ziman, J., Willis Street 54

Venetian Blind Maker.

Clements, S. P., Cuba Street 23

Watchmakers, Jewellers, &c.

Denton, G., Willis Street 14
 Freeman, H. J., Manners Street 56
 Ingram, W. H., Willis Street 43
 King, J. and Co., Cuba Street 21

Wellington Tinware and Manufacturing Company.

Works, Featherston Street, R. H. Cameron, Proprietor 32

Wine and Spirit Merchant.

Gillett Brothers and Co., Manners Street 10

WAIRARAPA ADVERTISEMENTS.

Auctioneer, &c.

Lowes and Iorns, Masterton 7

Accountant.

Sellar, W., Masterton 6

Bookseller and Stationer.

Chinchen, R. H., Masterton 6

Boot and Shoe Manufacturer and Importer.

Petersen, Hans, Masterton 7

Bakers and Pastrycooks.

Clayson, J., Masterton 7

Robertson, H., Lower Hutt 12

Whyte, A. L., Carterton 11

Brewer and Bottler.

Smith, R. V., Masterton

Builder, &c.

Russell, Godfrey, Masterton 8

Commission Agent.

Sellar, W., Masterton 6

Draper and Clothier.

Hooper and Co., Masterton 2

Flour and Grain Miller.

Langton, Geo., Masterton... .. 8

Fancy Goods Store.

Hunter, S., Carterton 11

General Merchants and Commission Agents.

Caselberg, M., Masterton 4

Feist, F., Taratahi, Carterton 9

Gardner, B. A. and Son, Carterton 10

McCarthy, D. F., Masterton 6

Grocers, &c.

Feist, F., Taratahi, Carterton 9

Gardner, B. A. and Son, Carterton 10

McCarthy, D. F., Masterton 6

Hotels.

Empire Hotel, J. H. Corbett, Masterton 3

Foresters' Arms Hotel, George Jones, Greytown 10

Greytown Hotel, John Quin, Greytown 9

Marquis of Normanby Hotel, E. Giles, Carterton 11

Prince of Wales Hotel, T. Wagg, Masterton... .. 5

Royal Oak Hotel, H. Hodgins, Carterton 12

Plumber, Gas Fitter, &c.

Pickering, D., Masterton 9

Timber Merchant.

Bacon and Co., S., Masterton 8

Tobacconist, &c.

Hunter, H., Carterton 11

Watchmaker, Jeweller, &c.

Bish, A., Masterton 5

WELLINGTON TOWN AND COUNTRY.

APART from the natural beauty of its situation, its splendid harbour, and the fact that it is the seat of Government, Wellington will possess a special interest to the tourist from the fact that it was the first settlement founded in New Zealand. During the forty-two years which may be taken as the age of this colony, New Zealand, so justly termed "The Britain of the South," has made such rapid strides in all that tends to the building up of a great and prosperous country, that almost the first questions that naturally come to the mind of a new arrival are "From what did all this spring. When was the colony founded, and who were the hardy pioneers who faced so much danger and discomfort to colonize a land which should offer a new home to the teeming thousands of the Mother country." We propose to commence our *GUIDE TO WELLINGTON AND DISTRICT*, by answering these questions, and by so doing we shall not only gratify the laudable curiosity of the "new chum" and brother colonist from Australia, but at the same time help to confer honor where honor is due by assisting to hand down to posterity the names of the brave men who founded the first settlement in a country unpromising at first sight, and then peopled by a savage and warlike race. The New Zealand Company were the first systematic colonists of New Zealand, Mr. Gibbon Wakefield being the main spring; and whose preliminary expedition reached Cook's Strait on September 20th, 1839, in the ship "Tory," Capt. Chaffers. At the time of Colonel Wakefield's arrival, the British settlers in the colony, scarcely amounted to 1000 in all, of whom about 500 were settled in the Northern Peninsula, and about as many in Cook's Strait, at Bank's Peninsula (Canterbury) or further South.

The following were the first ten vessels sent out by the New Zealand Company in 1839, and which arrived in Port Nicholson, the first principal settlement :—

Name.	Date of Sailing.	Date of Arrival.
Tory (survey ship)	May 12, 1839	September 20, 1839.
Cuba (store ship)	July 31, 1839	January 4, 1840.
Aurora... ..	September 18, 1839	January 22, 1840.
Oriental	September 15, 1839	January 31, 1840.
Duke of Roxburgh	October 14, 1839	February 8, 1840.
Bengal Merchant	September 17, 1839	February 20, 1840.
Adelaide	September 18, 1839	March 7, 1840.
Glenbervie	October 20, 1839	March 7, 1840.
Bolton	November 19, 1839	April 21, 1840.
Coromandel (<i>via</i> Sydney) ...	December 11, 1839	August 30, 1840.

The first party of settlers reached Port Nicholson on the 22nd of January, 1840, in the ship "Aurora," having been sent here under the auspices of the New Zealand Company. New Zealand was then a dependency of the colony of New South Wales, but next year it was proclaimed an independent colony, though a considerable time elapsed before the constitution under which we now live was granted by the British Government. In the first instance—in 1848—the colony was divided into two Provinces which were named New Ulster and New Munster, and will be found so marked on many maps of ancient date. Although the gentleman who so named the two Provinces, probably hailed from the Emerald Isle, he could have seen but little in this land to remind him of "Ould Erin." From the fact that snakes and other objectionable reptiles were not to be found in New Zealand, he probably thought it likely that the vermin-banishing St. Patrick had paid a visit to the antipodes during his somewhat chequered career, and conferred on New Zealand a boon similar to that previously granted by him to Ireland. The first Governor of New Zealand was Capt. Hobson, who assumed office in January, 1840, the seat of Government then being at Kororiaki, Bay of Islands, and it afterwards was removed to Auckland. Capt. Hobson paid his first visit to Wellington on the 19th August, 1840. He held office until September 1842, and (after Lieut. Shortland had acted as administrator for about fifteen months) was succeeded by Governor Fitzroy, who was re-called in 1845 the next Governor being Capt. Grey, now Sir George Grey, K.C.M.G., who resides on the beautiful little Island of Kawau, near Auckland, and still holds a prominent position in our Legislature. It was during his term of office that a constitution was granted to the colony. Sir George Grey obtained leave of absence, and, after proclaiming the New Constitution, left the colony in December, 1853, leaving the administration of the Government in the hands

of Colonel Wynyard, the commander of the British troops. During that officer's administration the first meeting of the General Assembly was held. He was succeeded by Colonel Gore Browne, but, owing to Native troubles, Colonel Browne accepted the Governorship of Tasmania; and Sir George Grey resumed the position of Governor in 1861, and held office for six years. The Governors who succeeded him were Sir G. F. Bowen, G.C.M.G.; Sir George Arney, Chief Justice (Administrator of the Government for a period of three months); Sir James Ferguson, Bart.; the Marquis of Normanby; Sir Hercules G. B. Robinson, K.C.M.G.; Sir James Prendergast, Chief Justice (Administrator of the Government for a period of about three months); Sir Arthur Gordon, K.C.M.G. Then followed several months administration by Sir James Prendergast, until the arrival of the present Governor, Sir William Francis Drummond Jervois, G.C.M.G., who assumed office in January of the present year. In the earliest days of the settlement Edward John Eyre, Esq., acted as Lieutenant-Governor, at Wellington. In 1853 the first election under the New Constitution Act took place, New Zealand having been divided into six provinces, the extensive District of Hawke's Bay—of which Napier is now the principal town—then being a part of the Wellington Province. Each province was then governed in local matters by a little Parliament of its own, called a Provincial Council, with an Executive Officer or Superintendent, elected by the whole body of the people of the district, and holding office for a period of four years. The first Superintendent of the Province of Wellington was Dr. Isaac Earl Featherston, who was re-elected at the expiration of each term until the year 1871, when he resigned, in order that he might accept the position of Agent-General for the colony in the Old Country. He was succeeded by the Hon. William Fitzherbert, C.M.G. (now Sir William Fitzherbert, Speaker of the Legislative Council). The New Provinces Act—which separated Hawke's Bay from Wellington—was passed in 1858, and in 1876 an Act came into force by which the provincial form of Government was abolished altogether. The members of the first Wellington Provincial Council for the City of Wellington were Messrs. Charles Clifford, John Dorset, William Fitzherbert, George Moore, John Wallace, and William Lyon; for the Wellington Country Districts—Messrs. Alfred De Bathe Brandon, Robert Waitt, and Andrew Brown; for the Hutt District—Messrs. Alfred Ludlam, Alfred Renall, Edward Gibbon Wakefield, and George Hart; for the Wanganui and Rangitikei Districts—Messrs. William Watt and Henry Shafto Harrison; and for the Wairarapa and Hawke's Bay District—Mr. Samuel Revans. These gentlemen were elected in September, 1852. At the first election of members of the General Assembly, which took place shortly after the election of members for the Provincial Council, the following gentlemen were

elected: City of Wellington—Messrs. Charles Clifford, Robert Hart, and James Kelham; Country Districts—Mr. William Barnard Rhodes; Hutt District—Messrs. Alfred Ludlam and Edward Gibbon Wakefield; Wairarapa and Hawke's Bay Districts—Mr. Samuel Revans; Wanganui and Rangitikei Districts—Dr. Isaac Earl Featherston. The Town of Wellington was created a borough in 1842, and on the 3rd October in that year the first municipal election took place. The first Mayor was Mr. George Hunter (whose son represented Wellington in the House of Representatives in 1870), who headed the poll with 273 votes, and the eleven Aldermen then elected and the number of votes polled by each were as follows: W. Lyon, 237; W. Fitzherbert, 220; John Wade, 212; George Scott, 196; Francis A. Molesworth (brother of the late Sir William Molesworth, M.P.), 182; Dr. Dorset, 176; R. Waitt, 164; W. Guyton (who succeeded Mr. Hunter as Mayor), 155; A. Hort (uncle to Mr. William Hort Levin, now representing the Thorndon District in the General Assembly), 155; E. Johnson, 151; R. Jenkins, 149. The candidates who formed the reserve list were: John Howard Wallace (who took his seat on the death of Mr. Hunter), 144; R. Davis Hanson (who afterwards removed to South Australia, of which colony he became Attorney-General and Premier, was knighted, and was subsequently appointed Chief Justice), 126; William A. Cooper, 125; Edward Daniell, 124; Thomas Milne Machattie, 122; and Henry Taylor, 117 votes. It may here be mentioned that the Council was not long in existence, the act of the Governor in granting the powers of a municipality being subsequently disallowed by the Imperial authorities. As much interest was taken in matters of local government then as in the municipal elections of the present time, when the little Port Nicholson settlement has grown into an important city with a population of 20,563 persons. We may here mention that the population of the Wellington Provincial District—taken at the last census—was 61,371, not a bad result from the small beginning in 1840. A very few years after the settlement was formed it became apparent that the colony could never be properly governed from Auckland, and, as a matter of fact, it very frequently happened that news from the seat of government reached Wellington from Sydney. In spite, however, of the most powerful remonstrances on the part of the settlers, and continued agitation, the seat of government was not changed until the year 1865, when it was removed to Wellington, on account of its central position. There have been repeated propositions since then for the removal of the seat of government further South, Nelson, Christchurch, Akaroa, and Dunedin having all been spoken of, but it may be said that the idea has never been seriously entertained by a majority of our legislators. Since 1865 Wellington has steadily advanced in

prosperity, although, of course, the city and district have now and then been affected by those brief periods of depression which are common to all communities. The magnificent harbour is always busy with shipping from all parts of the world, while the operations of our merchants extend to every part of New Zealand. Notwithstanding the jealousy of her neighbours, provoked in a great degree by the fact that they are governed from here, and that nature has treated her kindly by not throwing upon her inhabitants the necessity of spending hundreds and thousands of pounds on harbour works of doubtful utility, Wellington has been and still is able to hold her own in the march of progress.

There is such a vast difference between the Wellington of to-day and the little settlement of a few years ago that a glance at the changes that have taken place cannot fail to interest the reader. Then the bare hills—which now form a background to the city—were covered with dense bush, and, before they were denuded of their timber, were a favourite resort of both settlers and Maoris when in pursuit of game. There were Maori pahs—occupied by powerful tribes—at Te Aro, Pipitea Point, and Kaiwarra. The chiefs of the Pipitea Natives were Muturoa and Wairarapa, and Wi Tako, now a member of the Upper House, was the chief of Kumutoto. Epuni was the principal chief of the Ngatiawa tribe, and Warepouri was his great fighting chief. Warepouri, who was Te Whiti's father, was buried on a mound close to Mr. Futers' Hotel, Ngahauranga, and his resting-place is still pointed at by the old Natives to their descendants. An inverted canoe marks the spot where the warrior lies. Only a few Natives now remain in the vicinity of Wellington, most of them having settled at Wanganui and other places, where they live upon the income derived from the rent of their reserves here. Of late years the shocks of earthquake experienced are of very little significance compared with those of years ago. The most severe earthquakes within the memory of the Maories and settlers were in the year 1848, when a great deal of damage was done, and the colonists subjected to a severe fright. The water in the harbour rose suddenly several feet, and then fell as quickly; houses were shaken violently and chimneys tumbled down, while many parts of the flat rose a few inches, and have since been visible from points where it was impossible to see them before. On the morning of this earthquake—which was felt more severely about Wanganui than anywhere else—some cracks were found on the mud flat between high and low-water mark 5 feet or 6 feet wide and 100 yards long, and one or two smaller ones were discovered near the bank, close to the water, 6 feet or 8 feet in depth. The settlers enjoyed a comparative immunity from shocks of this kind until the year 1855, when there was another earthquake, though not equalling in force that of 1848. On this occasion there was a tidal wave at about

9 o'clock at night, and, where the Star Hotel now stands, the water came up to a man's knees.

Although the City of Wellington—almost as it now exists, of course, with the exception of the land that has been reclaimed—was laid out in the first instance by the surveyors employed by the New Zealand Company, the principal part of the settlement was along what is now known as Lambton Quay and Thorndon. The curve of the first-named thoroughfare pretty accurately indicates what was then the beach, the water coming up to the base of the hill behind the old Supreme Court, thence to the site occupied by the *New Zealand Times* newspaper office, Lambton Quay. A portion of the old wooden breastwork—which kept back the tide in those days—was exposed a short time ago, when the workmen were engaged in the excavation of a trench in which to lay the pipes from the new Wainuiomata water supply. The first attempt at reclamation was from the back of Messrs. Barbers' butchery, at the junction of Old Customhouse Street and Willis Street, as far as Pearce's store; and the next reclamation extended as far as Harbour Street. Next, the area was extended up to Mills' foundry. After this the Government reclaimed the land upon which the Government Buildings now stand, and later on a contract was let for the reclamation of forty-nine and a half acres, extending from Mills' foundry to Pipitea Point, which includes the site of the present railway station. Some of the land realized handsome prizes when submitted to sale by auction, the highest price paid being £154 per foot. The reclamation of the forty-nine acres and a half was completed nearly four years ago, most of the material being obtained from the face of a hill on the Hutt road close to Pipitea Point. It is now proposed to reclaim fifty-three acres more between the Queen's Wharf and Te Aro, and this will probably be increased to seventy acres. As may well be imagined the addition of all this flat land to the city has vastly changed its appearance, while other public works here also considerably altered the aspect of the place. Besides the terraces which have been cut round the faces of hills that were previously almost inaccessible, ugly gaps have been filled in, and gullies bridged over, until the City of Wellington may fairly be described as one of the most picturesque in New Zealand. Where the splendid building lately erected by the Wellington Club now stands was once an unsightly gully, which continued down close to what is now Woodward-street, and led into the harbour close to the *New Zealand Times* office. The fear of earthquakes induced the early settlers to erect wooden buildings, and this custom has been followed by the inhabitants until the last few years. Now however, there are some very handsome brick edifices in the city and suburbs, notably Messrs. Jacob Joseph and Co.'s large warehouse on Lambton Quay, and the new Hospital at Newtown, which

is the largest brick building in Wellington. If the city does not improve in appearance during the next few years, it will at any rate become more substantial in character, for under the building regulations the erection of wooden buildings within certain limits is prohibited. This action was probably taken as a precautionary measure, for though Wellington has had one or two fortunate escapes from complete devastation by fire, the citizens have suffered severely from conflagrations which have occurred at various times, notwithstanding the vigilance and activity displayed by the Fire Brigade.

There is certainly no city in the colonies that can boast of so many handsome wooden buildings as Wellington. The Government Buildings and Houses of Parliament are perhaps the finest erections of their kind in the world, while private individuals have also shown great taste in the character of the wooden houses and places of business built by them. Indeed it is often difficult without a close inspection to distinguish them from buildings of massive stone, so cunningly have the carpenters done their work. A tram line, the property of the Wellington Tramway Co., runs along the principle streets of the city to Newtown, and is of course found to be a great public convenience. It was the first street tramway constructed in New Zealand and the experiment proved so successful that similar lines have been constructed in Christchurch and Dunedin. The rolling stock used by the Company is of the best quality that could be procured, and it may be honestly said that the manner in which the line is worked gives general satisfaction. Some of the cars are occasionally drawn by steam motors, it is understood to be the intention of the Company to give up the use of steam as a motive power and use horses, the latter being considered far more convenient and economical. The sheds where the Company's rolling-stock is kept and the stables are in the Adelaide Road. In addition to the public buildings already mentioned, there are others to which it may be as well to draw the attention of the visitor, and foremost among these is the vice-regal residence, a handsome wooden structure built in the modern Italian style. It is situated in Thorndon, not far from the Houses of Parliament, commands a fine view of the harbour and city, and is surrounded by well kept grounds. Not far from Government House, are the Colonial Museum, (of which a description is published elsewhere,) the Church of England Cathedral (St. Paul's), and the Roman Catholic Cathedral (St. Mary's), Wellington being an episcopal see of both churches. The Hebrew population have a Synagogue, situated on Wellington Terrace, and most other religious denominations have places of worship in Wellington. The new Supreme Court and Resident Magistrate's Court House and Police Station are situated on the reclaimed land, close to the Government Buildings. They

are handsome structures of brick and cement and are a decided ornament to the city. Wellington is well off for educational institutions, Wellington College heading the list. It was opened for the reception of students in 1874. It was erected at a cost of about £9,000 and contains every convenience for the comfort and well-being of the students. The course of instruction is a liberal one and the curriculum is so arranged that boys are enabled without any special course of training, to qualify themselves for admission into the lower branches of the Civil Service. The other public schools throughout the city are large, well-ventilated and commodious buildings, and are well worth inspection by those who take an interest in the progress of education in this colony.

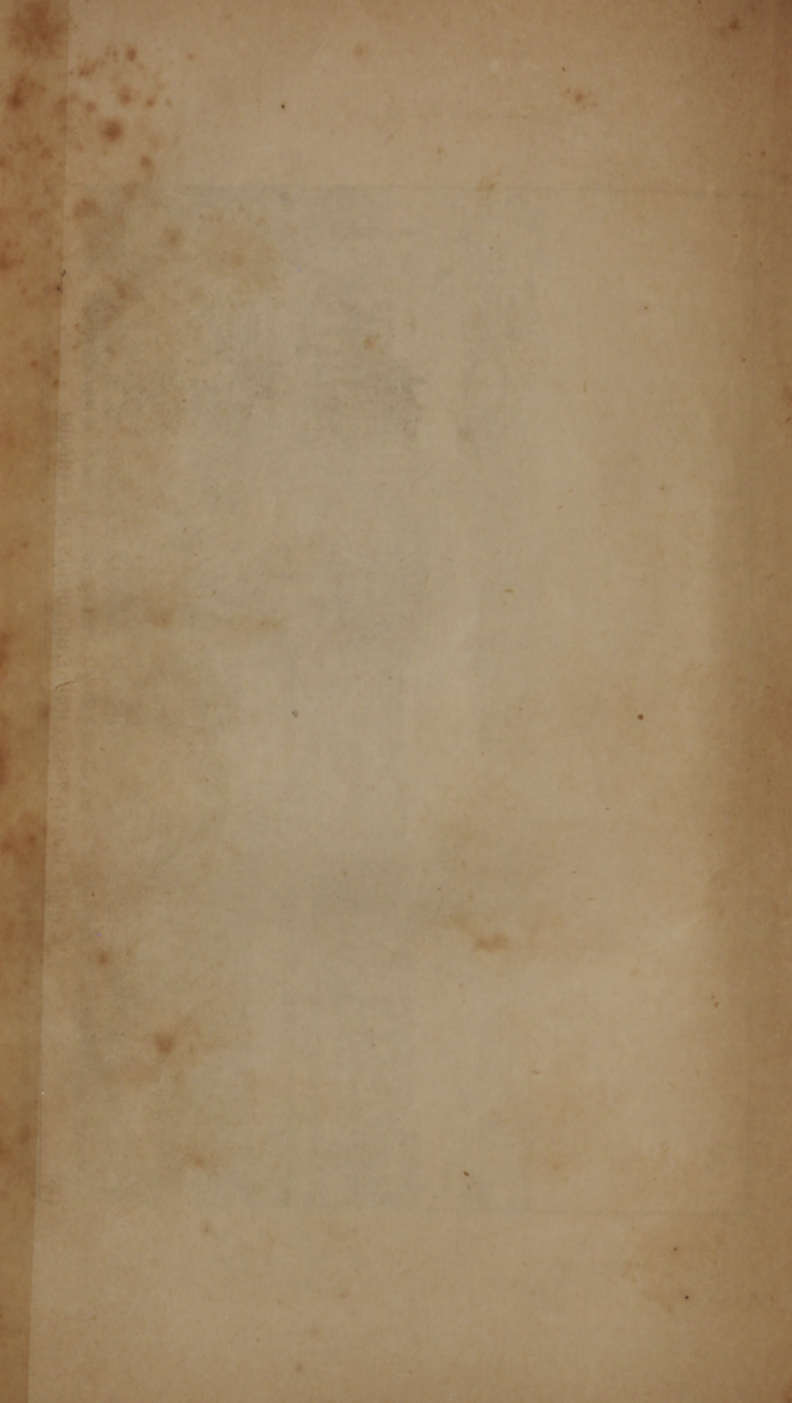
There are other public buildings situated at the Te Aro end of the city. These include the New Hospital, which cost nearly £40,000, the Lunatic Asylum, a wooden building erected about six years ago, the gaol situated on the west side of Te Aro, the Armed Constabulary Depôt and the Immigration Depôt, which for many years before the stoppage of free immigration was constantly filled with new arrivals.

Those persons who are interested in the development of our local industries would do well to visit some of the foundries and manufactories to be found in the city. The work turned out by them is equal to anything that has been done in other parts of the colony, and it may here be mentioned that the first locomotives made in New Zealand—those for the Palmerston and Foxton railway, were turned out at the Lion foundry belonging to Mr. E. W. Mills. Then there are steam saw mills, tanneries, fellmongering establishments, breweries, furniture manufactories, coach factories, flour mills, soap and candle works, brick and drain tile makers, all engaged in working up into a marketable form, the raw material produced so abundantly in the colony. All the industries mentioned may be regarded as having been firmly established here and in a few years it may be expected that Wellington will be a great manufacturing centre.

The view of Wellington first obtained by the visitor approaching it by sea is somewhat disappointing, and it is impossible to get a fair idea of the extent of the place without walking along the higher terraces and overlooking the city in that way. A ride through Te Aro to Newtown by the tram car will also serve to show the extent of the population in that direction. There the land is comparatively flat and stretches from the shores of the harbour to Island Bay on the shores of Cook's Strait. Te Aro is without doubt the most populous part of the city, while Newtown can also boast of a very large number of houses. A year or two ago when there was a perfect fever of speculation in land, every quarter of an acre in this direction upon which a house of any kind could be erected was eagerly purchased, and as the sequel



VIEW OF GOVERNMENT HOUSE, BUILDINGS AND HARBOUR.



showed the prices paid for sections were, in very many instances, beyond all reason. Starting from the terminus of the tram line at Newtown a short walk of less than a mile will enable any one to reach Island Bay, a beautiful spot, and a favourite resort of picnic and boating parties. A walk over the hills, in a slightly different direction, will enable the visitor to reach Kilbirnie, a delightful little suburb situated at the head of Evans' Bay. There are several pretty houses here, and one large and commodious Hotel. Kilbirnie, which commands a view of both Cook's Strait and Evans' Bay, can be reached in another way—by a drive from Wellington, past Clyde Quay and Oriental Bay, round the rocks, and past the Patent Slip (which is the property of the Patent Slip Company). This slip is capable of raising vessels up to 2,000 tons, and is frequently made use of by ships calling at this port. The ponderous machinery is well worth inspecting. In a beautiful little cottage on the shores of Evans' Bay live Mr. and Mrs. Hart, of "Happy Hours" celebrity, who, after spending the greater part of their lives in a successful attempt to please the public, are now pleasing themselves by living in a well-earned retirement, from which they occasionally emerge to play professional visits to different centres of population. Their residence is one of the prettiest places imaginable. If the visitor is fond of climbing, he would be well repaid for his trouble by ascending Mount Victoria, where—from the signal station—a fine view of the city, harbour, and surrounding district may be obtained. Leaving Evans' Bay, and returning "round the rocks" to the city, Oriental Bay is reached. This has lately become a favourite spot for villa residences; and here also is a comfortable and securely-fenced bathing place, where a good sea bath can be enjoyed at any time. Following the shores of the harbour the city is now reached again; and, passing through it and following the breastwork at the Thorndon end, the Hutt road is gained. A short walk and Pipitea Point—which has already been mentioned—is passed. Here is another comfortable bathing place where, at high tide, there is a good depth of water. Even in the middle of winter the water of the harbour is of an agreeable temperature, and most of those residents who patronise the sea baths at all bathe all the year round, with considerable benefit to themselves. These baths are well appointed, and comfortable in every respect, and the charge made is very small. Less than a mile further on is the pretty little village of Kaiwarra, which boasts of a number of well-built houses and a couple of commodious hotels. There is also a handy little jetty here, so that those who prefer to make the short journey by water will not find any difficulty in landing. A short distance beyond Kaiwarra is Ngahauranga, and still further on is Petone—a distance of seven miles from Wellington. Here the Government railway workshops are situated. Another two miles will bring the visitor to the Lower

Hutt, the entrance to the fertile Hutt Valley. There are railway stations at Kaiwarra, Ngahauranga, Petone, and Lower Hutt, so that the journey can be made by rail if that mode of locomotion is considered desirable. The railway line extends as far as Masterton, in the Wairarapa District, a distance of seventy-one miles from Wellington, the trains stopping at Belmont, Hayward's, Silverstream, Upper Hutt, Mungaroa, Kaitoke, Summit, Cross' Creek, Pigeon Bush, Featherston, Fernside, Woodside, Greytown, Matarawa, Dalefield, Carterton, Clareville, Middleton, and Kurupuni. The return fare for the whole journey is £1 6s. 8d. first class, and 17s. 9d. second class, and the time occupied is about four hours each way. Apart from the natural beauty of the country traversed, and the gratifying evidence of settlement and progress in every direction, the trip to Masterton possesses additional interest from the fact that the train has to pass over the steep Rimutaka Range. The engines used for this ascent and descent are constructed on what is known as the Fell principle. In addition to the ordinary rails on which the carriages run there is a middle rail, which is gripped by the engine, enabling it to run safely up and down a grade that would otherwise be impracticable. A terrible accident happened on this portion of the line a few years ago. During a tremendous gale some carriages were blown off the line by the force of the wind, but happily the engine did not lose its grip of the centre rail, so that a still more dreadful catastrophe was prevented. Large wooden breakwinds have since been erected to protect passing trains from the force of the gales, which are of frequent occurrence here, so that the line over the Rimutaka may now be regarded as quite as safe as any other portion of the railway.

At the present time the City of Wellington is supplied with water from a large reservoir constructed on the hills above it, the necessary works and pipes having cost no less than £40,000. The Kaiwarra Stream is directed into this reservoir by means of a tunnel cut through the hill, The supply from this source having been deemed insufficient, water is to be brought from the Wainuiomata River—a distance of sixteen miles from the city—at an estimated cost of £130,000. The work, although one of great magnitude, is expected to be completed during the present year. The blessing of an abundant supply of water—in a city like Wellington—cannot be over-estimated, for, apart from all sanitary considerations, it must tend to greatly decrease the risk and loss by fire, and to lessen the somewhat heavy premiums now demanded by the insurance companies. The city is supplied with gas by the Wellington Gas Company, whose works and offices are at Te Aro.

It is almost unnecessary in a guide of this kind to say a great deal about the harbour of Port Nicholson. It speaks for itself, and is a natural feature of the place that at once strikes the eye of

a stranger. It has an area of 19,000 acres, and is the safest and most commodious in New Zealand. On approaching the entrance to the harbour from Cook's Strait Pencarrow Lighthouse will be seen standing high upon the cliffs on the right or Eastern side, while to the left is the Pilot Station. There is another lighthouse on Soames' Island, which lies in the middle of the harbour. On this island is the Quarantine Station, provided with suitable accommodation. The harbour is supplied with ample wharf accommodation for the extensive shipping trade of the port. In addition to the Queen's Wharf there is a fine wharf near the railway station, while the smaller craft are often berthed along the breastwork.

In Wellington the traveller will find no lack of hotel accommodation. So far as the number and quality of its hotels is concerned, it is rivalled by few cities in New Zealand. Where there are so many that are good it would be invidious to make comparisons, and it is therefore only necessary to state that good accommodation can be obtained at any of the licensed houses that are entitled, from their appearance and position, to rank among the first class. The two principal clubs in the city, to which admission can be gained in the usual way, are the Wellington Club and the Central Club. The first mentioned was established soon after the Port Nicholson Settlement was formed.

The colonists who have settled in this part of New Zealand, like those who have made their homes elsewhere, have brought with them their love of old English sports and pastimes, and foremost amongst these is horseracing. The first race meeting was held on the beach at Petone in 1842, only two years after the foundation of the settlement. The "convincing ground" was afterwards changed to the Te Aro Flat, where horse-races were held for many years. But the extension of settlement compelled our sporting men to look farther afield, and, owing to the scarcity of level ground in the immediate neighbourhood of the city, a course was selected at the Hutt, about ten miles distant from Wellington. The distance from the metropolis is no doubt a drawback, but still our races are always well attended, while the Wellington Cup is regarded by sporting men as one of the principal events of the year. The President of the Wellington Racing Club is Sir William Fitzherbert, and the Hon. Secretary is Mr. A. E. Grimstone. Then there is a Boating Club (of which Sir William Fitzherbert is also President), a Regatta Committee, and several Cricket Clubs among which are the Wellington (Secretary, Mr. H. S. Hickson), the Rising Star (Secretary, Mr. C. Mansill), the Bohemians (Secretary, Mr. M. Barnett), the Phoenix (Secretary, Mr. D. Godden), the Poneke, the Standard, the Excelsior, and the Wellington Cricketers' Association (Secretary, Mr. J. P. Kennedy). Then there are three Football Clubs in Wellington—the Wellington (Secretary, Mr. J. L. Flint), the Wellington Rugby Union (Secretary, Mr. A. T. Bate),

and the Athletic Football Club (Secretary, Mr. J. M. King), and there is also an Amateur Athletic Club. One of the grounds, known as the Basin Reserve, is situated in Sussex Square, Te Aro. It has been very greatly improved of late, and is now in splendid order for playing. The other ground is at Newtown Park, and has only lately been formed. It is very level, and covered with fine turf, while ample provision has been made for the comfort of the spectators. A great deal has been done, and is still being done, to beautify the Newtown Park, and in a few years it promises to be one of the finest recreation grounds in the colonies. There are two good libraries in Wellington—one at the Athenæum and Mechanics' Institute, and the other at the Parliament Houses. There is also a library connected with the Colonial Museum. Among the societies are the Odd Fellows, Druids, Good Templars, Hibernians, Foresters, and Rechabites. Masonic Lodges, under the English, Irish, and Scotch Constitutions, hold regular meetings. The Theatre is a very creditable building, and is the property of the Public Hall Company.

Wellington is connected with every part of the civilized world by telegraph, there being three cables across Cook's Strait, the Australian cable leaving the shores of New Zealand at Waka-puaka, in the Nelson Provincial District. Three newspapers are published in Wellington—the *New Zealand Times* every morning, the *Post* every evening, and the *New Zealand Mail* weekly.

Having now given a brief sketch of the foundation and progress of Wellington, we propose to give a more detailed account of many of the places of interest.

In and Around the City.

THE BOTANICAL GARDENS.

THE Botanical Gardens, which are situated among the hills behind the city, may be reached by a pleasant walk of about half-a-mile up the Tinakori-road. There has been no large expenditure of money on these gardens, but the site is so well chosen and the place possesses such great natural beauty, that we may hope in a few years to be able to truthfully refer to this reserve as one of the most lovely spots in the whole island. The gardens cover an area of about 100 acres of hilly land, originally

dense bush, but to a considerable extent cleared of the native timber. Here and there, however, are patches of the primeval bush, which will give any one a good idea of what must have been the aspect of the whole country at the time of the arrival of the early settlers. In almost every direction winding paths have been cut round hills that must have been almost inaccessible before, and from the tops of miniature alps fine views may be obtained of the harbour, the city, and surrounding districts. All the slopes have been laid down in English grass, and an immense number of pines and English trees of all descriptions have been planted over the gardens. Most of these have flourished well, and afford a most pleasing contrast to the native trees and shrubs although the latter can hold their own in point of beauty. Near the entrances to the gardens from the Tinakori-road and Sydney-street, there are well-kept paths, smooth lawns, and flower beds that are generally radiant with blossoms, but the work that is being carried out is generally more in the way of landscape gardening. The deep gullies have been cleared of rubbish, and ornamental trees and shrubs planted here and there down their sides, but they possessed such great natural beauty that they have been left almost in their original condition. A walk up the main path from the Tinakori-road gate, and over two pretty little bridges, will take the visitor to the Fern Tree Gully, and, to any one who is not familiar with the chief characteristics of New Zealand bush scenery, we would strongly recommend a stroll in this direction. Here—rising from a dark and deep gully, in which the sound of running water may be heard—are magnificent fern trees, varying in height from 10 to 30 feet, with fronds 10 or 12 feet long, while innumerable varieties of native ferns, creepers, mosses, and lichens—which only flourish in damp and shady places—may be seen. The trunks of some of the hoary monarchs of the forest—which reared their heads long before the foot of a white man ever trod these shores—are completely covered with creepers and parasitical plants, while from their broken limbs hang vines and supple-jacks, forming an almost impenetrable barrier to the progress of man or beast through the bush. It is seldom that such a lovely spot as Fern Tree Gully can be reached with so little exertion, and the walk there is one that should not be missed on any account. Other parts of the gardens are almost as well worth an inspection, but in such a Guide as this a brief description of one will serve for the whole. There are no conservatories or hothouses for the cultivation of rare exotics, but there are one or two buildings in which the more delicate varieties of ferns are reared. The zoological collection is a small one, comprising a number of monkeys, and a solitary emu. The condition in which the gardens are kept reflects great credit on the curator, considering the small amount of money and labour at his command.

THE COLONIAL MUSEUM.

THE Colonial Museum—which is well worth a visit—occupies a fine site immediately at the rear of Government House. It is a spacious building specially erected for the purpose, and affords ample space for the proper display of the interesting collection it contains. The Museum was established in connection with the New Zealand Geological Survey in September, 1865. The object for which it was formed is best explained by quoting the following passage from Dr. Hector's report to the Colonial Government concerning it, dated the 11th September, 1866. In his report he says: "One of the most important duties in connection with the geological survey of a new country is the formation of a scientific Museum, the principal object of which is to facilitate the classification and comparison of the specimens collected in different localities during the progress of the survey. By this means only is a reliable basis obtained for a general system of geological nomenclature, the value, proof, and application of which to the development of the country depends mainly upon the preservation of minutely-recorded information respecting the history of individual specimens. In this respect a scientific Museum differs from one intended only for the popular diffusion of natural science—the former being a record office from which typical or popular Museums can be supplied with accurate information instructively arranged—an arrangement which would prevent their lapsing, as is too frequently the case, into unmeaning collections of curiosities. This division of Museums into two classes is now clearly recognized in England, and its adoption has been strongly recommended in the re-arrangement of the Natural History collections in the British Museum." In the arrangement and classification of the exhibits Dr. Hector's original idea has been carried out, and the result of this is that we now possess an institution not only interesting as a place wherein to spend a few idle hours, but of the greatest value from an educational point of view. The formation of the Museum was commenced chiefly with collections transferred from the Museum of the New Zealand Society, but the rapid accumulation of specimens by the officers of the Geological Survey, and the large number of deposits and donations received from all parts of the colony have rendered it a useful exponent of the natural resources of these islands. The New Zealand Geological collection is a vast one, while botany and ethnology have not been neglected. The collections of specimens of New Zealand mammals, birds, reptiles, fishes, mollusca, insects, crustacea, radiata, and zoophites are a never failing source of interest to visitors, while the foreign type collections of minerals, fossils, mammals, and birds are also remarkably good, and well worth inspection. No visitor should miss paying a visit to the Maori house, which forms part of the Museum. This

house was originally built at Tauranga, Poverty Bay, by the Ngatikaipoho tribe who were always noted throughout New Zealand for the excellency of their carving. It was designed by a native named Paharui Pakapo, and eighteen Maoris were employed in carving the figures. This wonderful specimen of native art has been restored in such a manner, that while it is carefully preserved from decay by an exterior covering of wood and iron, its interior presents as much as possible the original character which its designers intended. The only marked innovation has been the elevation of the carved walls on a plinth $2\frac{1}{2}$ feet above the original level, so that the eye of the visitor, when standing up, may be at the same elevation as if he were sitting on the floor of the house in its original state, according to the usual Native custom. For the purpose of lighting the interior, the reeding which originally filled the space between the pillars at one end of the house, has also been removed, and replaced by stained glass. The total interior length of this house is 43 feet 8 inches, and width 18 feet. The original height of the walls was 4 feet 6 inches, and the apex of the roof 12 feet above the floor, but now 7 feet, and 14 feet 6 inches, respectively. The side walls contain thirty-two figures, elaborately carved in solid Totara wood (*Podocarpus totara*), 4 feet 6 inches high, 2 feet wide, and 6 inches in thickness; the end walls of twenty pieces of carving of a different character and size, according to their position, the central carvings, 12 feet in height, supporting the ridge pole at each end, being the most elaborate in the building. The ridge pole is a huge triangular beam of wood, in two pieces, with one end projecting 6 feet beyond the building, and over what originally formed the porch. Besides the supports at each end, there was originally two posts supporting this beam in the interior of the house, and from each side-panel, a plank with a carving at its lower end reaches to the ridge. The interspaces were originally filled with the Kakaho or toetoe grass (*Arundo conspicua*), and this has been supplied by an imitation in wood of the fluted surface, as being more durable and cheaper of construction than the original material. The position and form of the original window and door have been preserved, and the entrance to the building from the Museum has been effected by swinging one of the panels in the side on hinges. Many of the carvings are most grotesque, and as a specimen of Maori workmanship, the Maori house at the Colonial Museum can scarcely be surpassed.

It may not be out of place in this GUIDE to mention a little article in the Museum which possesses a peculiar interest of its own. We refer to a gold watch, which will be found in the centre of a cabinet almost opposite the main entrance. A ticket on the watch states that it is supposed to have belonged to an English officer who was killed in the last Maori War, and was sent to the Government by Tawhaio, the Native "King." Soon after the close

of the last Maori War, the watch passed into Tawhaio's hands, and in 1878 he handed it over to Sir George Grey, K.C.B., in the hope that it might find its way into the hands of the legal representatives of its original owner. The watch is a gold English lever of high class, but old in style, numbered 3782, and bearing the name of Brittman and Co., Leadenhall-street London. It is in a gold hunting case, is engine turned, and upon a scroll shield are the initials "C.A.," engraved in old English letters. All particulars connected with this watch were forwarded to Sir Julius Vogel, who was Agent-General for the Colony in 1879, and enquiries were made in London with the view of discovering the friends or relations of the owner of the watch, but without avail. It was at one time thought that the initials "C.A." indicated that the article might have been the property of a Colonel Austin, but it was ascertained that this was not the case, in fact, although Colonel Austin died of his wounds, he was not left dead on the field of battle. Such is the history of the watch so far as it is known, and perhaps the few lines introduced in this little book with reference to it may lead to the discovery of some friends or relations of its former owner, in which case it would, no doubt, be handed over to them.

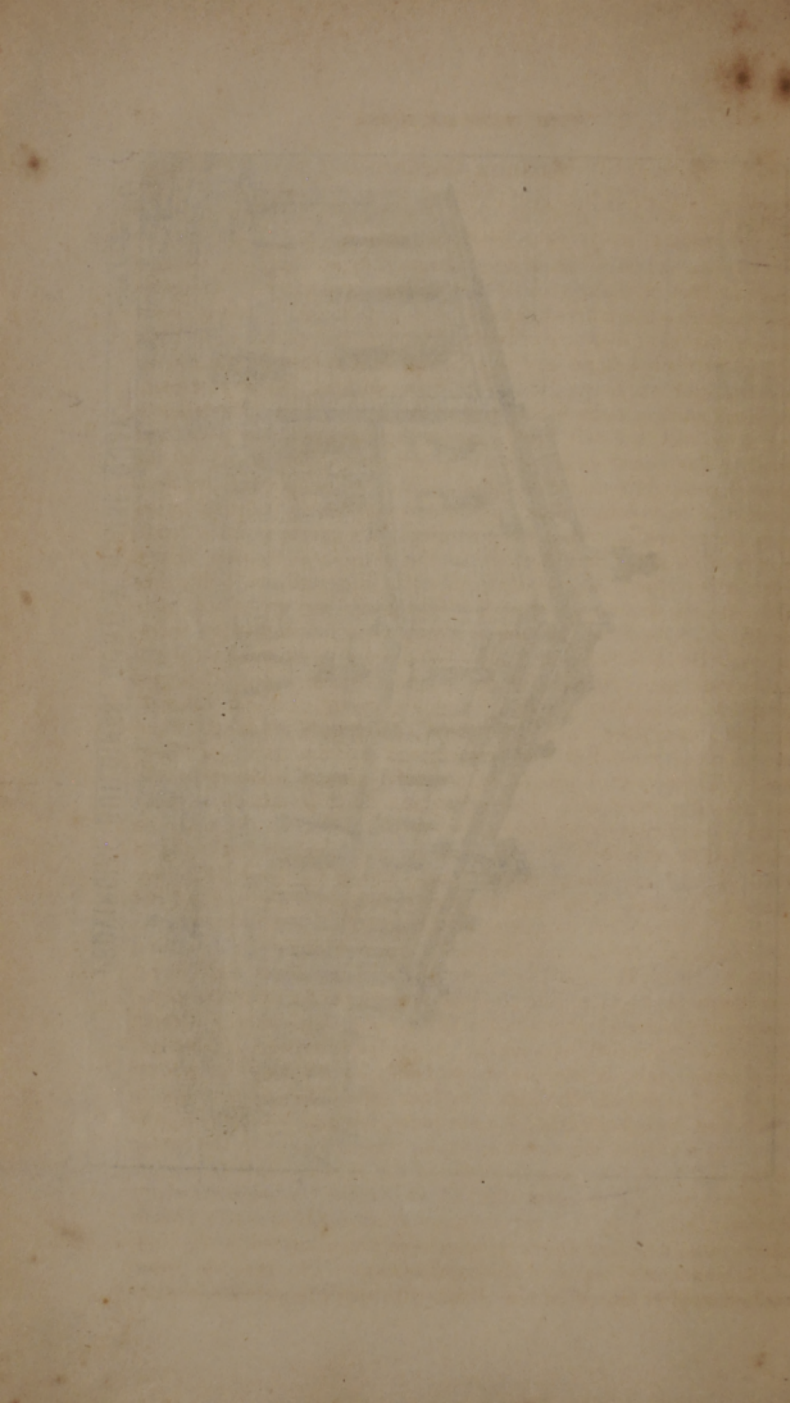
BOATING, FISHING, &c.

