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CHARLESTON

(NELSON PROVINCE, NEW ZEALAND)

ITS RISE AND DECLINE

by

IRWIN FARIS



NEW ZEALAND
A. H. & A. W. REED
WELLINGTON and DUNEDIN

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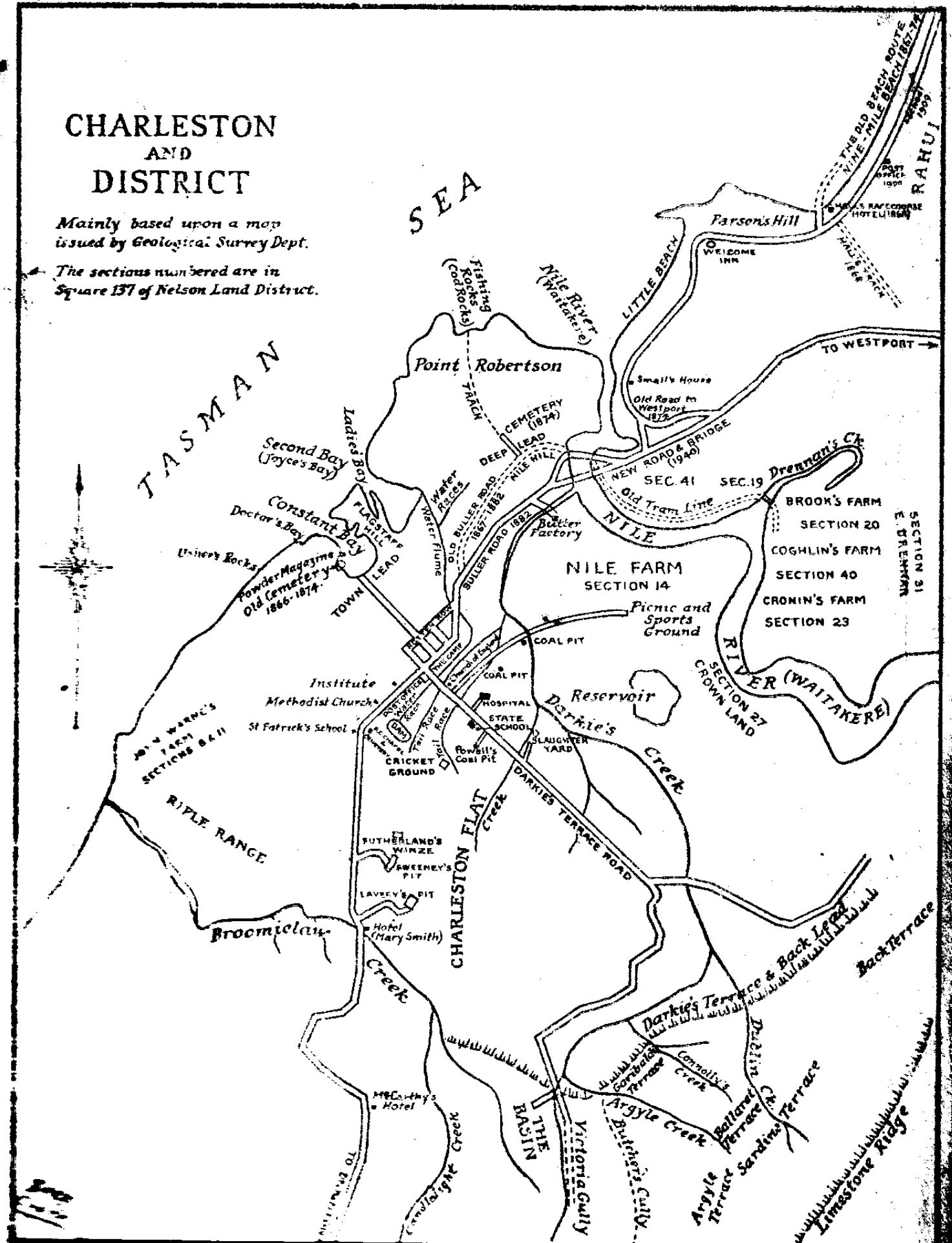
36

TO FRANK JEFFRIES, A CHARLESTONIAN BY
BIRTH, BUT FOR WHOSE INSPIRATION,
ENCOURAGEMENT AND ASSISTANCE, THIS
BOOK WOULD NOT HAVE BEEN WRITTEN.

CHARLESTON AND DISTRICT

Mainly based upon a map issued by Geological Survey Dept.

The sections numbered are in Square 137 of Nelson Land District.



FOREWORD

I HAVE great pleasure in complying with the request that I should write a foreword for this excellent record.

My family left Charleston in 1895, when I was a boy of ten years of age, but even at that late stage of its decline it was still a cheerful little township with a resident doctor, a hospital of considerable size, four hotels, three churches, a dozen or so shops, a fair group of Shetlanders on the North Beach, and some thirty or forty other families in the vicinity. The arrival of Hanna's coach on its twice-weekly trip from Westport was an outstanding event in its life.

My most recent visit was at the beginning of last year when there remained of the town only one neglected church, the European Hotel, the Police Station, the school, and four small cottages. It was sad to see the deserted and desolate streets and the vacant sites, but I found that the locality, although scarred and defaced, still had a strong attraction. This, I think, was due to factors which one does not appreciate as a boy. The natural surroundings of the town are unusually attractive. One lives in sight and reach of the mountain ranges; alongside are the charming reaches of the Nile River. The scenery of the terraces, clothed with fern and shrubs, is varied and pleasing. To these are added a temperate climate, fine sandy beaches a stone's throw away, and bays of remarkable beauty enclosed in a picturesquely rock-bound coast, upon which the huge rollers from the South Pacific break unceasingly, with mighty power in the storms, and with endless surge and sound. It is not strange that such surroundings should gain so strong a hold on our memories and affections.

C H A R L E S T O N

This affection is strengthened by the fact that, when "the tumult and the shouting died" and the multitude of gold-seekers left, the small community remaining formed a happy family, finding their pleasures in the simple joys and homely tasks that provide the best sources of happiness in life.

The memories of many old Charlestonians, of course, go back much further than mine, but we all owe a deep debt of gratitude to Mr. Faris for his varied and vivid picture of our town's beginnings and growth, its vigorous and stirring youth, and its gradual decline. The wealth of detail cannot fail to impress on our minds the sturdy virtues of the pioneers of our Dominion. The story of their example should be a stimulus to us in our present peril. They endured hardship, braved danger, and strove hard in their search for that freedom in life that should be the birthright of all who are willing to do their share in the work to be done. They strove against narrow means and hard times, and strove manfully. This generation has, on the whole, lived in comfort which our fathers would have considered luxury. But to-day we are required to make much the same sacrifices, and to show the same resolution in order to preserve our homes, our freedom, and, indeed, our lives, from the near menace of oppression and slavery. This story, so vividly told, should inspire us in our task.

It is typical of many a community in the early days of New Zealand, and we shall do well to remember that when their work was done at Charleston these pioneers turned to other tasks, and that, in every sphere of life, they and their children have done their share in building-up the New Zealand we love so much. Mr. Faris has mentioned the names of some—he could not mention all. But all readers will be happy to see that Mr. O'Flynn's lifetime of service has been recognised by his appointment to the Legislative Council; that Mr. Robert Hannah's fine work as head of the great factories and business he established is recorded; and that the late Mr. T. G. Macarthy's generous provision for the public welfare has proper recognition. There are many others in every walk of life who have contributed in like manner according to their opportunities. I am sure that we, the sons of

F O R E W O R D

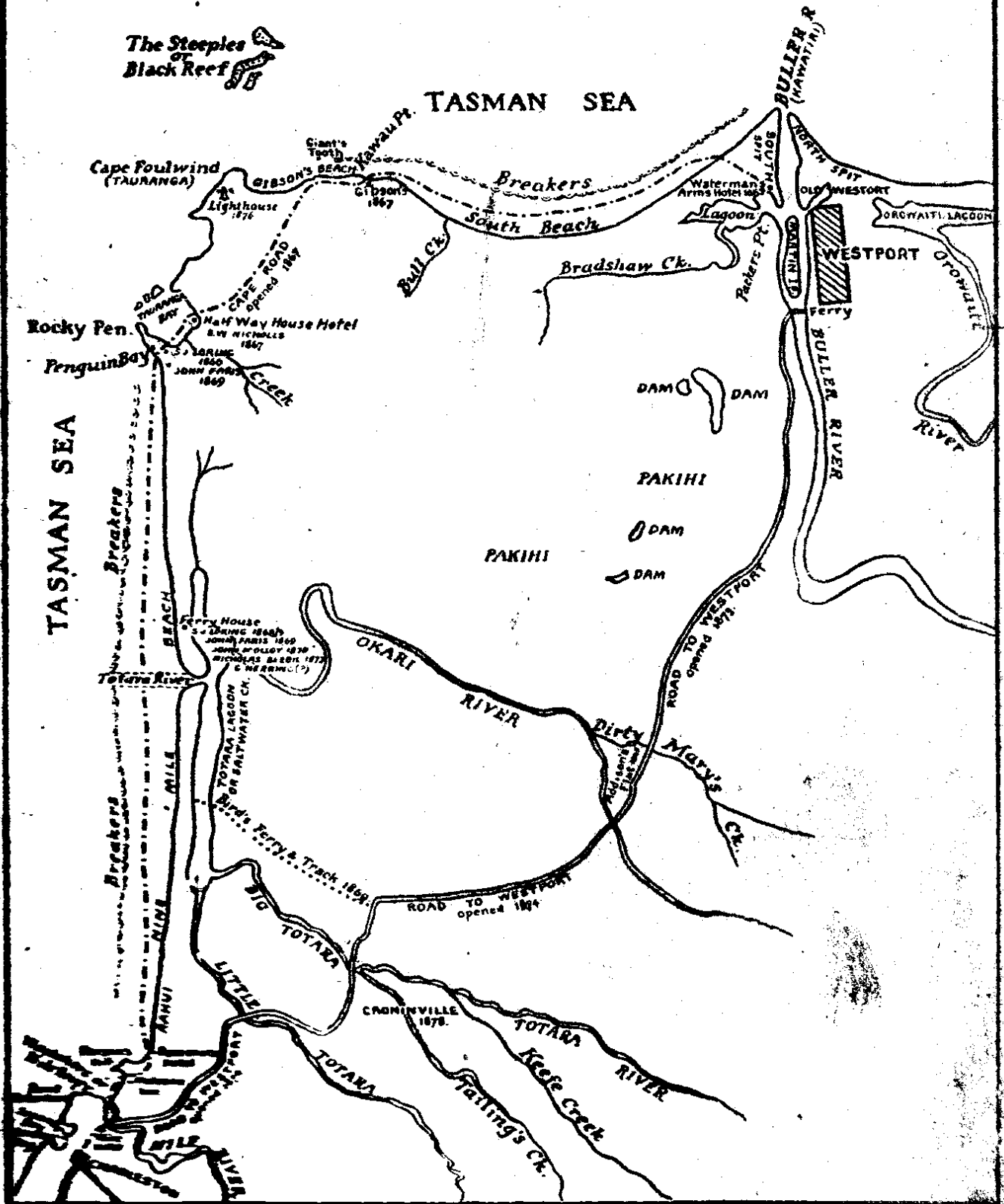
Charleston, like to feel that it is a manifestation of the true spirit of the West Coast which still places comradeship before gold, and service for the common good before selfishness or self-interest. It is this spirit which has moved Mr. Faris in his labour of love in assembling the material for, and compiling this record. His work will pass on the torch; and on behalf of his readers, I have to express our deep gratitude and appreciation.

A. FAIR.

Judge's Chambers, Auckland,
August, 1941.

THE BEACH ROUTE WESTPORT - CHARLESTON.

Based upon maps of Geological Survey Dept



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PREFACE

THE history of Charleston, with its romance of gold-seeking and finding; the story of its pioneers and its later community life; its rise, decline and final desolation, has never been told; but told it should have been long since.

To-day the picture is lost, and the tale cannot be set out in full, for its first-day personalities have passed, and few records have been kept during the seventy-four years that have fled since its birth.

These chapters are but a collection of such facts as a careful search has discovered among the few available sources of information. From these and old photographs, deductions have been drawn, while oral statements of old residents, or their children, have been pieced together. Of the very earliest days none can speak from personal knowledge, but must rely upon hearsay, or even the memory of hearsay, both of which are extremely liable to err, for Memory is a fickle jade who plays many tricks.

If, despite careful sifting, inaccuracies have crept in, indulgence is craved. An honest endeavour has been made to picture and reconstruct the life of this once thriving town which is now hardly more than a name and a dot upon the map of the Nelson Province.

The life of an early goldfield township is entirely different from that of an individual. In man's life, childhood is the period of innocence, and youth the period of learning—learning of things commanded and of things forbidden, with maybe some consideration as to which of the latter he will do when he grows up. With manhood comes the doing of things; and with age, memories, moralising and endeavours to rescue from

CHARLESTON

forgetfulness some of the past. "Youth longs and manhood strives, but age remembers"—with a tinge of regret for the years that have fled, and the many things that have fled with them.

A goldfield's childhood and youth were not periods of innocence and learning, but the most hectic of its life; not verdant but rainbow-hued; not waiting to do the things that ought not to be done, but leaving undone many that should be done. So it was with Charleston's life, but with its manhood came the striving for things lawful and right—it succeeded, and saved its soul alive.

Grateful acknowledgment is made of information derived from the publications mentioned below or in the pages, and to those whose names appear below—and to others too numerous to list.

Copies of *Charleston Argus*; *Westport Times* and its Historical Supplement; *Charleston Herald*; *Weekly News, Auckland*; *New Zealand Free Lance*; *Diamond Jubilee Souvenir of St. John's Church, Westport*; *The Church in New Zealand*, by J. J. Taylor; *Shipwrecks, New Zealand Disasters*, by Ingram and Wheatley; *Te Ika a Maui* by Rev. Richard Taylor; *Pioneering in New Zealand*, by Bank of New South Wales; *History of Nelson*, by Lowther Broad; *The Cyclopaedia of New Zealand*, 1906; Lucas's *Nelson Almanacs and Handbooks*; *New Zealand Directory*, 1867, by Stevens and Bartholomew; *The Diggers' Story*, by Pfaff; *Tourist Guide*, by Baeyertz; *Reminiscences* by Arthur Dudley Dobson; *The History of Addison's Flat Goldfields*, by D. Moloney; *Manual of New Zealand History*, by J. H. Wallace; *The History of Methodism*, by Rev. Wm. Morley, D.D.

The Heads of Government Departments, Church Authorities, and Head Offices of Banks; Governing Bodies of Lodges and Friendly Societies; The Chief Librarians of The General Assembly Library, Alexander Turnbull Library, Otago University Library, and Public Libraries.

Secretary of National Historical Research, Department of Internal Affairs; Secretary of Education Board, Nelson; Diocesan Secretary, Church of England, Nelson; Commissioner of Crown Lands, Nelson; District Land Registrar, Nelson.

P R E F A C E

Messrs. Dan. Moloney, Westport (particularly for loan of old newspapers); G. M. Powell, Westport; Miss Jessie Robertson, Charleston; Mrs. J. Sutherland (née Craddock), Westport; Mrs. J. Hartill (née Ballard), Wellington; Messrs. J. H. Powell, Charleston; L. Powell, Charleston; John Hardley, Auckland; Frank Dennehy, Barrytown; John Mouat, Wellington; The Hon. Mr. Justice O'Regan, Wellington; H. H. G. Ralfe, Nelson; Dr. F. A. Bett, Nelson (sketches of 1870); Mrs. Larsen (née Poole), Westport; Mrs. Henderson (née Poole), New Plymouth; Rev. M. A. Rugby Pratt, Christchurch; Mrs. Lindop (née Marris), Westport; Miss Nora Elliott, Wanganui; Mrs. Alfred Peters, Papanui; Messrs. A. P. Burke, Wellington; Ben Parsons, Wellington; R. K. Brown, Nelson; Percy Craddock, Wellington; Richard Allan, Charleston; J. A. Gallagher, Hastings; J. Lander, ex-Inspector of Police, Wanganui; E. Broad, Waipukurau; G. O. Fair, Richmond.

I.F.

Inglewood, Taranaki, N.Z., 1940.



CHAPTER I.

CHARLESTON—ITS BIRTH AND EARLY DEVELOPMENT.

CHARLESTON was born in August of 1866; born, it is said, of two or more venturesome fortune-seekers, Timothy Linahan and another or others, who, having failed to find golden foot-spaces unowned around the river-port of Hokitika, or at the Grey, pushed northward to hunt for others amidst the untrodden spaces and beaches of the coast.

The region between Buller and Grey was then *terra incognita*, unexplored and uninhabited save for a few Maoris, and unseen by white man excepting two or three intrepid spirits who had hurriedly traversed the coastline many years before.

Brunner and Heaphy (afterwards Major Heaphy, V.C.), surveyors employed by the New Zealand Company, travelled in 1845 and 1846 from Cape Farewell to the river Mawhera, which they named Grey in honour of Captain Grey (later, in 1848, Sir George Grey) then Governor of the Colony. They pronounced the West Coast as "unfit for settlement, and its rivers as unsafe for vessels to enter." Later, Brunner, with two Maori companions, explored the region from South Spit at Buller mouth to the Grey, and received the Royal Geographical Society's medal for the exploit.

In 1857 James Mackay, Warden of the Aorere Goldfield (the first Goldfield Warden in the Colony), travelled on foot from West Wanganui to the Buller, which he sounded from a canoe and reported as suitable for vessels of fair draught; he then proceeded onward to the Grey, passing through

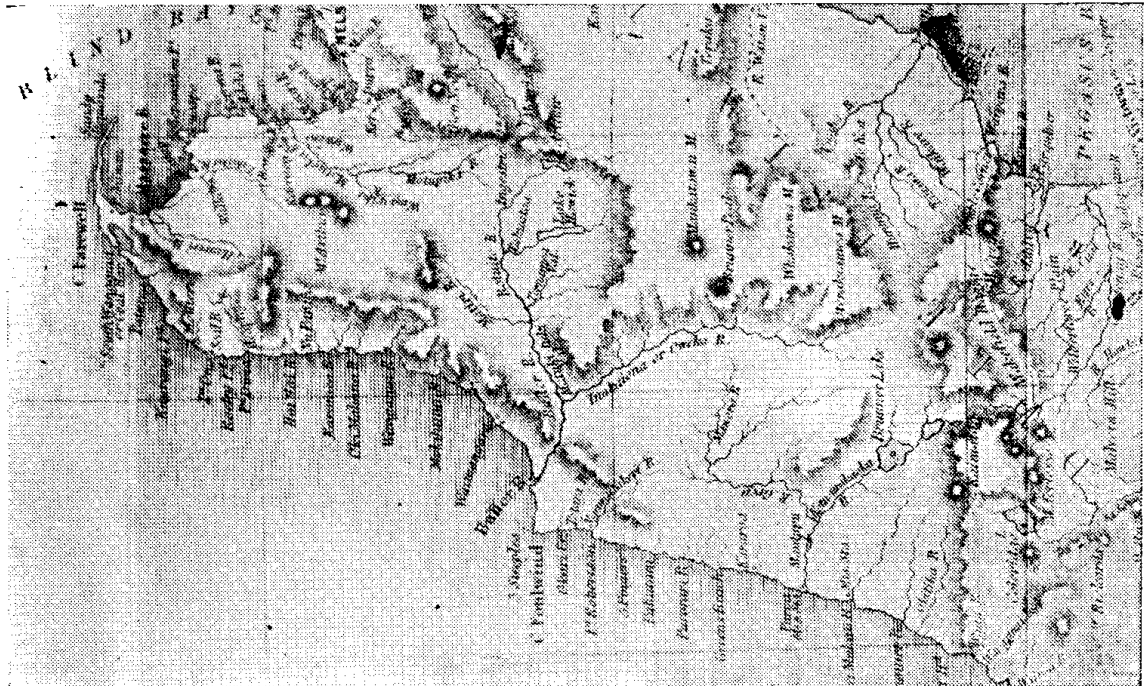
C H A R L E S T O N

Kara-o-matea Plain, or Waite's Pakihi (later the site of Addison's Flat goldfield) and over the *pakihi* that nine years later was Charleston. Apparently none of them anticipated the discovery of goldfields, but stepped lightly over the hidden wealth.

The South-West Coast is a wild, mountainous domain broken by terraces, streams and gorges. To the first explorers it would seem to be a fastness of Nature not destined for extensive human occupation. For nearly a century after the arrival of Cook in 1770, the history of this Coast was a blank and the only inhabitants were a few natives. The Maori had left few trails, so the white man who would know it must make his own path, brave storm and flood, and feed himself as best he might. Later parties formed rough foot-tracks and, later still, pack-tracks for plodding horses, but the first-comers had of necessity to carry meagre supplies, and trust life and future to the will of Fate. The country offered no means of sustenance beyond birds, fernroot, nikau berries, and fish; but gold is an alluring siren, and when sirens call, men welcome the invitation. Of such were our pioneers, the venturesome spirits who paved the way to the Coast's future prosperity.

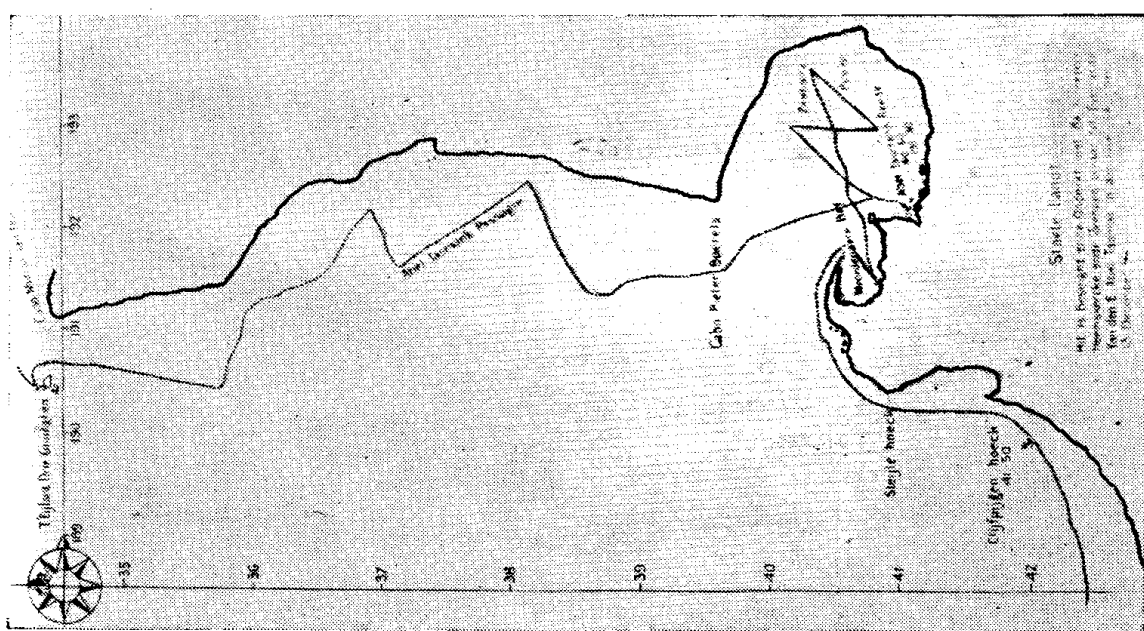
From 1840 to 1841 New Zealand was a dependency of New South Wales. From 1841 to 1853 it was a Crown Colony under the almost despotic rule of a Governor appointed by the Crown, the Executive Council being the Governor and three Government Officers. The Legislative Council was composed of the Executive Council together with three men, not officers, but nominated by the Crown. In 1853 came Representative Government, under the New Zealand Constitution Act of 1852, viz., a Governor and Legislative Council appointed by the Crown, and a House of Representatives elected by the people. Also, the Colony was divided into provinces, with an elected Superintendent and an elected Provincial Council for each province.

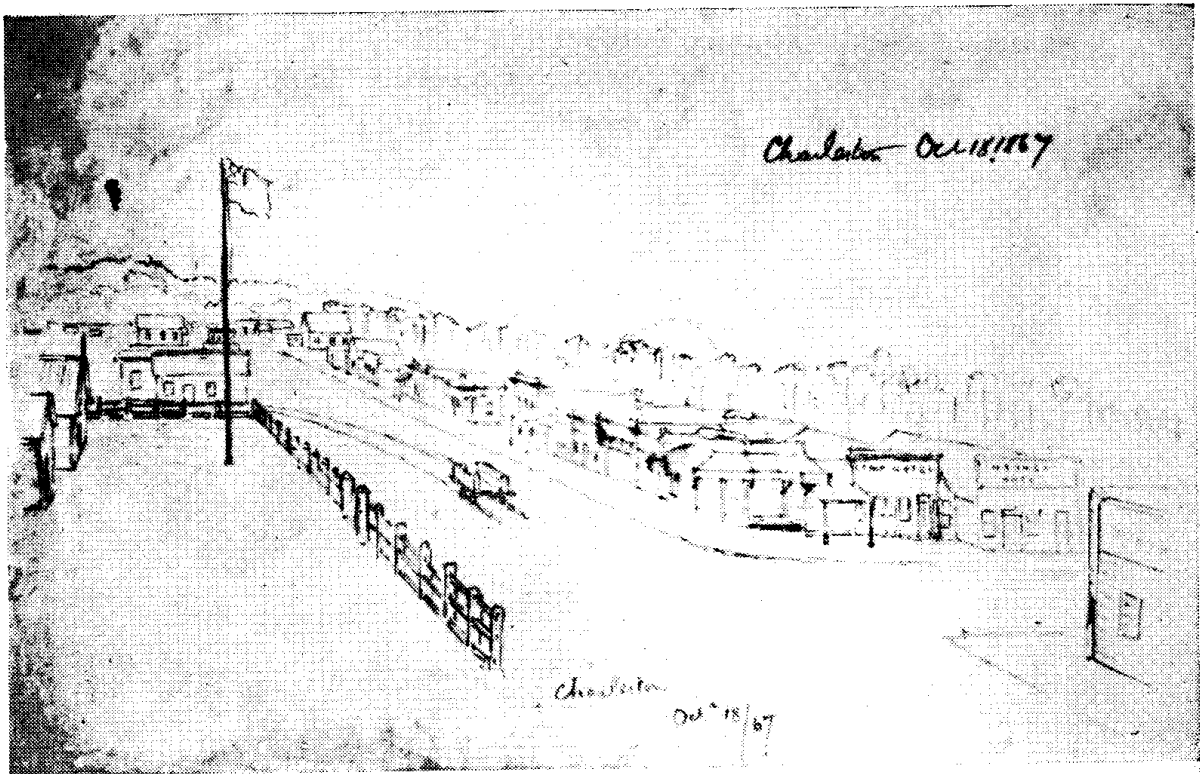
In 1876 the Provincial System was abolished, under a Colonial Act of 1875, in favour of a Parliament for the whole of New Zealand, with a Governor appointed by the Crown, a Legislative Council nominated by the Governor,



Left—
 Tasman's Chart.
 The Department of Scientific and Industrial Research has ascertained, through the General Assembly Library, the Netherlands' Consul, and Centennial House, that the name given to Cape Foulwind on Tasman's original map was Clyppygen Hoek, the modern spelling being Klippingen Hoek, meaning "rocky corner," or "rocky point."

Right—
 Portion of map published in 1855 by Rev. Richard Taylor, M.A., F.G.S.





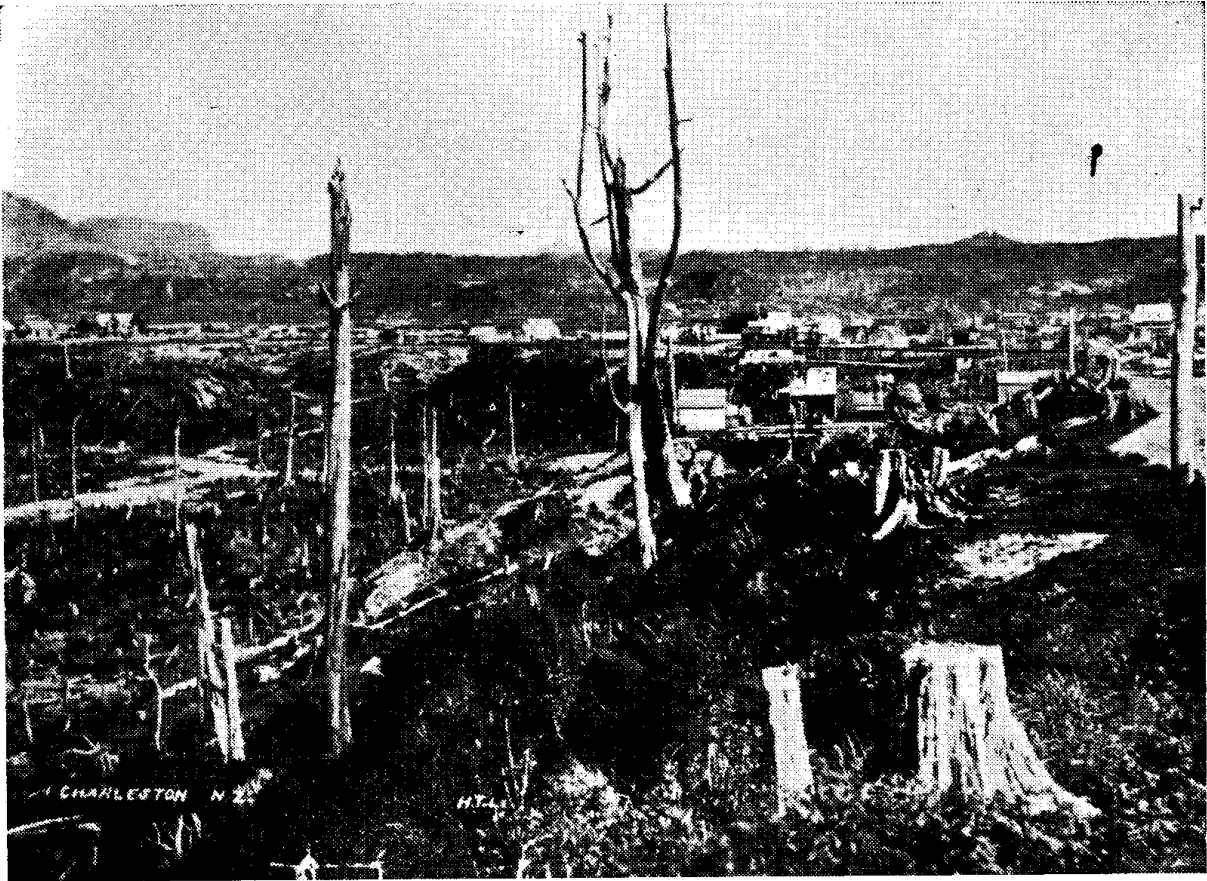
Sketch of Charleston, 1867.

To right—Prince's Street, East. Corner Sections 121 and 140.
 To left—The Camp, with flag, Post Office, and St. Patrick's Chapel.
 In Camp Street, Central—the tramway to Darkie's Terrace.



Charleston, from Flagstaff Hill. About 1870.

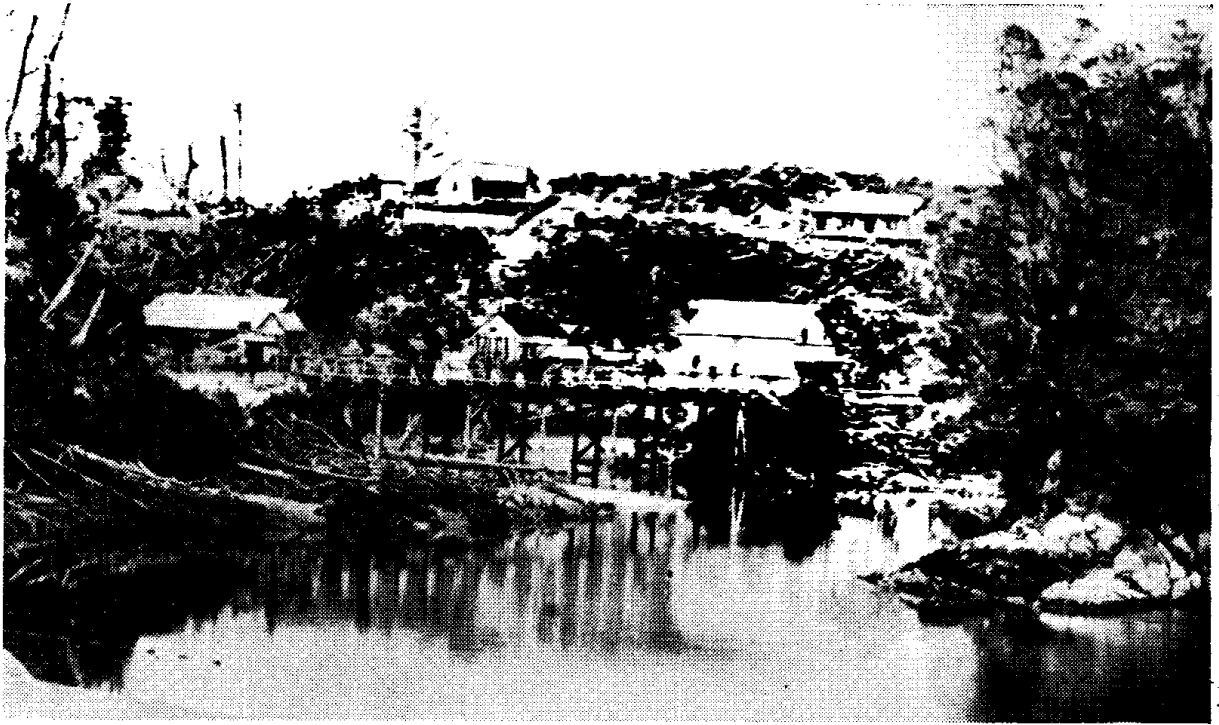
The three hotels are on Sections 22 and 31. The road is "The Cutting," or "Beach Street," the western end of Prince's Street, West.



Charleston, from Nile Hill. About 1870.
At right—The old Buller Road. At left—Darkie's Creek.



Charleston, from Nile Hill. About 1870.
At right—The old Buller Road. Fluming was opposite Sections 207 and 208,
and conveyed water from dam behind Section 333.



The first Nile Bridge, built 1866-1867.
Showing Nile Hotel, Steam Sawmill, and Marris Brothers' cottages on hill.



Charleston, from Nile Hill, 1940.
In foreground, the low level road from Nile Bridge.

BIRTH AND EARLY DEVELOPMENT

and a House of Representatives elected by the people. This system still exists. From 1876, Counties replaced Provinces in matters of local administration.

The seat of the Buller County Council, which included Charleston, was at Westport. The first meeting was held on 4th January, 1877, the Charleston representatives being Messrs. Walker and Moore. Mr. J. H. Powell, of Westport, also was a Councillor. In 1880 an agitation was started to have the Council's Headquarters and Office removed to Charleston, the latter having about double the population of Westport; but the appeal was not entertained.

On 26th September, 1907, New Zealand received the status of a Dominion. Of the provinces of the South Island under the system of 1853, Nelson was the most populous, having 5,000 inhabitants.

Charleston and Westport were, and still are, in the Nelson Province, the coast to the south being at first a part of the Province of Canterbury and later, in 1873, constituting the Province of Westland. The dividing line between the Nelson and Westland Provinces is from the sea to the Southern Alps, passing close to the little town of Ikamatua. The Buller district, and south of it, was the South-West Goldfield.

The birth of Charleston was, it is believed, at Candlelight, a flat immediately south of the Broomielaw Creek, about a mile and three-quarters south of where the town of Charleston was finally established, and where more lasting supplies of gold were found.

Linahan and his mate or mates had pitched their tent beside a small creek and, while one drew water, another held aloft a "digger's lantern," a clear glass bottle with its bottom removed and a piece of candle set in the neck. By this flickering light the creek-bed showed yellow, not with yellow mica, the "new-chum's gold" which has raised so many false hopes and broken so many hearts, but with what their experienced eyes told them was gold—much gold. So was Charleston born in 1866.

The birth of this new goldfield was a romance, not the first of its kind upon the Coast, but such as it never will see

C H A R L E S T O N

again. *The Handbook of New Zealand Mines*, 1887, says—
“Payable gold was first discovered at the Charleston Basin, by Linahan and party in the month of August, 1866.”

The Basin is upon the opposite side of the Broomielaw Creek to Candlelight, and was known as “Charleston Basin,” “Candlelight Basin,” “Darkie’s Creek Basin,” or merely as “The Basin,” usually the latter. It is known that the first gold found in The Basin was discovered by Linahan and party (see Chapter XXIII) but the consensus of opinion appears to be that this was subsequent to the find at Candlelight. To Linahan and another or others, is due the credit for discovering the field, but whether at Candlelight or The Basin cannot be proved.

The news of a new field seems to travel on the wings of the wind: soon it was known throughout the country. Within a few months hundreds were at The Pakihi (mutilated to The Parkeese), the name by which Charleston was first known. Pakihi is the Maori term for open grass country. The Maori name for the site of Charleston was Tauhinau.

The Handbook of N.Z. Mines (1887) states that two months after the birth of the field, in October, 1866, there were 1,200 persons at Charleston and that the number was increasing daily. Within a year or two there were thousands there. Crowds flocked in by the hazardous coastal track from the south, and from the north across bush-clad Cape Foulwind, along beaches and over rivers. Some came by sailing craft to the inlet now known as Constant Bay.

Candlelight was a short-lived field and was soon divested of its easily accessible gold. The keeper of the first hotel and store was Philip McCarthy, later Manager of the Argyle Water Race that supplied most of the water to the flat, while Mary Smith (later of West Coast Hotel at Charleston) and a Mrs. Taylor kept small hotels at The Broomielaw.

The town of Charleston was partly surveyed by Mr. A. Greenwood in 1866 and 1867, and partly by Mr. G. R. Sayle in 1873. A copy of the plan issued from Wellington, in 1880, is shown in the Appendix. On 24th July, 1867, the Select Committee appointed by the Provincial Council to

BIRTH AND EARLY DEVELOPMENT

“consider the petitions of William Fox, Timothy Linahan, and others, claiming a bonus for the discovery of a payable goldfield on the Pakihis,” reported that “it is inexpedient to grant any unpromised rewards for gold discoveries unless under very special circumstances, and that the cases of the petitioners are not of that description.” This report was adopted by the Council. The texts of the petitions are not available.

Again on 20th May, 1868, the matter was revived in the Council and a motion moved: “That there be placed on the Supplementary Estimates a sufficient sum to reward the original prospectors of the Charleston goldfields, now found to be permanent fields.” The names were not quoted. The motion was negatived by 12 to 5.

Mr. John Blackett, Provincial Engineer, reporting in 1867, said: “The main streets of Charleston are formed and metalled, and a good metalled road about a mile long has been made from the town towards the diggings, suitable for dray traffic.” Probably the road referred to was Darkie’s Terrace Road. On 17th July, 1867, the Superintendent of the Province reported, “the townships of Charleston and Brighton are now being surveyed, but the Council has not come to any determination regarding the sale of the land.”

On 27th May, 1868, Mr. Pell, Road Overseer, received instructions to find “the best route for a dray-road to connect Charleston with Brown’s Terrace and Addison’s Flat.” “The route was then,” the *Westport Times* stated, “via the Pioneer Ford.” It is surmised that this ford was on the Little Totara River, and in connection with “Hall’s Track” from the Nine-Mile Beach. In 1869 the District Engineer of Goldfields recommended that Charleston streets be “principally attended to by the prisoners of the jail; but to meet the expense of carrying metal, etc., as occasionally required, I estimate for £200.” The task that the stout-hearted pioneers, inspired by “the wine of freedom and the gold of hope,” undertook in transforming this virgin land into the thriving centre that it became in a few short years, was formidable, but it was tackled with a will, and the town grew as though by magic.

As early as 1867, Commissioner Kynnersley reported “a

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considerable increase in the population and prosperity of the district." Gold was everywhere, in every backyard, but water to secure it was scarce, and had to be brought from far away, in races, flumes, and pipes, while scores of dams had to be built. Notwithstanding this, the lack of water continued to hamper working; and in 1871 Mr. A. D. Dobson, District Engineer, reported to the Provincial Council on the matter, but as several more water-races were being built by Haines & Company, no action was taken by the Government.

To a town of calico and canvas, whose population was increasing by leaps and bounds, the prime consideration was a regular food supply. Without roads, or even pack-tracks, the settlement was dependent upon the few small sailing-craft that occasionally entered the bay, and eyes were turned to the nearest port of consequence, the Buller River. Westport was also in its childhood, a small settlement on the North Spit of the river mouth. From the South Spit, a few packers brought to Charleston a proportion of its requirements, over rough country and beaches, until 1867 when a road was formed over Cape Foulwind, and a coach service initiated. A dray-road to Westport was a crying necessity. The provision of such a road could be left to the Provincial Council; but to leave to it the construction of the necessary bridge over the Nile River was another matter, so these self-reliant pioneers took the matter into their own hands and the bridge was built (late in 1866 or early in 1867) by private enterprise, the builders being granted protection for five years and authorised to impose a toll of 1/- per person crossing it. This toll was collected at the bar of the Nile Hotel which was erected by Blanche Bros. at the south end. "A rough log-bridge," Mr. Dobson declares, but it stood up to heavy traffic and to current and floods, for about eight years. The names of the original shareholders of the Bridge Company are not obtainable, but in newspapers of August, 1868, it is recorded that "Mr. Allen paid £400 to Mr. McCarthy for latter's share," also that "Mr. Hutchinson sold his interest to Mr. P. Allen, who is now the sole owner." The contractors for building the bridge were Messrs. Atkinson & Company.

In December of 1868 or early in 1869 the bridge was

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taken over by the Provincial Council, and the toll abolished. On 15th May, 1868, it had been agreed by the Provincial Council that "the Nile bridge should be opened to the public free of charge; and that His Honour the Superintendent be requested to take the necessary steps to effect that object as soon as possible."

In 1869 the Inspector of Schools spoke of Charleston as a place "where goldmining is actually going on in the heart of the township, and where a large proportion (of the population) is dwelling in tents." In the same year, 1869, the Charleston correspondent of the *Westport Times* wrote, on 24th April: "Trade as a whole seems to have assumed a healthier tone, and I am assured that the diggings in and around Charleston will be as good as they have ever been for at least one year to come." It would appear that, even then, he doubted the permanency of the field.

As stated, the beach-route was made available for vehicles in 1867, when Cobb & Co. commenced a coach service, passengers being ferried across the Buller. This route was ill-fitted for heavy traffic, and was also dependent upon tides, so in 1873 and 1874 a road was constructed from Westport to Charleston via Addison's Flat, and was served by punts on the Buller until the erection of the combined railway and road bridge in 1887, at a cost of £15,000.

In 1873, says the *Diamond Jubilee Souvenir*, "Charleston, like Westport, was partly destroyed by fire; the township on the lower flat was not rebuilt." In 1874 the Nile bridge was carried away by a flood, and Charleston residents petitioned the Provincial Council to rebuild it. The Petition Committee recommended this as a matter of urgency, and a contract was let in 1875 to J. B. Eteveneaux for a suspension bridge to cost £1,492, the Government to provide the wire for the main cables. In May, 1875, the Minister of Public Works agreed, on behalf of the Central Government, to contribute £1,000 towards this bridge, provided that the same amount was contributed by the Provincial Government, and that the whole was expended under the supervision of the Colonial District Engineer. This is believed to be the first suspension bridge erected in New Zealand, and was designed by, and

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built under the direction of Mr. A. D. Dobson, as recorded in his *Reminiscences*.

It is to be noted that the Public Works Department was not established until after the close of the Parliamentary Session of 1870; the first Public Works Statement being presented to the House of Representatives on 27th September, 1871. It was not, however, until 6th December of that year, 1871, that the first Minister of Public Works, the Hon. J. D. Ormond, was appointed, with Mr. J. Knowles as Under-Secretary, and Mr. J. Carruthers as Engineer-in-Chief.

In 1867 a proposal to establish a railway between Westport and Charleston received much consideration, and a Provisional Committee to further the object was set up, the Charleston members being Messrs. J. Creed and B. Colready. In May of that year, a prospectus was issued by Mr. H. E. Campbell in an endeavour to promote a Railway Company with a capital of £14,000 in 3,500 shares of £4 each. The estimated cost was £500 per mile. There were to be two locomotives, and 40lb. iron rails were to be laid. Commissioner Kynnersley also advertised, calling for applications from "persons desirous of constructing a railway or tramway from Westport to Addison's Flat or Charleston," and stating that plans of the surveyed line to Addison's were on view at the Lands Office at Westport.

There was insufficient response to either the prospectus or the advertisement. On 11th June, 1867, Mr. Oswald Curtis, Superintendent, in a speech to the Provincial Council stated that a proposition had been made to him "to lay down this railway and, in consideration of certain privileges to be conceded by the Government and a grant of 1,000 acres of land, the proposal had received the reconsideration of Commissioner Kynnersley and was favourably entertained by the Executive Council."

He explained that "at present Charleston receives the chief part of its supplies in duty-paid goods, from Canterbury; considerably to the loss of our provincial revenue; but the construction of a railway would probably bring the trade with Charleston to Westport, to the manifest advantage of this province."

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He also added that "the details of the proposition, together with a Bill to enable me to carry it into effect, will be submitted to you for consideration." An Act "to promote the construction of a railway from Westport to Charleston and Brighton" was passed by the Provincial Council and received the Governor's assent, on 4th November, 1867. There, however, the matter ended, for the railway was not built.