TO those who are fond of boating, the Wellington Harbor affords facilities that are not to be found in many other places in the Colonies, and boasts of a most respectable fleet of yachts, many of which may be seen anchored between the Queen's Wharf and Clyde-quay. The wind is seldom so boisterous that a cruise round the harbor may not be made with safety, and the use of a boat and the services of an experienced waterman may be obtained for a small sum. In fine weather, those who are fond of pulling an oar or a pair of sculls can easily procure suitable boats and a trip to Kaiwarra, Ngahauranga, or even to Soames Island, provided that there are no quarantined passengers there, will be found agreeable. The harbor is teeming with fish, and tolerable sport can be obtained almost anywhere. Schnapper, kowhai, teraki, rock cod, blue cod, kingfish, barracouta, and other fish are plentiful, but so much depends upon the direction of the wind and other conditions that a stranger who wishes to make a good haul would do well to secure the services of a boatman, or some one else familiar with the harbour, and the habits of its finny inhabitants. Some good trout-fishing may be obtained in the Hutt River and the Wainuimata stream, and other fresh-water streams in the locality, the waters having been well stocked by the Wellington Acclimatization Society.



PROVINCIAL BUILDINGS, CUSTOM HOUSE QUAY.

See page 21.



McNab's Gardens.

NO VISITOR should leave Wellington without taking a run out to McNab's Gardens at the Hutt. They can be reached after an hour's pleasant drive along the western shore of Port Nicholson, or, if the railway is preferred, the gates are not more than three-quarters of a mile from the Lower Hutt station, the road between running through the picturesque little village with its pretty new church and embowered villas, and by a substantial bridge over the Hutt river, with its flashing stream, its broad shingly margin, and line of angular fortress-like defences which protect the left bank against the ravages of the periodical floods. The lane out of which the entrance opens is one of the most charming around Wellington. The hedges are high on both sides, the hawthorn being thickly entwined with fuchsias, sweet peas, honeysuckle, roses and geraniums, all growing in a luxuriantly wild state, while close to the gate is a wooden bridge over the laziest of back streams, in which watercresses, bullrushes and water-flowers mingle in sweet confusion, and on which tame ducks and geese from the neighbouring farm house disport themselves. The gate is on one's right hand side and on opening it we find ourselves in a broad avenue curving to the left. The trees which in places meet over our heads are many of them English, but the majority are native to the soil, having 30 years ago, when the gardens were first laid out, formed a dense piece of Maori bush. The beautiful tree ferns, with their huge feathery fronds, are specially noticeable. The avenue, which is about seventy yards long bring us to the house, a Gothic structure with its front half-hidden by the ramifications of a monster cloth of gold rose. This faces the principal lawn, and as a retreat for a convalescent invalid, or a newly-married couple could scarcely be excelled. We should mention that Mr. McNab entertains parties of this description who may depend upon receiving every attention at his hands. The gardens themselves occupy about eight acres but the property, including the well-grassed paddocks at the back, comprises altogether about thirty-five acres. No other garden in the colony can boast of such an extensive collection of horticultural rarities, and it may also be said that no other garden affords so good a practical illustration of the capabilities of the climate and soil of New Zealand. We see here growing, side by side, the trees and plants of the torrid and temperate zones. In the centre of the well kept lawn is a specimen of the *Wellingtonia Gigantea*. It is now twenty-five years old and has reached a height of about fifty feet. Close by is a very handsome *Abies Morinda* or Indian spruce, and a *Cedrus Deodara*, which we are informed is the first of its kind in the colony to be conebearing. The lawn is interspersed with beds and borders thick with rhododendrons—in some

cases twenty feet high, magnolias, white and blue, and numerous other flowering trees and shrubs. We notice among the ornamental trees the redwood of California, the Crimean pine (*picea nordmanui*) and the *Aracauria Brazielensis* with its large green cones, somewhat resembling artichokes. Here and there, as we follow the paths, we come upon lemon, orange and shaddock trees, many of them laden with ripe fruit, and others again showing their produce simultaneously in the three stages of blossom, half-grown fruit and fully matured. November is the month for the rhododendrons. The size of the trees and the richness of the blossoms combined are then sufficient to drive a Kew gardener wild with envy. After wandering some distance along winding paths, bordered with phloxes, violets, lillies of the valley, china asters mignonnette, and containing trumpet flowers, roses and dahlias, the last named comparing with any we have seen for variety and brilliancy of colour, we suddenly debouch upon another lawn, not quite so large as the other, but quite as well kept and even more interesting from the rarity and beauty of the trees and shrubs which are interspersed upon its velvet surface. We see here the *Retinospora Obtusa Nana* from Japan, with its foliage resembling golden damask, and the *Sciadopitys Verticilata*, or umbrella pine, another Japanese tree of great rareness and beauty. The Nikau palms, which are dotted over the grass, are remnants of the old bush, although most of them still look young and healthy, and vie in attractiveness with the cedars of Lebanon, which flourish in unwonted proximity. The flower beds on the borders of this lawn are rich with rare exotics, intermingled with camelias and hydrangias, which to English eyes would appear gigantic in size. There is the beautiful *Jacaranda mimosa folia* and the *Doriantus Palmerii*, or Queensland lily, not often seen in New Zealand. Climbing the fences and trees are several varieties of—

Clematis, the favor'd flower,
Which boasts the name of virgin's bower.

If Sir Walter Scott admired this flower in its European form, what would he have said to the fairy-like foliage and magnificent blossoms of the New Zealand flower? Among other rare plants, too numerous to specify, we notice the *Poinciana Gillisii*, or Peacock's Pride of the Barbadoes (almost the only specimen in the colony, the *Erythrina Christa Galli*, or the Coral Tree of the Pacific, blazing with its magnificent crimson blossoms, and quite a dozen varieties of palms: of forest trees in addition to these we have mentioned, the gardens contain fine specimens of the native pohutakawa, rata, karaka, tikoki, &c., which mingle harmoniously with the shady *Paulonia Impelialis* the towering *pinus insignis*, and *pinus laviana*, and the branching *cupressus macrocarpa*. All much admire the system on which the gardens are laid out. Nature has been improved by art. There is just sufficient admix-

ture of neatness in the lawns and border to set off the wild luxuriance and irregular beauty of the shrubberies and thickets. There is nothing stiff and nothing unnatural. The proprietor evidently understands horticulture and loves it for its own sake, and the state of perfection to which he has brought his gardens does him infinite credit. The paddocks and orchards are roamed by sleek-looking cows, which seem to have been particularly fortunate in their choice of quarters. The cream and butter and the fruit to be had at McNab's, are celebrated throughout the province. The vineries and strawberry beds are specially worth seeing. We must not forget the stables. These are very commodious and as they are not more than a mile from the racecourse, they are taken advantage of by owners of race horses competing at the Wellington Spring and Summer meetings. Mr. McNab accommodates picnic parties, and supplies cut flowers and bouquets for wedding breakfasts, balls, &c.

THE NEW POST AND TELEGRAPH OFFICES.

FOR years past, while the Postal and Telegraph business of other New Zealand towns has been conducted in large and commodious buildings, Wellington has had to be content with very poor accommodation in this respect; and it was not until February, 1882, that the contract was let for the new Post Office on Custom House-quay, at the corner of Grey-street. Elsewhere will be found a sketch of the new building in its complete form, but the portion to be used as a Telegraph Office has not yet been erected. The successful tenderers for the erection of the building were Messrs. Barry and McDowell, the contract price being £13,880. In accepting the tender, the Postmaster-General stipulated that at any time within nine months he might require the successful tenderers to erect and complete the whole block of buildings for both Post and Telegraphic Offices for the sum named by them, viz., £22,444. From the sketch referred to, it will be seen that the new structure will be an ornament to the city, somewhat resembling in appearance the old Otago University in Princess-street, Dunedin, now the property of the Colonial Bank. The contract specified that the building should be erected on totara piles, each 12in. square, and driven 13ft into the bed rock, with concrete footings for the walls. The cellar entrance and messengers' room were to be floored with concrete, while the front vestibule is to be paved with red and yellow Murton's tiles. In the mail room, cast-iron pillars and columns will support the ceiling and fire-proof rooms above. There are to be three strong rooms,

one of which will be built on each floor. The outer and principal walls of the building will be of brick, and the entire structure will be roofed with corrugated iron. The tower, which will be one of the most striking objects in the City, will be built of wood from the third floor, and will reach a height of 114ft. from the ground, exclusive of the vane staff, which will be 12ft. higher. The tower will contain a clock, the face of which will be 6ft. in diameter. In addition to wide staircases, hydraulic lifts will be provided to facilitate the work of the department. On the first storey will be the vestibule (17ft. 6in. x 12ft.), with a main entrance from Custom House-quay, and immediately in front will be the boxes for the posting of letters. The other apartments on this floor will be occupied by the public rooms, telegraph counter clerks and despatch clerks' rooms, and messengers' rooms, with a separate entrance from the street. On this floor will also be the letter-delivering counter, and counters for the sale of stamps, registration of letters, and money-order business, while on the Grey-street corner of the building will be the offices of the money-order clerk, chief postmaster, and chief clerk. At the rear will be the mail room, strong room, and the private letter-box lobby, with an entrance from Grey-street. There will be a corridor 13ft. wide on the second storey, with rooms for the telegraph manager and chief clerk, messengers' room, dead letter office, and offices for the Postmaster-General, Secretary, and Inspector. To the right of the staircase will be the entrance to the instrument room of the Telegraph Department, with battery room and storekeeper's room at the rear of the building. On the third storey will be a corridor 13ft. wide, an office for the Money Order and Savings Bank clerks, offices for the accountant, of the Postal and Telegraph Departments, a cadet's gallery (above the instrument room), and cleaning house. On each floor there will be lavatories, provided with every convenience. Right through the centre of the building there will be an open space, or well (36ft. 6in. x 18ft. 3in.), which will afford every facility for proper light and ventilation. The architect was Mr. Thomas Turnbull, upon whom the whole plans reflect considerable credit.

TELEGRAPH AGENCIES.

ON another page we mentioned the fact that telegrams can be despatched from Wellington to any part of the civilised world, and for the convenience of travellers who may wish to address communications to other quarters of the globe, we now give a list of the various telegraphic agencies that have been established in this city. The United Press Association is a co-operative concern,

including in its list of members the proprietors of all the leading newspapers in New Zealand, and most of those of minor importance. Under the system carried out by the Association, a thorough exchange of news is carried out daily between all the larger centres of population in the Colony. Wellington is the headquarters, and Mr. E. T. Gillon is the manager, a position which, from his great experience and long connection with the Press, he is eminently qualified for. Mr. E. E. Collins is the Wellington agent for Reuter's Telegram Company, Limited, while Mr. J. S. Reid is agent for the Oriental Telegraph Company.

The following is a tariff of charges in connection with telegraphic communication with Australia and Europe:—

To Victoria, South Australia, and Queensland.—For the first ten words, 8s.; for every additional word, 9d.

To New South Wales.—To Sydney: first ten words, 6s. 6d.; for every additional word, 7½d. To all other places in New South Wales: for the first ten words, 7s.; for every additional word, 8d.

To Tasmania.—For the first ten words, 13s.; for every additional word, 1s. 3d.

To Western Australia.—For the first ten words, 9s.; for every additional word, 10d.

To Europe.—10s. 8d. per word, the charges on the Australian and New Zealand cable to be added. The address and signature are counted in the number of words in all cable messages.

OUR ILLUSTRATIONS.

From Photographs by Mr. Gibbs).

PROVINCIAL BUILDINGS.

THE first of our illustrations gives a view of the old Provincial Buildings, now used as offices of the Government Life Insurance Department, Waste Lands Board, Registrar of Births, Deaths, and Marriages, and temporarily by the Customs' Department, pending the erection of the new Post Office Buildings. This fine wooden structure, which is two-storey high, is built on the reclaimed land, with a frontage to Custom House-quay, and was at one time considered one of the greatest ornaments to the City. Within its walls, in the old Provincial Council Chamber, the most important questions affecting the welfare of the Wellington Province were debated; and so long as it stands it will possess an historical interest as a memento of a form of government that has passed away. Many of our leading politicians have graduated there, and there are still many who regret that the old Chamber does not still resound with the voices of the representatives of the people, engaged in directing the affairs of this part of the Colony. The principal hall now forms probably the handsomest Insurance office in the Colony.

GOVERNMENT BUILDINGS.

A prominent feature in the bird's-eye view of the City obtained from the deck of the incoming steamer, or the more elevated Mount Victoria, is the massive pile of buildings which forms the central location of the Civil Service of the Colony. "The Buildings," as they are locally designated, have the appearance of being thoroughly substantial and permanent in character, and it is not a little surprising to a stranger, and destructive of his appreciation, to find that the ponderous edifice is constructed of wood. It is certainly claimed for the structure that it is the largest wooden one of a permanent character in the world, but that is a distinction which, even if it is deserved, is one perhaps of questionable honor. The material of which the building should be erected was the cause of much earnest discussion in the legislature, the composite wisdom of which eventually decided in favor of wood, on financial and other grounds. The necessity for new and extensive Government offices arose out of the insufficient accommodation afforded by the old Provincial Buildings to a service that was rapidly increasing with the more rapid growth and development of this prosperous Colony. The buildings are situated at the extreme northern end of Lambton-quay (see plan); facing Government House and grounds, and having the Railway-station in their immediate rear. In form they somewhat resemble the letter H, and are surrounded by a narrow belt of open land. The whole of the site forms part of an extensive reclamation from the bay. The style of architecture is Italian, but the strong point of the edifice is its large proportions rather than architectural beauty, there being an entire absence of lavish ornamentation. This large wooden pile, containing upwards of 160 rooms, was commenced in April, 1875, and completed in October, 1877. The contract for labor, only a few specified materials being supplied, amounted to £24,685.

GOVERNMENT HOUSE.

The third of our illustrations is a picture of Government House, a large and handsome modern building in the Italian style, with St. Mary's Roman Catholic Cathedral on the right, and the Museum on the left. A description of the Museum will be found on another page. Government House was erected at a cost of about £13,000, and is a most charming and commodious residence for the representative of Her Majesty the Queen, being situated on one of the most beautiful and convenient sites that could have been selected within the City. The building was commenced in April, 1869, and completed in October, 1877. The extensive grounds by which it is surrounded have been most tastefully laid out. Government House is not a "show" place, but any visitor wishing to inspect it could no doubt obtain permission to do so by applying to the proper authorities.

HOUSES OF PARLIAMENT.

Few better examples of architecture carried out in wood could be found than the Parliamentary houses, a view of which taken from Sydney-street, forms the subject of our fourth illustration. The two chambers of the legislature occupied during the session by members of the House of Representatives and Legislative Council respectively are large and commodious and handsomely decorated, having recently undergone a thorough renovation. Their acoustic properties are not all that could be desired, but improvements have been effected from time to time, and there is now far less cause of complaint on this score than formerly. Ample provision has been made for the comfort of members and the accommodation of the officers of both Houses, and the Parliamentary Library which is under the charge of Mr. Macgregor, the librarian, is the best and most valuable in the colony. The books it contains are well classified and arranged, and the reading rooms are as comfortable as could well be desired. Here are kept the printed records of Parliament and of all the old Provincial Councils, and the old nominee Legislative Council, from the assumption of the sovereignty of the British Crown over these islands, thus making the library particularly rich in valuable works of reference. The Houses of Parliament are surrounded by well laid out grounds. During the session, admission can be gained to the Speaker's and Stranger's Galleries, but to obtain a seat in the Speaker's Gallery or behind the Chair, it is necessary to make application to the Speaker or to members of Parliament. During the progress of debates on matters of great public interest the galleries generally are crowded.

WHARF AND SHIPPING.

Our fifth illustration gives a view of the Queen's Wharf and shipping from Grey-street. We have stated elsewhere that the trade of the Port of Wellington is most extensive, and at the Queen's Wharf may generally be seen half-a-dozen coasting and Inter-colonial steamers, as well as a number of large sailing vessels from home and foreign ports. This wharf was built in 1863, but since that time many additions have been made to it and even now it barely affords accommodation for the shipping of the port. The Queen's wharf and railway wharf are under the management of the Wellington Harbour Board.

THE RESERVOIR.

The reservoir situated on the hill behind the city and which was the only source of the Wellington water supply before the initiation of the Wainui-o-mata scheme, forms the subject of our sixth illustration. It is a very picturesque spot and well worth a visit on any fine day. Other particulars with regard to the water-supply of Wellington will be found elsewhere.

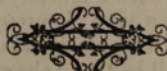
NEW POST AND TELEGRAPH OFFICES.

A description of these buildings will be found on page 19.

OTHER ILLUSTRATIONS.

Picture No. 8 gives a view of Lambton-quay, the principal business thoroughfare of the city of Wellington, from the New Zealand Insurance Co.'s office, which stands out as a prominent building in the foreground to the Athenæum in the distance. The fine building forming the business premises of Messrs. Johnston & Co., merchants, at the corner of Featherston and Panama-streets, is shewn in our ninth illustration. The same building contains the offices of the National Insurance Company, which is under the management of Mr. Bruce Wallace. Messrs. Johnston & Co. are the Wellington agents for the Peninsular and Oriental Steam Navigation Co., and the managing partner, Mr. C. J. Johnston is Captain of the Wellington Naval Brigade and the representative in the General Assembly of the Te Aro portion of the city.

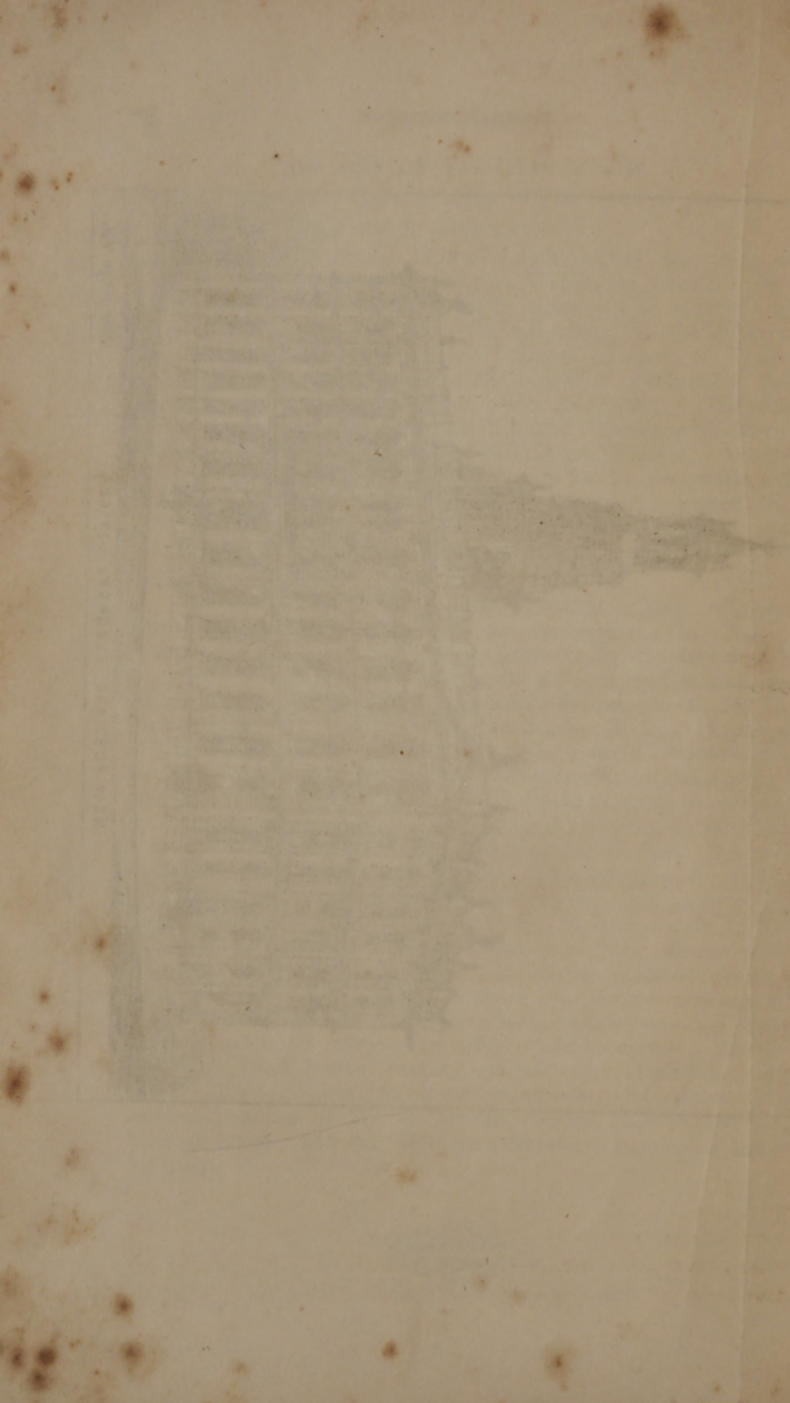
The remaining illustrations only require a brief reference here. No. 10 shows Messrs. Thompson, Shannon and Co.'s Wholesale Soft Goods Warehouse in Panama-street; No. 11, the premises in which Messrs. T. Kennedy Macdonald & Co., the well-known auctioneers and valuers, carry on business in Panama-street; No. 12, Messrs. Laery and Campbell's Store and Auction Mart, at the corner of Lambton-quay and Panama-street; No. 13, Mr. T. Whitehouse's new brick building in Cuba-street, between Dixon and Manners streets (in this building two shops are shown—one to be occupied by Mr. Whitehouse as a general store, and the other by Mr. Jno. Young, ironmonger; No. 14 is a view of Mr. G. Mee's Druggist Shop, on Lambton-quay, opposite the Police-station; No. 15, the old-established Empire Hotel, Willis-street, to which reference is made in another portion of this book; No. 16 shows Orr and Son's City Buffet, situated on Lambton-quay, and one of the most popular private hotels in the City. In addition to the illustrations mentioned above, are cuts representing the premises occupied by Messrs. Joseph Nathan & Co., merchants, Grey-street; the South British Insurance Company's office, Lambton-quay; Messrs. Kirkcaldie and Stains' drapery establishment, Lambton-quay; Mr. A. Farmer's new furniture warehouse, Cuba-street; the business premises of Mr. R. Martin, painter, paperhanger, &c., Manners-street; and Mr. W. James furniture warehouse, Lambton-quay.





NEW POST AND TELEGRAPH OFFICES.

See page 19.



HACKNEY CARRIAGE FARES:

BY-LAWS.

TABLE OF RATES AND FARES

To be Charged for any Hackney Carriage plying for Hire at any Place within the City of Wellington, and on the Queen's Wharf.

FARES BY TIME.

	£ s. d.	£ s. d.
	2 Horse.	1 Horse.
By the Day, i.e., for any 10 consecutive hours between 6 a.m. and 10 p.m.	2 10 0	1 10 0
By the Hour—For the first hour	0 5 0	0 4 0
For every subsequent quarter-hour	0 1 3	0 1 0

FARES BY DISTANCE.

To any point within the district bounded on one side by the sea, and on the other by a line running from Pipitea-point along Davis-street, Moturoa-street, Pipitea-street, Murphy-street, Molesworth-street, Charlotte-street, Lambton-quay, Willis-street, Abel Smith-street, Taranaki-street, Vivian-street, and Kent-terrace to the sea

	0 0 6	0 0 6
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Owners of Hansom Cabs are entitled to charge One Shilling in lieu of sixpence for these distances.

Extra for going on the Queen's Wharf, per passenger 0 1 0 0 1 0

Outside the above district, the following additional fares:—

For any distance within and not exceeding one mile 0 1 0 0 0 6

For every additional mile, or fractional part of half-a-mile 0 0 6 0 0 6

For every additional passenger, irrespective of distance 0 1 0 0 0 6

Any person calling or sending for any cab, and not further employing the same, shall pay, exclusive of detention 0 1 6 0 1 0

Detention for every 15 minutes after the first five minutes 0 0 9 0 0 6

Double the above fares to be charged for any fare performed between the hours of 7 p.m. and 8 a.m.

The hirer at his option to pay either by distance or time. If no arrangement made at time of standing, the charge shall be by distance.

FARES TO BE CHARGED FOR NIGHT WORK WHEN CARRIAGE IS SPECIALLY ORDERED FOR THE JOB.

Betwixt the hours of 7 p.m. and 11 p.m.	6 10 0	0 7 6
Betwixt the hours of 7 p.m. and 1 a.m.	0 12 6	0 10 0
Betwixt the hours of 7 p.m. and 3 a.m.	0 15 0	0 12 6
After 3 a.m.	1 0 0	0 15 0

STEAM-BOAT FARES.

WELLINGTON TO—

	Saloon.		Steerage.	
	£	s.	£	s.
Akaroa	3	0	2	0
Auckland	6	0	4	0
Bluff	5	10	3	10
Gisborne	4	10	3	0
Greymouth and Hokitika	5	0	3	10
Lyttelton	2	10	1	10
Manukau	6	0	4	0
Napier	3	0	2	0
Nelson	2	0	1	10
Picton (for Blenheim)	1	0	0	15
Port Chalmers	4	10	2	15
Russell	7	0	4	10
Taranaki	4	0	3	0
Westport	4	0	3	0
Wanganui	1	0	0	10
Tauranga	7	0	4	15
Castle-Point	1	10	1	0
Foxtan	1	0	0	10
Hobart via Bluff	10	10	5	10
Melbourne via Bluff	11	10	6	0
Sydney via Auckland	12	0	6	10
Sydney via Cook's Straits	10	0	5	10
Fiji	15	0	8	0

Return tickets are issued at a liberal reduction.

To Melbourne via Bluff, returning from Sydney via Auckland or <i>vice versa</i>	21	0
To Melbourne via Bluff, returning from Sydney via Cook's Strait or <i>vice versa</i>	19	0
To Sydney via Auckland, returning from Sydney via Cook's Straits or <i>vice versa</i>	19	0

EXPRESS WAGON CHARGES.

BY DISTANCE.	5 cwt.	10 cwt.	15 cwt.	20 cwt.
	s. d.	s. d.	s. d.	s. d.
First half-mile	1 0	1 6	2 0	2 6
Every subsequent half-mile or fraction of half-mile ...	0 6	0 9	1 0	1 3
If called off the stand, and not employed—first half-mile ...	...	...	...	1 0
Do. every subsequent half-mile ...	...	...	...	0 6
BY TIME.				s. d.
First half-hour ... ..	...	...	...	2 0
Every subsequent half-hour ...	...	...	...	1 6
For a day of eight hours ...	...	...	...	20 0

To the Terrace, south of Woodward-street, Woolcombe-street, Bolton-street, and Aurora-terrace, an extra charge of half the above fares, either by time or distance.

Double fares after 7 p.m. and before 8 a.m.

Furniture and pianos to be charged by agreement.

10 cubic feet measurement to be equivalent to 5 cwt.

BOATMEN'S FARES.

The following is the scale of fares fixed by the authorities for the conveyance of passengers by steam launches and watermen's boats:—

	s.	d.
To or from any vessel in the inner anchorage, single fare	1	0
Ditto ditto, outer anchorage, ditto	2	0
From Queen's Wharf or Gridiron to the Baths, or the reverse	1	0
Any other distances as per agreement.		

FARES BY TIME.

For the first hour	3	0
For each subsequent half-hour	1	6

Each boat licensed to carry passengers shall carry twenty pounds of luggage (if required) with every passenger, without extra charge, and the sum to be paid for all luggage beyond the weight above stated shall be at the rate of one passenger fare for every one hundred and fifty pounds weight of luggage so carried and one passenger must be deducted from the number which such boat is licensed to carry.

DIFFERENCE OF TIME.

The following table showing the difference of time at Wellington and other parts of the world, when it is noon here will be found interesting:—

Name of Place.	Corresponding Time at Place.	Wellington Time in advance.	Wellington Time behind.
Greenwich	12.20 a.m.	11.40	...
Paris	12.30 "	11.30	..
Marseilles	12.24 "	11.36	...
Bremen	12.50 "	11.4	...
St. Petersburg	2.22 "	9.38	..
Antwerp	12.41 "	11.19	...
Calais	12.28 "	11.32	...
Florence	1.06 "	10.54	..
Rome	1.11 "	10.49	..
Naples	1.18 "	10.42	..
Brindisi	1.33 "	10.27	..
Constantinople	2.17 "	9.43	..
Cairo	2.26 "	9.34	..
Alexandria	2.21 "	9.39	..
Suez	2.32 "	9.28	..
Algiers	12.33 "	11.27	..
Malta	1.19 "	10.41	..
Bombay	5.12 "	6.48	..
Madras	5.42 "	6.18	...
Calcutta	6.14 "	5.46	...
Point de Galle	5.42 "	6.18	...
Batavia	7.28 "	4.32	..
Pekin	8.07 "	3.53	..
Hongkong	7.58 "	4.02	..
Yokohama	9.39 "	2.21	..
Hobart	10.11 "	1.49	..
Perth	8.04 "	3.56	..
Melbourne	10.01 "	1.59	..
Adelaide	9.35 "	2.25	..
Sydney	10.26 "	1.34	..
Brisbane	10.34 "	1.26	..
Valpariso	7.34 p.m.	..	7.34
Callao	7.20 "	..	7.20
Lima	7.09 "	..	7.09
Panama	7.04 "	..	7.04
San Francisco	4.11 "	..	4.11
Rio Janeiro	8.28 "	..	8.28
Cayenne	8.52 "	..	8.52
Mexico	5.44 "	..	5.44
New Orleans	6.20 "	..	6.20
Washington	7.34 "	..	7.34
Philadelphia	7.20 "	..	7.20
New York	7.25 "	..	7.25
Boston	7.37 "	..	7.37
Halifax	8.07 "	..	8.07
Quebec	7.36 "	..	7.36
Madeira	11.13 "	..	11.13
Ascension	11.23 "	..	11.23
St. Helena	11.58 "	..	11.58

VOGELTOWN.

VOGELTOWN a suburb of Wellington, has three approaches, one from the Ohiro road; one through Goathurst Farm, also leading from the Ohiro road, and one from the Town Belt above Newtown. The township is situated on the ridge and on both sides thereof, also extending to the valley and gullies. It has pretty building sites, and commands fine views of the harbor and Cook Straits. Now that the tram lines have made Vogeltown so easily accessible from the city, it is becoming a favorite spot for the erection of suburban residences.

WADESTOWN.

THE suburb of Wadestown, is situated in the north-west direction from the city, and is within twenty minutes walk from the Government Buildings. There is a good carriage road leading to it, and the view obtained from the rise of the hill is undoubtedly the most charming which our picturesque city affords. Ascending the hill from Grant road, which is situated at the upper end of Molesworth-street, the traveller having passed through the "cutting," his eye is regaled with a scene of almost unrivalled beauty. It is not within our province to describe the scene which presents itself, especially on a sunny afternoon, but were it so, a poet's mind alone, could only do it justice. In the foreground, our magnificent harbor, with its numerous bays and islands is seen to advantage. To the left, the Hutt township, glittering with the beams of the setting sun. To the right, the delighted gazer, obtains a bird's eye view of the city, while the whole scene is encircled by range upon range of hills, which complete a picture of rare magnificence. A few minutes walk from here takes the traveller to "The Grange," a baronial looking mansion, which reminds him of "the stately homes of England." This formerly was the residence of the late W. B. Rhodes, Esq., M.L.C., a gentleman who by his enterprising character, acquired considerable wealth in the early days of the colony. The house is still in the possession of the Rhodes' family. Reaching the hill top, and proceeding a few hundred yards along the main road, the traveller reaches "Fairlight," the charming little property of E. W. Lowe, Esq., and here at a sudden turn of the road, a lovely landscape opens out to his vision. In the background stands in regal greatness the majestic Kaw-kaw range, clad in all its primeval grandeur and beauty, while in the foreground, snug cottages, in various styles of architecture, present a pleasing picture. During the land mania of 1877, several proprietors of land in the district, cut up their properties into building sections, the result being for them a financial success.

⊗ afterwards (early 1900s) was the property of Harold Beauchamp & later of Kathleen

Land at that time, in some cases, brought at the rate of £500 an acre, while comparatively a few years previously, £3 an acre was considered an exorbitant price. Although Wadestown has not made such rapid strides in population as some of the neighboring suburbs, still it is steadily increasing, and at the present time, there are some thirty-three houses in the district, and the residents in this pleasant and delightfully situated suburb, seem to vie with each other, in their tastefully built homes and well kept gardens. Wilton's Bush, which is situated at the extremity of Wadestown, has long been a favorite resort of pic-nic parties and fern-gatherers during holiday times. Within the suburb, there is a school, under the control of the Education Board. An Episcopalian Church, and the Presbyterian portion of the residents hold divine service every alternate Sunday in the School-room. The line of the proposed Wellington and Manawatu Railway Company passes through a portion of the suburb.

KARORI AND MAKARA.

THE suburban district of Karori consists of a populous village, beautifully situated in a wooded valley about three miles from Wellington. The approach to it is by a most picturesque road from Tinakori road past the Botanical Gardens, and through what used to be known as "Rata Valley," and one of the sights of Wellington, before the trees were destroyed by the ruthless fire. The road is rather a hilly one, especially to and from the "Devil's Bridge," but this drawback will shortly be obviated on the completion of a deviation, which is about three-fourths finished, when there will be nothing to prevent the easy access to one of the pleasantest suburbs of Wellington. On the top of the hill, just overlooking the village, there is a very pretty Church of England and Parsonage, and a very neat State School erected. There are several very pretty residences, and in the immediate neighborhood is Mr. Donald's well-known pleasure garden, which for the last quarter of a century has been a favorite resort of happy couples during their honeymoon. Through Karori the road runs to Makara by a winding, hilly road with lovely views of the bush and distant ocean, and thence by a level road to the beach at Ohariu Bay, which is a favorite resort for pic-nic parties during the holiday seasons. From Makara there is also another very pretty drive to South Makara and the Terawhiti diggings, which is well worth the attention of all who care for beautiful woodland scenery. The village of Karori, besides its church and school, has also a church room and public hall, much used for entertainments of various kinds, a library and

reading-room, a general store, and butchers, shoemakers and blacksmith's shops. There is not much cultivation in the district, the land being chiefly used for grazing purposes. A large portion of the milk supply of Wellington comes from Karori.

The district is not nearly so well known to Wellington residents as it deserves to be, chiefly owing to the hilliness of the road, but as this drawback will shortly be removed, we have little doubt but that ere long it will become the most popular suburb of Wellington.

PORIRUA, PAHAUTANUI AND HOROKIWI.

THE above places are on the road to the West Coast of this Provincial District. The road skirts the shores of Wellington Harbor for three miles, when Ngahauranga is reached. It then branches off up the Ngahauranga line, a distance of three miles, to the small village of Johnsonville. Before the sides of the hills were denuded of the trees, the scenery was exceedingly weird and grand, and was a pleasant resort for tourists. The old road to Johnsonville was over the Kaiwarra hills, and it is still known as "Russell's folly," having been made by the Imperial troops in 1845-6 for military purposes during the period of the Native War. Johnsonville possesses a few stores, a public-house (kept by Mr. Taylor), and an Episcopalian Church and Catholic Chapel. Travelling three miles further on, the tourist passes through Tawa Flat, where a number of settlers reside. Here there is a place of worship erected, and a public school. The surrounding land is patchy, broken, and only fit for grazing purposes. Three miles beyond Tawa Flat is the Porirua Ferry, where there is an hotel kept by Mr. Gillett, whose house affords every accommodation. Porirua Harbor is eight miles long, and the road skirts the shores of the harbor, winding through very pretty scenery until Pahautanui, situated at the end of the bay, is reached. Porirua Bay abounds in fish of all descriptions, and on its shores are to be seen the residences and appliances of a number of fishermen, who supply Wellington with fresh and smoked kaiwai, moki, &c. Flounders are also found to be plentiful in the bay. There are many historic remembrances in connection with Porirua, some of which are worth mentioning here. During 1846, when Sir George Grey was trying "to conquer a peace" with the rebel tribes, he learnt that the great chief Rauparaha, who was residing in a fortified pa at the head of the Bay, was negotiating with the rebel chief Rangibaeta to join forces with him, in order to drive the Europeans into the sea and possess themselves of their valuables. At the time the Calliope, under the command of Sir Everard Home, was lying in Wellington Harbor. Early one

morning the Calliope, with Sir G. Grey on board, appeared off the mouth of the harbor, and the marines and a party of bluejackets were landed from the vessel, and, under the command of their gallant captain, entered Rauparaha's stronghold, where after a brief but severe struggle he succeeded in capturing the great war chief, and afterwards took him on board the Calliope and brought him a prisoner to Wellington. A sad and melancholy accident occurred in this harbor on the 24th November, 1852. H.M. brig Fantome, under the command of Capt. Fitzroy, anchored off Kapiti, an island near the mouth of Porirua Harbor. It was blowing a heavy gale from the N.W., but, notwithstanding, an attempt was made to send two boats' crews ashore. The first boat, on board of which was the doctor of the Fantome, upset before reaching the mouth of the bay, and the other, in attempting to render assistance, met with a like fate. A settler, the late Mr Levy Tandy, who lived at the head of the bay and witnessed the catastrophe, put off in his boat, and succeeded in saving the lives of two officers—Messrs. Polkingham and Jacob. These gentlemen, on reaching England, forwarded to Mr. Tandy a valuable piece of plate in commemoration of having rescued them from a watery grave, and a silver service to Mrs Tandy for her kindness on the occasion. These relics are now in the possession of Mrs. Tandy, who resides in Courtenay-place, Wellington. Seven men out of the two crews were drowned. The township of Pahautanui possesses a church and schoolhouse, and an hotel (where Cobb and Co. change horses), now kept by Mr. W. Hammerich, formerly of Greytown, Wairarapa. The church is erected on the summit of a hill, near the mouth of the Pahautanui Stream. During the Native troubles, a fort was erected on this spot by the British, as it was considered the key, from a military point of view, of the settlement. A branch road in an easterly direction leads the traveller after a ride or walk of three miles to the Pahautanui Small Farm Settlement, now known as "Judgeford." This was heavily timbered land when first settled upon by Messrs. Judge, Stuart, and Draper, in 1856, but has now been cleared, and dotted with a number of homesteads. The land is good and the farmers, through the sale of their produce, appear to be exceedingly prosperous. There is a public school in the settlement, which is well attended by the children of the settlers. A road through the bush leads thence to the Hutt Valley, which can be traversed in about three hours. Leaving Mr. Hammerich's hotel and continuing the road to the West Coast, the Horokiwi Valley is reached. It was here that, in 1845, the noted rebel chief Rangihaeta made his great stand against the British forces on the 12th August, 1846. The chief had 300 men with him entrenched in a strong pa, and was attacked by a detachment of the 99th Regt., under Major Last, a contingent of bluejackets under



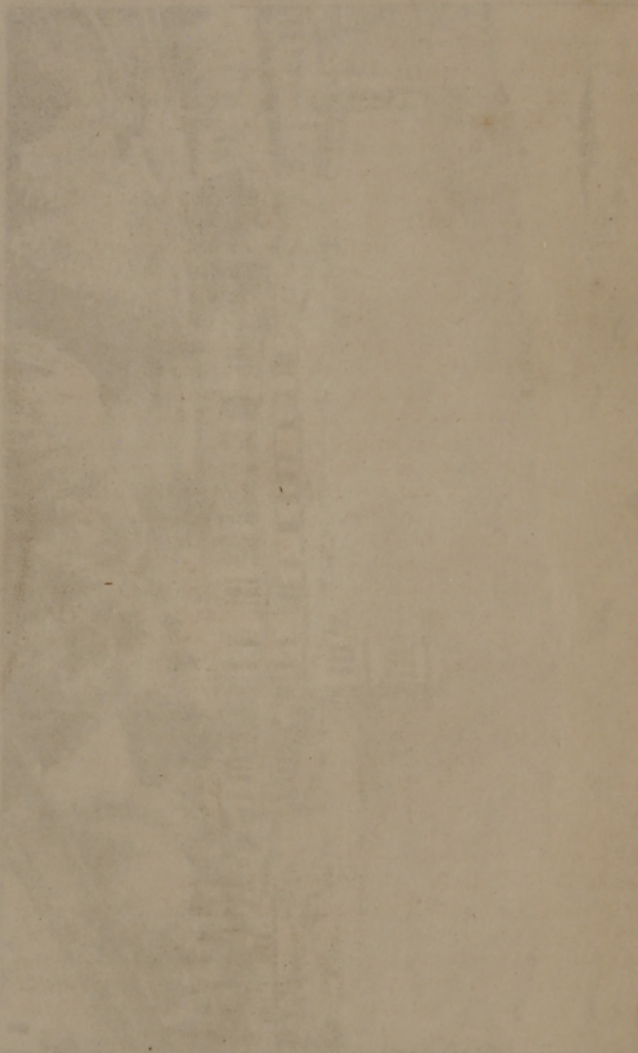
R. Burrett. Machine Lithor Wellington

GOVERNMENT HOUSE.