In 1869 the Resident Magistrate, Mr. Charles Broad, reported to the Government that "very extensive workings are noted at Charleston immediately upon crossing the Nile bridge from the north, extending four miles to the Tikopihi River, with a depth of three or four miles to the sea. In this block is the township of Charleston, of which all the available ground continues to be worked; while dams and water-races meet the eye in every direction. The township of Charleston probably contains some two hundred houses, a very large number of which are public-houses. The town is rapidly improving in appearance; the banks and churches are all pretentious buildings, and some of the hotels present an exterior that would do credit to a longer-settled community." The Tikopihi River referred to is the stream later known as the Four-mile River. Mr. Broad continued: "The results anticipated by my predecessor, Mr. Lightband, as to the effect upon the district of the introduction of machinery, and also the granting of extended areas, has been fully realised."

In 1869 an official return showed that 80 of the principal claims were worked by machinery, employing 513 men, and the plants were valued at £86,010. Ten of these claims were worked by steam, and seventy by water power. In addition, there were twice as many water-wheels, horse-whims, and hand-machines. This would indicate that about 240 claims were working cement. In this year, 1869, 470 applications were heard for head- and tail-races, 307 for dams, 99 extended claims were granted, 22 goldmining leases, 5 agricultural leases, and 4 special claims. A footnote to the report added that "Charleston has already put on an appearance of permanent and lasting prosperity"—a false impression, as the years have proved.

In 1870 the Magisterial report stated: "Many miners

have left for the Thames fields and for a new field south of Brighton. It was well ascertained that steam machinery was too expensive for the workings of Charleston. The population has been orderly and there has been little crime. There is a Catholic Church, a Church of England, and a Wesleyan Chapel. £80 has been raised for a public library, to which the Government added an equal subsidy. There is a Freemasons' Lodge, an Oddfellows' Lodge, and branches of the Union, New Zealand, and New South Wales Banks. There is also a hospital."

The Mechanics' Institute and Library was opened in 1871 and readings were given every Monday evening. £200 was raised for the hospital and other sums for the purchase of a piano and other furniture for the Institute.

In the same year, the charge of the Charleston district was taken over by Dr. Joseph Giles, the Warden of Westport and Brighton, who held a weekly Court.

The South-West Goldfields, which included the then unexplored stretches south of the Buller where later were the towns of Charleston, Addison's Flat and Croninville, had been proclaimed a district on 31st July, 1865, and on 1st August of that year Mr. John Blakett was appointed Warden of the whole. In 1873 a District Board of six persons, under the Goldfields Local Revenue Act, was elected and functioned at Charleston, of which Mr. T. G. Macarthy was Chairman.

From 1866 to about 1873 Charleston maintained its reputation of being one of the richest fields on the Coast. During the week before Christmas in 1870 the banks received gold to the value of £24,000, while during the financial year ending 31st March, 1870, the revenue from Miners' Rights was £1,220, and from Publicans' Licenses £2,368.

For comparison, in 1930 the combined revenue of Charleston and Westport (the Charleston Court having been closed at the end of 1922) was only £49/10/- for Miners' Rights and £1,200 for Publicans' Licenses. From 1873 the gold supply seriously diminished and the mining returns became comparatively small, good results being difficult to secure.

The Coast was a healthy spot—the late Mr. J. W. Poynton, Public Trustee, has recorded that “the death rate of the

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West Coast was, for years, the lowest in the world." Coal was plentiful about Charleston, a brown lignitic coal, different from the celebrated bituminous coal of Westport that assisted in saving H.M.S. *Calliope* during the hurricane at Apia, Samoa, in 1889. The seams lay close to the surface, so there were no mines or underground workings, but only open-face pits. Probably the first seam to be worked was one in the vicinity of Rotten Row, then called Coal Street. Others were Harry Mann's, behind the Phoenix Brewery, below the hospital, in Darkie's Terrace Road, later owned but abandoned by Pat Connor, who opened a second pit some chains away, and Tom Powell's behind the school reserve. The latter was still being worked in 1940. The price of coal was 10/- per ton delivered, and as firewood was cheap the townspeople were well provided with fuel. At different times efforts were made to establish an export trade in coal, but the absence of a suitable port, and competition with the superior coal of Westport, were insuperable obstacles. A proposal in 1920, to build a railway or tramway to Cape Foulwind to link up with the railway there, did not meet with sufficient support. It was estimated that eight million tons of coal were available at Charleston, and that the depths of the deposits were about twenty-nine feet. The existence of seams of lignite near to the Nile River was reported on by Heaphy and Brunner in 1847, and by John Rochfort in 1859.

A pressing early need was for timber for mining and building purposes. For mining requirements it was usually obtained by felling and pit-sawing close to where required, but most of the building timber was milled.

In February of 1868 the Nile Steam Sawmill, on a site behind the Nile Hotel, was established by Mr. Charles Nees. This and Nees's battery (later used as a sawmill by Jock Mitchell) were soon afterwards sold at auction to Philip Rooney for £310. It was acquired by James Hennelly during the same year, and later by Messrs. Beckle and Marris, and later still by Messrs. W. and J. Marris. A wooden-railed tramway, acquired from Nees, brought logs from the timbered land along the south side of the Nile, about Darkie's Creek, and around the area behind the Camp Reserve.

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Later this tram was extended over the bridge to the forest about a mile up the north bank of the river. Charles Nees had, on 22nd January, 1868, been authorised to "construct a tramway commencing at The Nile Steam Sawmills to the eastward of a piece of land held for a toll-house by the proprietors of the Nile bridge, and terminating at the back of the Camp Reserve, Charleston." This toll-house was the Nile Hotel. Nees also had the right to construct a tramway from Little Beach.

The following advertisement is from the *N.Z. Directory* of 1867-1868:

**"NILE COALMINE, SAWMILL, and TRAMWAYS,
NILE RIVER, NEAR CHARLESTON, PAKIHI.**

A tramway has been constructed from Charleston to the River Nile, also a coal shoot and good wharf accommodation has been constructed, where cargoes for Charleston can be landed and carried to town at 5/- per ton.

As the resources of the coal-mine are ample, vessels can be loaded in a few hours.

Arrangements have been made for the attendance of a tug in the river to attend to steamers and other craft.

CHARLES NEES,
Proprietor."

Whether these were contemplated arrangements, held out as an inducement to shipping to use the river as a port, or whether some small vessels actually worked the river in the early days, cannot be definitely stated; but it is believed that the first steamer to enter the Nile was the P.S. *Result*, about 1874, and that no sailing vessel ever crossed its bar, although Little Beach was early used as a landing-place. When this sawmill was closed, owing to lack of demand, supplies of sawn timber were obtained from Jock Mitchell who worked a water-wheel plant on the site of Nees's abandoned battery beside the old Buller Road. In 1880, Mitchell operated a sawmill at Brown's Terrace in partnership with W. Rickelbaum. The price of sawn timber was reasonable, being 15/- per hundred superficial feet in 1868, and 18/- in 1873. The Marris

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Brothers, after leaving Charleston, conducted a large saw-milling business at Cape Foulwind and Westport.

The formation of streets in the town, and roads to the outskirts, was hurried on during the first year or so of settlement, and both works were undertaken by the Provincial Council. In 1870, £200 was voted for a dray-road to Ballarat Terrace, and £100 for metalling Darkie's Terrace Road. In addition to a tramway from Little Beach, and another from Nile bridge to Darkie's Terrace Road, authority was, on 1st May, 1867, granted to Henry Butler and others to construct "a tramway from the town of Charleston to Darkie's Terrace," and by *Gazette* of 12th May, 1868, the tramway received protection for five years, the owners being authorised to charge a toll of 1/- for each horse or head of horned cattle, "passing along that portion of the tramway that was not on a public road." It was duly constructed, at a cost of £1,600, and was operated for some time. It ran from a point in Camp Street opposite to Section 121, later occupied by the Court House Hotel, and thence along the south edge of Darkie's Terrace Road, going through the School Reserve. The driver, and probably part-owner, was Harry Mann, the owner of "Mann's Corner," Sections 140 and 141, where his Pakihi Hotel and his brewery were erected. This corner was purchased in 1868, for £555, by John Behan, who in partnership with Kelly opened the Bank Hotel, which afterwards became the City Hotel.

On 22nd November, 1867, the interest in the tramway was sold to John Behan and John Irwin. On 3rd May, 1870, "John Behan, a licensed victualler of Charleston, petitioned the Provincial Council for compensation, alleging that the tramway had proved to be of great public benefit, but that "about 1½ years ago, a branch road had been constructed running closely parallel to the Darkie's Terrace end of the tramway and destroyed the traffic." The result of this petition is not known.

Although many of Charleston's first settlers came from Australia, most were from Otago, Marlborough, Nelson and Hokitika, traversing the rough and dangerous ways that had but once before been followed by white men; by Heaphy and

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Brunner in 1845-1846, when they walked over hoards of gold without suspecting that any was there.

Charleston was at first a "poor man's diggings," no expensive machinery or preparation being necessary, but only a pick, shovel, a few planks and some sacking; though later came the great batteries calling for much capital. In the early days only three things were essential—health, industry and luck—and of these the greatest was luck. One man turned a stone and found fortune, others wasted their substance in unprofitable undertakings. It would be idle to contend that all the firstcomers were worthy settlers, willing to give of their best to the making of a new land. They included the unworthy and the shiftless.

There is a tendency to regard the South-West Coast of early days as comparable with Kororaraka before Marsden and Pompallier lit the torch of Christianity there—a land of grog-shanties, dancing girls, and dissipation. This is certainly untrue of Charleston. It had a brief period of wildness, which disappeared under the influences of Law and Church, and the place settled down into an orderly and law-abiding community. Law was early represented by the mounted police, a number of whom set up their tents on a vacant space at the eastern side of the settlement, which became known as The Camp. On the survey plan this space is shown as the Camp Reserve. There a flagpole was erected and the ensign flown, there the first Courts were held, in tents, and there the first gaol or lock-up was erected. Before this prisoners were, it is said, handcuffed to a heavy log within a tent. The first lock-up was a rough affair built of logs; the contractor being Andrew Crawford. Report says that one of his staff unwisely celebrated the completion of the building and as a result was its first inmate.

The Courthouse was built in 1867 and first used on the 15th March of that year, replacing, states the *Charleston Argus*, "a 10 x 12 tent." The new Courthouse (the present building now used as a garage) was erected in 1869 by Messrs. Bull and Bond at a cost of £389/8/-. It has a frontage of forty feet to Camp Street and a depth of eighteen feet. In March of 1867 the Superintendent of the Province proclaimed

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that: "The building now known as a lock-up situated at Charleston, shall be deemed and taken to be, a public jail of the Colony of New Zealand." At the same time Mr. Charles Broad was appointed visiting Justice for the gaols at Charleston and Brighton. In October of the same year Messrs. T. A. S. Kynnersley and J. R. Dutton also were appointed, and in December Dr. Joseph Giles.

To form the mass of fortune-seekers into an orderly community was no easy task, but it was accomplished, though those entrusted with the duty received at first little assistance. A proportion of the people resented restraint and looked upon the enforcement of the law as comparable with the despotism of a hard stepmother or an interfering maiden aunt. Some took it so hardly that a protest was made to Parliament, complaining of the severity with which the Police were administering the law, and declaring that it was causing "a state of terrorism." Parliament upheld the Police in the strict execution of their duties.

During the 'seventies, thousands of persons left the Coast. The better element remained. The days of prodigality and excesses had passed.

The people still sang, but it was not the same tune for a softer melody had replaced it. Experience had been bought and the price paid, and there was soon built up a state of society that old Coasters and their descendants can look back upon with complacency. The Coast was in its heyday in the 'sixties. Gold flowed in, settlement increased, and its harbours were busy with shipping.

The first vessels to enter the southern ports were:—

Hokitika.—P.S. *Nelson*, Captain Leech, 20th December, 1864. The first sailing vessel was the *Colleen Bawn*, Captain Thompson, about a week later than the *Nelson*.

Greymouth.—The schooner *Gypsy*, Captain Chas. McCann, early in 1860. The first steamer was P.S. *Nelson*, Captain Leech, with Reuben Waite and 70 diggers on board, 22nd July, 1864.

Brighton.—P.S. *Woodpecker*, which, in 1866, landed passengers at the place now called Woodpecker Bay. The agent for this vessel was Mr. Fisher, an auctioneer of

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Westport. The office was on Woodpecker Wharf. Mr. Lloyd also acted as agent.

Constant Bay.—The ketch *Constant*, Captain Charles Bonner, in 1866. Reuben Waite visited here in 1866, in this ketch, and gave her name to the bay. Owing to Captain Bonner's early visits, the settlement became known as Charlie's Town, amended in time to Charles Town, and finally to Charleston.

Nile River.—P.S. *Result*, Captain Samuel John Riley, about 1874.

Buller River.—The sealing schooner *Three Brothers*, Captain Joseph Thoms, 1844. The first trading vessel was the cutter *Supply*, under charter to McKay and Rochfort, 30th August, 1859. She landed supplies somewhere about Packers' Point. Her crew were: Captain John Walker; mate, Captain Scott; seamen, G. Walker, F. Millington, F. Wilcox, and two natives. The first steamer was P.S. *Tasmanian Maid*, Captain Whitwell, 29th January, 1862. She was the first steamer to enter a river-port on the Coast.

This great El Dorado, the South-West Coast, in practically its entirety from Cape Farewell to Milford Sound, including Charleston, with all its visible and hidden treasure, was purchased by the Government from its Maori owners for £300 cash, on 21st May, 1860—about seven and a-half million acres over which, within a decade, tens of thousands roamed, seeking and finding immense deposits of gold.

CHAPTER II.

CONSTANT BAY—THE PORT OF CHARLESTON.

THE port of Charleston was Constant Bay, a small inlet lying about a mile to the south of the Nile River mouth; an insignificant little bay whose existence was unknown to white men until gold was found upon the ancient leads adjoining it.

Mariners with experience of the seven seas viewed this South-West Coast with distrust; its reputation was known to all, and the ships that passed by day and night gave it a wide berth; it looked better from a distance. In all likelihood, eye of man excepting Maori, Tasman or Cook, had not until then viewed its narrow entrance. Tasman may have given it a casual glance as he sailed past on the 13th December, 1642, for his log shows that after sighting land (the hills between Okarito and Hokitika) he stood close in and ran along the coast within easy distance of the breakers, the weather being very calm. If he did give such a glance he little thought that behind it lay treasure such as he had been directed to seek—a land flowing, not with milk and honey, but with gold. However, no blame to him; it was not until he had been dead for about two hundred years that anyone else thought of seeking there for gold.

The bay was declared the port of Charleston by proclamation on 9th October, 1869, and defined as being "a circle of one nautical mile from the flagstaff," though not before several vessels had ventured into it, and at least one had rued the day that she did.

The flagstaff and signalman's cottage were upon the rocky point locally known as Flagstaff Hill, referred to in the

Gazette as "the north point," which separates Constant Bay from Second Bay. The latter was also known as Joyce's Bay, owing to a family of that name having occupied a flat space near to its entrance. Second Bay, bounded on its northern side by Point Robertson, sometimes referred to as Charleston Head, was not navigable.

A fairly large cleft in the rocks of Flagstaff Hill, with a tiny beach, was known as Ladies' Bay, because by convention it was reserved for women bathers. This, and a small bay just south of Constant Bay, and called Doctor's Bay, were the town's bathing places. It is said that Doctor's Bay was so called because a doctor had been drowned there. Second Bay was the men's swimming place, and several lives were lost there; one being D. Sanderson, a Shetlander, on 30th January, 1869, and another the Rev. W. D. Ruzs, on 8th April, 1873. On 1st May, 1869, at a meeting held in the Wellington Hotel on Constant Quay, Mr. George Miall, of Deep Lead, was presented with a gold ring in recognition of his daring in the recovery of the body of Mr. Sanderson.

Apparently in the earliest days of Charleston, sea-borne supplies were landed at Little Beach as well as at Constant Bay, for in 1867, Mr. John Blackett, Provincial Engineer, in a departmental report stated: "There are two landing-places here; one in Constant Bay immediately in front of the town which is laid out on ground rising from the bay, and one a little to the north, not far from the river mouth. Constant Bay is composed of a small circular sandy beach, to which access is gained by a channel between high shelving rocks, about sixty feet wide and several chains in length, making the entrance at any time a critical proceeding and, when there is any sea, highly dangerous. The other landing is merely a piece of open beach, marked off by signal staffs which denote the best course to vessels entering. A tramway is now in course of construction by Mr. Nees, from the second described landing-place to the diggings." Enquiries have failed to find any record of this tramway, but probably it connected with the tramway that, it is known, Mr. Nees constructed from the Nile bridge to Darkie's Terrace Road, behind the Camp Reserve.

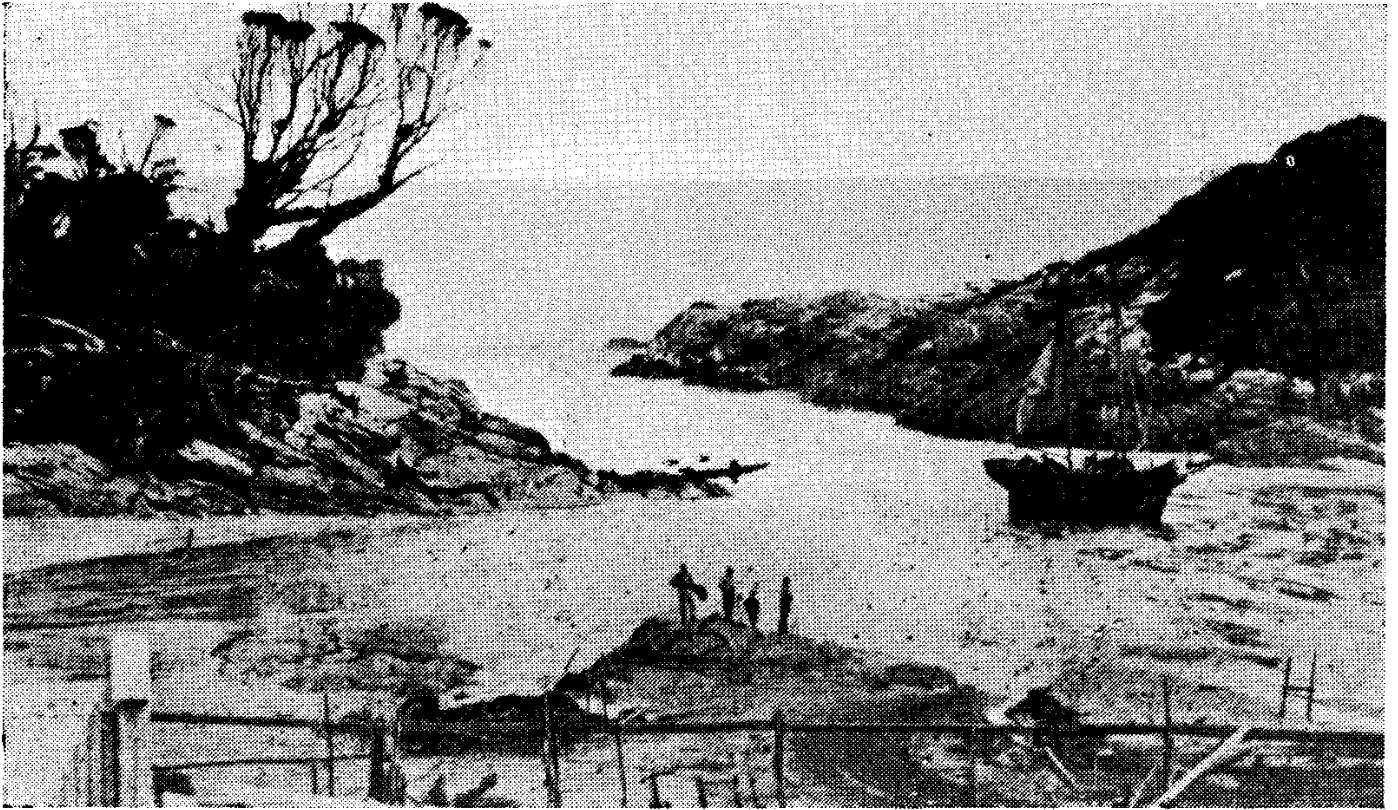


Sketch of Constant Bay, 1867.

Showing shops on Constant Quay, and at end of Prince's Street, West; also Sergeant Stephenson's house on Flagstaff Hill, later occupied by Mr. Albert Fries.



The entrance to Constant Bay, from Flagstaff Hill.



Constant Bay, 1879.

Vessel on beach at low tide. The men are standing upon the "mooring rock."



Wreck of the schooner *Shepherdess*, 1879.

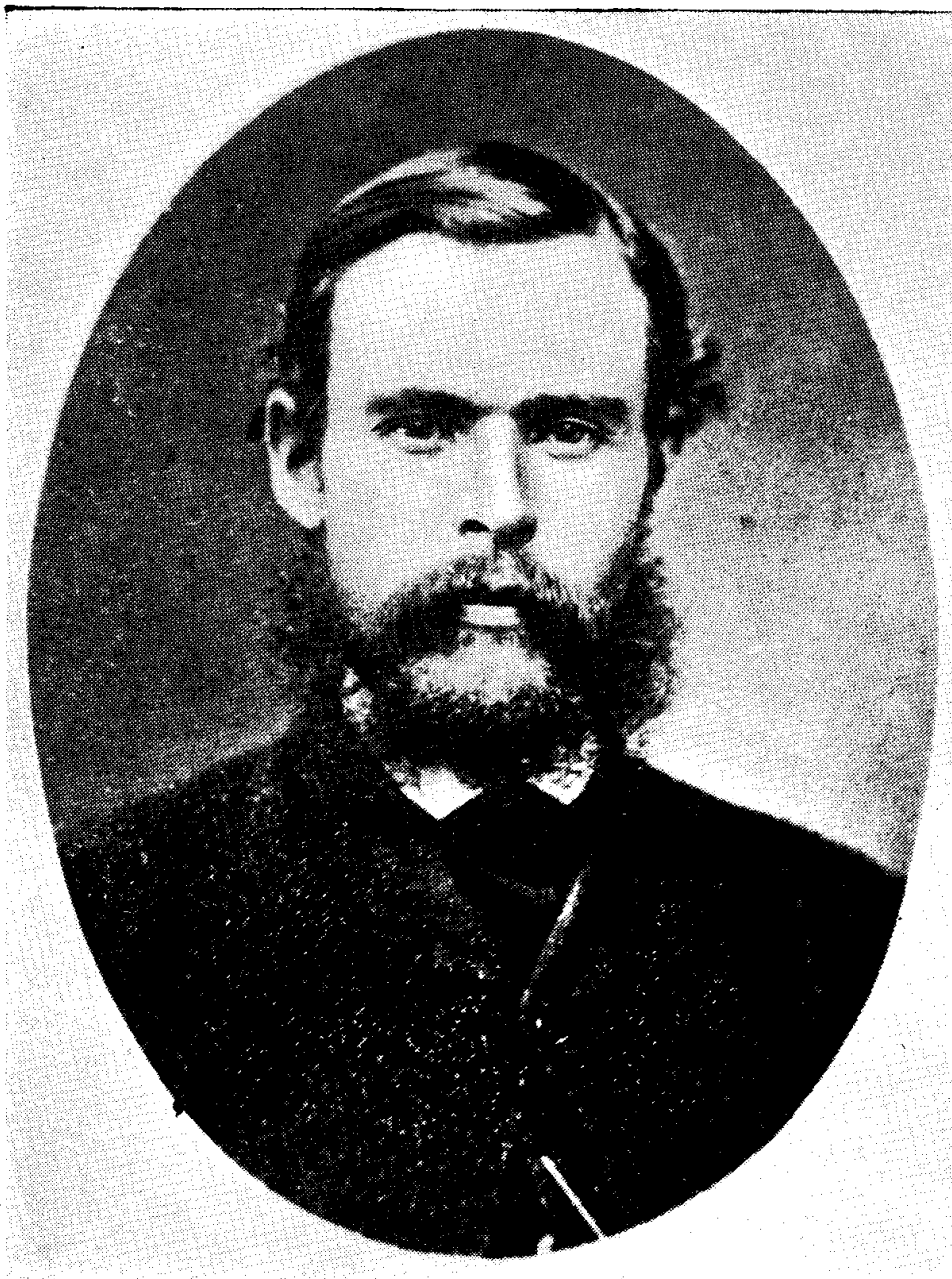


Ladies' Bay, Charleston.

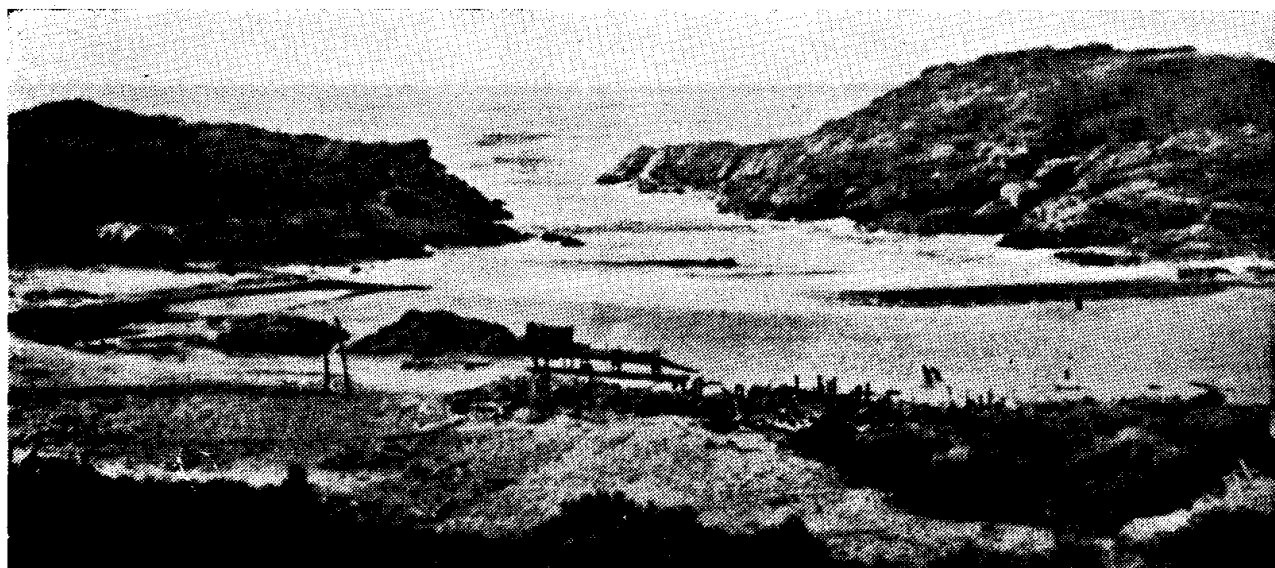


Second Bay, Charleston.

To right—Point Robertson. To left—Flagstaff Hill.



—By courtesy of Dr. F. A. Bett.
Thomas Alfred Sneyd Kymmersley
Chief Warden and Commissioner of Nelson and Westland.



Constant Bay, about 1924.

CONSTANT BAY

The Signal-station was erected by the Provincial Council in November, 1866, when similar stations were provided at Fox River, Brighton, and South Spit of Buller.

The *Gazette* notice informed mariners that: "A flagstaff at Constant Bay, Pakihi, has been erected on the North Point, where the following signals will be shown:—Red flag at mast-head—boats can enter; blue flag at masthead—low water, wait for tide; white flag—entrance dangerous, surf too heavy for boats."

On 14th August, 1868, notification was made by Commissioner Kynnersley that "on and after the 1st September the new code of bar and danger signals will be used at the Signal-stations of Westport and Charleston," and in that month a new Signal-station at Constant Bay was built by the Government, the contractors being Charles Craddock and party. The difference in signalling was mainly the substitution of balls for flags.

Although the "Port of Charleston" was not gazetted until 9th October, 1869, Captain Beveridge was (*Nelson Gazette*) appointed Harbourmaster "at Constant Bay" on 23rd January, 1868, and was, by notice in the *New Zealand Gazette*, appointed Harbourmaster at "the Port of Charleston" on 29th June, 1868. However, he had been acting in that capacity during a portion of 1867; and had been preceded by Messrs. Salter and Collinson as signalmen, but which of the latter was the earlier is not clear. Captain Beveridge had previously been master of the schooner *Salopian*, of Dunedin. The Harbourmaster's salary was fixed at £240 per annum, with an additional £48 for acting as "Customs Court Waiter."

Neither then nor after was the port provided with either mooring or wharfage facilities beyond heavy ring-bolts set into the rocks at either side and into a large rock at the centre of the beach, for securing ships' lines. These ring-bolts were provided in 1869, the Provincial Council's Appropriations, 1869-1870, showing an item of £400 for the purpose, and the estimates a sum of £200 for "removing a rock." Now, nearly three-quarters of a century later, these ring-bolts remain, rusted and thinned, the sole memento of Charleston's shipping days.

Vessels moored and anchored in the bay as best they

might; they ran upon the beach, and were unloaded into vehicles when the tide receded. A number of surf-boats was at all times, from 1867 onwards, available for assisting in mooring, unmooring, or towing vessels. These boats were privately owned and controlled. The charge for such services, or for tendering vessels outside, was ten shillings per ton, but whether computed on the tonnage handled or upon the registered tonnage of the vessels, is not stated.

In 1868, the Charleston Surf Boat Company operated, also Craddock & Company; and in 1869 the Albion Surf Boat Company. It was notified that inward-bound vessels requiring a surf-boat "must hoist a flag at the main mast."

It is generally accepted that Charleston was named after Captain Charles Bonner, master of the ketch *Constant*, the first vessel to enter the bay (1866) and to trade regularly there in the settlement's earliest days. The place became known as Charlie's Town, then as Charles Town, and the latter name apparently was accepted by Mr. Greenwood when he made the first survey in 1866-1867, but was amended by him to Charleston.

The *Constant* was then owned by Reuben Waite, one of the first, if not the first, of the white settlers on the South West Coast, a trader and merchant operating from the Buller to the Grey. He gave to Constant Bay the name of the little vessel in which he first visited there. She was of 13 tons and carried a crew of three, was registered at Hobart Town, and built in 1863. She was totally wrecked on the Grey bar, 24th August, 1870, with the loss of two lives, Peter Shields and James Kern. The master, then John Pascoe, was the only survivor. He was part-owner of the vessel, with John Haye, of Charleston and Christchurch. Both vessel and cargo were uninsured. The ketch was valued at £200. In 1868 she was owned by McDonald Bros., then by E. Suisted, of Westport, who sold to John Haye, on 10th April, 1869.

It was with mixed feelings that men and women first viewed Charleston, their future home-place. Some experienced a faint dismay, it seemed *ultima thule*; others felt satisfaction, it was a waste to be converted into a land of plenty. Others again, viewed it with mild indifference as a place where a

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fortune might, or might not, await them—if not, they would seek one elsewhere.

The scenes of those first few months of settlement can only be surmised; no participant lives to tell of them, and none has written of them. To-day imagination fails to recreate the atmosphere or picture the drama. One thought occupied all minds, talk had but one topic, gold; gold that meant the fulfilment of many day-dreams, a life of ease, a home in the land of birth, maybe to be shared with one already selected; and much else.

Strangely, no thought was given to the possible existence of hostile natives. This unconcern was justified; no Maoris lived about Charleston either then or later, their nearest village being at Tauranga Bay.

About 1834 Niho and Takerei passed over the pakihi which was eventually the site of Charleston, and rumour has it that human bones have been found along their track, but no clash between Maori and white settler ever occurred on the South-West Coast.

Close to Constant Bay, on its southern side, is Ussher's Rock, a jutting crag from which a well-known musician of that name lost his life while fishing. To the north of Second Bay, on Point Robertson, were the "Fishing Rocks" or "Cod Rocks," ledges in the cliffs, from which many fished, and from which several lost their lives; Mr. P. Kilmartin being one of the latter. The fish caught were mostly red cod.

Like other coastal towns of mushroom growth with access to the sea, such as Westport, Greymouth and Hokitika, the first settlement at Charleston was about its port, the bay. On the first survey plan the numbering of sections started from there, those close to the beach and on the flat above it being from 1 to 102, the distinction of holding No. 1 falling to Charles Craddock. Apparently Darkie's Terrace Road and the old Buller Road were not at first much occupied, as no section numbers were allotted to them on this plan. Later, both were closely occupied. Before long the centre of the town was in Prince's Street East, then called Main Street, in Camp Street, and in Rotten Row then called Coal Street. A road, Prince's Street West,* the bay end of which was called

*Also called Coal Street.

Beach Street, or The Cutting, ran from Rotten Row to Constant Quay; this is now an almost impenetrable mass of gorse and thicket-growth, a melancholy sight to those who remember it as a busy thoroughfare. *The Charleston Argus* of 4th May, 1867, stated "the old township . . . below the cutting in Coal Street, and around the bay, continues almost in the same state of six months back, and it is only on rising the terrace to gain the extensive plateau, that the new and important portion of the town is seen."

Constant Bay was not a haven for shipping nor a refuge from storms, but a rock-bound inlet open to the heavy swells and rollers of the South Tasman Sea, with little shelter from its gales. Its shallow waters, narrow entrance, bar and rocks, made it a risky riding-place where not a few craft came to grief.

An early-day official described it as "a picturesque cleft in the rocks, shaped like a spoon, a narrow channel seventy to eighty feet wide that ran for some distance into the rocks and then opened out into a round bay." Mr. Blackett, Provincial Engineer, did not deem it a harbour, but in his report of 1867 referred to it as a "landing-place." It was at first called Constant Cove.

The Charleston Argus of 13th March, 1867, stated that on that date two steamers, the *Halcyon* and the *Tasmanian Maid*, also the schooner *Emma Jane* and a ketch, were outside the bar, unable to enter the bay owing to the heavy sea. The surf-boats were unable to venture out to tow or tender the vessels. The *Emma Jane* attempted to enter, nearly went on the rocks, and was lucky in-being able to beat to sea again. The others left for elsewhere without landing passengers or cargoes. The same newspaper on 10th April, 1867, recorded that six vessels were lying at anchor in the offing, but heavy seas had, for three days, prevented any from entering the bay, nor could the surf-boats venture out for towing.

On 11th May, 1867, this newspaper stated "all matters in connection with shipping here have been at an entire stand-still during the week, gales and heavy surf having sealed up the entrance to the bay, which during the past two or three days has presented one sheet of foam." Some of the shipping

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and surf-boat disasters are referred to in another chapter.

When the Government constituted Constant Bay a port, its control was vested in Commissioner Kynnersley who exercised his powers through the Warden of the District. It is not clear what port dues and other charges were imposed, but such revenue was received, and expenses met, by the Provincial Council. To face journeys in the little coastal craft of those days called for courage and determination. Many passengers, especially women, after a few hours aboard cared little whether the vessel carried on or went down, and so ended their sufferings.

The second and last Harbourmaster gazetted was Captain David Cunningham, appointed on 24th November, 1869, at a salary of £400 per year, but his period of service is not on record, though as the Council's appropriation for this item in the financial year was only £192, it is assumed that he served about half of it. Thereafter the duties of signalling and piloting were undertaken by the crew of the principal surf-boat, in charge of James Parsons, who had with him John McHerron, Alfred Leggatt, and another, probably Jack Spiers or Jack Grant. When Parsons relinquished the position, it was assumed by Charles Craddock (1873) who had as a crew George Hurburgh, Alfred Leggatt, and James Tier. The latter was a survivor of the wreck of the *General Grant* on the Auckland Islands on 13th May, 1866. Craddock lost his life while assisting at the wreck of the *Shepherdess* on 16th September, 1879, and was succeeded by his mate, Hurburgh.

The Provincial Council continued to make grants for "Harbourmaster and Signalman at Charleston" during the years 1871 to 1875, recognising that the surf-boat crews were performing the duties. The votes were from £100 to £120 per annum.

Owing to the unfavourable conditions at the port, freights were high and insurance almost unprocurable. It has been said that shipowners fixed their charges to include the values of their vessels, to cover damage or loss; yet, for a time, the port was busy; although risks were many and working costly, profits were large and the district flush with money.

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It is stated that upon one occasion eight or nine vessels lay in the bay at one time, but no record of a greater number than seven can be found, nor is it easy to imagine more possible; that even seven could do so is a source of wonder. *The Charleston Argus* of 29th May, 1867, records that six sailing vessels and one steamer (the *Bruce*) arrived at Constant Bay during one day; whether other earlier arrivals were also there is not stated. This newspaper had, on 4th May, 1867, stated that "upwards of two hundred vessels have visited Constant Bay during the past seven months." On Friday, 8th November, 1867, *The Charleston Herald* showed six vessels as "arrived"; the *Flying Squirrel*, *Elizabeth*, *Hope*, *Ann*, *Constant* and *Louisa*; and two "departed," the *Jane Ann* and the *Flora McDonald*. These, however, represented the shipping since the newspaper's previous issue, Tuesday 5th. How many were in the bay at the same time cannot be surmised; but eight vessels used the port during the three days. On 28th May, 1868, there were four vessels in harbour, viz., the schooners *Nile*, *Fairy*, *Fancy*, and the ketch *Endeavour*. On 14th March, 1868, three vessels, the S.S. *Waipara*, the schooner *Standard*, and the ketch *Constant*, arrived at the bay and left again the same day. On 22nd June, 1868, the surf-boats towed in five vessels "one after the other"—the *Constant*, *Harry Bluff*, *Ann*, *Joseph Paul*, and *Standard*.

In June, 1868, the Provincial Council received a report from the Harbourmaster of Constant Bay which expressed the opinion that "to make Charleston a good harbour would require dock-gates across the entrance, or large swinging booms might be the means of breaking the heavy seas." An irreverent member of the Council referred to Constant Bay as "The hole in the wall."

During the same month Mr. Donne moved "That His Honour the Superintendent be requested to take the requisite steps to get Charleston made a port of entry and a warehousing port." The Provincial Secretary stated that the Government opposed the motion, "because Charleston was *not* a port." He suggested that Mr. Donne should have worded the motion differently, and have requested money to *make* a port. He had heard one Honourable Member declare that he had walked

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over the so-called harbour. Although the Council adopted the motion, the request was not granted. However, shipping trade flourished as long as road traffic was limited to the Beach-route, but from the completion of the Addison's Flat Road (1874) the covered-wagons entered into greater competition, and port trade languished.

Constant Bay and Second Bay, when the first arrivals beheld them, formed a scene of pristine loveliness—the scenic beauty for which the Coast is famed. Blue waters, bounded upon one side by a rugged coast, and on the other by the cliffs of Point Robertson, with green forest extending to the sea edge save where the two white beaches glistened in the sunshine—a cheering welcome and smiling invitation to the newcomers, a promise of pleasant things. This beauty was soon despoiled by man in his feverish search for gold. The poet may exclaim

“A bitter price to pay

Is this for progress—beauty swept away,”

but fortune-hunters are material-minded and do not see with poets' eyes.

Soon the forest was converted into planks and fuel; the face of the country pockmarked by sluicing claims; while there sprang up shelters, huts, and business premises; and Nature's quiet was broken by the sounds of industry. The most promising spots were annexed with scant consideration to the planning of a town; claims were staked wherever gold lay thickest. The town must take such spaces as were left.

Fortunately, a sufficient portion was left unsought, and upon this unwanted area, Mr. Greenwood laid out the township. Thus Charleston attained a semblance of order lacking in some other goldfield towns, which consisted of intermixed workings and buildings scattered about without thought of plan. The beaches of the bay were never worked for gold, as were Little Beach and Nine-mile Beach; although in June of 1868 a party erected a “box” on Constant Bay beach for “combing,” and proved it unprofitable.

Shallow as Constant Bay originally was, the years saw it gradually silting up, due to the immense quantity of tailings carried into it from the scores of sluices on the Town Lead.

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To-day there is scarcely space wherein a vessel could ride.

In 1870, Warden Broad reported, "ground sluicing is fast filling up Charleston's harbour with tailings, and will probably before long render it impossible for vessels to enter it." Another report stated: "A difficulty in the mode of discharging tailings which, owing to the extensive nature of ground-sluicing operations carried on, are of very great quantity, and have already silted up the harbour to a very great extent, and in another place have covered the main road and threaten still further injury." Also in 1870, the District Engineer reported, "the tailings running into the harbour have been filling it rapidly, especially raising the level of the beach at high-water mark; the rocks which were proposed to be removed last year are now nearly buried up." Reference to the illustration of the bay, about 1924, will show how well-grounded these fears were.

No vessel has entered the bay since the *Shepherdess* in September, 1879, and for some time prior to that the port had failed to attract regular shipping; probably the only visitor being the *Wild Wave*, which narrowly escaped remaining there. Nevertheless, *The Charleston Herald*, loyal to the last, continued its shipping column:

P O R T O F C H A R L E S T O N .

Vessels in port	....	....	....	Nil.
Expected arrivals	....	....	....	Nil.
Expected departures	....	....	....	Nil.

In 1874 the Nile bridge was carried away by a flood, and the town was left dependent, or nearly so, upon such supplies as could be brought by road and be ferried across the river. Consideration was then given to the possibility of regular sea-borne trade by way of the Nile, which was a shallow stream with a tidal basin. Its mouth was narrow, with a nasty bar and a bad approach, while the entrance to the basin was through a slit or cleft so narrow that the overhanging branches of trees were but a few yards apart. The *Nelson Handbook* of 1874 speaks of this river-port as being: "Immediately north of Point Robertson, with about six or seven feet of water at its mouth at Spring Tides. It is seldom used by vessels, although it is

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perfectly safe when once inside." The last remark is much like damning it with faint praise, yet is more than could have been said of Constant Bay.

As early as 1869 effort was made to form a company to provide a suitable steamer for the Westport-Charleston-Brighton trade. Meetings were held and Committees appointed in each of these towns. The Committee for Charleston was Messrs. Dwan, Allen, Bridson, Neale, and Hunter. The effort was unsuccessful.

About 1874 Captain Samuel John Riley, owner of the 13-ton P.S. *Result*, essayed the working of the Nile River, and being successful, his little boat became a regular trader there, and continued to be until replaced by a larger steamer, the *Nile*, also owned by Captain Riley, about 1887. Both the *Result* and the *Nile* were built for the firm of Riley and Seaton, of Westport.

In April of 1880 the prospectus was advertised of the "Result Steamship Company Limited," the registered office of which was to be at Charleston. Its objects were—(1) the purchase of the paddle steamer *Result* of 13 tons and 18 horsepower; the *Result* wharf and store at Charleston, and the store at Westport; from Captain Riley, for £2,000; (2) to open and maintain steam carrying trade between the ports of Charleston, Westport, Brighton and Karamea.

Alonzo W. Dwan was the advertiser. Flotation was not effected, and Captain Riley carried on.

The *Result*, when taken off the Nile River trade, lay in the Buller lagoon for some years, being then purchased by Sang Bros., who ran her (as a sailing vessel) in and about Nelson Bay where eventually she was wrecked. This little steamer is not to be confused with her namesake, a fishing trawler that foundered in Port Ahuriri on Christmas Day, 1931.

The *Nile* was imported in parts and assembled at Westport in 1887. She was a paddle steamer, being fitted with the engines and paddles from the *Result*. Her parts were built by Messrs. Cran & Co., of Leith, to a design supplied by Mr. Waters, Engineer to the Westport Coal Company. After leaving the Nile River, the *Nile* went to Port Chalmers, where

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she was converted into a screw steamer. Later she was purchased by the Karamea Dairy Company, and served them for several years. To-day she is a fishing trawler working from Greymouth.

The first wharf or jetty on the Nile River was on the south side, just below the bridge, but later this was abandoned and another built on the northern bank, nearer to the river mouth, where deeper water was obtainable. The basin was, like Constant Bay, suffering from the tailings carried into it; both Darkie's Creek and the river itself being sludge channels.

The Signalman for the Nile River was Henry Small, whose cottage stood beside the road close to Little Beach. The tiny beach within the basin was called Small's Beach, because of his control of this harbour.

After the *Nile* deserted the river, a little steamer, the *Karamea*, made occasional trips to secure loads of railway sleepers, but for many years past the river has had no keel across its bar.

Two matters which cause conjecture and which enquiries have failed to elucidate are—(1) In the Provincial Council Estimates of June, 1867, was an item of £240 for "Harbour-master at Constant Bay and the Nile." Was there shipping at the Nile before about 1874? It is believed not. (2) In 1870 the Provincial Council made a grant of £85/5/10 for "repairs to jetty at Charleston." So far as is known there was never a jetty at Constant Bay, nor a jetty at Nile prior to about 1874. In the Provincial Council, on 25th June, 1867, a motion (probably on the representation of Mr. Nees) to provide wharfage accommodation at Charleston, was negatived.

In fairly recent years there was talk of erecting a Meteorological Observatory on Flagstaff Hill, but as yet no such step has been taken.

CHAPTER III.

CONSTANT BAY: ITS WORKING AND MISHAPS.

CONSTANT BAY was far from being a safe harbour; vessels entering, leaving, and while there took considerable risks. Most visiting craft were sailing vessels of low draught, but occasionally small steamers made trips—the *Mullah*, *Kennedy*, *Waipara*, *Halcyon*, *Bruce*, *Result*, *Despatch*, and maybe others. The steamer *Nile* never entered Constant Bay, but her namesake schooner was a regular trader. The *Result* was stranded there upon two occasions and was, about 1878, damaged on the rocks.

Callers among the sailers were: The ketch *Constant* from 1866 to 1869; the ketches *Brothers and Sister*, *Standard*, *Heathcote*, *Excelsior*, *Amateur*, *Jane Anne*, *Flying Squirrel*; the cutters *Harry Bluff*, *Elizabeth*, *Volunteer*, *Flora McDonald*, *Wairoa*, *Joseph Paul*, *Pearl*, *Hope*; the lugger *Star of Buller*; the schooners *Iona*, *Emerald Isle*, *Betsy Douglas*, *Kate*, *Flying Cloud*, *Fairy*, *Ann*, *Wild Wave*, *Shepherdess*, *Louisa*, *Fancy*, *Lizzie*, *Dart*, *Rapid*, *Ada*, *Mavis*, *Nile*, *Falcon*, *Mary Jane*, *Mary Ann*, *William and Julia*.

The first steamer to enter the bay was the *Waipara* on 18th January, 1868, Captain Beveridge, the Harbourmaster, boarding her in the offing and piloting her in. Half the town turned out to witness her arrival.

Advertisements in the *Westport Times* notified from time to time during 1869 that the *Constant* would continue to trade regularly between Westport and Charleston. They were signed by E. Suisted and Thos. Allen, of Stanley Wharf.

Large steamers such as the *Alhambra* and *Southland* called in the early days, but lay outside and were tendered by the surf-boats or, at times, by any small steamer that happened

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to be there. Mrs. John Hartill, of Wellington, tells of her arrival at Constant Bay with her parents, Mr. and Mrs. W. Ballard, in 1866, as passengers by the *Alhambra*. Mrs. Hartill was then a child of four years of age. The steamer, she says, lay off the port at 11 p.m. and, despite the hour and darkness, the passengers and luggage were transhipped and landed on the beach. By the same steamer came Mr. and Mrs. Kerr. They and the Ballard family camped in tents on the Nile Hill until houses were built.

Mr. Ballard was the first engineer at the Nile Steam Saw-mill, later was engineer on the steamers *Result* and *Nile*, and finally engineer of the Westport Harbour Board's tug, the *Mana*.

The surf-boats were privately-owned, by companies, and worked for hire. Two of these were the *Lizzie* and the *Star of Brighton*. Old-timers tell how one of these boats was sailed single-handed from Grey River to Constant Bay by James Parsons, who had travelled on foot to take delivery of it.

Parsons was later landlord of the Welcome Inn at Little Beach, which possessed a more agreeable bar than did the port, though less water passed over it.

These surf-boats had heavy and dangerous work, and many hairbreadth escapes. It is recorded that in 1867 or 1868 one of them, while carrying passengers, including women and children, was totally wrecked on the rocks, and those on board rescued with extreme difficulty. Owing to the bravery of the Harbourmaster and the boat's crew, no lives were lost.

On 8th November, 1869, the Albion Surf Boat Company wrote to the Superintendent of the Province, concerning another disaster:

Charleston, Nelson, N.Z.,
8th day of November, 1869.

"We, the undersigned, forming the Albion Surf Boat Company, do hereby certify to the truth of the following statement:

On the 15th October, 1869, on entering Constant Bay in the surf-boat a heavy roller struck her, causing the boat to run bows under and capsizing her.

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Three of us managed to hold on to the swamped boat, the other two men kept up by swimming, the surf at the time was breaking over us. We then called on the Harbourmaster (Alexander Beveridge) to come to our aid; as the two men who were swimming called out to the effect that they could not keep up any longer.

The Harbourmaster (Captain Alex Beveridge) then jumped from the rocks into the surf (three fathoms of water) and swam out to us and cheered us up; he then swam for an oar that was floating, and gave it to Smith who was nearly exhausted. The other man, Henry Tyson, went down before the Harbourmaster could get to his aid.

The Harbourmaster then remained by us, and assisted Smith until the lifeboat came from the shore to our rescue; after one of the crew got hold of Smith, Captain Beveridge then got into the boat, and assisted to get him and the rest of us into the lifeboat. The lifeboat was then headed for the shore and all landed safe, with the exception of the before-mentioned Henry Tyson who was drowned.

GEORGE HUGHES.

ROBERT HUGHES.

CHARLES SMITH.

ROBERT C. FERGUSON, Coxswain.

Witness to signatures,

Thos. Dollman, Newsagent.

To His Honour The Superintendent, Nelson, N.Z."

The Superintendent, Mr. O. Curtis, informed the Colonial Secretary of Beveridge's gallantry. Beveridge had meanwhile resigned the position of Harbourmaster, and on his resignation was presented with an Address from the inhabitants of Charleston, and with the bronze medal of the Royal Humane Society. The Superintendent said that it was the opinion of the friends of Beveridge that if the Governor would forward to the Royal Humane Society the papers dealing with the event, that Society might award Beveridge its gold medal in addition to the bronze one already granted. It does not appear that any action was taken. A copy of the Address referred to is given at the end of this Chapter, together with a list of the signatories.

In 1869 Captain Beveridge presented a petition to the

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Provincial Council praying for compensation for a reduction made, without due notice, in the salary of Harbourmaster. The request was not granted. Owing perhaps to this reduction, he took up an appointment as Harbourmaster at Hokianga on 9th June, 1870.

Some of the disasters and mishaps about Constant Bay were:

17th April, 1867.—*Iona*, schooner, Captain Smith, collided with the *Cymraes*, Captain E. Perkins, in Constant Bay. She was driven ashore badly damaged, and considered a total wreck, being sold at auction by Thos. Dwan. However, she was refloated, as is evidenced by *The Charleston Herald* of 8th November, 1867, showing her as an "expected arrival" from Hokitika. The *Cymraes*, 28 tons, was wrecked at the Grey River in November of the same year.

26th August, 1867.—*Emerald Isle*, a schooner of 28 tons with a crew of four was lost with all hands outside the bay, which she had just left. It is believed that she carried insufficient ballast, and that while in the roadstead was struck by a squall, thrown on her beam ends, and foundered. A few minutes before the squall broke, she was sighted by another schooner, but when the squall abated she had disappeared. She was owned at Greymouth. Much wreckage was found about Constant Bay during the next day. The master's surname was Abe. She was registered in 1866, No. 40175.

2nd October, 1869.—*Harry Bluff*, a cutter of 11 tons, Captain Frederick Jackson, with a crew of three, and carrying ballast, was totally wrecked on the bar with the loss of two lives. The enquiry found that the vessel was lost through disregard of the orders and signals of the Harbourmaster. The *Westport Times'* statement (condensed) was that "she got bilged on the rocks while going out. Three men tried to swim ashore, two of them were successful but the other, Harry Hill, was drowned. Another man, George Bingham, was severely damaged and was taken to the hospital, where he died. The vessel was smashed to matchwood. The master was partner with Charles Craddock."

27th December, 1870.—*Betsy Douglas*, a schooner of 24

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tons, was lost with all hands after leaving Constant Bay. She struck a rock about a mile off-shore, off Point Robertson. She was built in Otago in 1862 as a paddle-steamer.

11th June, 1871.—*Brothers and Sister*, a ketch of 21 tons, built in 1850, Edward Perkins being master, with a complement of three and carrying ballast, was totally lost owing to the mooring lines being chafed by rocks. A heavy sea was coming into the bay.

14th May, 1875.—*Kate*, a schooner in ballast, foundered after leaving Constant Bay, developing leaks through having been badly damaged on the beach.

26th August, 1876.—*Flying Cloud*, a schooner of 46 tons, Captain Frederick Edwin Andrews, in ballast with a crew of four, was lost with all hands. She is supposed to have been capsized by a heavy squall. The next day her shattered wreck was found upon the rocks of Flagstaff Hill.

June, 1877.—*Kaikoura*, a schooner of 31 tons, Captain John Anderson, built only twenty-one months previously, with a crew of three and laden with potatoes, was lost with all hands somewhere off Constant Bay. She left Kaikoura for Greymouth on 5th June. A portion of the wreck was washed ashore on Flagstaff Hill rocks.

16th September, 1878.—*Wild Wave*, a schooner of 39 tons built at Onehunga in 1861, carrying a crew of three, with grain and potatoes aboard, was partially wrecked by a heavy sea coming into the bay and causing the vessel to break her moorings. The master was John Grubb. She was refloated.

16th September, 1879.—*Shepherdess*, a schooner of 30 tons with a crew of three, was totally lost, with the loss of one life, through heavy rollers breaking into the bay and causing her to carry away her moorings and to drift ashore. The master was John Bilby. While assisting this vessel, the pilot, Charles Craddock, lost his life. This was the last vessel to enter Constant Bay.

Some minor mishaps were:

8th November, 1867.—The ketch *Flying Squirrel*. The *Charleston Herald* of this date said: "The ketch *Flying Squirrel* will, in the course of a fortnight, be again ready for sea. The contractor has put several men aboard, so that no

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time will be lost in getting her repaired. The contract was £110."

1st January, 1868.—The schooner *Ada* was damaged on the rocks at the centre of the bay.

16th January, 1868.—The schooner *Fancy* narrowly escaped being wrecked. Notwithstanding the danger-signal, and without aid of a surf-boat, she tried to cross the bar which was very rough. Having been thrown on the rocks, she would have been totally lost but for the Harbourmaster and staff getting lines aboard her, and dragging her stern first into the bay. This vessel was wrecked at D'Urville Island during the same year.

5th April, 1868.—The schooners *Fairy* and *Fancy* collided owing to a heavy sea running into the bay. The *Fancy* was severely damaged.

24th April, 1868.—Surf-boats. The steamer *John Penn* lay off the bay, with passengers for Charleston aboard. There was a heavy sea. Two surf-boats attempted to tender her, but she did not wait for them. One of the boats, owned by Charles Craddock & Co., on her return journey was capsized and her crew of four were thrown into the water. All were saved, but Craddock was severely injured while in the water, and was saved by the Harbourmaster, Captain Beveridge, at much risk to himself. The other boat, the *Mary Jane*, owned by the The Charleston Surf Boat Company, was also caught by two blind rollers, but although badly buffeted suffered no material damage. It was a narrow escape for both.

24th May, 1868.—The schooner *Fairy* had a narrow escape when entering the bay. There was a very rough sea outside, with large combers breaking savagely across the bar. Nevertheless, the Harbourmaster gave the signal to come in. While doing so the vessel was struck by heavy seas which carried away her rudder, and she was thrown on the rocks. Then "a big wave came thundering in, lifted her stern high in the air, and landed her in comparatively smooth water, where the surf-boats managed to moor her." It took several days to repair her.

24th May, 1868.—The cutter *Flora McDonald* had a

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severe bumping on the beach and had to be detained for repairs.

12th July, 1868.—The cutter *Harry Bluff*, owned by Captain Frederick Jackson and Charles Craddock, broke her moorings in a heavy swell, got broadside on, was badly bilged, and buried up to her deck in sand. She was dug out and repaired. This was a severe gale during which the Signal-station on Flagstaff Hill was shifted a distance of six feet by the wind, and almost miraculously escaped falling into the harbour. Fortunately the Harbourmaster was away from the cottage at the time. As before stated, this vessel was later, 2nd October, 1869, totally wrecked on Constant Bay bar.

30th October, 1868.—The schooner *Ann* left the bay for Greymouth but, when outside, sprang a leak and ran for the Buller where she was beached to save foundering. She was there for three days before being got off.

1st January, 1869.—*The Westport Times* recorded: "The ketch *Constant* had another adventurous trip. She left Charleston on Christmas evening after having a very severe knocking about on the rocks and beach there. After getting to sea her rudder-head carried away and she was found to be in a leaking condition." She could not attempt to cross the Buller bar, so had to "run for it," fortunately reaching shelter about 25 miles from Nelson.

3rd August, 1869.—The *Mary Jane*, *Mavis*, and *Constant* had a bad buffeting. A newspaper states: "A very heavy surf caused commotion in the bay, causing three vessels to part their moorings, and driving the *Mary Jane* on to the rocks, where she carried away her sternpost and rudder. The *Mavis* lost her rudder and was severely bumped on the beach. The *Constant* escaped injury but was sent well up on the beach."

15th October, 1869.—One of the surf-boats, engaged in tendering a large steamer lying outside, capsized while entering the bay. Those in the boat were George Hughes, Robert Hughes, Charles Smith, Robert C. Ferguson, and Henry Tyson. Tyson was drowned and his body was not recovered until a fortnight later. In the boat that went to her assistance were Charles Craddock, John McHerron, Alfred Leggatt, George Edwards and J. Pascoe. This was

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the mishap that was the subject of the Albion Surf Boat Company's letter to the Superintendent of the Province on 8th November, 1869, already quoted.

SIGNATORIES TO THE ADDRESS PRESENTED TO CAPTAIN ALEXANDER BEVERIDGE, 1869.

George Donne, M.P.C.	Herbert H. Vorley
James Edwin Gillespie	Charles Broad, R.M.
William G. Jackson	Walton Pell
David Isaacs	Charles Haines
John Mathieson	H. Preston Bain
Robert C. Parke	Will Nahr
Ching and Henderson	Thos. G. Macarthy
Chas. Weitzel	Julius Goldstricker
Geo. Pound	Alfred Greenwood
John A. Green	John Behan
Henry Masters	Robt. Shepherd
Chas. Garnett	Alex. McKay
Fair and McCoy	W. J. Moore
John Dick	John Bridson
Wm. H. Forder	Christian Foyne
Magovin Brothers	David Cunningham
Chas. Hayton Mirfin	Walter Cato
Patrick Scanlon	John Mordaunt
Augustus Grosberne	R. M. Simpson
Hugh Jones	C. T. Webb-Bowen
A. Grant	C. G. Andrews
Donald McBeath	Wm. Pitt, C.P.W.N.
Joseph Moss	F. B. M. Miller
Wm. E. Veale	P. J. Bruen, M.D.
T. S. Parry	Wm. Nicholson
Thos. Dwan	J. Chas. Daniels
James Hennelly	Jn. Murphy
Moses Crewdson	D. Maloney
Wm. McMillan	Jas. M. Henderson
D. Ballam	Jos. Hewitt
R. R. Colready	C. A. C. Hardy
Thos. Dollman	Jas. Fenton
James Hatch	Robt. C. Ferguson
Wm. Hunter	John Webster
Francis McParland	H. Mein
Robert Donovan	

The autographs may be seen in the copy of the Address facing Page 52.

CHAPTER IV.

THE OLD BEACH-ROUTE—FROM 1867 TO 1874. THE FIRST STAGE—SOUTH SPIT, PACKERS' POINT, CAPE FOULWIND.

PRIOR to 1867 no road of any kind existed between the Buller and Charleston, but only pack-tracks across Cape Foulwind and from the Nine-mile Beach to the Nile River. Over these and the intervening beaches travelled hundreds of gold-seekers to the new field of Pakihi, Charleston, carrying swags and provisions or, if sufficiently financial, engaging the services of packers with pack-horses from South Spit.

Before these pack-tracks existed, a man-trail had been formed by the many who had forged their way through the dense forest on the Cape, over the streams, and along the beaches. The route was from the South Spit of the Buller River, just opposite the north end of the present crane-wharf at Westport. Passengers were boat-ferried from the old township of Westport, and supplies, etc., were brought across on barges—all by man-power.

PACKERS' POINT.

This was a point in the south bank of the river, on the up-river side of Bradshaw's Creek, and of the lagoon which separated the point from South Spit. Here ferryboats or barges (lighters) landed passengers and freight for Addison's Flat, etc. Freights, as the name implies, were taken on pack-horses, while passengers took "Shanks's Pony" or hired hacks. It was not unusual for a "train" of fifteen or more pack-horses to leave here for Addison's Flat (May, 1867).

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There was a public-house half-way on the journey!

There were at Packers' Point at least one hotel (The King's, T. K. King, 1869); at least one stable (Graham and Bell's, 1869); a blacksmith (M. Bohan, later of Charleston); a dairyman (O. O'Neill, 1868); and a store. Mr. E. J. O'Connor (the "Buller Lion") had a dairy-farm at Packers' Point, later acquired by Mr. W. Martin.

It is to be noted that in the 'sixties the river, instead of running straight to sea as now, took a bend towards the South Spit, and its mouth was west of the present breakwater—at the back of where the present flagstaff stands.

SOUTH SPIT.

As stated, this was, in 1867, the northern terminus of the beach-route between the Buller and Charleston. The rough road over Cape Foulwind was surveyed by Mr. Alex. Aitken and formed by prison labour, mainly by deserters from ships.

Consequent upon the discovery of Charleston goldfield in August of 1866, a settlement sprang up at South Spit whence, until the opening of the beach-route, goods were packed to the new field after having been ferried across the Buller. Livery and bait business flourished, pack-horses and hacks being in demand. The beach-route carried the entire road-traffic to and from Charleston until 1874 when it was abandoned in favour of the shorter, safer, non-tidal inland road from Buller (further up-river from South Spit and Packers' Point) via Addison's Flat.

At South Spit were several hotels, general stores, and stables; also the saleyards for live-stock brought to Westport from Nelson, Wanganui, etc. Near these yards was the "Stockyard Store" kept by Ambrose Thomas in 1868.

The first ferry between Westport and South Spit was Reuben Waite's. In 1864 a party of six walked from the Grey to South Spit, and Waite sent his boat across for them. On the return journey it capsized, and two were drowned. The ferryboats, of which there were about thirty, left Westport from Bull's steps behind the Empire Hotel in Wharf Street, and landed at some steps near the Waterman's Arms

SOUTH SPIT

Hotel, where a shed for storage had been erected, and whence ran a light tramline and truck to the coach-start, or "hopping-off" place, in front of the Waterman's Arms Hotel.

All boats, barges, and watermen were licensed. Some of the earliest were George Thomas Craddock, his boat being *The Pride of Erin*, for 14 passengers; Dick Richardson, the *Josephine*, 10 passengers; Jim McGavin, known as "Jimmy the Ripper"; Joe Jackenoe; Jim Furgy; Larry Larsen; Jack Hale; and John Pascoe. Two well-known boats were the *Rose of Denmark* and the *Eclipse*, but by whom owned is not clear. The ferry charges fixed by *Gazette* were: 25th July, 1865, each single person 1/-; if more than one at the same time 6d. each. 27th August, 1868, Westport to South Spit 1/- each; Westport to Packers' Point 1/- each. 1st July, 1871, Westport to South Spit or Packers' Point 1/- each; Westport to Waite's Landing 2/6 each; passengers allowed 20lbs. of luggage each, free of charge. The license fees were: 1868, Waterman's license £1; license for boat or lighter £1. 1871, Waterman or boatman 10/-; passenger boats 10/- each; cargo, ballast, or water-tank boats 20/- each. The distance from South Spit to Charleston was between 20 and 22 miles, and the journey occupied about three hours on horse-back, but much longer for vehicles, wagons taking eight hours.

On 29th August, 1867, Mr. Blackett, Provincial Engineer, accompanied by his Assistant, Mr. A. D. Dobson, left Westport for Charleston in company with Commissioner Kynnersley, doing the journey on horse-back in three hours. Concerning the beach-route he reported it as being 22 miles, made up as follows: "Seven miles of beach to Cape Foulwind; about three miles over the Cape, cut through bush, one chain wide, laid with bush fascines and covered with sand about fourteen feet wide, suitable for dray traffic; then another short beach, and a short cutting through a narrow neck of scrub, followed by a ten-mile beach of hard sand, and terminating with a piece of road through bush, with side and other cuttings, and a bridge over the Nile, with a cutting up the hill beyond, into the town. All this work is well carried out and Cobb's coach runs daily from each place, at such times as suit the tides, and so as to make the beaches available." The "seven

miles of beach" refers to South Beach. The "other short beach" was Half-mile Beach in Tauranga Bay; the "narrow neck of scrub" was across The Point, or Rocky Peninsula, where Loring's room stood and which was later part of Faris's farm; the "ten-mile beach of hard sand" was the Nine-mile Beach; the terminal "piece of road through bush" was from Little Beach to the Nile bridge, and "the cutting up the hill" was from the Nile bridge up and over the Nile hill—the old Buller Road which, 1882, was discarded in favour of a low-level road from the bridge to Charleston. The reference to Cobb & Co.'s coaches confirms the opinion that the beach-route was opened about June in 1867.

In October, 1867, Commissioner Kynnersley reported upon the route, and mentioned "the considerable increase in the population and prosperity of the district." Referring to the public expenditure (presumably during the then current financial year) he said: "The roads upon which the money has been principally expended are:—(1) Three miles of dray-road over Cape Foulwind through flat bush land, and one mile near Charleston. By means of these four miles of road, connecting the beaches, the whole road of twenty miles in length, between Westport and Charleston, has been made available for the drays and daily coaches, and a large tract of excellent land has been opened for settlement."

Some of the early hotels at South Spit were:—(1) The Waterman's Arms Hotel close to the ferry landing-steps; first kept by John Thomas, and later by George Thomas Craddock, a licensed Waterman who, in 1887, lost his life while taking soundings on the river bar. All trace of this old house has disappeared. It was not licensed after 1874, when the beach-route was abandoned, and was pulled down about 1900. It is believed that John Thomas later kept the Victoria Hotel and Concert Room on Section 151 in Rotten Row, Charleston, late in 1867. (2) The Carriers' Arms Hotel and Restaurant (John Leydon, 1867, John Reid, 1868) which, states an advertisement of 1869, was "next to Rimmer & Forder's stables." (3) The Red, White and Blue Hotel (Stainer and Patterson, 1868), also advertised as being "next to Rimmer & Forder's stables." (4) Dewdrop Hotel. (5) Butchers'

COACH SERVICES

Arms Hotel (R. H. Thomas, 1868). Doubtless there were others.

There were at least two schools—Mrs. Franklin's and Miss Maria Craddock's. The latter had 50 pupils.

The two largest livery and bait stables were in connection with the two coach services, and had branches at Charleston also. These were:—(1) Lloyd & Co., 1867, the "Telegraph Line," near to the Waterman's Arms Hotel, apparently connected with Cobb & Co., 1867, whose business early passed to other hands as shown hereinafter. Their Charleston stables were on Section 150. (2) Rimmer & Forder, 1867, the "Lightning Line," of 1868, next door to Carriers' Arms Hotel, or to the Red, White and Blue Hotel, or to both. This firm dissolved partnership 13th June, 1869, and Forder carried on. Their Charleston stables were on Section 237. Two smaller stables were Pat Harney's, 1868, and Brennan & Burns', 1868. Horse-hire in 1868 was: For men, Charleston-Westport, 25/-. For women, 30/-. (Reduced in same year to 15/- and 20/- respectively.)

Livery charges were in 1868: Charleston, 10/- per night; South Spit, 8/- per night.

COACH SERVICES.

The first service was initiated about the middle of 1867, nearly a year after the discovery of Charleston, by Messrs. Cobb & Co., for whom Mr. William Crawley was manager; this was the Royal Mail Line. In advertisements of September, 1867, and January, 1868, Messrs. L. G. Cole & Co. are shown as owners, and Mr. Beamiss as manager; it was then called the "Telegraph Line." In January, 1869, it was sold to The Westport and Charleston Telegraph Line of Coaches, Messrs. Greening & Kiely, for whom Mr. W. E. Veale was agent. In March, 1869, Greening sold his interest to James Simpson, and the firm became Kiely & Simpson. In 1873, Simpson became sole owner. In 1880, or earlier, it was owned and run by William R. Hill, who reduced the fare to 16/- and, some years later, to 5/-. The booking-offices for Cobb & Co. were at the Empire Hotel, Wharf Street, Westport, and at the Melbourne Hotel, Charleston, though it is believed that at

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the latter town they had at first a stopping-place called the Royal Mail Hotel, the site of which is now unknown.

In 1867 the fare was 25/-, "including ferriage over the Buller, and tolls." This was, in 1868, reduced to 20/-. The only toll on record was that imposed by the owners of the Nile bridge; but the ferry charge at Totara was frequently termed a toll. In January, 1868, the cartage rate for goods was 6/- per hundredweight. Coaches left both South Spit and Charleston daily, and for a time at least this included Sundays. The departure time was "two hours before low water."

In Pfaff's book *The Diggers' Story*, Mr. John Leydon, of the Carriers' Arms Hotel, at South Spit, states that he, to forestall Cobb & Co., obtained from Wanganui a coach, named it "The Eclipse," and actually made the first trip to Charleston by the beach-route. He adds, "Cobb & Co. bought me out. They gave a good price for the turn-out and bound themselves to start and stop at my hotel. . . I did not stay long to enjoy it."

Apparently this arrangement did not last for long, as it is fairly well established that the coaches started from, and ended their journeys at, the Waterman's Arms Hotel. However, it is known that later an "Eclipse Line" of coaches ran (in September, 1867) from the Carriers' Arms Hotel at South Spit, and from a hotel of the same name in Charleston, on Section 238. Shortly afterwards this line was owned by Crewdson & Leydon, and their coaches to and from Charleston arrived at and left Crewdson's Royal Hotel, Section 108.

Some of the drivers of the early and later days were Dick Duggan, William Ballam, William Hanna, Tom McGee, Michael Quayne, Jack Clements, William Stewart.

Mr. Leydon records that shortly after arriving at the South Spit his wife presented him with "a baby-girl, the first born in Westport."

SOUTH BEACH.

Leaving South Spit, coaches and wagons traversed the six or seven miles of hard sand then known as South Beach, and now as Carter's Beach. Carter, a hotelkeeper at

CAPE FOULWIND

Charleston, was the first to take up land there and start a bush-farm.

At the southern end of this beach, near to Kawau Point, the Cape Road started, and here was the first coach-stop, Gibson's, a small store and wayside house, where many both before and during the early days of coaching, secured supplies and enjoyed hospitality. All trace of it has long since vanished. The beach between this house and the Cape was called Gibson's Beach.

Carter's Beach, then but a strip of strand with breakers from the Tasman Sea at its western side, and white unoccupied sandhills, scrub and bush at the other, is now a popular seaside resort; as also is Gibson's Beach. Beside them run the railway and a well-formed road, with the Cape township within easy distance.

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Turning aside from the South Beach at Kawau Point, the route followed the rough three-mile road across the Cape, which was then uninhabited; but with the road came seekers of gold-bearing terraces. They found a few golden spots, but none that made history.

In 1886-1888 quarries were opened on the Cape, and a railroad laid from Westport thereto, with a rail-and-road bridge over the Buller in 1887. From these quarries came the stone for the extensive harbour works at Westport. The census of 1874 showed only eight persons at Cape Foulwind, but the opening of the quarries resulted in the formation of a township with post office, church, two hotels, public hall, store, school, and a population of about two hundred. In 1888 a telephone office was established.

In 1889 there was an attendance of thirty-seven at the school, of which Susan Blane was teacher; and in 1908 there was the same number, Miss Winnie Barber being in charge.

These conditions lasted only while the quarries and railway were in full working; in 1921 the census showed only ninety-six persons there. The native name for the Cape is

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Tauranga; Tasman named it Clyppygen Hoeck or Klippingen Hoek, meaning "rocky point" or "rocky corner" when, on 14th December, 1642, he made abreast of it his first anchorage in New Zealand. Fortunately for us, Cook re-named it about a century and a-quarter later, giving it its present but not attractive name.

Within a short distance to sea from Kawau Point was the Giant's Tooth, a remarkable rock pillar, now no more, it having collapsed long ago in a storm. Slightly north of the Cape lie the Steeples or Black Reef, well-known to the sealers of 1836 and later. On these three islets, called Trois Clochers by D'Urville, Thoms and Green occupied a sealing-station during the 'thirties and 'forties, and thence Thoms sailed his schooner, the *Three Brothers*, over the Buller bar in 1844. They camped upon the islands in preference to the main land because of the cannibalistic tendencies of the natives.

On the Cape in 1825, the vessel *Rifleman* of 400 tons, wool-laden and bound from Hobart Town to England, was lost. Brunner and Heaphy in 1846 saw there the remains of a vessel of about that tonnage, and learnt from the Maoris that bales of wool had come ashore some twenty years previously, also that the crew had been hunted, captured, and "disposed of."

Mr. W. T. L. Travers, in a paper published in 1872, says: "Niho and Takerei proceeded down the coast as far as Hokitika River, killing and taking prisoners nearly all the existing inhabitants." This refers to the Ngatittoa trek from Massacre Bay about 1833, at which time the only people on the coast were a few Maoris. It is believed that a detachment of this party remained at the Buller and spread to Tauranga Bay. The Rev. C. L. Reay writing from Massacre Bay on 25th May, 1846 (the year that Brunner and Heaphy first explored the coast) referring to Cape Foulwind and Tauranga Bay, says, "that part of the coast was deemed most savage, insomuch that sealers have for weeks lodged on the Black Reef, not venturing to land lest they should be destroyed. Now Mr. Heaphy reports that not only did they most hospitably

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entertain him and his fellow traveller, Mr. Brunner, but escorted them a day's journey, carrying supplies for them"—a difference due to missionary influence.

In 1876, a small beacon-like lighthouse was erected on the Cape, and was first lighted on the 1st September of that year; but on 21st July, 1926, it was replaced by a modern up-to-date structure. The first building was a "Storm and Telegraph Station" with a revolving white light flashing every half minute. It was $238\frac{1}{2}$ feet above mean sea level and visible for about $19\frac{1}{2}$ miles. The tower was of timber, 53 feet high, and was painted white.

A side-road slightly over a mile in length, from the Beach-route road, was constructed to the site in June, 1875, at a cost of £575; carts procured from Charleston transported the keepers and stores to the light station in July, 1876, and the light was lit about two months later. It is recorded that in the first year, 1876-1877, it consumed 392 gallons of paraffin, and the cost of operating it was £442, including salaries £272.

The staff were:—George Smyth Hand, Principal Keeper, July, 1876. He died 11th November same year. George Edward Hand, of Nelson Light, acted as Principal Keeper from November, 1876, to February, 1877. He died at Nelson, 29th June, 1877. These two men were the first to die in the N.Z. lighthouse service.

Principal Keepers:

Fitzroy Montague Smith	....	....	1/3/1877 to	15/6/1882
William Cunningham	....	....	20/7/1882 to	20/7/1891
Anders Hansen	....	....	23/7/1891 to	31/8/1897
Richard Tregurtha	....	....	1/9/1897 to	23/7/1902
Arthur Fletcher	....	....	8/9/1902 to	1/4/1904
Robert Henry Leighton	....	....	31/5/1904 to	15/5/1907
Wm. John Arnold	....	....	13/6/1907 to	7/4/1909
George Thwaites	....	....	7/4/1909 to	8/2/1912
Robert McIvor	....	....	13/12/1912 to	30/3/1916
Charles Arthur Moeller	....	....	9/6/1916 to	16/12/1918
Wm. Knight Cleverley	23/2/1919 to	30/11/1921
Alfred Herbert Saunders	12/2/1922 to	11/8/1926

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Assistant Keepers:

John Frederick Ericson	2/7/1876	to	10/7/1878
Donald McNeill	11/7/1878	to	30/5/1883
John Marsh	....	....	13/6/1883	to	27/10/1884
Robert Cathcart	....	....	27/10/1884	to	15/6/1893
William Colley	....	....	9/11/1893	to	23/1/1895
David Partington	....	....	27/1/1895	to	1/8/1898
Cunningham Hosier Reeves	....	....	1/8/1898	to	2/1/1903
James Anderson	....	....	25/8/1902	to	13/9/1902
William Townsend	....	....	4/2/1903	to	15/8/1904
William Noble Edmonds	....	....	15/8/1904	to	2/2/1905
Francis M. W. Brown	....	....	24/2/1905	to	9/7/1906
Alfred Charles Butler	....	....	16/7/1906	to	30/9/1909
John Walter Arthur	....	....	18/10/1909	to	30/3/1911
Peter Wallace Grenfell	....	....	29/5/1911	to	5/6/1913
Robert Scuse Jones	....	....	24/6/1913	to	7/12/1914
Robert Stephen Wilson	....	....	28/1/1915	to	20/1/1916
John Pottinger	....	....	28/3/1916	to	31/5/1917
Rainsford Henry Neal	....	....	2/11/1917	to	8/1/1920
Eric Howard Tarlton	....	....	10/1/1920	to	25/5/1920
Frederick Norman Evans	....	....	2/7/1920	to	23/2/1922
Robert Stuart Sutherland	....	....	6/4/1922	to	28/11/1922
Hugh Owen Williams	....	....	29/11/1922	to	7/5/1924
Albert V. E. Moffitt	....	....	19/5/1924	to	12/11/1925

Only probationer and permanent staff are included; not temporary, relieving, or acting staff.

The new lighthouse, which still operates, is an "Unwatched Automatic Light" flashing white every thirty seconds; has an elevation of 225 feet and a visibility of 21 miles. It is a white concrete tower 30 feet in height. On 18 June, 1877, the schooner *Reward*, 41 tons, Thomas Richard Westlake being master, with a crew of four, was partially wrecked off the Cape. The road over the Cape ended at the north end of Tauranga Bay, where the coaches pulled up at the Half Way House Hotel to enable passengers and teams to refresh.

CHAPTER V.

THE OLD BEACH-ROUTE—1867 to 1874. THE SECOND STAGE—TAURANGA BAY, TOTARA, NINE-MILE BEACH, LITTLE BEACH, CHARLESTON.

TAURANGA BAY.

THE Maori name for the Cape is Tauranga, meaning a resting-place for canoes, or a fishing-ground—Tauranga-ika. As the Maoris valued a bay more highly than a cape, it is probable that the cape took its name from the bay, instead of the bay adopting the name of the cape in pakeha fashion.

The Half Way House Hotel, licensee S. W. Nicholls, stood at the northernmost edge of the Tauranga Bay Beach, the Half-mile Beach. The date of its erection is not available, but an advertisement in the *Westport Times* of 14th September, 1867, shows that the house was then in business, and it is believed had but recently been opened. With Nicholls were his wife and a young daughter, Sally. They and Loring were then the only white inhabitants.

S. J. Loring's Wayside Room, unlicensed, was erected about the end of 1866, at the southernmost end of the beach, on the heel of The Point, Rocky Peninsula. A letter written by him from Soldier's Gully, Inangahua, on 26th August, 1866, advises his intention of proceeding "to the Cape, where it is rumoured, gold has been found." He found the rumour incorrect, but established the small room to cater for the many who were passing en route to the Pakihi, Charleston. In 1867 he established a ferry at Totara River about four or five miles to the south and built a similar room there. Apparently the two rooms were run concurrently.

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On 6th June, 1869, his brother-in-law, John Faris, took over the room at the bay, but closed it about a month later and proceeded to Totara to enter into partnership with Loring. There he remained for about a year, and returned to the bay where he built a house (notable for its hip roof, a novelty in the district) upon the heel of The Point, and followed farming until August, 1873, when he removed to Charleston. Thus of the white inhabitants of Tauranga Bay S. J. Loring was the first; S. W. Nicholls and family were second; and John Faris with his wife, two sons, and sister-in-law, Annie Loring, were third. The Faris family arrived at Westport from Melbourne in the Brigantine *Mary* on 5th June, 1869.

Nicholls vacated the Half Way House Hotel in 1872, when it was taken over by James Wall, of Addison's Flat, who allowed the license to lapse and, when the beach-route was abandoned in 1874, closed the premises. The site is now occupied by a saleyard owned by his son, Patrick Wall, who, in 1876, was born in the old house and still lives near it.

The south end of the Half-mile Beach was known as "Faris's," and a prominent rock thereon was called The Faris Rock.

Tauranga Bay with its primeval forest for background, its sparkling creek running across the strand, its three rocks guarding like sentinels the ocean entrance, all united in forming a lovely beauty-spot. It is now a holiday resort and picnic-ground.

Leaving the Half Way House Hotel, the coaches crossed the Half-mile Beach and thence over the heel of The Point, or Look-out Point as it was frequently called, because from a large rock thereon the Maoris had, in the late 'twenties, watched for the expected invasion of Te Rauparaha, the dreaded devastator, who, however, never came. The name given to this point on Admiralty Chart, No. 2591, is Rocky Peninsula, and the small boat-harbour on its southern side is shown as Penguin Bay, on account of the many penguins there.

The short sandhill road across The Point joined Tauranga Bay with the Nine-mile Beach; its course may yet be traced, though long since abandoned owing to the formation of a road

N I N E - M I L E B E A C H

landward of the sandhills, from The Point to Totara, in 1933.

On the southern side of The Point was a Maori kainga (village) which for several months of each year was occupied by natives from the Buller, who engaged in catching supplies of dogfish (mango) at Penguin Bay, and drying them in the sun, beside the coach road. Passengers held their breaths while passing the spot, and drivers told of lady-travellers being much distressed. They told many other tall tales also; it was a saying that if you wanted to know "the lie of the land," ask a coachie. To which tribe these Maoris belonged is not certain; probably a detached section of the Ngatitōa, Te Rauparaha's conquering host.

About 1914 the Cape Railway was extended to a quarry on The Point, through a tunnel on the Cape, skirting the site of the Half Way House Hotel, and running around the bay. It did not function for long.

About Tauranga Bay, especially near to the outlet of the creek, were several seams of lignite.

NINE-MILE BEACH.

From The Point the route entered upon the north end of the Nine-mile Beach and followed this uninteresting length of strand to the Totara River, about four miles. It is similar to the South Beach, having breakers at one side and long sand dunes at the other. Neither of these beaches was suitable for vehicular traffic at other than low tide, as the only hard sand lay at low-water mark; nor was the Totara fordable when the tide was high. This end of the Nine-mile Beach was uninhabited along its fringe, but at its south end a portion was worked for gold, by beach-combers, and later was the Shetlanders' settlement of Rahui.

TOTARA.

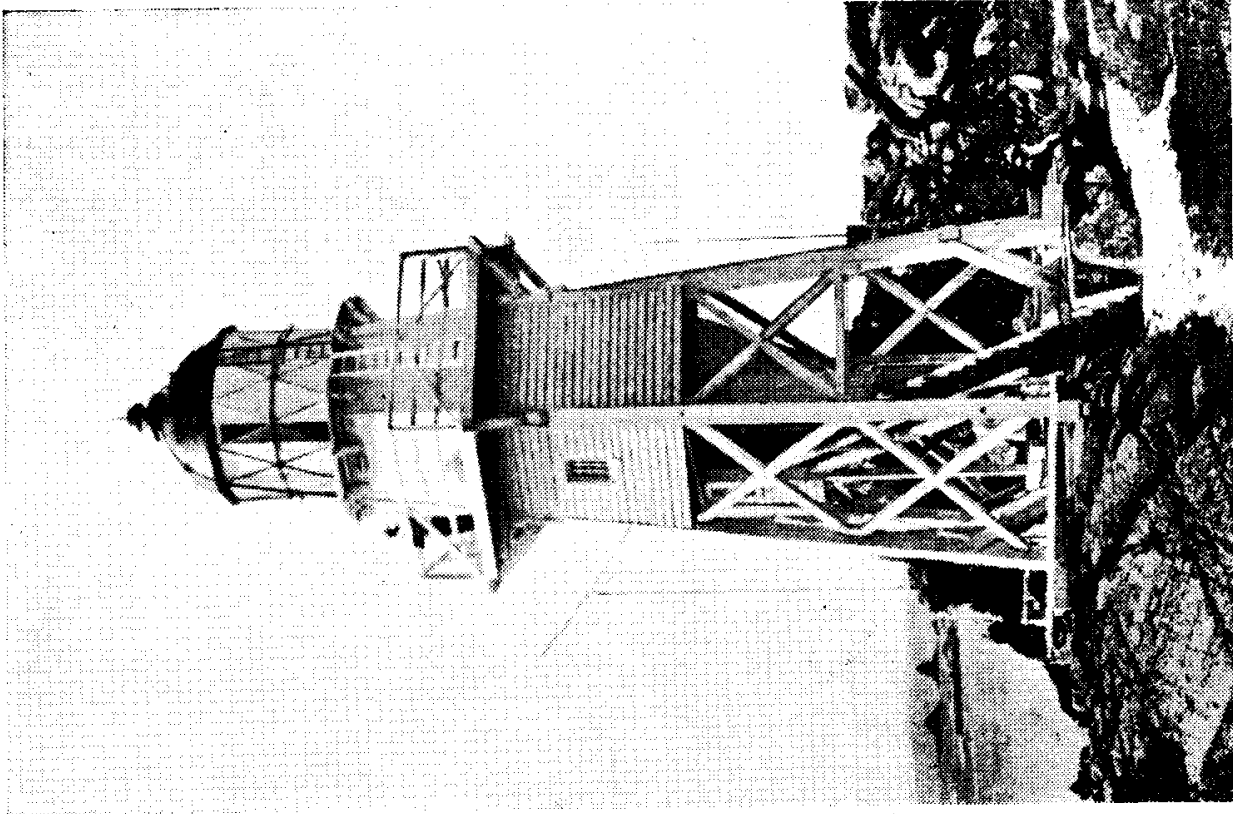
After traversing the northern end of the Nine-mile Beach, the route crossed the Totara River, which entered the sea about half-way along the beach. Although called the Totara River, it was not actually such, but the outlet of the Totara Lagoon into which flowed the Okari River at the northern end and Big Totara and the Little Totara at the

southern end. In ordinary course, vehicles forded this river; but occasionally, owing to floods or heavy seas, it was unfordable, and the north-bound and south-bound coaches remained upon their respective sides, and passengers were transhipped from one to the other by ferry-boats after the latter were established in 1867; how they managed before then is not known.

The Ferry House, also a store and refreshment room (Loring's, January, 1868) was on the north side of the river, the first building having been on the seaward side of the dunes; but as this was washed away by floods, it was rebuilt behind the sandhills, at the Okari end of the lagoon, as shown on map herewith. The ferry was worked by rowing-boats only—no barges or power craft.

The first ferry service at Totara was established in 1867, by S. J. Loring, of Tauranga Bay, who was later, on 22nd January, 1869, formally authorised (*Nelson Gazette*, No. 4, volume 17) to "keep a ferry-boat on the Totara River, and charge tolls 1/- for each passenger and 2/6 for each horse, including rider. A competent ferryman to be always in attendance with a good safe boat and proper rope for crossing horses." It should be explained that horses were not ferried across, but swam behind the boat to which they were attached by ropes. This authority was renewed on 1st March, 1869 (*Nelson Gazette*, No. 6, Vol. 17) and on 26th February, 1870 (*Nelson Gazette*, No. 6, Vol. 18). As stated, this ferry was at the north side of the river, the Okari end of the lagoon; the only river-ferry.

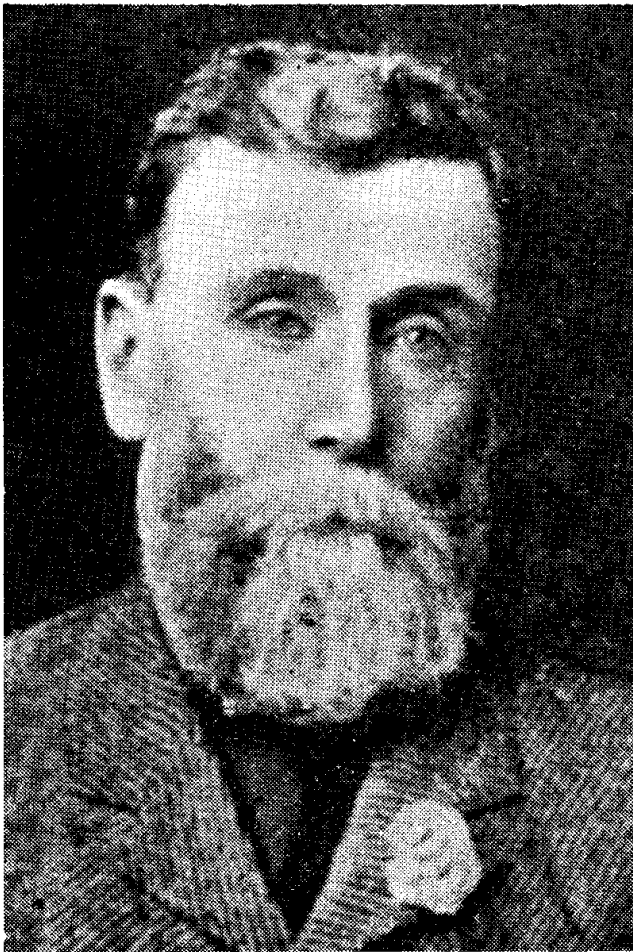
A ferry service not connected with the beach coach-route, on the south end of the lagoon, was established by William Bird who, on 22nd January, 1869, was authorised (*Nelson Gazette*, No. 4, Vol. 17) to "keep a ferry-boat on the Totara Lagoon, or Saltwater Creek, and to charge 1/- for each person." Bird was also authorised to "form a track from the Totara Lagoon towards Addison's Flat, 1½ miles through the bush, and to charge tolls: Horses and cattle, 2/6 each. Sheep and pigs, 6d. each." He was also given the right over "one mile of each bank of the lagoon from its junction with the Totara"—presumably the Big Totara.



The first lighthouse at Cape Foulwind.
1876.



An early letter delivered at Tauranga Bay. Miss Loring is now (1940) resident at Auckland, in her 99th year of age.



S. J. Loring.
Tauranga Bay, 1866.
Totara, 1867.



Mrs. John Faris (née Loring).
Tauranga Bay, 1869.
Totara, 1869.



The Rocks, Tauranga Bay.

T O T A R A

The *Westport Daily Times* of 8th May, 1869, reported (condensed): "On the 3rd the river had been crossed by one of the coaches having been floated over it; but Rimmer & Forder's, "Lightning Line," new vehicle, the Albert, became unmanageable and was washed away by the flood, and was believed to be lost. It was recovered on the 13th and put on the road again. On the 5th, Rimmer & Forder's "car" was boated over safely; but Simpson & Kiely's coach (Telegraph Line) fouled a snag while fording the river and nearly came to grief, but serious accident was avoided by the active exertions of the driver and the ferryman."

On 25th May, 1869, Loring, of Totara ferry, found the body of a brown horse upon the beach south of the river. It had belonged to Mr. Isaac Simpson, of Charleston, who had been drowned. His body was not recovered. A similar tragedy had nearly occurred on 7th May, 1867, when Constable Fitzgerald, of Charleston, narrowly escaped drowning while fording the river on horse-back, having failed to hear the warning of the ferryman. On 19th January, 1868, Mr. W. Allen, of Allen Brothers, Charleston, was drowned while attempting the ford on horse-back, despite the ferryman's warning.

In consequence of these tragic events, Loring inserted an advertisement in the *Westport Daily Times* of 31st January, 1868, notifying that: "A red flag will be displayed at the point of the sand-spit on the north side of the river, when it is considered unsafe for horsemen to ford."