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LIBRARY



the lieutenant of the Calliope (who is now known as Hobart Pasha, the brave commander of the Turkish Navy), and a body of Natives under the chief Puaha. The attacking party kept up a warm fire, which was so galling to their opponents as to force them to retire, but the rebels rallied and replied with great spirit, and the Imperial forces in their turn were obliged to fall back. Our Native allies on this occasion behaved with great pluck and spirit, and did much damage to the rebels. Rangihaeta perceiving this, cried out—"Ngatittoa! Ngatittoa! you are firing on your own people," but this was not heeded by Puaha and his people. The forces having rallied, drove the rebels from the pa to the breastwork, which was then occupied by the attacking party for some time, but as it was exposed to the bullets of the enemy, was subsequently abandoned. It was in the attack on this pa that Ensign Blackburn of the 99th Regt. (over whose remains a tablet is erected in the Wellington cemetery), was killed. He was leading on his men in the bush, when a native, who was posted in a tree, and concealed from view by the thick foliage, fired, and the gallant officer fell. His death was however quickly revenged. An artilleryman, who was standing close to Ensign Blackburn perceived where the enemy was hid, sent a bullet through his body, and he fell to the ground. A rush was made by three of the rebels to take away the corpse but they were shot on the spot. When the attacking party sought to renew the contest on the following morning they found the pa deserted by Rangihaeta and his followers. After leaving the hotel at Horokiwi, the ascent of the Paikakariki hill commences, the road winding up a steep side cutting, overhanging a bush gully for several miles, till the summit of the spur is gained, when a splendid view of the whole West Coast line of district is presented to the eye. Standing on the crest of the hill, 1000 feet above the level of the sea, and looking northward, a great plain of splendid land can be seen stretching out below, with the beach and sandy ridges on one side, and bounded inland by bush and the mountain ranges in the far distance. Cobb and Co.'s coaches, for the West Coast, passing through Ngahauranga, Johnsonville, Porirua and Pahautanui, leave the booking office, Wakeford's Bank Hotel, Manners-street, every morning at half-past four o'clock, and a coach returns to Wellington by the same route every evening at six o'clock. But if the tourist objects to travel at so early an hour, he can go to Pahautanui by Mr. Prosser's coach, which leaves the Pier Hotel at half-past two o'clock every afternoon, and returns to Wellington at half-past nine o'clock the following morning.

PAIKAKARIKI HILL TO FOXTON.

THE descent of the Paikakariki Hill is by a side cutting, in some parts 1000ft. above the level of the sea. The Waikanae River is about nine miles further north, and here in the earlier days of the colony lived a number of whalers, who were in the habit of resorting to this spot during the calving season. There is an accommodation-house here. The Otaki District extends from the Waikanae to the Otaki River, and from the Otaki to the Ohau River, a distance of 19 miles. The road from Waikanae to Otaki is for a long distance by the sea beach, and it then strikes inland to the village, which is two miles from the sea. At Otaki, the Church of England erected a Native Mission, which was for some years under the supervision of Archdeacon (now Bishop) Hadfield. Here, after the war, Rauparaha took up his residence and died. At the village, there is some excellent land, fit for either agricultural or pastoral purposes, that belonging to the Mission being of superior quality. The District of Horowhenua extends from Ohau to the Manawatu River, and the land is similar in quality to that in the Otaki District, with the exception that there is a much greater extent of good flat bush land close to the hills. Cobb's coaches rundaily from Wellington to Foxton, the seaport of the Manawatu District. The traveller, if desirous of proceeding further north, can go by rail from Foxton and arrive at Wanganui the same day that he leaves Wellington. Particulars of this part of the county will be found described in another chapter.

The Hutt District.

WE have already given a brief description of the chief points of interest on the journey between the City of Wellington and the Hutt District. The Lower Hutt is distant about nine miles from Wellington, and is easily accessible by rail or road. The district is named after the river which flows through it, and which runs into the upper portion of Port Nicholson Harbor. Both road and railway cross the river by means of substantial bridges, and then the Lower Hutt village is reached. It is one of the prettiest of the Wellington suburbs, and is the constant resort of excursionists. The village contains a number of well-built houses and three good hotels—McIntosh's Railway Hotel, Fraser's Hotel (kept by Mr. J. McIntosh), and Cudby's Family Hotel. At each of these houses good accommodation can be obtained.

From Lower Hutt an excellent road leads past McNab's Gardens (described elsewhere) and the racecourse to Lowry Bay, one of the most lovely spots to be found about the harbor, and a favorite place for pic-nics, while another road leads to the Wainui-o-mata. The village of Taita is about three miles from Lower Hutt, and here there are two hotels—Green's and the Traveller's Rest. The whole of the Hutt Valley consists of splendid agricultural land, and is one of the oldest settlements in the Wellington Provincial District. The land was at one time heavily timbered, but it has now been cleared and cut up into holdings of various sizes, which carry a tolerably large agricultural and pastoral population. At the Upper Hutt township, which is 10 miles further on, or 20 miles from Wellington, there is also a good hotel—the Provincial—kept by Mr. Short. On leaving the Upper Hutt, Mungaroa and Kaitoke are soon reached, and after this comes the ascent of the Rimutaka, which is a spur of the Tararua range. This having been crossed, the lower part of the Wairarapa Valley is opened out.

THE WELLINGTON-MANAWATU RAILWAY.

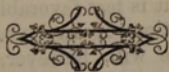
THERE is probably not a part of the colony which has been so much neglected in the Public Works schemes of various Governments as that section of the West Coast, which extends between Wellington and the Manawatu river. In the early days of provincialism, a road was constructed through the Porirua district to the foot of the Paikakariki hill, about thirty miles from Wellington. The route was acknowledged to be an important one, but ever since the inauguration of the public works scheme by Sir Julius Vogel, excuses were always found for not proceeding with the line of railway through this part of the country. The only obstacle of any importance was the fact that a large proportion of the land across which the line would run was still in the hands of the natives; but this necessarily appeared to be a mere subterfuge, for since 1874 block after block had been acquired by the Government, and latterly the consent of the natives has also been obtained to the construction of the line across their reserves. In spite of all this, the Government could not be induced to proceed with the work, and a commission which was appointed to report on a number of proposed lines in the colony actually condemned it. In 1880 there was some prospect of the line being carried through, for the route was surveyed, and a number of men who could not obtain other employment were put to work upon the construction of the permanent way, but after about four miles had been partially

formed, they were gradually paid off again until work ceased altogether. The Government then boldly announced its intention of not proceeding any further. This was naturally very galling to the large number of citizens, who saw a new source of wealth and prosperity before them, and the question was raised whether a Company could not be formed to undertake the construction of the line. Mr. James Wallace and Mr. John Plimmer made a preliminary canvass of the city with the view of ascertaining what amount of support such a scheme would be likely to receive, and Mr. Wallace afterwards travelled through the country districts for a similar purpose. The result was considered encouraging, and a meeting was therefore called to take steps to float a Company. A provisional directory having been formed, an active canvass was commenced. The capital was fixed at £500,000, in 100,000 shares of £5 each, and it was calculated that if £60,000 were locally subscribed, so much of the remainder as might be required could be placed upon the English market. Money was not by any means plentiful at that time, for the crisis through which commerce had passed was not entirely over, but by the time which had been appointed for closing the list, a trifle over the sum required had been taken up. The Government had expressed its willingness to hand over the formed portion of the line, and when Parliament met, a Bill was passed granting an endowment of 30 per cent. in land on the cost of the line, and there was therefore no reason for anticipating that any serious difficulties would be encountered. Nevertheless it was a well-known fact that a number of leading capitalists in Wellington had refrained from supporting the scheme. In March last, however, the contract between the Government and the Company was duly signed by both parties, and the Directors, thinking that more shares might be taken up, re-opened the list. The result surpassed their most sanguine expectations, for in less than a week they found that the subscribed capital had been raised from £50,000 to £265,000, and more than £300,000, to which amount the capital of the Company had been reduced, was applied for by the last day of the month. The amount mentioned will complete the greater portion of the work, and there will be no difficulty in borrowing any balance that may be required.

The benefits which both town and country will derive from the construction of this line are simply incalculable. The first sixteen miles will run through the closely settled Porirua district, and will also tap the Pahautanui Small Farm Settlement. Even with the present mode of reaching town, large quantities of farm and dairy produce and firewood are brought to market from these localities, and if experience can be accepted as a guarantee of what will follow, a large increase in the production of these articles will be assured when trains are available. Excepting the

three or four miles nearest Wellington, where some steep gradients are necessary to surmount the hills, this portion of the line will run through undulating country and almost on level ground, and the cost of construction will not, therefore, be very heavy. The Company has succeeded in obtaining the land which is required at a very reasonable rate. Part of the next ten miles from Porirua to a spot about a mile north of Paikakiriki, where the line emerges on the fertile plains of the West Coast, may be termed waste, because it crosses the dividing range; but even here there is room for many a good farm in the valley which is to be followed. A very good saddle has been found, and the highest elevation which the line reaches is very trifling. The route then traverses almost level country. At first the distance between the sea on the left and the lower slopes of the Tararua ranges on the right is not great, but on approaching Otaki, the plains widen out and there is ample room for almost numberless homes, there being in all about 300,000 acres which await occupation. The soil is exceedingly rich, the bulk containing a small proportion of sand, just sufficient to make it friable. Other portions of the country have been, or, still are swampy, but nearly the whole is fit for immediate occupation by agriculturists. The rivers that will have to be crossed are, with the exception of the Manawatu, not likely to require the expenditure of large sums of money. The Otaki is the only one of any note. The others are the Waikanae and the Ohau. The distance from Paikakiriki to the junction with the Government line at Longburn, four miles from Palmerston North, is 58 miles, and the total length of the line will therefore be about 84 miles.

The Directors will probably call for tenders for the first section within a very short period, and it is estimated that trains will run to Johnsonville within a year, and that the whole work will be completed in three years time. The work will be pushed on from both ends. The construction of this line is undoubtedly the most important public work that has been undertaken by a private company in the colony, and as it will also connect the Empire City with Rangitikei, Wanganui, and the fertile districts beyond, reaching as far as New Plymouth, while it is certain to become a portion of the main trunk line of the North Island, extending from Wellington to Auckland, there is every reason for believing that it will give ample returns for the outlay. Indeed, it is no secret that officers of the Public Works Department are of opinion that it will prove one of the best paying lines in the colony.



The Wairarapa.

EVEN before reaching Cross' Creek Railway-station, glimpses of the Wairarapa Plains can be obtained, but the traveller must go nearly two miles beyond it before he can form any idea of the expanse of level country which is before him. The valley proper may be said to extend from the mouth of the Lower Wairarapa Lake, in the deepest point of Palliser Bay, to the head of the Pairau Plain, where the Ruamahanga River emerges from the Tararua Ranges—a distance of about 80 miles. Its breadth averages about 10 miles. It is skirted on the western side by the lower slopes of the Tararua, while on the east the Ruamahanga River may be said to be the boundary, for, excepting small extents of flat land near Masterton, and some 60,000 or 80,000 acres near the lake, the whole of it lies on the western side of the river. The two counties and electoral districts, however, extend from the top of the ranges to the East Coast, and from the boundary of Hawke's Bay and the Manawatu Gorge to Taorakirae, measuring about 30 x 120 miles. On emerging from the hills, the line makes a sharp curve to the left, and runs in a straight line to Featherston, keeping about a quarter of a mile from the hills and one mile from the large lake, from which the district has been named. It may be stated that the Natives only applied the name Wairarapa to the lake, and called the country after the main river, as is their custom.

FEATHERSTON.

Featherston, the first of the townships, is reached after a rapid run over eight miles of level country, the whole being occupied by freeholders, who, although some of the land is of excellent quality, have contented themselves with using it for grazing purposes, only a small proportion having been ploughed, or even cleared, of the stragglng scrub or flax. Featherston is situated on a slight eminence in an obtuse angle of the ranges, and, viewed from a little distance, is certainly one of the prettiest townships in the whole of the Colony. The houses are not closely packed together, nor does the place consist, like so many other of the smaller centres of population, of a single stragglng street, but an area of about half-a mile square is dotted over with dwellings of various descriptions, and a goodly number of places of business. Viewed from the eastern side, the effect is very striking, the thickly-wooded hills forming a grand background. Once in the streets, it is less favorable, the almost entire absence of gardens and plantations of any extent giving the place a very bare appearance. Time will, however, cure this, for the

residents appear to have become fully aware of the defect. The Railway-station is the most extensive in the district, there being a large passenger station and several sheds. The stranger is at once struck with the extraordinary size of the hotels, all of which are a great deal larger than most of those in the Empire City. There are three in all—enough for a population of about 800—each having at least 40 rooms. The nearest to the station is Barratt's Empire Hotel, a splendid new building with an extensive double front.

The Royal and Victoria are situated at the old centre of the township. The former is now the oldest in the place, so far as the building is concerned, but it is not many years since it was erected. It is most commodious, and during the coaching days it was considered the best house on the road. Mr. W. Hodder is the proprietor. Brunskill's Victoria Hotel stands nearly opposite. It is a new building, the old one having recently been destroyed by fire. It is well arranged, and in the best of hands. The town contains places of worship, an excellent public library, an Odd Fellows' Hall, and Lodges of Masons, Odd Fellows, and Foresters. It has a Local Board, and the Highway District within which it is situated also bears its name. Five roads branch out of the place, The first of these leads back to Wellington over the Rimutaka, and though it is kept in a good state of repair, it is now but little used, except by cattle drovers, and travellers who are in search of rugged scenery. The same road continues in the opposite direction—about N.E.—and being a portion of the great north-eastern trunk line, leads to all the other townships of the district, as well as to Napier and Manawatu. Another one, starting in an easterly direction, leads to Waihenga, Martinborough, and the Lower Valley, and is one of the most important arteries of commerce in the district. It may be said to end at Palliser Bay, but, though not formed, it really extends along the whole of the East Coast. Of less importance is the road leading back along the railway line and to the western side of the lake, for it accommodates only some 20 settlers. Persons who wish to go shooting on the lake will, however, find it of great convenience. The last of the roads takes the direction of the railway line in a northerly direction. It is not an important thoroughfare, but the first mile or so includes very fine scenery. Except the excellent shooting on the lake, there is no sport in the neighborhood. It is not an easy matter to obtain a boat, but with a good gun and a well-trained dog a sportsman usually finds no difficulty in filling a bag with grey duck or a swan or two, by skirting along the marshy shores. An occasional tramp through 2 or 3 feet of water must, of course, not be objected to. The bottom will usually be found very level. Those who go out in a boat should be on their guard against sudden gusts of wind from the westward, even on the finest of

days. These are often very dangerous, and a number of fatal accidents have already happened through them. Several banks also run across the lake, and the water sometimes breaks very heavily on them in rough weather. The best shooting is on the eastern side, but this is not very easily reached, nor is there any accommodation within many miles of it, unless, indeed, one is acquainted with the runholders, who appear to be always ready to receive even acquaintances with the greatest hospitality during the season. There is an hotel at the lower end of the lake, but it is not frequented by sportsmen.

GREYTOWN.

Leaving Featherston by the trunk road or by train, Greytown is reached after a ride of about nine miles over very level and rather sterile country. By taking the road, a small cluster of houses, including an hotel, is passed at the Tauherenikau River. A little below the two bridges which span the extensive shingle-beds of this mountain torrent is the racecourse of the Wairarapa Jockey Club. It is situated in a picturesque bight in the bush, through a small corner of which the track has been laid. The land has been reserved for the purposes of the Jockey Club, and for laying out as a park under an old Provincial Ordinance. Leaving Featherston by train, a change has to be made at Woodside, from whence a branch line of three miles leads eastward to Greytown. The first impression is not a favorable one. The land at the southern end is low and almost covered with boulders, which have to be removed before it can be cultivated. Very little of this has, of course, been done. The soil is, however, rich, and repays all the trouble that is taken with it, as a number of gardens testify. It is highly probable that the township would never have extended in this direction had it not been for unfortunate circumstances, which at one time threatened to ruin the place, and which have, at any rate, caused the railway line to be laid three miles away from it. The township was originally laid out on a bush flat, on both sides of the road. It is some 20ft. below the ordinary level of the Waiohine River, a very erratic torrent, the old channel of which forms a loopline around it. This river has always been troublesome, and residents were occasionally compelled to take up their carpets and other articles that could be damaged by water at a moment's notice. In an hour or two the water would subside, and the place would resume its usual aspect. In 1873, however, it became more threatening, and by degrees completely destroyed the prettiest part of the place. Some 30 houses were ruined, and the fine gardens which surrounded them have been replaced by a shingle-bed. The inhabitants had, of course, no choice but to move to a drier locality. A Board of Conservators has succeeded in confining



R. Burrett. Machine Lithor. Wellington.

HOUSES OF PARLIAMENT.

See page 23.

the waters to the old channel. The old part of the township contains a number of neat private residences, surrounded by good gardens, which are favored by the deep and loamy soil. The total number of inhabitants is about 1500. There are two hotels, both being large and handsome structures. The Rising Sun could formerly lay claim to being the oldest in the district, but it was destroyed by fire about a year ago, and has not been re-erected. The Foresters' Arms, of which Mr. Jones is the proprietor, is very centrally situated, and affords good accommodation. The quietest, and perhaps most fashionable, is Quin's Greytown Hotel. Greytown is governed by a Municipal Council. It possesses four places of worship, a Public Hall, a Foresters' Hall, the best public library in the district, a Hospital, and a tri-weekly newspaper—the *Wairarapa Standard*—which is the oldest country paper in the Provincial District. It is now the property of the Messrs. Nation, Bros., two gentlemen whose names are well known in the press world of the colony. There is also a Gentlemen's Club and a Working Men's Club. The buildings occupied by these bodies, which stood close together, were recently burnt down, and only that of the lastnamed has as yet been re-erected. Friendly societies are represented by Masons, Odd Fellows, and Foresters. The surrounding country is in part very valuable, the soil being of excellent quality, but it is not closely settled, and there is but little cultivation. Apart from the main road, there are three highways which lead into the country, but only one of these—that which extends to the Lower Valley—is of any importance. There is no good sport to be got within miles of the township, but if a tourist desires to spend a few days in a place where he can enjoy a quiet life, and where the surroundings will remind him of an English village, he cannot do better than pay a visit to Greytown.

CARTERTON.

To reach Carterton per train from Greytown, it is necessary to return to Woodside and then proceed along the main line; but as the distance by road is only between three and four miles, all who have other means of locomotion prefer the shorter route. Carterton consists of a very long road or street, along both sides of which the houses have been built in an exceedingly promiscuous manner. The only portion that has a town-like appearance is about a quarter-of-a-mile from the Railway-station, where a considerable number of handsome buildings have been built closely together, the most prominent among them being the Town Hall, which is large and well finished, and thoroughly suited for its purpose, the Marquis of Normanby Hotel, and Fairbrother's store.

The hotel is a large square building of excellent design. Mr. H. Giles is its landlord. Elliott's Hotel, the newest in the place, is situated near the Railway-station and grounds of the Pastoral Society. Like nearly all the hotels in the district, it is larger than most of the hotels in Wellington. Mr. Elliott is an old identity in the district, and many gatherings of settlers are held in his house. The third hotel in the township proper is the Royal Oak, at the southern end. Since the railway started, it has been considered to be out of the way, for, though large and very comfortable, it does not receive a great deal of attention from the traveling public. Ray's Taratahi Hotel, though outside of the boundaries of the Local Board District, may be said to belong to the place. It is a neat, quiet, and comfortable hostelry, and situated near some good ground for rabbit-shooting. Mr. Ray combines farming with his other business, and he is also one of the principal breeders of racehorses in the district. The place can boast the usual number of Friendly Societies' Lodges. The roads and streets are under the control of a Local Board, which has set about its work in a quiet and business-like manner, accomplishing not a little useful work. A good library, which owes a great deal to the handsome donations which have from time to time been made by Mr. C. R. Carter, who formerly sat for the district in Parliament, and who still owns a good deal of landed property near the place, provides for the literary tastes of the population. The *Wairarapa Observer*, a weekly newspaper, is published in the place. The inhabitants are certainly of a most industrious turn of mind, and they are probably in a better financial position than those of any other township in the district. They are nearly all freeholders, and many of them can show a very neat balance at their bankers'. An extraordinary number of saw-mills may be found in the neighborhood, and almost every plank that comes to Wellington per train is loaded from one or other of them. The totara bush has been worked upon ever since the place was settled, yet the supply seems to be far from exhausted. Numerous roads lead off the main line to the mills and small farms in the neighborhood, but the only two of any importance branch off about a mile and a half to the north of the township, where quite a separate centre named Clareville has sprung up. Carterton is in many respects the acknowledged centre of the district. The Wairarapa West County Council holds its regular meetings here; the Wairarapa Jockey Club transacts its business at Elliott's Hotel; while the Pastoral Association also holds its annual shows, sires' parades, and ram and ewe fairs here. It can, therefore, claim to be the County town. The population is about 1300. There is some good rabbit-shooting on the Taratahi Plains to the northward, and a fair bag of pigeons may occasionally be made in the bush.

MASTERTON.

The land lying between Carterton and Masterton is flat, sterile and uninteresting, and were it not for an excellent view of the peaks of the Tararua ranges, which are about 5000 feet in height, the ride or drive between them must be very dreary indeed, although the distance by road or rail is only eleven miles. The town has a picturesque appearance, from whatever side it may be approached. The greater part of the land on which it has been built was formerly bush, but excepting two or three points which seems to have been left for shelter by some of the larger land-owners, and which add to the scenic effect, it has receded in all directions. The business portion of the town centres around two cross roads, one of the corners of which is occupied by the post office. Queen-street, the principal thoroughfare, has a very business-like appearance. A large portion has been closely built upon, and it would be a matter of difficulty to find a first-class business site that is not occupied. There is however ample room for expansion, though as yet nearly all places of business are situated in Queen-street. The population within the boundaries of the Municipality is probably 2500. In the last census returns it is set down as 2170. Being the centre of a large farming district, trade is naturally brisk. There are only four hotels, all of them very large. Elkins' Club Hotel and Corbett's Empire Hotel, both afford an enormous amount of accommodation, and they as well as the others, are doing excellent business. Many of the stores have also a very handsome and "town-like" appearance. The place contains a good public library and reading room, the building for which was erected about four years ago. There is also a spacious Town Hall, which is in the hands of the Town Lands' Trustees. All the Friendly Societies are represented by branches, and there are four churches, two of these—the Church of England and the Roman Catholic Church are very neat buildings, being also very picturesquely situated. The town has its Mayor and Corporation, and although the revenue from all sources is not as yet very large, a great deal has been done towards forming streets and footpaths. It is also the meeting place of the Wairarapa East County Council and the Masterton Highway Board. The district of the latter surrounds the Municipality. There is probably no town in the colony, which is more fortunate than Masterton in the way of public reserves. The place was originally settled by a Small Farm Association, formed by the late Mr. Joseph Masters, after whom it is named, and the management reserved a very large proportion of town and rural land for educational and public purposes, not in one or two blocks, but dotted all through their purchase. This land has become very valuable, and the Trustees in whom it has been vested, have found themselves

enabled not only to build the Public Hall and Library, but they have also given the Municipality very material assistance. Quite recently, when it was found that the public school had become too small, and the Education Board had no money to put up a new building, they gave a site of three acres and £400, merely taking the old site of one acre and the building upon it in exchange. There are two daily evening papers published in Masterton, namely the *Wairarapa Daily* and the *Wairarapa Star*. A number of important roads branch out of the town. The N.E. trunk road runs through the centre of it, and then turns off towards the north, leading through the Forty Mile Bush to Manawatu and Hawkes' Bay. At the turn another road strikes away to the eastward, leading to Taueru, Tinui, and Castle Point, places which will at no distant date become important townships. Two roads run S.E., and lead to a number of farms. Two also branch out on the western side, leading to the Upper Plain and the Opaki Plain. One of these runs through a number of small farms. The land in the neighborhood is very rich, and the country therefore bears every sign of prosperity. A good deal of farming is also carried out in the Opaki district, but the land here is of a very variable quality, some of it being poor and stony. The Castle Point road traverses the Te Ore Ore Plain, distant about two miles from Masterton, and containing some of the best farming land in the district. All the country around is worth visiting, and pleasure parties have many localities to choose from. Those who do not mind a rough journey and visit the Tarurua ranges will find themselves well repaid for their exertions by the magnificent views and the strange vegetation. There is some good shooting, rabbits, and pigeons being plentiful. Ducks, too, are to be got. Pheasants, which were at one time very numerous, have been almost exterminated by the phosphorised oats which is frequently laid to poison rabbits.

GENERAL REMARKS.

The visitor does not see the district to advantage by merely travelling through it by rail or along the main road. Both are laid along the western edge of the flat land, where the somewhat erratic mountain torrents which run through it, have many centuries ago, deposited numerous beds of boulders. The higher portions of the plains between Featherston and Greytown, between Carterton and Masterton, and again a portion of the country between that town and the Forty Mile Bush are never likely to be used for agricultural purposes, although the land is not poor, as it would require an immense amount of labor to clear off the boulders.

Those portions, which border upon the Ruamahanga river, have a very different appearance, there being very large stretches of rich alluvial soil. Nearly all the land bordering on the lakes is extremely rich. The lower portions are however subject to inundations which occasionally last for a whole year. These are caused by the formation of a bar where the lower lake and all the waters of the valley empty themselves into the sea. When this is the case, the lakes begin to rise, and all the low land which adjoins them gradually becomes submerged. It is not a difficult matter to cut a small channel across the bar, for the rush of water soon makes a way for itself when it gets such a start; but unfortunately the Government when purchasing the country, reserved the lake for the natives, who make a difficulty which has really no existence in fact, by pretending that the lowering of these waters interferes with their eel-fishing. When this question has been settled, some splendid agricultural land will be made available for settlement. With this exception, no open agricultural Crown lands are to be found in the district. Among the low but rough ranges, which intervene between the valley and the coast there are several blocks of pastoral land, but none of them are large, nor is the land of more than average quality. On the western side, the hills rise very abruptly, and being densely wooded, they are not likely to be even cleared for some time to come. There are, however, large blocks of rich, flat and undulating land, covered with scrub or timber, in the Forty Mile Bush. Nearly a million of acres only await the axe of the settler, which would turn them from a wilderness into a prosperous settlement. Land in small blocks, partly clear and partly surrounded with bush may also be obtained in what is known as the Rangitumau block, N.E. of Masterton, but it is at present inaccessible.

The Railway over the Rimutaka.

WHEN in 1858, the late Hon. R. Stokes, M.L.C., the then editor of the *New Zealand Spectator*, advocated the formation of a railway over the Rimutaka, his views were looked upon as wild and Utopian, and that it was a project that would be idle to entertain for at least another half-a-century. As the Wairarapa district rapidly advanced in wealth and population, it became apparent that until the settlers possessed a cheaper and quicker mode of transit for their produce and timber, than by drays and wagons to Wellington, they would be heavily handicapped, and unable to compete with those districts which had readier means of communication with the market. In 1867, at

a meeting held in Wellington to consider the feasibility of a railway to connect Wellington with the Wairarapa by rail, a Committee was formed, to which Mr. John Howard Wallace was appointed Secretary, who was instructed to have a preliminary flying survey made. Mr. Charles O'Neill, C.E., offered his services, and accompanied by Mr. Thomas Kempton, jun., a pioneer Greytown settler, explored the whole country from Mungaroa, over the Rimutaka ranges and through the Tauherenikau valley. They reported that there was a good available route for a railway from Mungaroa through the Tauherenikau valley. The colony was at this time paralysed through the native wars raging on both the East and West Coasts of the North Island, and no further action was taken towards the carrying out of this important work, until Sir Julius Vogel promulgated his great Public Works' policy in 1870, in which the proposal to form a railway line over the Rimutaka formed one of its special features. It was felt to be a work of great magnitude, offering engineering difficulties of no ordinary character but this did not deter Parliament from authorising the work, which was at once undertaken and declared open for traffic in 1878. In forming the line, the engineers found it necessary, so steep was the descent, to construct what is known as the "runaway siding, which is carried up to an ascent of nearly a quarter-of a mile, in case the engine should get beyond control when descending the hill. The railway is constructed with a centre rail, rising some eighteen inches above the level of the other two rails, and the wheels of the engines are so made that they press on either side of the centre rail and act as a kind of brake, while at the same time they are of material assistance in the ascent. This is the only line in New Zealand on which the centre rail has had to be adopted. The four locomotives in use are known as the "Fell" engines, and were specially constructed in England, at a cost of about £19,000. Some of the difficulties that had to be overcome in erecting this portion of the Wellington-Wairarapa line, will be more readily understood, when it is mentioned that the gradient in some parts is 1 in 15, and many of the curves of five chains radius, the sharpest curves, it may be here observed, on any line in the colony.

Leaving Kaitoke by train, (where the ascent on the Wellington side of the Rimutaka hill commences), the traveller will, before he reaches Cross' Creek, the station at the foot of the hill on the Wairarapa side, pass through four tunnels, the largest being 630 yards in length, and constructed with bricks at a very heavy outlay. Between two of the tunnels on the descent, the train passes a place known as "Siberia,"—an appellation given the spot on account of the furious gales at times met with on this portion of the line. It was here that a sad accident occurred on Saturday, the 11th September, 1880, which will not readily be forgotten. The

morning train from Wairarapa to Wellington was ascending the hill, when on reaching Siberia, the wind blew with such fearful violence, that several of the passenger carriages were blown off the rails and toppled over into the adjoining gully. Four of the passengers were killed outright and several others were maimed and wounded. This catastrophe caused the authorities to erect a "breakwind" between the two tunnels, and take other precautions, such as having two Fell locomotives, one in front of the train and another behind, when ascending or descending the hill. Not the slightest danger need now be apprehended, and the traveller may feel as secure, when on being conveyed over the hill as on any other portion of the line. The distance from Kaitoke to the Summit is seven miles, and thence to Cross' Creek, eight miles, making (according to the railway time-table), a total distance of 15 miles, which is travelled by the train in exactly one hour. As may be readily imagined the Rimutaka hill being a spur of the Tararua range, the scenery to be observed is of the most varied and picturesque description. At times the traveller is borne past wild and barren-looking hills and in a few moments is looking on the luxuriant foliage of the New Zealand forest, while from the slopes are to be seen naturally formed cascades whose overflowed waters rush on to swell the rivulets running clear and beautiful, hundreds of feet below the road you are being whirled along to your destination.

The Forty-mile Bush.

A TRIP through the Forty-mile Bush in fine weather is always enjoyed by tourists and travellers, whether the journey be performed on horseback, in a private conveyance, or by coach. The latter has a drawback in the early start which is made from Eketahuna, but in summer this ought really to be considered an advantage, for a drive in the early morn is much more pleasant than in the hot and oppressive afternoon. At present, a coach leaves Masterton every Monday, Wednesday, and Friday afternoon, reaching Eketahuna after a drive of about five hours. The road leads across the Opaki Plain, crosses the Ruamahanga River about five miles from Masterton, thence across another portion of the same plain to the entrance to the bush. The locality is variously known as the Camp, Dreyertown, and Mulgrave, the former name having been given to it because the Scandinavian settlers, who are now located in and around Mauriceville, were camped in quite a little town of substantial huts. There is a comfortable hotel here, but it is as a

rule only used by travellers as a place of call in daytime, Masterton, which is only about nine miles away, being too near to allow it to become a regular stopping-place for the night. The country becomes undulating shortly after leaving the hotel, and the road winds along the foot of the various slopes, and as a rule very near the Kuperanga, a sluggish stream with numerous deep and black-looking pools. About three miles from the hotel the road to Mauriceville branches off to the westward, running through very similar country until the settlement is reached, where the land is level. The whole of this country has been heavily timbered, but the industry of the settlers, nearly the whole of whom are Scandinavian, has made many a large gap, and comfortable homes may be seen in all directions. In the centre of the settlement, a public school, a Church, and a store have been erected. The road leads on to Eketahuna, and a considerable distance is saved by taking it in preference to the main road; but a portion has not been properly formed, and it is therefore apt to become unfit for vehicular traffic in winter. Above the lower junction, the main road enters more rugged country, and a considerable portion has been cut out of solid rock. Thousands of pounds were squandered upon this work, although it appeared to be well known at the time that a nearer, cheaper, and much more serviceable line could be taken through Mauriceville. There is some good and level, but wooded, country on the northern side of the watershed between the tributaries of the Ruamahanga and Manawatu, and Eketahuna may be said to stand on the edge of it. There is a small natural clearing here, and this was taken advantage of to lay out a small township. A great deal of the land in the neighborhood has been bought up, and some of it is occupied, but the want of a market deters settlers from producing much more than suffices for their own requirements. The distance to Masterton is about 30 miles, and the return journey would therefore absorb two full days. There is a large and well-kept hotel, a store, and a public school. Travellers by coach who are bound for Manawatu, Wanganui, or Napier, spend a night at the hotel, and make a very early start in the morning. The road from here, which runs through large tracts of level country, is considered to be one of the most picturesque drives in the colony. It is kept in splendid order, and the foliage of the fine belt of bush composed of towai, totara, rimu, and other specimens of native growth, forms a delightful avenue some miles in extent. There are but few clearings till the Upper Manawatu Ferry is reached, and even here the extent of open ground is limited. Only a small proportion of the land that is passed through has as yet been bought, and none of it is settled. The soil is, however, very rich, the bulk being an alluvial deposit without stones. The bush is not always heavy, and there are many localities in which it could be cleared off at the rate of 30s.



GREY ST QUEENS WHARF & HARBOUR.

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per acre. When once the railway has been constructed, the Forty-mile Bush will speedily become one of the most prosperous settlements in the North Island. It must not be imagined that the fertile land is limited to a narrow strip through which the road passes. The whole of the basin between the Tararua and Puketoi Ranges, which are probably 40 miles apart, and from the southeasterly spurs of the Ruahine Range to Eketahuna, consists of land which is fit for occupation. The extent of this country is also indicated by the fact that the road from the Gorge towards Waipawa is called the Seventy-mile Bush Road, and that towards Masterton the Forty-mile Bush Road. The two run almost at right angles to each other. Here and there, patches of comparatively sterile land are, of course, met with, but they are few in number, and not extensive. The northern side of the Manawatu belongs to the Provincial District of Hawke's Bay. Woodville, which promises to become an important township at no distant date, is passed shortly after leaving the ferry. There are not, as yet, many buildings, but the surrounding land is being rapidly settled, and large clearings have already been made.

THE MANAWATU GORGE.

THE road which has been cut through the Manawatu Gorge is probably one of the most expensive, taken into consideration its length in the colony, and it is undoubtedly one of the most important, being really the only road in the North Island, south of Auckland, which connects the East and West Coasts. It is the central part of the highway between the districts of Manawatu, Rangitikei and Wanganui on the one side of the mountain chains which run lengthwise through the centre of the island, and Hawke's Bay and Wairarapa on the other. The head-waters of the Manawatu river draw their supplies from a large tract of country in the two last named districts and drain the eastern slopes of the Tararua and Ruahine ranges, which reach a height of about 5,000 feet, for a distance of probably 150 miles. The almost innumerable streams concentrate where the two ranges meet, and here they have cut a passage through the solid rock, which will always remain one of the sites in the colony and is well worth seeing. The ranges on either side are not very high, and the most elevated point probably does not exceed an altitude of 2,000 feet. Every point is covered with dense forest, which comes down to the lowest level at which floods permit trees to grow. On the southern side of the river the road has been hewn and blasted out. It keeps at a considerable level above the river all through, and the traveller has ample opportunity for

reflecting upon his chances of escape were he to be unfortunate enough to fall down the bank ; indeed, to say that he has opportunities is hardly correct, for the constant sight of the water, the frequent sharp turnings, and the unpleasant narrow road force the question upon him in a fashion which he is not likely to appreciate if he is of a nervous temperament. However, nobody has as yet illustrated the degree of danger by practical experiment. The current in the river is not rapid, and only here and there a ridge of rocks projects and causes an eddy. Were it worth while it would not be a matter of great difficulty to render the river navigable for vessels that can cross its bar. There are about four miles of this Gorge. Almost every step brings in sight some new beauty—some wooded hill-top, a stream tumbling down the side of the mountain, or a curve of unusual beauty in the river. Near the confluence of the Pohangine river which drains the western slopes of the Ruahine, the road enters upon open ground, and shortly afterwards crosses the river. Good appliances for ferrying have been provided as the water is too deep to be forded. At the eastern entrance to the Gorge a magnificent bridge spans the river. It rests on a number of high concrete piles, the superstructure being of wood. After a drive of sixteen miles from the Gorge over level country, Palmerston North is reached.

The West Coast Settlements.

VIEWED as settlements which have already assumed a considerable degree of importance, the districts which extend between the Manawatu river and Cape Egmont deserve special notice, for excepting gold-fields, no part of the colony has been so rapidly settled as these, nor are there agricultural or pastoral districts to be found which are more prosperous. If the district is entered at Wanganui, which may be said to be its central point on the coast, a fair idea of its extent may be gained by taking a look around on a clear day from one of the eminences near the town. The view extends from the solitary mountain peak of Taranaki or Egmont, distant about 60 miles in the North-west, to the Ruahine and Tararua ranges, from 50 to 70 miles away in the East and South East, while there is no indication of very broken country inland, until the eye rests on the icy masses of Ruapehu, over 9000 feet high and some 60 miles off. But this first impression is not likely to do justice, for the best country lies a good many miles away on either side. Perhaps the most impressive view to the eye of the agriculturist is that which is occasionally obtained from the top of Paikakariki Hill, already

alluded to, or from one of the peaks of the Tararua ranges. The top of the cone of Egmont, far away over the water, indicates the curve in the coast line, and far away in the North, Ruapehu forms a background. Beyond these, excepting of course the near hills to the right, not even a hillock is visible, the whole extent of country having the appearance of one vast and fertile plain. The land is, as a matter of course, not all quite level, but there are few elevations which are too steep or too rough to be ploughed. The traveller who starts from either Foxton or Palmerston by the main road to Wanganui, obtains what might be termed a practical view of the Manawatu district from Mount Stewart, an elevation which is honored with the appellation because its grassy and very gentle slopes rise about fifty feet above the country which surrounds it, and because an important trigonometrical station has been erected on it. A vast expanse of very fertile land meets the eye in every direction, and farms in an advanced state of cultivation abound. Similar views can be obtained from various points in the Rangitikei district, but the signs of progress will be found even more marked, as the settlement is many years older. The Wanganui district is less adapted for farming, as a large proportion of the land is broken; but the large plains between Patea and Cape Egmont, though chiefly used for grazing purposes at present, will in time to come produce an abundance of grain.

The Manawatu District lies between the river from which it takes its name and the Ruahine ranges in the East and South, and the Rangitikei in the North-west. Its northern boundary may be said to be an imaginary one, for although county and electoral maps contains very carefully drawn lines, which gives the northern portion to Rangitikei, settlers will always be found ready to say that it extends to where the Rangitikei river issues from the ranges. When Wellington and Wanganui were being settled, a few enterprising persons also found comfortable homes on the banks of the Manawatu river, and a steam saw-mill was erected near the present site of Foxton, as early as 1843. Trade with the natives was also successful, and there was every reason to anticipate that the fertile plains would soon be under cultivation. For some unknown reason however, settlement received a check, and beyond a small block of land surrounding Foxton, which had been acquired by the Government, the natives refused to sell until 1865, when, having a dispute amongst themselves about the ownership of some 250,000 acres, they sold the lot to Dr. Featherston, then Superintendent, for a mere trifle. The open country was in the meantime leased by Europeans, who used it to depasture sheep or cattle. A few years later another block containing upwards of 200,000 acres was acquired, the sum paid being £25,000. Both purchases were surveyed without delay, and since then settlement has progressed at an amazing rate. The

open country has been taken up for agricultural purposes, while the forests are yielding very large quantities of totara and white pine timber. Some of the latter is now being shipped to Melbourne, where, it appears, a very satisfactory market has been found for it. The Manchester Block, which includes the township of Feilding, and which forms a very important portion of the district, was settled by an English Company, which styled itself, the Emigrants and Colonist's Aid Association. This Company, through its agent, Colonel Feilding, took up a large block of land and sent out a number of English farmers and others, and settled them upon it, giving them very reasonable purchasing terms. The flourishing condition of the neighborhood proves that this, the first undertaking of the kind in the colony, has been highly successful. There is one other special settlement in the district, but its formation, partakes to some extent of the nature of a job. This is Campbelltown, the Oroua Downs, or the Douglas Block, for it is known by all these names. The land was sold at a low price to one or two capitalists as a swamp, with the condition that a proportion of it should be settled with small-farmers in a given time. As a matter of fact, the larger portion of the land required no draining at all, and the speculators have therefore made an excellent thing out of their bargain. The larger portion of the block has been cut up into small holdings, and the occupants are thriving and contented. The land in the neighborhood of Sandon was taken up by a Small Farm Association, in which many of the old settlers from Wellington and the Hutt were shareholders. The remainder of the district has been settled in the ordinary way, the land being bought from the Government, either right out or on the deferred payment system.

The first portion of the Rangitikei District to be settled was that which lies near the mouth of the river. A number of Scotch families took up a considerable extent of land of fair quality, extending as far as Parawanui. Soon, however, the fertile downs in the neighborhood of Marton attracted attention, and a small farm association located a number of enterprising settlers after Mr. A. McDonald, the late Mr. Hugh Ross, the Messrs. Hammond, and others had taken up blocks varying from 600 to 4000 acres each. Where the township of Bulls now stands, Mr. James Bull started a store and publichouse; and as it occupied a position half-way between the "port"—as the mouth of the river was called—and the upper settlements, a brisk business soon sprang into existence. A strip of about four miles in width along the coast consists of small flats, sand ridges (which have been overrun with a vegetation which binds the sand), and a considerable number of lakes. These latter extend to the country to the northward of Wanganui. They afford some excellent sport, and at some seasons literally swarm with ducks. The greater portion of the land near the coast

between the Rangitikei and Turakina Rivers forms part of the estate of the late Hon. W. B. Rhodes. Rangitikei is undoubtedly the most closely settled farming district in the whole of the North Island, and there is probably not a single purely agricultural holding which exceeds 3000 acres, the greatest number of them being 200 acres and under. Settlement is now extending northward in the somewhat broken and wooded Paraekaretu Block, but the best portions of the land have already been taken up. One or two enterprising settlers have, however, pushed a great deal higher up the river, to the lower extremity of the extensive grassy plains which stretch from near the foot of Ruapehu to the junction of the Patea and Rangitikei, where they have leased land for grazing purposes. In time to come, this will form an important part of the district; nor is the time very distant when it will be opened, for roads are being pushed inland as fast as the means of the County Council will permit.