On 26th July, 1869, John Faris, from Tauranga Bay, was granted (*Nelson Gazette*, No. 27, Vol. 17) the "right of ferrying on that portion of the Okari Lagoon extending in a southerly direction for a distance of half-a-mile from the reef of rocks at the upper end, and to charge a toll of one shilling for every foot passenger." He was in partnership with Loring, but abandoned the ferry in 1870 and returned to Tauranga Bay. On 18th March, 1870, Loring transferred the ferry to John Molloy (*Nelson Gazette*, No. 7, Vol. 18). On 19th March, 1873, Molloy transferred his right to Nicholas Beebil (*Nelson Gazette*, No. 8, Vol. 22) who held it for many years and, it is believed, handed over to George Herring, who held

it until a comparatively recent year. In a recent map the Totara Lagoon is marked "Herring's."

Nicholas Beebil, known affectionately as "Old Nick," who conducted the ferry for much longer than any other, was a Greek, a sailor who had left his ship at Westport. He was an extremely popular, respected man, and noted for his hospitality. After his wife's death at Totara he returned to Greece but was soon back in this the land of his adoption, died at Westport, and was buried at Charleston, where also lie his wife and infant daughter.

The Totara was a treacherous river, subject to sudden floods and beset with quicksands. Usually vehicles were guided across by the ferryman, who selected crossing-places. In early days the method of summoning the ferry, from the south side of the river, was by "cooe"; but it is said that about 1891 the bell from the dismantled Methodist Church at Charleston was placed upon a post there and used for the purpose.

On 17th October, 1868, says the *Westport Daily Times*, the cutter *Satellite* of 27 tons, Henry White being master, from New Plymouth, where she was owned by Webster Brothers, got too close inshore and, the master realising that there was no escape, as the wind was strong and squally, set sails and beached her about half-a-mile north of the Totara mouth. The crew of three were saved, and an enquiry held the master blameless. The wreck was sold by auction at Westport on 24th October, 1868, and on 10th April, 1869, the newspaper stated: "The cutter *Satellite*, recently wrecked near the Totara, is now inside the river, repaired and ready for sea. She is now named the *Joseph Paul*."

Shortly after the newspaper announced: "She got out on Saturday, 10th April, 1869, when there were nine feet of water on the bar."

PARSONS' HILL AND LITTLE BEACH.

From the Nine-mile Beach the route was over a point called Parsons' Hill, because owned by Parsons, of the Welcome Inn, to Little Beach, sometimes called Nile Beach, it being immediately north of the mouth of the Nile River.

ADDISON'S FLAT ROAD

At the north end of this beach was the Welcome Inn, one of the best remembered hostelries of the district.

The route was along Little Beach until, about 1870, a road was formed around its fringe, which saved vehicles the heavy beach pull. From Little Beach the road crossed another narrow point, passed Small's Beach, a sandbank in the basin; ran along the old road over Nile Hill, and so to Charleston. In later days, about 1882, a low-level road was formed from Nile bridge to Charleston, thus avoiding the steep grade of Nile Hill. It was constructed by Scarlett and party, of Karamea.

ADDISON'S FLAT ROAD.

In 1873-1874 the "dray-road" from Westport to Charleston via Addison's Flat was opened, and the beach-route abandoned. This spelt the end of the boat ferry at South Spit, and it was replaced by a boat-and-punt ferry further up the river, near to Snag Falls, later called Victoria Falls, and close to where the combined railway and road bridge was built in 1887. This ferry conveyed not only passengers but the coaches and other vehicles across the Buller River. It also meant the end of busy life at the Spit; hotels were closed and businesses abandoned. The census of 1874 showed only seven persons at Packers' Point, and only 76 at South Spit and Buller Lagoon. In turn, the boats and punts were put out of action by the erection of the bridge in 1887.

Some of the punt owners at or near to the upper ferry were:—

J. M. Langdon—right gazetted 24th June, 1871, for a "punt ferry" near the telegraph line, within two and a half miles from mouth of Buller River, and not to interfere with shipping, navigating, or boats plying for hire. Rates were fixed at 6d. for passengers, 2/6 for horse and rider, 2/6 for loaded packhorse, 1/- each for cattle, 25/- per hundred for sheep, 5/- for horse and dray loaded, and 2/6 per ton for goods.

Gilmer Brothers—right gazetted 11th December, 1872, owned and worked a punt for passengers, "near to the tele-

graph line." It was erected in January, 1873.

Walter Abernethy—right gazetted 31st March, 1874, for a punt service at end of Bentham Street. He transferred this right to Hans Larsen in November, 1875.

Jack Reid and Jack Pascoe were early punt-owners.

John Hale owned and worked a punt on the south side of the river, at "McPaddons." He also ran an accommodation house on the Westport side. He transferred to Hans Larsen.

Philip McEnroe—on north side. His punt was constructed from two of the old cargo-barges (Reuben Waite's) fastened together and provided with a platform. He later owned the Shamrock Hotel and a store at Addison's Flat. A punt was also operated by one McCann.

In addition to rowing boats and punts (barges attached by wire ropes and pulleys to an overhead cable, and propelled by the river current) at least two steam launches plied on the ferry; John Martin's *Terrier* and Hans Larsen's *Moss Rose*. These, however, were used principally for carrying workmen and supplies to the railway construction works. They also towed barges laden with rails, engines, coal, and other heavy freights. The Addison's Flat road had been contemplated as early as 1869, and on 9th June, 1870, a petition for same was presented to the Provincial Council, and a grant of £2,000 obtained. It was not until 1873 that work was started upon it, and not until 1874 that it was completed, though the section from Westport to Addison's Flat was finished earlier than the portion thence to Charleston.

On 31st March, 1869, Mr. J. Henry Lowe, District Engineer of Goldfields, referring to this road, stated: "A road has been made from Charleston to Brown's Terrace on the way to Shamrock Lead; a distance of about five miles of open pakihi divides the two. This formed, the road would be complete in a direct line from Packers' Point to Charleston. The advantages of this route would be a shorter distance than the present road by the beach. Secondly, a good road, independent of tides; and, thirdly, the connection of many districts lying between Westport and Charleston, with both towns." It will be noticed that Mr. Lowe contemplated the road being made from Packers' Point; not from Snag Falls.

CHAPTER VI.

NINE-MILE BEACH—THE SHETLANDERS— LITTLE BEACH.

NINE-MILE BEACH.

THIS beach, called the Nine-mile because of about that length, was part of the beach-route, running south from the southern point of Tauranga Bay. It is a narrow beach flanked with white sandhills, with only small headlands to shield it from the prevailing westerly winds, and presented a long line of foaming surf to the passing coaches, while salty spray stung the faces of passengers and left white patches on their hats and clothing. The beach is bisected by the Totara River, a treacherous ford for vehicles, owing to deep scours and quicksands. The ferry at this river is dealt with in another chapter.

It was, and is, an uninteresting beach excepting at its southern end where, from 1870 onward, romance was writ thickly—the romance of gold and beachcombing, and of the Shetlanders who there formed a community of their own. A hardy, industrious, soberminded people were these men and women from Unst in the Shetland group of Islands, intured for generations to the labours and perils of the northern fishing grounds, which fostered a spirit of adventure. Acting upon this impulse, a few turned their thoughts to the new lands of the southern world, from which came rumours of fabulous riches and golden opportunities. It was a strong people, "strong with the strength of the race."

In March, 1868, Magnus Mouat, aged twenty-four, and Gilbert Harper, with five others—Barclay Mouat, William and

Gilbert Anderson, Nicholas Priest and John Johnson—left their native land for Brisbane, and arrived there after a passage of ninety days. The first two, Mouat and Harper, were the leaders of the party, the Chieftains of the Clan, to use appropriate but Scottish terms. Having no luck upon the Queensland goldfields, the party proceeded to Melbourne where it dissolved, five of them—Barclay Mouat, William Anderson, Gilbert Anderson, Nicholas Priest, and John Johnson—remaining there, while Magnus Mouat and Gilbert Harper sailed for Westport, arrived there in 1869, worked for eight months at Bradshaw's Creek near the Buller, moved to the Nine-mile in January of 1870, and started beachcombing there, the first Shetlanders to arrive.

They were not the first beachcombers on the Nine-mile; two or three were already operating there, but employing most primitive methods, such as were used at Okarito, the birth-place of beachcombing in New Zealand. It is believed that the first men to work this beach were Alexander McRae (whom Mouat bought out), W. Hampton, and John Madden. Captain Henry Jacobsen who, in November, 1866, was appointed Signalman at Westport, has left on record the fact that he was working on the Nine-mile early in that year.

Mouat and Harper, practical-minded men who realised the possibilities of beach-washing by better methods, bought most if not all of the claims, at any rate the best of them. In 1870 they sent for their five countrymen whom they had left in Melbourne, and others in their homeland of Unst, many of whom responded to the call.

Barclay Mouat had by then returned to Unst but, with his wife and three children, arrived at the Nine-mile in 1876. William Anderson and John Johnson were working at Hyde in Central Otago, but upon hearing from the leaders, proceeded to Unst, collected their families, and with them arrived at the beach in 1877. Nicholas Priest did not get further than Nelson, where he died shortly after arrival.

On 12th October, 1875, the ship *Caroline* left Plymouth for Nelson, arriving there on 14th January, 1876. Among the passengers were James Harper, aged 42, his wife, Margaret Harper, aged 39, and their family of eight—Char-

NINE - MILE BEACH

lotte, William, Elizabeth, Wilhelmina, Margaret, Jemima, Gilbert and Ann; also John Mouat, aged 20. All of them went from Nelson to Charleston, where a great re-union of Shetlanders was held, of the Mouats, Harpers, Hendersons, Sutherlands, Laurensens and Johnsons.

Mr. William Harper revisited the Shetland Isles in 1887, there married Miss Joanna Sutherland, and returned to the Nine-mile, where they lived until 1916, when they moved to Wellington, where he died on 14th December, 1939, at the age of 80, and was buried at Karori. W. Sutherland was the last of the pioneer Shetlanders to leave the Nine-mile Beach.

In 1871, Dr. Joseph Giles, Warden, reported, "a number of claims have been taken upon the beach between Charleston and Westport"; evidently referring to the Nine-mile, as no other beach was then worked; also that "several races are in course of construction for bringing water to the beach. It is supposed that these claims will pay from twenty to thirty shillings per day. In every case double areas of ground have been given to the beach."

In 1873 his report stated: "On the beach between Charleston and the Totara a good many claims are occupied. The working of them is rendered possible by the races which have at considerable cost of money and labour been brought down to the beach."

In 1874 he again refers to the beach claims: "A large number are held near Charleston, but the working of them is uncertain and intermittent. They sometimes become covered with grey sand and then will not pay to work. They are well adapted to men who have something else to employ themselves with in the intervals so created, and to holders of residence areas in the vicinity who are thus able to cultivate a little ground while they cannot work their claims."

The Nine-mile being on the coach-route, a hotel soon followed settlement at this end of the beach—the Racecourse Hotel and Store, on the site later occupied by William Mouat's residence. This hotel deserves more than passing reference, being better than the usual wayside public-house. On 4th March, 1868, Frederick Hall, its proprietor, was granted the right "to construct a track from Hall's Store on the beach

near Charleston to Brown's Terrace, length about two miles, and to charge a toll of 2/6 for each horse or head of cattle, and 6d. for each sheep, using the track." He also catered for the race-meetings held upon the beach, established the "Vauxhall Gardens," a tastefully laid-out ground behind the hotel, and erected therein "a monster platform for open-air balls, gatherings of societies, fetes, picnic parties and other entertainments." Despite the toll at the Nile bridge, the grounds and gardens were well patronised by parties from Charleston.

To a small extent, some beachcombing was carried out at White Horse Beach, south of Charleston, by Foley and McIntosh; also a small amount at Red Jack's Beach. Both these beaches were between the Four-mile and Brighton. It was in November of 1865 at Okarito that discovery was first made of the fact that the beach sands of the Coast were auriferous. Here, by the crudest of methods, the carrying of sand to the water, or water to the sand, the returns were amazing; one party of four secured £2,200 worth of gold in six weeks.

In 1874, Magnus Mouat revisited Leith in Scotland, where he found that his old mate, Gilbert Anderson, had returned from wandering, and had settled down in business. In Leith, Magnus Mouat married Cecilia Johnson, in February of 1875. He returned to the Nine-mile in 1876, and to his delight found it a hive of mining industry, and his people a self-contained and respected community. In 1876 there were in all five Mouat brothers at the beach—Magnus, Barclay, James, Andrew and John.

The Hon. F. E. O'Flynn, writing in 1938 concerning the Nine-mile Beach, said that he could hardly think of this beach without thinking of its outstanding human character, Magnus Mouat, who was the real chief, and than whom "Sir Walter Scott never pictured a more pronounced personality." Later, Magnus Mouat extended his field of operations by purchasing, about 1898, Laurenson's (previously G. R. Brown's) "fly-catching" tables in Darkie's Creek and working them. Brown, who had gone to England about 1891, returned to Charleston and re-bought the tables from Mouat for £20; a right that had once been worth hundreds, but then almost worthless

owing to the absence of tailings in the creek.

On 31st March, 1877, Warden Broad, in his report, stated: "Noticeably I would mention a large party of Shetlanders which, although some years ago it only numbered six, has now increased to some hundred." In 1886 the number of Shetlanders at the beach was between seventy and eighty, and nearly all the claims were theirs. In 1906 there were but fifteen.

In January, 1882, two double-area claims on the beach, with water-race and all appliances, were sold for £1,000. The population at the beach was almost stationary for some years. On 1st February, 1900, a post office was opened there and called Rahui. It was closed on 30th April, 1921. The following were in charge of this office, but were not on the permanent staff of the department:—

Miss M. Dennehy	appointed	1st February, 1900
Mrs. C. Dennehy	"	1st January, 1902
Mrs. L. J. Mouat	"	13th February, 1904
Mr. A. Thurlow	"	16th October, 1908
Mr. G. H. Mouat	"	24th July, 1911
Mrs. J. M. T. Powell	"	31st May, 1918

At the end of 1907 the Education Department approved a grant to provide a building for a school at Rahui. It was opened in 1909 and closed in 1916. No list of teachers is available, but two names have been ascertained—Miss Teresa Boyle and Miss Eden. The old building still stands, but now serves the useful but humble purpose of a cowshed.

Although the Shetlanders were not the first to comb the beach, they were the first to do so systematically, discarding the inefficient appliances and substituting the now familiar barrow-tables on wheels, or "beach boxes" as they are termed. These were either "singles" or "three deckers"; namely, one long table, or made in three divisions. The old "rigs," used before proper boxes were introduced, were merely small plate-tables carried to the work and there placed on trestles. This was too slow and cumbersome a method for Mouat, who soon conceived the idea of fixing the plates on a frame table, about 12 feet long and 3 feet wide, and putting the whole upon wheels.

C H A R L E S T O N

Many of the innovations introduced emanated from a Bermudian, Cato Dickenson, who had served his apprenticeship in the Naval Dockyards of his country as an artificer; a well-respected man who later was house steward at the hospital.

Magnus Mouat died at Lower Hutt on 18th October, 1934, aged 90 years, and is buried at Karori. His wife died at Lower Hutt in July, 1926, and is buried beside him at Karori. Their family was five sons and one daughter. Gilbert Harper died at Nine-mile Beach in 1882, and is buried at Charleston. He had not married. His age was 38 years.

As the principal source of the gold was the tailings from the workings about Charleston, brought to the sea by the Nile River and cast upon the beach by the tides, the quantity gradually lessened as the mining was reduced, until at last the supply was too small to make the beach-work profitable, so it ceased. To-day no beach-claims are worked regularly, but one or two nearby farmers do occasional combing as a sideline.

In comparatively recent years Powell & Co, worked elevators, or "blow-ups," on the greater portion of the Nine-mile Beach from the Totara River to Parson's Hill.

The West Coast has been proverbial for clannishness and the comradeship that regards neither creed nor class; and nowhere was this spirit more in evidence than among the Shetlanders of the Nine-mile. To-day, scattered throughout the Dominion as they and their descendants are, that spirit exists unimpaired, defying the miles, and the passing of many moons; the people of the Shetlands remain one great family.

A portion of beach adjacent to the Totara Lagoon was once, about 1888, the scene of a mild rush, and the locality became known as "Larrikins'." It was short-lived, and little mining was done, although much labour and capital were expended, the water being brought in from Virgin Flat, about half-way between there and Addison's Flat. The original "rushers" were L. Levy, Jerry Mullins, Percy and Alf Craddock, George Hurburgh, Alf, Fred, Ben, and Jimmy Parsons.

LITTLE BEACH

LITTLE BEACH.

This was sometimes called Nile Beach. It lies immediately north of the mouth of the Nile River and about half-a-mile south of the Nine-mile Beach, from which it is separated by a rise called Parsons' Hill. The latter name is not derived from any cleric, but from the owner James Parsons, keeper of the Welcome Inn that stood at the extreme north of Little Beach and was, after the closing of Hall's Hotel, the first stopping-place for southbound coaches after leaving Totara. The first landlord was James Parsons, an ex-pilot of Constant Bay. In 1911 the licensee was Adrian Mitchell, and the last keeper was Mary Hampton, who allowed the license to lapse in 1933. The old landmark still stands, empty and neglected, a dilapidated memorial of times that were. Many tales it could tell of happenings during its long years of life; of the streams of goldseekers that trod the road beside its door, of coaches laden with pioneers, of lumbering wagons, carts, pack-horses, riders and swaggers, and gold escorts. Now, tourists go a mile or two out of their way to view its falling timbers and paneless windows, and to speculate upon its history while scanning its inside walls papered with the prints of last century, many of the latter being still readable.

Little Beach was not combed extensively, though claims operated there. Its rights are now held by Hampton Brothers, who work upon it occasionally.

Parsons' Hill was Section 4 (ten acres) of Square 137 of Nelson Land District and the Welcome Inn was on Section 6.

Little Beach was a portion of the beach-route, but soon a road was formed around its fringe and afforded a better way for vehicles. A strip of land, a few chains across, to the south of this beach, separated it from Small's Beach, a sandy spit in the Nile basin. Beside the road over this strip (on Section 43) was the cottage of the Nile signalman, Henry Small, who supervised the entrance and departure of the little steamers after the Nile River became the port of Charleston. As related in another chapter, Little Beach was, in Charleston's earliest days, a landing-place for sea-borne supplies, vessels landing them upon the beach, and Nees's Tramway conveying them "to the diggings."

C H A R L E S T O N

The road approach to Little Beach from the north was around a sharp bend with, at its edge, a dangerous bank having a steep drop to the flat behind the Welcome Inn. Here occurred an accident. The *Westport Times* of July, 1869, reported: "On Saturday last, the coach running between Charleston and Westport capsized down a precipice. The horses (4) were all killed and a number of passengers injured." And later: "Accident to Cobb & Co.'s coach. It appears that the horses got off the road into a steep gully about a-quarter of a mile beyond Charleston Racecourse Hotel. The driver, Kiely, had a narrow escape. The passengers walked to their destination. The coach and horses were got up again, the latter uninjured. The evening was dark and boisterous." The second account differs considerably from the first!

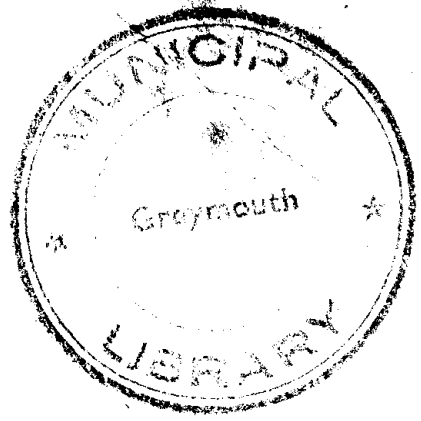
The census of 1872 showed the population of Little Beach as 43 persons.

SOME RESIDENCE AREAS GRANTED AT NINE-MILE BEACH.

- 1/8/1878—Michael Noonan, 1 acre.
1/8/1878—William H. Rosenberg, 1 acre.
23/5/1878—John Sullivan, 1 acre.
6/3/1879—George R. Brown, 1 acre.
7/3/1879—Edward Drennan, 1 acre.
26/2/1880—Edward Brougham, 1 acre.

SOME RESIDENTS OF NINE-MILE BEACH.

Magnus Mouat	W. Sutherland	John Warne
James Mouat	J. McHerron	D. Dennehy
John Mouat	G. Brown	W. Bird
B. Mouat	A. Leggatt	— Noonan
G. Harper	C. Brougham	Frank Herring
J. Harper	R. Rosenberg	J. Harris
W. Harper	W. H. Rosenberg	J. Harold
M. Laurenson	J. Sherlock	Edward Bowen
Jas. Johnson	J. Sullivan	Edward Baulke
M. Johnson	D. Sullivan	Albert Trumper
J. Johnson	P. Callaghan	A. Thurlow
G. Anderson	W. Hampton	J. M. T. Powell
J. Anderson	Cato Dickenson	



CHAPTER VII.

THE NILE RIVER.

THIS is a small river entering the sea between Point Robertson to the south, and Little Beach to the north, with a tidal basin about half-a-mile from its mouth. This basin, as stated in another chapter, was regularly used by small steamers after Constant Bay was abandoned, and was provided with a wharf for their mooring and working.

Its Maori name was Ngawaitakere, as shown on the Rev. R. Taylor's map of 1854. The meaning of the word, or the reason for bestowing it, cannot be stated with any authority, though many conjectures have been made, one of which is that it should have a final *i*, thus Waitakere*i* or Wai Takere*i*, to commemorate Takere*i*, one of the leaders of the Maori invasion of the South-West Coast about 1833. *Nga* is merely the plural form of the definite article *te* (the).

In a sketch plan of the Nelson Province compiled in 1871, and now held by the Department of Internal Affairs, **this stream is shown as Browning River, possibly in honour of Mr. John S. Browning who was later (12th May, 1876) appointed Chief Provincial Surveyor. On more recent maps it is shown as Waitakere, or as Nile River. Apparently the Maori name was too great a mouthful for the pakeha, so the name Nile was universally adopted; though why that name, cannot be explained. One of the various conjectures is that the early arrivals found gold in the stream, as Pharaoh's daughter found Moses in the ancient river. Another is that the stream had been spoken of to these first-comers as "the river," a term applied to the Nile in the Book of Exodus and elsewhere in the Bible. Neither is either appealing or convincing.**

C H A R L E S T O N

Just above this basin was the Nile bridge, a pile log-bridge built in 1866-1867, swept away by a flood in 1874, rebuilt as a suspension bridge in 1875, and now replaced by a modern reinforced-concrete structure of five spans of forty feet each, on a site six chains further up the river, the road having been straightened to approach it, at both ends.

For a period of about a year between the destruction of the pile bridge and the opening of the suspension bridge, a boat-ferry from the old wharf (on the Charleston side of the river) and Small's Beach (a sand-spit in the basin) operated; but old hands tell that the erection of a "Bosun's Chair" was discussed, such as existed at Fox River and at Teremakau. These contrivances are box affairs on pulley ropes, suspended high above the stream. In this the passenger sits or huddles, and propels himself across by pulling on a second cable. He needs to be sober, or comparatively sober. It is related that one not quite so, stopped when half-way across Kumara's River, fell asleep, remained all night in a gorge wind almost as keen as Greymouth's "barber," spent some time in hospital, and earned the soubriquet of "The Comet."

The natural beauty of the lower reaches of the Nile was marred by the discoloration and pollution of its water by the quantity of tailings swept into it from the Charleston workings, and by the felling of the forest that had lined its banks; but in its upper part were many scenes to enchant the eye, much scenic loveliness, the clear stream winding about through bush-clad flats and narrow gorges.

In 1867 Mr. Charles Nees was authorised to construct a tramline from the Nile bridge to Darkie's Terrace Road, the terminus being just behind the Camp Reserve, where a site for a "Station" was granted. This tramway was also used by the Nile Steam Sawmill Company to convey logs to its mill behind the Nile Hotel. It was later extended across the bridge and ran along the northern bank of the river to the timberlands beyond a small creek, then unnamed, but later known as Drennan's Creek, wherein boys loved to angle for minnows and native trout. This wooden-railed tramway extension was through virgin bush, a delightful stroll, a lovers' walk. It is still shown on maps, but as "a track." Not many

N I L E R I V E R

couples are now within reach of it, to walk arm in arm along its shaded way, or to arrange picnic parties by its creek side.

The land around Charleston was in "Square 137" of the Nelson Land District; that portion between the bridge and Drennan's Creek being Sections 41 and 19, held originally by Messrs. Beckle & Marris, of the Nile Steam Sawmill. On 1st October, 1888, a Crown grant of No. 41 was made to Barclay Mouat, and on 16th August, 1880, a grant of No. 19 was made to T. G. Macarthy. The present owner is R. C. J. Powell. Beyond the creek were Sections No. 20 of 9 acres, No. 40 of 17 acres, No. 23 of 30 acres, and No. 31 of 106 acres. These, with Nos. 41 and 19, carried heavy timber, and when cleared of this were occupied as primitive cattle-runs or farms.

The first section to be brought under cultivation was No. 20, held originally by Absolom Brook; then followed Nos. 40 and 23.

The original owner of No. 31 was Edward Drennan; of No. 40, Coghlin, "The Irish Piper"; and of No. 23 Con. Cronin, later the discoverer of Croninville. These four sections (31, 40, 23 and 20) were eventually purchased by Drennan, who combined them into one farm, protected them from erosion by building groins in the river, and brought them into good bearing. Crown grants were made to him: Of No. 23 on 1st April, 1886, of No. 40 on 6th April, 1887, of No. 31 on 13th December, 1889, of No. 20 on 25th June, 1889. The present owners of these four sections are Messrs. James and George Morris.

On the south bank of the river, just above the confluence of Darkie's Creek and the Nile, was Nile Farm, established by Thomas A. Poole about 1869, on Section No. 14, of 50 acres. It was subsequently acquired by Jonathan Harle and secured to him by Crown Grant on 1st October, 1883. Later occupants were Thomas Brougham, and William Hill, coach proprietor. It is now owned by R. C. J. Powell.

These farms on the Nile, together with John Warne's behind St. Patrick's School, were Charleston's only local supplies of dairy and garden produce in its busy days, but in 1867 Mr. John Lewis, of the Pioneer Dairy, on Brighton Road, had a milk-depot "opposite the Camp"; and Messrs.

C H A R L E S T O N

Lehan and O'Brien had another, but the sites are unknown. An advertisement in June, 1868, notified that Samuel Somerville had established a market garden "on Darkie's Terrace Road, between the hospital and the slaughterhouse."

On a portion of the Nile Farm there was established in 1912, a butter factory, but it was short-lived, having been closed about 1915.

Warne's Farm was on rural sections (not town sections) Nos. 8 (24 acres) and 11 (20 acres) of Square 137, which were Crown Grants made to him on 12th July, 1878, but he had occupied them before that date. The present owners are Elizabeth and Euphemia Warne, executrices for John Warne.

Under what rights the various rural sections were held before being given title by Crown Grants, cannot be stated; but probably as Agricultural Leases granted by the Warden. Mr. Broad records having granted a number in 1869. The Nile Farm was noted for its flower-beds, which attracted many visitors. Poole imported many kinds of plants, and made a hobby of their cultivation, taking pride in having the only flower-garden in the district. He also had the distinction of growing the first blackberry bush in those parts, a plant that is now the pest of the whole Coast.

Other occupiers of land on the south side of the river were William Dickson, Section No. 3, Enright, Section No. 30, and McKittrick, Section No. 27 (part).

About the Nile banks were numerous beauty spots beloved of many in the old days, and to which the thoughts of such must revert when memory's lamp is lit during quiet hours.

On the south side of the river, near to the end of the bridge, stood the Nile Hotel, and a quarter of a mile further up was Darkie's Creek which emptied its turbid waters into the river, carrying in a few years thousands of tons of tailings from the batteries on the Back Lead, and from sluices on the flats, resulting in the silting-up of the basin.

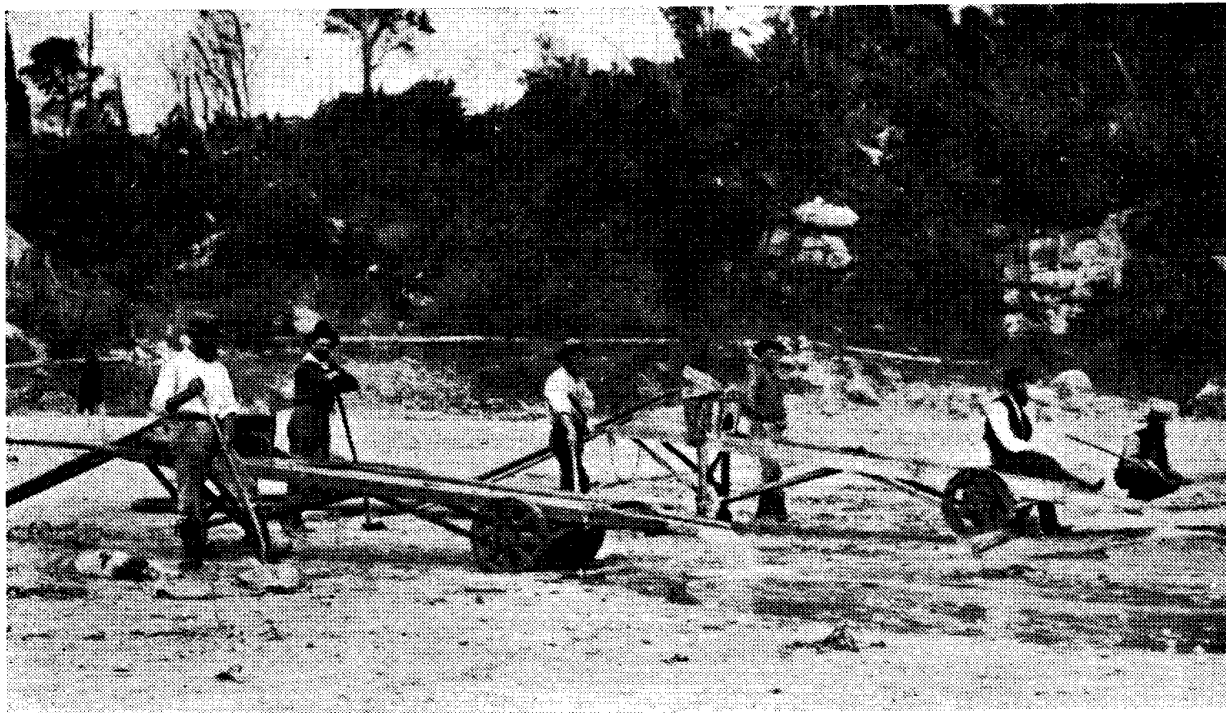
In Darkie's Creek were set at short intervals catchment tables to collect the gold from the waste of the various workings that used it as a sludge channel; those holding the right to do this, thus harvested where they had not sown, a



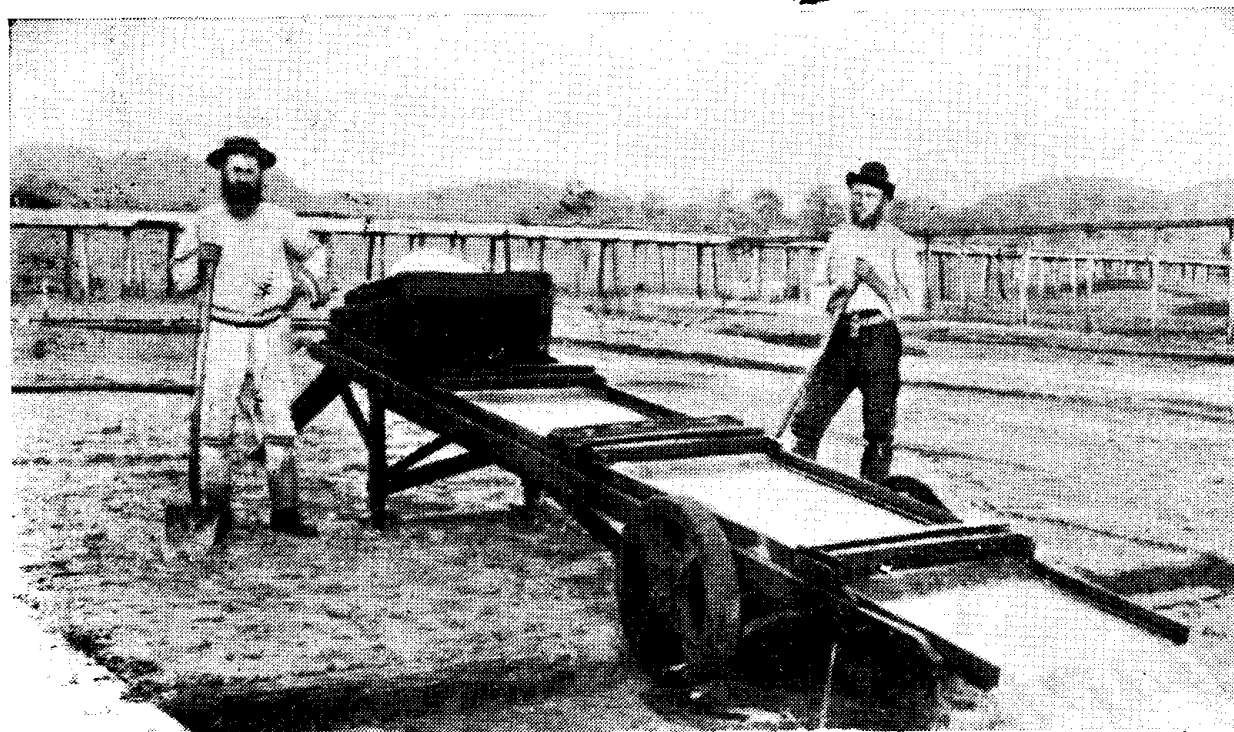
The Shetlanders' Settlement at Nine-mile Beach. Photo 1886.
Cottage at right, occupied by William Moutat, was site of Hall's Racecourse Hotel.



Magnus Moutat and family.



The Shetlanders beachcombing on Nine-mile Beach.
From left—Magnus Johnson, John Madden, James Mouat, J. R. Mouat, Gilbert
Harper, James Harper.

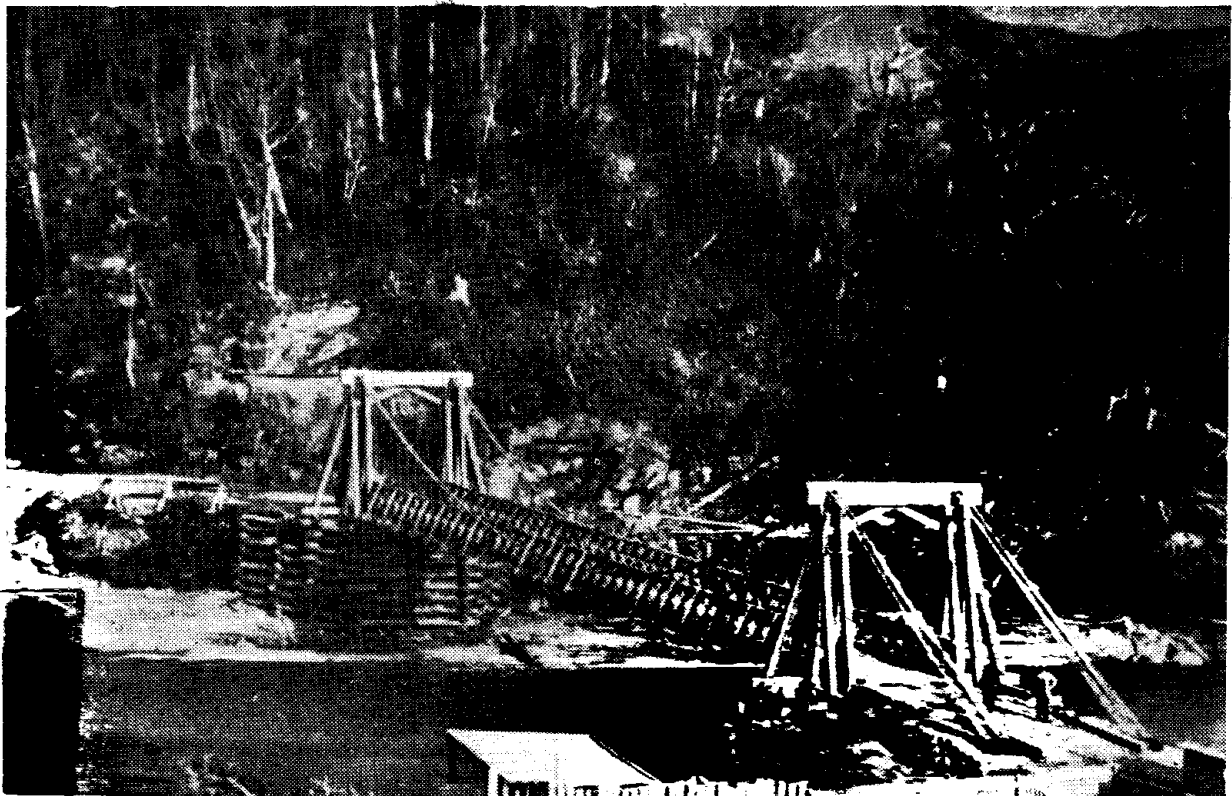


Beachcombing, Nine-mile Beach.
Left—William Harper. Right—John Mouat.



The first Nile Bridge.

Showing the tramway over the bridge. Thence to the right, up the north bank of the river.

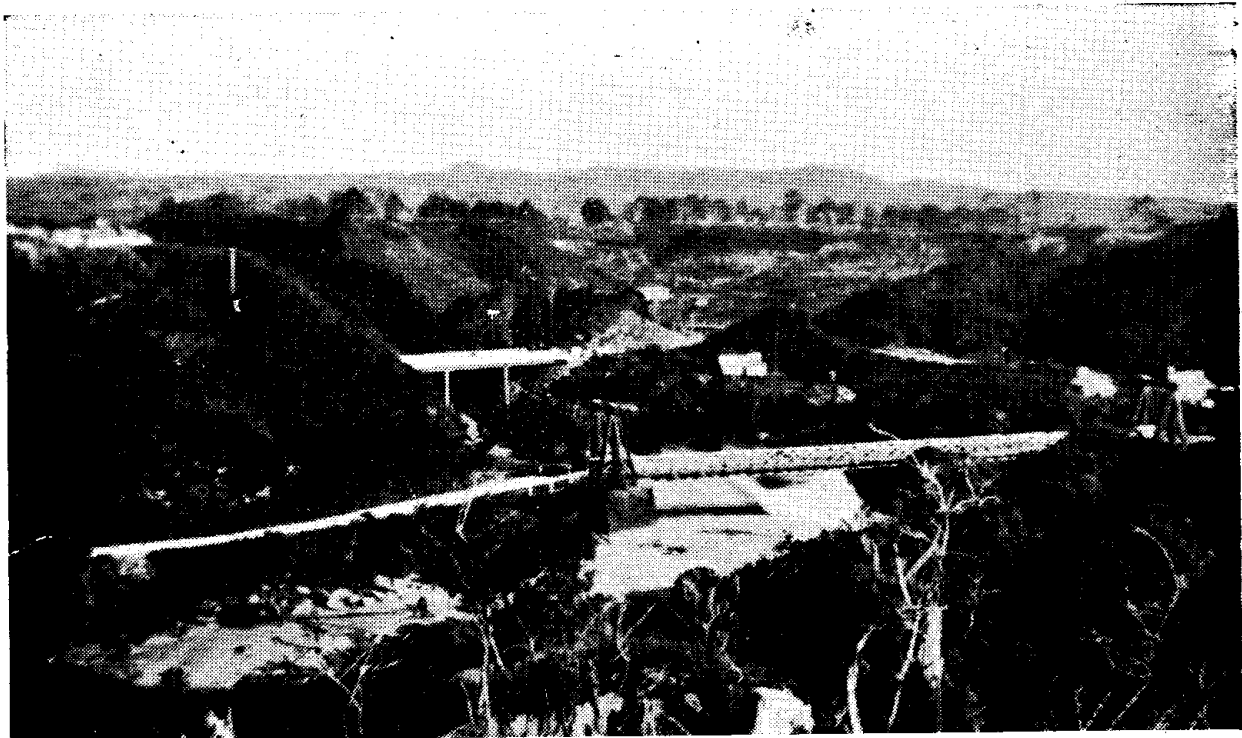


Suspension Bridge, Nile River. 1875.

Foreground—The first wharf. At left—Road to Addison's Flat and Westport. From this road was the branch road to Nine-mile Beach.



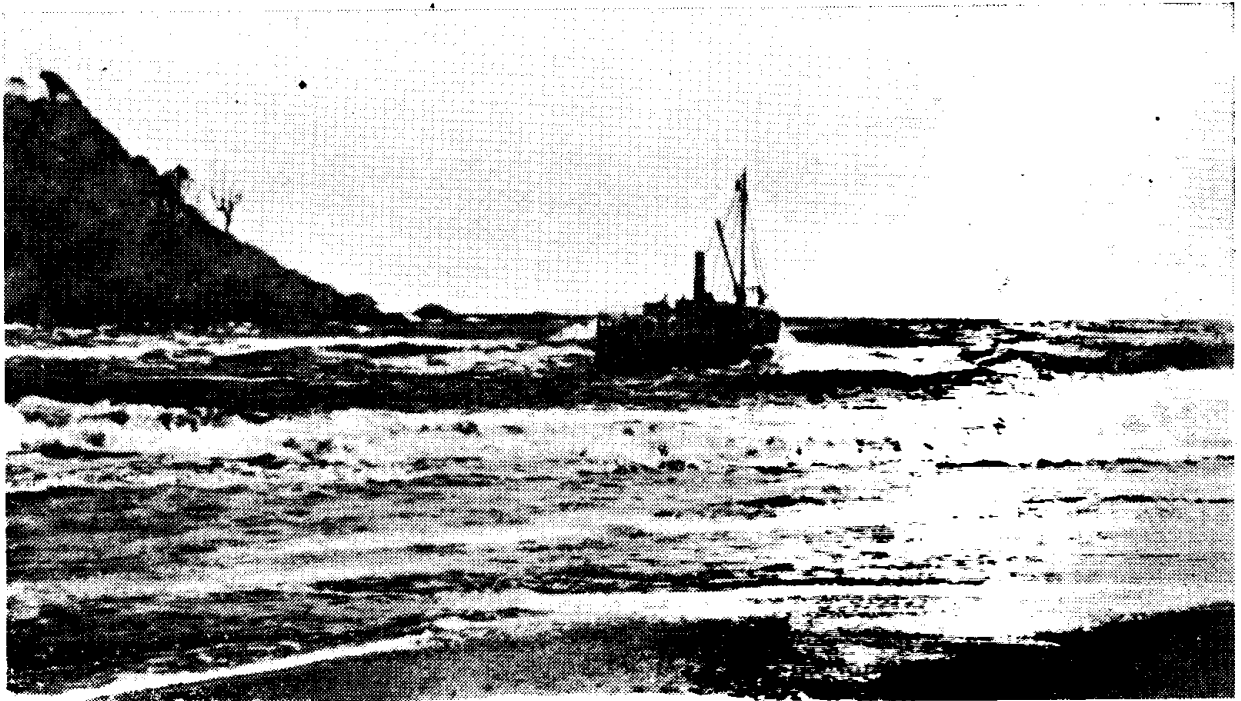
Brook's Farm. About 1869.
At confluence of Nile River and Drennan's Creek.



Nile Bridges, 1940.
The upper one is the new concrete bridge, built 1940.
At left—The road to Nine-mile Beach.



Riley's "Result Wharf," Buller River.

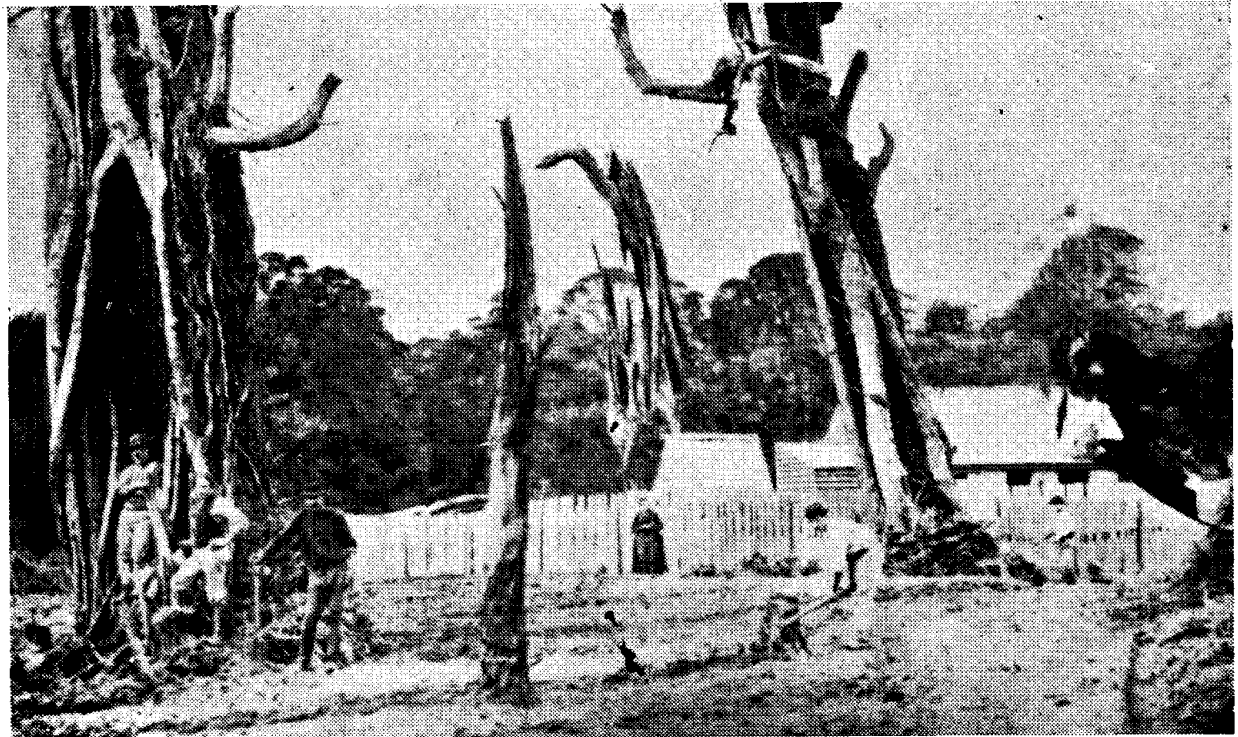


The steamer *Karamea* leaving Nile River.
Foreground—Little Beach. Background—Point Robertson.



Nile Farm, 1870.

Mr. and Mrs. T. A. Poole at door, Mrs. Poole, Senior, at end of veranda.
Mr. Thos. Perry digging.



Nile Farm.

Note the rata vines enveloping and destroying trees.

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system said to be unique. The owners of these tables were termed "Fly-catchers"; they certainly were "fly," and they caught. In 1882 a visitor from America took details of the system and introduced it in his country. In this matter at least, Charleston led the world.

The creek was called Darkie's because its source was about Darkie's Terrace, the picturesque wooded height that formed the eastern background of Charleston, and beyond which rose the snow-clad Paparoa Mountains, about ten miles from the sea. The reason for the name of the terrace cannot be ascertained, but probably a coloured man first found gold there—perhaps Addison.

The upper portion of the Nile Farm was known as The Picnic Ground, and a more charming glade could hardly be imagined. Close by, the stream rippled over a shallow rapid, through a boulder-strewn bed. A small flat provided an arena for the athletic events that were always a feature of public picnics. From this flat was a sloping bank that served as a grandstand, and whereon spectators sat or reclined beneath canopies of the boughs of great trees that had seen centuries come and go. Beyond this grandstand-bank were booths, stalls, and plank-seats, erected in the forest shade. Access to the ground was by a road, or rather a track, from Darkie's Terrace Road, and across Darkie's Creek, by a crude unrailed log-bridge that most people of to-day would look at twice before venturing upon. These meetings were not annual events, but all Charleston and his wife attended them; age endeavoured to cast aside the mantle of years, and youth was youth, although, to quote an old-timer, "all that tittered was not bold."

Possibly it was here that Niho and Takerei found the easiest ford across the Nile, and the most open path, when upon their great trek about 1833, travelling this gully and crossing the site of Darkie's Terrace Road and the pakihi, on their way south.

Picnics were usually on St. Patrick's Day, the festal day of the Coast, which day always ended with a grand ball at which youths, willy nilly, sported white gloves, and maidens strove to out-frill each other; yet, to again quote an old-timer,

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"it was not the dress that counted, but what was in it"; many a print frock was more observed than silken array. Old hands say that the costumes adorning some of the Casino girls met with scanty approval from staid matrons, because leaving the wearers "about half-way out." A reporter described one such dress as "a creation," explaining that "a promising lode ran from neck to middle spine, and then petered out." Its wearer when told that if her mother could see her in it, she would turn in her grave replied sweetly that "the dear would probably be glad to do so, after having lain so long in one position."

The *Charleston Herald* stated in 1884 that in that year Charleston, for the first time, failed to celebrate St. Patrick's Day, and quoted the fact as an indication of how dead the town had become.

CHAPTER VIII.

WESTPORT.

FROM Charleston's earliest days the Buller, or Kawatiri, river was that town's port of supply, notwithstanding the sea-borne traffic to Little Beach, Constant Bay and the Nile River.

The opening of the beach-route, in 1867, resulted in regular and heavy road-traffic, both in passengers and goods, from South Spit to Charleston, and the opening of the Addison's Flat Road in 1874 resulted in greatly increased traffic.

Originally Charleston overshadowed Westport, both in wealth and population. On 25th October, 1867, about fourteen months after Charleston's birth, Commissioner Kynnersley quoted its population as being 3,200, and Westport's as 1,500. *The Charleston Argus* of 12th April, 1867, spoke of "the new Buller rush." Only a few years were required to reverse the position; for while Charleston faded away, Westport grew, owing to resources more lasting than gold returns—its harbour, its fertile back-country, and its immense supplies of coal and timber. Its people realised the importance of the port and spared no expense in improving it, to a degree that in early days would have appeared to be a fantastic dream had any one suggested the possibility. Thus "the Buller" became as an elder brother to Charleston; and a visit to Westport was spoken of as "going to town." The population of Westport to-day numbers thousands, while Charleston's is in the twenties.

Of the old town, or "First Township," of Westport, on the North Spit of the Buller, little remains; the river runs over much of its site, and vessels sail where once were busy

streets. A portion of it was the site now occupied by the floating basin; some of it was on the beach, and some where the present cattle-wharf stands.

On 14th July, 1863, the question was put to the Provincial Council: "Whether it was the intention of the Government to lay off a township at the mouth of the Buller River; and, if so, when it purposes to carry that intention into effect?" The reply was that surveyors would go down by next steamer to complete the survey of the town and, on completion, allotments would be offered for sale. The survey was made and, in October of that year, 1863, a sale of sections was conducted at Nelson, many being bought for speculative purposes. It is recorded that prior to then, "the settlers camped on the north bank of the river, on the Maori block that was later known as Gladstone Street." Until destroyed, Gladstone Street remained the main thoroughfare and was the business centre of the settlement. In December of 1865 sections in the new township were put up for sale, and eighty, of a quarter acre each, were sold within a fortnight.

On 4th and 11th December, 1869, two disastrous fires destroyed much of the town, including thirteen of the principal places of business and six hotels, the loss being £11,420.

In 1870 a tidal wave swept away a portion near the beach and flooded the town. An eye-witness states that a wall of water 40 feet high struck the shore and rushed up the river, and that when it receded the river "nearly ran dry."

In this year, 1870, an agent, reporting upon the condition of certain sections, described No. 33 as being "Amphibious," Nos. 902, 905 and 909 as "having breakers on the surface," and Nos. 919 and 920 as being "navigable by ocean steamers."

During 1872 or in 1873,* the river, after weeks of heavy and continuous rain, changed its course, broke through the lower part of the town and caused havoc. Wharves were demolished, buildings flattened or carried to sea, and the

*Whether the Buller changed its course during the flood of 1872 (recorded in Warden's report) or during the flood of 1873 (described by *Westport Times*) is not clear. Each caused havoc but, almost certainly, the latter was the more destructive. There were several other serious floods during the period 1870-1873, particularly one in 1871. The available records are few and, in some details, contradictory.

WESTPORT

cemetery washed away, "the river," one recorder says, "being strewn with coffins."† He also states that he watched the National Hotel slip bodily into the flood and sail across the bar with its lights still burning. The old cemetery was where the centre of the river now is.

On 19th April, 1873, Warden Giles reported: "The past twelve months has been a period of calamity and depression to the town of Westport. Street after street has been washed away by the river and sea encroachments, and the inhabitants have been compelled, at a great loss, to move their houses and places of business to such sites as they could secure, the approach to the new site of the township being then unfinished. There seems to be no particular assignable limit to the further encroachments of the sea and river, and I do not see why the former destruction should not be again repeated if the river bank is not better protected than has yet been the case." This report implies that at that date, 19th April, 1873, the approach to the new township had been completed and that the "Second Township" was becoming the business centre.

The *Westport Times* of 6th June, 1873, stated: "Tuesday last will be long remembered in Westport as a day of dire disaster. Of all the misfortunes heretofore, occurring from sea and river encroachment, none has happened so suddenly or resulted in so much loss and destruction of property. The damage done has been variously estimated at from ten to fifteen thousand pounds." The paper gave a list of premises washed away, destroyed, or pulled down and removed, including 3 wharves; 1 bank; 4 hotels; 9 stores; 2 business premises; 1 office; and 6 residences.

The name "Westport" was recommended to the Executive Council of Nelson Province on 16th July, 1863, by Mr. J. C. Richmond, Land Commissioner, for "the township at the Buller mouth"; and it was adopted.

The new town of Westport, which was about a mile from the bar and in area 730 acres, was partly surveyed by Henry Lewis, Government Surveyor, about 1865, and partly by A. D.

†Another writer holds that the old cemetery was abandoned in 1870, owing to the tidal wave or flood of that year.

Dobson about 1869. The latter in his reminiscences, says: "In the very early days there was a considerable extent of level ground between the forest and the sea; this was the first part occupied. A very large flood occurred and threatened to wash away the whole settlement, and the buildings had to be removed as quickly as possible. I set out a new cemetery at the river Orawaiti, and all the coffins, about 200, were moved from the old cemetery to the new one." Another authority states that when the cemetery was washed away, some coffins and bodies were collected from the river-banks and the beach.

On 8th April, 1870, Mr. John Blackett, Provincial Engineer, reported: "The sea has made considerable encroachments, necessitating the removal of a great many houses. The damage to the beach extends about 30 chains, the greatest damage being opposite the north end of Russell Street." On 2nd June, 1870, a petition was presented to the Government by the holders of land, praying for compensation for "land purchased from the Government as freehold, and since removed by the sea."

In 1872 or 1873 Westport's main street, was, according to one writer, "completely demolished, and where the old town school stood became a waterway." Mr. A. D. Dodson records that "Palmerston Street ran parallel to the river and had, in 1869, been cleared to a chain in width."

The Kawatiri River, later named Buller by Brunner and Heaphy in honour of Charles Buller, a Director of the New Zealand Company, was first entered by Thoms's sealing schooner in 1844. This vessel was almost certainly the *Three Brothers*, to which vessel Heaphy refers in an article in the *Nelson Examiner*, regarding his journey in 1846. He says: "Thoms, master of the *Three Brothers*, anchored near the Three Steeples or Black Reef about two years since; . . . reporting on his return the existence of a large river, with a considerable tract of level land on its banks, in the vicinity of that place."

The first trading vessel to enter the port was the cutter *Supply*, Captain John Walker, on 30th August, 1859, with stores for Mackay and Rochfort. She landed the stores in

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the vicinity of Packers' Point, and anchored in the South Spit Lagoon.

The first steamer to enter this, or any other West Coast river, was the P.S. *Tasmanian Maid* of 96 tons, on 29th January, 1862. She brought sixty diggers who "increased the population of the district to about 200." She landed her cargo in the scrub about where Gladstone Street was afterwards located. It may here be mentioned that the first steam vessel to enter New Zealand waters was H.M.S. *Driver* in 1846.

The port of Westport was declared, by notice in *Nelson Gazette*, 26th November, 1866, to be "all such portion of the river Buller and its banks, as is comprised within an area which shall include one mile of the river from its mouth, and a space on each bank respectively of not less than forty chains in width." It was also declared (*Nelson Gazette*, No. 29, Volume 14) that "the river frontage from Gladstone Street to Wallaby Street was the legal landing-place for the lading and unloading of goods."

The Flagstaff and Signal-station were erected 17th November, 1866, and Henry Jacobsen was appointed signalman on 22nd of the same month.

The port early gathered trade; the duty collected at the Customs House during the week ending 14th September, 1867, was over one thousand pounds. Naturally the goldfields offered temptation to ships' crews, and many deserted. Captures of these by the police kept the gaol full and, incidentally, provided much of the labour required for road-making. One example of this trouble is afforded by an announcement in the *Westport Times* of 10th February, 1868: "The brig *Susan*, owing to her crew being in gaol, was not ready for sea yesterday."

In the Public Works Statement of 1885 the Minister announced that the harbour works at Westport had been placed in the hands of a Board which was taking steps to open up quarries at Cape Foulwind by a railway. By March, 1886, two quarries near the lighthouse had been opened out, and a railway constructed to the southern or main breakwater at Buller. In 1914 an extension of the railway-line was made

to open out quarries at Tauranga Bay. The Harbour Board operated the railway until 1920 when the Marine Department took over the Westport Harbour, and the Railway Department took over the Cape Foulwind lines, the capital cost of which was £93,450. In 1924 the Railway Reserve (solely for recreation purposes) at Cape Foulwind was transferred to the Lands Department and vested in the Buller County Council as a Domain.

The Buller bridge formed part of the Cape Railway, and is a combined road and railway bridge. It was constructed by the Westport Harbour Board in 1887 at an original cost of £15,000, which was added to in subsequent years. In 1920 the passenger fare Westport to Cape Foulwind was 9d. single; and to Tauranga Bay 1/- single. In February, 1932, the Government decided that the Cape Railway lines, with the Buller bridge, be handed over to the Marine Department, and that both be operated as part of the Westport Harbour Works. The change-over was effected on 1st April of that year.

The first white settlers at Westport were Reuben Waite and John Martin, both in 1860. Waite was at Collingwood when some Maoris came from the Buller with samples of gold found there, so he, with a man named Rogers, chartered the ketch *Jane*, Captain Jacobsen, and went to the Buller—Rogers did not stay. Waite states that he took with him ten cats, whose numerous progeny are in evidence to-day. In a later year Jock Graham, of Dunedin, took to the Coast a large shipment of cats which he disposed of at good prices.

In partnership with Saunders, Waite established the first store, the original premises being a Maori whare, or hut. He built and ran one of the first hotels (the "Queen's Arms" on the Esplanade), started the first ferry to the South Spit, and inaugurated the up-river cargo service. He also had interests in the coastal shipping trade, opened the first store at Grey-mouth, in July, 1864, and worked up an extensive merchant business thereabouts and at Hokitika, though not opening premises at the latter place.

John Martin erected the first hotel in Westport, the Kawatiri Hotel, in September of 1860. Waite, as stated, opened another, in 1873, and Isaac Blake another, also in 1873,

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the site and name of which is unknown. In the *Westport Times* of 14th September, 1867, Messrs. G. Haskins & Co., of Westport, advertised the sailing of the cutter *Flora McDonald* for Constant Bay; mentioning that it was "the first vessel for Pakihi."

The first gold gathered about the Buller was in 1859, at the "Old Diggings," twenty miles or so up the river. This locality was later known as "Berlin's," that being the name given to its Post Office which was conducted by John Berlin in his "Old Diggings" Hotel. Rochfort noticed gold in the Buller in 1859, and some was seen at Waimangaroa in 1862, but none in quantity was found around the Buller until 1866. The goldfield, as such, was as short-lived as others on the Coast, and the returns faded as rapidly.

The real wealth of Westport lay in its coal measures, the first found being by Rochfort in 1859, near to the mountain that bears his name. In 1861, Julius Haast, later Sir Julius, made a geological survey around the Rochfort plateau, and found a seam of coal at Coalbrookdale. In 1867, coal was found to be in plenty there. In 1881 the Westport Coal Company was formed (or reorganised) and the first coal was brought to the port in 1882.

Westport is to-day the largest coal-port of the Dominion, and up to the end of 1939 over thirty millions of tons of coal had been shipped from there. As before stated, the first hotel was the Kawatiri Hotel opened by John Martin in September, 1860, but in 1863 there were also the Queen's Arms Hotel on "the Esplanade" and kept by Reuben Waite; and another (site and name unknown) kept by Isaac Blake.

The dates of some of the "first events" are:

First regatta, probably 1867.

Large barbecue, supervised by Maoris, a bullock being roasted, 1867. Another barbecue was held in 1874 to celebrate the turning of the first sod of the Mount Rochfort Railway by Sir George Grey. Mr. Rathbone was in charge of the proceedings.

First race-meeting, January, 1869, in Gibson's paddock on Orawaiti Beach Road. The Jockey Club was formed in August of that year.

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First bridge opened, 1887.

Westport became a borough, August, 1873.

The first Member of Parliament for the Buller Electorate, then termed Westland North, returned at the initial election on 9th April, 1868, was Timothy Gallagher, Storekeeper at Addison's Flat and later of Westport, who defeated George Donne and Zoffany Horne, receiving 609 votes from a total of about 1,000. The result was not gazetted until the first of June following, a delay occasioned by the absence of telegraph lines, and the fact that most mails were conveyed by horseback—and only when creeks were fordable. Not all men had a vote; but only those with property qualification, householders, and holders of Miners' Rights; hundreds had no voice in the election. Women did not have a vote, nor had they until the election of December, 1893.

The boundaries of the electorate were roughly Mokihinui to Brighton. Gallagher was member from 1868 to June, 1870, when he resigned; T. A. S. Kynnersley from July, 1870, to February, 1871; Eugene J. O'Connor (the "Buller Lion") from February, 1871, to January, 1876, when he was defeated by Dr. Joseph Henry, of Charleston, who remained member until September, 1879, when he was replaced by J. B. Fisher.

Apparently, in the early days miners did not take kindly to authority. In May of 1869 complaints were rife, and letters appeared in the newspaper at Westport, concerning the "officiousness" of officials who demanded that hats be removed by persons entering the Warden's Office. In consequence, the Warden posted upon the door the following notice: "For the satisfaction of persons who are unwilling to take off their hats in this office, it is hereby notified that none but gentlemen are expected to do so.—Joseph Giles."

CHAPTER IX.

ADDISON'S FLAT—CRONINVILLE.

NO story of Charleston would be complete without reference to the sister settlements of Addison's Flat and Croninville.

ADDISON'S FLAT.

This field was of about nine months later birth than Charleston, and in its childhood looked upon the earlier town as, in a manner, a foster-parent. It was a part, or maybe the boundary, of Waite's Pakihi, the Kara-o-matea Plains; an area of about 6,000 acres held under Government lease by Reuben Waite.

Until it attained independence by the provision of the Westport-Charleston coach-road in 1873-1874 Addison's Flat relied upon such supplies as could be packed from Packers' Point, or from Thiel's landing, at the Buller. From Packers' Point (see another chapter) the mails to Addison's were carried by Joseph Mills on horseback, over a rough unformed track. Upon one occasion he was bailed up by a robber, near to McPaddon's Hill—the robber was captured and imprisoned.

During the "rush" period, the paddle steamer *Woodpecker* ran a service to Thiel's landing, near to Snag Falls, now known as Victoria Falls. The passenger fare was 5/-. On 17th September, 1867, the Provincial Engineer reported: "From the landing-place on south side of Buller, opposite Westport, a good horse-road has been made and metalled to Addison's Flat, otherwise called Waite's Pakihi or Skibbereen; four miles of which is the old track up the Buller, and the

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remaining portion of four miles follows the foot of the ranges to the township." The formation of the coach-road from the Buller to Charleston via Addison's Flat, for which the Provincial Council granted £2,000 in June, 1870, began in 1873, at the Westport end; thus, while the section to Addison's was completed in that year, the section thence to Charleston was not opened until 1874. Until then Addison's only connection with Charleston was a pack-track unfitted for vehicles.

The field was discovered in May of 1867, by a negro named Addison, near to the stream called Dirty Mary's Creek. It is possible that he had come from Charleston; had, maybe, been responsible for naming that town's picturesque background, Darkie's Terrace; but this surmise cannot be substantiated. Within a few weeks there was a population of some thousands.

The creek was named after Mary Boyle, a woman noted for her cleanliness and respectability who kept a small licensed house upon its bank. The stream was early used as a sludge-channel for tailings, and its clear waters became thick and discoloured—dirty. From "Mary's Creek" it came to be referred to as "Mary's Dirty Creek" and later, unreasonably, as "Dirty Mary's Creek."

Although Addison was the first to discover gold in quantity, a few miners already had been getting small parcels from the Cement Lead. Like its sister town Charleston, Addison's rapidly forged ahead, proved to be a rich field, and as rapidly petered out, perhaps more rapidly. On 23rd April, 1872, Dr. Joseph Giles, Warden, in a report remarked, "The falling off of population is very marked at Addison's Flat."

By 1880 all the easily-worked ground had been gone over and the field was almost finished, in fact its decline started as early as 1874. At its peak, about 1870, it supported a population variously estimated as being from three to five thousand, with forty public-houses, and a casino. The census in 1901 showed 208 persons; in 1911, 145 persons; and in 1921, 38 persons.

The first school, in the Roman Catholic Church, was private and conducted by Mrs. Duffy; later by Miss Mills.

ADDISON'S FLAT

In 1882 a State school was opened, Mr. David Hogan being the teacher, and Miss McRae assistant, with 140 pupils. In 1889 the daily attendance was 49; in 1896 it was about half that number, Mr. W. J. Moloney being teacher; while in 1908 it was only 9, Mr. Thomas Kane being in charge.

The first-borns of Addison's Flat were, it is believed, Mary O'Reilly, Frank Dennehy, Bridget Moloney, in that sequence. The first marriage was, it is understood, that of Mary Jane Cahill and Michael Darcy on 8th March, 1868.

The Roman Catholic Church and the Church of England were erected in 1869. The latter was, in later years, pulled down to allow of its site being sluiced for gold.

The gaol was built in 1868, and held the enviable reputation of, it is said, never having had an occupant under lock and key for more than a few hours, and that only for petty offences. It was later used as a store-room and eventually as a fowlhouse.

Some of the richest leads of this field were: O'Toole's, said to have been the richest, having given returns totalling £130,000 during its forty years of working; The Shamrock; Wilson's; Addison's; Twohill's; Virgin Flat; Gallagher's; Caroline Terrace; Cement Lead. Many of the fortunate gold-seekers were making from £10 to £15 per day.

One of the earliest elevators or "blow ups" was on the Shamrock claim; and it is said that the first stamper battery was on The Venture claim owned by Messrs. Wright, Hardley and Garvin. It is also stated that a small dredge operated on the Garry Owen claim. The area of the field was about ten by six miles, and the main supplies of gold were found at a depth of from ten to forty or more feet below the surface.

Among Westcoasters the story of the riot at Addison's is an oft-told tale, handed down from father to son. The *Westport Times and Charleston Argus* of 4th April, 1868, records that the trouble occurred on the 2nd of that month.

The *Hibernian Budget* of a comparatively recent date, states that the "combined Hibernians" of the district had decided to hold a ball. As the Hibernian Society was not established in the district until January, 1870, the reference probably should be to the "Celtic Committee," or to the

Fenian Society. The *Hibernian Budget* continues: "In those days dancing rarely ceased until daylight, and this occasion was no exception. After the ball the men gathered together in little groups in the street, and not very much further away were groups of Orangemen. The latter men offered a wager that a girl, Bella Newton by name, would not be permitted to ride a horse unmolested through the Hibernians. The girl accepted the wager, and having tied an orange handkerchief around her neck, she mounted a white horse and set off. As she passed through the ranks of the Hibernians they took her horse by the head and asked her the meaning of the exploit. Upon being informed that the ride was the result of a wager, they took the handkerchief from her neck and, facing the Orangemen, tore it to shreds. This was the signal for the commencement of a first-class riot. News of the battle quickly spread from north to south, and men both orange and green flocked to take sides at Addison's. It is reported that there was not a pick-handle nor an axe-handle to be purchased within a wide radius of the town.

"As the day progressed, the Orangemen were compelled to retreat to a swamp about two miles from the town. The battle continued unabated in the mud and slush until the arrival of Warden Kynnersley from Westport, who was apparently the sole representative of law and order in the district.

"Undaunted the Warden rode his horse into the middle of the fray and, mounting a rock that protruded from the swampy ground, he appealed to the men and was successful in securing a cessation of the hostilities. The rock upon which the Warden stood is still known as 'Kynnersley's Rock.'"

Although reference to Orangemen is made in this report, no Orange Lodge existed at any time at Addison's or Charleston; and none at Westport until 1890, twenty-two years after the riot.

The *Westport Times* of 8th April, 1868, printed the following letter:

"Sir,—In the report of Addison's Flat riot, which appeared in your issue of Saturday, it is stated that two ladies

riding at the head of the procession were dragged from their horses. I being one of them beg to contradict that statement, as I was allowed to pass through the whole body of men several times, and returned to my home unmolested.

By inserting this you will oblige,

BELLA NEWTON.

Waite's Pakihi,
5th April, 1868."

A similar letter, published in the same issue, was signed by Mary McNorton who was the other of the two girls referred to, she asserting that "she hadn't been dragged, but assisted, from her horse, in kindness, by men who feared that she might receive injury."

The Warden concerned in this matter was Thomas Alfred Sneyd Kynnersley, Chief Warden or Commissioner of the Nelson South-West Goldfields, a comprehensive title that included a wide range of duties and responsibilities, not the least of which was the control of the Police Force, and carried practically unlimited authority in the matter of law and order. Beginning life as midshipman in the Royal Navy, he reached the rank of Lieutenant, his last service being in H.M.S. *Orpheus*, a steam corvette which was lost on the South Spit of the Manakau bar on 7th February, 1863, with a loss of 189 lives, including the Commodore's. Lieutenant Kynnersley had left the vessel before her wreck.

His first position with the Provincial Government was as Warden and Resident Magistrate at Wakamarina; but he was shortly afterwards promoted to be Warden and Commissioner at the Grey, in succession to Mr. Blackett. Later his services were extended to the whole of the South-West Goldfields, where he gained the respect and confidence of men of all classes, creeds, and politics. To mark this respect, the first township of Mokihinui, near the mouth of that river, was named Kynnersley, and the hotel at St. Helen's nearby was named the Kynnersley Arms. He retired from official life owing to ill-health, and was elected to both the Provincial Council and the House of Representatives, taking his seat in the latter in 1870 as member for Westland North, as the Buller electorate was then called. Later he took a trip to

England, returned to Nelson, and died there at the early age of thirty-five. A monument to his memory has been erected in the Nelson cemetery.

With the Commissioner at the riot was Police Officer Jeffries, later stationed at Charleston, who played his part with the same coolness and tact as his chief. A great part of Mr. Jeffries' early and official life was spent on the Coast. The following particulars (condensed) are taken from the *Evening Post*, Wellington, of 29th August, 1930: "There passed away yesterday John Jeffries, once a familiar figure on the West Coast goldfields, and whose long life almost covers the history of New Zealand as a British Colony. His father was an official of the clerical staff of the New Zealand Company, and with his wife arrived at Nelson by the ship *London* in February, 1842. John Jeffries was born there on 23rd May, 1842, and was, on the occasion of the visit of the Duke of Edinburgh in 1869, presented by Bishop Suter to His Royal Highness as the first white child born at Nelson. He served in the Police Force from 1864 to 1907, when he retired on superannuation." His was the first marriage solemnised at Upper Inangahua, afterwards called Reefton. In addition to holding the position of Police Officer in Charge at several stations, he also acted as Collector of Goldfields Revenue, Clerk of Court, and Registrar.

Like Charleston, Addison's Flat is now little more than a memory—a deserted village. A tourist highway has replaced the old coach-road, along which passed thousands in the "good old days" when gold was plentiful. A few scattered sluicing claims still carry on, but the golden romance of the field has gone for ever.

One of the landmarks of the old settlement was the coach-stop house, the Shamrock Hotel, established in 1867 by J. Hayes. The premises and license were acquired in 1868 by Mr. Philip McEnroe, a punt owner at the Buller, who occupied them for about thirty-five years. It was taken over by Mrs. McCann about 1904. She conducted it until 1939, although the license lapsed in 1938. McEnroe also owned freight wagons plying between Westport and Charleston, one of his drivers being Alf Hunt, a well-known local cricketer.



Some pioneers of Addison's Flat.

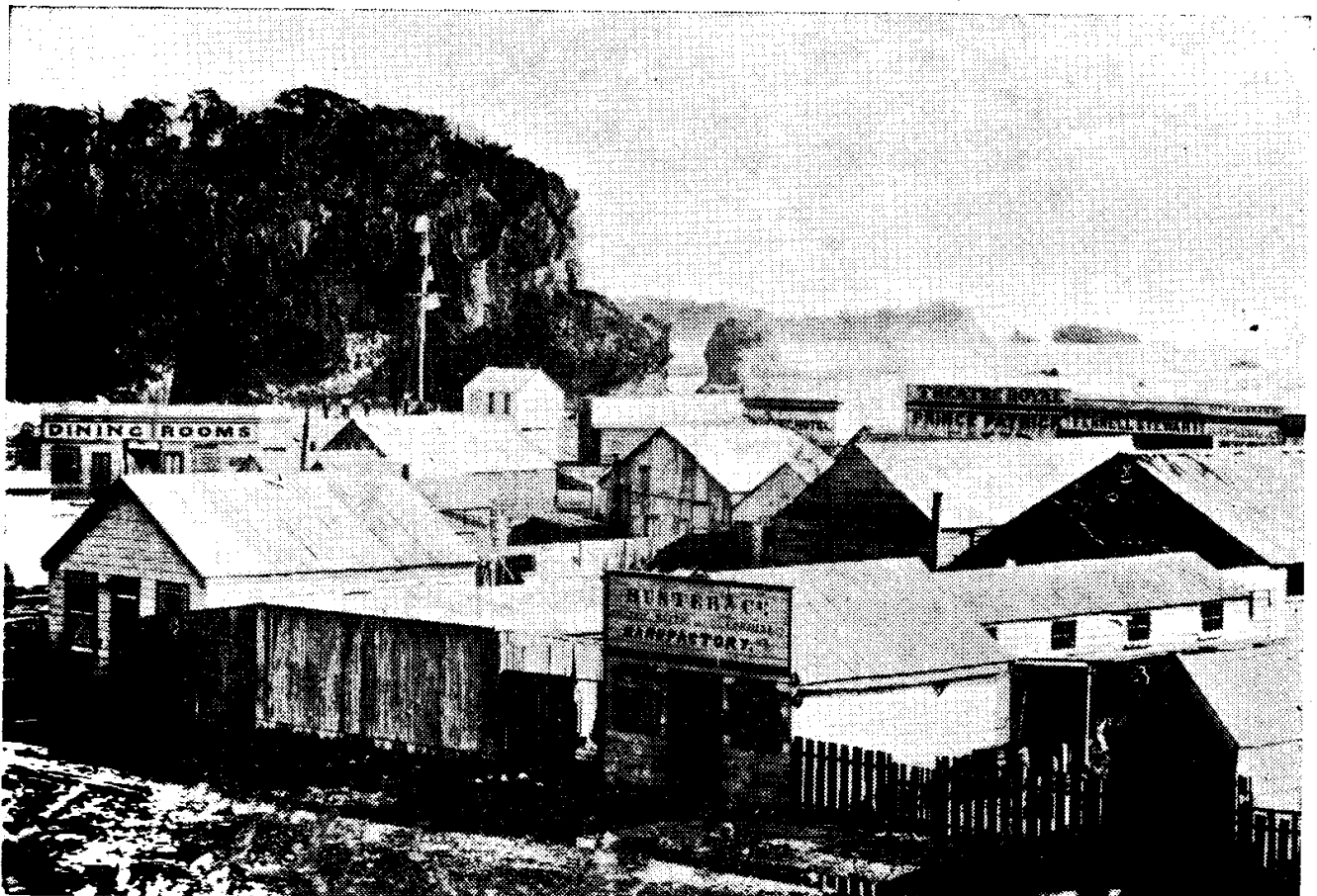
From left—J. Buckley, J. McCullough, P. Galvin, T. McCann, J. Douglas,
W. Wilson.



Coach from Addison's Flat to Westport, standing at foot of
Addison's Hill. About 1900.
Buildings are McPaddon's cowsheds.



Brighton. About 1870.



Brighton. About 1870.

CRONINVILLE

The building still stands, forlorn and shaken by age, though now there is no sound of rattling coach-wheels, no pawing of horses' hoofs nor jingle of harness. The rubber-tired motor car has supplanted the stage coach. No longer do groups of miners' rig-out congregate to meet the incoming mail, to hear the gossip of the coachies, and to collect eagerly-awaited letters and reading-matter. The place is virtually dead, its years of plenty have flown. Its people are scattered, excepting the few who still maintain a fading belief in a possible resurrection of past glory. The old hotel is stared at and quizzed by tourists, but its walls are silent, though they have much to tell if they could and would, much more than any human of to-day can know or tell, or than can be found recorded.

In 1867 a track was formed from Charleston to the new field of Addison's Flat, but a deputation of Charlestonians later waited upon Mr. Kynnersley and the Provincial Engineer requesting that they "would immediately commence the construction of a good packing-track to Waite's Pakihi, some eight or ten miles, in order that the inhabitants (of Charleston) might partake of the benefit of supplying these diggings as well as Westport." The Provincial Engineer later reported that "the deputation was assured by Mr. Kynnersley and myself that the making of this road was totally out of the question, and that it was not needed in any way." Yet, seven years later there was a good coach-road constructed from Westport to Charleston, via Waite's Pakihi, as Addison's Flat was first called.

CRONINVILLE.

This field was discovered by Cornelius Cronin and Patrick Donovan in April, 1878. It was a comparatively small field, and was soon worked out. It lay about five miles from Charleston, and about a mile from the main road. A rush occurred principally from Westport and Charleston, and from the latter at least one hotelkeeper, James Fitzgerald, of the Temperance Hotel, established a public-house at the new field, naming it the Croninville Arms. A public-house was then considered an essential in a new township, and the first of these at Croninville was opened by Mr. O'Donnell.

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The first store was started by Mr. Parker, of Nelson, who, with Mr. Hillyar, of Charleston, financed the first large sluicing claim, or so it is said. Little can be told of Croninville, it was not sufficiently long-lived to make more than local history. The Warden's report of 1884 stated that 20 sluicing claims were working.

The census of 1901 showed a population of 12. The Warden's report of 1906 stated that "an Auckland Company has two claims at Croninville, managed by Thomas Radford, and employing eight men." To-day the field is deserted but for a family of original settlers, the Shines of Shine Hill, who still occupy their land.

CHAPTER X.

BRIGHTON.

BRIGHTON, which it is said was once called Bright Town, was the nearest town southward of Charleston, and was a popular visiting place for Charlestonians, as many of the residents of the two towns were related. It was originally known as Fox's River, being near to that stream, the Potikohua, where gold was discovered by William Fox in October, 1866—the same Fox who had opened up the Arrow River diggings at Wakatipu.

Woodpecker Bay nearby was named after the first vessel to enter it, the P.S. *Woodpecker* in 1866.

The first part to be worked was Welshman's Terrace, so called because discovered by a party of three Welshmen.

Dawson's Terrace, some miles north of Fox River, carried a "beach lead" about 1,100 feet above sea level, and is claimed to be the highest point mined upon the Coast. The main deposit of gold was found, however, at a height of about 150 feet.

The Provincial Superintendent in his address to Council on 22nd January, 1867, said: "The rapid formation of the new town called Brighton has been remarkable even in the annals of goldfields. In less than a fortnight a street longer than Bridge Street, Nelson, has been formed with houses both sides, and seven vessels were lying in a river not so large as the Maitai."

Mr. Kynnersley reported that, at Brighton, for a fortnight there was a large crowd of men outside his tent from daylight to dark. "I used to give them," he said, "three minutes each but even then persons used to declare that they

had been waiting eight hours to see me. We have been very successful in keeping the peace, although at one time there were 5,000 idle and discontented about the place. I had at one time seventeen constables at Brighton and had a very strong lock-up built. The excitement of the rushes at Charleston and Brighton has now subsided, and both are in a tolerably orderly and satisfactory state. Brighton is quite a considerable township. I do not think it will last long, as there is nothing but one terrace to support it." The township, he said, contained 53 public-houses.

On 21st May, 1867 (*Nelson Gazette*, No. 17, Volume 15) authority was granted to William Courtney to construct a tramway from Brighton to St. Kilda, and he was given protection for five years. It ran from "just above the beach and through the street." The fares and freight charge were: Each passenger, from sunrise to sunset, 1/- each way; each passenger, from sunset to sunrise, 1/6 each way; goods, 20/- per ton. This tram was transferred to Rody Slattery in January of 1869, and was dismantled not many years later.

It was a pleasant spot for a day's outing for Charleston folk; but as no road for vehicles existed, trippers had to walk or ride. The distance was about eleven miles, and horse-hire reasonable, 15/- per day for men and 20/- per day for women. The journey occupied about three hours on horseback when the track was in fair condition.

The places of main interest outside the town were St. Kilda, with a ride on the tram, and Meybille Bay, the latter named after a pioneer Jean Meybille. Brighton was a rich field while it lasted; it was not unusual for fortunate miners to make up to £70 per week, but its supply of gold petered out even more rapidly than did Charleston's. In 1868 about 14,340 ounces of gold, valued at £58,038 were exported from Brighton. In its early days beachcombing was extensively carried on, and many women participated.

Plenty of life and gaiety marked the early times. There were large numbers of public-houses and dance-halls, several of which brought girls from Melbourne. There was also a town band, Mr. Rosenberg being conductor.

The first school was opened in the abandoned Hospital

B R I G H T O N

building, by Mrs. H. E. West, later of Charleston, who about 1875 handed it over to Mrs. Murphy. There were then about 50 pupils. Later a State school was established, of which Mrs. Murphy took charge. About 1889 Miss Lydia Mary Bradley assumed control, there being still about 40 or 50 pupils. In 1908 there were but 8 or 10, and Miss Annie W. McCarthy was teacher.

The population of Brighton, at its peak, probably was about 6,000. In October, 1867, Commissioner Kynnersley estimated it at 2,800, and the census of 1868 gave it as 1,293, viz., 1,042 males and 251 females. These figures, however, took no account of the floating population. In March, 1873, a parliamentary report gave the number as 110, and the census of 1874 showed it as 87. The Post Office Directory shows 53 persons in 1878; 23 in 1887-1888; and 18 in 1896-1897. It also indicates that the business of the town in 1878 was limited to 1 hotel, 2 stores, 1 baker, and 1 blacksmith. In 1896 it shows but 1 hotel and 1 store. This one store was Thomas Nevin's, whereat the postal business was conducted. The census of 1911 gave the population as 29.

The birth, progress and decline of Brighton were similar to Charleston's, and to other goldfields of the Coast; the field developed with astonishing rapidity and faded to extinction, or semi-extinction, almost as quickly. It is believed that the first white child born at Brighton was James Cook, and the first white girl Margaret O'Donnell, both it is said, in the same month, June of 1867; that the first marriage was of Thomas Kingston and Mary Anne McKee, the date not being ascertainable.

The first newspaper was the *Brighton Times*, published by Mr. Charles Mirfin, who later had the Charleston and Reefton papers. There were in all four newspapers published at Brighton.

The first Resident Warden and Magistrate was Charles Broad, later of Charleston. His daughter was a notable singer, and the star attraction when she assisted at local concerts.

After a short period of Commissioner control, the first Clerks of Court were James Payne 1866-1867, Lovell Moffett

1867, William Lynch 1868. The first Police officers were Sergeants Walsh and Connelly, who had a force of 8 or 9 constables.

It is believed that the first postmaster was James Duigan, who was appointed on 17th June, 1868. He was succeeded by Henry Day, 1st February, 1870; W. G. Sampson, 10th December, 1870; Thos. Finch, 12th February, 1873; John A. Crawford, 1st July, 1874; H. T. Keeley, 1st June, 1875; Thos. Nevin, 1st July, 1877.

Probably Mr. George Kirton was the first Manager of the Bank of New Zealand, and Mr. D. Walmsley, of the Bank of New South Wales. Mr. W. K. Johnson was gold-buyer and smelter for the Bank of New Zealand.

A brewery was early established by Mr. Garsides, later of the Standard Brewery at Charleston.

In October, 1867, Commissioner Kynnersley reported "the Brighton Hospital is now completed, and only requires internal fittings to make it serviceable."

The rough foot-track of 1866 between Brighton and Charleston was early replaced by a good pack-track.

On 17th September, 1867, the Provincial Engineer reported: "Charleston to Brighton, 11 miles, consists of a good horse-road, metalled over the Pakihi, which is made up of ground partly level, partly undulating and hilly, and much of which is covered by bush and scrub. The road crosses three rivers of considerable size, one of which is bridged. It emerges on the beach about one and three-quarters or two miles north of Brighton, the latter portion being through scrub and very wet ground, which has been well and solidly paved with stone."

On 23rd October, 1867, Commissioner Kynnersley reported: "South of Charleston and North of Brighton the coast road has only been made wide enough for drays for a short distance from the town, for the convenience of the neighbouring diggings; and the intermediate hilly country is traversed by a good bridle-track; which is now in an excellent state of repair." The "short distance" referred to was from Charleston to Candlelight. On 30th October, 1867, a deputation of residents of Brighton waited upon the Commissioner

asking for "the conversion of the horse-road into a dray-road." The request was not granted, and the road remained a six-foot-wide pack-track.

An event that awakened great interest in Charleston and sent many of its people posthaste to Brighton as sightseers, was the wreck on 18th January, 1902, of the steel barque *Alexandra* at Hatter's Beach. This ill-fated vessel of 610 tons, Captain Ankerson, was bound from Sydney to Westport in ballast. All hands were saved, but the vessel became a total wreck. Some of her bones are visible to-day. The wreck was sold by auction on 24th January, 1902, for £20.

Besides the sightseers, several business men from Charleston gave attention to the wreck. One of them contemplated salvaging it, maybe refloating it, at least obtaining from it sufficient material to build another but much smaller craft. His hopes did not materialise. Another Charleston tradesman purchased her stores and fittings for resale. The vessel was but three days out from Sydney, then a record passage to New Zealand, and apparently the master, belittling his vessel's sailing capability, found himself on a lee shore while believing himself well clear of land; the weather had been very thick. She went ashore stern first, the head pointing seaward; and the crew found little difficulty in laying planks from stern to land, and walking ashore. It may be mentioned that the signal gun of the vessel is now an ornament upon the verandah of Mrs. Henry Nahr's residence at Westport.

All supplies for Brighton were seaborne; vessels lay off-shore and cargoes were landed in boats. In 1867 the Provincial Council negatived a motion to provide wharfage accommodation for this port. It, however, was declared a warehousing port in that year.

An early, probably the first, Harbourmaster appointed was Thomas Bradby, he being given charge of "Woodpecker Bay and Fox's River." Mr. John Grant was appointed Signaller in February, 1881, and William Stephenson about 1886, though there was then only occasional shipping.

In 1868 the Customs revenue included spirits £234 at 12/- per gallon; tobacco £68 at 2/6 per pound; wine £5 at 4/- per gallon.

C H A R L E S T O N

The name of the Post Office at Brighton was, on 1st December, 1908, changed to Tiromoana in order to avoid confusion with an office of the same name near Dunedin. Similarly the name of the Post Office at St. Kilda was, on 16th December, 1910, changed to Powellville to avoid confusion with an office of the same name in a suburb of Dunedin. It was renamed Powellville after a prominent resident of the district. It was closed on 1st April, 1916.

CHAPTER XI.

THE CHURCHES—CEMETERIES—BIRTHS, DEATHS AND MARRIAGES.

CHURCH OF ENGLAND.

THE Church, St. Mark's, and the Parsonage stood on the Camp Reserve in Darkie's Terrace Road. On 15th June, 1868, a public meeting was held in Jolliffe's Oddfellows Hotel, and was addressed by the Bishop of Nelson, the Chairman being the Resident Magistrate, Mr. Lightband. The following motion was moved by Mr. Gasquoine, seconded by Mr. McCoy, and carried: "That the inhabitants of this district deem it advisable to take immediate steps for the erection of a place of worship in connection with the Church of England, in Charleston." A canvass for funds was inaugurated which secured about £300.

It was decided to build upon the Camp Reserve, and the Government upon request granted the right. Plans and specifications for a church and parsonage were drawn by Thomas Hope, the church to have seating accommodation for 150 persons. Tenders were called for on 8th July, 1868, and that of Stainer & King, accepted, for £404/18/-. The first service was held on 11th October, 1868, the Rev. B. W. Harvey being the preacher.

In 1913, when the church collapsed in a gale, there were so few worshippers that a sufficiently large church was built out of the wreckage, the builders being Messrs. Hurburgh and Percy Craddock. This small building still stands. The parsonage, or vicarage, adjoined the church, and a report made in 1927 stated that "all trace of it has long since vanished."

C H A R L E S T O N

The first resident incumbent was the Rev. Thomas Flavell, of whom it is told that one of his first acts was to gather and impound all the threepenny and fourpenny pieces in the town, to prevent their use in the church plate-collections. These were the smallest denominations of coins in circulation, as copper coins did not circulate on the Coast until recent years. In 1869 a petition was made to Synod from Charleston praying that a Parish be formed there, but this was not considered advisable, though the Bishop constituted it a Parochial District. In 1895 Charleston ceased to be represented directly in Synod.

Bishop Suter, during the first year or so of Charleston's life, made many trips on foot about the district, plainly dressed and carrying a pack on his back. Upon one occasion he was mistaken for a "wanted," and lodged in the Charleston lock-up until identified by some church-folk.

Bishops of Nelson: Andrew Burn Suter, 1866-1891; Charles Oliver Mules, 1892-1912.

Incumbents: Rev. B. W. Harvey, Vicar of Westport, Visiting; Rev. Thomas Flavell, May, 1869-1873, First Resident Vicar of Charleston; Rev. William David Ruzs, January to April, 1873, Resident; Rev. A. C. Soutar, Vicar of Westport, 1873-1874, Visiting; Rev. J. Rutherford, of Westport, a few months of 1873-1874, Visiting. During 1875 both Charleston and Westport were vacant, and Lay-Readers conducted services at Charleston.

During 1876-1878 Charleston services were conducted by Lay-readers and occasionally by Ministers from Westport.

Rev. Edward S. Cross, Vicar of Westport, 1879-1883, Visiting; unknown 1883-1885; Rev. Reginald Hermon, 1886-1887, Resident Vicar for one year; Rev. William Stanley Lucas, 1888-1889, the last Resident Vicar; unknown 1890-1893; Rev. F. B. Dobson, Vicar of Westport, 1894-1900, Visiting; Rev. Bertram George Fox, Curate from Westport, 1900-1901, Visiting; Rev. A. R. S. Holloway, Curate at Westport, 1901, Visiting. The Rev. W. D. Ruzs met his death by drowning at Second Bay while bathing, 8th April, 1873.