The Wangaehu River divides the Counties of Rangitikei and Wanganui, and it is worthy of notice that its source lies within a few feet of that of the Waikato, only a rock dividing them. The waters in the upper portion are whitish and bitter, and even in the lower parts they are never quite clear, nor good to drink. The greater portion of the land in the Wanganui District is pastoral. The country on the eastern side of the river consists of a table land, here and there broken by gullies and valleys. The soil on the whole is rich, especially in the lowlands, but though fit for the plough, the settlers appear to prefer grazing to grain growing. On the western or right bank of the river, the nature of the country is very different, even in appearance, as soon as the valley through which the river winds its course has been left behind. While the soil is somewhat sandy near the town, it is found to be exceedingly rich some distance out, even to within a few feet of the cliff which overhangs the sea. The neighborhood of Waverley, Nukumarū, and Maxwelltown, from 14 to 20 miles from Wanganui, consists of land which simply astonishes the English agriculturist, who is at once compelled to admit that such soil is not to be found anywhere in Great Britain, and that such crops of grass and cereals cannot be even approached at Home, even with the aid of the most improved manures, and all modern science. It is an unfortunate fact that the open land in the district is limited in extent, a range of low, but very broken hills, which runs some 10 or 12 miles inland forming a barrier to the progress of settlement to the northward. It is not to be understood, however, that there is no good country beyond, as will be seen further on. The stranger who has not read the history of the district, and who visits the settlements north-west of Wanganui, would probably be inclined to smile incredulously were he to be told that as late as 1868 there was not a single occupied home-

stead in the neighborhood, and that in the preceding year nearly 6000 English troops were massed at Nukunaru to storm a fortified pah. Yet such is the fact.

A good deal of attention has of late been paid to the country some 50 or 60 miles up the river. A number of blocks have been leased or purchased from the Natives, and they are gradually being occupied for pastoral purposes. The extensive Murimotu Plains, at the foot of the southern slopes of Ruapehu, have attracted a great deal of attention, and the whole of them have been taken up under lease for grazing purposes, the larger portion being in the hands of Messrs. Studholme and Moorhouse. The general appearance of these plains gives a very favorable impression, for they are open, and covered with native grass; but those parts which lie in the middle distance always seem to be the most inviting. The soil is by no means rich, and it is very doubtful whether it will ever be used for farming purposes. It has often been stated in newspapers that these plains are capable of bearing a large population, but that is an error which must be ascribed to a want of a proper acquaintance with the locality, and the deceptive appearance already alluded to.

The Natives of Wanganui must be reckoned amongst the most civilised in the Colony. They have a number of schools in their settlements up the river, and the teaching is followed by the most satisfactory results. They grow considerable quantities of grain, and as they own several flour mills, they are thus independent with regard to one important article of food. The ground appears to be exceedingly well adapted for the culture of fruit, for not a season passes during which they do not bring down large quantities, the most noteworthy being grapes and quinces. The latter are regularly shipped by tons to Wellington, and thence distributed to other parts of the Colony.

A trip up the river is one of the great attractions of the district. There is some splendid scenery, the river rushing between banks several hundreds of feet in height. The rapids are enough to test the nerves of the most reckless traveller, and the Maoris have a reputation for their skill in guiding their canoes through them which has earned them the respect and admiration of all other tribes in the Colony.

A Government railway connects Wanganui with Foxton. The line is now being pushed on towards Patea, the present terminus being Waverley. The contract for the construction of the section between this section and Patea has already been let, and a few years will suffice to connect the latter place with Hawera, from whence the train already runs to the town of New Plymouth.

Having cast a glance at the districts, we shall now turn our attention to the various centres of population.

FOXTON.

Excepting Otaki, where Bishop Hadfield, when he came to Wellington as the first Church of England missionary, established an important Mission Station, Foxton is the oldest European settlement between Wellington and Wanganui. In the early days it promised to become a very important place, but the steady refusal of the Natives to part with their land brought it to a standstill; and for many years it was nothing but a place in which an extensive trade was carried on by two or three shopkeepers with the Natives. With the acquirement by the Government of large blocks of surrounding country, and the consequent settlement of a European population, a new era dawned for the place, and for a time houses grew up like mushrooms. Steamers commenced to trade regularly, a wharf was built, and a tramway, which was speedily converted into a railway, was laid to Palmerston. Vessels which brought miscellaneous cargoes found return freight in timber, the product of the saw-mills further inland. Had Foxton remained the only shipping port for the Manawatu District, it would no doubt have continued to grow rapidly in importance; but it received a check when the railway-line to Wanganui was opened, as the latter was then found to be a handier port for Feilding, Sandon, and Halcombe. It is, however, a thriving place, nevertheless, and although it may not grow so rapidly as Palmerston or Feilding, it will always be of importance on account of its port. The river, which empties itself into the sea some six miles below the town, is navigable for vessels drawing 10 or 12 feet of water; but an awkward and somewhat changeable bar at its mouth prevents the entry of any with a draught of over 9ft. Small vessels can proceed up to 50 or 60 miles from the mouth, but as the windings are very numerous, no advantage is gained by this; and the river is never navigated above Foxton except by one or two steam-launches and small boats. A commodious Government wharf accommodates the shipping. The screw-steamer *Jane Douglas*, trading to Wellington, is owned by a small company in the place. A good ferry has been established a little higher up, and the traffic across this is such that a fair revenue is derived by letting it on lease. Messrs. Macara and Co.'s coaches leave for Wellington early every morning, starting at such an hour as may suit the tide on the sandy beach, which is still used as a public highway as far as Paikakariki, and arriving every evening in time to catch the last train leaving for Wanganui. In the old coach days, passengers travelling either way stopped here for the night, and the hotels naturally did an excellent business out of the traffic. There are three commodious hotels. The place possesses four Churches, namely, Anglican, Presbyterian, Roman Catholic, and Methodist. The Rev. Mr. Duncan, of the Presbyterian

Church, is one of the oldest inhabitants of the place. All the leading Friendly Societies have lodges in the place. The town has been fairly laid out, and many of the stores and other buildings are large and handsome. A Local Board, which might be termed a second-class Municipal Corporation, has the management of the streets, and it has done a good deal towards improving them. One of the great drawbacks of the place is the extremely sandy nature of the soil upon which it has been built, but in this respect it is no worse off than many other towns built near the seashore. The population is about 700.

PALMERSTON NORTH.

A ride of 24 miles by rail through a level and somewhat uninteresting tract of country, part of which is swampy bush, covers the distance between Foxton and Palmerston North. The town was originally named Palmerston, but there being another of the same name in the South Island, it became necessary to attach a distinguishing appellation. Palmerston North has been laid out on a clearing—a fern flat—which was formerly entirely surrounded by bush. When the first batch of Scandinavian immigrants were brought out under the Immigration and Public Works Act of Sir Julius Vogel, it was thought advisable to place them on land in the Manawatu District; and as they had the reputation of being used to living in the forests in their own countries, Palmerston was selected as a suitable place for them. For a year or two but few English-speaking people settled there, but the natural advantages of the place soon attracted attention, and one storekeeper after another found that he could do a good business there. Several hotels also went up, and as the land in the neighborhood was rapidly taken up, and the place obtained a reputation in other parts of the Colony, these found ample support. After an existence of two or three years, in 1875 Mr. Andrew Young's coaches, which had until then been running along the beach from Foxton to the mouth of the Rangitikei river, and from thence to Bulls, changed their route so as to include Palmerston, although an extra distance of 20 or 25 miles had to be travelled. The journey from Foxton was performed in tramcars, running on wooden rails and drawn by horses. Very quickly these cars were taken off, the line being converted into a railway, which has since then been extended to Wanganui. At the present time, Palmerston is one of the most thriving inland towns of the North Island. Its streets have been carefully laid out. A large square has been left in the centre of the town, and the railway-line runs through the centre of it. Since the place has become a Municipality, in 1876, the open part of this square has been neatly laid out and planted as a park.



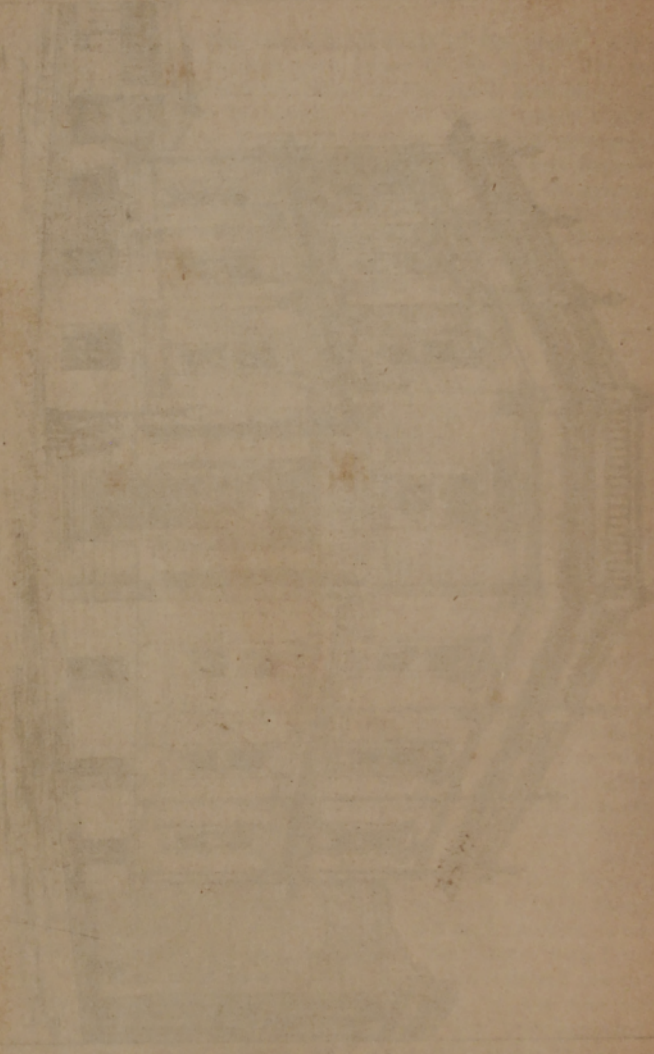
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Footpaths have been laid out and formed through it, and the various divisions have been enclosed with very neat fences. A better and more attractive public ground does not at the present time exist in the Provincial District. There is also a good race-course, with a fine grandstand, within the Municipality, and the Palmerston Jockey Club, though very young, has the satisfaction of having made a beginning which is highly creditable to the place. A large number of saw-mills find full employment in and near the town, and the timber produced is sent to nearly all parts of the Colony and even to Melbourne. The rapid increase in the population has caused the Scandinavian element, which predominated in the early days, to become less noticeable; but the rapidity with which many of the various improvements have been carried out is nevertheless due to the skill and industry of the Norwegians and Danes who were settled there. Their work is perhaps more noticeable in the surroundings than in the town itself. A very large extent of the dense bush has given way to the axe chiefly, wielded by them, and this work is still carried on with considerable vigor. In proof of this, we might mention that, at the time of writing, contracts were open for felling no less than 12,000 acres, there being three separate contracts for 500, 600, and 800 acres. The importance of the place will be seen at a glance when it is considered that the main roads from Wellington, Wanganui, Wairarapa, Hawke's Bay, and the by no means unimportant country lying further inland, join here.

The town possesses a number of large and handsome buildings, among them being the various hotels and the leading stores. There is also a commodious Town Hall, which is public property, a Foresters' Hall, and a Masonic Hall. There are four hotels, all of which would be a credit to a town with ten times the number of inhabitants, namely, Mr. J. Walkley's Commercial Hotel, Mr. J. Fenton's Royal Hotel, Mr. H. Border's Princess Hotel, and the Clarendon Hotel.

There are three saw-mills within the town, as also a steam flour-mill, an extensive sash and door factory, one brick and tile yard, one brick yard, (both extensive), and two breweries.

The religious bodies who have places of worship are the Anglican, Presbyterian, Wesleyan, Roman Catholic, and Lutheran Protestant, the latter being the church to which most of the Scandinavians belong.

Of the many newspapers which the Manawatu District can boast, Palmerston possesses two, namely, the *Manawatu Times*, the oldest in the district, published bi-weekly and owned by Mr. Dungan; and the *Manawatu Standard*, published daily, and the property of Mr. A. McMinn.

FEILDING.

Feilding is another of those centres of population which have sprung into existence in the space of a few years. About eight or nine years ago, Colonel Feilding, who represented a number of English capitalists, travelled through the Colony and obtained a large block of land in the Upper Manawatu District, for the purpose of forming a special settlement. On his return Home, no time was lost in carrying out the terms of the contract with the Colonial Government, a number of settlers being sent out without delay. As it was quite impossible to place them on their land at once, they were housed in the township which had been laid out, and which was named after the promoter of the Association. From the time the first hut was erected up to the present time, the growth of the place has been rapid, and its inhabitants enjoy a most satisfactory degree of prosperity. The number of inhabitants is about 1400. Recently, Feilding has been created a Municipality, and Mr. McArthur, who has been the agent for the Home Company almost throughout, was very properly elected the first Mayor.

The town has been well laid out, nearly the whole being in rectangular squares. Those who travelled through the bush which formerly covered the spot, and now come upon the settlement for the first time, would have great difficulty indeed in recognising it as the same place. The deforesting of the country is progressing at a rapid rate, and a number of saw-mills in the neighborhood find full employment. That there is a considerable quantity of grain produced in the district is vouched for by the existence of a large flour-mill. The township contains a number of large and handsome buildings, amongst which the three hotels are prominent.

The religious bodies are represented by the Wesleyan, Presbyterian, and Anglican Churches, all of which have places of worship.

The *Feilding Guardian*, a bi-weekly journal owned by Mr. G. Capper, is the only newspaper published in the place.

SANDON AND HALCOMBE.

About equi-distant between Feilding and Bulls are two townships of less note than the others in the district, but nevertheless too important to be entirely overlooked. The oldest of these is Sandon, or Sanson, named after Mr. Sanson, who took a very active part in forming a small farm association, which took up a large extent of the open and almost level land, in the centre of which the township is situated. The place has all the appearance of a prosperous village, but being only six miles from other and

larger centres, it is not likely to become an important town. Nearly all the inhabitants are interested in farming, and the large extent of land which has been brought under cultivation testifies to their industry. There is only one hotel in the place, which is reached by following the main road westward from Palmerston or Feilding, or eastward from Bulls.

The second of these townships is Halcombe, situated on the railway-line between Feilding and Marton. It is built on the Manchester Block, and consequently forms part of the special settlement of which Feilding is the centre. Like Sandon, it is essentially a farming centre, but as yet too young to have made any marked progress. It is, however, well laid out, and has a prospect of assuming a leading position among the centres of population in the district.

BULLS.

This is the oldest township in the Rangitikei District. In 1859 or 1860, when land was being speedily taken up in the district, Mr. James Bull started a store and hotel near the Rangitikei River, and on the northern edge of the bush which occupies the angle formed above the confluence of the river mentioned and the Tataenui, and since then the place has gradually grown in importance. About five years later a township was laid out, and although most of the sections were situated in the bush, the prices which were realized at the sale were simply surprising. Since then the township has extended over a considerable area of open land. There is a large number of handsome private residences, which give the place a very attractive appearance. The hotels also are of a class which lead to the impression that they are in advance of the place. A Local Board has charge of the streets, and the improvements which it has effected are highly creditable, all but the most insignificant thoroughfares being properly formed. Bulls, however, suffers from one drawback, namely, that it is out of the line of the railway between Foxton and Wanganui. The nearest railway-station is Greatford, about four miles distant, and with this there are ample means of communication. The place is, however, situated upon the nor'-western trunk road, and it is also intersected by the road leading from the lower portion of the district to Marton. The streets are under the management of a Local Board, which has also done a large amount of good work in the way of drainage. The township possesses several places of worship, an excellent Public Hall, and the usual lodges of Friendly Societies. The name of the place, it need hardly be stated, has been given in honor of Mr. James Bull, who is still a leading settler in the neighborhood, and to whom it owes its existence. For a long time the inhabitants insisted upon calling it Rangitikei,

but this appellation was objected to in other parts of the district. For a time it appeared that Clifton would be the permanent name, as it is built upon the very edge of a high and perpendicular cliff which overhangs the river; but when the Local Board was established, it was generally agreed that if ever there was a settler who deserved to have his name commemorated in the place to which he gave a start, that man was Mr. James Bull, and Bulls the township was accordingly called. The racecourse of the Marton-Rangitikei Jockey Club is situated within a few minutes walk of the town. The distance to Palmerston is 20 miles; to the mouth of the Rangitikei River, where vessels call during the summer, 13; to Marton, 7; and to Turakina, direct, 16 miles.

MARTON.

This is the most populous township in the Rangitikei District, and, like many equally prosperous places, it owes its existence to a speculation on the part of a single man. Up to 1864, it consisted of a store and publichouse combined, the property of Mr. James Signal. In the year mentioned, Mr. Signal, believing that there was a good chance of forming a township, and making a good thing out of the sale of a small section of land on which his house stood, had about 30 or 40 acres cut up into convenient lots, which were offered by public auction. The result was highly satisfactory, and none the less so because residents in Wanganui showed their confidence by competing for the most promising business sites. Very soon the place commenced to grow, and ere more than two or three years had passed, adjoining farms were laid out in town lots and eagerly bought up. Originally, there was only one business street, but as land grew in value, the branch road leading towards Wanganui was formed into a street, and this is now as important as any in the town. A Local Board was at first created, and this body did a great deal of work in forming streets; but about two or three years ago, the settlers found themselves strong enough to form a Municipality, the Mayor and Council of which have since then carried on the work with praiseworthy zeal. Quite a number of streets have been formed, though there is a great deal yet to be done before this part of the work is completed. The drainage of the town is also being attended to. One of the great drawbacks of the place is the want of water during dry summers. In the olden days, the Tataenui Stream, which forms the eastern boundary of the town, supplied all that was required; but the article was not by any means good, as it had to be taken from stagnant pools. With the increase in population, it became simply unfit to drink. The Borough Council

recently decided upon borrowing £3000, a portion of which is to be expended in procuring a water supply. Probably, artesian wells will be sunk. As the whole of the debentures were taken up in a few days, there is every prospect of the work being proceeded with at an early date. With regard to its buildings, Marton furnishes a number of contrasts, some of the edifices being very large and handsome, while others are the reverse. The most prominent structure is St. Stephen's Church (Anglican), which stands on an eminence overlooking the town. It is visible for several miles from the east and south-east, although the country is almost level. There are four places of worship in all. Most of the stores are large and extensive. The hotels, of which there are only three, are large and comfortable, and the visitor finds himself thoroughly at home in all of them. There is a Public Hall, which is not, however, so roomy as one might be led to expect. Some of the Friendly Societies, which are well represented in number, and also very strong in membership, have also meeting places which are their own. The Volunteers possess a roomy and well-built Drill-shed. There is probably no place in the Colony in which the Volunteer spirit has been more active for such a long period than it has been at Marton. In 1863, there was only one Militiaman in the Rangitikei District, while there were four Volunteer corps, two of which were cavalry. The Royal Rifles was the name of the infantry corps at Marton, and although many changes have taken place in the officers as well as in the ranks, this corps is still leading a healthy existence, and there are many members who can boast of having assisted in forming the company, and of having been members ever since. Marton, though not situated on the north-western trunk road, speedily asserted its importance by diverting the traffic from it. The main road runs from Bulls direct to Turakina, leaving Marton about five miles to the northward. When Cobb's coaches started to run between Wellington and Wanganui, they followed this road, a boy being employed to carry letters and parcels to and from Marton; but it was soon found that the extra passenger traffic which would be gained by making the detour of four miles so as to pass through Marton, was more than sufficient to cover the expense. The railway has now taken the place of the ancient means of locomotion. The station is close to the business centre of the town, and communication with Wanganui on the one hand, and Manawatu on the other, is therefore easy. Besides the road already mentioned as running through the town from Bulls to Wanganui, there are a number of less important means of communication with the surrounding country. One of these leads to the eastward, and by means of a bridge over the Rangitikei River, to the upper portion of the Manawatu District. Another extends northward, and taps some of the richest farming country in the neighborhood. A third,

known as the Pukepapa Road, extends north and south at the western edge of the town, and also runs through agricultural districts.

The *Rangitikei Advocate*, owned by Mr. Kirkbride, and published daily, is published at Marton.

Nearly the whole of the surrounding country has been laid off in square miles, with a road running all round. These blocks were again cut up into 80-acre farms, and this is even at the present time about the average extent of the holdings, although in some cases as much as a whole square mile has been taken up in one application. Almost the whole of the land for some miles around has been brought under cultivation, and large quantities of cereals are annually produced. In no place on the West Coast is farming carried on to a greater extent than in the immediate surroundings of Marton and Sandon.

The holiday-seeker can spend his time very pleasantly in the town and its neighborhood. There are several pleasant drives, and a visit to the cliff off the Rangitikei River at Mr. R. Hammond's York Farm, or higher up near the residence of Major Marshall, will be found among the most attractive.

About a mile and a half from Marton, on the road to Bulls, is a small cluster of houses, which bears signs of an attempt to form a township. There are some nine or ten dwellings and a small building which has the appearance of having been erected for public purposes. This is Crofton, and its existence is due to the efforts of Sir William Fox to form a township on strict temperance principles, and the building referred to was erected by him for the convenience of the local tent of Rechabites. Although very liberal terms were offered to all who were prepared to take up land on condition that no hotel should be erected, only a small number of persons were found willing to live there. Sir William Fox formerly owned about 6000 acres of land, but at the time he attempted to form the township, he cut up the larger part of it into farms, and sold it to desirable settlers at little more than he gave for it about 10 years earlier. His own residence is near the Greatford Railway-station. The neighborhood is well worthy of a visit.

TURAKINA.

Viewed from one of the many eminences which surround it, this is an exceedingly pretty township. There is no pretence of town about it, although a Local Board has formed the whole width of the principal thoroughfare, including footpaths, while it has also attended to drainage. Nearly all the houses are surrounded by plantations, and as they are scattered about over a

considerable extent of ground, it can easily be imagined that a bird's-eye view would have a pleasing effect. The locality has been well chosen. The North-western trunk road from Bulls runs through the township and leads on to Wanganui, and this is joined by the equally important road from Marton. About half a mile from the junction a road of less importance strikes off towards the inland settlements. The railway line makes a curve around the place, keeping on its western side, and having crossed the main road, enters the local station. The selection of the station site was the subject of very severe comment at the time, for equally level ground could have been obtained close to the centre of population in place of a mile away from it. The removal of the Post and Telegraph Office to this station undoubtedly did do a great deal of injury. There are three places of worship; several Lodges of Friendly Societies, and three hotels. With regard to the inhabitants, the Scotch element prevails, nearly all the old settlers being Highlanders. Turakina owes its existence to the fact that it formed a convenient stage for travellers to and from Wanganui, who found it a convenient stopping-place. To sheep and cattle drovers, the hotels and well-grassed paddocks are even now almost indispensable. When the Maori war broke out to the North-west of Wanganui, it assumed extra importance on account of the largely increased traffic which it created, but when hostilities ceased, it suffered from the relapse. It is easily understood that the sudden removal of about 6,000 troops from a district with not many more inhabitants would very seriously affect all trade and traffic. Mr. G. Y. Lethbridge, after whom the Local Board has been named, and who resides in the neighborhood, was one of the contractors for the supply of meat, and this alone was then sufficient to add largely to the trade of the place. At present the township may be said to have reached its maturity, and unless some important industry be started in the neighborhood, there is little chance of population increasing or trade expanding. The population is under 400. Only a portion of the surrounding country is arable, but the hills afford excellent pasture for sheep and cattle. Some very rich and level land is to be found in the narrow valley of the Turakina river, but the extent is limited, the whole of it was taken up before the township sprang into existence. The country on the lower side of the township is also level and fertile, but nearly the whole of it forms part of the Rhodes estate, already mentioned, and is only used for grazing purposes. A number of neat farms may be seen on the Bulls and Marton roads, but the country as a whole is uninteresting. The distance to Marton by road is ten miles and to Wanganui thirteen miles. The railway line is a little longer.

The railway between Turakina and Wanganui is full of turnings, which are necessitated by the broken country. It first of all ascends to the plateau between the Turakina and Wangaehu

rivers, and then descends to the fertile valley of the latter. Then there is a grade of 1 in 40 to ascend to the next table land, which is followed by the descent to the Wanganui. The road takes a similar course, but it has steeper gradients. There are no settlements or railway stations of any importance on the route. The railway line crosses the Wanganui river on a cylinder bridge at a point about two miles above the town, and then branches down to it.

WANGANUI.

The distance between Wanganui and Wellington is 157 miles overland, and in the early days of the colony, the journey between the two places used to be a somewhat difficult one, owing to the nature of the country and the obstructions that were frequently thrown into the way of travellers by the natives. On one occasion, when the Government was represented at Wellington by Mr. Murphy, the Police Magistrate, a trading boat from Cloudy Bay to Wanganui had been wrecked near the latter place and the crew, including a Ngatiraukawa chief named Koraria, had been all drowned. In consequence of the outrages committed on the body of the chief by the Ngatiapa natives, a party of the Ngatiraukawa made an excursion into the territory of the offending tribe, killed about 100 pigs and took the wife of the chief Hakeke as a slave. In addition to this, they *tapued* the beach between Otaki and Rangitikei, thus preventing the passage of natives or white men in either direction for a considerable time. All the remonstrances of the settlers and applications to the Police Magistrate, as representative of the Government, were of no avail, and so the colonists had to wait until the natives took off the *tapu* of their own accord, or exacted heavy payment for permission to pass. At the present day, however, the trip overland from Wellington to Wanganui, can be made without much inconvenience, though the journey is generally performed by water on one of the coasting steamers which run at short intervals between the two places. The Wanganui river upon which the town is situated is obstructed to a certain extent by a bar at the mouth and a mud flat two miles higher up, but this may be safely crossed at high water by steamers and sailing vessels, drawing not more than 11 feet. The river is navigable for over 70 miles by canoes, and steamers have been up a distance of 35 miles. A Harbor Board which was formed some years ago is making strenuous efforts to improve the navigation of the lower portion of the river, and a considerable length of concrete training wall has also been built. Works are about to be undertaken for deepening the channel across the bar. The pilot station is situated at the Heads, from which part the condition of the bar is signalled to vessels



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about to cross it. The Wanganui river is spanned by a splendid iron bridge nearly 600 feet long which ranks amongst the finest works of the kind in New Zealand. It is supported on seven cast iron cylinder piers, six of which are composed of two cylinders. The swing which covers a space of 130 feet is opened and closed by powerful machinery, and when open leaves two clear passages, forty and thirty feet wide, so that vessels may pass up and down the river at the same time. The ironwork of this fine structure was manufactured by Messrs. Kennard & Co., London, and the contractor for the bridge was Mr. Henry McNeil. The total cost of the work was £32,000. The population of Wanganui numbers about 4500, and the borough possesses some very fine buildings, the principal places of business being situated in Taupo Quay, facing the river, and in Victoria Avenue. The public buildings are large and fully equal to the requirements of the place. On one of two sand hills in the centre of the town stands the Rutland Stockade, now used as a gaol—one of the few mementos of the time when the war with the natives rendered it necessary to locate a large body of Imperial troops there. Another building of the same nature, the York Stockade, formerly stood on the other hill, but it has been pulled down. For several years the old flagstaff, which had been erected in it, was used as a signal station for shipping, but even this has been removed. Nearly all religious denominations are represented in Wanganui, and have substantial places of worship of their own. One of the principal objects of interest to a visitor to Wanganui will be the Moutoa monument, situated in the centre of the Market Square. An inscription on the monument, which is a handsome one, states that "it was erected to the memory of those brave men who fell at Moutoa on the 14th of May, 1864, in defence of law and order against fanaticism and barbarism." In time to come, this monument will recall an event which is still fresh in the memory of many of the old settlers, and it may not be out of place here to say a few words with regard to it. In the year in question it became known that a large body of rebel natives had made up their minds to make a descent down the river on the Wanganui settlement. The friendly natives offered a determined opposition to the invaders. The two parties met at the island of Moutoa, where a sanguinary fight ensued, the invaders being beaten off with heavy loss, while the friendly natives also suffered seriously. A memorial fountain has recently been erected at the intersection of Victoria Avenue and Ridgway-street in honor of Mr. W. H. Watt, the oldest resident in the place, who now represents the borough in Parliament.

Wanganui is connected by rail with the surrounding country, and is the port of shipment for some of the most fertile and extensive agricultural and pastoral districts in the whole colony and the

export trade of the place is of course a large one, the principal items being cattle, horses, sheep, pigs, potatoes and wool. The live stock raised in the district is celebrated for its quality throughout New Zealand, and probably in no place in the North Island does the old English sport of horse-racing receive such substantial support. Some of the largest stakes ever offered in the colony have been run on the Wanganui course.

The town possesses an excellent public library and reading room, which were started by the Independent Order of Oddfellows, and there is also a good theatre. There are two daily penny newspapers, the *Chronicle*, owned by Messrs. Carson, Brothers, published in the morning, and the *Herald*, the property of Mr. J. Ballance, ex-Colonial Treasurer, published in the evening. Each of these publishes a weekly issue.

An extensive scheme of waterworks was carried out some years ago by the Corporation, the supply being obtained from Virginia Lake, a sheet of about 24 acres of good and clear water, situated on a bank at the western edge of the town. It was, however, discovered that the supply was uncertain, and that the water rose and fell in an unpleasant manner; and the mains were therefore extended to another lake on Mr. W. H. Watt's Westmere Station. There have been complaints about the quality of the supply drawn from this source, but there is reason to believe that the water is as good as is obtained in any other town in New Zealand. Wanganui is supplied with gas, which is produced by a Company. The main streets are well lighted with globe lamps, mounted on neat and uniform posts.

On the left bank of the river stands a little township named Taylorville, which might be considered to form a portion of the town of Wanganui. There is only a narrow strip of level land, and a portion of this is occupied by a public highway; but the available land has been built upon, and there are to be found a large hotel, a store, and quite a number of private residences. The edge of the steep hill at the back of these is also fringed with a number of very pretty villas, in which many of the business people of the town reside. The whole forms a very pretty suburb. Another place which is of considerable interest in the history of Wanganui is Putikiwaranui, generally called Putiki, a Native settlement, close to which stands an Anglican Mission Station. This was established by the late Rev. R. Taylor, who lived there for a number of years. It is undoubtedly to his efforts that the advanced state of civilisation in the district must be ascribed. At his death he was succeeded by his son, the Rev. B. Taylor. Mission work has, however, been almost altogether abandoned, and most of the work of teaching Christianity is now left to Native preachers. A considerable number of Natives live in the pah, but a large proportion invariably consists of visitors. St. John's Hill,

a high bank to the west of the town, forms another neat suburb, and it has been made good use of, for the whole of it is fringed with gardens and private residences.

WAVERLEY.

After leaving Wanganui by road or train, the traveller enters upon a stretch of country which is in every respect very different to any which he has passed through before crossing the river. With few exceptions, the soil consists of a dark and exceedingly rich loam, fit to grow anything. The land was originally covered with fern, but this has already given way to grass. There are three small townships on the way before reaching Waverley, namely, Maxwelltown, Waitotara and Nukumarū, but they are not important, although each has its Railway-station. One or two shops and a comfortable hotel are the principal features of each. The distance from Wanganui to Waverley is 23 miles. It is situated in the centre of a piece of level and most fertile country, the whole of which has been taken up for settlement in small holdings. Any person who has a fancy to settle here will find not a little difficulty in inducing any one to part with his farm, and the prices which are occasionally paid are simply astonishing. Yet there is never any grumbling at having given too high a figure, the returns always being sufficient to make good interest. The township, which was at first named Wairoa, was laid out before the last war was concluded, and a number of the sections fell to military settlers. This element has, however, entirely disappeared, and even one of the local Volunteer companies has recently been disbanded. The streets intersect each other at right angles, and are wide enough for all purposes. Only one of them, however, has assumed much importance, namely, that which forms part of the great trunk road. Several stores and two large hotels are the only buildings of any note. The Railway-station, which is at present the terminus of the Wanganui and Hawera line, is situated at a distance of about three-quarters of a mile from the township, although, as in the case of Turakina, there were really no engineering difficulties which prevented it being brought nearer. The trade of the place is at present pretty evenly divided between Wanganui and Patea, but the completion of the railway to the latter port will probably also decide in its favor. The contract for the work has already been let, and it is expected that it will be completed next year. At present the traffic is carried on by means of a somewhat rough road of about eight miles in length. The population of Waverley and its immediate surroundings is about 700.

PATEA.

Patea is a thriving little seaport town, distant from Wellington by sea about 130 miles. It has been built on an undulating piece of ground overlooking the Patea River, as well as the sea, and at some little distance from the wharf, which has been built very near to the bar, as a good depth of water is always available at this spot. Being situated on the north-west side of the river, it belongs to the Provincial District of Taranaki, but the settlers on the coast are among the few who appear to have forgotten old provincial jealousies, for a step from one side of the river to the other is not looked upon as something approaching a change of nationality. Besides, the port is of importance to the Wellington side as well as to Taranaki, and this work would therefore be incomplete without a notice of it. During the height of the rebellion, the Patea River proved of great importance to the Government, as it afforded means for supplying the troops with necessaries which, without it, would have had to be carted over a large stretch of dangerous country, where strong escorts would have been indispensable. That a town should be formed and immediately settled was therefore but a natural sequence; nor can it be matter for surprise that, the war being over, it should continue to rise in importance in proportion to the settlement of the districts which surround it. The streets, which, with the other affairs of the town, are now managed by a Municipal Corporation, have been formed, and the sidewalks of the main thoroughfare are paved. The town has been laid off in rectangular blocks, and therefore promises to assume a very neat appearance when it has been properly built upon. Nearly all the existing business premises are large, the four hotels being the most noteworthy. There are four places of worship, the Churches represented being the Anglican, Roman Catholic, Presbyterian, and Wesleyan. Many of the Friendly Societies have also established Lodges. One tri-weekly newspaper is published at Patea—the *Patea Mail*. It is the property of Mr. E. Houghton, under whose judicious management it has become one of the best country papers in the Colony. When the town was laid off, it was called Carlyle, but the public steadily ignored that name until the Government gave way and notified in the *Gazette* that it had been changed to Patea. The port was at one time a port of entry, but when the Government a short time back abolished a large number of minor Custom houses, that at Patea was among them. No actual loss has, however, been sustained. The affairs of the harbor are managed by a Harbor Board, which has expended large sums of money in endeavors to improve the bar which exists at the entrance to the river. A strong concrete wall has been run out into the sea, and the water has thus been deepened. Many

authorities question, however, whether the narrowing of the channel has not neutralised the good which has been effected. Further works will probably overcome the existing difficulty. A Company, which was formed for the purpose, built a steamer named the Patea of 50 tons register to trade to the port, and this little vessel carried on a large share of the traffic with Wellington. Very recently the Company acquired the steamer Wakatu, but after she had made one trip, the number of vessels was again reduced to one through the loss of the Patea while attempting to enter the river in a heavy fresh. The population of the Municipality is about 1300.

THE COUNTIES OF PATEA AND HAWERA.

These counties form portions of the Provincial District of Taranaki, but as special interest attaches to them on account of recent occurrences, and the fact that more good land is at present available on the West Coast than in any similar stretch of country in the Colony, a glance at them will not prove amiss. After leaving Patea, the main road continues almost parallel with the coast, keeping several miles inland. Manutahi, a small township surrounded by a number of neat farms, is passed after travelling 11 miles, the distance from thence to Hawera being 10 miles. The country is so level that one township can be seen from the other. Hawera is justly entitled to be called the City of the Plains, for it is situated almost in the very centre of a large and level tract of country, the fertility of which is unparalleled in any part of the Colony. To give instances of extraordinary growth would cause the writer's veracity to be doubted, and the simple assertion that the land is amongst the most fertile on the globe must suffice. Hawera has been well laid out, the streets being wide and regular. The stores and hotels are large, and for the most part handsome buildings. There are four hotels, but two more will be opened at an early date. Only a few of the private houses are large, the majority being cottages containing from three to six rooms. Most of them are, however, nicely set off by flower gardens. The Mountain Road branches off from the centre of the town, touching Normanby, distant five miles, on the way. The railway from New Plymouth has also been completed, and trains run twice a day each way. The line taken also leads behind the mountain. A coach road leads to New Plymouth by the coast, touching a number of settlements. It will thus be understood that Hawera occupies a very important position. Recently the town has been created a Municipality. The inhabitants probably number 1600 or 1700. Following the Mountain Road, which really leads through an expanse of moderately level country, but is so called as it goes inland of Mount Egmont, the only places of im-

portance that are passed on the southern side of the watershed are Normanby, already mentioned, and Stratford, situated on the Patea River, where it descends from the mountain. The latter promises to become of considerable importance, as the road from the Parihaka Block is to join the main road in its proximity. Normanby is probably too close to Hawera to make very rapid progress, but it nevertheless appears to be a thriving place. Leaving Hawera by the coast road, the famous Waimate Plains are reached after covering about six miles, the Waingongoro River being the boundary. These plains are simply a continuation of the country which surrounds Hawera. The land was originally covered with fern, but this has nearly all disappeared having given way to grass. Excepting that all the numerous streams, running their course from the mountain which towers high above the whole neighborhood have eroded deep and wide channels, there is scarcely a break in the evenness of the ground until Opunake has been passed, but the slope towards the sea is easily perceived. A considerable portion of these plains is occupied by Europeans, who have taken up their residences within the last three years. The first township after leaving Hawera is Manaia, distant about 10 miles. It has a very decided appearance of "newness," and the sound of the carpenter's hammer and the prosperous surroundings guarantee that it is of mushroom growth. Two large hotels, several stores, and a considerable number of private houses form the nucleus of a thriving town. Two smaller townships, Otakeho and Oeo, are passed before reaching Opunake. The second of these is the place of abode of Hone Pihama, a Native chief whose loyalty to the Queen has been most unwavering, and whose influence undoubtedly counteracted the mania of the prophet Te Whiti to a very marked extent. He has a neat cottage built in European style, and surrounded by a good garden, next to the hotel of the place. The distance from Hawera to Opunake is 30 miles. Opunake is situated within a very short distance of the seashore, near a narrow and deep bay, in which vessels find anchorage in moderate weather. The landing service is conducted by means of surf boats. It is believed that a fair harbor could be made at comparatively small expense, and it is not improbable that a breakwater will some day be carried out along one of the reefs which partly protect the bay. At present, the trade is limited to occasional and irregular visits of small steamers. There is a prospect of a fine town growing up here, and if a good plan, together with a number of large and handsome buildings, can be an indication of the future, it will not be many years before the place can lay claim to Municipal privileges. Being the centre of operations during the recent Native difficulty, it no doubt got an impetus which materially increased its prosperity, and that this was not of a transitory nature has been

amply testified by subsequent transactions. Although there are already two hotels of unusual dimensions in the place, a site for another has quite recently been purchased at £10 per foot. The distance to Parihaka, the pah of Te Whiti, is 16 miles, and to New Plymouth about 35 miles. Regular communication between Waverley and Opunake is maintained by a line of coaches owned by Mr. Andrew Young, of Wellington. From Opunake to New Plymouth, traffic is carried on by Mr. Hall, who runs a coach *via* Parihaka and Stoney Creek once a day each way.

MR. YOUNG'S COACHES.

The line of coaches between Waverley and Opunake covering a distance of about 65 miles, is the only portion of one of the most extensive concerns of the kind in this Colony which Mr. Andrew Young still retains in his own hands. A coach runs daily each way, the drivers being John During and William Douglas, both noted as steady and experienced whips.

Mr. Young's coaching career in this Provincial District began in December, 1868, when, in conjunction with the late Mr. W. H. Shepherd, he started a bi-weekly service between Wellington and Wanganui, for which they obtained a subsidy of £2000 per annum from the General Government, on condition that they carried the mails. Mr. Young handled the ribbons between Wellington and Foxton, and Mr. Shepherd from thence to Wanganui. They continued to manage their business in this economical manner for four years, when increased business compelled them to engage drivers, the partners, however, continuing to manage their respective sections of the line. In consequence of their efforts, the tram-line—since then converted into a railway—between Foxton and Palmerston was constructed. Until this was completed, the coaches were ferried across the Manawatu River at a point about a mile from its mouth, and across the Rangitikei at Scott's, where a ferry exists to this day. This line was a good deal shorter than that by way of Palmerston, but as it traversed a considerable stretch of unsettled country, it was not so profitable. Immediately after the conclusion of the West Coast war in 1869, Messrs. Young and Shepherd started a line of bi-weekly coaches between Wanganui and New Plymouth, following the coast line between Opunake and the latter place until the Mountain Road was completed. For carrying the mails they received a subsidy of £3000 per annum, for a period of six years. This extension, completed a through coach line from Wellington, a distance of over 300 miles. The first trip was made under extreme difficulties, the road being found very rough and unformed, besides which, the undertaking involved not a little risk of life and property, for the Natives, though beaten into submission, were sullen and not to be trusted, and were quite capable of perpetrating further outrages. Many doubts were ex-

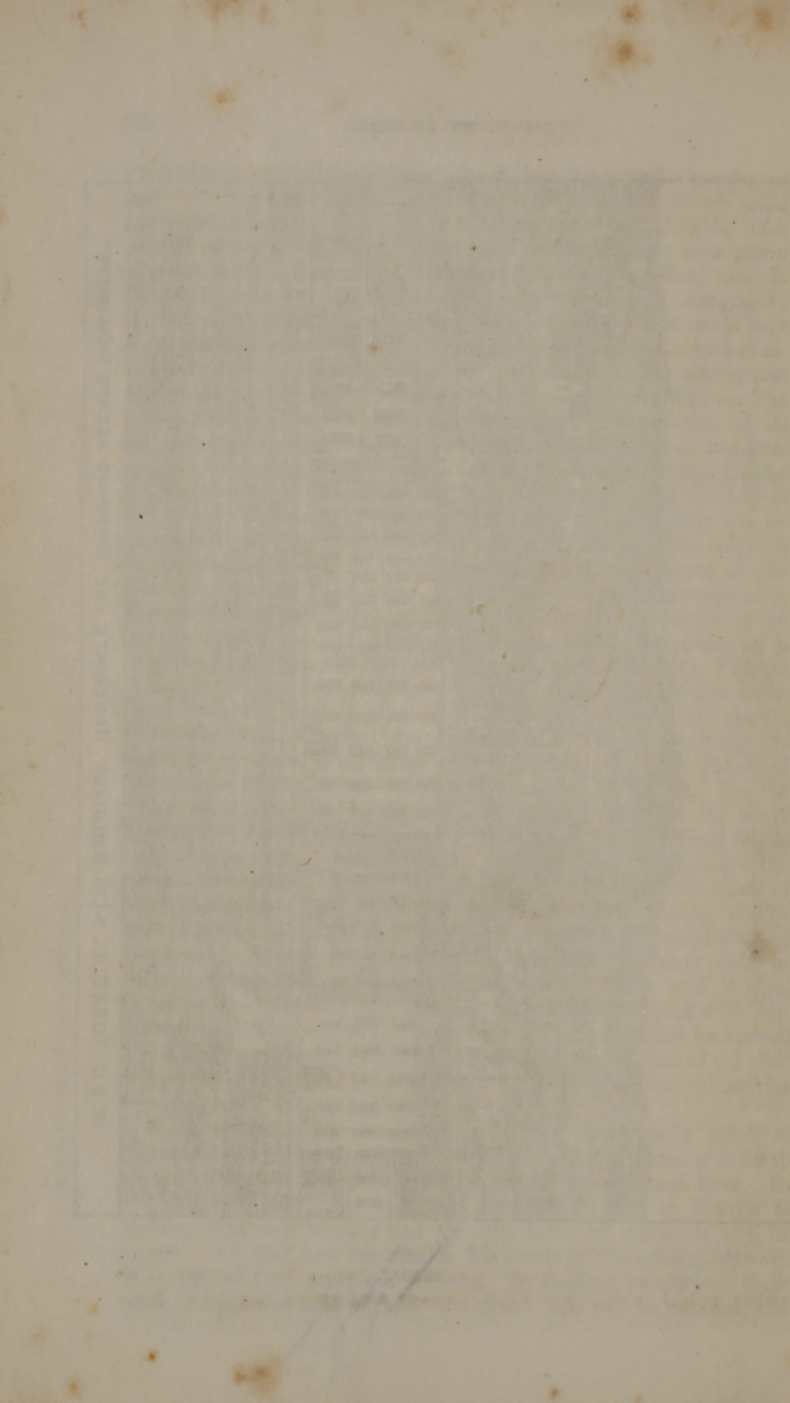
pressed as to the advisability of the undertaking, and a number of persons who were thoroughly acquainted with the Maori mind abstained from travelling by the coach for a considerable time. The Government sent the famous chief Hone Pihama as a guard over the mails, it being considered that his influence would be sufficient to prevent any attempt at sticking up or outrage. Judging by the unfriendly tone of the Natives along the route, this was a very wise precaution. The coach driven by Mr. Shepherd, who was accompanied by his partner, reached its destination in safety, and communication has been maintained ever since. Sir William Fox (then Premier), was one of the passengers. The occasion of its arrival at New Plymouth was demonstrated in a most enthusiastic manner by the residents, the coach being first met some eight miles out of town by a number of horsemen, who constituted themselves a guard of honor. On entering the town, the cavalcade was received with hearty congratulations and words of welcome from his Honor the Superintendent (Mr. Carrington), the members of the Provincial Council, and other influential citizens. Subsequently, Messrs. Young and Shepherd were entertained at a banquet given in the Oddfellows' Hall, when they were the recipients of a handsomely-illuminated address. The latter is still in Mr. Young's possession, a memento retained by him as a heirloom, and as something to remind him of his early experiences. On the 1st March, 1871, the firm dissolved partnership, Mr. Young retaining the business between Wellington and Wanganui, and Mr. Shepherd taking over the line from Wanganui to New Plymouth. On the 1st October following, Mr. Shepherd, whilst driving on the beach near to Patea, was thrown off the box seat through a wheel of the coach coming into contact with a large boulder lying below the surface of the sea wash. He succumbed to the injuries received two days later. The sad occurrence caused Mr. Young to take over the whole line, his late partner's interest being purchased by him from the Curator of Intestate Estates. His next field of enterprise was the road between Palmerston North and Waipukurau, in the Hawke's Bay District, where he connected with Mr. Peters' coach, running to and from Napier. On this line he started a bi-weekly service in 1873 or 1874. Although a portion of the road was very rough, and at times scarcely passable in winter, the service was conducted with the greatest regularity.