The last Confirmation service was held in 1905.

ROMAN CATHOLIC CHURCH

Lay-readers, Wm. St. George Douglas, E. C. Kelling, A. Greenwood, Thomas Dollman; Superintendent of Sunday School, H. E. West; Choirmaster, A. Greenwood; Organist, Miss Armstrong; Some Constant Church-workers, Misses Armstrong, Jackson; Mesdames Henry, Marris, Wilson, Poole, Faris, Rogers; Messrs. Marris, Broad, Jackson, Bear, Greenwood, Hampton, Fair, Thomas, McBeath, Wandrum, Moore, Peters, Williams, Colvin, Hagedorn, Dollman, Fox, Powell, Parsons, Sergeant Stephenson.

ROMAN CATHOLIC CHURCH.

St. Patrick's Chapel and Cemetery were upon Public Reserve No. 3 of about one acre, at the southern end of Camp Street, or as some termed it, the Brighton Road. It was erected in 1867, and was demolished about 1925 because considered unsafe for further use. The cemetery remains, a noticeable spot among a waste of gorse and brambles.

The first Roman Catholic Charge upon the South-West Coast was at Hokitika, founded in July, 1868, by the Very Rev. Dean Martin and a missionary comrade, Father Moreau. The former had been on a visit to Hokitika in 1867. Mass had been celebrated at Nelson as early as 1844 by Bishop Pompallier and Father O'Reily. Early-day services in Nelson were conducted by Father Garin in the residence of Mr. Otterson in Bridge Street.

The first priests at Westport were Fathers Royer and Walsh. The first priest at Greymouth was Father Binsfield in April, 1870, where the forenoon of the day upon which Mass was to be celebrated was observed as a half-holiday. The Charge established at Hokitika by Dean Martin was in reality a Westland parish, for from there all early-day services emanated, as far along the coast as Charleston and Westport.

Early pioneers of the Church on the Coast were Fathers Hallum, Royer, McGirr, Binsfield, Carew, and Father Walsh—who later received the Papal title of Monsignor—and the Very Rev. Dean Martin.

The first priest to visit Charleston was the Rev. Father Royer. The *Charleston Argus* of 11th May, 1867, notified

that he would hold Divine service on the following day in Clunes' Hotel, Darkie's Terrace, in the morning, and in the Commercial Hotel, Charleston, at noon and in the evening. In the same newspaper a month before, tenders had been called for the building of St. Patrick's Chapel, the Building Committee being Messrs. J. Creed, T. Glennon, P. Hehir, and Michael Barry; it was opened by Father Royer in June or July of that year, 1867.

The first Resident priest was Father Etienne Hallum, who occupied a presbytery on Darkie's Terrace Road. He was a Frenchman who had been a missionary among the Maoris. Upon his leaving Charleston, early in the 'seventies, services in St. Patrick's Chapel were conducted by Father Walsh and other non-resident priests, one of whom was Father Morrissey. Although the congregation of this church was greater than either of the others, no records are obtainable. The Rev. Father E. J. Carmine, now of Pungarehu, remembers visiting Charleston about 1901 with Monsignor Walsh, then Arch-priest. On that Sunday, James Lavery was altar-boy. He also said Mass at Charleston in 1920, and remembers that the old church "was then all worm-eaten. The vestments and organ were first-class. The congregation was small."

METHODIST CHURCH.

This church stood upon Section 349 in Camp Street South or, as it was then called, Brighton Road. It was built in August, 1867, at the instance of the Rev. Joseph White but was, contrary to his wish, established on the "union basis," for the use of all Protestant denominations, and termed The Evangelical Union Church.

There is not any record of the first meetings, nor of the first Committee which arranged for the building. The first meeting on record was a public meeting held on 10th July, 1867, in the partly-completed building, those mentioned as having attended being Messrs. —. Hudson (Chair), G. O. Clayton (Secretary), —. Renton, T. Crumpton, H. Masters, Richard Green, Snr., —. Bruce, —. Leggatt. This meeting decided that the building when completed be handed over to

METHODIST CHURCH

the Rev. J. White "on behalf of the connexion he represents," the Methodist Free Church. The first elected Committee was: Rev. J. White, —. Hudson, H. Masters, T. Crumpton, —. Renton, G. O. Clayton.

The first service held in the church was during August, 1867, but services were held earlier in the Courthouse and in hotels. On 17th March, 1867, a service was held in the Pakihi Hotel by a visiting minister, the Rev. W. Lewis, and on the morning of 12th May, 1867, services were held by the Rev. J. White, in the Courthouse during the morning and in the Casino de Venice at night. On 28th September, 1870, the church became a branch of the United Methodist Free Churches. The last service held in the church was in 1889, and some years later the building was sold for £25 to Mr. Denis Collins for removal. The church bell was, it is said, purchased by the County Council, who erected it as a call-bell at the Totara Ferry.

The Resident pastors were: Rev. Joseph White, 1867-1870; Rev. John Parkin, 1871-1875; Rev. John A. Caygill, 1876; Rev. Charles Penney, 1877-1878.

From 1879 to 1888 Charleston and Westport were worked together, the pastors for the combined areas being Rev. John Wesley Worboys, 1879; Rev. T. Hodgson, 1880; Rev. Joseph J. Pendray, 1881-1884; Rev. E. Ovenden Penney, 1885-1888.

It was from Charleston that services were established at Westport, the first being conducted by Rev. J. White on 5th August, 1871, in Mr. Frazer's schoolroom, the Committee being Messrs. Neil, Frazer, Leach, Oaks, and two others whose names are unknown.

The first Charleston parsonage was a six-roomed house on Section 408 beside, or on the School Reserve in Darkie's Terrace Road; purchased, with furniture, in April, 1871, for £150 from the Rev. J. White by whom it was privately owned. It was sold in December, 1876, without furniture, for £15 to H. Masters. It was then acquired by Mr. Roger Walker, and for many years occupied by him as a residence. It still stands, one of the few buildings now remaining in that once busy residential road. The second parsonage was a house on Section 350 (then privately held) adjoining the church,

purchased for £30 in 1876, and later extended and improved. Dr. Simpson occupied this as a residence in 1880 after the departure of Rev. C. Penney. These prices indicate the rapid decrease in population and the consequent decline in value of house-property. A few years later, dwellings were unsaleable excepting for dismantling by purchasers who could make use of the timber or roofing-iron.

In 1896 the United Methodist Free Church and the Bible Christian Church became united with the Wesleyan Church, and in 1913 the Primitive Methodist Church also united; the four making the Methodist Church of New Zealand. Sections 349 (the church site) and 350 (the second parsonage site) were Crown Grants made on 12th July, 1878, to the Rev. Samuel McFarlane, of Christchurch, for the United Methodist Free Church, of which he was Superintendent. Section 351 was also Church property, being a Crown Grant of 24th August, 1871, to Mary Mason who transferred it to Henry Masters, who in turn transferred it to the church. Originally, the church site was held under a "Business license."

Early Committee-men were:

1867— —. Hudson, G. O. Clayton, T. Crumpton, —. Renton, H. Masters, Richard Green, Snr., —. Bruce, —. Leggatt.

1868—Chas. Gasquoine, —. Alexander, Isaac Scott, W. J. Moore, H. G. A. Wandrum, —. Finlay, —. Brent, G. R. Brown, —. Ross, —. Sorin.

1869.— —. Godhard, Richard Green, Jnr., —. Fraser, Chas. Bowater, Walter Cato, W. H. Franklin.

1870—John Dick, Conrad Krongrill.

1871—Samuel Hardley, John Beck, Gilbert Harper.

1873—Wm. Wormington.

1874—Hugh Edwards, Wm. Sutherland.

1876—Alfred Peters, Wm. Stephenson.

1878— —. Issell, C. Woodhead, —. Lander.

1879—J. Hartill.

In each case with others of previous years.

Secretaries—G. O. Clayton, 1867; Henry Masters from March, 1868, to March, 1878. The latter was presented with

METHODIST CHURCH

some volumes of books in acknowledgment of his long service.

Treasurers—T. Crumpton from March, 1868, to June, 1875; G. R. Brown, 1878.

Organists—Percival Bear, Chas. Garnett, Miss E. Crumpton, Miss Derbyshire. The instrument was a harmonium. In July, 1871, and October, 1873, presentations were made to Miss Crumpton in acknowledgment of her services.

Chapel-keepers— —. Somerville, 1868; W. A. Mason, 1873; James Cusac, 1873; H. E. West, 1876. Thereafter, members took turn in trimming lamps, lighting them, opening church doors, ringing the bell, etc.

In the register of church members, the last entry is dated 1890, with the following names: Charleston—George Robson Brown.

The Beach—Wm. Sutherland, Johanna Sutherland, James Harper, Margaret Harper. ("The Beach" was the Nine-mile Beach settlement, Rahui, where there were a public hall and a schoolroom.)

Brighton—Peter Johnson, Ann Johnson.

The following are extracted from the minute-books of Charleston Church, and of the Westport circuit of the United Methodist Free Church:—

10th September, 1867—Arranged for lectures by Messrs. Dutton, Broad, the Rev. Porteous and Rev. J. White. Mr. Porteous's subject to be "Phrenology Practically Considered."

11th February, 1868—Arranged to hold soirees, or tea-meetings, twice a year. The profit on first one was £66. The entrance fee was 5/-. From 1873 they were held only once each year. The last one was held in 1877.

3rd March, 1868—Resolved that "the church walls be lined with calico" and that a bell be procured.

28th May, 1869—A lamp provided for the front door, a ceiling added to the church, and the roof made water-tight.

31st June, 1871—Resolved that "the inside of the church be papered."

10th October, 1871—Special thanks to Miss Brailey for many services to church matters.

28th September, 1873—Dr. Carr invited to preach. (It is understood that Dr. Carr was a travelling lecturer and phrenologist.)

28th April, 1876—Services at Nine-mile Beach to be fortnightly.

12th December, 1876—Mr. Alfred

CHARLESTON

Peters nominated as a candidate for the Ministry. (He was accepted and appointed to Reefton.) October, 1896—Rev. S. Potts to visit Charleston. September, 1898—Services to be resumed at Charleston and at The Beach.

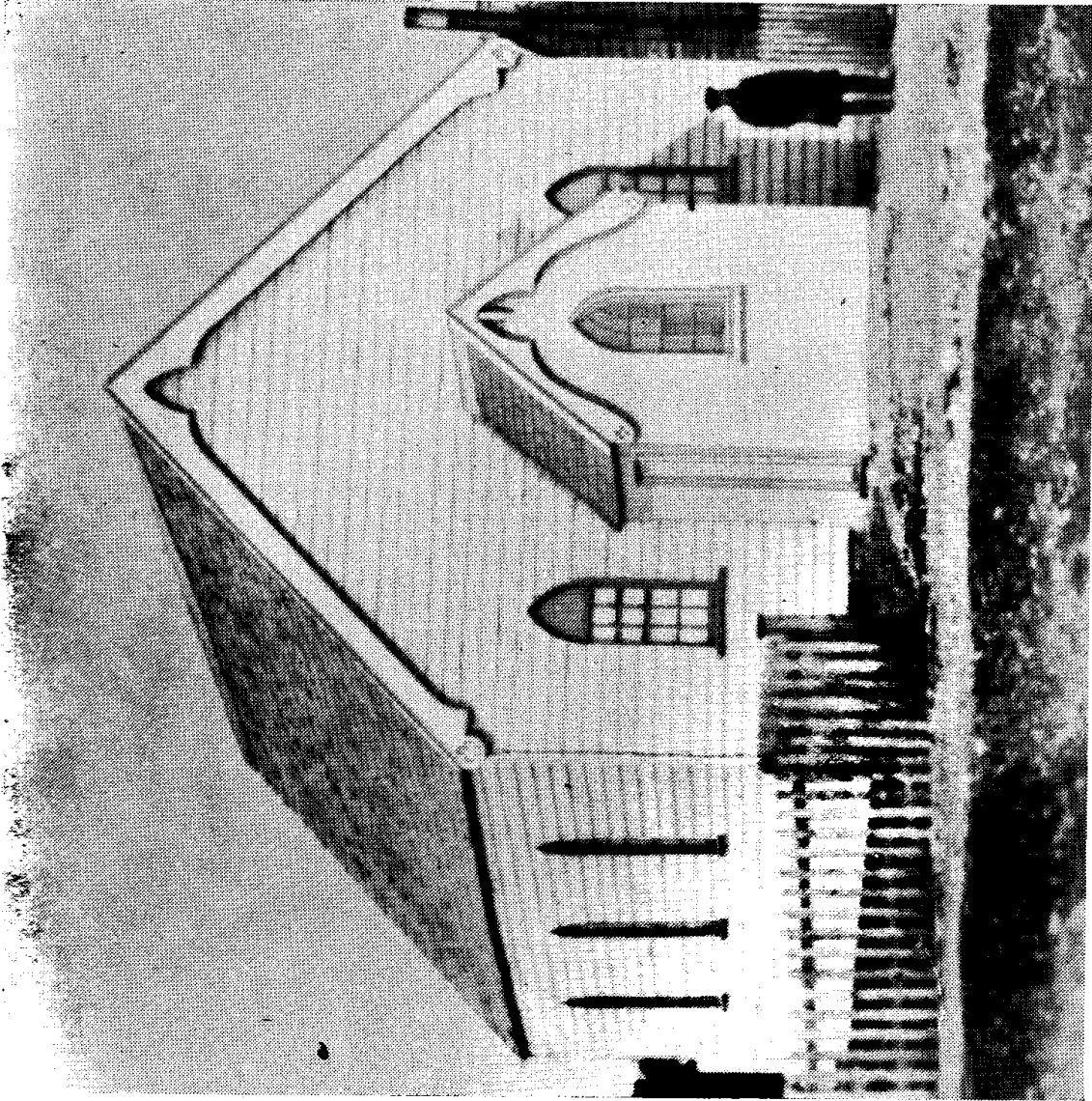
Mrs. Peters, of Papanui, has made available the following information from the papers of her late husband, the Rev. Alfred Peters. Mr. Alfred Peters arrived at Nelson from England about 1871. On the voyage he met a family en route for Charleston and was induced to accompany them. There he found ready employment. On the first Sunday after his arrival he attended service at the United Methodist Free Church. The preacher was "a half-caste negro who gave a good acceptable and profitable address." The church, he said, had for some time been without a minister, and it would yet be some weeks before the appointed incumbent would arrive, so a call was made for a layman to occupy the pulpit during the interval. Mr. Peters was elected. He later offered himself as a candidate for the ministry, was accepted, and appointed to the Reefton circuit in 1876. He describes Reefton as being "in its glory as far as money went; reefs were being discovered and lodes of rich gold brought to light, fortunes made, and general prosperity prevailed, in which the churches shared."

CHURCH REGISTERS.

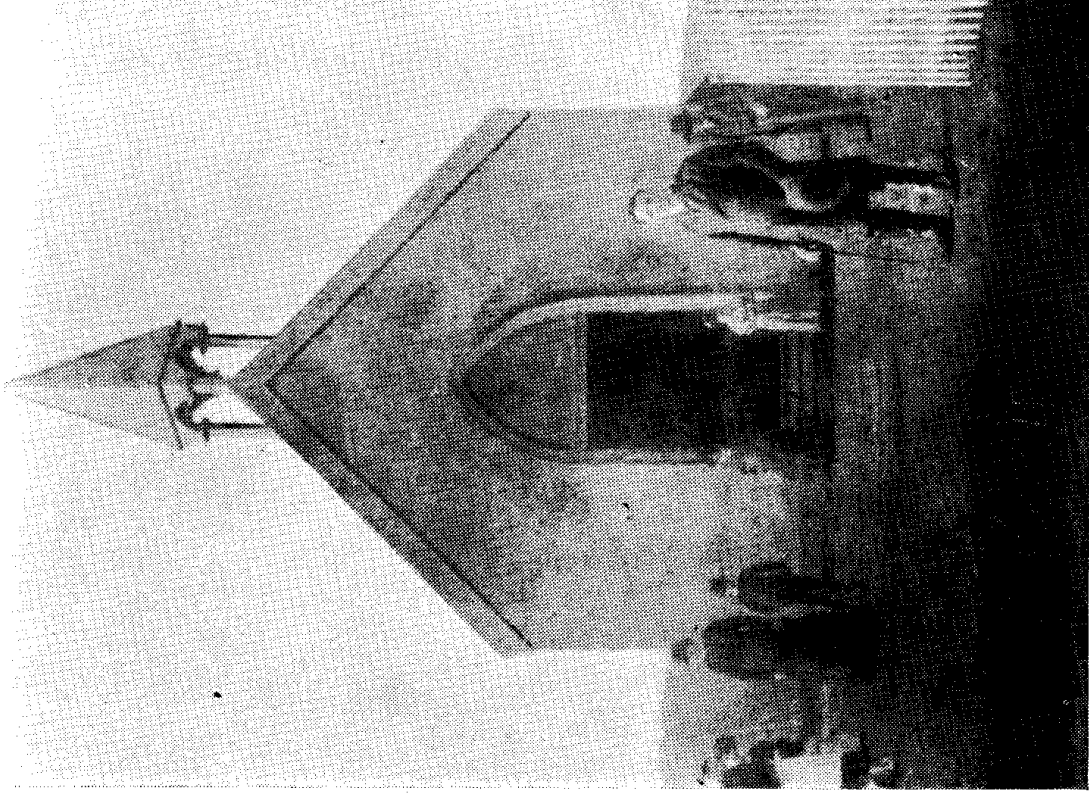
Church of England. Baptisms: 24th May, 1869—Frederick Leopold, son of Frederick Leopold and Mary Raseniski, Brighton. 2nd June, 1869—Martha, daughter of Joseph and Margaret Plows, Charleston. 6th June, 1869—Charlotte Sarah, daughter of Samuel and Mary Eliz. Goodall, Charleston.

Marriages: 1st June, 1869—Joshua Lester Greenwood, Engineer, and Margaret Hanna. 22nd July, 1869—John Ching, Merchant, and Fanny May. 27th September, 1869—William Price, Miner, and Rhoda Mary Townsend. 13th October, 1869—Thomas Aitken Poole, Storeman, and Mary Jane Perry. (The Officiating Minister in each case was Rev. Thos. Flavell, Charleston.)

Burials: 22nd May, 1869—Elizabeth Meredith, Charleston. 25th May, 1869—Robert Kyne, Brighton. 3rd September,

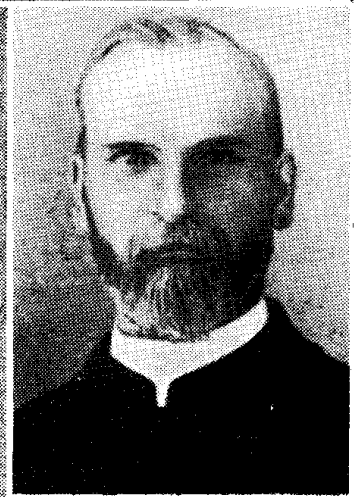
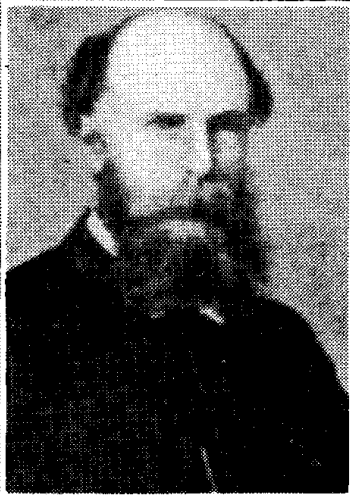
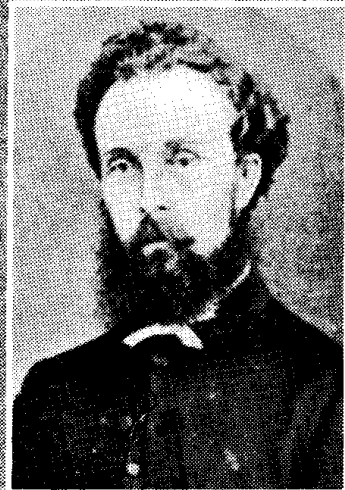


St. Mark's, Church of England. Darkie's Terrace Road. Photo 1869.



St. Patrick's, Roman Catholic Church.

Rev. Father Morrissey, Evelyn King, Eliza Flynn,
Master Maloney, Mrs. W. King, two Misses Maloney,
and boy unknown.



Rev. Father Walsh.

Rev. T. Flavell.

Rev. E. S. Cross.

Rev. A. Peters.

Rev. Charles Penney.



First Methodist Parsonage.

Mr. and Mrs. Roger Walker. School Reserve, Darkie's Terrace Road.

C H U R C H A N D O F F I C I A L R E G I S T E R S

1869—John Fraser, Charleston. 12th March, 1870—William George Scott, Four-mile. (Infant of 4 months.)

Roman Catholic Church. Baptisms: Helen Bossell, of Charleston, 15th June, 1867. Margaret O'Donnell, of Brighton, 17th June, 1867.

Marriages: Edward John Walsh and Johanna Ryan. (Date and place not given.)

Burials: No record ascertained.

Methodist Church: No records ascertained.

OFFICIAL REGISTER.

The first birth registered at Charleston occurred on the 1st July, 1868, at Brighton, and relates to George Peter Moss, son of Joseph Henry Moss, publican, and Elizabeth Moss, formerly Anderson. The Registrar was Charles Broad. The next birth registered relates to Amelia Marris who was born at Charleston on 12th July, 1868, the father being William Marris, sawyer, and the mother Loretta Marris, formerly Hore.

The first death registered at Charleston relates to an unnamed infant of James and Margaret Burke, the death occurring at Darkie's Terrace, Charleston, on 27th August, 1868. The medical practitioner in attendance was William H. Dakers, M.R.C.S., of Charleston.

The first notice of intending marriage was given to the Registrar at Charleston on 3rd September, 1868, the parties being William Scott, saddler, and Martha Jane Sykes. The marriage was solemnised in the Registrar's office by Charles Broad, Registrar, on the same date. There is also a record of the marriage of Philip Rooney, miner, to Mary Griffin on 1st December, 1868, at the residence of Mr. Daley, Charleston; the officiating minister being the Rev. Etienne Hallum, Roman Catholic.

There were earlier births, deaths and marriages at Charleston, but as these were registered at Westport or other districts, they cannot be traced. During the year 1869 there were thirty-nine births, twenty-two marriages, and twenty-seven deaths. During the year 1902 there were eight births, one marriage, and eleven deaths.

REGISTRARS OF BIRTHS, DEATHS
AND MARRIAGES.

Charles Broad, 1st September, 1868; George Henry, 8th May, 1873; Thomas Dollman, 1877. From 1878 to about 1894, postmasters undertook the duties. Later again, Mr. R. J. Powell was appointed.

CEMETERIES.

The old Cemetery was on Public Reserve No. 5, at Constant Bay, being Sections 96 to 102 with some land adjoining them. It was not in use for long, owing to sea-encroachment and being overwhelmed by tailings from the Town Lead workings. The site proved unsuitable for the purpose, as funeral processions could reach it at low tide only, the hours of which did not always suit. It was inaccessible at high tide. Furthermore, the water-courses (from tail-races) that flowed across the beach, made crossings unpleasant, even difficult. It was abandoned in 1873 or 1874 and no trace of it now remains, beyond one solitary mound with a battered, iron railing around it; believed to be the resting-place of the victim of a shipping disaster. The sea and tailings have claimed the remainder of this sacred ground, wherein lay, or lie, the ashes of now-forgotten pioneers.

Of those laid to rest in this old burial-ground, the following names have been ascertained: Elizabeth Meredith, 22nd May, 1869; John Fraser, 3rd September, 1869; Mrs. Dale; Mrs. Salter; Charles Woodriff; Caroline Laing, 9th March, 1872; Lucretia Marris, 7th December, 1872; Miss Rosenberg; Rev. W. D. Rusz, 9th April, 1873. Of these, the remains of several, perhaps all, were removed to the Nile Hill Cemetery when it was opened.

In 1868 a grant of £101 was made by the Provincial Council for the "fencing of cemeteries at Charleston, Brighton and Westport."

Roman Catholic Cemetery. This cemetery (or, strictly speaking, burial-ground, seeing that it was within a church-yard) was part of St. Patrick's Chapel Reserve (No. 3) and in use from the date of opening of that Church.

Nile Hill Cemetery, of an area of three acres, was

C E M E T E R I E S

established on Nile Hill (on Point Robertson) when the old cemetery at Constant Bay was abandoned, in 1873 or 1874. In 1882 this was officially declared a cemetery under the Cemeteries Act of that year, and trustees in terms of this Act were appointed on 27th April idem. They were Roger Walker (Chairman), Gilbert Harper, George Moore, G. Brown, and M. E. Gardner (Secretary). The first meeting was held in Roger Walker's house, Darkie's Terrace Road. The first burial recorded thereafter was of one of the trustees, Gilbert Harper, who died on 29th May, 1882. However, there were many burials prior to 1882, but records are not available.

Funerals. It was a convention that all who could should show respect to departed citizens by attending their obsequies; and in most cases business was suspended during the afternoon of the funeral day to enable all to fulfil this duty, a tribute that few receive in the world of to-day. Charleston had no hearse, the coffin being carried on four or five shoulders, and covered by a wide pall. Mourners were provided with black crepe hat-bands, whilst the undertaker (to-day termed funeral director or mortician) adopted conventional attire—frock-coat, top hat with long crepe streamers, and black gloves. The undertakers were Richard Treadwell and, later, George Hurburgh.

The following particulars of the funeral of the Rev. W. D. Rusz, condensed from a newspaper of 1873, is typical: "All shops were closed from receipt of the news of the death (8th April) until the hour fixed for the funeral (9th April) and then entirely closed until the following day (10th April). For the funeral most miners ceased work, and about five hundred persons attended, including Oddfellows and Foresters, and Sunday School children. The service was conducted by Rev. Flavell from Reefton, and Rev. Soutar from Westport. A town collection resulted in a sufficient amount to provide a handsome tombstone and railing."

BIRTHS, DEATHS AND MARRIAGES.

Although official registration of births started in 1858 in accordance with the "Registration Act" of that year, it was not until 1868 that Charleston was constituted a district for the Registration of Births, Deaths and Marriages. Registrars'

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certificates for marriages were not required before 1885, nor was the registration of death compulsory until the same year, 1885. As official registers prior to 1886 are not available, search has been made for church registers, but only two entries of earlier date than 1868 have been found.

On 15th October, 1867, Mr. J. B. Bennett, Registrar-General, wrote to the Colonial Secretary that : "The Rev. Stephen Hallum, Roman Catholic Clergyman at Charleston (Pakihi) has written to me strongly urging that a Registrar under the Marriage and Registration Acts should be appointed for that place. He represents that, at present, births and deaths are not registered, and great inconvenience is experienced as to marriages"; adding that "the Resident Magistrate is disposed to undertake the duties of Registrar." The Superintendent of the Province was asked to suggest boundaries for a new district.

On 14th January, 1868, the Rev. Hallum wrote direct to His Excellency the Governor:

Charleston, 14th January, 1868.

"I have the honour to inform your Excellence that the population of Charleston is greatly suffering since a long time for the want of a Resident Registrar of Births, Marriages, and Deaths. To go to the Buller is the cause of great expense, and a great loss of time. Westport, Brighton, Cobden, Greymouth, have their Resident Registrar. We don't know for what reason Charleston, which is improving every day, should be deprived of such an advantage.

"If the reason is that Charleston wants to be acknowledged as a separate district I hope that the interest you take for all the country of New Zealand, and for the populated parts of the country, will induce your Excellence to take soon the proper means to provide Charleston with a Resident Registrar, and to do justice to a population that will be greatly grateful to you for that advantage.

I have the honour to be

of your Excellence,

the humble, obedient servant,

Rev. Stephen Hallum, C.P.,

Charleston."

B I R T H S , D E A T H S A N D M A R R I A G E S

On 20th March, 1868, the Colonial Secretary informed the Superintendent that it had been represented that the Cobden district (the Registrar of which resided at Brighton) should be divided into two districts; and asked him to furnish descriptions of the boundaries for Charleston, and the Cobden-Brighton, new districts, adding: "With respect to the Registrars, Mr. C. Broad, new Registrar for Cobden, would probably be Registrar for 'Brighton'; and the name of Mr. J. R. Dutton, R.M., has been suggested for 'Cobden.'"

On 5th May, 1868, the Superintendent recommended the following boundaries for the Charleston district: "Commencing at the mouth of the river Tikopihi on the sea coast and by that stream to Mount Faraday, thence by the watershed to the summit of the Buckland Peaks, thence to the head of the Totara, and down that stream to the sea coast." The "river Tikopihi" was the stream later known as the Four-mile River.

The Superintendent recommended the following appointments for Registrars: Charles Broad, R.M. for Brighton; Charles Hugh Webb Bowen (Clerk to R.M. and Warden) for Charleston; James Roger Dutton, R.M., for Cobden.

On 31st August, 1868, a Proclamation redefined the Charleston district as follows: "Commencing at Razor Back Point near the mouth of the Punakiakia River on the sea coast; thence in a straight line due east to the top of the Paparoa mountains; thence following the watershed to the summit of Mount Faraday; thence in a straight line to the head of the Totara, and down that river to the sea coast." Charles Broad was appointed Registrar for Charleston as from 1st September, 1868.

CHAPTER XII.

HOTELS AND PUBLIC-HOUSES.

IT has been said, perhaps correctly, that the number of public-houses on a goldfield is an indication of its prosperity. In Charleston district there were about 80 operating at the same time, though records show about double that number of names. Many, however, bore in turn several names, each new licensee giving the building a new name. In numerous cases there were several licensees and several names for the same building, during a year. Also, the same name was given to different buildings at different times; there were, for example, three City Hotels, in different parts of the town, each at a different time; two Royals; two Criterions; two Empires; two Harp of Erins; and two Great Republics.

In 1868 three breweries worked simultaneously, the Star, the Standard, and Strike's. Later there were two, and later still, only one.

In addition to public-houses and breweries, every store held a wholesale license to sell fermented and spirituous liquors in quantities of not less than two gallons. License fees were, for retail business £30, and for wholesale £10 per annum. Hotels were the recognised meeting-places for all purposes—public meetings, sports societies, cricket and football teams, racing committees, lodge meetings, electoral committees, and even church committees. Prior to the provision of church buildings, services were held in certain hotels, also in the Courthouse. At least one marriage was solemnised in the Melbourne Hotel.

In 1869, with a population of about 12,000, there were at least 80 public-houses—one to every 150 persons, including women. As there were about five males to every female,

HOTELS AND PUBLIC-HOUSES

this meant a public-house for every 125 men. This in addition to the breweries and wholesale licenses. How the community supported this number causes conjecture to-day; but the ease with which gold was obtained resulted in the loss of conventional ideas of its purchasing power, in the value of money, and in matters of thrift. Fortune was always just around the corner; the supply of wealth appeared to be inexhaustible. In Camp Street from Section 251 to Section 140, a distance of about five chains, were seven public-houses in almost unbroken sequence, with as many more within stone-throw of either end. Prince's Street East, about four chains in length, had nine, and several other streets had each about the same number. There was no limit to the number of licenses granted, and scant regard to the suitability of applicants or premises. A large proportion of the licensees were single women.

Mr. C. Broad, the first Resident Magistrate, made a trenchant report upon these matters, and upon "the absence of law or regulations as to the accommodation that licensed houses should have"; and commented upon the manner in which many were conducted. In the words of an old resident, "Pubs were as thick as shamrocks in a bog; and there were as many publicans as sinners." "Shouting," i.e., treating, was a universal practice, "the universal courtesy among gentlemen." Although a hard-drinking age, drunkenness was not as evident as might be assumed; men carried their liquor well, and took a pride in doing this. Though all licensed houses were termed "hotels," many made no pretence to being such, even in the colonial acceptance of the term, but were merely drinking places, gambling rooms and worse; very many were but shacks.

Naturally, gold being plentiful, gambling was rife. It has been said that New Zealand is a land adapted to poker, it having Three Kings to the north, a Strait at centre, and a Bluff at its south.

Three of Charleston's Hotels were double-storeyed, the Melbourne, the European and the Club, which was later named the Criterion. Of these the two former were the leading houses and compared favourably with the best on the gold-fields of that day.

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The Melbourne Hotel was on Section 400, a house of 12 bedrooms, built by Messrs. Sommer & Johnstone, of Grey-mouth, in May, 1867. It was opened by them on the 4th of that month, as "Johnstone's Melbourne Hotel"; the *Charleston Argus* announcing that on that day "from 10.30 a.m. to 12.30 p.m., all-comers would be properly entertained at the proprietor's expense." The next landlord was J. Hamilton, also in 1867. In January, 1868, it was acquired by Harry Kennedy, of Kennedy & Heighway, which firm dissolved partnership in March of that year. On 6th February, 1868, the half-interest of Samuel Heighway was sold by auction. On 21st September, 1868, the entire interest was purchased by Gilmer & Co. for £900. Later landlords were Owen McArdle, Richard Warne, P. O'Connor, and Thos. Lander. It was destroyed by fire in 1904 and was not rebuilt.

The European Hotel was on Section 138. This, now the only remaining licensed house in Charleston, stands in solitary state upon what was in early days the town's busiest centre, and looks out upon the waste that once was Charleston. Its walls once vibrated with the sounds of revelry and mirth, its large concert-room rang with song, music, and the tap of feet in dance. In its busy rooms many met to discuss enterprises and finance and sport; here Masons and other Lodge-men observed their rites and rituals. If walls could speak, what history might be written! The first landlord was Charles Weitzel, in 1867. There followed Arthur King, Charles Woodhead, Alex Peters, and John Powell who still holds the license.

The West Coast Hotel. Although not a leading hotel this was, for forty-five years, one of the most popular; and Mary Smith, its landlady for over forty years, one of the most widely-known and respected of the pioneers. Arriving at "Pakihi" about 1869, from Waimea where her son was the first white child born, she opened a hotel at Broomielaw, but about 1870 removed thence to the West Coast Hotel, which she conducted until her death on 8th August, 1912. During this period she did not leave Charleston even for a visit elsewhere, and one of her last-expressed regrets was that she had "not seen the Westport bridge."

HOTELS AND PUBLIC-HOUSES

The number of licenses decreased as rapidly as did the gold output. In 1869 there were at least 80; in 1873, 26; 1882, 8; 1903, 4 (European, Melbourne, West Coast, Welcome Inn); 1904, the Melbourne was destroyed by fire; 1905, 3 (European, West Coast, Welcome Inn); 1912, Mary Smith, licensee of West Coast Hotel died; 1913, 2 (European, Welcome Inn); 1933, License of Welcome Inn allowed to lapse; 1940, 1 (European).

In early times the pressure of competition called for much ingenuity on the part of licensees to attract trade to their respective houses, and they vied with each other in endeavours to induce patronage. Taking 1868 when the town was near its peak of prosperity, the advertisements give evidence of these efforts: "Free reading rooms," "billiard matches," "free singing and dancing every night," "first-class company," "quiet, comfortable evening," "free wizardry exhibitions," "free grand balls," and so forth. The Casino de Venice, later the Theatre Royal Hotel, had a free entertainment every evening—"something fresh every night." The Ballarat Hotel offered a "Grand Free Ball, all accordingly invited." The Oddfellows' Hotel advertised "A free-and-easy, every evening." The Shamrock Hotel offered a "Grand Ball and Supper. No tickets issued. All are invited." The Belle de Union Hotel notified a "Grand Ball. No tickets issued. All are invited." The Racecourse Hotel and Vauxhall Gardens, kept by Frank Hall at Nine-mile Beach, offered a "Grand Free Ball. All are invited. By arrangement with the proprietors of the Nile bridge, it will be open, free of toll, from 6 p.m. to 6 a.m."

Now there is but one hotel, and the town is no more!

CHAPTER XIII.

BANKS AND CURRENCY—TREATMENT OF GOLD.

ONE of the first requirements of a newly-found goldfield is a ready means of disposal of the gold gathered, at a standard price and for cash. Another essential requirement is reliable buyers who will hold the proceeds at the disposal of the sellers, to be drawn upon by them from time to time as required, in small or large sums. Only trading banks can meet such requirements, and they willingly afford them to fields considered sufficiently important and likely to be long-lived. Charleston was considered one of such, and within eighteen months of its discovery three banks were operating there, the Union Bank of Australia, the Bank of New Zealand, and the Bank of New South Wales; not in tents, slab-huts, or corrugated-iron shacks, as were the first branches further south, but in substantial buildings; evidencing a belief in the permanency of the field, a faith which was shared by the Resident Magistrate and expressed in his report of 1870. Events have proved them to have been mistaken; it was short-lived.

The coming of the banks was of the greatest benefit to the settlement, a major factor in the rapid development of the town and its businesses, as in many cases they financed the gathering of the gold that, in turn, was expended in gathering more gold. Of those who made the long and hungry trek along the coast to this new field, not all, in fact few, possessed much beyond unbounded energy, tenacity, and courage; assets which the banks considered sufficient to advance money upon without further security.

Everybody knew that rich patches of gold were there, somewhere; but like the pearl in the oyster shell, it was valueless until found and gathered; and for the gathering, water was essential, water with sufficient fall to reach the field, and with power for working; so it was more eagerly sought than were gold indications because, having water, gold would surely be gathered, whereas gold indications were but such, and no more, until worked. There are spots still unworked, lying neglected, that would afford good returns were water cheaply available. This is but cause and effect; had the water been available, such places would not have remained unworked. Ere long the high-lands were explored for water, but few sources found; so catchment areas had to be relied upon; dams were to be seen in every direction. One Renewal Certificate of Registration issued to McClatchie Bros. in 1888 was for eight of such.

The cost of water was considerable, being, according to a Magisterial report of 1870, from £4 to £9 per claim per week. It was sold at a price per "head" the measurement of which is explained in another chapter. Before the standardising of a "head" by regulation, and the maximum price fixed, payment was much a matter of bargaining, according to the "fall," and the hours per day and the days per week that the water would be used. A good dam was a more valuable property than the average claim-holding. Several dams were within the town area; one close to St. Patrick's School, another behind Section 333, and another occupying Sections 205-207 facing the old Buller Road.

As stated, the banks backed many enterprises, some too liberally for the banks' ultimate good. At first the quantity of gold coming to the smelting-rooms was great, but as the supply diminished the aspect of business changed, securities fell in value, defaults were inevitable, and moneylenders suffered. Foreclosures on mortgages were not always easily or peacefully effected. It is told of one battery which a bank seized, that a keg of powder exploded on the premises, which were wrecked, including the hut in which the bailiff was sleeping.

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In the flush of easily-earned prosperity, many desired to share therein and engage in schemes for which the banks were to find the money and "carry the baby" in the event of failure; their geese were swans, and the banks had to distinguish the birds not likely to lay golden eggs. Yet, the despised goose often serves a good purpose, especially at Michaelmas—one rich field was discovered owing to gold having been found within a festal victim. In short, the banks were the guardians of the people during the varying vicissitudes of the field's rapid growth and more gradual decline.

In February of 1869 the Bank of New South Wales unwittingly contributed to the festive life of the town. Its branch at Brighton had been closed, and its books and cash brought to Charleston on pack-horses. It was found that about £150 in half-sovereigns was missing, and enquiry revealed that a nail in the pack-saddle had torn holes in the sacks, resulting in a golden trail along the track. Only about £3/10/- worth was recovered by the bank, but it was observed that for several nights afterwards an unusual quantity of liquor was consumed at certain hotels, and was paid for with golden coins. On the 2nd of the following month (March) a man was charged at the Police Court with having found and retained some of the missing coins, but the charge could not be proven.

At times the counter work of banks had its light side. A tale is told of a public man having been presented with a purse of sovereigns; he accepted it, but the next day wrote to the Committee saying that "as he had only done his duty" he could not accept monetary recognition, so enclosed his cheque in refund of the amount. His high-principled action was marred by the fact that his cheque was not met, his account being perpetually overdrawn. In another case a cheque for £25 was presented, but handed back marked "not sufficient funds." The holder with a smile paid in £5 and presented it again with the same result. He continued paying in amounts until he had paid in the full amount of the cheque, then confidently presented it finally. It was returned again, with the remark "that there was still a small overdraft to be met."

Perhaps the greatest service rendered by the banks was

the ready cash market they offered for gold in small or large parcels, and its conveyance to Westport under police escort. The gatherers were thus relieved of the necessity for hoarding, with the attendant risk of theft, or of selling or bartering to traders at less than actual value. In addition to purchases over the counter, each bank employed a gold-buyer who visited each claim-holder for the purpose of purchasing his gold, thus bringing the market to his back door, and relieving him of the necessity of losing valuable hours of work when good returns were being made and every hour counted. Prosperous miners were wooed by the rival buyers as keenly as were electors at an election, or a newly-arrived danseuse at the casino. The duties of a gold-buyer on the Coast called for shrewdness and a close knowledge of gold values. Not all gold was of the highest quality or purity: alloys were present in varying proportions, and the assays of different localities varied considerably. Some diggers, aware of this, were not above offering gold from a low-grade spot while declaring that it was from a high-grade one. While the standard value of pure gold was £4 per ounce, much was not worth more than from £3/12/- to £3/18/-. Most of Charleston gold was high-grade when the gold was smelted.

Discovered in 1866, Charleston was by the end of 1867 a thriving township, an isolated settlement in a wilderness; its rapid growth was remarkable. The *Nelson Evening Mail* of 4th March, 1866, stated: "The annals of colonisation contain no record more remarkable than the progress of events on the West Coast of this Island. Fifteen months ago, the whole of the country between the great range and the sea, from Cape Foulwind to Cape Providence, a distance of nearly 500 miles, was as unknown as the interior of Africa . . . now a population of 25,000 souls has settled in the desert, producing and exporting gold to the value of £200,000 every month."

The goldfields were profitable to the banks, and the latter paid large dividends in the early days. In 1867-1868 the Bank of New South Wales paid 18%, the Bank of New Zealand 17%, the Union Bank of Australia 17%.

CURRENCY.

In the first stages of British occupation of the Colonies, all trading was by barter. A Sydney newspaper of 1796 in announcing a play, stated that the admittance fee would be one shilling, "paid in meal or rum, taken at the door"; and this system prevailed in New Zealand until the establishment of trading banks—the Union Bank of Australia in 1840, and the Banks of New Zealand and of New South Wales in 1861, with some others between and after those dates.

On the early goldfields the first medium of exchange was loose gold, measured by thimblefuls, pannikinfuls, or billyfuls; but if ever this system prevailed at Charleston it cannot have been for long, seeing that trading banks were operating there soon after its discovery. The value of thimblefuls varied but little, but of the other measures considerably, so they were weighed. It is said that the average value of a billyful was £1,200. The practice of weighing soon became general, and stores and hotels kept gold-scales on their counters for the purpose; but the price per ounce was, until the advent of banks, a matter of bargaining. Later, bank notes and coinage came into circulation, but not, until recent years, copper coins—they were despised. Bank notes were at first looked at askance; gold was gold; notes were but paper, merely "pipe lights"—and some madcaps actually used them as such. Gradually, with the introduction of banking-accounts, came cheques, drafts, bills, and other accessories of banking routine, resulting in the full monetary and currency system of to-day.

THE CHARLESTON BANKS.

Bank of New Zealand. This bank was situated on Section 115 at the corner of Prince's Street East and Rotten Row South. It was opened in January, 1867, and closed 6th August, 1888. Officers: Matthew Cleland, January to May, 1867; George Kirton, May, 1867, to May, 1868. Later records are not available, but it is believed that Mr. H. G. Smith was in charge in 1875; Mr. H. F. Gorrie from 1877 to 1880; and that he was succeeded by Mr. W. H. Brown (to about 1885), Mr. S. J. Brookfield, and Mr. W. A. Mason (1888). The smelters were —. Filder, C. Woodhead. This branch took

THE CHARLESTON BANKS

over the Brighton business in February, 1869. The *Charleston Argus* of 16th March, 1867, stated that this bank was then "moving to Carter's Corner"—that is, to Section 115. Where the first premises were situated is not clear, but one informant states that its temporary building was on Section 72, very shortly afterwards occupied by the Bank of New South Wales.

BANK OF NEW SOUTH WALES.

This bank was situated on Section 72 at the corner of Prince's Street West, south side, and Greenwood Street South, at the beginning of the cutting that led to Constant Bay. It was opened in these premises in 1867, but in its later years removed to Section 407 in Camp Street North. It closed in 1895. It was at first a gold-agency under Mr. Hugh Jones (1867 to 1868 or later) but was later converted into a branch under Mr. Edward Williams, who remained until 1885. In 1867-1868 Mr. John Pickering was accountant. From 1885 to 1888 Mr. A. H. Vernon King was manager; 1888 to 1891, Mr. J. Lundon; 1891 to 1895, Mr. W. J. N. Blaxall. In February of 1869 the branch at Brighton was closed and its business transferred to Charleston branch. The branches at Hokitika and Westport were opened in 1864.

UNION BANK OF AUSTRALIA.

This bank was situated on Section 114 at corner of Prince's Street West, south side, and Rotten Row South, west side. Hardly any records are obtainable. It opened in 1867, and in 1875-1878 was in charge of Mr. T. Bowman. Mr. Charles Godso, later manager of Maori Chief Battery, was smelter in 1869. The premises were later occupied by the *Charleston Herald* newspaper.

TREATMENT OF GOLD.

As stated elsewhere herein, the gold found about Charleston was fine, and caught upon mercury-coated copper plates or upon fabrics. Copper plates were scraped with broad scrapers or chisels, and the amalgam therefrom required only to be retorted and smelted. Fabrics (cloths) were rinsed daily or more frequently in a trough (often improvised from a

C H A R L E S T O N

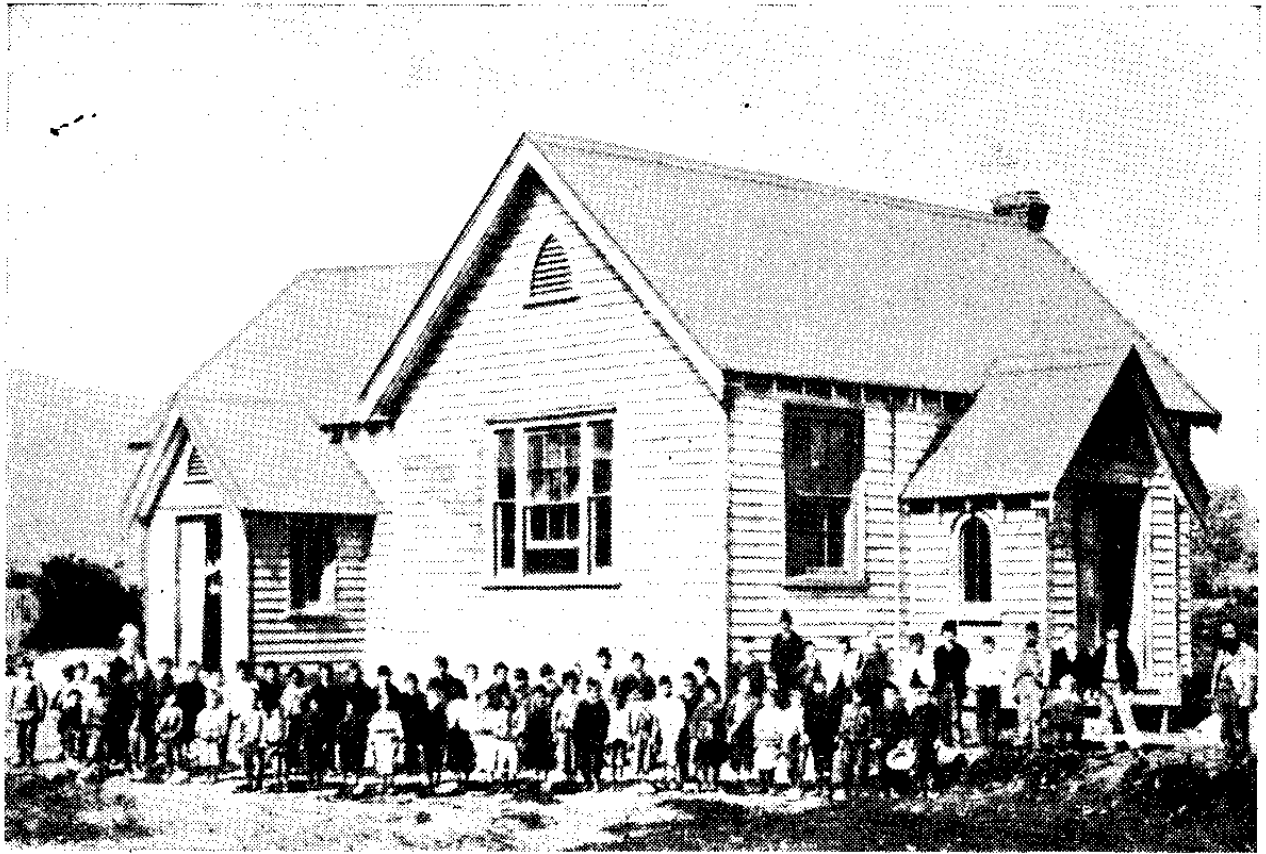
cask or packing-case) and these "washings" periodically "streamed down," i.e., passed a second time over the tables, handful by handful, in a small stream of water, and the cloths again rinsed in the trough. To this second "wash," now containing only a small proportion of the sand or earth, was added a quantity of mercury (quicksilver) and the whole stirred until full amalgamation of gold and mercury was effected. It was usual to add a quantity of cyanide of potassium to assist amalgamation. The gold-bearing mercury was placed in a bag and the free mercury squeezed out. The ball of amalgam was then retorted; the bowl of the retort rested in a fire, but the tube-end was immersed in water which caught the evaporating mercury, for further use. Small quantities of amalgam were merely placed on shovels and held over a fire. Goodly quantities of mercury have, in consequence, been found in old chimneys. The retorted gold was taken to the banks for smelting, i.e., to be re-melted, treated for impurities, weighed and purchased. The smelting crucibles were, when discarded, eagerly gathered by boys who pulverised them in search of pellets of gold fused into cracks or bottoms. The gold purchased by banks was melted into large moulds of semi-pyramidal shape, for export. It was a constant joke for smelters to offer one of these to lady visitors if they "cared to take one away"—an impossibility, as no finger-hold was possible on the smooth, sloping surfaces.



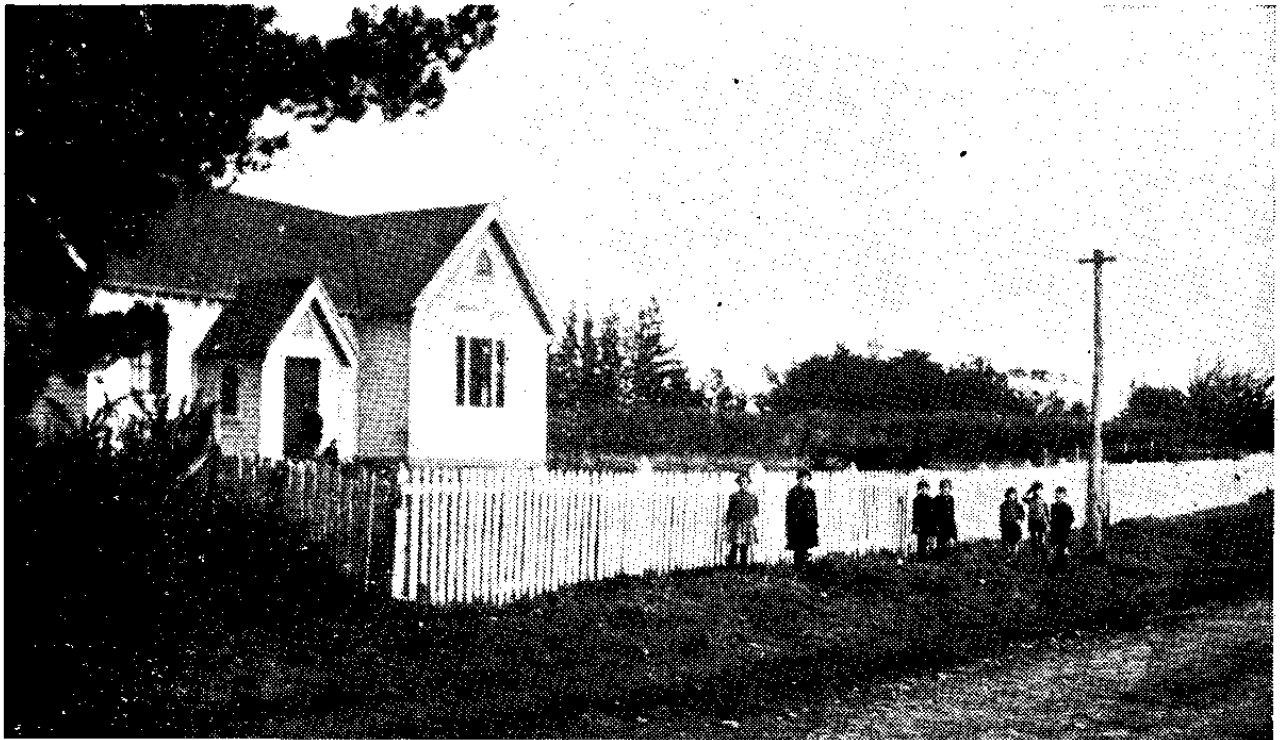
Moore's School, 1867. Section 239, Rotten Row, South—West side.
Mr. Moore later had charge of a school at Kensington, Dunedin.



St. Patrick's School. Photo about 1875.
At right—Richard Delaney, Headmaster.



Boys' School, Darkie's Terrace Road, Charleston. About 1880.
At right—Richard Delaney, Headmaster.



State School, Charleston (previously the Boys' School), 1940.

CHAPTER XIV.

NEWSPAPERS.

TO give definite details of the newspaper services at Charleston is hardly possible. The *Jubilee Souvenir* of St. John's Church, Westport, published 1927, remarks: "Owing to the destruction by fire of the *Westport Times* office, it is very difficult to secure any but the slightest newspaper records of the early days"; and adds that "by a piece of thoughtlessness the record files of the *Charleston Herald* were scattered to the winds in 1911."

Charleston Argus. This was the first newspaper published at Charleston, but its period is difficult to determine. It was established by Messrs. Munson and Tyrrell of the *Westport Times*, with Mr. John Tyrrell as manager and editor, early in 1867. In about October of the same year it was taken over by Mr. Charles Mirfin, who changed the title to *Charleston Herald and Mining Reporter*. A few copies of the *Charleston Argus*, also some odd leaves, are held by Mr. D. Moloney, of Westport. Three of these are dated 10th April, 1867, 4th May, 1867, and 11th May, 1867, respectively; being of Volume 1, Nos. 8, 15, and 17. Unfortunately they are somewhat tattered, and the imprint of each is missing, but an odd leaf from the issue dated 29th May, 1867, bears the imprint of Munson & Tyrrell. Another odd leaf bears the date 16th March, 1867, but is without imprint. The premises were, it is believed, in Chancery Lane, off Camp Street. Advertisements of P. Griffen, painter, state that his premises were "opposite the Camp, next to the Melbourne Hotel" and "next to *Charleston Argus*."

Charleston Herald and Mining Reporter. This was

established about October, 1867, by Mr. Charles Mirfin, of Brighton, where he had been publisher of the *Brighton Times*. Upon leaving Charleston he founded newspapers at Inangahua and Reefton. This newspaper replaced the *Charleston Argus*, the plant of which was taken over by Mr. Mirfin. It is believed that it was subsequently acquired by Mr. R. G. Neale, who changed the title to *Charleston Herald and Brighton Times*; a copy dated 8th October, 1870, bears his imprint. Mr. Neale in turn sold to Mr. Thos. Dwan. In 1879 the title was enlarged to *Charleston Herald, Brighton Times, and Croninville Reporter*. At first the premises were in Camp Street, then in Prince's Street West (Section 109) and later in the building vacated by the Union Bank of Australia (Section 114). Later proprietors were Alonzo Dwan, Thomas Dollman, Patrick Kittson, and Norah Kittson, the latter from the death of her husband Patrick Kittson, in 1893, until it ceased publication in 1911. The dates of the other transfers cannot be definitely stated. It was a four-page twice-weekly issue selling at 6d. per copy. It is said that in later years it became a weekly, and at the last published at irregular intervals. It is believed that the plant of this paper had many vicissitudes, being originally obtained second-hand from Melbourne, then used at Okarito, then at Brighton, then at Charleston and, after about forty years of service, going for further use at Murchison. Patrick Kittson, who was from the staff of the *Melbourne Argus*, had served on the *Inangahua Times* before arriving at Charleston, and was reporter, compositor, etc., on the *Charleston Herald* before taking over its control. He was a competent and talented journalist, worthy of a position on a larger paper whereon his abilities would have had wider scope. His writings, prose and verse, both serious and mirth-provoking, are still remembered and quoted by old residents. He was an outstanding personality of the town. He died at Charleston, and is buried there.

Charleston News. This was a very short-lived issue published by Mr. E. Tucker in 1875. See *Nelson Gazette* No. 6. No details of it are available.

In addition to its newspaper, Charleston employed a bell-ringer or town-crier for the dissemination of news, his duty

being to stand at street corners, ring a bell, and call out news and special announcements. The newspaper proprietors did not object; for one reason it saved the labour of printing and distributing "extras" between issues; but strenuous opposition was offered to the crying of matters in the nature of advertisements. In early times, as now, efforts were made to make advertisements distinctive; they cost 5/- per inch. The following example is taken from the *Charleston Herald* of October, 1873: "HAIRDRESSING BY MACHINERY—Professor Strachan, Physiognomic Operator and Professor of Tonsorial Art, Palmerston Street, Westport." It may be observed that the trade of barbers' establishments was, in those days, almost entirely confined to hairdressing; few men shaved, the 'seventies were "beaver time" on the Coast.

Westport Times and Buller Express. This was the first newspaper published in the Westport-Charleston district, being established by Messrs. J. L. Munson and John Tyrrell on 22nd December, 1866, at Molesworth Street in the old township of Westport, on a site near to where the cattle-wharf now stands. The first editor was Mr. Hawken, succeeded by Mr. Ings. Mr. Tyrrell had previously been associated with the *West Coast Times* at Hokitika. Early in 1867 this firm established the *Charleston Argus* at Charleston, but disposed of it late in the same year.

In 1867 or 1868 the name of the Westport paper was altered to *Westport Times and Charleston Argus*, but, upon protest from the Charleston paper, soon dropped the latter portion of the new name. In August, 1868, Munson and Tyrrell dissolved partnership, and Bain and Tyrrell became publishers of the paper. Later in the same year Bain retired; Tyrrell became publisher and Reid & Co. proprietors. Later Mr. Tyrrell assumed full control. The premises were destroyed by fire in 1870 together with, apparently, the record files of the paper. Files of 1868 and 1869 are preserved at the General Assembly Library at Wellington. In 1873 the office was transferred to the present premises of the *Westport Times*, now *Buller Times*, in Palmerston Street in the new township.

CHAPTER XV.

SCHOOLS AND EDUCATION.

SCHOOLS.

CHARLESTON National School. Private, but subsidised by Government. W. J. Moore, November, 1867. Section 239 at corner of Blackett Street and Rotten Row, the latter then referred to as Coal Street; in a building previously used as a hotel the name of which has not been ascertained. It was later controlled by Mr. A. Brown (July, 1873) and by Mrs. Collins about 1875. It continued to be known as "Moore's School," until closed about 1876.

Mitchell's School. Private, but subsidised by the Government. On Section No. 66, Prince's Street West. Mr. Mitchell, 1867. Later controlled by Mr. A. Brown (1872) who, when this school closed in July, 1873, took over Moore's School.

Ladies' School. Mrs. Hawkins, March, 1868. On Darkie's Terrace Road. No details are ascertainable.

Charleston School. An advertisement in *Westport Daily Times and Charleston Argus* notified the opening of this school on Monday, 22nd June, 1868, by Mr. M. F. Phelan, in premises "opposite to the Dan O'Connell Hotel in Camp Street." No details are ascertainable.

St. Patrick's School. Private, Roman Catholic. Camp Street South. From 1872 to 1880. On a site opposite to St. Patrick's Chapel and in the building previously St. Patrick's Hotel kept by Gilhooley.

Mrs. West's School. Private, Church of England, 1875. In vicarage, Darkie's Terrace Road. Closed about 1877. Before coming to Charleston Mrs. West conducted a private school at Brighton.

Girls' School. State, 1878. On School Reserve, Darkie's Terrace Road. Closed about 1893.

Boys' School. State, 1880. On School Reserve, Darkie's Terrace Road. Closed about 1893. In 1880 Mr. R. Delaney, the headmaster, opened herein a night-class for youths.

State School. 1893, for both boys and girls. In premises previously the Boys' School. Still existing (1940).

Whether Moore's or Mitchell's was the first school is not certain; they opened within a few months of each other. A report by Mr. W. C. Hodgson, Inspector of Schools, dated 5th August, 1869, stated that a subsidy was being granted to "each of the two schools already established at Charleston." These were Mitchell's and Moore's. The subsidy was the result of a recommendation by Mr. C. Broad, the Resident Magistrate, who therein referred to "two schools controlled by Mr. Mitchell and Mr. Moore."

In the Inspector's report of 1st August, 1872, it is stated that schools were then conducted at Charleston by Mr. Brown at Blakett Street and by Mr. Moore at Prince's Street. It seems that the sites were transposed; and that Mr. Brown had taken over Mitchell's School in Prince's Street (West) and that Mr. Moore continued to conduct the school in Blakett Street. An advertisement in the *Charleston Herald* of 1st October, 1873, signed by W. J. Moore, notified that his school in Blakett Street was still being conducted by him.

The Inspector's report of 1873 deals with only two schools, viz., Moore's and St. Patrick's, indicating that since the previous report (1872) Mitchell's had been closed and St. Patrick's opened; and that Moore's still remained. In the reports of 1874 and 1875 Moore's and St. Patrick's are mentioned, showing that Moore's did not close until late in 1875 or (as believed) early in 1876.

Among the pupils of Charleston schools who won scholarships were (all are not known nor are the dates or schools): Six members of the Enright family; Miss Teresa Fair; Dan Dennehy; J. W. Maloney; Lily Horner; Hugh Horner; Frances Horner; James Ogg; John Codrow; Henry Moore.

None of the Charleston schools had any distinctive uniform, tie, or cap. Some records of attendances are:

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Moore's, 1869—27; 1870—74; 1871—40. Mitchell's 1869—28; 1870—56; 1871—40. St. Patrick's, 1872—54; 1873—54; 1874—64; 1876—69. Mrs. West's, 1876—51. Boys' School, 1883—48; 1889—69. Girls' School, 1883—60; 1889—74. State School, 1908—41.

Inspectors: W. C. Hodgson, 1869; George A. Harkness, 1893; D. A. Strachan (Asst.), 1900-1904; A. Crawford (Asst.) 1904-1919; C. Dalgleish, 1920; G. Pitcaithly, 1922; G. E. Overton, 1926; J. Wyn-Irwin, 1928; T. J. Griffin, 1931; W. J. Boden, 1936; A. J. Woods, 1936; H. C. N. Watson, 1937; G. E. Overton, 1937; C. A. Cumming, 1940; J. F. Johnson, 1940. Mr. G. A. Harkness was sole Inspector from 1893 to 1900, when he was given the services of Mr. D. A. Strachan as Assistant.

Secretaries in early years were: W. W. Sutton, August, 1878; J. W. Fair, December, 1879; Patrick Kittson, November, 1882; W. H. Brown, February, 1885.

Chairmen of Committees in early years: Philip McCarthy, 1878; Roger Walker, June, 1878; W. H. Hillyar, 1882; R. Worsley, 1882; R. Woodger, 1886; W. H. Brown, 1886; W. Hampton, 1887; T. Enright, 1888.

Schoolteachers: 1867—Mitchell, Principal of Mitchell's School, 1867-1872; Miss Mitchell, Assistant; W. J. Moore, Principal Charleston National School, 1867-1873; C. H. Nees and H. C. Carter, Pupil-teachers Moore's School, 1867; Mrs. Moore (née Harle), Assistant, Moore's School, 1873. 1872—A. Brown took over Mitchell's School, 1872, and took over Moore's School, 1873; Richard Delaney, Headmaster, St. Patrick's School, 1872-1875. 1873—Mrs. A. Brown, Assistant, Moore's School. 1875—Mrs. H. E. West, Principal, Church of England School, 1875-1877; Mrs. Collins took over Moore's School; Denis O'Donoghue, Headmaster, St. Patrick's School, 1875-1876. 1876—Charles McCarthy, Headmaster, St. Patrick's School, 1876-1880; Miss Easton, Miss O'Donoghue, Mrs. Dieling, Miss Daroux. 1877—Miss Ellen Quinn (Asst., St. Patrick's); Miss Green and Miss Ballard (Assts., Mrs. West's School). 1878—Mrs. Gaskin, Mistress, Girls' School; Miss Clarisold (Resigned April, 1879). 1879—Miss Folckmann, Mistress, Girls' School; Miss Dike. 1880—Richard Delaney, Headmaster, Boys' School, 1880-1882; Mrs. Hansen

(Resigned same year); Miss McPhee. 1881—Miss O'Connor, 1881-1888; Miss Fries, 1881-1884; Mrs. Suisted, 1881-1888. 1882—G. A. Blumer. 1884—G. Lang, 1884-1888; Mrs. Blumer (Resigned same year); Miss Anderson, 1884-1888. 1888—Thomas Lander; Miss K. Williams, 1888-1890; Miss Mary Bary, 1888-1889; R. E. Dowling, 1888-1893. 1889—George Fair, 1889-1891; Alice Dent, 1889-1895; Mrs. Dowling (néé Mary Bary), 1889-1892. 1890—Miss Enright, 1890-1891. 1891—T. Ferguson (Resigned same year). 1892—Miss Knap, 1892-1895; W. Lander, 1892-1893. 1893—F. E. O'Flynn, 1893-1896. 1895—Miss Beatrice Henderson, 1895-1897. 1896—Miss Enright; L. O. Baigent, 1896-1902. 1897—Miss F. Horner, 1897-1903. 1902—C. G. M. Boyce, 1902-1904. 1903—C. Ladley, 1903-1904. 1904—J. W. Maloney, 1904-1906; M. Thompson, 1904-1906. 1906—A. Laird (Resigned same year); Caroline Kelp, 1906-1908. 1907—Teresa Doyle, 1907-1908; N. Carrick (Resigned same year); Marion Mouat, 1907-1909. 1908—J. O. Garth (Resigned same year); T. Kane, 1908-1910; E. Findlay, 1908-1909. 1909—H. G. Eden, 1909-1910. 1910—G. G. Maloney, 1910-1916; G. O'Brien, 1910-1911. 1911—E. E. Bryan, 1911-1917. 1916—G. E. Dove, 1916-1917. 1917—M. Ryan (Resigned same year); E. Chamberlain, 1917-1918. 1918—G. G. Maloney (Resigned same year); Mrs. E. J. Etheridge, 1918-1920. 1920—A. W. McCarthy, 1920-1924. 1921—M. Dickson, 1921-1922. 1924—W. D. Lutton, 1924-1927. 1927—R. Harden. 1930—Elsie Curtis (Resigned same year); Miss M. E. Hay; Mrs. Hampton (néé Hay) (Resigned same year); Mrs. M. E. Garvin, 1930-1931. 1931—E. Curtis; C. F. Capper (Resigned same year); A. P. Masterton (Resigned same year); Mrs. Walker. 1932—J. A. Kissell (Resigned same year); Mrs. M. E. O'Neill, 1932-1938. 1938—C. C. Bowater, 1938-1939. 1939—Miss P. M. Shirtcliff.

CHAPTER XVI.

OFFICIALS.

CHARLESTON was at first a part of Cobden district, within the Nelson South-West Goldfields, which were proclaimed a district by the Superintendent of the Province on 31st July, 1865. In March of 1868 the district of Cobden was divided, and Charleston-Brighton became a separate district.

Wardens and Magistrates: John Blackett, 1866; T. A. Sneyd Kynnersley, 1866. For a short time after his arrival at Charleston he lived and discharged his duties in a tent. On the recommendation of the Superintendent of the Province, Alfred Saunders, he was, on 10th January, 1867, appointed Chief Warden and Commissioner of the Nelson South-West Goldfields and took charge of the Cobden district in succession to Mr. Blackett. G. W. Lightband, 1866-June, 1868; A. Greenfield, 1866; Hugh Jones, 1866-1867; —. Harris (acting), 1867; J. R. Dutton, 1867; Charles Broad, 1868; Joseph Giles, 1871; W. H. Revell, 1880; F. Bird, 1885; H. Eyre Kenny, 1890.

In a letter dated 26th June, 1868, Mr. Oswald Curtis, Superintendent of the Province, informed the Colonial Secretary that "the services of Mr. G. W. Lightband, Warden stationed at Charleston, can now be dispensed with, and I have to request that you will instruct Mr. Lightband accordingly. It is proposed to remove Mr. Broad, Brighton to Charleston, and to require him to combine the duties now performed by Mr. Lightband and himself. Lightband has always performed his duties admirably, and this is an economy measure suggested by the Provincial Government. Lightband

to receive six months' salary at the rate of £400 per annum in lieu of notice." This action was taken.

The *Charleston Herald* of 3rd March, 1868, reported a farewell to Mr. Kynnersley, by the Government officials of the Coast, when he vacated the active post of Warden to take up the duties of Commissioner: "The banquet given last night to Mr. Kynnersley at the Post Office Hotel, was well attended. The parting guest was presented with a very handsome gold watch of the value of fifty-five guineas." Mr. Kynnersley was also presented, by the townspeople of Charleston, with a purse of fifty sovereigns, at a banquet held in the Bank Hotel on 6th October, 1868.

Charles Broad was the first Resident Warden and Magistrate at Brighton, 1867; Charleston, 1868; Reefton, 1872; and Westport a little later. While at Westport he visited Charleston monthly and held a Court there. He was transferred to Greymouth in 1878, and was, upon his departure for there, tendered a farewell banquet at Charleston.

Mr. Dutton when leaving was presented with a solid silver inkstand which had been obtained from Melbourne. Joseph Giles was a qualified medical man, and frequently prescribed for ailing miners while on his travels.

Clerks of Court: C. H. Webb-Bowen took up duty in 1866, and was formally appointed in July, 1867, and again on 31st August, 1868. He, like the Warden, for a short period lived and conducted his duties in a tent. J. D. Clarke, 1868; Henry McArdle, 7th August, 1876; H. E. A. Cross, 1879; H. H. G. Ralfe, 1880; T. L. Shepherd, 1882.

From about 1883 the duties were attended to by postmasters, until about 1898 when they were taken over by the police. On 31st December, 1922, the Warden's and Magistrate's Courts were closed, but the duties of Clerk were still attended to by the police. Upon leaving Charleston, Mr. Ralfe was presented with a gold watch suitably inscribed.

Receivers of Gold Revenue: C. H. Webb-Bowen, 1866-1868; Charles Broad, October, 1868; E. C. Kelling, February, 1871; Henry McArdle, August, 1876. Later this duty was performed by Clerks of Court, postmasters and police officers-in-charge.

C H A R L E S T O N

Inspectors of Police: Thos. Broham, 1867; W. N. Franklyn, September, 1867; J. Hearl, 1877; S. Goodall (Sub-Inspector), 1877; John Emerson. Charleston was until 1889 within the Hokitika district, and later a sub-district of the Greymouth district.

Resident Sergeants of Police: —. Houston, 1867; W. Kiely, September, 1867; —. Irvine, January, 1868; Wm. Stephenson; W. Mayberry, 1873; Henry McArdle, August, 1876; John MacMahon, 1877-1878. From 1878 no sergeant was stationed at Charleston, the police officer-in-charge working under the control of the sergeant at Westport. When leaving Charleston, Sergeant Irvine was presented with a purse of sovereigns by the townspeople. In 1867, Sergeant Houston had with him 1 mounted constable, 7 foot constables, and 1 detective.

Police Staff: James Daley, Constable and Gaoler, 1866; James Rowley, Detective, 1867; H. McArdle, Mounted Constable, May, 1867; M. O'Meara, Constable, 1867; Fitzgerald, Constable, 1867; H. V. Drury, Constable, May, 1867; J. B. Rhodes, Mounted Constable, 1868; J. Franklyn, Constable and Gaoler, 1868; —. Poole, Constable, 1868; —. Rigby, Constable, 1868; —. McDonald, Constable, 1868; R. Loder, Constable, 1868 (died at Charleston same year).

Police Officers-in-Charge: John Jeffries, 1878-1891; John Bird, 1891-1896; T. R. W. Philpotts, 1896-1899; T. A. Godfrey, 1899-1902; Robert McGlone, 1902-1906; Edward Brophy, 1906-1909; Richard Allan, 1909 until now, 1940.

Bailiffs: James Hunter, January, 1868; John McIvor, 1868; H. E. West, 1875; Thomas Dollman, 1877. From about 1878 the duties devolved upon postmasters, and from about 1898 upon the police.

Justices of the Peace: Only the following names are ascertainable. T. G. Macarthy, Thos. Dwan, J. Henry, J. W. Fair, J. G. Hartill, J. C. Mordaunt, Chas. Gasquoine, J. M. Powell, R. J. Colvin. When leaving Charleston Mr. Gasquoine was presented with an illuminated address and a gold watch, by the townspeople.

Fire Inspectors: D. McBeath, Thos. Dwan. Both

OFFICIALS

appointed 21st April, 1875, under the Fire Inspectors' Act of 1870.

Bellringers or Town Criers: A. McKay, 1868; George Hall, 1878; Chas. Challis, about 1879; Wm. Thompson.

Nightwatchmen: The only record is of Edward Anglin, 1868.

Harbourmasters and Port Signalmen: G. W. Salter, Signalman; —. Collinson, Signalman, 1866-1867; Alexander Beveridge, Harbourmaster, 1867-1869; D. Cunningham, Harbourmaster, November, 1869; James Parsons, Charles Craddock, George Hurburgh, Signalmen.

Members of Parliament: James Hennelly, of Charleston, was member of Provincial Council for Grey district; elected 12th February, 1869. George Donne, of Charleston, was elected member of Provincial Council for Grey district, 21st May, 1867, and for district of Charleston, 29th December, 1869. T. Gallagher, of Addison's Flat, was Member of the House of Representatives, Buller electorate, which included Charleston, from 1868 to 1870. T. A. S. Kynnersley, 1870-1871; Eugene J. O'Connor, 1871-1876; Joseph Henry, of Charleston, 1876-1879.

Solicitors: J. S. Johnston, 1867; R. Patterson, 1867; W. L. Rees, 1867; G. W. Horne, 1867; J. E. Dodd, 1867; —. O'Neill, 1868.

Magistrates' Court: In 1868 the Court heard 659 civil cases and 1,104 criminal cases. The amounts sued for totalled £10,229, and judgment was given for about half, viz., £5,008. The criminal cases included 56 for assault, and 169 for drunkenness. The number of convictions was only 307.

In financial year 1869-1870 the Court fees at Charleston and Brighton amounted to £223, which included fines paid. In 1872 there were 11 petitions in bankruptcy filed at Charleston. Only one criminal case came before the Court. In 1877 Charleston became the Court-centre of the district. A fortnightly Court sat, which also served Brighton and Addison's Flat. In 1903, there were no criminal cases and only one civil case, a suit for 55/-. In 1905, there were six civil cases, the total of claims being only £2/15/-.

CHAPTER XVII.

CRICKET—FOOTBALL—SPORTS— HORSE-RACING—VOLUNTEERS.

HARDLY any sport but horse-racing flourished at Charleston. Bowling, tennis and golf were unknown.

Spasmodic efforts were made from time to time by a few enthusiasts to establish cricket, with only partial success. Two pitches were available; one near to St. Patrick's Chapel, and another on Charleston Flat, the former being the more frequently used. Football fared somewhat better, but never appealed as did horse-racing. The cricket ground being of cement, did not appeal to footballers; they preferred a softer field, such as a beach or paddock. At the early-day schools neither cricket nor football was played, their most strenuous game being "rounders," a soft-ball style of baseball. In 1877 an attempt was made by Mr. Chas. McCarthy, headmaster of St. Patrick's, to introduce soccer, but the mild enthusiasm lasted only a few weeks.

CRICKET.

The first cricket match played at Charleston was a scratch match on 17th March, 1868, upon the pitch "200 yards to the rear of the Post Office dam" and near to St. Patrick's Chapel, and was between 11 members of the Charleston Cricket Club and 11 miners. The miners won by 30 to 28. There was a booth on the ground, run by Cullen and Humby of the City Hotel. The Charleston Cricket Club was formed in February, 1868.

Another match on the same pitch was between "Jones's and Simpson's teams" on 11th November, 1868. Early the

same year (1868) a Brighton team visited Charleston, but as the weather was too wet for play, they were, said a newspaper, "royally entertained" during the day, and tendered a banquet at night. The Charleston team travelled to Brighton on 6th May, 1868, for a return match. This was played "upon the hard sand of Woodpecker Bay" and Brighton won.

On Easter Monday, 1869, a match was played on Charleston Flat between teams captained by W. J. Moore and —. Simpson respectively, Moore's team winning. The players were Moore, Simpson, McKenny, Profitt, Irwin, Spiers, Bennett, Salter, McIvor, Collings, Evans, Mussell, Dollman and Beveridge. Evidently a seven-a-side match.

During the latter portion of 1896 a Charleston team toured the district, playing matches at Waimangaroa, Birchfield, Granity, and Mokihinui, with what results is not recorded. Some of the team were: William Gardner (Capt.), Alf Hunt, C. T. Bruning, Jimmy Parsons, Frank Higgins, Arthur Norris, Dick Woodger, David Hartill, Pat Dwyer. These players also participated in a match at Charleston, upon "the ground near the Catholic Chapel, behind the Post Office," on New Year's Day, 1897. They were scratch teams, Married v. Single.

In 1897 a team from Birchfield visited Charleston, but no details are on record beyond the fact that "Jimmy Griffiths made 78 not out."

FOOTBALL.

The first football match was between Charleston and Addison's Flat, played upon the Nine-mile Beach on 9th March, 1869. Apparently it was more in the nature of "a day out" between scratch teams, than a serious competition. A challenge issued by Messrs. O'Callaghan and O'Rourke on behalf of Charleston, had been accepted by Messrs. Philip McEnroe and Thomas Howe on behalf of Addison's. A band escorted the players and some hundreds of spectators to the beach, some of whom came from as far as Westport and Brighton. The result was indefinite, both sides claiming a win; and when the decision was given to Charleston there was heated discussion. A truce was called, everyone being

allowed to retain his individual opinion, though various letters appeared in the *Westport Times* upholding opposing views. The actual winners were the several booths on the sandhills, one of which (Behan & Kelly's) is credited with having taken more than two hundred pounds. In the evening a grand ball was held at Charleston, admittance one guinea, and was doubtless a gay gathering after the events of the day. It is believed that the Charleston team was: T. Dollman, W. H. Hillyar, B. Shepherd, P. Kilmartin, P. O'Callaghan, E. Drennan, J. O'Rourke, P. O'Connor, W. Hartill, R. Treadwell, T. Dwan, T. G. Macarthy, Thos. Lander, A. Condon, W. Mullins, with Jas Hatch, F. McParland, D. Collins, and W. Murphy as emergencies.

The first real Football Club was formed in 1888, a combination of town and beach players, who formed opposing sides for local matches or trial practices, usually in Parsons' paddock at Little Beach, with the Welcome Inn close by. Having but one ball, each faction had the use of it on alternative week-ends. Records of outside matches are not available, but at least one match was played at Westport, when the portrait of the team, shown herein, was taken. In the late 'eighties or early 'nineties, the boys of the State School maintained a Football Club known as "the Tittlebats and Grasshoppers," and local matches were staged between teams therefrom, representing Town and Beach respectively. This team played at least one match at Westport.

ATHLETIC SPORTS.

There was not any Athletic Club at Charleston, and the so-called sports meetings were but combinations of sport and picnic, held in early days upon Charleston Flat, but in later times upon Parsons' Paddock or on the Picnic Ground on the south side of the Nile; actually a part of the Nile Farm—a lovely spot, as previously stated.

The meetings were not annual fixtures, but arranged from time to time for the benefit of the hospital funds; nevertheless eagerly looked forward to by one and all. They were usually one-day meetings, but it is recorded that in 1868 one extended to two days, 26th and 28th December. Good

stakes were provided for athletic events, and during the weeks prior to the meetings, competitors-to-be were to be seen practising on the cricket ground on Charleston Flat.

The various Societies and Lodges gathered in front of The Camp, formed into procession and, gay with regalia, with banners flying, marched to the ground, preceded by the town band and followed by hundreds of holiday-makers. A feature of the gatherings was the side-show at each, conducted by the honorary showman, Robert Shepherd, a man with an infinite supply of showmanship and natural humour; he seldom netted less than thirty or forty pounds for hospital purposes. Though the duped ones were not strangers, he "took them in"; they on their part enjoyed the trickery knowing that the proceeds were for a charitable object. One of his shows was "a horse with his tail where his head ought to be"; a nag with his tail in a manger; another was a "live moa," which he announced "took twenty men twenty days to catch." The tent was surmounted by an enormous, whitewashed, wooden egg, stated to be a facsimile of the one to be seen inside the tent, with the bird. If a patron failed to recognise a moa in what he saw, Shepherd explained that the bird, when caught, had become violent, and had spitefully "turned herself inside out and so spoilt her appearance."

Another popular fixture was, in later years, the annual children's picnic, arranged each Christmas time by Mr. James Jenkins, a church worker. It was, however, non-sectarian, and looked forward to by youngsters of all creeds, as care was taken to see that each got a share of the toys and refreshments freely provided.

RACE-MEETINGS.

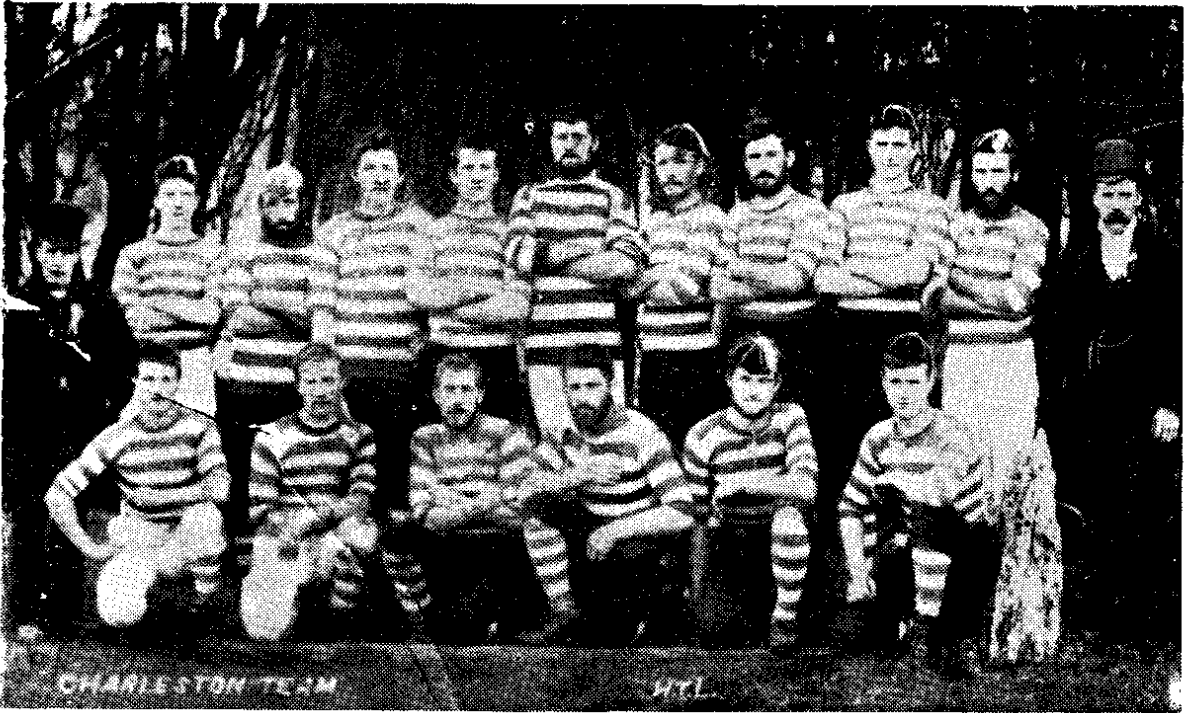
On 3rd September, 1868, a meeting was held in Rooney's Hotel (the Belle de Union), Charleston, to arrange for a race-meeting, and a Committee appointed consisting of Messrs. Strike (Chairman), Dwan, Rooney, Neale, Brownlie, Twohill, Lichenstein, Kennedy, Fenton, Shepherd, Sturt, Behan, Cutten and Mirfin (Secretary). This Committee arranged the first race-meeting held at Charleston, the "Charleston Midsummer Races," a two-day meeting on Hall's Beach, as

the Nine-mile was sometimes termed, on 13th and 14th January, 1869. The principal event on the first day was a challenge race, for £15 aside, between a horse named Sulky, owned by C. Lyons, and a horse Charos, owned by S. J. Loring, of Tauranga Bay and Totara; otherwise the stakes for the meeting were obtained by subscription, a canvass of the town resulting in the collection of £39/18/-. The *Westport Times* records a large attendance from Westport and Charleston, that Hall's Garden was extensively decorated, providing a pleasant, shady retreat between races, the day being extremely hot, and that the Casino band provided pleasing music.

Another race-meeting, or rather a combined race-and-sports meeting, was held in April of the same year to celebrate the visit of the Duke of Edinburgh to the Coast. The Duke, in H.M.S. *Galatea*, arrived at Nelson on 19th April, and left on 21st April, 1869. In Charleston a public holiday was declared, and the race-meeting was held upon the School Reserve in Darkie's Terrace Road, the necessary nearby hotel (probably the Junction Hotel kept by Margaret Hannah and John McEwen) being the house later acquired by Isaac Hardley and converted by him into a workshop and residence. A procession of over 800 persons marched from Constant Bay to the flat, preceded by marshals on horseback, viz., Messrs. Thos. Kelly, Thos. Dwan, J. Hennelly, and Captain Beveridge. In the evening a barbecue was staged in the Camp grounds; a bullock "of over 700 pounds in weight" being roasted above a huge fire, slices therefrom handed around with bread and flagons of beer, and the remainder sold as joints.

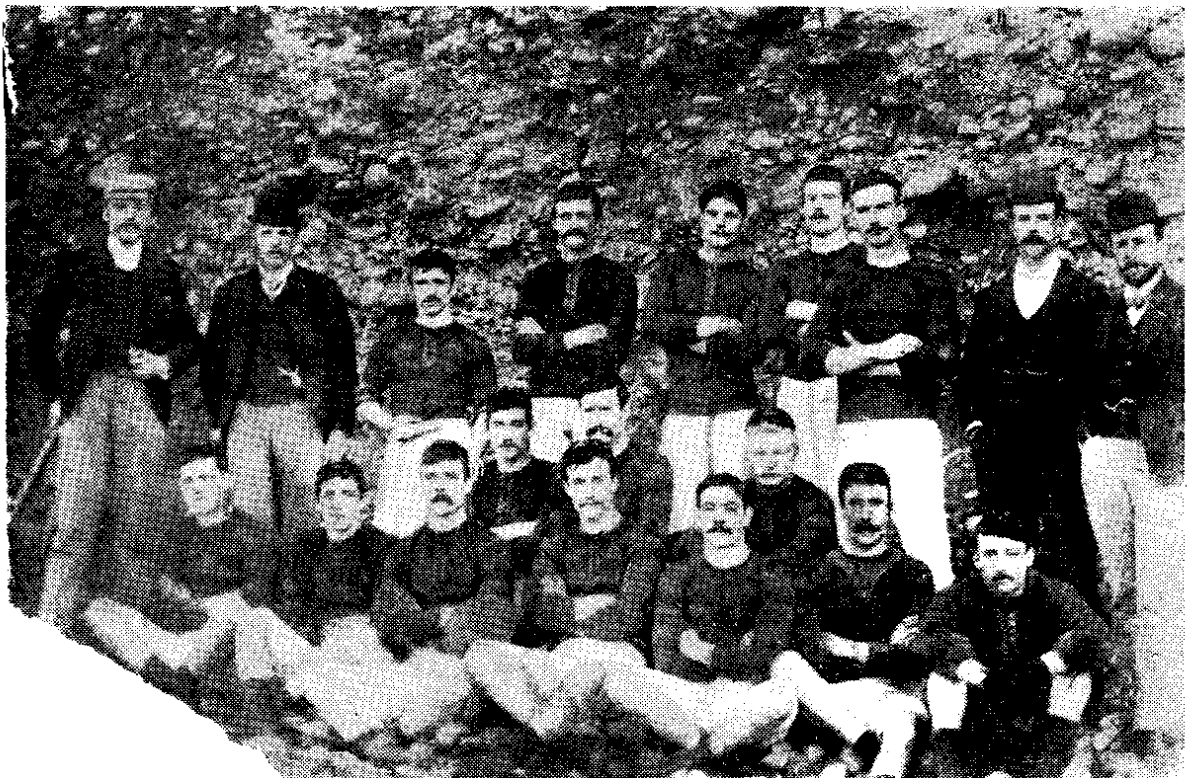
A comparatively important meeting was held on the Nine-mile Beach during the Christmas period of 1871. The stakes being high for those days, horses came from many parts, including two from Redwood's stable at Nelson, and one from Auckland, while visitors attended from all portions of the Coast. To the delight of Charlestonians, a local horse owned by Messrs. Maloney and McKittrick won the principal event. The officials were: Judge, Charles Broad; Secretary, H. Jones; Starter, J. Fenton; Clerk of Course, P. Scanlon; Stewards, H.

Charleston.



Charleston Football Team, 1888.

Back Row (from left): James Parsons, A. Fleming, Wm. Johnson, Gilbert Mouat, Terence Weir, Frank Dennehy; Wm. Mouat, Percy Craddock, Jas. Dennehy, Duncan Johnson, Wm. Thompson.
Front Row (from left): Jas. Hickey, Alf. Parsons, Ben Parsons, Geo. Powell, Robt. Powell, Edward Hickey.