His next enterprise was to put on an extra daily coach to Marton and Bulls, a distance of 30 miles. The progress of railway works by degrees reduced the length of the various coach lines. In 1878 Mr. Young, sold the line from Wellington to Foxton to Messrs. Hastwell Macara and Co., the latter of whom is still its owner. All that now remains in his hands is the section between Waverley and Opunake *via* Hawera. By degrees, as the iron horse takes the place of that of flesh and blood, this will be reduced, and



W & G. TURNBULL & CO'S BUILDINGS MERCHANTS AND SHIPPING AGENTS WELLINGTON.

R. Burrett. Machine Lithor Wellington



eventually disappear. Mr. Young can, however, afford to take a calm view of this encroachment, for his enterprises have all proved very successful, and the loss of this, the last portion of what was once a most extensive business, will not be severely felt by him. He still resides in Wellington and pays only occasional visits to Wanganui where his business is well looked after by efficient agents. During his absence in England in 1878, his interest was carefully fostered by Mr. A. Hall, a gentleman who had been in his employ six years previously. To those who like to study the history of early settlement in the Provincial District, the name of Mr. Andrew Young is as familiar as a household word, for without his enterprise the spread of a European population in some districts would have been almost impossible.

Wellington Shipping Trade.

IN another part of the GUIDE we have referred to the fact that Wellington enjoys a most extensive commercial connection with every other part of New Zealand, with the Australian Colonies, and it may almost be said with truth, with every part of the civilised world. At almost any time, numbers of fine vessels of all descriptions may be seen in our harbor, while occasionally the extensive wharf accommodation that has been provided is found to be inadequate to the requirements of the trade of the port.

To commence with the Union Steam Ship Company, whose splendid fleet of boats make Wellington one of their principal ports of call, we may state that the Company grew out of the Harbor Steam Company, started in 1861 by the late Mr. John Jones, for the purpose of carrying on the trade of the Otago Harbor. This Company then possessed one little paddle-steamer called the Golden Age, but the development of the Otago goldfields soon warranted the addition of five or six other small steamers to the fleet, which carried on a trade between Dunedin and the various ports of New Zealand. On the death of Mr. Jones in 1869, Mr. James Mills, who had been in the employment of the Company since his boyhood, and had become a large shareholder, was made Managing Director, and since that time the Company has steadily increased in importance. Other and better boats were added to the fleet from time to time, until in 1875 the Harbor Steam Company was merged into the Union Steam Ship Company of New Zealand, Limited. Since then the increasing trade has made the building and purchase of new vessels a necessity, and the Union

Company's fleet is perhaps one of the smartest and best appointed south of the line. It now consists of the Rotomahana, of 1727 tons gross, 2000 h.p.; Wakatipu, 1796 tons, 1250 h.p.; Te Anau, 1652 tons, 1500 h.p.; Arawata, 1098 tons, 1250 h.p.; Ringarooma, 1096 tons, 1250 h.p.; Rotorua, 926 tons, 900 h.p.; Hero, 985 tons, 750 h.p.; Albion, 806 tons, 800 h.p.; Alhambra (chartered), 766 tons, 766 h.p.; Penguin, 749 tons, 900 h.p.; Hawea, 720 tons, 850 h.p.; Wanaka, 493 tons, 600 h.p.; Taiaroa, 469 tons, 500 h.p.; Waitaki, 412 tons, 450 h.p.; Southern Cross, 263 tons, 250 h.p.; Maori, 174 tons, 300 h.p.; and Beautiful Star, 176 tons, 150 h.p. The s.s. Manapouri, a splendid vessel of 1900 tons, 1750 h.p., is now on her way out to join the fleet, and the vessels at present building are the Wairarapa, 1900 tons, 1750 h.p.; the Hauroto, 2000 tons, 1500 h.p.; Omapere, 600 tons, 500 h.p.; and Mahinapua, 450 tons, 500 h.p. Both the Manapouri and Wairarapa, the latter leaving Home for New Zealand in June, 1882, have their saloons built amidships, like the s.s. Wakatipu, and will have accommodation for no less than 120 cabin and 100 steerage passengers. Their fittings will be in every respect equal to those of their predecessors—the Rotomahana and Te Anau—and those who have travelled on either of those boats will readily admit that anything better is scarcely to be desired. The Arawata and Ringarooma, both fine boats in their way, are already becoming inadequate to the ever-growing trade, and when the vessels now in course of construction are finished, they will be replaced by vessels equal in every respect to the best of the Company's fleet now afloat. Besides the Manapouri and Wairarapa, two other steamers of equal size and accommodation have been ordered, and plans already approved. One is to be delivered in December, 1882, and another in March, 1883. The smaller vessels, which are now of insufficient capacity for the intercolonial trade, will probably be used for the coastal service.

Next in the list of shipowners and agents who conduct an extensive business from this port, we must mention Messrs. W. and G. Turnbull and Co., who are owners of the Alexa, barque, of 425 tons, and May, barquentine, of 237 tons, both of which vessels run to China, Mauritius, and Japan. The same firm are agents for the locally-owned steamers Huia, of 90 tons, and Tui, of 64 tons, which trade between Wellington, Wanganui, Kaikoura, and Lyttelton; the Napier, 48 tons, trading to and from Picton and Blenheim, and owned by Messrs. Fell Bros., of Picton; the R. W. Cameron Pioneer Line of sailing vessels between New York and Wellington, one ship arriving here every two or three months; the Wakatu, s.s., of 78 tons, belonging to the Patea Shipping Company, and trading regularly between Wellington, Patea, and Nelson; the Jane Douglas, of 75 tons, a regular trader between Wellington, Foxton, and Rangitikei; while they are also agents

for Messrs. Shaw, Savill and Co., and the s.s. Bowen, which occasionally visits Port Nicholson with cargoes of tea from China.

Captain Williams, of Wellington, is owner of the Black Diamond Line of steamers—Westport, 263 tons, and Grafton, 242 tons. They trade regularly between Wellington, the West Coast of the Middle Island, and to Southern ports, as far as Oamaru. He is also owner of the following colliers:—Sophia R. Luhrs, barque, 661 tons; G. M. Tucker, barque, 519 tons; Australind, barque, 429 tons; Edwin Basset, barque, 397 tons; Annie Melhuish, barque, 344 tons; Neptune, brig, 299 tons; Ellerton, three-masted schooner, 87 tons; and Onyx, barque, of 402 tons. These vessels run between Wellington, Newcastle (N.S.W.), other New Zealand ports, and Adelaide (S.A.). Besides these, there are four coal hulks in the harbor belonging to the same enterprising skipper.

Messrs. Johnston and Co. are owners of the steamer Go-Ahead, which runs between Wellington and the East Coast as far as Napier, and occasionally south to Dunedin.

Mr. E. Pearce is owner of the schooner Aurora, 52 tons, which runs to several other New Zealand ports.

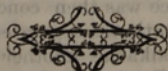
Mr. J. Dransfield is owner of the Conference, barque, 400 tons, and the Malay, barque, 300 tons, colliers trading between Wellington, Newcastle, and New Zealand ports.

Messrs. Levin and Co. are owners of the steamer Kiwi, of 133 tons, running between Wellington and the East Coast. The same firm are agents for the steamer Hauraki, 90 tons, trading to Foxton, Opunake, and Waitara; Mohaka, s.s., 20 tons, to and from Blenheim; and s.s. Lyttelton, 86 tons, to Blenheim, Nelson, and the West Coast. They are also agents for Messrs. Shaw, Savill and Co., the well-known English shipowners.

Messrs. Waddell, McLeod and Weir are owners of the Sarah Pile, a brigantine of 115 tons, a timber vessel, which trades between Wellington, Kaipara, and other New Zealand ports.

Messrs. Stewart and Co. are owners of the Kentish Lass, a smart little barque of 306 tons. She is engaged in the bulk timber trade between the various New Zealand ports.

In addition to the above, the New Zealand Shipping Company, with their splendid fleet of sailing ships, carry on an extensive trade between this port and London, their vessels running at regular intervals; and the Anchor Line, comprising the steamers Charles Edward, Kennedy, Wallace, and Murray, keep up a constant communication with the West Coast goldfields, on the Middle Island.



Native History.

A FEW SCRAPS OF NATIVE HISTORY AND PROCEEDINGS IN THE SOUTHERN PART OF THE NORTH ISLAND: 1844-5-6.

BY J. H. WALLACE, ESQ., J.P.

WHAT the inhabitants of the North Island, and particularly the Wellington District, have been subject to innumerable drawbacks from the date of the foundation of the Colony by the New Zealand Company (January 22, 1840), no one can deny. A brief *resumé* of what the pioneer settlers had to contend with may be interesting to our readers. The following is a short narrative of Native proceedings in this part of the Island up to 1846:—

“About 25 or 30 years ago, E Pehi, chief of the Ngatitōa tribe, who was afterwards killed at Banks’ Peninsula, first attacked the Ngatikahunis, who were at that time in possession of the southern extremity of the Northern Island from Ouridi (Ahuriri), on the East, to Otaki, on the West Coast. In this expedition he was assisted by Rauparaha and Rangihaeata and Watanui, chief of the Ngatiraukawas, who acted as auxiliaries, and succeeded in driving them out of this district as far as Wairarapa. After this, Pomare, son-in-law of Rauparaha, and chief of the Ngatitamu tribe, removed from Taranaki to Kapiti, and having remained some time, joined E Pehi, Rauparaha, Rangihaeata, and Watanui in a second expedition against the Ngatikahunis, who they succeeded in driving from Port Nicholson and Wairarapa, as far back as Ouridi. After their victory, the confederate chiefs appear to have divided their conquests between them as follows:—To Watanui were assigned the Districts of Otaki and Manawatu; to Rauparaha, E Hiko (the son of E Pehi), and Tunia, Kapiti (which in those days was considered valuable as the principal station of trading with ships visiting this coast), Waikanae, Wainui, and Pukirua; To Rangihaeata, Mana and Porirua; and to Pomare, Port Nicholson. This division took place in 1827. In 1833, E Puni, Waripori, and the Ngatiawa tribes left Taranaki, after the Waikato wars in that district, and came to Waikanae, where they established themselves. In the following year they were attacked by Rauparaha and Watanui, but being assisted by Pomare, from Port Nicholson, they succeeded in repulsing their enemies with considerable loss. A peace was then concluded between the different tribes, and the Ngatiawas separated into three divisions—one part remaining at Waikanae, another part settling at Queen Charlotte Sound, and E Puni and the present Natives of Port

Nicholson removing to Wairarapa. In 1835, Rauparaha threatened to attack the tribes settled at Port Nicholson and Wairarapa, which induced Pomare with his tribe to remove to the Chatham Island, when the Ngatiawas, with Pomare's consent, left Wairarapa for Port Nicholson, of which they have since remained in undisturbed possession."

When the above narrative was first published (Dec., 1844), the Natives were in open rebellion against the Queen's authority, and Rauparaha and Rangihaeata were claiming the Hutt, which was then in the occupation of the New Zealand Company's settlers. It was contended that they had no right to make this claim, and disturb the district. They consented, after considerable trouble, not to press their claim upon being paid £400, in addition to the purchase money already paid by Colonel Wakefield. Captain Fitzroy, the then Governor, had caused great trouble: "His conduct has been such on the one hand to exasperate the English settlers, and alienate their affections from the Mother Country; on the other hand, to encourage the Natives in violation of all law." These remarks apply to his conduct in screening the culprits—the perpetrators of the Wairau massacre—from a legal trial. No one but those who were in the Colony at the time can form any idea of the unsettled state, and uncertain position of the settlers. In January, 1845, the Wanganui district was thrown into a great state of consternation by the appearance of a Native war-party, consisting of Waikato, Taupo, and Rotonui Natives, headed by Heu-heu, Potama (or E Waka), Tannui, Herekiekie, Iwikan, &c., in all about 200. Soon after their arrival, they were visited by the Rev. Mr Taylor. In the argument which took place, Heu-heu forcibly delivered the following remarks:—"I am come to take possession of my land. This is my land; it is mine and my brother Turoa's. I am come for payment for my people, who were formerly killed here. You talk about other chiefs being here. Who are they? let me see them! Mawai and his people are my slaves, and before I go I will eat some of them. You and all the white people are slaves. I and Turoa are kings here, and Rauparaha is king of the sea coast. You talk about your Queen, who is she? is she strong? She is a woman! and what can a woman do? What did she do to Heki when he cut down her flag? That was the symbol of your country's greatness! She was quiet and did nothing! she is weak!" Here Tauanui remarked, "And what did she do to Rauparaha when he murdered her white men at Wairau?" "And," continued Heu-heu, "you who come to talk to me are her slaves." The result of this threatening language was a request made to the Resident Magistrate to call a public meeting to adopt defensive measures—fear had taken hold of the inhabitants. The authorities did not encourage the movement, and everyone was left to shift for himself.

The Natives had lost all respect for the authority of the Government, and British authority was brought into contempt by Captain Fitzroy's proceedings. At the same time that Wanganui was threatened, a troublesome chief named Paramatta, with a considerable body of Natives, created a disturbance at Happy Valley, between Wakapuaka and the town of Nelson, and nearly frightened the Nelsonians to death; for we find that "the settlers of Nelson were endeavoring to concert measures for their safety." The New Plymouth people were also in great trouble at this time (January 6, 1845). Some of the settlers sent to Wellington "to engage a vessel to convey a number of persons to South Australia, a Colony which is blessed with a Governor—this Governor was Captain Grey—who protects the lives and property of his countrymen." These "wars and rumors of wars" kept the inhabitants of Wellington and the surrounding settlements in a constant state of alarm, and the bugle call "to arms" was frequently heard; in fact, block houses had to be erected and fortifications made. Those of our old settlers still living will remember the fortification at what was then called Windy Point. On the hill immediately at the back of Barrett's Hotel and McDowell and Co.'s establishment, cannon were placed in position, and the inhabitants enrolled for the defence of the City had to do "sentry go." Some of the block houses erected in the Upper and Lower Hutt are still standing. One in the Lower Hutt was for many years used as a school; one in the Upper Hutt was for years used as a police-station.

The Jury List, published Feb. 1, 1845, by Arthur E. McDonough, chief Police Magistrate, which forms a supplement to the *N.Z. Spectator*, Feb. 8, 1845, comprises the names, residence, and occupation of those—most, if not all, of whom were under arms—to protect the settlement from Native aggression. At this time, Heki, in the North, to show the Native contempt for the Queen's authority, cut down the flagstaff at the Bay of Islands. Sir George Gipps, Governor of New South Wales, was applied to for troops. The result of the application was that two companies of the 96th Regiment were despatched to Auckland. The Volunteers in Wellington turned out in strong force. Major Baker, Major Hornbrook, and Captain Sharp were authorised to drill and train to the use of arms the Volunteer corps. Mr. Thos. Crowther was appointed drill-sergeant for the Te Aro Division, assisted by Mr. Masters. Mr. W. Neal was appointed to the Thorndon Division.

This brings our *resumé* up to March, 1845. In the North, Kororarika, the oldest settlement in New Zealand, was destroyed (March 11). Twelve to thirteen hundred fighting-men attacked the town, took the block-house, and blew up the magazine. A gallant defence was made by Captain Robertson and men of H.M.S. Hazard, and a company of the 96th Regiment. Our loss

was very great. This disaster spread consternation all over the North Island. In Wellington and the other settlements, all the male inhabitants that could bear arms became soldiers. A public meeting was held. Nothing could exceed the energy and determination of the settlers on this occasion. Immediately on Mr. Clifford (now Sir Charles Clifford) leaving the chair (March 29, 1842), the Magistrates commenced swearing the settlers in as special constables, and upwards of 100 were sworn in in the course of the evening. Morning and evening drill has been steadily practised during the last week at Thorndon and Te Aro, and the number of Volunteers assembled in the evening at both places has seldom been less than 250. The fortifications are proceeding with great vigor, but we are informed that additional assistance is still required to carry on the works with the necessary expedition. We are sure this hint to the public spirit of our fellow-colonists will not be given in vain." Those of our old settlers still living will remember the Thorndon barracks—Couper's brick building, late Major Heaphy's—and fortifications, comprising some of the New Zealand Company's immigration houses, which were fenced in and otherwise fortified. They were immediately opposite the old Hospital, and many years past have disappeared from public view. "Sentry go" no longer required, the land is now built upon. The town, for purposes of defence, was divided into three districts—Te Aro District, included all that portion of the town to the southward of Boulcott-street; the Central District, from Boulcott-street to Sydney-street, including the Karori-road and district; the Thorndon District, the whole of the town to north of Sydney-street, including Wadestown and Kaiwarra. The Hutt formed a separate district, fortified places of refuge being erected.

In such a state of consternation were the inhabitants—not knowing how the Natives would act after their success at the Bay of Islands, Kororarika—that the following order was issued by his Honor M. Richmond (now the Hon. M. Richmond), Superintendent of the District:—"Wellington, April 7, 1845. Memorandum. The alarm will be a gun fired in the enclosure adjoining Major Richmond's residence, and at the Barracks, Te Aro. Fifty men of each division, who are reported efficient, will be supplied with arms forthwith. On the alarm being given, the Thorndon Division will for the present assemble at Major Richmond's. The Te Aro Division at the Barracks, Te Aro, to receive orders." In the North (July, 1845), desperate fighting was going on, with heavy losses on our side. November, 1845, Captain (now Sir George) Grey superceded Captain Fitzroy, who was recalled by the Home Government. A public meeting was held in Wellington (Dec. 27, 1845), on the arrival of the new Governor, C. Clifford, Esq., in the chair. Public feeling respecting Captain Fitzroy's conduct was very great. "Considering the present deplorable and critical

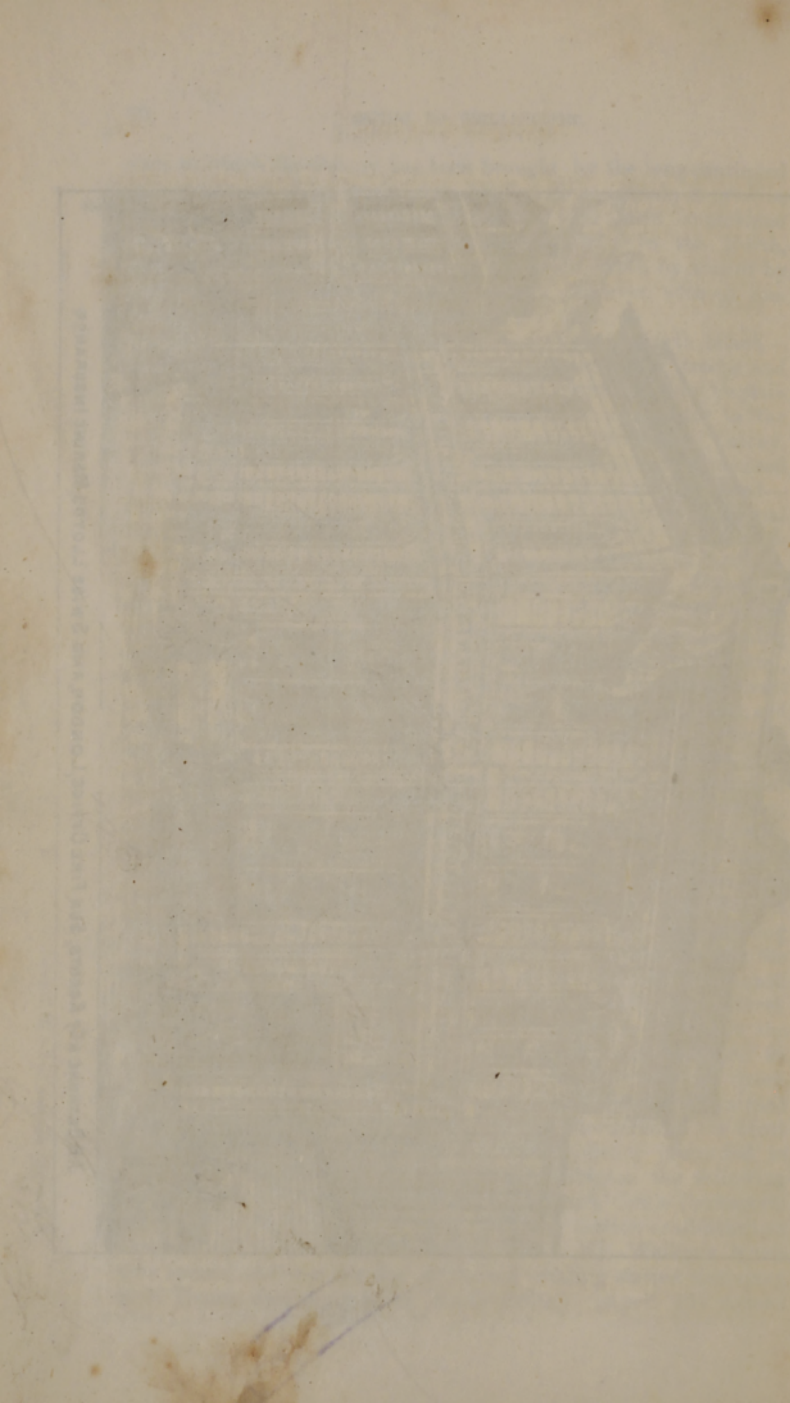
state to which the Colony has been brought by the long-continued misgovernment of his predecessor, his Excellency's task, it must be admitted, is a most arduous one." The year 1846 commenced very unprofitably for the settlers generally. In the North, Kawiti's pah, Ruapekapeka, was stormed and taken by assault by Colonel Despard (January 11, 1846), not, however, without considerable loss on both sides.

In the South—that is, the southern part of the North Island—all was uncertainty and confusion. The arrival of troops and ships-of-war, and the energetic measures commenced by Captain Grey to enforce British laws, began to inspire confidence in the settlers, many of whom contemplated abandoning the Colony. Rauparaha and Rangihaeata, with their followers, had commenced a kind of guerilla warfare, and alarmed the whole neighborhood—that is to say, what may now be termed the Wellington Provincial District. The settlers were driven into town, and considerable mischief done; in fact, the progress of the settlement was retarded. In order more fully to detail the unsatisfactory state of this part of the Colony at the commencement of 1846, when, with the exception of contractors for troops, and traders who were fattening on the disturbed state of things, the *bona fide* colonists (pioneers), especially in the country districts, were being ruined, and a vast number have not, up to this day, recovered from losses of time and property then sustained. A brief *resumé* of these stirring events will be interesting:—

(February 11) H.M.S. Calliope, Captain Stanley, arrived at Wellington. (February 12) His Excellency Governor Grey, accompanied by Mrs. Grey, paid his first visit to Wellington in H.M.S. Castor. (February 12) H.M. steamer Driver arrived at Wellington, the first steamer that ever entered Port Nicholson. (February 24) His Excellency, with 340 troops, under Colonel Hulme, proceeded to the Hutt District to expel the intruding Natives. (March 1) The rebels plundered the settlers on the Hutt and Waiwetu Rivers. (March 3) Martial law proclaimed in the Southern (Wellington) District. (March 9) His Excellency proceeded to Porirua in the Driver, accompanied by the Castor, with 160 troops, under Colonel Hulme. (March 9) Militia called out to protect the town. (March 13) His Excellency proceeded in the Castor to Wanganui and Nelson. Returned March 29. (April 2) Gillespie and his son murdered in the Hutt District by the rebels. (April 9) His Excellency proceeded to Porirua in the Driver. Returned to Wellington the following day. (April 9) The Castor, Driver, and Slain's Castle (transport) proceeded to Porirua with troops. Military station established at Porirua. (This station was close to where Mr. Walker's house now stands, and was the site of the old whaling station belonging to J. Thoms, commonly called Jordie Bolts.) (April 13) Armed



J.H. BETHUNE & CO AGENTS, SUN FIRE OFFICE, LONDON, AND SWISS LLOYDS, MARINE INSURANCE.



police force embodied; Major Durie appointed Inspector. (April 14) Porirua-road commenced by the soldiers. (April 20) Martial law proclaimed again in the Southern District. (April 22) His Excellency and Mrs. Grey returned to Auckland. (May 16) Attack by the rebels on a detachment of the 58th Regiment, under Lieut. Page, at the camp at the Hutt. The rebels repulsed. Six soldiers killed and four wounded. T. Hoseman, a settler, and Sergt. Ingram subsequently died of their wounds. (May 18) Friendly Natives armed. (May 19) Corps of Volunteers formed; Militia called out. (June 15) Richard Rush murdered in the Hutt District by the rebels. (June 16) Skirmish of a detachment of troops, under Captain Reid, with the rebels at the Hutt. Lieut. Herbert and four soldiers wounded. One subsequently died of his wounds. (June 16) Engagement of the Militia from Taita, under Mr. White, with the rebels. The rebels repulsed, and two of their number wounded. (June 20) Swan, a Militiaman at Taita, accidentally shot. (June 22) Te Rauparaha visited Wellington; returned to Porirua June 29. (July 4) His Excellency arrived at Wellington in the Driver. (July 18) Martial law extended at Wanganui. (July 20) His Excellency embarked on board the Driver with a body of sailors from the Calliope, under Captain Stanley, 100 troops under Major Last, and a detachment of armed police under Major Durie, and proceeded to Porirua. A body of Wanganui Natives, under E Mukanapara and Maketu, left Wanganui to join Rangihaeata. (July 23) Capture of Te Rauparaha, Kanae, Charley, and four other Natives, at Porirua. (July 29) Public meeting of resident purchasers of land to consider their present position with respect to the New Zealand Company. (August 1) Rangihaeata's pa, Pahautanui, captured by the Militia, under Mr. McDonough, and the friendly Natives, under Mr. David Scott. Martin Luther and Rangiataea taken prisoners. (August 6) Attack on Rangihaeata at Horokiwi. Ensign Blackburn, a private of the 99th Regiment, and a seaman of the Calliope, killed; seven soldiers and one Militiaman wounded. (August 13) Rangihaeata retreated from Horokiwi. (August 14) Ensign Blackburn buried in the cemetery at Wellington. (August 19) His Excellency returned to Auckland. Fight at Pouawha between the friendly Natives and the rebels. Three of the friendly Natives killed and three wounded. Te Pau, the murderer of Gillespie, and other rebels killed. (August 24) Grand feast and war dance of the friendly Natives at Waikanae. (September 14) Rangihaeata tried by court-martial and sentenced to be imprisoned for life. (September 15) Martin Luther tried by court-martial and sentenced to be hanged. Executed on the 17th at Porirua. (October 12) Court-martial on the other rebel prisoners, who were sentenced to be transported for life. (October 25) Visit of Tana from Taupo to Wanganui. The settlers

memorialised the Governor for effectual protection. (November 4) Matthew Hobman murdered by a Native. (November 20) Rangihaeata, sentenced by the court-martial to be imprisoned for life, died. (December 10) Calliope sailed for Wanganui with a detachment of troops for the protection of that district. (December 19) His Excellency arrived in the *Driver*; returned to Auckland 29th.

A Sketch from the Reminiscences of a Pioneer Settler.

ON the 7th March, 1840, I arrived in the harbor of Port Nicholson, in the good ship *Adelaide*, Captain Campbell, from London, after a protracted passage of six months. The voyage was rather an eventful one. In crossing the Bay of Biscay, we encountered a severe gale, with a high tumultuous sea, and it was with difficulty that the captain saved the masts. After crossing the Bay, we put into Santa Cruz, Teneriffe. We lay there three days, and took on board some live stock, and a large supply of fruit, including grapes, oranges, lemons, bananas, &c. Previous to crossing the line, a dispute arose amongst the passengers, occasioned, no doubt, by the "strength" of the bilge water (!), which could only be settled by an interchange of civilities on shore. This necessitated the calling at Cape Town, very much to the annoyance of our captain, as it would considerably protract the voyage. On arriving at Cape Town, the belligerents landed, and suitable arrangements were made to settle their differences. After stepping off the usual number of paces, and the seconds placing their men, one of the principals refused to fight. He was willing enough for his opponent to fire at him, but positively refused to return the fire. The seconds, of course, could not allow this to be done, and so the matter ended in the Law Courts. The result was that the captain and one of the principals were bound over to keep the peace, and thus ended this bloodless affair. After a detention of about a fortnight at the Cape, we again set sail for New Zealand, and arrived here as above, having previously called at Port Hardy for instructions. The settlers from the first five emigrant vessels—the *Aurora*, *Oriental*, *Duke of Roxburgh*, *Bengal Merchant*, and *Adelaide*—all landed at Petoni, and the ships lay at anchor under the lee of Somes' Island. On my first landing, a mere lad, I was delighted with the novelty of the scenes that met my view, and the bustle and activity going on around me so occupied my thoughts as to leave no room for gloomy anticipations of the future. There was one scene, however, that

was more deeply impressed on my mind than any other, and that has never been effaced during the vicissitudes of a colonial life. I allude to the first Sabbath service I attended after my arrival in New Zealand. It was a beautiful calm day, not a cloud to be seen in the sky, and the sun shone forth in his meridian splendour. The magnificent harbor of Port Nicholson lay before us, with not a breath of wind to ruffle the surface of its waters; and the laving of the tide upon the beach was the only sound heard in that direction to break the stillness of the peaceful scene. To the left might be seen anchored off Somes' Island the vessels which had been for months the temporary homes of the settlers, and which had brought them in safety across the mighty deep, with the British ensign hanging at their peak. To the right, and about a quarter of a mile distant, was the bush with its varied and beautiful foliage, the nikau palm and tree-fern being conspicuous in their beauty; and the woods were musical with the song of birds. The background consisted of tall flax (*phormium tenax*) and the feathery toi toi, which was then in full bloom. Adjoining this, and a short distance from Petoni beach, there was a small clump of karaka trees, under the shade of which the settlers assembled to worship God. There was no Sabbath bell to call the congregation together, but the song of the bell-bird could be distinctly heard above all the songsters of the grove. There were about 30 or 40 persons present, among whom I remember Mr. Robert Rodger Strang, Mr. George Hunter (afterwards first Mayor of Wellington), Mr. Wm. Lyon, Mr. Kenneth Bethune, Mr. John Telford, Mr. Francis Yates, Mr. Robert Kemble, Mr. Buchanan, and many more whose names I have forgotten. The greeting was most cordial, as friends met and briefly related their several experiences to each other, since leaving the Mother Country. The time having arrived for holding the service, and all being assembled in this quiet nook, the Rev. John Macfarlane, Presbyterian minister, the only clergyman who accompanied the first expedition, officiated. He was then in the vigor of manhood, was of medium height, and formed a prominent feature in the group. When the rev. gentleman said "Let us worship God," every head was reverently uncovered, and the small congregation joined with all earnestness in singing the C Psalm.

"All people that on earth do dwell," &c.

He then read a portion of Scripture, after which he offered up prayer. And there, with the canopy of heaven for a covering, did they pour forth their thanksgiving to God for bringing them in safety across the mighty deep to their desired haven, for His bountiful provision for all their wants, and His watchful care over them by night and day; and an earnest petition was made that He, who had done so much for them in the past, would still continue

His blessings, and guide and protect them in the future. The second paraphrase, commencing,

"O, God of Bethel, by whose hand," &c.

Was then sung, after which the rev. gentleman delivered his sermon. It was short, but to the purpose, alluding to the past and the many dangers and difficulties now by God's mercy overcome, to which succeeded words of comfort and encouragement, urging his hearers to continue in the great and heroic work of colonisation, which had been so cheerfully undertaken; to place their confidence and trust in the Lord, who had hitherto conferred so many blessings on them all, and was still their and their father's God. At the conclusion of the sermon, the little congregation joined in singing the xxiii. Psalm—

"The Lord's my shepherd; I'll not want," &c.

They afterwards joined with the pastor in prayer, whilst he feelingly and impressively committed them all to the care of Him who never slumbers nor sleeps. And then this little body of settlers—the germ and nucleus of the future Church of the present day—wended their several ways homewards, strengthened and encouraged to pursue their varied occupations in humble dependence on their Heavenly Father's care and protection. And here I may mention that Sabbath services were afterwards regularly held in Mr. Hunter's store at Petoni until our removal to Wellington.

What a contrast the previous week had been to this peaceful and holy Sabbath. Only a few days before, some of the Ngatikahunu had come across the hills at the Hutt, and had barbarously murdered Pokawa, a Ngatiawa chief, whilst working quietly in his cultivation. In order to make immediate reprisals, an expedition of over 300 warriors was raised to secure the *utu* (or blood for blood payment), and had departed with threats of direful vengeance. It was in the interim that the "first Sabbath service," as above recorded, was held. To those unacquainted with the *bona fide* war-dance of the Maori tribes, it may be stated to be one of the most striking and exciting, as well as fiendish, exhibitions possible to imagine. In a nude state, with only a leather or flax belt round their waists sustaining their cartridge boxes or tomahawks, and meri greenstones, all of them decorated with feathers in their hair, while their faces were besmeared and bedaubed with red ochre. At a given signal, all stepped off at once, each grasping his weapon at arm's length—headed by a number of savage old women—all yelling in hideous concert, and making the most horrible grimaces and contortions, with their tongues protruding and eyes almost starting out of their heads; then tossing, simultaneously, their weapons high into the air, and catching them cleverly as they fell, and then striking the ground with their feet as one man," whilst the very earth shook under the feet of the

onlookers, the whole scene, especially at night, seeming like a mad carnival of fiends. Certainly this was a frightful sight, performed a few days before on the Petoni beach, and enough to strike terror into the hearts of Europeans who had just left civilised England, and who were totally unacquainted with such wild orgies; and what a contrast to the peaceful stillness of the Sabbath I have depicted. And yet these worshippers went calmly to their open air Church, with nothing but the sky between them and their Maker. Many of the female settlers had been tenderly reared and nurtured in the Mother Country, yet were true daughters of Britain, following the faith of their fathers; and, amidst the discomforts and trials of these early days, they were true and loyal in their hearts to their God and their country; and amongst the founders of the colony were some of the best blood of England. Yet was there no complaining. Every person who had embarked in the enterprise felt that they had a great and important work to perform, namely, the founding of a colony, and every effort was made to accomplish this desirable end. How far the early settlers succeeded in attaining this object will be best understood by comparing the present advanced condition of the colony, with its extensive trade and commerce; its vast mineral wealth, its life-giving Thermal Springs and hot lakes, surrounded by the grandest and most gorgeous scenery in the world; in striking contrast with the magnificent Alpine scenery of the South; its unrivalled climate; and last, though not least, the happy homes that have already been provided for half a million of people—with what it was when the first pioneers of settlement landed on its shores, only some forty-two years ago. I may add, as sequel, that a few days after our first Sabbath meeting, the avenging (Ngatiawa) Maories returned in triumph with the *utu* (or blood for blood) in the shape of several human heads of the murderers of the chief Pokawa, slain the previous week.

It is unnecessary to recount the many trials and hardships the early pioneers had to undergo in their endeavors to plant a settlement in New Zealand; the endurance they exhibited under calamities of no ordinary description.—such as when the greater part of Wellington was consumed by fire; when their property was destroyed by repeated earthquakes; their houses swept away by flood; and the dangers they had to encounter in defence of their hearths and homes, when their very lives were threatened by the ruthless tomahawk of the savage;—the patience they had to exercise towards the Maories, the indignities and injustice they had to submit to; the sacrifices they had to make, and the exertions they made to obtain the political institutions we now enjoy; so that we can boast of having the most liberal constitution of any country in the world. These are all things of the past. Comparatively few are now remaining of the early pioneers, and soon there

will be none left, to recount their past experiences;—but surely it may be said of them with justice, that they accomplished the work they undertook to do, and have left a goodly heritage to the British nation—a land destined to be the future home of millions yet unborn in this Britain of the South.

How truly prophetic are the following lines written by Thomas Campbell, the Bard of Hope, in 1839, to cheer on the lonely emigrant in the heroic work he had undertaken of founding a new Empire. The remains of the poet lie entombed amongst England's illustrious dead, within the cloistered walls of Westminster Abbey, but his inspired thoughts as expressed live; and his prognostications are progressing gradually towards development.

Steer, faithful helmsman, steer,
By stars beyond the line,
You go to found a realm one day,
Like England's self to shine.

CHORUS :—Cheer up ! cheer up ! your course then keep,
With dauntless heart and hand ;
And when you've ploughed a stormy deep
Then plough a smiling land.

A land whose beauties importune,
The Briton to its bowers ;
To sow but plenteous seeds and prune,
Luxuriant fruits and flowers.

CHORUS :—Cheer up, &c.

Like rubies set in gold shall blush,
Your vineyards girt with corn,
And oil and wine and gladness gush
From Almatha's horn,.

CHORUS :—Cheer up, &c.

Historical Memoranda.

IN the year 1769, Captain Cook took possession of New Zealand in the name of His Majesty, George III.

In the year 1787 a Royal Commission was granted to Captain Philip, appointing him Captain-General and Governor-in-Chief over the territory of New South Wales and its Dependencies. This territory was described in the Commission as extending from Cape York, latitude 11° 37' South; to the South Cape latitude 43° 30' South; and inland westward as far as 135° east longitude, comprehending the islands adjacent to the Pacific Ocean. The Islands of New Zealand are clearly within these limits.

On the 9th November, 1814, the Governor and Captain-General of New South Wales, by public proclamation, declared New Zealand to be a dependency, and by regular commission of *dedimus potestatem*, appointed Justices of the Peace to act. Some of these were aboriginals.

In 1819 Governor Maquarrie appointed a British Magistrate, who had only power to send prisoners who had committed capital offences to Sydney for trial.

In 1823, a British Act of Parliament (4 Geo. IV., Cap. 97.), extended the jurisdiction of the Courts of New South Wales to New Zealand by name and other places in the Southern Pacific not within the above latitudes previously mentioned. The Islands thus continued in a state of dependency until the year 1831, when a series of proceedings commenced, by which the Sovereignty of Great Britain might perhaps have been forfeited. An officer was appointed to reside at the Bay of Islands. He presented the chiefs with a national flag as from the Crown of England, thereby transferring to the native chiefs the British Sovereignty.

In 1835, the diplomatic agent assembled the native chiefs in the northern part of the North Island, called them a Confederation, and sanctioned a declaration of Native Independence.

On the 29th of April, 1834, General Bourke transmitted to Lord Stanley a proposal from Mr Busby (the British Resident), for establishing a national flag for the tribes of New Zealand in their collective capacity, and advised that ships built in the islands and registered by the chiefs should have their registers respected in their intercourse with the British possessions. Sir R. Bourke reported that he had sent three patterns of flags, one of which had been selected by the chiefs; that the chiefs had accordingly assembled, with the commanders of the British and three American ships to witness the inauguration of the flag of New Zealand, which on being hoisted, was saluted with 21 guns by the "Alligator," a British ship of war.

On the 21st December, 1834, a despatch was addressed to Sir R. Bourke by Lord Aberdeen (the father of Sir Arthur Gordon), approving of all these proceedings in the name of the King, and enclosing a copy of a letter from the Admiralty, stating that they had instructed their officers to give effect to the New Zealand registers, and to acknowledge and respect the National flag of New Zealand.

On the 30th day of July, 1839. Her Majesty's Government appointed Captain William Hobson, belonging to Her Majesty's Navy, to be Lieutenant-Governor in and over any territory "which is or may be acquired" in Sovereignty by Her Majesty, her heirs or successors, within the group of Islands in the Pacific Ocean commonly called New Zealand, and lying between the latitude 34 degrees 30 minutes and 47 degrees 10 minutes South and

166 degrees 5 minutes and 179 degrees east longitude from the meridian of Greenwich. Governor Hobson issued his first proclamation at Kororarika on the 30th day of January, 1840, and within five clear days from this date obtained from the natives the famous treaty of Waitangi.

The New Zealand Company's first ship, the *Tory*, came to an anchor off *Somes' Island* at 3 o'clock in the afternoon of the 20th September, 1839. She was piloted in by *Richard Barrett*, an old whaler, who had for some time been living with the natives in *Queen Charlotte's Sound*. During the following year, the first lot of immigrants arrived. Other historical recollections will be found in other portions of the *GUIDE*.

NOTE.—In our description of *Porirua* on pages 31 and 32, it is stated that the chief *Rauparaha* was taken prisoner by *Sir Everard Home* and that the *Maori* warrior resisted his capture. The facts are, that it was *Captain Stanley*, who then commanded the *Calliope*, led the attacking party. The chief finding resistance useless, submitted to be taken prisoner, and was afterwards carried from the pa to the ship's boats on the shoulders of six of the *Calliope's* crew.

NOTE.—Since page 57 was printed, *Mr. Dungan*, who is there mentioned as proprietor of the *Manawatu Times*, died suddenly from heart disease. He was a genial companion, a true friend, an able journalist, and as a settler will be greatly missed by the community in which he resided.





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R. Burrett. Machine Litho. Wellington.





From a Picture drawn by the late Major Heaphy, V.C.

WELLINGTON, IN 1841.

Early Reminiscences of Wellington,

WHEN I look to the extent of the Colony of New Zealand, the line of the coast, the quantity of land capable of cultivation and of improvement. When I look, above all, at its position and to the new importance which it has acquired in relation to the vicinity of China, I agree with the noble Lord that there appears every probability that this colony, if its interests be duly regarded and its welfare fostered, is destined to occupy a most important station in the world. Its relation with this country is most important.—*Sir Robert Peel in the debate on New Zealand, June 18, 1841.*

IT IS NOW forty-one years since one of England's greatest and most far-seeing statesman uttered the above sentence. Those who have lived in New Zealand during that period, watched the partial development of her great resources, and the laying the foundation of a young and prosperous nation cannot but perceive how truly prophetic were the words used. We purpose giving below a few interesting items collated from various sources, from which can be gathered some of the struggles and hardships the early settlers of Wellington had to endure, when this city and district were in their infancy.

PURCHASE OF PORT NICHOLSON FROM THE MAORIES.

Shortly after the arrival of the ship *Tory* from London, Colonel Wakefield, the Principal Agent of the New Zealand Company, entered into negotiations with the native owners of the lands which comprises "Wellington and the surrounding districts," and succeeded in obtaining on the 27th day of September 1839, the signatures or rather marks of Epuni, Wi Tako, Warepori, and nine other influential chiefs to a deed of purchase, which comprised "the whole bay, harbor and district of *Wanga Nui Atera*, commonly called Port Nicholson, situated on the North-eastern side of Cook's Straits of New Zealand." It will no doubt be interesting to both old and new settlers to learn the articles given to the natives for this valuable property. They are as follows, as taken from the original deed of purchase:—
 "100 red blankets, 100 muskets, 2 tierces of tobacco, 48 iron pots, 2 cases soap, 15 fowling pieces, 21 kegs gunpowder, 1 cask ball cartridges, 1 keg lead slabs, 100 cartouche boxes, 100 tomahawks, 40 pipe tomahawks, 1 case pipes, 2 doz. spades, 50 steel axes, 1200 fish-hooks, 12 bullet moulds, 12 doz. shirts, 20 jackets, 20 pairs trousers, 60 red night-caps, 300 yards cotton duck, 200 yards calico, 100 yards check, 20 doz. pocket-handkerchiefs, 2 doz. slates and 200 pencils, 10 doz looking glasses, 10 doz. pocket knives, 10 doz. pairs of scissors, 1 doz. pairs shoes, 1 doz. umbrellas, 1 doz. hats, 2 lbs. beads, 100 yards ribbon, 1 gross jews harps, 1 doz. razors, 10 doz. dressing combs, 6 doz.

novels, 2 suits superfine clothes, 1 doz. shaving boxes and brushes, 20 muskets, 2 doz. adzes and 1 doz. sticks sealing-wax.

PORT NICHOLSON AS VIEWED BY THE FIRST SETTLERS.

The following is a description of Port Nicholson as written by one of the first emigrants and published in the local paper:—"To the east and west, the hills comes down to the water's edge of Port Nicholson, but they are by no means formidable in height. A great deal of the land in this part of New Zealand is similar in form and clothing. The appearance of the land seen from afar is unpromising: it is supposed to be a succession of barren hills, but upon being approached they are found to be covered to the very summits with a dense matting of timber and scrub (ti-tree) which not until then betray their natural verdure. As a further proof of the extraordinary fertility of these hills, it may be stated that though these lands are dry and fertile, the natives give a general preference to the tops and sides of the hills for the cultivation of their Indian corn." On page 89 our readers will find a picture of Wellington, as sketched by the late Major Heaphy, in 1841, a year after the landing of the first emigrants. The spot where the British flag is to be seen flying, was known as "The Fort," and was situated on the hill above the shop of Messrs. McDowell Bros., at the corner of Willis-street and Lambton-quay. That portion of the bay in which vessels are to be perceived lying at anchor, while others are sailing about has since been reclaimed, and now forms the principal business portion of the city.

THE PROVISIONAL CONSTITUTION.

After the arrival of the first settlers, there being no duly constituted authority for the maintenance of law and order, our "pilgrim fathers" held a consultation at which it was agreed to draw up a Provisional Constitution, with a view to provide for the peace and good government of the first and principal settlement, and to which the settlers agreed upon their honor to submit to. The following gentlemen were appointed as a Committee or Council:—Colonel Wakefield, the Company's Principal Agent, (President); R. Hanson (Vice-President); George. S. Evans, Hon. W. Petre, Dudley Sinclair, F. A. Molesworth, Capt. E. Daniell, Capt. W. Smith, E. B. Hopper, G. Duppa, George Hunter, H. Moreing, H. St. Hill, T. M. Partridge and Major Durie. Mr. S. Revans was appointed Secretary and G. S. Evans, a barrister of the Inner Temple was created Umpire or Magistrate, who was to preside at all criminal proceedings, and with the assistance of seven assessors, were to decide upon the guilt or innocence of any party who were accused of having committed a breach of the British law. If a party was declared guilty, the Umpire had

power to state the penalty to be inflicted, but without the special approval of a majority of the Committee, the Umpire had no power to imprison an offender for a longer period than three months, or inflict a fine not exceeding £10. The following appointments were gazetted by the Committee in the first number of the local paper:—Colonel Wakefield, Principal Agent; Capt. W. Smith, R.A., Surveyor-General; W. Carrington, First Assistant Surveyor; R. Stokes and R. Park, Assistant-Surveyors; Captain Chaffers, Harbour Master; Dr. Fitzgerald, Consulting Physician; John Dorset, Surgeon; George Hunter, Storekeeper-General; J. N. Burcham, Assistant Storekeeper; D. Riddiford, Agent for Emigrants; R. Barrett, Agent for Natives; James Heberley, Pilot. The native chiefs agreed to assist the Committee in preserving peace and order, at the same time stipulating that the Europeans were not for the first five years make any rules which would affect the Maories without their consent. The Committee fulfilled its functions until the 2nd of June, 1840, when Lieut. Shortland the Colonial Secretary arrived in Port Nicholson from the Bay of Islands in the barque Integrity, accompanied by a detachment of H.M.'s 80th Regiment, under the command of Lieut. Best. Lieutenant Shortland landed at the Thorndon end of the town on the 4th of June, were after hoisting the British flag, read a proclamation signed by Governor Hobson, in which he asserted the Sovereignty of her Britannic Majesty in and over these islands.

THE FIRST SIGN OF NATIVE TROUBLE.

Great complaints were made by the early settlers at the pilfering of the natives. They were in the habit of coming into the houses of the settlers when they were absent, and steal any article they might lay their hands on. But the settlers were first alarmed on August 29, 1840, when they were informed that the whole of the inhabitants of the pah at Petone capable of bearing arms had turned out, headed by E Puni, and had proceeded in the direction of Palliser Bay, the cause being that the scouts of the chief had reported as to having heard many reports of guns, and that they doubted the good faith of the Ngatika-hunis, with whom they had only made peace shortly before the arrival of the settlers. E Puni, however, returned in a few days, and allayed the excitement.

CHOOSING THE LAND.

The first choice of land for town sections as promised to the settlers by the New Zealand Company, before their departure from England, was made on July 18, 1840. The following notice appeared in the *New Zealand Gazette*, the only journal then published in the township of Britannia, now the city of Wellington:—"Notice is hereby given that the plan of the town

in the company's principal settlement will be open to inspection on Monday next, July 18, and will remain open until the 27th, when the registration of the choices and allotment of the town sections will commence.—W. WAKEFIELD, Principal Agent N.Z. Company."

DANGERS OF TRAVELLING.

Until October, 7th, 1841, there being no road between Petone and Britannia, (Wellington), communication between the town and Petone was sustained by means of boats and vessels. A month or two after the formation of the settlement it was stated in the local paper that, "Mr. Barrett proposed running the cutter Harriett between this Beach (Petone) and Lambton Bay, with freight, so long as he receives encouragement. Mr. Wright also intends establishing a ferry boat, Capt. Daniells, boat runs across the bay with passengers and cargo." Several mishaps occurred, but on Tuesday the 14th April, 1840, a number of boats left Britannia for Petone, on containing twelve passengers' when within a hundred yards of the beach, upset and nine were drowned. The only persons who were saved were Mr. Francis Brady, Mr. Foster, and the steersman.

THE HUTT ROAD.

In these days when we have the iron horse conveying passengers and goods to and from the Hutt six or seven times a day, the following paragraph extracted from the *Gazette* of October 9, 1841, cannot but prove interesting :—"The road from Wellington to Petone is now nearly completed and perfectly easy to be gone over by any vehicle. Mr. G. Phillips, with his dray and team of bullocks has had the honor of being the first to travel over it, which he did two or three days ago, and arrived here with flying colours. The next thing we suppose we shall have to record will be that of the fast coach "Tally-ho," will start daily passing through Kaiwarra and Nga-rangi, and returning the same day. Verily this is the age of improvement."

EARTHQUAKE AND FIRES.

Although the settlers were aware that New Zealand was subject to earthquakes, yet they were not prepared for the rude "waking up" they experienced at 5 o'clock on the morning of the 26th May, 1840. The houses being then chiefly built of raupo not much damage ensued. Conjectures were rife as to the cause of the earth-shakings, but it was very generally thought "that the extinct volcano at Mount Egmont had again broken forth." On the 22nd May, 1840, a range of buildings known as "Cornish row" were burnt down. The houses being built of raupo and this being a most inflammable material, they were quickly consumed and thirteen families were deprived of shelter. A sum of £31

was raised to assist those who had been suddenly rendered homeless. On November 2, 1842, another fire broke out on the premises of Mr. Lloyd, a baker, residing on Lambton-quay. A heavy nor-wester was blowing at the time, and the sparks from the fire quickly igniting the raupo whares, it was not long before a clean sweep was made. A large pa, called the Kumutoto, were the chief Wi Tako with his followers resided, was also destroyed. The wooden houses that were burnt were considered to be worth £2500, but the total destruction of goods was estimated at £15,970. Most of the merchandise was however the property of Sydney and London merchants. Sir W. Fitzherbert, then plain Mr., and a member of the Municipal Council proposed at the next meeting:—"That fires, candles and all lights should be extinguished in raupo houses, immediately after sunset, on pain of a heavy fine for neglecting to do so." The future knight was however informed that it was extremely doubtful as to whether the Council had the power to introduce the old Norman laws. He then withdrew the motion.

HORTICULTURAL EXHIBITION.

The first Horticultural Exhibition was held in January, 1842, when the settlers vied with each other in submitting for competition the choicest of the first vegetables, fruits and flowers raised in the infant colony. It may be mentioned that at this Exhibition, the late Agent-General, Dr. Featherston carried off the prize for dahlias and had the credit of being the first to introduce that flower into the colony.

A SAD ACCIDENT.

To Mr. John Wade, an energetic settler is due the credit of having built the first vessel in Port Nicholson. She was a schooner of 43 tons, and was named the Mary Ann Wade. The local paper went into raptures in its account of her being launched at Kaiwarra, and prophesied that there was nothing to prevent Port Nicholson becoming the ship-building port of the colony. On Sunday March 20, 1842, Mr. Yates, the then sub-editor of the *Gazette*, with nine other friends proceeded on board, and weighed anchor with the intention of making a cruise round the harbour. It was not blowing heavily at the time, but it was very apparent to those watching the vessel's movements from the shore, that she was not sufficiently ballasted. As the schooner passed Evan's Bay, on her return home, the captain reefed his topsail, but imprudently let it out again. The vessel then heeled over and the ballast having shifted she could not recover, but went down with all hands. Boats put off immediately from the shore and were the means of saving the whole of the passengers and crew, with the exception of Mr Yates, who had endeavored to save himself by jumping overboard and was sucked

under by the sinking vessel. The drowning of Mr. Yates was much deplored, as he was a clever journalist and an excellent settler. Mr. Wade, the owner of the ill-fated vessel, and after whom Wadestown is called, migrated to the Californian gold rush, and after studying the American law, became a distinguished advocate in San Francisco.

VOYAGE OF THE AURORA.

The Aurora, commanded by Capt. Theophilus Heale, dropped down from the London Docks to Gravesend on September 15, 1839, and started on her voyage to New Zealand with the first batch of emigrants under the auspices of the New Zealand Company. The Aurora crossed the equator on the 5th of November, when Neptune paid the vessel his customary visit. The voyage was uneventful. The South Island of New Zealand was sighted at 6 p.m. on the 16th of January, and on the following day the anchor was dropped in Port Hardy. There was great excitement among the passengers as they were doubtful what kind of reception they would meet with at the hands of the natives, and every preparation was made to guard against surprise. The Maories came off in canoes to the vessel and delivered a letter from Colonel Wakefield addressed to the captain of the Aurora. Some alarm was felt among the immigrants in consequence of not meeting with the Tory, which vessel had arrived some time previously from London with the surveying staff, but this feeling was allayed on the following day by the arrival of one of the Tory's crew, who had been left on D'Urville's Island by Colonel Wakefield, with instructions for the vessel to proceed to Port Nicholson. The anchor was weighed, and the vessel with a fine breeze passed through Cook's Straits arriving off Port Nicholson Heads on the evening of the 21st. On the following day, the vessel beat up the heads against a North-west wind, accompanied by a trading barque called the Helena from Sydney, commanded by the late Hon. W. B. Rhodes, and owned by Messrs. Cooper and Holt. Both vessels came to an anchor under Some's Island.

THE FIRST CHIEF JUSTICE.

The first Chief Justice of New Zealand, Sir William Martin, with the Attorney-General for the Colony, Mr. William Swainson, arrived from England in the ship Tyne, in August, 1841. The local Press then complained that Captain Hobson, the Governor, had not yet visited Port Nicholson, and although now the Colony possessed a live Judge and an Attorney-General, they were unable to advise with the Head of the Government. Both of these gentlemen were afterwards removed to Auckland.

THE MURDER OF THE GILLESPIES.

On the 10th of April, 1846, the inhabitants of the town of Wellington and the surrounding districts were thrown into a state

of great alarm and anxiety on learning that the Maoris had murdered Mr. Gillespie, a Hutt settler, and one of his sons. From the evidence given at the Coroner's inquest which took place on the following day, it appears that Mr. Gillespie and his two sons were located at the Hutt, and clearing ground for cultivation, when the murder was committed. The evidence given by Mr. Charles Gillespie, who is now proprietor of the Shepherd's Arms, Tinakori-road, will be read with interest. He stated that he had been at the Hutt about a fortnight assisting his father in cultivating his land. At 4 o'clock on the evening of the murder he met about a dozen soldiers of the 58th Regiment, one of whom asked him to go to Burcham's public-house and procure for them some liquor. When he returned, he found the soldiers opposite the turning of Mr. Swainson's land. He left the soldiers shortly after dark, and proceeded home. When he got there he saw the body of his brother Andrew lying at the door of the house. His father he found alive, but speechless. His father kissed him and expired. His brother spoke and bid him take care of his mother. He then laid the body of his brother by the side of his murdered father. He judged the deed had been done by the Natives, because all the bedding, &c., had been stolen; and he also missed a shilling which his brother had in his pocket when he last saw him. The bodies were dreadfully mangled—there were seven wounds on the body of the father, and eleven on that of his son. Subsequently the Natives confessed that the murder was committed by two Hutt rebel Maoris named Epau and Onemutu, one of whom was afterwards shot by the chief Wi Tako. Large public meetings were held, at which the settlers, headed by the late Dr. Featherston, petitioned the Home Government to permit the settlers to manage their own local affairs.

NOAH'S ARK.

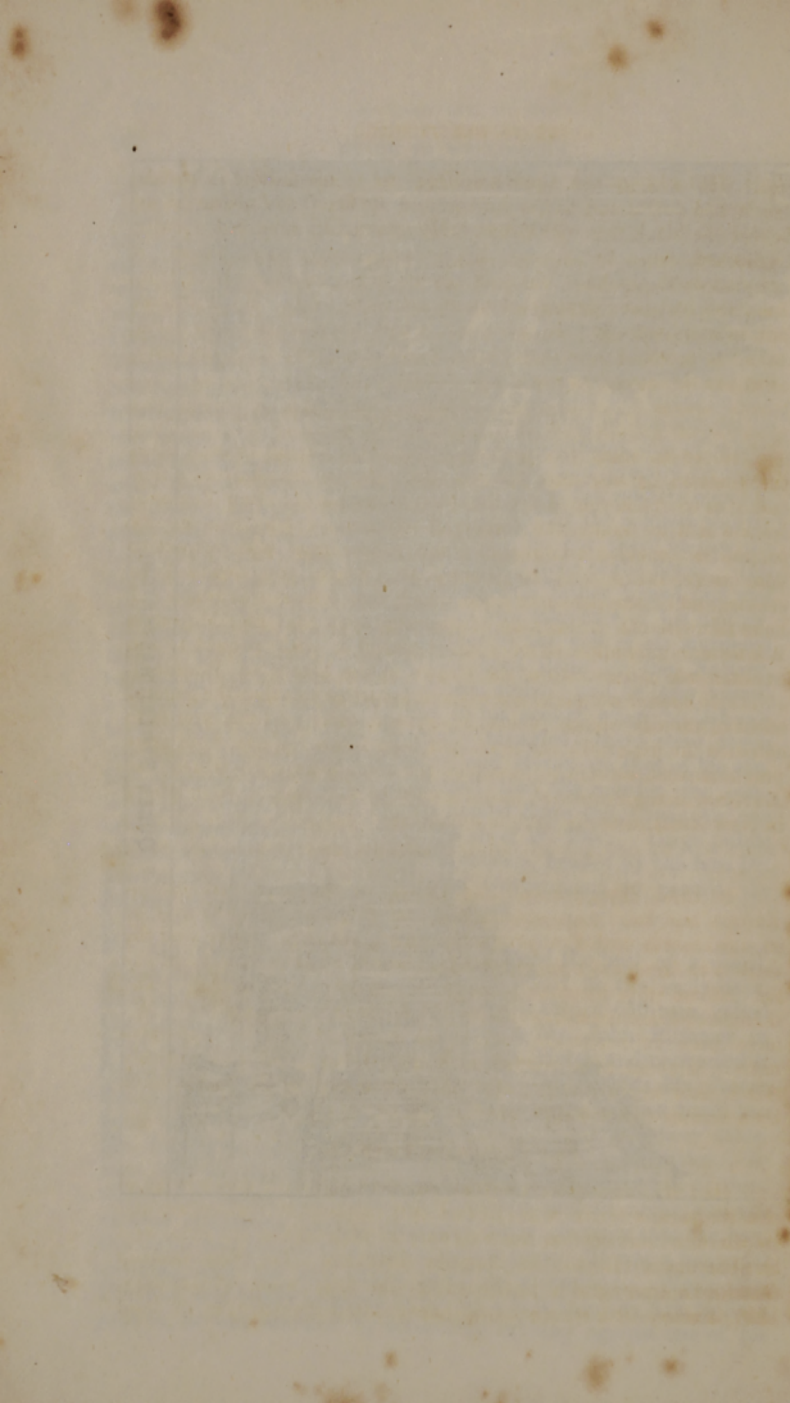
On Custom House-quay can be traced the hull of a vessel, which formerly served as a store and wharf in the early days. This hull is the remains of a Canadian-built ship of 650 tons, called the Inconstant, which was purchased by Mr. John Plimmer in 1845, who moored it in front of Barrett's Hotel, and converted it into a store and wharf. Later it was used by the late Mr. James Smith as a store and auction mart, and in more modern times has been used by Mr. I. Plimmer as a wine, spirit, and beer store. Mr. John Plimmer, sen., tells a story of a "fishing excursion" he once had in the Ark. One morning after a heavy fall of rain, which had lasted the whole day previous and all night, and the various streamlets having disgorged their contents into the bay, the water had turned to a brown yellow color. It was a beautiful morning, and the sun shone in all its splendour. While Mr. Plimmer was busily engaged in boring a hole into the Ark to fix a joist in, he was startled by something rubbing against one of his



QUEEN STREET, MASTERTON.

R. Burrett. Machine Lihor. Wellington.

W



legs. He was at the time standing up to his middle in water. He looked down, and to his horror and no small astonishment he beheld the black fins of a shark. His sharkship appeared equally frightened on beholding his companion, and made a jump on to the rocks. The fish was an ugly customer about 10ft. long, and had been prying about in search of food. Mr. Plimmer immediately went for an adze, but when he returned to do battle with the monster of the deep, he found it impossible to find him, owing to the discoloration of the water.

THE RIGHT HON. W. E. GLADSTONE'S TRIBUTE TO SIR G. GREY.

In 1846, when the present Premier of Great Britain filled the position of Secretary for the Colonies, he transmitted a despatch to Sir George Grey, the then Governor of New Zealand, from which we make the following extract:—"I have to signify to you my decided approval of your proceedings with respect to your negotiations with the insurgents, which you declined to renew, and of the principle upon which that refusal was based. I have likewise the satisfaction of apprising you that Her Majesty's Advisers highly approve of your declaration with respect to the maintenance of the faith of the Crown in the Treaty of Waitangi. I must not conclude without assuring you that the general effect of the despatches which have been received from you is to enhance the high opinion which had been formed of you from your previous services, and to confirm the confidence with which the Advisers of the Sovereign look forward to the issue of your labors in New Zealand to the public advantage."

DEFENCE FROM A FOREIGN FOE.

In 1843, news reached the Colony of the disturbed state of Europe, and fears were entertained that England would shortly be engaged in war with France or some other great naval power, and the settlers in their defenceless condition would be at the mercy of the foe. Some agitation took place with regard to the matter. The *Gazette* of March, 1843, contains the following paragraph:—"We have been informed on undoubted authority that an extensive battery is about to be erected on Some's Island, and this entirely free of cost to the public; also, that estimates of the same have been accepted in the right quarter."

THE WAIRARAPA DISTRICT.

In 1841, the settlers appear to have had little knowledge of the Wairarapa District, or, in fact, any portion of Wellington and its surroundings beyond the Paikakariki Hill on the one side, and the Rimutaka Hill in the opposite direction. The *New Zealand Gazette*, in a paragraph published in the first week of January, 1841, states:—"Last week our paper stated the quantity of land

available at *Wyderop* to be 500,000 acres. It ought to have been 50,000 acres."

SEVERE EARTHQUAKES.

The settlers were placed in a great state of consternation at twenty minutes to two o'clock on Monday morning, October 16, 1848, when a most severe shock of earthquake was experienced which lasted for the space of nearly a minute; the direction of the shock appeared to be north and south; this was followed at an interval of half-an-hour by another shock not so intense as the first, and during the subsequent minutes a succession of severe shocks occurred with lesser ones at intervals; in fact, during the whole of this period, the ground appeared to be in a state of oscillation. When it became daylight it was found that several of the brick buildings had been seriously injured by the first shock which had caused the greatest amount of damage. The ships in the harbor equally felt its influence. The sensation experienced on board *H.M.S. Fly* is described to have been as though the vessel had suddenly grounded. The shock was felt most in the fore part of the ship and all the men ran up on the deck. During Monday three smart shocks occurred, and on the following morning a severe vibration was felt at about 7.30, while during the whole of this time a continuous tremulous motion of the earth was distinctly perceptible. It blew hard from the S.E. on the Monday, but on Tuesday it became perfectly calm. On the afternoon of that day (Tuesday) at 3.40 a severe shock occurred, followed in quick succession by another of about half a minute's duration, and was equal in force to that experienced early on the previous morning but more destructive in its effects as it completed the ruin of those houses and chimneys which had previously only been damaged. The buildings rocked to and fro in a most fearful manner. All the brick stores were more or less damaged, the walls either being thrown down altogether, or rent in different directions. It was during this shock that Barrack-Serjeant Lovell and two of his children met with an accident, which resulted in their deaths. The serjeant was passing down Farish-street, accompanied by a girl of eight years and a boy about four years, when they were buried by a mass of falling wall. The girl was killed instantaneously, while her brother died after lingering several hours, and their father died two days after the occurrence. On Wednesday morning the tide rose to an unusual height, overflowing part of Lambton-quay and all the sections at the head of the bay fronting the water. During the Monday and Tuesday night a long streak of pale light was observed. It appeared to be settled at a very great distance and in a northerly direction. The barque *Sabraon* was at the time lying at anchor in the harbor, and several people took advantage of an offer made by the Captain to take refuge on board. Fearful of such another visitation, many settlers with their

families determined to leave the colony for Australia, and took passage in the Sabraon, bound for Sydney. The vessel, however in beating out of the Heads missed stays, and ran ashore, when she became a complete wreck. The whole of the passengers, (amongst whom was Sir William Fitzherbert, the present Speaker of the Legislative Council) were saved, but finding that while dangers were to be apprehended on land, there will still greater dangers on the sea, the majority again took up their residence in the land of their adoption. No earthquake of such a severe type again occurred until the evening of the 22nd January, 1855, when about 9 o'clock the settlers were again placed in a state of alarm by a severe shock of earthquake, which threw down several chimneys, and caused a large amount of devastation. The sea receded for some considerable distance and on its return came up as far as the centre of Lambton-quay and again retired some feet below its old level. Only one fatal accident occurred. The Wellington Club was at this time kept by Baron Von Alzdorf and was situated in close proximity to where the Criterion Hotel now stands. The baron at the time of the shock was in one of the upper rooms and before he could remove, a portion of the plastering gave way and fell upon him. He died shortly after, from the effects of the injuries he then received. On the day on which this earthquake occurred, the annual races were being held at Burnham water, and the sight of dead fish &c., which presented itself the following morning on the race-course was one not easily to be forgotten. These severe earthquakes were felt with even more violence than in Wellington in all parts of the North Island south of Tongariro, and in the northern portion of the South Island.

FREE TRADE.

On September 9, 1844, Governor Fitzroy abolished the Customs' duties, and made the New Zealand ports free, hoping by placing a rate on all property instead, to create a revenue of £8000 per annum. Experience showed that the free trade policy was not a politic one and the duties were resumed in 1846. Those people carrying on business who were in a position to lay in a stock of dutiable articles before the re-assumption of the Customs' duties were rewarded for their keen-sightedness.

CENSUS RETURNS.

The first census of the Wellington district was taken in 1845. The total population was 4,897, which included no less than 673 whalers, who resided principally on the West Coast. The following are the particulars:—Wellington, 2,667; Karori, 215; Wadestown and Kaiwarra, 231; Petone and Hutt, 649; Lowry and Evans' Bay, 87; Wairarapa, Manawatu and Otaki, 150.

COLONIAL DEBENTURES.

In 1844-5, in consequence of the New Zealand Company not having fulfilled its engagements with the settlers, and, in fact, having ceased its colonising operations, and few, if any, public works being proceeded with, money became so scarce that it was found necessary by the Government to resort to the issue of debentures, and these printed pieces of paper were accepted by the settlers as currency until after the arrival of Captain Grey as Governor. These debentures were as low as five shillings. Smaller change being found necessary, storekeepers and others issued threepenny, sixpenny, and shilling notes, copies of which we append below as taken from the original blocks which were engraved at the time by Mr. J. H. Marriott, who still resides on Lambton-quay.



The cut here printed was a shilling block, and on presentation of five of these the holder would be entitled to receive five shillings in Government debentures.

Wellington, 1844.

No. --

On presentation of ten (10) of these notes, I promise to pay the bearer the sum of FIVE SHILLINGS, in Government debentures or in goods.

JOHN ROBINSON.



HOSTILITIES WITH THE NATIVES.

The Hutt Valley was purchased from the Natives by Colonel Wakefield on behalf of the New Zealand Company at the time he purchased Port Nicholson, and afterwards surveyed the land and allotted it to purchasers. Subsequently to this, a number of Natives from Taranaki, driven hither by the Waikatos, came and intruded on the surveyed lands and opposed the progress of the settlers. The Colonial authorities remonstrated, and although these Maoris admitted they had no business there, and entered into an agreement to quit as soon as they had cleared a crop which they had planted on the land, instead of leaving the district

they had promised, they stayed there for five years resisting all attempts on the part of the owners to obtain possession. Matters were in this unsatisfactory state until Captain Grey (now Sir George Grey) was appointed to the Governorship, and he at once placed troops at the lower end of the valley for the protection of the settlers. Then these Natives, without any provocation, commenced a series of cold-blooded murders, and the Government determined to dislodge them by force of arms. Several skirmishes ensued, and one chief who was engaged against the British was taken prisoner. He belonged to one of the Taranaki tribes, was tried by a court-martial, and sentenced to be executed. The Governor signed the warrant, and the chief was hung at Porirua, as a warning to his countrymen.

A DEED OF BRAVERY.

During the fighting at the Hutt in 1846, a bugler belonging to the 96th Regiment espied a body of rebels coming stealthily forward to attack the detachment of troops stationed there. He was in the act of sounding the bugle to give the alarm when he was struck by a tomahawk on his right arm. He placed the bugle in his left hand, when that limb was also struck. Then placing the bugle between his knees he effected his purpose, but was instantly brained with a tomahawk; but his heroic act saved the whole detachment from being massacred.

The Wellington Newspaper Press.

THE oldest printer in New Zealand is Mr. W. Colenso, who resides in Napier. He came out to New Zealand with a Church of England Missionary party, and with the printing press and types belonging to the mission printed at the Bay of Islands a Maori Testament. This was prior to these Islands being colonised. The first newspaper printed in New Zealand was called the *New Zealand Gazette*, was the property of the New Zealand Company, and was under the editorship of Mr. Samuel Revans, now a settler in Greytown, Wairarapa. The first paper was issued in New Zealand on Saturday, April 18, 1840, but a prior number was printed in London on Friday, September 6, 1839. The first New Zealand publication contains the draft of the Provisional Constitution as drawn up by the settlers and the local appointments made by the Committee. It is demy size, and bears the imprint of Mr. Edward Roe, father of Mr. Charles Roe, the proprietor of the Denbigh Hotel, Feilding. On the removal of the town to Lambton Harbor, the name of the paper was changed to the *New Zealand Gazette and Britannia*

Spectator, but when the name of the town was altered from "Britannia" to Wellington, the word "Britannia" was erased and that of "Wellington" substituted. On October 2, 1841, it was issued bi-weekly, instead of weekly. Shortly after the arrival of Mr. W. Fox (now Sir William Fox) that gentleman assumed the duties of editor, vigorously upheld the cause of the settlers and advocated the principles of popular government. Great difficulty was experienced in collecting the subscriptions for the paper, for we find the editor complaining in the *Gazette* on the anniversary of the colony (January 22, 1842) that "some of the supporters of the paper had not paid one shilling since it had been established." Nevertheless, this did not deter Mr. Richard Hanson, a lawyer, and who it was stated had some experience on the London press, from establishing an opposition paper in 1842, which was called the *Colonist and Port Nicholson Advertiser*. This journal existed twelve months, and during its existence the editors of the two papers carried on a fierce journalistic warfare. Mr. Fox resigned the editorship of the *Gazette* on being appointed Agent to the New Zealand Company in 1843. The *Gazette* was afterwards placed under the management of a Committee who were elected for a period of six months, but owing to a disagreement in 1845 between the printers of the *Gazette* and their employees, the latter appealed to the public, a subscription was raised, and funds were thus raised for the purchase of the necessary printing plant to start a new journal. This was procured from Sydney, and on the 2nd of April, 1844, the *Wellington Independent* was first published. It was demy size, published tri-weekly and bore the imprint of Edward Roe, E. W. Vincent, James Muir, G. Fellingham and Thos. W. McKenzie. The printing press with which the paper was for some time printed belonged in the early days of the colony of New South Wales to the proprietors of the *Sydney Morning Herald*, and printed the first copies of that well-known journal. [This pioneer press now lies at the back of the *N.Z. Times* office.] The *New Zealand Gazette* afterwards became the property of the late Hon. R. Stokes, who re-named it the *New Zealand Spectator and Cook's Strait Guardian*, and was printed by Mr. N. Sutherland. The *Spectator* was the organ of the Grey party and able articles at times appeared in its columns from the pen of Mr. Alfred Domett, then Colonial Secretary of New Munster, while the *Independent* was edited by Dr. Featherston, Messrs. Fox, Fitzherbert, and others, who severely criticised the political actions of Sir George Grey and advocated the right of the settlers to all the privileges of self-government. The paper war was a fierce one until the proclamation of the New Constitution, on the 4th of March, 1853. About this period the late Mr. R. Wakelin edited the *Independent*, but this journal had a host of other talented contributors, including Dr. Evans, Edward Gibbon Wakefield, Edward Jer

ningham Wakefield, Mr. Henry Sewell, &c. Both journals were published tri-weekly, on Wednesdays and Saturdays, and made their appearance at mid-day or about 4 o'clock. When no printing paper of the required size was in the market the papers were printed on blotting paper, and when this article run short, coarse wrapping paper had to be resorted to, and oft-times two sheets of demy had to be pasted together. In these days subscribers were very reticent in forwarding the money to pay the printer, and subscriptions were taken out in firewood and farm produce. Mr. Wakelin edited the *Independent* until the latter end of 1856, when he also ceased to become clerk to Dr. Featherston, the then Superintendent of the Province of Wellington. It may be mentioned here that it was through Mr. Wakelin, the name of the "Empire City" was given to Wellington. The day that the Southern members left Wellington to attend the session of 1856 an article appeared in the *Independent* from the pen of Mr. Wakelin, which was generally attributed to Mr. Fox, in which Wellington was spoken of as the future "Empire City" of New Zealand. The Auckland journals sneered at the remarks, and in derision, when writing of Wellington, mentioned it as the "Empire City,"—a name which has ever since clung to it. Mr. John Knowles was appointed clerk to Dr. Featherston and succeeded Mr. Wakelin in the editorship of the *Independent* until 1861, when Mr. Henry Anderson was appointed to the position. In 1859 owing to a difference between the proprietors and the compositors of the *Independent*, the latter started a demy newspaper, called the *New Zealand Advertiser*. It was first published gratis, but when Mr. Richard Wakelin obtained the editorship it was issued as a double demy bi-weekly, and afterwards tri-weekly. It bore the imprint of Charles Roe, Joseph Bull, and Edward Bull. The former sold out his share, but the paper continued to flourish under the proprietorship of the brothers Bull until 1868, when, owing to a successful libel action brought against it by Mr. Charles Schultze, the Speaker of the Wellington Provincial Council, the paper succumbed. Several efforts were made to revive it by Messrs. James Mitchell, Platt, Langbridge, and others, who took offices in Farish-street, but they proved abortive. The *Independent* continued under the vigorous editorship of Mr. Anderson until 1869, when Mr. A. F. Halcombe succeeded him. Early in 1864, the first evening journal was published. The late Mr. Henry Blundell, with his three sons and a partner, Mr. D. Curle, finding a newspaper venture they had made at Havelock not so profitable as they anticipated, cast their eyes about for a fresh field of enterprise. Mr. Blundell made a trip to Otago, but finding he was forestalled by another newspaper speculator, retraced his steps; and on arrival at Havelock packed up his printing plant, and accompanied by Mr. Curle and his

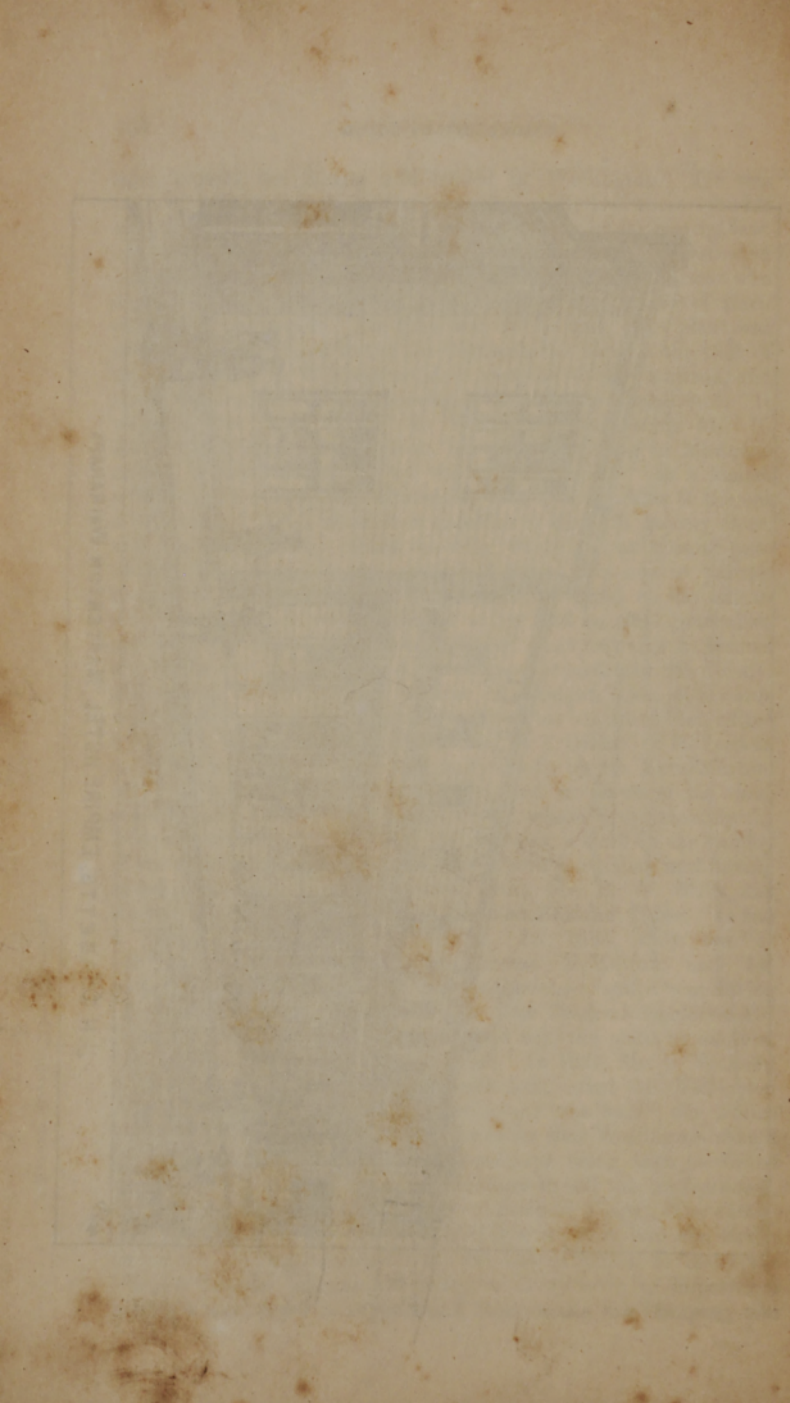
sons, crossed the Straits and landed in Wellington. He was induced to try his luck at Wanganui, but on arrival there with his staff and plant, he found the town and county under martial law, and preferring the "case and stick" to "sentry go," he returned to Wellington. On arrival, he found that the type speculator who crossed his path at Otago was in Wellington, with a view of starting an evening paper. No time was to be lost. The plant was unshipped, and placed in the old Commissariat store at the back of those premises in Willis-street now occupied by Dr. Rawson, and there the first copy of the *Evening Post* made its appearance. It was the first paper "run" in Wellington, and when Mr. R. Burrett published the *Post* from his stationer's shop in Manners-street, it was looked on by the "old identity" as a foolish venture. The office was afterwards removed opposite to the old *New Zealand Times* office, then opposite to Bishop's grocery store, and from there to the offices opposite where it is at present published. The *Post*, however, exercised little influence in politics until 1868, when Mr. Frank Gifford was appointed to the editorship. Mr. Gifford was a talented writer and an able journalist, and without doubt laid the foundation of what may now be termed one of the best, if not the best, newspaper properties in the Colony. He retired in 1872, owing to loss of eyesight. He afterwards went to Melbourne, where he died. The *Post* has since been edited by Messrs. W. H. Pilliett, Hy. Anderson, E. T. Gillon, D. M. Luckie, and other well-known journalists, and recently by Mr. Rous Marten. Mr. Henry Blundell, sen., in 1874 retired in favor of his three sons—John, Henry, and Louis—under whose proprietorship the *Post* still remains. In 1868, a Mr. Parsons, a clerk in the employ of the Government, believing he was a born journalist, and having saved some money, rented a store from Mr. E. W. Mills, and started a morning journal called the *New Zealand Times*. It had a brief—a very brief existence. In 1865, only one of the original proprietors, Mr. Thomas McKenzie, had his name affixed to the imprint of the *Independent*, and it was during this year that the proprietor of the *New Zealand Spectator*, Mr. Robert Stokes, abolished the paper and sold the plant by auction, Mr. McKenzie becoming the purchaser. In 1868, Mr. R. Wakelin started a morning journal near Noah's Ark, called the *Wellington Journal*, but after a short life the plant was sold. Sir Julius Vogel in 1874 formed a Company in order that Wellington should possess a morning journal, the *Independent* being then published tri-weekly. Mr. McKenzie was induced to sell the *Independent*, and become a shareholder in the *New Zealand Times*. The editorship was placed in the hands of Mr. R. Creighton, and Mr. Scales undertook the management. It was the intention to make the *Times* a Colonial journal, but owing to every town of importance having a local paper to support and other causes, the Company was



W.P.

J. H. CORBETT'S, EMPIRE HOTEL, MASTERTON, WAIRARAPA

R. Burrett, Machine Litho, Wellington



not a success from a pecuniary point of view. The *Times* was published on the 1st June, 1874. It was edited (after the resignation of Mr. Creighton) amongst others by Messrs J. Perrier, W. H. Harrison, J. C. Hay, and Dr. Pollen. In 1879 the Company was wound up, and Mr. Harris became the proprietor. In the hands of a popular and practical man the property no doubt would prove a paying one. In the year 1877 another Company was formed to start a paper to advocate the views of the Liberal party. The management and editorship was given to Mr. E. T. Gillion, and the paper called the *New Zealander*. Although a fair circulation was obtained, it failed to be a successful enterprise, and was sold in 1879 to Mr. R. C. Reid of Hokitika. Considering there were then two evening papers and the *Times* to compete with, Mr. Reid carried it on successfully, but preferring to reside at Hokitika to Wellington, having larger interests there at stake, when Mr. C. Harris purchased the *Times*, Mr. Reid parted with his interest in the *New Zealander*, and the two papers were amalgamated. Another newspaper venture—the *Tribune*—was started in 1874 by Mr. Hutchison, the present member for Wellington South. It never obtained a large circulation, and the promoter soon after sold the plant and goodwill to Messrs. E. T. Gillion, R. Kent, and J. Waters, who re-christened it the *Argus*, and published it as an evening journal. The speculation proved unremunerative, and after a few lingering months of existence, again changed proprietorship, an enterprising American newspaper speculator, a Mr. Gardiner, becoming the purchaser of the plant. He re-named it the *Chronicle*, but afterwards preferring American soil to that of New Zealand to plant newspapers, he sold his interest in 1878 to Messrs. Henry Anderson, Allan Anderson, and Mr. David Curle (one of the first proprietors of the *Post*). Under the able editorship of Mr. H. Anderson, the *Chronicle* obtained a large circulation, and had considerable political influence. Mr. H. Anderson retired in 1880 from the proprietary and editorship, financial troubles came about, and the and the plant was sold.

Wanganui was the first town outside of Wellington in this district which could boast of a newspaper. A paper printed on half a sheet of foolscap made its appearance in 1855. Its first number contained a pithy account of the battle of Inkerman. Not receiving sufficient support it collapsed. The *Wanganui Chronicle* was first published on September 28, 1856, and was then the property of Mr. H. Stokes. In 1857, Mr. Stokes parted with his interest to Messrs E. Jones and C. Dawson. Subsequently it became the property of Mr. W. Hutchison, and after passing through many vicissitudes it was purchased by its present proprietors, Messrs Carson Bros. The *Wanganui Times*, a well written double demy

paper, was published in 1864-5 under the proprietorship of Mr. Walter Taylor. The *Wanganui Herald* was ushered into existence as an evening paper by Messrs. John Ballance, and A. D. Willis in 1866. Mr. Ballance took charge of the editorial department. The able and fearless conduct of the paper soon attracted attention, and it was not long before it attained a very large circulation, and became a most valuable property. Mr. Willis afterwards parted with his interest to Mr. Ballance. In 1875 Mr. John Notman became a partner in the paper, and filled the position of sub-editor. He retired very recently, and Mr. Ballance is now sole proprietor and editor. From both offices are published weekly editions named respectively the *Yeoman* and *Weekly Chronicle*. The *Chronicle* is edited by Mr. G. G. Fitzgerald who now represents Hokitika in Parliament.

The pioneer paper in the Wairarapa was issued on the first Saturday in January, 1867. It was printed by E. and C. Grigg, on a double-crown sheet, appeared weekly, and was named the *Wairarapa Mercury*. For the first nine months the paper was edited by Mr. Richard Wakelin, when he started an opposition newspaper on the Maroa plain, three miles outside the township of Greytown, called the *Wairarapa Journal*, but it had only a very brief existence. The *Mercury* office and plant were destroyed by fire in 1869, but a few days afterwards Mr. Wakelin's plant was purchased by Messrs E. Grigg and A. K. Arnot, and the *Mercury* was resuscitated. In 1870 Mr. Grigg sold out to Mr. Arnot and the latter gentleman dying shortly afterwards, the paper ceased publication. After a short period had elapsed Messrs R. Wakelin and J. Payton entered into partnership, obtained the *Mercury* premises and plant and started the *Wairarapa Standard*, which they made a literary and financial success. A dissolution of partnership took place in 1878 and Mr. Wakelin carried on the paper single-handed (with the exception of a few months when it was edited by Mr. R. Sherrin) until his death occurred in 1881. The *Standard* is now the property of Messrs Nation, Brothers, published tri-weekly and edited by Mr. Henry Anderson, now one of the oldest and most experienced journalists in the colony. The first paper was published at Masterton in 1874 by Messrs M. F. O'Meara and W. F. Smith, and called the *Wairarapa News*, and was at first issued weekly, but within four months of its publication it was turned into a bi-weekly. During 1875, Mr. O'Meara sold his interest to Mr. J. G. Fawcett. Early in 1876, some negotiations were pending to sell a part or the whole of the property to Mr. J. M. Rockell, then sub-editor of the *Wanganui Herald*, and when these fell through, the latter secured a plant which had been shipped to Foxton, and started a tri-weekly double-crown, the *Newsletter*, the first issue being published on the 27th of May

of the same year. In 1877 an amalgamation was effected, and a new paper, the *Wairarapa Register*, an evening double-demy tri-weekly, issued in place of the two old ones. Its career was cut short by the memorable fire of that year, which consumed the office with all its contents. The loss to the firm was so great that they could not make a fresh start. Messrs Fawcett and Smith made an attempt with a hired plant, publishing a paper called the *Free Press*, they however, disposed of their interest to Mr. J. Payton, who started the *Wairarapa Daily*, which is still published under the same proprietary. Messrs A. W. Hogg and J. J. Smith issued in 1881 the first number of the *Wairarapa Star*, as an evening daily. Both papers appear to be thriving. A newspaper Company was formed at Carterton in 1878, who purchased a newspaper plant in Melbourne. Mr. R. Carrick (now editor of the *Waikato Times*) was appointed manager and editor, which was printed weekly, and called the *Wairarapa Guardian*. It was not a financial success and the Company was wound up. The plant became the property of Mr. T. Bennett and A. Armstrong, who converted the *Guardian* into a tri-weekly evening, but they failed to receive the necessary support to carry it on successfully. The plant is now owned by Mr. Beckett, who issues a bi-weekly paper called the *Wairarapa Observer*.

The *Rangitikei Advocate* was published in 1874 under the proprietorship of Messrs Kirkbride, C. Monaghan, and O'Leary. The same firm also shortly afterwards started at Palmerston the *Manawatu Times*. Messrs Monaghan and O'Leary subsequently sold out their interest to Mr. Kirkbride, the former returning to Wellington, and the latter purchased the *Manawatu Times*, which he afterwards disposed of to the late Mr. Dungan. The *Times* is now owned by Mr. G. W. Russell. The *Rangitikei Advocate* is one of the best printed and ably-conducted journals on the West Coast; it is news size and published every evening. Mr. Hearn, formerly sub-editor of the Wellington *Evening Chronicle* conducts the editorial department. The *Fielding Guardian* is a newspaper venture made by its late proprietor, Mr. G. Capper, in 1878. It is printed on a double-demy sheet, and is issued bi-weekly, and is now owned by Messrs C. Kirton and Curtis, the former gentleman being its editor. Mr. Curtis is a thorough printer, and formerly was overseer of the Wellington *Chronicle*. The *Manawatu Standard*, a daily evening paper published at Palmerston, was first printed in 1880 by Mr. A. McMinn, its sole proprietor and editor. It contains a large amount of readable matter. The *Poxtton Herald* was started by Messrs Russell Brothers in 1879. It is a double-demy sheet published bi-weekly, creditably printed, and deserves the support it apparently receives.

The Wellington Gold Fields.

BY OUR SPECIAL REPORTER.

TERAWHITI—LOCALITY.

THE Terawhiti Gold Fields are situated upon a portion of the freehold run of the Messrs. Macmannaman, on the Terawhiti Peninsula, and lie between Oterongo Bay on the south and Ohau Bay on the north. As the ground became the property of the Messrs. Macmannaman prior to 1873 the Crown cannot resume possession for mining purposes, and the above gentlemen therefore receive a royalty of 5 per cent. on all gold that may be obtained. The gold bearings in the claims mentioned below are a continuation of the coast range, which falls away southward to Cook's Strait, and is flanked inland by the Oterongo Creek and Valley. Towards the southward the range throws off ill-defined spurs, and in these spurs are situate the workings of the Golden Crown, Try Again, and Empire Companies. The general direction of the auriferous ground appears to be north and south, and in all probability this line of country runs into the sea through the sea-face cliff at and to the south of Ohau Bay. It is also suggested by more particular observation that the same run of country extends much further north, and, should such prove to be the case, Wellington may ultimately be congratulated on having opened-up another industry, which should give an impetus long required by the trade and commerce of the district.

THE FIELD.

For years past the public mind of Wellington has been agitated by rumors of gold having been found, which, as a rule, have proved rumors only, and the cry of "wolf" has so frequently been raised that many of our citizens refused to give the slightest credence to any information that might be tendered to them on the subject of gold discovery in the province. For years the Terawhiti Peninsula has had the reputation of being auriferous, but few could be found with capital and the necessary enterprise to expend it in the endeavour to thoroughly test the matter. Gold has been found in small quantities in several parts of the Wellington Provincial District: within the town belt of Well-

ton, in the gullies outside it, at Kilbirnie, about Makara, and now — without further doubt—in payable quantities at Terawhiti. A large sum of money has been laid out in opening-up the Albion Mine, and the enterprise and liberality displayed by the company entitles them to the highest commendation. They have given an impetus to mining at Terawhiti which will not only materially benefit shareholders, but the community generally. The appearance of the lode in the Albion Claim is very satisfactory. It seems to occupy a true fissure, and preserves a substantial thickness wherever uncovered, and the stone shows gold to the naked eye. The discovery in the Albion grounds induced prospecting, the outcome of which is the discovery of gold in lodes (not loads) over some 3 miles of country. The Golden Crown Company were the next to strike quartz, and a good yield was obtained from a trial crushing. An exceedingly satisfactory discovery was next made in the Empire Claim, and the prospects generally are encouraging. There is no doubt now that Terawhiti will shortly become a prosperous gold field, and should exercise a beneficial effect on the province. The country around is intersected with auriferous veins, and, as the population on the gold fields increase, adventurous spirits—in the shape of practical miners—will thoroughly prospect the surrounding hills and valleys, and help to extend the limits of the field to a far greater extent than could be imagined by many faint-hearted ones. The company have just completed a road of 135 chains from Oteronga Bay to the machine site, which piece of work the Government subsidized to the extent of two-thirds of the cost. Probably this offer would not have been made but for the fact that the Hon. the Minister of Lands paid an official visit to Terawhiti, and was so satisfied with the prospects that the Government made the promise to assist in forming the road. Meanwhile there is enough country between Oteronga Bay and Ohau Bay to give employment to a large number of miners. The distance from bay to bay is about 4 miles, by a breadth almost equal to the breadth of the auriferous country between the Tararua and the Hope Creeks on the Thames, where were situated the best of the Thames claims. Machinery is rapidly being conveyed to the ground, and in a short space of time many of the claims will be busily occupied crushing.

ON THE ROAD.

Tempted to seek my fortune, in company with a companion, I started from the City of the Hills for Terawhiti. Unlike my predecessors who have written glowing accounts of the road by land and water, I neither travelled in Her Majesty's colonial sloop "Stella," nor did I trust myself aboard a quadruped, but, armed with some "tucker" and a good stout stick, tramped from Wellington to Terawhiti, a distance of about 18 miles, and was

much impressed by the numerous rises on the road. We had no idea how many miles we were above the surface of the sea when reaching Karori, but it seemed so far in the clouds that we were tempted to retrace our steps—in the coach. However, not to be beaten by a few mountains we went on. After passing the snug little village of Makara we trudged along until reaching the range behind the accommodation-house of Mr. Sievers. After a severe struggle we managed to reach the top of the range, and when there had serious thoughts as to the manner of getting down again. We did reach the bottom, but not in a very dignified manner. After following the bed of a creek for some miles our first view of Terawhiti was obtained. Another climb and we were in the city of gold. After consuming our stock of provisions we wandered round until night-time, when we turned into the tent of an old West Coaster, and on the following morning began our peregrinations, with the following results, which I have noted:—

THE CLAIMS.

THE TERAWHITI WEALTH OF NATIONS, ETC., COMPANY.

Legal Manager, Mr. G. B. Williamson ; Mining Manager, Mr. Riley.

In this claim work was started some weeks ago, and is being carried on in a satisfactory manner. The tunnel has been driven in about 150 feet, and the indications of the reef are very plain. The ground met with in the last few feet driven is of an encouraging character, a narrow vein of quartz showing in the slaty formation. The water grows heavier as the tunnel is pushed forward. The lease of the mine is for fifteen years, and the company have secured 20 acres. The capital of the company is £12,000, in 24,000 shares of 10s. each. No capital is paid up, the first call— $\frac{1}{2}$ d.—having only been recently made.

THE GOLDEN CROWN COMPANY.

Legal Manager, Mr. J. Kirton ; Mining Manager, Mr. Eteveaneux.

This claim—which is on the opposite side of the gully to the Terawhiti Mine—works three shifts a day, and employs a number of men. The company have obtained good stone from a shaft which they have sunk, and have made a pass, the shaft and pass being about 120 feet. The tunnel upon which they are still working has been driven over 500 feet. One hundred and fifty feet from the south end of the tunnel there is a seam of good-looking quartz about 6 inches in width. The pass is being carried up to meet the reef for the purpose of driving on it. Some difficulty is experienced in obtaining suitable timber for the working, but this will shortly be overcome, as communication is rendered more easy. The shaft is situate 700 feet above the sea-level at a short distance from the beach. The capital of the company is £12,000, in 24,000 shares of 10s. each. The amount paid up per share is 11d.

THE EMPIRE QUARTZ MINING COMPANY.

Legal Manager, Mr. Ladd; Mining Manager, Mr. Hewitt.

Between this claim and the Golden Crown there is a small terrace intervening. Some good stone has been struck in the Empire. It is stated that following the crop from the surface an entirely new reef has been struck—about 10 inches wide—at the top, and after 12 feet widening to 4 feet at the foot of the tunnel. Good gold is shown in the stone. Recent prospects have averaged from 1 oz. to 3 ozs. per ton. The Empire Company have obtained a lease of their ground for fifteen years. The capital is £12,000, in 24,000 shares of 10s. each.

THE TRY AGAIN.

Legal Manager, Mr. W. E. S. Hickson.

This claim adjoins the Empire, but up to the time of publication was not in active operation.

THE PHENIX.

Legal Manager, Mr. W. McLean.

In this mine two tunnels have been driven, one of which has been abandoned for the present. The one being worked is in about 66 feet. In the first 20 feet the nature of the ground is slatey, with a little water. The next 20 feet consist of "blue pug," mixed with quartz leaders, and a little water is met with. The reef is expected to be struck shortly. The lease consists of 10 acres for fifteen years. The capital of the company is £5,000, at £1 per share, of which 7s. per share has been paid up.

THE ALBION COMPANY.

Legal Manager, Mr. W. McLean; Mining Manager, Mr. James Farley.

In this claim very satisfactory results have been obtained. At the 123 feet level the main tunnel has been driven 400 feet, and has been intersected by a shaft. At a depth of 70 feet from the surface a cross-cut has been put in. A number of men are engaged in working two shifts of eight hours each. A paddock to hold 150 tons is being made, and a contract has been completed for the construction of a road—135 chains in length—from the sea to the machine-side of the company. A crushing plant is in course of erection on the ground, and it is expected that by April next the first lot of stone now "to grass" will be put through the mill. The lease is 33 acres, for 15 years, at the rental of 1d. per acre per annum. The number of shares in the company is 15,200, at £1 each, of which 2,800 are fully paid up. The remaining 12,400 have paid up 4s. 3d. per share.

THE LADY GORDON.

Legal Manager, Mr. L. Davies.

The Lady Gordon is not at present being worked. The work done consists of a winge, which is down 30 feet, and a drive, which is in 85 ft. In this the reef has been cut. The stone was followed from the surface in the winge, Work will be recommenced immediately. The lease is $16\frac{1}{2}$ acres, with a right over an additional $11\frac{1}{2}$ acres, for 15 years, at £1 per acre per annum. The capital is £2,600, at £1 per share, of which $4\frac{1}{2}$ d. has been called up.

THE MEROPE.

Legal Manager, Mr. L. Davies.

In this claim two drives have been put in, and they have come across a leader showing gold. The lease is $16\frac{1}{2}$ acres, at £1 per annum. The capital of the company is £15,000, in £1 shares, of which 3d. per share has been called up.

There are several other companies which have already commenced active operations, amongst them may be mentioned the ZEALANDIA (Legal Manager, Mr. W. E. S. Hickson), whose ground lies above the Empire lease; and the CALEDONIAN COMPANY, who are vigorously prosecuting the development of their claim, a general opinion prevailing that the reef struck in the Albion claim extends through their ground.

Altogether the prospects of Terawhiti are favorable, and what is now needed is the expenditure of energy and capital to render this natural gift available. There are well-defined reefs and leaders, gold-bearing stone in highly payable quantities. The requisite machinery to separate the gold from the quartz; at something like a reasonable rate, will shortly be erected at Terawhiti. Then should commence an era for Wellington not readily to be forgotten.





TOWN OF WANGANUI AND BRIDGE LEADING TO AVENUE.





T. WHITEHOUSE - NEW BUILDING CUBA STREET

See page 24.



Local Industries.

WITHOUT for a moment pretending to enter the arena and taking up the cudgels for either one side or the other on the vexed question of Free-trade versus Protection, it cannot be considered presumptuous on our part if we assert with no uncertain sound that no country can ever lay claim to greatness which does not possess in itself the faculty and the power of creating manufactories, whereby the people are constantly and profitably employed, and are elevated from—to say the least of it—the very humble position of being all consumers, and not producers, to that of skilled workmen. This reproach—which for so long a time has rested on Wellington—rests on it no more, as “he who runs may see.” There is still, however, ample scope for the profitable employment of capital and skill combined. The raw material in most instances lies at our very doors. The motor-power—water—is rushing unchecked and unutilised down every gully, and stream into the ocean, whilst labor—in the shape of the New Zealand youth—is growing up in our midst demanding skilled labour. No more suitable place could be conceived as being so admirable for its situation than is Masterton for the establishment of a cloth and blanket factory. The wool at present is sent Home to Yorkshire to be made up, when it could be manufactured just as well on the spot, and local labor and capital are crying out to be employed. The climate and conformation of Featherston is equally adapted for the cultivation of linseed, which requires a mild and genial climate, and shaded soil. The district possesses the capacity for supplying the southern hemisphere at least, with this useful seed. The same remarks apply to the Upper and Lower Hutt, where the chicory plant—it has been proved—flourishes luxuriantly. The successful efforts of experimentalists might embolden farmers in this locality to lay down a few acres with the plant, which most assuredly would result profitably to them. - The early completion of the Wainuiomata Waterworks will doubtless prove of immense benefit not only to householders, but also should act as a stimulus to manufacturers and intending promoters of industries in our midst.

Subjoined we briefly notice a few of the more important and prominent industries which have grown up in our midst:—

Stewart and Co.'s Saw-Mills,

WHICH are situate in Courtenay Place, Wellington, give constant employment to at least seventy hands all the year round. The buildings are large, yet compact, and are replete with the most perfect and modern machinery required by the saw-miller. During working hours the place is a perfect hive of industry—indeed, to the unaccustomed eye, it would appear as if chaos was come again. The bewildered beholder is surrounded by ugly, savage-looking huge circular-saws, which apparently take a delight in biting through immense logs as easily as a child demolishes a puff tart. Here are snake-like little band-saws, and there exquisitely-contrived machines for performing the mysteries of moulding, rabbitting, planing, turning, &c. The basement floor is principally devoted to the cutting-down of bulk timber to the various sizes required, such, for instance, as window-sashes and doors. Messrs. Stewart and Co. would appear to have availed themselves of the latest inventions in the way of machinery for saving labor, which—strange as it may appear—increases the demand for operatives. At one machine a workman is turning out laths for venetian blinds, while at another engine men are turning every devise conceivable to the turner's art from a spiral leg for a table to a nob for a walking-stick. Everywhere there is noise, and, apparently, confusion, out of which, however, order is evolved. Just at present the firm is being pushed, in order to keep up the demand for tallow-casks and butter-kegs, and it is rather a curious thing to watch the coopers accomplishing pedestrian feats round the casks. The stock—including vast hetacombs of plate-glass—must be extremely valuable. Mountains of bulk timber lie at the rear of the premises, whilst the frontage to the public thoroughfare is piled mountains-high with sawn, planed, and grooved and tongued flooring-boards, &c. The above firm import their own timber, and in a measure are their own carriers, being the owners of the barque "Kentish Lass," which trades regularly to Kaipara and other New Zealand ports, bringing timber in bulk, which is floated ashore to the Te Aro beach, where the logs are lifted from the water by a powerful crain. A large trade is done with Sydney in making-up white pine for meat-safes, which is packed in pieces, and fixed together on arrival at its destination. The works—which are very complete, and stand on nearly 2 acres of land—were started eighteen years since by Messrs. Greenfield and Stewart, who, however, relinquished the concern some five years ago in favor of the present firm.

W. James, Cabinetmaker,

LAMBTON QUAY. These works are of a most extensive nature, and employ a large number of highly-skilled people, including cabinetmakers, upholsterers, carpet-planners, &c. "Good wine needs no bush," and the same remark applies with equal force to the exquisite furniture turned out from Mr. James' establishment. Of course, the beautiful native wood is greatly in favor the New Zealand workman, but, even allowing for this, the specimens daily on view at the steam cabinet-works on Lambton Quay are decidedly "things of beauty and joys for ever."

Knucky's Washing-Machine.

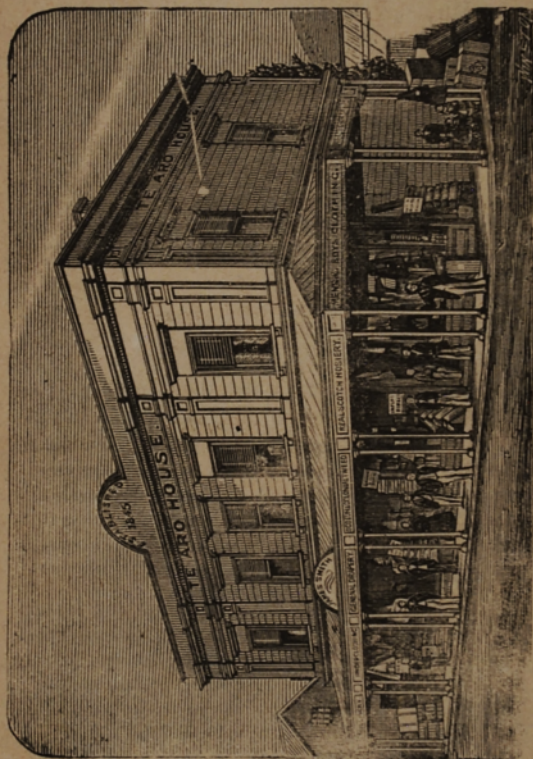
BEING entirely a local industry, and one developed by a struggling artisan, it is with extreme pleasure that we can with confidence again refer to this desideratum for every household as having answered in every particular what its patentee claims for it.

Other Industries,

AND their name is legion, in and around the city we have space only just to refer to. The boot-factories are supplied with excellent leather by the tanneries, of which there are several at Kaiwarra and Ngahauranga. The requirements of builders in the city are met by a large number of brick-fields, the majority of which are situated near Newtown, whilst in Taranaki Street there are two extensive earthen steam-pipe factories, owned respectively by Mr. G. Norbury and Mr. Hill.

The Taratahi Dairy Factory Company,

WHICH has been called into existence within a very short space of time, and which will, it is anticipated, be in full swing about July, 1883. The directory has acquired 10 acres of freehold and 20 acres of leasehold, with a purchasing clause. The impetus given to the manufacture of cheese and butter on a large scale—owing to the success attending the refrigerating of cargoes aboard ship—presents a grand and remunerative future to the company, if conducted with energy and rigid economy.



THE ARO HOUSE is to all intents and purposes a Model Draper's Establishment. As a reminiscence of the past, it may not be out of place to mention that—on a very much smaller scale—it has been in existence since the year 1845. It was in this year that a worthy citizen of Wellington plodded his way through fern and ti-tree, to Te Aro Flat, in search of the surveyor's peg which had been driven in at the corner of what are now Cuba and Dixon Streets. Upon this spot a small house and shop were erected in which a very successful drapery business was carried on by two ladies of remarkable talent and energy, but who have long since retired from the scene to the land of their birth.

Land of the mountain and the flood,
Land of brown heath and shaggy wood.

Immediately subsequent to this, the business fell into the hands of Mr. JAMES SMITH, the present proprietor, and made such rapid strides as to render considerable enlargement absolutely indispensable. These alterations and enlargements, almost equivalent to a new building, were satisfactorily accomplished a few years since. The Aro House stands upon a piece of ground 92 feet by 55 feet and is divided into four principal departments—the general drapery department 49 feet by 26 feet; the clothing department 42 feet by 14 feet; the carpet department 42 feet by 14 feet; and the millinery, mantle and costume department 39 feet by 22 feet. The Clothing and Carpet departments are ranged respectively on the right and left of the General drapery department, the Millinery, Mantle and Costume department being at the back, facing the main entrance. Beyond doubt the Millinery room is the finest of the kind in the City and affords ample space for the purposes of display.

A well devised suite of offices is attached to the Drapery department comprising the usual cashier's desk, a bookkeeper's room, and the private office of the proprietor. Convenient to these is a dispatch office where parcels for the railway, steamer, or delivery in any part of the City are placed thus ensuring punctuality and dispatch which seems to be a ruling motto among the numerous employes. The spacious rooms in the second storey are devoted principally to Dress and Mantle making, where a large staff of dressmakers are constantly employed, presided over by one of the most accomplished *Modistes* in the Colony.

The stock of goods is at all times large and well selected, and is being continually added to by direct shipments from the Home markets every month by mail steamers.

Patterns are forwarded post free on application. A special feature at Te Aro House is the Order department, and attention is paid to the wants of Country Residents. All orders are executed under careful supervision, securely packed and forwarded to their destination with that promptness and despatch which have always distinguished Te Aro House, Cuba Street, Wellington.

Mr. E. H. Crease's Coffee and Spice Works.

A VERY useful industry is that carried on by Mr. E. H. Crease, in Old Custom-House Street, Wellington, and we are pleased to be able to add that it is a flourishing one. Mr. Crease's goods are so well known throughout the colony that he requires no puff at our hands or anyone else's, and our main object in publishing the following description of his factory is to enlighten our readers on some of the details of the preparation of coffee, rice, chicory, and spice—articles which are literally household words, but about the nature of which and the processes they have to undergo while being rendered ready for use a large number of people have very little knowledge.

On entering the factory, which is a two-story building facing the harbour, we pass the office on our right and find ourselves at once in the packing room, where one or two men are generally busy putting up orders and sending them away. A door from this leads into the making-up room. In this department boys are at work filling tins with coffee or labelling them, or making up packets of spices, egg and baking powders, currie powder, self-raising flour, salsaline, and the many other useful household commodities which are turned out at the works. Each tin or packet is labelled, and when sent out to the packing room presents an appearance quite equal in point of neatness and finish to that of the London-made article. The packets of spice are particularly noticeable for their neat get-up. Mr. Crease makes a feature of the little ounce packets, which until recently were confined to the English goods. These are supplied to the retailers in handsome fancy boxes with illustrations on the lids. The making of these boxes is another special feature of the works, a department being devoted to their manufacture. We now pass on to the pepper room. This is an apartment to the left, with closely-fitting doors and windows to prevent the irritating dust from extending to the other parts of the factory. Here are a pepper mill and a dressing machine, the former being large enough to put through 8cwt. of pepper corns per diem. Adjoining the packing room and occupying the right front of the building is the storeroom, which on the occasion of our visit was well stocked with sacks of undressed rice, coffee, &c. At the rear of this is the spice room, where the various spices are ground. The large mill is on the same principle as a cement crushing machine. Two large and broad wheels of a great weight are propelled by steam round a shallow but wide iron basin, on the bottom of which the material to be ground is deposited. This kind of mill is rendered necessary more especially by the tough and stringy nature of ginger, cinnamon, and several other spices which would clog the machinery of an ordinary mill. After being

sufficiently ground, the spice is transferred to a sifting machine of a most effective description, which stands close by and is likewise worked by steam. This machine can be fitted with a variety of sieves according to the nature of the spice to be sifted. The sieves are specially constructed for preventing the finest dust from escaping. The coffee room adjoins the spice room. The grinding mill is capable of putting through about 12cwt. of berries a day. There are also two other mills for various purposes, and one ingeniously constructed machine for more effectually mixing chicory with coffee. The process of coffee-roasting is conducted on the isothermal principle. The rice dressing apparatus is quite as interesting as any part of the works. The machinery at Mr. Crease's is of the most modern construction and is capable of putting through about three tons a day. Many of our readers might not be aware that when rice is imported the grain simply has the outer husk removed, and still retains a semi-transparent skin. In this condition it is called "cargo rice;" with the husk on it, it is called "paddy." The dressing consists of removing the second skin, fanning away the dust, polishing the grain and sorting. Upstairs, in addition to a portion of the rice apparatus, is a room where packing cases and tins are stored, and another where the manufacture of baking powder and self-raising flour is carried on. In the extreme rear of the premises is the tin shop connected with the factory. The plant for this is very extensive and comprises dies of various patterns, pressing, folding, punching and cutting machines, &c., &c. All the tins used at the factory, from the 2-oz. tin for currie powder to the 50-lbs. coffee tins, are made here. The motive power employed is a very handsome 14-h.p. horizontal engine by Cochrane, of Barrhead, near Glasgow. The boiler is 25-h.p., and was manufactured at Messrs. Robertson's Phoenix foundry, which closely adjoins the factory. An ingenious arrangement is made use of in filling the boiler, which effects a large saving of fuel. The water, on coming from the main, passes through a long coil contained in a tank which is supplied with steam from the exhaust pipe of the engine. Before reaching the boiler, the water is thus nearly raised to boiling heat. At present Mr. Crease employs about ten hands, and his business is steadily extending.

The Greytown Butter and Cheese Factory

TIS now an established fact, the first cheese manufactured by the company being turned out on the 2nd January, 1883.

The establishment is in full working order, and the directors are justifiably sanguine that they will be in a position to meet the shareholders with a good credit-balance at the first half-yearly meeting. The factory, which is the perfection of cleanliness, is under the management of Mr. Shaw.

Clyde Quay Slip.

(MR. PAUL COFFEY.)

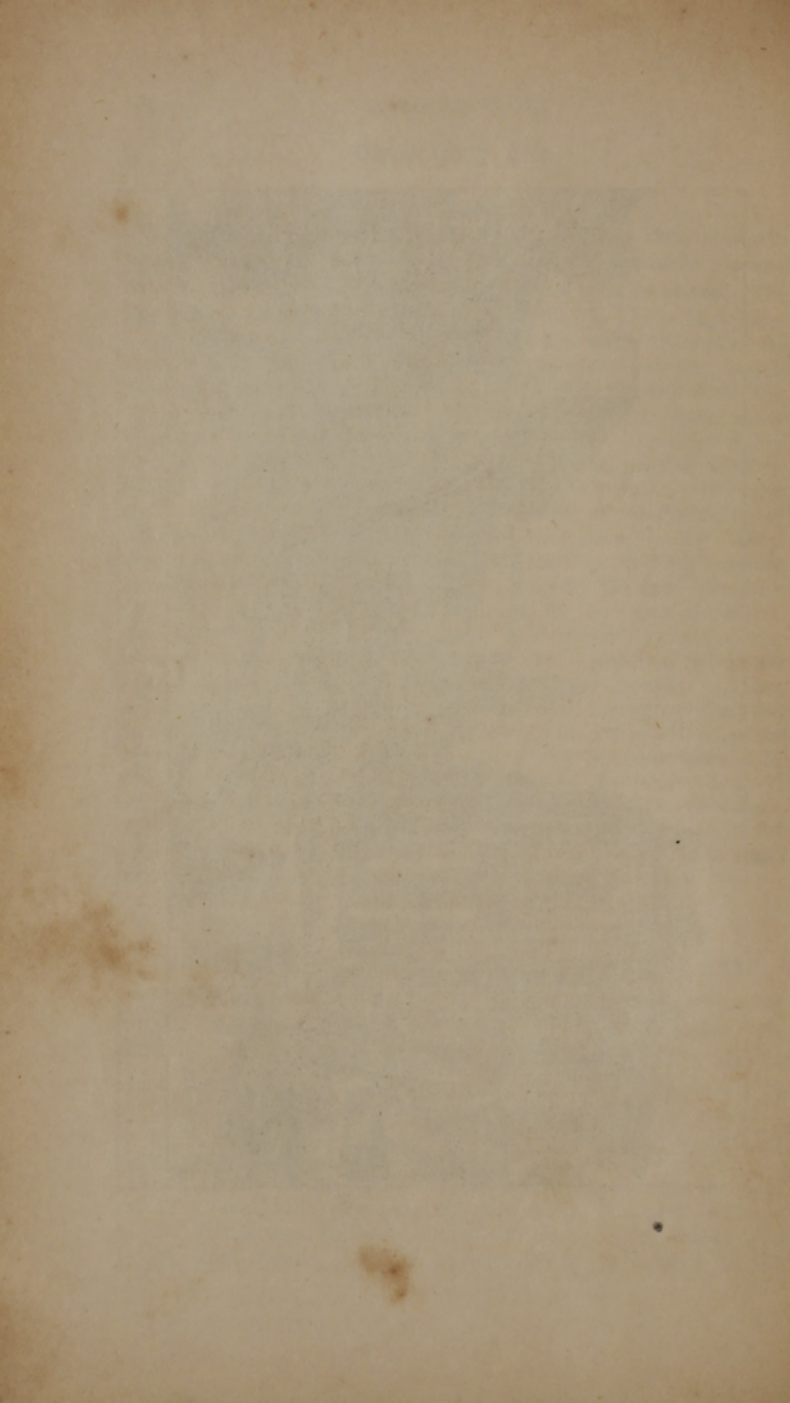
THE slip is situated on Clyde Quay, near the Baths, and will take on vessels up to 130 tons; the paddle steamer Manawatu being the largest vessel accommodated. The slip itself is 320 feet long, 120 feet of which is above high-water mark, and the other 200 feet below. At low water the end of the slip is 4 feet deep, and, as the rise of the tide is $4\frac{1}{2}$ feet, vessels drawing $8\frac{1}{2}$ feet of water can be placed upon the slip with ease. The ways are of iron bark below high-water mark; those above high-water mark being of New Zealand birch. The shipwrights' business carried on at the slip, includes all the general work required on board any vessel, either sailing or steam. Of course beside the iron work, there is a large amount of woodwork on all steamers, and this trade is principally done here by Mr. Coffey. Two men are kept constantly engaged in the boat building business, a considerable trade in that line being done by the firm, including all those required by Captain Williams for his fleet of colliers. Besides the usual shipwrights' work, a considerable trade is done in overhauling yachts, pleasure boats, &c., several of which are hauled up near the slip during the winter season. About seventeen hands are kept constantly employed throughout the year, including two apprentices. The following statistics will show the amount of work done at the slip during the last nine years:—In 1872, 17 vessels, 619 tons; 1873, 19 vessels, 760 tons; 1874, 22 vessels, 880 tons; 1875, 24 vessels, 1200 tons; 1876, 28 vessels, 1746 tons; 1877, 33 vessels, 2107 tons; 1878, 29 vessels, 2397 tons; 1879, 30 vessels, 2130 tons; 1880, 28 vessels, 2009 tons; 1881, 29 vessels, 2443 tons.

Messrs. J. and H. Barber's Meat Preserving Works.

THE experiment made by the above firm in meat-preserving has resulted in an eminently satisfactory manner, for notwithstanding that only twelve months have elapsed since the first meat was canned by the Messrs. Barber, the increased demand has necessitated many improvements and additions to the establishment since its inception, in order that the supply might be adequate. The factory is admirably ordered, and is scrupulously clean, whilst the odours which pervade the place are of a decidedly appetising character. In our first edition a visit to the Messrs. Barber's factory was described at considerable length, consequently it would be superfluous to enlarge on the



LAMBTON QUAY FROM N.Z. CO'S INSURANCE OFFICE TO ATHENEUM *See page 24.*



modus operandi employed in preparing the various meats for the can. It will, however, be a source of congratulation to their fellow-colonists to learn that the Messrs. Barber now employ upwards of twenty men in the meat preserving works in Willis Street, and that the operatives—who now are exceedingly expert in the various branches of the business—put through upwards of 5,000 lbs. of meat per diem, consisting principally of the primest roast, corned, and boiled beef, and ox tongues. The canned meat—after being subjected to a thorough boiling in fat—is next made to undergo a crucial baking for a period of eight days in the “testing” room, in which the temperature is maintained at 130 deg. Fah. The “bad” cans—which are fortunately very few in proportion to the number filled—are at once rejected, whilst the remainder—having been lacquered and labelled—are ready for home consumption, and for exportation. It is gratifying to be able to state that the plucky venture has proved in every way satisfactory to its promoters.

Dixon's Aerated Water and Cordial Factory.

PERHAPS no city in the colony of New Zealand is more adequately supplied with factories and workshops which contribute towards the gastronomic requirements and enjoyments of her citizens than is that of the Empire City of the colony, and certainly, in the matter of producing non-intoxicating medicinal, refreshing, and effervescing beverages, she can hold her own with any centre of population south of the Line. Perhaps no small amount of the success which has attended the establishment of factories included under the head of aerated waters is attributed to the fact that none but pure spring water is used in the production of the drinks alluded to. Be this as it may, the testimony of travellers on shipboard between Australia and the various ports of New Zealand is that the Wellington manufactured waters are preferable, and far more palatable, than are similiar goods of the other parts of the colonies. One of the oldest, if not the oldest establishment of the kind in the metropolis, is that of Mr. George Dixon, in Cuba-street, and being a fairly representative establishment, it may not prove to be altogether uninteresting to stroll round in imagination the extensive works of the manufacturer mentioned. Dixon's Cordial Works to Wellingtonians—or, at any rate, their outward and visible signs—are well known, having sprung up and thriven in their midst. The factory was started by Mr. Dixon, sen., in 1853. As the city grew, so did “Dixon's ginger beer shop,” as it is familiarly known, til til has assumed its present somewhat pretentious dimensions. Some

time ago the promoter of the factory retired with a competency, relinquishing business in favour of his son, Mr. George Dixon, who carries on the concern. Under the personal supervision of the present proprietor, every description of aerated waters, temperance drinks, and cordials are manufactured, the plant being apparently in all respects a most perfect one. The premises are situate in Cuba street, and the factory stands upon about three-quarters of an acre of freehold ground. The land is studded with buildings, devoted either to the turning out of the various and multifarious drinks made at the works, or to the bottling of the beverages and their subsequent storage, as well as to the storage of the mysterious ingredients used in their concoctions. The engine and machine room is, perhaps, the most interesting department of the establishment, as in it are placed the very valuable, complex, and elaborate mechanisms used. The machines are driven by a six-horse power horizontal engine, which, in addition to supplying motive power, also pumps the water required from the well which is situated in the attached yard. The principle attraction in this department, is perhaps, a soda-water machine, bearing the impress of the firm of Barrett, Son, & Foster. Attached to this compact little contrivance for turning out aerated waters, which to a layman presents the appearance of being a conglomerate of delicately toothed cog-wheels and copper spheroids, with endless lengths of piping, is a curious apparatus for bottling the highly gaseous waters. Every precaution would appear to have been made for the protection of the face and other exposed portions of the anatomy of the operator. The bottle to be filled is ensconced within a wire screen. The bottler, who is attired in a suit of oilcloth, and having as a further protection a wire mask on his face, similar to those worn by small-sword fencers pulls a lever handle, and this movement simultaneously fills the bottle with just the required amount of syrup and the gaseous water, whether it be lemonade, ginger ale, or the hundred and one aerated beverages which nowadays are so familiar to us all. Of course, in the case of sodawater being bottled, syrups or essences are dispensed with. The operations of the bottler are most deftly and rapidly performed by this machine, which is known as Hogben's patent, the sole right to use which has been secured by Mr. Dixon. The operator has no difficulty in bottling at the rate of 124doz. per hour. The various stores and other portions of the establishment, even to the bottle-washing sheds and the stables are the very pink and pattern of cleanliness. Ample storage is provided for about 5,000doz. bottles. Mr. Dixon prides himself upon his ginger-ale, which is both refreshing and sparkling, and in this latter quality it rivals the best gold-topped Roederer imported. The factory under notice obtained the first prize at the Sydney Exhibition for raspberry vinegar and orange bitters, besides other

awards at the same exposition for other production of a similar class. The gas house in which is made the gas for soda and other waters, is a most perfect one of its kind. The vapor is manufactured from whiting, chalk, or carbonate of lime, mixed with water and sulphuric acid combines with the lime so as to form stucco or sulphate of lime, the result being that carbonic acid is evolved as gas. The water then constitutes a brisk sparkling liquid with a pungent but acidulous taste. The fullest and most ample precautions would appear to have been taken to prevent the spread of fire in the shops. Hydrants and noses are placed in the most conspicuous places on the premises, and the employés are regularly trained in the uses of the fire extinguishing apparatus. Accepting the invitation of our genial host we sample his ginger ale, which most worthily has obtained great favour and demand, not only in New Zealand from Auckland to Invercargill, but also throughout Australia. Mr. Dixon has recently added considerably to his already very perfect machinery, by the introduction of a bottle-cleansing machine, which is worked by steam. The affair is an exceeding ingenious one, and consists of a drum, at each end of which brushes are placed in a horizontal position, a few revolutions at great speed enables the brushes to search out any impurities which might otherwise remain in the bottles. Mr. Dixon has also secured the exclusive right in New Zealand for the use of a patent clasp for the stoppers of bottles used for aerated waters, and which reduces the risk in opening them to a minimum. Just now the factory, being in full swing, is well worthy of a visit as a fair sample of our local industries.

Clements' Patent Venetian Blind Clips

THE title of one of the latest industries started in Wellington. There has been a long felt want for a reliable clip, so as to secure the Blind without damage to cords, and of so simple a nature as to require no teaching in the use of it; this has been met in Clements' single lever clip, whereby the two cords are made to assist in the perfect clip by the weight of the Blind only, thus preventing one cord slipping past the other. The inventor, Mr. S. P. Clements, the well known blind maker, of Cuba St, claims for his clips, the following advantages, easy mode of fixing, only two screws required to fix the clips on to the top rail or bead: The small space required, being $\frac{3}{8}$ of an inch in height: the Blind can be fixed under the head of the window without cutting away the beads or making any provision whatever; it cannot get out of order, as it consists of one moveable piece working on a pivot and self acting: it acts as security to the cords, and prevents them from jumping over the wheels: it will work right and left hand and can be fixed on the side of the casement if found necessary.

Messrs. Thompson, Shannon, and Co.'s Clothing Factory

This temporarily situated in Brandon Street, and immediately at the rear of the firm's wholesale soft-goods warehouse.

The new establishment will not only supply a great want, but will also prove an outlet for labour, no fewer than eighty hands—male and female—being already at work, and the firm fully anticipate that by the time their new factory—a brick structure, consisting of three flats—is erected they will be in a position to employ at least 150 operatives. The factory is fitted up in the most approved and modern manner for the most expeditious prosecution of the work, and the newest and most perfect machines only are used. The work-people at present find ample employment in the making-up of men's clothing, flannel and crimean shirts, dungaree jumpers, and other articles of clothing. The establishment of Messrs. Thompson, Shannon, and Co.'s Clothing Factory will mark an epoch—and a very important one too—in our local history, destined, as it is, to put a stop to the importation of English slops and shoddies, and the inferior and "scamped" goods forwarded from the Victorian shops. The industry is a most important one to the province and the colony, and doubtless the enterprising proprietors of the works under notice will reap the reward which their pluck so well merits.

The Phoenix Foundry.

(MESSRS. ROBERTSON AND CO.)

This establishment, situated in Old Custom-house Street, and which gives constant employment to between forty and fifty men, is the oldest and one of the most complete of its kind in Wellington. The spaciousness of the buildings and the many appliances and tools ready at hand enabling the works to turn out at a short notice every description of machinery. The fitting and turning shop is a large room 80 x 50 feet, and in it are placed five large lathes, four of them screw-cutting and all self-acting; a large planing machine and a shaping machine of the most approved style. The former is capable of executing almost any description of work, either circular or flat surfaces. There is also in this department two large drilling machines, one of these is known as the Radical machine, which is capable of boring out large wheels up to 14 feet in diameter. It is a splendid piece of mechanism, and so constructed as to reach the work in any position. There is a row of fitter's vices, about 16 in number, the whole being very complete; also a machine for screwing bolts and

tapping nuts. At present, the latter is being used in connection with the new bridge for the Wainui-o-mata waterworks. In the smith's shop adjoining, there are eight fires at work, a large iron steam hammer by Davies and Primrose, stands in the centre of the floor. This is a splendid tool. A large crane occupies a convenient position for lifting the heavy forgings from the fire to the hammer. Everything seems to be handy and well arranged. Next to the smithy, is the moulding shop. Some of the work being turned out in this department is very heavy, notably the castings for the new wool press machines for the local Harbor Board, several of them weighing as much as $5\frac{1}{2}$ tons each. In addition to these, there are also on hand the castings for a 25-h.p. engine for Messrs. Terry and Baillie, of Greytown. There are two cupolas for smelting the iron, and also a large crane for carrying the ladels of molten metal to the different moulds. The models of the various mouldings are prepared in the "Pattern shop" attached to the Foundry, where a circular saw, and wood turning lathes, with necessary appliances, are busily employed. The "Boiler shop" is furnished with three punching and shearing machines, and plate binding rolls, and a large number of slabs for shaping the different kind of work. The largest boiler made in Wellington, that for the s.s. Grafton, was constructed by this department, which also turned out one for the s.s. Tui. There is also a large furnace for heating the plates before bending them to the shape of the boilers, a process found to be a great improvement on the old method, as the plates through being heated before bending are not liable to strain. The foundry has a water frontage and a wharf, a matter of great convenience for steamers requiring repairs, as they can come alongside, and be handy to the works. The steamers Grafton, Wakatu, Tui, Huia and others, have all been accommodated this way. As shewing the capabilities of the foundry, and the amount of work it has undertaken, and successfully carried out during a short period, and may mention the following:—New engines and boilers for s.s. Grafton; new boiler for s.s. Tui; all the machinery and plant for the Koranui Coal Mine, including a 40-h.p. engine and winding gear; wool pressing machinery for the Wellington Harbor Board; lifting gear for the Telegraph Department. The work now in hand comprises:—New boiler for Messrs. Stewart and Co.; new 25-h.p. engine and boiler for Messrs. Terry and Baillie; cast and wrought ironwork for the Wainui-o-mata works and bridge. New engines and boiler for the s.s. Stormbird, and the lengthening of that vessel 27 feet, and raising the sides 18 inches, and otherwise complete her with a general overhaul, including new decks and cabins. In conclusion, we can recommend all those interested in the development of our local industries, to pay a visit to Messrs Robertson and Co's. Phoenix Foundry.

Patent Slip.

EVANS' BAY.

THIS valuable property belongs to a locally-formed company, and is under the management of Mr. J. Rees George, an engineer by profession, and a gentleman thoroughly adapted for the position, and one who carefully studies the convenience and accommodation of the shipping interest of the port. The Slip, which is capable of raising vessels of 2,000 tons register, was completed and in work in 1873. It is situated in a well-sheltered position, and can take up and launch vessels at any state of the tide. For painting or repairing vessels the facilities are much superior to any Dock, and the work can be performed with greater convenience and expedition. Vessels are raised above the ordinary ground level, and therefore readily accessible in all parts. The Slip is so arranged that two or three medium-sized vessels can be taken up at the same time, or independently of each other. The charges are—1s. per ton per day of taking up, and 6d. per ton for each day after that vessels remain on the Slip (minimum charge, £10), special arrangements for small vessels.

The Lion Foundry.

(MESSRS. MILLS AND CABLE.)

THESE extensive works were started in 1857 by Mr. E. W. Mills, a gentleman closely identified with the early history and progress of many now flourishing industries in this district. Mr. Mills personally superintended the operations of the foundry, until within the past eighteen months, when he was joined by Mr. Cable, his present partner. During its career, the foundry has turned out some excellent work, notably the first locomotive (referred to in another part of this book) used by the New Zealand Government, and which is still in use on the Palmerston and Foxton line; the steamer Patea, recently wrecked at Patea, and the steam launches Torea and Waiwera, the latter being constructed entirely of steel. There are 45 men at present actively employed, but there have been as many as 130. Besides his interest in the Lion Foundry, Mr. E. W. Mills with his son Mr. Edward. C. Mills, carries on a large Hardware, Iron, Ship and Chandlery Business, on Lambton Quay and Featherston Street, which business was Established in 1854.

Woods, Crosbie & Co.'s Butchery and Meat Preserving Works.

ONE of the largest and most extensive butcheries, in Wellington, is that of Messrs Woods, Crosbie and Co.s, of Lambton Quay and Courtenay Place. The members of the firm are, Walter Woods, Thomas Crosbie and Robert Stevens, three gentlemen who have by probity, thoughtfulness, indomitable perseverance, combined with business tact, founded a business, of which they not only have occasion to be proud, but which will in a few years enable them to retire with an independency. Messrs. Crosbie and Stevens are the buyers for the firm. The meat preserving works, situated at the rear of the retail shop on Lambton Quay, are fitted with all the modern appliances for carrying on an extensive business, and enable the firm to export their products in large quantities to England and various parts of the colonies. Messrs. Woods, Crosbie and Co., enjoy nearly the whole trade connected with the shipping, home and foreign, and the demand on them for corned beef, is consequently, as may be imagined, very extensive. The whole of the town business, including the management of the retail shops and meat preserving works, is under the control of Mr. Woods.







GEO. MEE'S DRUGGIST SHOP, LAMBTON QUAY.

R. Burrett. Machine Lithor Wellington.

See advt. on coloured page.



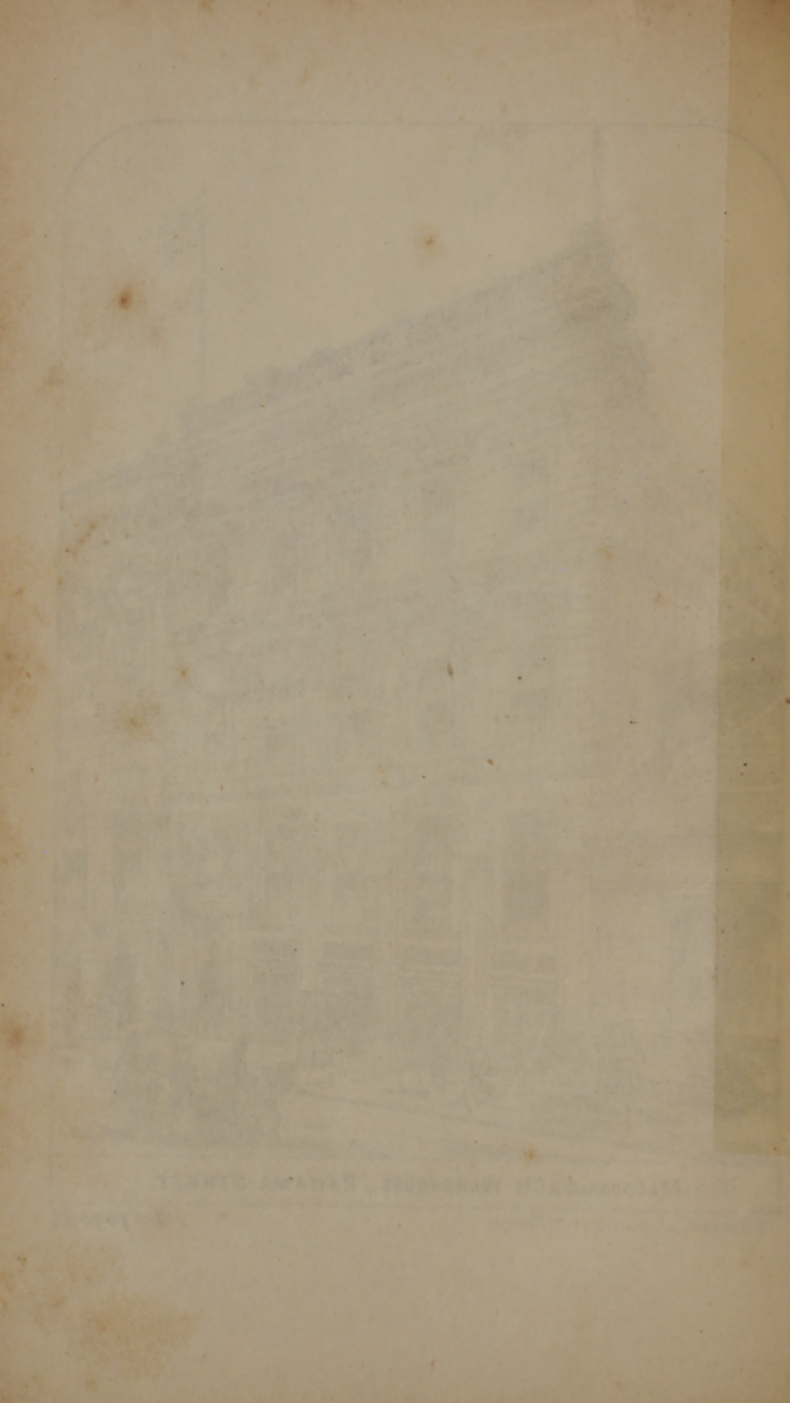
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T. K. MAGDONALD & CO'S WAREHOUSE, PANAMA STREET.

R. Burrett, Machine Lither Wellington.

See page 24

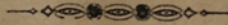


Wellington Advertisements

WELLINGTON

Patent Slip Company

(LIMITED).



PATENT SLIP

AT

EVANS' BAY, PORT NICHOLSON

CAPABLE OF RAISING VESSELS OF 2,000 TONS REGISTER.

THE Slip was completed and in work in 1873. It is situated in a well-sheltered position, and can take up and launch vessels at any state of the tide. For painting or repairing vessels the facilities are much superior to any Dock, and the work can be performed with much greater convenience and expedition. Vessels are raised above the ordinary ground level, and therefore readily accessible in all parts.

The Slip is so arranged that two or three medium-sized vessels can be taken up at the same time, or independently of each other.

The charges are—1s. per ton per day of taking up, and 6d. per ton for each day after that vessels remain on the Slip. Minimum charge, £10. Special arrangements for small vessels.

Copies of regulations, and full information, can be obtained on application at the works, or at the company's office Courtenay Place.

J. REES GEORGE,

ENGINEER AND MANAGER.

Wellington, January, 1883.

JOHNSTON & CO.,

MERCHANTS,

AND

Commission Agents,

WELLINGTON, NEW ZEALAND.

CASH PURCHASERS

OF

Wool, Tallow, Hides, Grain, & other Produce

OR

ADVANCES MADE UPON THE SAME CONSIGNED TO THEIR
AGENTS IN LONDON.

AGENTS FOR

The Peninsular & Oriental Steam Navigation Company
The London and Lancashire Fire Insurance Company
Peabody's (of Boston) Kangaroo Line of Sailing Vessels

BY APPOINTMENT,

COMMERCIAL AGENTS FOR THE GOVERNMENTS

OF

BELGIUM, FRANCE, ITALY, & THE NETHERLANDS.

NATIONAL




Insurance Company of New Zealand

(FIRE AND MARINE).

Unlimited Liability of Shareholders.

Subscribed Capital -	-	-	-	£2,000,000
Paid up -	-	-	-	100,000
Reserve -	-	-	-	96,400
Reserve for Unexpired Risks (30th Sept., 1882)				39,300
Losses Paid in Eight Years -	-	-	-	361,368

SPECIAL FEATURES!

-  MODERATE RATES.
  UNQUESTIONABLE SECURITY.
-  PROMPT AND LIBERAL SETTLEMENT OF CLAIMS.



IN ADDITION TO GENERAL FIRE AND MARINE BUSINESS THE COMPANY ISSUES

FIRE POLICIES ON WOOL

WHILE SHEEP ARE BEING SHEARED IN SHEDS.

ALSO,

MARINE POLICIES ON WOOL

FROM SHEEP'S BACK OR WOOLSHED DOOR TILL DELIVERED IN LONDON.

OR,

TO AND FROM AUSTRALIAN AND NEW ZEALAND PORTS, THUS SAVING MUCH TROUBLE TO THE ASSURED.

This Company being represented in LONDON, AMERICA, and in nearly every other part of the Civilised Globe is enabled to offer special facilities to Importers, Merchants, and others.

BRANCH OFFICE:

Corner of Featherston & Panama Streets
WELLINGTON.

R. Bruce Wallace, Manager.

At the Eagle Tailoring Establishment

LAMBTON QUAY,

WELLINGTON.

JAMES HUXLEY,

Proprietor.

I employ from thirty to forty hands. Have a good Stock, bought for cash. Had thirty years' experience in first-class houses in London, Paris, and New York. Shrink all goods. Can make a suit at any time in one day. Terms cash.

ROBERT GARDNER & CO.

(LIMITED),

General and Furnishing Ironmongers

WHOLESALE WAREHOUSE:

FEATHERSTON STREET,

RETAIL BRANCH:

LAMBTON QUAY. WELLINGTON

BUILDERS' IRONMONGERY.—Galvanized Iron, Guttering, Nails, Locks, Hinges, Iron Foundry, &c., &c.

FARM AND STATION IRONMONGERY.—Sheep Shears, Stones, Twines, Spades, Shovels, Hoes, Rakes, Scythes, Churns, &c., &c.

HOUSE FURNISHING IRONMONGERY.—Cooking Stoves, Register Circles, Colonial Ovens, Fenders, Fire Irons, Bedsteads, Bedding, Cutlery, and Silver Plated-ware, Brush-ware, Culinary Utensils, &c., &c.

SPORTING Powder, Shot, Cartridges, Caps, Guns, Rifles, Revolvers.
AGENTS—Wheeler and Wilson's and Standard Sewing Machines, Plating Machines, &c.

A TRIAL SOLICITED.

EMPIRE CITY TEA WAREHOUSE.



GEO. ROBT. YOUNG,

CELEBRATED FOR

CHOICE TEAS, COFFEES, ETC.,

AT THE LOWEST POSSIBLE PRICES,

WILLIS STREET, WELLINGTON.

NEAR EMPIRE HOTEL.

Customers waited on daily, and Goods delivered free to
all parts of the City.

SHIPPING SUPPLIED.

Union Fire and Marine Insurance Company
OF
NEW ZEALAND.

CAPITAL - £2,000,000.

WELLINGTON AGENTS—

BETHUNE AND HUNTER,

OLD CUSTOM HOUSE STREET.

SUB-AGENTS—

Masterton	...	E. Feist	Featherston	Wm. Toogood
Carterton	...	F. Feist	Palmerston	B. L. Pirani
		Foxton	...	F. Loudon.

WHITTAKER BROS,
BIRMINGHAM HOUSE,
LAMBTON QUAY, WELLINGTON.

Importers of Stationery, Account Books, School Requisites, Cabinets, Brackets, Stove Ornaments, Birthday and Wedding Cards, Ladies Work Boxes, Desks, Bags, Purses, Card Cases, Companions, Work Baskets, Fans, Photo and Scrap Albums, Photo Frames, and Toys of every description,

All the Standard Authors Works in Stock.

WHITTAKER BROS.

BIRMINGHAM HOUSE,

Lambton Quay, - Wellington.

CHARLES P. POWLES

(LATE ASSISTANT PROVINCIAL TREASURER),

Accountant, Land & Commission Agent

LICENSED LAND BROKER,

SECRETARY TO THE "NORTHERN LAND, LOAN, AND BUILDING COMPANY,
OF WELLINGTON (LIMITED)."

WILLIS STREET, WELLINGTON.

WADDELL, McLEOD, & WEIR,

TIMBER MERCHANTS,

CITY STEAM, SASH, & DOOR FACTORY,

Johnston, Featherston & Waring Taylor Sts.

WELLINGTON.

MARTIN & DOWNES,

PIER HOTEL

(OPPOSITE QUEEN'S WHARF & POST OFFICE),

GREY AND CUSTOM HOUSE STREETS

WELLINGTON.

H. GILLS,

FANCY BREAD & BISCUIT BAKER

CROKER, CONFECTIONER, ETC.,

TARANAKI PLACE, WELLINGTON.

—
FAMILIES AND SHIPPING SUPPLIED.

WM. TINNEY,

CHEAP

Paperhanging Warehouse

SIGN WRITER,

GLAZIER,

GENERAL DECORATOR

AND

SHIP PAINTER.

~~~~~  
*Orders Promptly Attended to.*  
~~~~~

Note the Address :

LAMBTON QUAY

AND

MOLESWORTH STREET.

HALLEY AND EWING,
STEAM SAW MILLS,
 Sash and Door Manufactory
 COURTENAY PLACE, WELLINGTON.

JOHN THORBURN,
 CLOTHIER & OUTFITTER
 HATTER, HOSIER, GENTLEMEN'S MERCER, &c.,
 WILLIS STREET, WELLINGTON

MY BEST CLOTHING IS MADE SPECIALLY TO MY OWN ORDER, AND
 THOROUGHLY SHRUNK.

GILLETT BROS. AND COMPANY,
 WINE AND SPIRIT MERCHANTS,
 Bordeaux, London, and Wellington.

Sole Agents for

MESSRS. SMITH & GIBB'S, DISTILLERS, GLASGOW,

"ARGYLE AND THE ISLES," PRIZE MEDAL WHISKEY. (*Gold and Silver Medals awarded at late Christchurch Exhibition.*)

GILLETT FRERE'S CHAMPAGNE VINEYARDS, EAGLE BRAND.

Brandies, Champagnes, Ports, Sherries, Clarets, Burgundies, Madiera, &c., &c.

THE METROPOLITAN BATHS,

OPEN DAILY FROM 7 A.M. TO 9 P.M.

SHAVING AND HAIRCUTTING SALOON,
 WILLIS STREET, WELLINGTON.

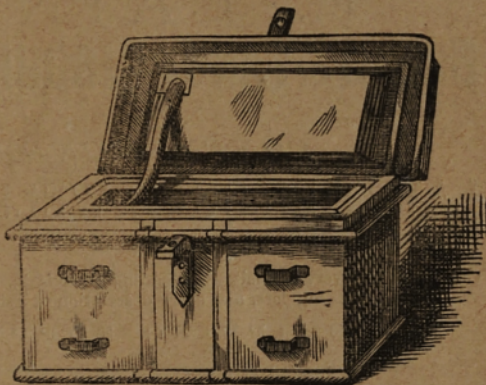
J. MANDEL,
 WHOLESALE AND RETAIL TOBACCONIST
 Wellington, Palmerston North, & Feilding.

City Tin, Sheet ^{and} Iron and Zinc Works,
MANNERS STREET, WELLINGTON.

J. T. LOVE.
COPPERSMITH, PLUMBER & GASFITTER

INVENTOR OF THE PATENT
SAFETY LIFE BUOY AND
MARINE CHEST,

Suitable for Passengers and Seamen,
made to any size.



BARRETT'S HOTEL,
LAMBTON QUAY, WELLINGTON.

EXCELLENT ACCOMMODATION.

Capital Cuisine, and every convenience,

WINES, SPIRITS, & LIQUORS OF BEST QUALITY.

FIRST CLASS BILLIARD TABLE.

WALTER FREEMAN, - PROPRIETOR.

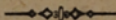
BY SPECIAL APPOINTMENT
 TO HIS ROYAL HIGHNESS
 THE DUKE OF EDINBURGH.



THE MACHINE-MADE BREAD,
 BY APPOINTMENT TO
 HIS EXCELLENCY THE GOVERNOR

By Her Majesty's Royal Letters Patent.

P. LAING,
BREAD & FANCY BISCUIT BAKER
 AND
CONFECTIONER,
LAMBTON QUAY, WELLINGTON.



Contractor for every requisite of Wedding Breakfasts, &c., Dinners, Balls,
 Suppers, and every description of Fetes.

SHIPPING SUPPLIED.

GEORGESON AND CO.,

Civil & Military Tailors

WILLIS STREET, WELLINGTON.

BEST TWEED SUITS, £4 10s.

SUPERFINE BLACK CLOTH SUITS, FROM £6.

TROUSERS (TWEED), 18s. to 25s

G. H. THORNTON

(LATE OF S. S. GRIFFITHS),

Wholesale Manufacturing Confectioner,

MANNERS STREET,

WELLINGTON.

E. WILKIE,

BAKER

AND

General Storekeeper,

UPPER HUTT,

NEAR RAILWAY STATION.

~~~~~  
LICENSED DEALER IN ARMS AND AMMUNITION.

## The Fancy Wool, &c., Warehouse.

THE undersigned keeps up by frequent Shipments from Europe a constant supply of *Berlin, Shetland, Andalusian, Pyreneean, ice, fingerings, fleecy, leviathan, crewel*, and other wools, also of *Berlin wool and crewel work, traced Marcella, Crewel silks, Braids, Lace braids, Lace and Macrame threads, Arrassene flossette, Filoselle, Floss silk*, and, every sort of Fancy Haberdashery; also of *Gold and Silver Fringes, Braids, Cords, Laces, Girdles, Stars. Crowns, Badges, Spangles, &c.*, in large quantity and varied assortment. Also of *Dolls, Toys, Archery, Targets*, and Fancy Goods in general. His importations of *Photographs of Celebrated Characters, Birthday, Christmas, and New Year Cards* have been unequalled, while he has on hand a Large, Select, and varied Collection of *Oleographs, Chromos, Photographic Copies of Ancient and Modern Pictures, Frames, Mounts, &c.*

The undersigned, while constantly improving this well-known business, desires to notify that *it is for sale at any time on reasonable terms*, and offers an opportunity to any one desirous of entering into business without going through the ordeal and risk of *first steps*.

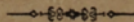
**THOMAS K. WARBURTON,**

UNDER THE VERANDAH OPPOSITE THE NEW RAILWAY STATION.

## GEORGE DENTON,

Watchmaker, Jeweller, & Ironmonger

WILLIS STREET, WELLINGTON, N.Z.



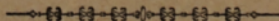
IMPORTER OF

Joseph Rodgers & Sons' & Lockwood's Cutlery

ROBERT SORBY'S, WARD'S; AND BUCK'S EDGE TOOLS,

STUBB'S FILES AND TOOLS, AND ALL KINDS OF HARDWARE,

*Silver and Plated Goods, Jewellery, Watches, Clocks, &c.*



GUNSMITHS & LOCKSMITHS WORK EXECUTED

WITH DESPATCH.

BY  
APPOINTMENT



TO  
HIS EXCELLENCY.

ESTABLISHED 1874.

**THOMAS MYERS,**

*Picture Dealer & Picture Frame Maker*

**WILLIS STREET, WELLINGTON.**

WATER-COLOUR DRAWINGS CAREFULLY MOUNTED. FRAMED OIL PAINTINGS RESTORED. AND OLD-PICTURE FRAMES REGILT.

**S. BOXALL**

*(Successor to McCready, Thompson, & Niven),*

**BOOK IMPORTER,**

**MAJORIBANK STREET, WELLINGTON.**

Family Bibles, Educational, Historical, and Standard Works, of all the principal Home publishers, supplied, bound and complete, on easy terms of monthly payments.

**WILLIAMSON AND CO.,**

**STOCK & SHARE BROKERS**

*(OPPOSITE BANK OF NEW ZEALAND),*

**LAMBTON QUAY, WELLINGTON,**

AND

*Temple Chambers, Hereford Street, Christchurch*

*(OPPOSITE BANK OF NEW SOUTH WALES).*

**WILLIAM BISHOP, JUN.,**

**Shipping, Customs & Forwarding Agent**

**FEATHERSTON STREET, WELLINGTON.**

**AGENTS IN**

|           |     |                                           |
|-----------|-----|-------------------------------------------|
| London    | ... | Pitt and Scott, 44 St. Paul's Churchyard. |
| New York  | ... | L. Contanseau, 128 Broadway.              |
| Melbourne | ... | Broadbent Bros. and McCulloch and Co.     |

ALSO AGENTS IN VARIOUS AUSTRALIAN AND NEW ZEALAND PORTS.

*Agency for Money Wigram's Steamers between London and Australia.*





# WANTED



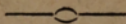
## PURCHASERS

OF

# IRONMONGERY

TO CALL AND BUY THEIR GOODS FROM

## The Cheap Ironmonger



IRONMONGERY AT ABOUT HALF THE PRICE OF WHAT YOU  
WILL PAY ELSEWHERE, AND QUALITY GUARANTEED.

*Immense Assortment to Choose from*

## JOHN YOUNG,

CUBA STREET  WELLINGTON

Licensed Dealer in Arms and Ammunition.

THE

Wellington Clothing Manufacturing Company

MANNERS STREET

(NEXT TO THE ARCADE).

CIVIL &amp; MILITARY TAILORS

CONTRACTORS TO

*"D" Battery, N. L. Regiment Artillery, Armed Constabulary, Wellington Guards, City Rifles,*

AND SEVERAL OTHER CORPS IN THE DISTRICT.

The Company being established on a firm basis their charges and goods are such that they defy competition, and can guarantee to turn out an article 25 per cent. of better value than any other Tailoring Establishment in Wellington.

TWEED SUITS FROM £3 18s. TO £5 5s.

TROUSERS FROM 18s. TO £1 10s.

JOHN COOGAN, MANAGER.

## Foresters' Arms Hotel, Greytown, GEORGE JONES - PROPRIETOR.

THIS old-established and favorite hotel has lately been thoroughly renovated, and is now provided with every convenience for the comfort of the public, and, being situated within a short distance of the Railway Station, and nearly opposite the Post and Telegraph offices, offers special advantages to visitors and the travelling public.

The private sitting rooms and bedrooms are well furnished, and are high and roomy.

WINES and SPIRITS of the best description only are provided.

The culinary management being under supervision of the proprietor himself is a sufficient guarantee that the wants of patrons will be well provided for.

The BILLIARD ROOM is provided with one of Alcock's best tables.

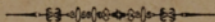
A conveyance will meet each train for the convenience of visitors.

Good Stabling and Grass Paddocks are also provided, and are under efficient management.

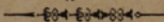
GEORGE JONES, PROPRIETOR.

---

## CRITERION STORE, CARTERTON.



B. A. GARDENER AND SON,  
General Storekeepers and Importers.



*Direct Importers of Ironmongery, Cutlery, Guns, and Agricultural Implements.*

DIRECT IMPORTERS OF MEN'S CLOTHING, DRAPERY, UNDERCLOTHING

### AN EVERY DAY QUESTION.

MRS. JONES : Where do you deal ?

MRS. SMITH : What a silly question to ask, considering there is only one store in Carterton where one can deal. I used to give the other little shops a turn some times, but I got sick of the "We haven't got it;" "We don't keep it." And then the prices they charged, Oh, law!

MRS. SMITH : But isn't it wonderful the extraordinary low prices we pay at the Criterion Store. I consider that GARDENER AND SON deserve all the patronage they get. I'm blessed if I can't get as much for 20s. there as I should have to pay 30s. for anywhere else. Besides, they don't mind what trouble they take as long as they please one.

MORAL :

DEAL AT GARDENER AND SON'S CRITERION STORE,  
CARTERTON.

A. L. WHYTE,

Carterton



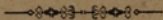
Bakery,

HIGH STREET, CARTERVON.

THE PUREST BREAD AND THE BEST CAKES IN THE DISTRICT MANUFACTURED ON THE PREMISES.

**MARQUIS OF NORMANBY HOTEL,**

HIGH STREET, CARTERTON.



*E. GILES, PROPRIETOR.*

THIS WELL-KNOWN HOSTELRY IS REplete WITH EVERY ACCOMMODATION,  
AND HAS A FIRST-CLASS BILLIARD SALOON.

Wines and Spirits of the Choicest Quality.

**BATHS! BATHS! BATHS!**

(HOT, COLD, AND PLUNGE)

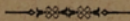
*AT ALL HOURS*

AT

*H. HUNTER'S*

**Tobacco & Fancy Goods Depot**

HIGH STREET, CARTE TON.



TOYS, MUSICAL INSTRUMENTS, JEWELLERY, BOOKS,

*PIPES (in great variety), POUCHES,*

Cigars, Cigarettes, and Tobacco of all kinds

ALWAYS IN STOCK.

*HAIRDRESSING IN ALL ITS BRANCHES.*



CONTRACTORS TO HER MAJESTY'S ARMY AND NAVY.

J. & H. BARBER,  
**Shipping and Carcass Butchers,**  
 WILLIS & CUBA STS., WELLINGTON.

FAMILIES SUPPLIED ON REASONABLE TERMS.

FRED. WHITE,  
**Dispensing & Family Chemist**

**CUBA STREET, WELLINGTON**

*(Registered Pharmaceutical Chemist, and Member of the Pharmaceutical Society of New Zealand).*

F. W. is a Direct Importer of Drugs, Chemicals, Patent and Proprietary Medicines, Fancy Soaps, Hair Brushes, Combs, Sponges, and all accessories to the Toilet.

HOMŒOPATHIC PREPARATIONS, ETC.

The following articles are prepared solely by F. WHITE (none genuine unless bearing his name) :—

**PECTORAL, SYRUP OF CARRAGEEN, & ICELAND MOSS**

A MOST AGREEABLE AND EFFICIENT REMEDY.

*Unequaled as a Specific for Coughs, Colds, and all affections of the Throat and Lungs.*

INVALUABLE FOR PUBLIC SPEAKERS, SINGERS, & CHILDREN

THE DOSE BEING SMALL, AND VERY PALATABLE.

**BLACKBERRY GARMINATIVE**

FOR DIARRHŒA, DYSENTERY, &c.

**SANMORA WORM POWDERS.**

THE MOST EFFICIENT REMEDY FOR CHILDREN SUFFERING FROM WORMS.

PRESCRIPTIONS & FAMILY RECIPES DISPENSED FROM DRUGS OF PUREST QUALITY

*Teeth carefully Extracted. Charges strictly Moderate.*

F. WHITE, M.P.S., CUBA STREET, WELLINGTON.

**EDWARD ANDERSON,**

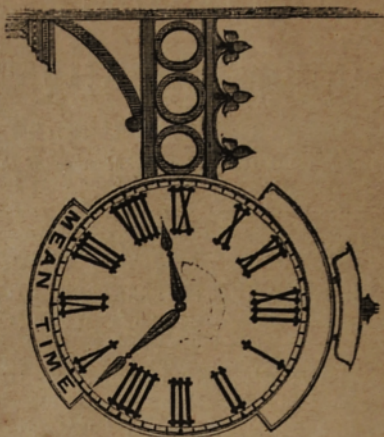
IMPORTER OF

**China, Glass, Earthenware,**

LAMPWARE, ETC.,

**WILLIS STREET, WELLINGTON.**

HIGHEST PRICE GIVEN FOR GOLD  
AND SILVER.



COUNTRY ORDERS PROMPTLY  
ATTENDED TO.

Under the Illuminated Clock.

*James King,*  
**WATCHMAKER**  
GOLD AND SILVER SMITH,  
**Manufacturing Jeweller,**  
MASONIC JEWELLER, MILITARY MEDALIST,  
DIAMOND SETTER, ELECTRO-PLATER, & GILDER,  
**Cuba Street, Wellington**

(THREE DOORS FROM MANNERS STREET).

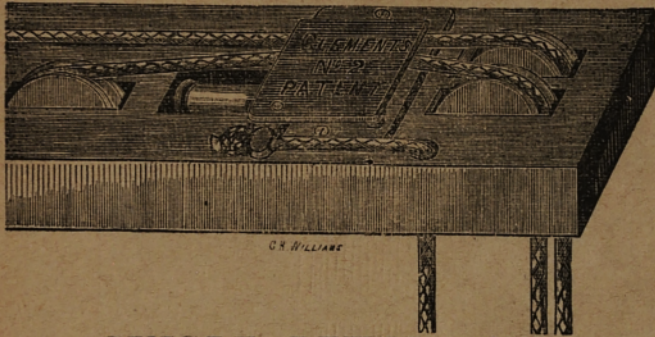
*Work done for the Trade. Repairs Neatly Executed.*

Country Orders Promptly attended to.

N.B.—J. K. having engaged a first-class practical Watchmaker, of thirty years experience in England and the colonies, is prepared to execute all kinds of repairs to Watches and Clocks at the lowest price consistent with good workmanship.

CLEMENTS'

# Patent Venetian Blind-clip

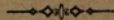


## SINGLE LEVER CLIP.

A reliable Clip that secures the Blind without damage to cords. Being also of so simple a nature as to require no teaching in the use of it. The two cords are made to assist in the perfect Clip by the weight of the Blind only, thus preventing one cord slipping past the other.

### ADVANTAGES:

- 1st. The easy mode of fixing, only two screws required to fix the Clips on to the top rail or head.
- 2nd. The small space required, being half an inch in height, so that the Blind can be fixed under the head of the window without cutting away the beads, or making any provision whatever.
- 3rd. It cannot get out of order, consisting of one moveable piece working on a pivot, and self acting. Will last as long as the Blind.
- 4th. It acts as security to the cords, and prevents them from jumping over the wheels.
- 5th. It will work right and left hand, and can be fixed on the side of the casement if necessary.

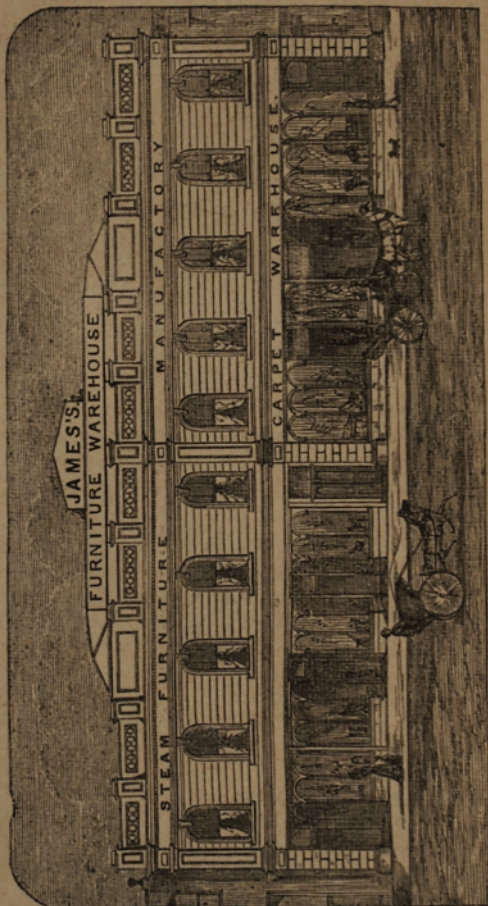


S. P. CLEMENTS,  
**VENETIAN BLIND MAKER,**  
 CUBA STREET, WELLINGTON, N.Z.



# WILLIAM JAMES, FURNITURE MANUFACTURER.

BEDDING OF ALL DESCRIPTIONS ALWAYS ON HAND.



STEAM FURNITURE MANUFACTORY.

AND GENERAL IMPORTER OF

Carpets, Mattings, Floorcloths, Linoleums,  
RUGS, ETC.,  
LAMBTON QUAY, WELLINGTON,  
NEW ZEALAND.



# Russian & Hygienic Baths.

## CURATIVE HYDROPATHY.

A COMPLETE SYSTEM OF

# CURATIVE HYDROPATHY

IS IN DAILY USE AT

## KENT TERRACE.

*(Ten minutes drive from the Queen's Wharf.)*

Including in its course, the most approved Medicated and Hygienic principles as practised by all eminent Hydropathic Scientists of the present day. Smedley's CHILLE PASTE, 2s. 6d. per pot, for external use.

Hot Air, Vapour, Sulphur, and Herbal Baths. Open for Gentlemen from 7 to 10 a.m., and 3 to 9 p.m. For Ladies, 10 a.m. to 3 p.m.

SINGLE BATHS—Medicated as required, 2s. 6d. each; the Course of TWELVE BATHS, £1 1s.

The Medicated Vapor Bath has relieved hundreds of patients suffering from nervous or constitutional debility, as well as other maladies. There is no fear of catching cold after proper Hydropathic treatment.

N.B.—Several remarkable Cures have been effected within the last twelve months.

A QUALIFIED FEMALE ATTENDANT FOR LADIES.

The tram-cars pass the door daily at intervals of a few minutes from both ends of the city.

**E. GAWNE,**  
Proprietor.

# PETONE STEAM BREWERY.

## THE PETONE ALES

Are celebrated for their purity, strength, absence of acidity, and cleanliness of taste, brewed from Malt and Hops alone of the best quality, the water being equal to the celebrated Burton water. They possess many of the characteristic qualities of the Burton Ales, and being entirely free from chemicals and other deleterious substances, they act as a tonic for the most delicate constitution.

The following is the result of analysis of the Wellington Laboratory.

No. 1—ALE. A clear bright well-flavored Ale with a good body, sweet after taste; forms a good head.

No 2—PORTER. A sound well-flavored and ripened sample of Porter; makes a good head.

Both samples were found to be unadulterated in any way.  
December 29th, 1881

J. HECTOR.

All orders sent to F. J. PRESTON, Wine and Spirit Merchant, Lambton Quay, will receive prompt attention

C. EDMONDS & Co.

---

# CENTRAL HOTEL.

## THOMAS J. GLEW

Wishes to inform his numerous friends and the public generally that he has leased the above Hotel, and hopes by strict attention to customers to merit a fair share of their patronage.

The Proprietor's long experience in the trade is a sufficient guarantee that nothing but

THE FINEST QUALITIES OF BEERS, WINES, & SPIRITS  
WILL BE KEPT IN STOCK.

English & Scotch Beers on Draught and in Bottle

Superior Accommodation for Boarders; Bath room, &c.

ORDINARY DAILY AT 1 O'CLOCK.

ALL CITY TRAMS PASS THE HOTEL.

**THOMAS J. GLEW,**  
CENTRAL HOTEL, LAMBTON QUAY.

**J. H. WALLACE,**

**LAND & ESTATE AGENT,**

**AUCTIONEER,**

AND

*General Commission Merchant.*

---

ONE OF THE FOUNDERS OF THE COLONY.

**Business Established January 22, 1840.**

---

*Valuer to the New Zealand Trust & Loan Company,  
And General Valuer and Assessor.*

---

Loans Negotiated—Lands Selected, Purchased, and Sold—  
Arbitrations Arranged—Money Advanced—Stock and  
Property Sales Effected.

---

O F F I C E S—

**HUNTER STREET,  
WELLINGTON.**

# MARINE RETREAT HOTEL

PETONI.

---

N. VALENTINE

HAS much pleasure in announcing that he opened the above hotel on Saturday, 1st July.

The house—which has just been erected—is quite close to the Petoni Railway-station, and therefore very easy of access. It affords all the comforts of a home to those who are desirous of spending a few days, or weeks, in the country for the benefit of their health or recreation.

A most magnificent view is obtained from the balcony, embracing the City of Wellington, Valley of the Hutt, the Wellington Heads and Harbour.

The charges will be moderate, and the Proprietor, under whose special supervision the business will be carried on, begs to assure all those who may favor him with their patronage that no trouble will be spared to ensure the comfort of his customers.

*New Zealand Insurance Company.*

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OFFICES - CORNER OF LAMBTON QUAY & GREY STREET  
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| CAPITAL      | - | - | £1,000,000. |
| PAID UP      | - | - | 200,000.    |
| RESERVE FUND |   |   | 150,000.    |

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**General & Household Drapers**

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FAMILY AND COMPLIMENTARY MOURNING GOODS OF EVERY DESCRIPTION

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 MONEY TO LEND—ANY SUM REQUIRED.

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 IN  
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**J. W. FROST, MANUFACTURER**  
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Frost's Rubber Stamps have been awarded Certificate, New Zealand Inter-provincial Exhibition, 1872; Medal and Certificate, Sydney Exhibition, 1880; First Prize, Dunedin Industrial Exhibition, 1881.

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**The Portable Pocket Rubber Stamps**  
 NOW PRODUCED IN AN ENTIRELY NEW FORM.

Superseding the old style, requiring neither Pads nor Handle, and are always ready for use; will print from one thousand to two thousand impressions without replenishing, and every impression of the same tint.

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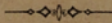
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 A friend who'll assist you you'll find  
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His terms none can ever call harsh ;  
 A poor man he will never hard lay't on ;  
 Don't try any tricks and you're right  
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Some landlords a poor man will rush  
 Who's "behind" and quite low down will play't on ;  
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 You may reckon on O. W. Clayton.

Just look at his cottages neat,  
 While bright children are swinging the gate on ;  
 He has fifty from which you may choose,  
 So hasten to O. W. Clayton.

If I were a Shakespeare or Scott,  
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Splendid Accommodation for boarders and private families, who will receive every attention, and find the comforts of a home,

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Our Ales and Stout in bulk and bottle are noted for their quality, and can with confidence be recommended, being invariably brewed from the finest procurable samples of Malt and Hops.

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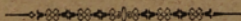
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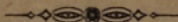
Slip Capable of taking up Vessels to 150 tons.

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Night Porter always in Attendance.

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Leaves Wellington for Pahautanui Daily,  
 From Victoria Hotel, Abel Smith Street, at 2 p.m., and from Free  
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From Pahautanui,  
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Poultry of the best always on hand, and dressed for table.  
Fresh Rock Oysters by every steamer. Orders left the night  
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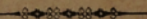
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HATS, CAPS, SOCKS, PANTS, SINGLETs,  
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FREE, SPICES, PEPPER, RICE, CURRY POWDER, SELF-  
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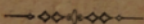
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