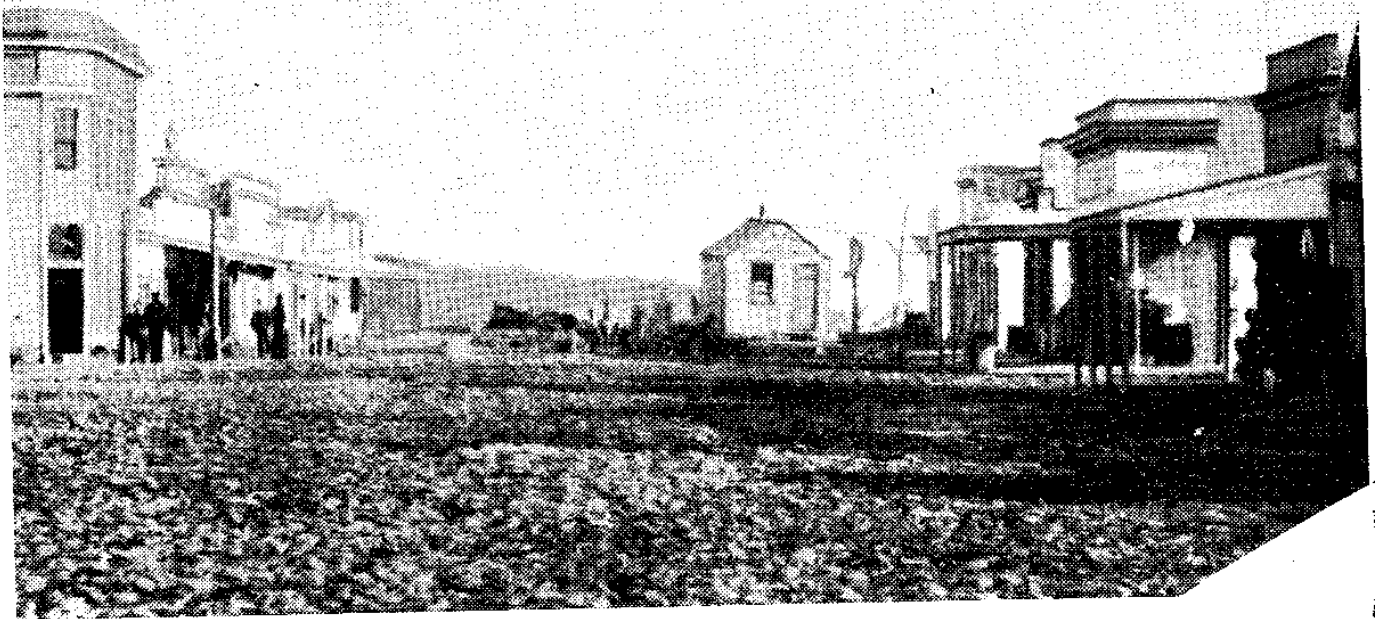


New Representative Football Team, 1895.

Geo. Powell; seventh in back row, H. Ferguson; both of Charleston.



Westport Times Office—1866.



*Gladstone Street, old township of Westport.
At centre--first Bank of New South Wales.*

RACE - MEETINGS

Jones, T. Dwan, J. Fenton, D. Maloney, P. Scanlon, W. H. Hillyar, J. Behan.

In later years meetings were held on John Warne's farm at the back of St. Patrick's School, and in a paddock behind the Welcome Inn at Little Beach. A feature of horse-racing on the Coast was the number of private challenges by owners of promising horses. For these the services of Harry Patten, of Candlelight, as a rider, were much in demand, he having been attached to Redwood's stables at Nelson. It is told that upon one occasion he was engaged for a fee of £50 to ride a heavily-backed horse at Reefton, and walked the entire distance, 68 miles, won the race, and walked home. Jimmy Parsons, of Charleston, was another popular rider.

Although race-meetings were not annual fixtures, many were arranged during the early days, generally in proximity to a hotel, the owner of which contributed generously to the stakes—a sprat to catch a mackerel. They were the events of the year, which all felt bound to attend; everybody met everybody, and the few existing social distinctions were dropped, for "on the turf, and under it, all men are equal."

VOLUNTEERS.

A volunteer corps, the Charleston Rifle Volunteers, was formed in 1868. At a meeting held on 8th April of that year, and convened by Captain Alexander Beveridge, a Committee was appointed to arrange details necessary to the formation of a corps. At a later meeting Mr. G. C. Bowman was elected Captain; Mr. Furness, Lieutenant; Mr. Price, Ensign; and Mr. H. Vorley, Secretary. The drill-ground and rifle-range was on country Section No. 50 of about 21 acres, near to John Warne's farm, behind St. Patrick's School. Each member of the corps paid 2/6 entrance fee, and a monthly subscription of 2/6. The first drill was on 15th April, 1868, Thomas Kelly being the instructor. The corps was disbanded on 10th October of the same year, by *Gazette* notice.

CHAPTER XVIII.

THE CASINO—MECHANICS' INSTITUTE AND LIBRARY—SHOWS.

THE CASINO.

IN early days the two rival places of entertainment were the Casino de Venice in Prince's Street East and the Victorian Hotel and Concert Hall in Rotten Row, behind Williams's pharmacy. The former completely out-paced and overshadowed the latter. Mr. Dobson, Provincial Engineer, remarks in his *Reminiscences*, that in those days "Charleston was a very busy place, especially at night-time, when the miners were in town, which consisted almost entirely of public-houses and stores. There were two large dancing-halls with good orchestras. These halls were licensed and did a big business, the proprietors providing partners for their patrons. Each dance cost two shillings, and each man was entitled to two drinks, one for himself and one for his partner." Yet, old-timers say that seldom did a Casino girl become intoxicated—they kept a tally of the drinks paid for but not consumed by them, and received their value in cash from the proprietors, a system that suited all parties. These girls were brought in groups from Australia, but were carefully selected by the senders, not picked up haphazardly—bright, vivacious, good-looking, and neither too fast nor too slow. In a community of which probably five-sixths were males and mateless, these girls had many suitors, and married more quickly than their employers could replace them. Here let it be said that the majority chose their life-partners wisely, and became respected wives and mothers. They made money; but it costs a pretty penny to clothe a pretty figure—they aimed at being the most expensively arrayed and to set the fashions. Moreover, though

THE CASINO

men may prefer blondes, there has never been any objection to a girl having more in her stocking than a shapely leg.

The Casino was run on lavish lines, expense being of little consideration in view of the golden harvest it gathered. Its large dance-room was provided with a stage, and was used for many purposes; travelling entertainers, local balls, concerts, etc. It is recorded that in 1867 church services were conducted therein.

In 1873 there visited Charleston a Dr. Carr, apparently an itinerant preacher, mesmerist, and phrenologist. He preached in the Methodist Church, and held an entertainment in the Casino for the benefit of the hospital, aided by Messrs. Arthur King, George Aldous, and Owen McArdle. It was not a financial success; Charlestonians did not desire to have their heads read by a stranger, especially in public. Yet, Vorley the photographer did this for his patrons, attaching a "phrenograph" to the portraits of such as desired one; and the Rev. Porteous in 1867 gave many lectures on the subject in the Methodist Church.

In 1867 there were Casinos at Hokitika, Greymouth, and Westport also. In Westport there were three, "all vying," says Mr. R. C. Reid, "against one another in the strength of their musical bands, the number of the ballet dancers, and the shortness of their skirts." The Casinos were the centre of night life, and not neglected in day-time—the forty-hour week was not then observed. The arrival of a party of new girls was an event, the coach being met by a welcoming crowd who gave them practically a civic reception.

THE INSTITUTE.

The Mechanics' Institute and Public Library was upon Section 254 in Camp Street South. No official information regarding it is available. It filled the urgent need felt by the more sober-minded and the younger sections of the people for entertainment less audacious than that offered by the Casino and other concerns. Educationally its library and reading-room were a boon. The latter secured a wide range of the best overseas publications, while the former had well-stocked shelves catering for all tastes, from light fiction

“yellow backs,” to classical and standard works. It was one of the best libraries of the Coast.

In May, 1870, the Methodist Church instituted a series of “Monday Evening Entertainments” termed “Penny Readings.” As these “readings, lectures, etc.,” proved popular, the same body set up a Committee to collect funds for the establishment of a public “Social Institute” for weekly gatherings. The Committee included Messrs. H. Masters, G. R. Brown, Walter Cato, Dick, and Franklin. In January, 1871, a special vote of thanks was accorded to the Rev. J. White, Walter Cato, and Mr. Franklin, by the Church Committee for “their very successful efforts in establishing a Social Institute in Charleston.” Eighty pounds had been collected, and this was subsidised pound for pound by the Provincial Government, in addition to a grant of £200 in 1867-1868 for the foundation of a library. Thus, in 1871, was born the Mechanics’ Institute and Library. As years passed, its concerts became a portion of the town’s life until, in 1878 or so, they were its only source of entertainment beyond a few dance-rooms, most of the concert halls, etc., having faded away as the gold faded. In 1874 the number of subscribers was 130, the subscriptions amounting to £26/14/6; and the sum of £30/14/6 was expended on new books. In 1875 the Government made a grant of £52. In later years the concerts were held fortnightly instead of weekly, and in still later years were less frequent and at irregular intervals. It closed about 1911; the building being sold for a few pounds. All items of the concerts were by local talent—readings, recitations grave and gay, songs from operatic items to the rollicking “Champagne Charlie,” or “There’s Life in the Old Boy Yet”; music, classical and otherwise; and one-act plays. Such programmes might be criticised to-day but, when listening to the radio, one wonders whether, on the whole, the public taste has much changed during the years.

Charlestonians were proud of their people’s talents and not disposed to hide them under a bushel; various performers were described as “the greatest piper in the world,” “the sweetest songster in the province,” etc., while “unexcelled propounders” were common. It was claimed, probably

correctly, that two of the musicians had "performed before the German Emperor." There cannot be omitted mention of the "Conversation Lozenges" without which no concert was complete. It is said that their sentimental and loving inscriptions were in not a few cases effective—had broken down barriers and overcome reticence, served as straws to show which way the stream ran. The Institute was a boon to the people. After all, life on a goldfield is not packed with diversion; it is a full but, in some respects, an empty life.

This typical programme is taken from the *Charleston Herald*:—

"ENTERTAINMENT, 29TH SEPTEMBER, 1873.

"Mr. Douglas, Chairman. Schmidt and Beer, Set of Quadrilles. Warmington, Cornish Reading. Miss Gillespie, Song, 'Beautiful Star.' Donne, Reading. Holme, Recitation. Mrs. Fries, Song, 'I See Her Still in My Dreams.' Delaney, Reading. Bates, Song, 'That's Where They Make a Mistake.'" The admittance fee was sixpence. This entertainment ended abruptly because, the night being stormy, some of "the promised performers did not attend."

A number of showmen brought entertainment to Charleston. There was "The Hairless Horse" without a hair on its body, and "The Dancing Ducks" whose owner was found to have had hot plates for their stage. He was thereafter known as "The Duck." There were lecturers, conjurers, mesmerists and what not, but few found favour on the Coast. One show, however, was acclaimed by all, the Panorama, a series of alleged scenes from famous battlefields, painted upon calico and moved across the stage in sections, while the showman pointed with a rod to details and explained them. One scene depicted a red-hot cannon-ball apparently hitting a general. When in the next section he reappeared unscathed, the impressionables of the audience cheered. What would be thought of it in these days of movies and talkies can be imagined.

NEW YEAR FESTIVITIES.

An annual event looked forward to by all was the "welcoming in" of the New Year. One or more "Grand

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Balls" were always provided for the occasion, frequently in aid of the hospital funds; dances were arranged, and hotels vied with each other in supplying music, entertainment and hospitality. At midnight the real revelry started, with bonfires of tar-barrels, firework displays, community singing in the open and, of course, many toasts and some horse-play. New Year's Eve and St. Patrick's Day were the two most observed festival occasions of each year.

CHAPTER XIX.

POST OFFICE—TELEGRAPH—MAIL SERVICES.

THE Charleston Post Office, a very humble-looking building, stood at the corner of Camp Street South and Darkie's Terrace Road, on the Post Office Reserve. From 1867 to 1872 it was a Chief Post Office, the head of a district, but from the 1st December of the latter year became subordinate to Westport office. Prior to 1st May, 1867, the Post Office was conducted by Mr. H. W. Stebbing, in his store in Coal Street. The postmaster's residence was upon the opposite corner of Darkie's Terrace Road, on the Camp Reserve. It was built in February, 1868, at a cost of £135.

In 1868 the construction of the telegraph line from Greymouth to Westport was completed, and telegraph offices were opened at Brighton and Charleston in August of that year, and at Westport during the following month. The line was erected at the instance of the Provincial Government of Nelson which guaranteed to "The General Government Electric Telegraph Department" six per cent. interest on the total cost of construction, as well as any deficiency between the revenue and the actual cost of working and maintaining the line. The line, however, was owned and constructed by the General Government, the route being surveyed by Mr. Alexander Aitken and constructed by day labour under his supervision. It was 67 miles long and cost £7,000, being the most expensive in New Zealand up to that date, the work having presented many difficulties, necessitating the cutting of a track through dense bush; also the swampy nature of the ground offered great obstacles—when some of the poles were set up they sank to solid bottom at a depth of seven feet

below the surface. All the material for construction, and stone for packing around the poles, had to be transported on pack-horses over difficult country.

Later, lines were constructed from Greymouth to Reefton, and in 1877 a branch line was erected from Reefton to Westport by way of Inangahua Junction. This meant that Westport was served by two lines; one from Greymouth via Charleston, and the other via Reefton.

On account of the difficulty and expense of maintaining the Greymouth-Charleston-Westport circuit, the Greymouth-Charleston section of it was dismantled and only the Charleston-Westport section retained.

The two services, Telegraph and Postal, were separate departments until 31st December, 1880, when they amalgamated. The Charleston office changed from a telegraph service to a telephone service in 1889. The old Post Office building was sold, for removal, for £5, in 1936; and the present building was erected on the same site in 1937.

There was regular delivery of telegrams at Charleston but not of letters; only counter delivery of latter being made. However, the postmaster advertised from time to time the addresses of any lying undelivered. Apparently these were few; an advertisement in the *Charleston Herald* in 1873 showed only four.

Some examples of the volume of business at the Charleston Post Office are:—

Telegraph: Brighton-Charleston-Westport line, 1868; number of telegrams 1551; revenue £252.

P.O. Savings Bank: On 1st February, 1867, there were in the Nelson Province, Savings Banks at the five principal offices only. In April of the same year there were 39 others, of which Charleston was one. Examples of Savings Bank business at Charleston during the first twenty years are:—

Deposits: 1868 — £5,702; 1870 — £4,872; 1888 — £938.
Withdrawals: 1868—£1,618; 1870—£3,023; 1888—£656.

Postmasters and Postmistresses: 1st May, 1867—Mr. C. J. Anderson; 11th January, 1868—Mr. Andrew Alexander; 1st December, 1871—Mr. Wm. St. George Douglas; 1st December, 1877—Mr. J. Salmon; 10th August, 1878—Mr. John J.

MAIL CONTRACTS

Pickett; 1st May, 1880—Mr. F. C. McClure; 14th January, 1881—Mr. A. A. Winterburn; 10th August, 1894—Miss Edith Julius; 1st September, 1896—Miss Mary McCarthy; 1st January, 1902—Miss Lizzie Verdon; 30th April, 1917—Mrs. Agnes McManus; 28th September, 1920—Miss Ethel Powell; 1st April, 1923—Mrs. Frances A. Smith; 1st March, 1924—Miss Ethel Powell; 30th March, 1925—Mrs. Lucy M. Dalkie; 1st May, 1929—Mrs. Eliza L. Robertson; 1st August, 1937—Miss Jessie Robertson. The office was conducted on a non-permanent basis (i.e., the person in charge was not on the permanent staff of the Department) from 10th August, 1894, until 1st July, 1908 (under Miss Verdon) and reverted to permanent basis in 1917 under Mrs. McManus.

Staff: 1871-1874—James Duigan and —. Sampson; 1875—W. Petre, 1876—C. J. McCarthy; 1877—Arthur Cavell; 1878—C. D. R. Treadwell; 1879—I. Faris; ?—W. Dickson.

MAIL CONTRACTS.

The carrying of mails on horseback from Charleston to Westport, and return mails from Westport to Charleston, involved a journey of 36 miles, leaving Charleston at 6 a.m. and returning 5.30 p.m. on the same day. An extra led-horse was required for unusually heavy mails.

Charleston to Brighton: Mails were carried by horse, up to 1875, the contractors being Thomas Dollman, 1872; James Moles, 1873; Daniel Maloney, 1874; Samuel McKittrick, 1875. In 1876 it was conducted on foot by A. Hinde, and Hinde Junior. The service was twice weekly in 1872, and weekly thereafter, the subsidy varying from £65 in 1872 to £24 in 1876. Later the service was again by horse and weekly; the subsidy varying from £6 to £24. The contractors were M. O'Brien, 1877; M. F. O'Brien, 1879; and Joseph Wareham, M. O'Brien, M. F. O'Brien, S. Price, Wm. L. Price, W. Price, and T. E. Price during the period from 1881 to 1904.

Tiromoana to Charleston: The service was by horse and weekly from 1909 to 1924, the contractors being W. L. Price, W. Price, and T. E. Price, and the subsidy from £10 to £20.

Charleston to Tiromoana: A service "weekly or twice-

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weekly as opportunity offers" was started in January, 1925, and was by gig, the subsidy £20, and the contractor, T. E. Price.

Westport-Charleston: The service was by cart, and daily, in 1872 and 1873, the subsidy £300, and contractors, T. McKee and James Simpson. By horse, and daily, 1874-1876, the subsidy £300 and £230, the contractors, Philip McEnroe and James Moles. By horse, and thrice-weekly, in 1877-1878, the subsidy £110, and the contractors, James Costello and Jonathan Harle. By horse and coach, thrice-weekly, in 1879-1880, the subsidy £125, and the contractor, Wm. Hill. By horse, twice-weekly, 1881-1882, £50, Wm. Hill. By cart, twice-weekly, 1883-1886, £68 to £32, Michael Quane. By coach, twice-weekly, 1889-1890, £20, J. Dixon and Michael Quane. By trap, twice-weekly, 1891-1896, £29 to £17, W. Hanna. By coach, twice-weekly, 1897-1909, £5 to £94, W. Hanna, C. Croawell. By "coach as required," 1910-1912, £93, Craddock Brothers. By coach, twice-weekly, 1913-1922, £73 to £110, Mitchell, Menzies. By motor truck, twice weekly, 1923-1929, £75, A. Mockett. Since 1930, by the regular Westport-Greymouth motor service.



CHAPTER XX.

THE HOSPITAL—MEDICAL PRACTITIONERS.

HOSPITAL.

FEW records are available and dates given are approximate. It was situated upon the Hospital Reserve, off Darkie's Terrace Road; was erected in 1867 at a cost of £400, and closed about 1910, the building being let, then sold, and later destroyed by fire.

An official report of October, 1867, says: "The hospital at Charleston is just about finished, and will soon be ready for the reception of patients."

The cost of the building, and of its staffing and maintenance, was partly met by public subscriptions, fees, and the proceeds of public gatherings, concerts, etc., arranged for the purpose (e.g., the sports-picnics and the side-shows thereat) and partly by Government subsidies. Some of the Provincial Council or Government subsidies to "Charleston and Brighton Hospital" were: 1869—£900; 1870—£750; 1872—£580; 1873—£600; 1874—£550; 1875—£500; 1876—£336/13/4; 1877—£333/6/8. In April, 1877, the Colonial Secretary intimated that the subsidy would be paid until June of that year, but that legislation would be introduced "handing hospitals over to the control of Borough and County Councils." In December, 1877, the Hospital Board was informed that subsidies would, "pending legislation," be on a £1 for £1 basis.

In the year 1876-1877 the average weekly number of patients treated was 3½. From the beginning (1867) an annual subscription system was arranged whereby subscribers received free accommodation and treatment when required. It is said that a few regularly "took a rest" there, in order to

get some return for their money. The subscription fee was one guinea. The tale is told that at one hospital down the Coast, a subscriber, who had outstayed his welcome, was visited by an undertaker, who wished to take the patient's measurements for a coffin, and enquired whether he would prefer white- or red-pine. In reply to the patient's protest the caller explained that the doctor was going to try a new and drastic course of treatment and "one could never tell the result." That night the patient was missing.

The Inspector of Hospitals' report of 1881 shows that the district then served was from the Totara River to the Razorback, including Charleston township, and that it was a general hospital with one sleeping-ward of eight beds for males only. In this year subscriptions amounted to £181, patients' fees to £37, the Government contributed £228, and the County Council £234, the total income being £740.

The Inspector's report of 1883 showed that 12 beds had been provided for males and 2 for females. During this year there had been 63 male and 7 female patients, while outdoor relief had been given to 45 patients. The total cost had been £373, of which £129 had been found by the Government. The Inspector had visited the hospital on 4th November, 1883, and found it "untenanted save by the steward. There had been no in-patient for upwards of a fortnight, and the number at any one time since his previous visit had not exceeded two. The buildings were clean and in good order." He added, "payment is expected from patients at the rate of £1 per week, but is not often received." A report, as late as 1903, shows "two dormitories, with beds for 12 males."

Secretaries: A. Bryce Bain, January, 1868; G. Chas. Bowman, 1869; Hugh Jones, 1875; N. M. Elliott, 1876; Ernest Strachan, 1877; T. Dollman, 1882-1885; C. H. S. Clifford, about 1885 to 1888 or later; G. M. Powell; J. H. Powell about 1906.

Boards or Committees: 1868—G. W. Lightband (Chairman), C. Gasquoine (Chairman); Messrs. Alexander, McCarthy, Neale, Dwan, Masters, Hennelly, Connelly, Hugh Jones, Chas. Mirfin, Beveridge, Kennedy, Allan.

1869—Chas. Gasquoine (Chairman); Messrs. T. G.

MEDICAL PRACTITIONERS

Macarthy, Alexander, G. C. Bowman, Hugh Jones, H. Masters, J. Behan, F. McParland, McCoy.

1875—Joseph Giles (Chairman); Messrs. T. G. Macarthy (Treasurer), Grant, W. W. Sutton, E. Perrett, T. Crumpton, W. Thompson, P. McCarthy, R. Gilmer.

1877—In May of this year Mr. Wm. St. Geo. Douglas was appointed "Permanent Chairman of Hospital Committee" and Mr. W. G. Collings, Honorary Treasurer.

1881—Roger Walker (President), S. J. Brookfield (Treasurer); Messrs. G. Patterson, W. Henry, A. King, B. Shepherd, R. Birch, T. Butterworth, M. O'Sullivan, J. P. Mitchell, W. Brown, T. J. O'Leary.

Medical Officers: —. Rooney, 1868; —. Morton, 1868; W. K. McMullin, 1868; —. Bennett, 1868; P. J. Bruen, 1869; W. H. P. Dakers, 1875; Joseph Henry, 1876; James Simpson, 25th August, 1878; T. J. Galligan, 1910.

House Stewards: J. A. Richardson, May 1868; R. B. Stewart, 1868; —. Quinlan, 1868; Charles Challis, about 1877; Cato Dickenson, 1881-1888 or later; P. Fleming, 1896; Jos. Mills, 1910; J. O'Donnell, 1910.

MEDICAL PRACTITIONERS AT CHARLESTON.

The first list of Registered Medical Practitioners was published in the *N.Z. Gazette* in 1868. From it and succeeding lists are extracted the following:—

1868—Wm. Henry Philip Dakers, L.S.A., London, 1855; M.R.C.S., Ireland, 1858. (Went to Collingwood in 1875.)

1876—Joseph Henry, L.R.C.S., Ireland, 1862. (Went to Tauranga in 1877.)

1877—George Henry, L.R.C.S., Ireland, November, 1867; L.S.A., London, March, 1869.

1878—Wm. Forbes Keating, L.R.C.P., Edinburgh; L.F.P. & S., Glasgow. (Went to Wellington in 1878.)

1878—James Simpson, M.B., Ch.M., Edinburgh; L.R.C.P. & S., Edinburgh. (Went to Westport in 1908.)

1909—Floyd Collins, M.R.C.S., England; L.R.C.P., London. (Went to Collingwood in 1909.)

1910—Thomas Joseph Galligan, L.R.C.S., Ireland; Lic., Midwif, 1906. (Went to Karamea, 1910.)

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1911—John Campion Grinling, M.B., 1883; M.D., 1900, Durham. (Went to Waverley, 1912.)

Although this list shows that Dr. Joseph Henry went to Tauranga in 1877, it is believed that he practised at Westport for some years (he represented Buller in the House of Representatives from 1876 to 1879), went to Wellington in 1881, and died there in 1884.

In addition to the foregoing, the following names appear in various records:—

—. Moise, Main Street, 1867—name in N.Z. Directory of 1867.

Joseph Lee, M.R.C.S., England, mentioned in *Charleston Herald* of 1867.

—. Trenery, "at Hanney's Hotel," 1867.

—. Bond, "at Hanney's Hotel," 1867.

—. Rooney, advertisement in *Charleston Herald*, 3rd November, 1868, as "Surgeon to Charleston Hospital and The Camp," and as practising "in premises opposite to Rooney's Hotel, Prince's Street."

—. Worrall, advertisement in *Charleston Herald* of 3rd November, 1868, as being in practice at United States Hotel. This hotel was on Section 251 in Camp Street.

W. K. McMullin, January, 1868, "practising at private residence opposite to Q.C.E. Hotel."

—. Morton, 1868. Was in partnership with Dr. O'Kelly in 1869.

—. Bennett, 1868.

P. J. Bruen, M.D., in charge of Charleston Hospital, July, 1869.

—. O'Kelly, in partnership with Dr. Morton, 1869, "in premises next to Melbourne Hotel." In 1873 practising in "residence near to Bank of New Zealand."

CHAPTER XXI.

THE TOWN BAND—THE FIRE BRIGADE.

THE original town band was inaugurated about 1869 and disbanded about 1879. It was one of the most valued institutions of its day, heading all processions, and being an essential feature of every public gathering. The members did not wear uniform, and their "civvies" were of a variety of styles. Its repertoire was not extensive, but its audiences preferred the old well-known tunes as, in our hearts, many of us still do. Those of us who were then young remember those parades, we have but to close our eyes to visualise such outstanding events in our early years.

The names of some of the bandsmen were:—Bandmaster, James Marris; Drum-major, Max Knudson; Cornopean, Edwin Perrett; Drummer, H. E. West; Side-drummer, Jesse Humphries; other players, Edward Baulke, Albert Trumper, Henry Rosenberg, John Marris, Albert Marris, C. Craddock, Arthur King, "Schmidt the fiddler," W. Hampton, C. Holmes.

The Band was resuscitated about 1906, some of the members of this later Band being John Hampton, Alf. Parsons, — Dwyer, Frank Higgins, J. Woodcock, P. Walsh, E. Brophy, Hartill, Sinclair, Bowes, J. Collins, Price, Kilmartin, Mitchell, Hanna, Woodger, Carson.

THE FIRE BRIGADE.

This was a volunteer body formed on 22nd July, 1869, the Provincial Council making in that year a grant of £150 towards the cost of procuring a fire-engine. A further grant was made of £75 in 1870, one of £50 in 1872, of £75 in 1873, and of £50 in 1874. The members of the first Fire Brigade

Committee were: Messrs. McBeath, McCoy, Graves, Hardy, Nahr, Jackson, Masters, Donovan, Donne, and Horne.

The engine, which cost £200, was a manual affair operated by a see-saw framework with handles at both sides, and capable of throwing a stream of 200 gallons per minute to a height of 120 feet. It was housed in an open-faced building at the northern end of the Camp Reserve, and beside it was the fire-alarm bell. In later days, when no longer required for fire fighting, it was sold to Mr. J. P. Mitchell, who converted the frame and body into an express-wagon. In addition to the fire-engine, fire-buckets were provided and hung in convenient positions about the town. As there was no town water supply, all premises depending upon rain water, the engine could use only such as was obtainable from water-races and dams, of both of which there were several within the town boundary.

Considering that all buildings were of wood with, generally, scrim and paper linings, and open fire-places; and that all lighting was by candles or kerosene lamps, it seems remarkable that only four fires of any magnitude are recorded: one on 3rd November, 1869, in Prince's Street West; the coal-seam fire of 1869; the fire of 1873 on the lower flat; and the Melbourne Hotel fire of 1904. The fire-engine had not arrived when the first two occurred, and the brigade had disbanded before the fourth.

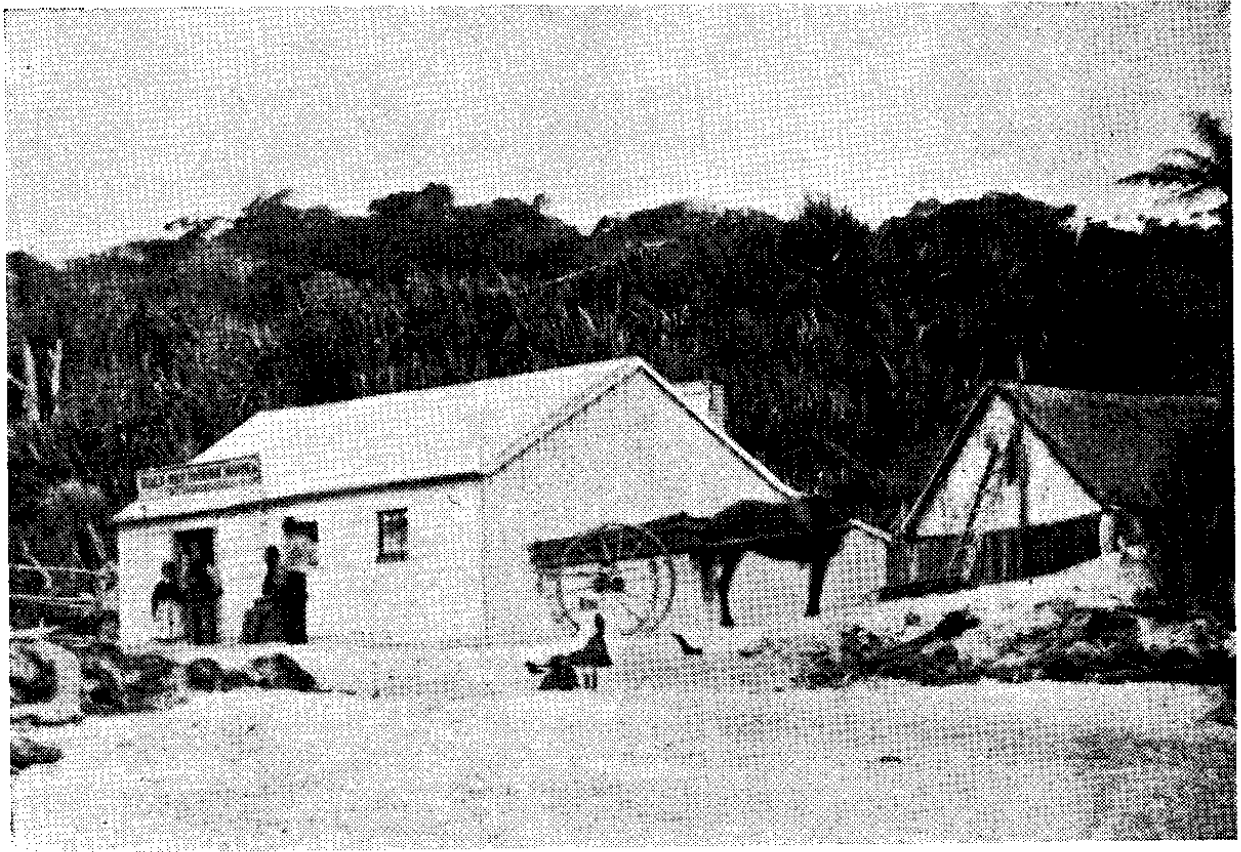
Regarding the coal-seam fire, the District Engineer of South-West Goldfields, Mr. J. Henry Lowe, reported on 31st March, 1869: "A very troublesome contingency occurred at Charleston during the earlier part of the year. One of the coal-seams at the rear of the town took fire, either by accident, or more probably, the carelessness of persons passing the place. A large mass of coal was ignited, and the sulphurous fumes emitted from it was the source of very great annoyance to the inhabitants and threatened to, if it increased, become insupportable. A contract was taken to extinguish the fire for £50, or nothing if attempts were unsuccessful. It appears that the fire was got under and no sign appeared for two months, so the money was paid. Shortly after, the fire reappeared, not only in the original spot but also at a distance of 40 or 50



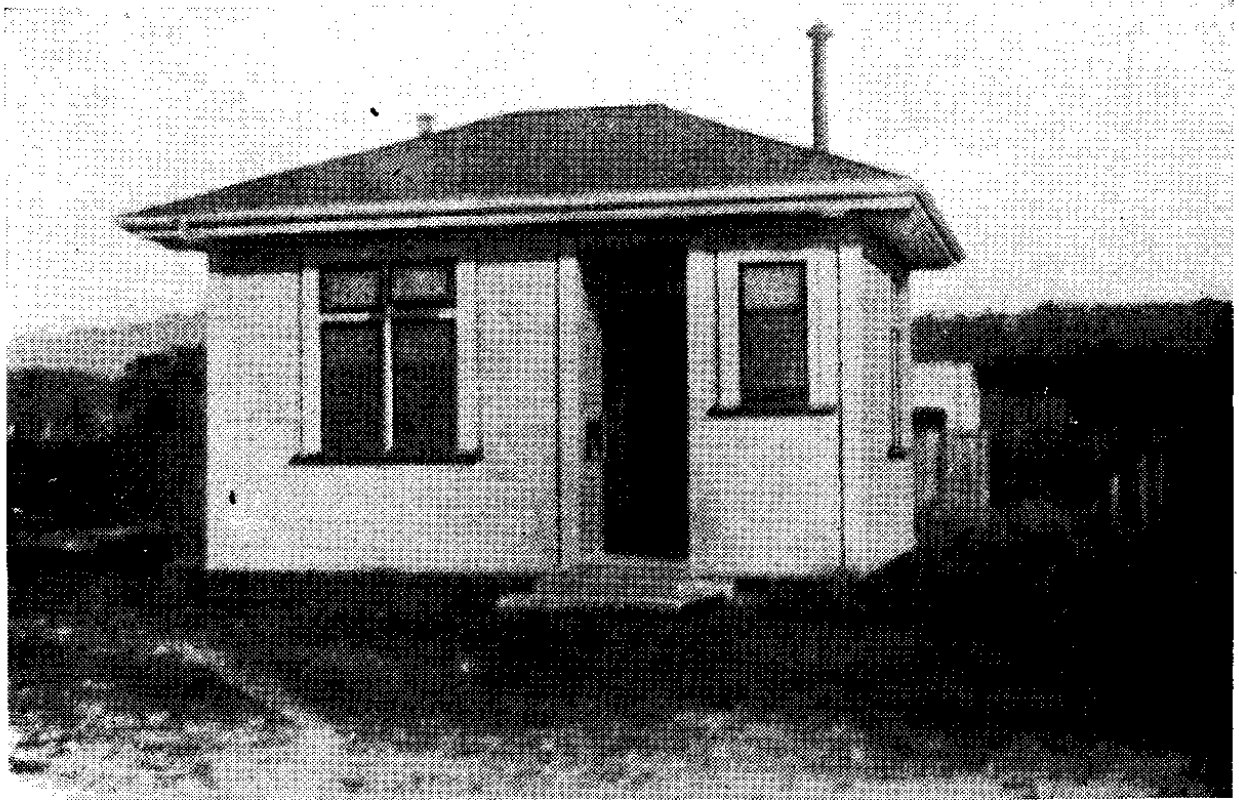
Chief Post Office, Westport, 1868.



Old Post Office, Charleston.
Wagon waiting for mail. C. Croawell, driver.



Half Way House Hotel, Tauranga Bay, 1867.
Letter delivery place before provision of a Post Office at Cape Foulwind.



Post Office, Charleston, 1940.
On same site as old Post Office.

FIRE BRIGADE

yards therefrom, indicating that the fire had spread considerably underground. I had a water-race turned into it, and dug channels to conduct water to the seam itself; and by constant attention for a short time, the fire was entirely extinguished." The seam of coal referred to was close to the Camp Reserve.

It is understood that Mr. Thos. Dwan was Superintendent of the Brigade, and in 1875 he and Mr. D. McBeath were appointed Fire Inspectors in terms of the Fire Inspectors' Act, 1870.

CHAPTER XXII.

LODGES AND FRIENDLY SOCIETIES.

MASONIC LODGE: This was Lodge Charleston Kil-winning, No. 487, S.C., established on 1st May, 1868, under dispensation granted by the District Grand Master of the Scottish Constitution for the South Island. The lodge met in a room of the European Hotel, which was also used as a meeting-place by the Oddfellows' and Foresters' Lodges.

The first officers were: Reuben Harris, R.W.M.; George C. Bowman, D.M.; D. Isaacs, S.M.; Richard Treadwell, S.W.; Robert P. Bain, J.W.; G. C. Bowman, Treasurer; Chas. Hugh Webb-Bowen, Secretary; Charles Weitzel, S.D.; William Sharkey, J.D.; W. J. Ferguson, I.G.; D. Cunningham, Tyler.

The officers installed in December, 1868, and December, 1869, respectively, were:

1868—Richard Treadwell, R.W.M.; C. Weitzel, D.M.; D. Isaacs, S.M.; —. Van, S.W.; R. G. Neale, J.W.; W. Sharkey, S.D.; W. Nahr, I.G.; D. Cunningham, Tyler.

1869—C. Broad, R.W.M.; Parker, D.M.; Thompson, S.M.; Isaacs, S.W.; Bowen, J.W.; Lanney, S.D.; McKerrow, J.D.; Weisheimer, I.G.; Cunningham, Tyler.

The consecration, first installation, and first initiation of candidates were on 4th September, 1868. Later Worshipful Masters were G. F. Hurburgh and Arthur King.

The last meeting at which degrees were carried out was on 27th July, 1897. A brother who visited the town in 1930 found that the only remaining signs of Masonic interest were the old pedestals of the Master and Wardens.

HIBERNIAN AUSTRALASIAN CATHOLIC BENEFIT SOCIETY: In Greymouth on 16th December, 1869, was

LOGGES AND FRIENDLY SOCIETIES

established a branch of the Ballarat Hibernian Society. It did not come under the H.A.C.B.S. until 16th May, 1872.

At Addison's Flat in 1869 was set up a branch of the Fenian Society to work to secure the release of the Irish patriot-writer, John Boyle O'Reilly, who had been transported to Western Australia. As this Society was discountenanced by the Church, it was abandoned, and its followers decided to substitute the new organisation rising in Victoria under the auspices of the Hibernian Society. They arranged with the Ballarat Society to send a representative to open a branch at Addison's, and remitted the amount needed to cover costs. Thus Addison's expected, reasonably, to be the pioneer branch in New Zealand but Fate decided otherwise.

In response to the application, the Ballarat Society despatched Mr. F. H. Byrne, who landed at Hokitika. Mr. Martin Kennedy, of Greymouth, persuaded Mr. Byrne to set up a branch at Greymouth; and the inaugural meeting was held in the Brian Boru Hotel there on 16th December, 1869. This was the first branch in New Zealand, St. Patrick's No. 17, and Martin Kennedy was first President.

Mr. Byrne then proceeded to Charleston, landing at Constant Bay by sailing vessel, and was induced to open a branch there on the evening of his arrival, 5th January, 1870. He walked to Addison's Flat on the next day, 6th January, 1870, and opened the branch there. Thus of the branches, Greymouth was the first; Charleston the second; and Addison's Flat the third. Nevertheless, Mr. Byrne called the latter branch "No. 1, The First," as probably he felt in duty bound to do; for although Addison's had not the privilege of opening the first branch, to its members is due the credit of having introduced the H.A.C.B.S. to New Zealand. It may be mentioned that John Boyle O'Reilly was liberated in 1869 and took up residence at Addison's Flat.

Of the Addison's Flat branch, Thomas Gallagher was President; Michael Carmody, Vice-President; and William Duffy, Secretary. According to *N.Z. Gazette* of 1872, page 913, the Charleston branch did not come under the H.A.C.B.S. until 24th December, 1872. Assumedly Addison's Flat branch came under it at about the same time.

The Charleston branch was "St. Patrick's No. 20," and its place of meeting was St. Patrick's Schoolroom. No information regarding this branch prior to 1890 is available, but thereafter the Secretaries were: Timothy Enright, 1890-1895; M. O'D. Lavery, 1896-1897; Patrick Lavery, 1898; T. M. Norris, 1899-1916.

Number of members: Over 100 in January, 1870; 26 in 1880; 26 in 1891; 22 in 1896; 15 in 1898; 20 in 1903; 13 in 1909; and 4 in 1916, when the branch closed.

It is said that the old Charleston banner, first carried on St. Patrick's Day of 1872, is now in possession of the Westport Branch.

MANCHESTER UNITY INDEPENDENT ORDER OF ODDFELLOWS: The "Loyal Charleston Lodge" was established in 1867, and still exists with a membership of sixteen. The meeting-place was the European Hotel, Prince's Street East.

The officers, 1867-1868, and 1868-1869, were:

1868—J. Meredith, N.G.; W. G. Collings, G.M.; D. Cunningham, V.G.; J. Henderson, Secretary; D. Henderson, Treasurer; Dr. McMullin, Surgeon.

1869—F. McParland, N.G.; D. Cunningham, P.G.; Chas. Mirfin, V.G.; E. Speir, E.S.; W. J. Moore, G.M.; J. Hennelly, Secretary; E. Price, Warden.

In 1880 there were 63 members. In December of 1904, there were 47 members, the Trustees being: T. Lander, R. J. Powell, Wm. Henry (Treasurer), J. H. Powell, G. F. Hurburgh (Permanent Secretary), G. M. Powell (Auditor). The Grand Master, North-West Coast, was G. M. Powell, and the Past Grand Master, J. M. Powell. Mr. C. Woodhead was Secretary for several years.

ANCIENT ORDER OF FORESTERS: Court Charleston, No 5026, was established in 1871. Its second anniversary was celebrated on 22nd October, 1873. The Hon. Secretary of this celebration was Thos. Dollman, and the Committee were Messrs. John Gardner, John Berg, George Bavan, W. B. Gallard, Chas. Bowater, Joshua Smith, and John Phalin. In 1874 there were 20 members. The lodge met on

LODGES AND FRIENDLY SOCIETIES

alternate Saturday nights at 8 p.m., in a room at the European Hotel.

Secretaries (dates are not ascertainable) were Arthur King, G. M. Powell, Thos. Dollman, Chas. Woodhead, and, of course, others not recorded. Some of the early members were: 1871—John F. Gardner, Wm. Price, Thos. Mills; 1874—Arthur King, Chas. Tomkins, Hugh Horner, J. Hatch; 1875—S. McFetterish; 1876—Walter King; 1878—J. W. Fair, Alex Peters; 1883—James Parsons, Ben Parsons; 1885—Alf Parsons, Gilbert Mouat, H. Horner, J. W. Fair, James Hatch, W. Rickelbaum, T. Mills, James Parsons, Jnr.; 1892—Fred Parsons; 1894—R. Woodger; 1897—G. M. Powell; 1899—Thos. Green, John Morrison. In 1874 the trustees were J. F. Gardner, Arthur King, H. Horner, and J. Hatch (Treasurer).

The lodge amalgamated with Court Royal Oak, of Westport, on 31st March, 1924, when only 15 members remained, and not all resident in Charleston. The books and records were lost in a fire that occurred in the Westport premises.

INDEPENDENT ORDER OF GOOD TEMPLARS: This was Charleston Lodge, No. 5563, of which no records are available, but the following facts have been gathered:

They met in the Good Templars' Hall—site unknown. Mr. G. R. Brown was Chief Templar. In 1878, W. G. Collings was Secretary, and in 1882, James Green. Active members were Rev. Parkin, G. R. Brown, W. G. Collings, S. Loring. It closed prior to 1886, but the exact year is not known.

LOYAL ORANGE INSTITUTION: No lodge existed at Charleston, nor at Addison's Flat, though references have been made to "Orangemen" in various accounts of the riot at the latter place. No lodge existed in the district until the opening of the "Apprentice Boys' Lodge" at Westport on 4th April, 1891.

CHAPTER XXIII.

GOLDMINING—MICA MINING— LIST OF GOLDFIELDS.

AS Mrs. Beeton naively tells us, the first step in preparing a hare for cooking, is to catch it; likewise the first step in goldmining is to locate the gold by prospecting. The usual method is by panning small quantities of dirt taken from likely-looking spots and placed in a shallow iron dish, held in the hands, from which the earth is washed out by a gentle circular motion, the water being several times renewed; the stones, etc., are removed, and the gold, if any, remains in the pan.

Land Tenure: The land tenure about Charleston was similar to that of other active gold districts, under which there was not any freehold, but only rights of occupation, governed by regulations; although later it was possible for leaseholders to acquire the freehold under certain conditions. These mining regulations were first framed in California and, it is believed, were copied from the mining laws of Cornwall. When gold was discovered in California, the territory had recently become part of the United States and, as there was no legislation existing regarding goldmining land, miners framed their own regulations and these were afterwards given statutory effect. When gold was discovered in New South Wales in 1851, by Hargreaves, who had been in California, there was no mining-land law in operation, so miners copied the California regulations which were ultimately enacted by parliament.

When gold was discovered in New Zealand, in 1856, the New South Wales regulations were adopted. These were

given statutory effect in 1858 and are the basis of the present Mining Act, in virtue of which there is no private property in goldbearing land.

In Nelson Province certain areas came under the Nelson Waste Lands Act of 1862, and subsequent amendments and Acts. Charleston was one of these areas. Crown Grants to sections within the township were made during the years 1874 to 1878; to rural sections from 1880 to 1889, and, perhaps, in other years.

To secure a mining right, or "claim," the prospector, being the holder of a miners' right, or license to mine, "pegs off" the area allowed by regulation, by placing at each corner a peg with a notice affixed thereto, or by digging a short trench at each corner, and applies to the Warden's Court for a right to mine it. In 1865 the area allowed was 45 feet by 41 feet, but in 1866 this was increased to 60 feet by 60 feet. If granted the area, it became his for ever, subject to annual renewal of the miners' right, and to his working the ground continuously. If he failed in either condition it could be "jumped," i.e., pegged off by another applicant. Occupation and residential sites were acquired in like manner, and water-rights in much the same way.

By the regulations of 1863 "any holder of a miners' right could take possession of a claim legally forfeited by its last occupant"; and a claim was forfeited if work had been discontinued for seven days excepting in special circumstances. The regulations of 1865 provided for forfeiture if a claim were unworked for 24 hours without sufficient reason; but prohibited "jumping" without the consent of the owner or of the Warden.

Water Rights: The right to water in a stream, the right to divert a stream, or the right to an area for dam construction, was frequently of more value than a mining right, as water with sufficient "fall" was essential to mining of every description and was readily saleable.

Water was sold by the "head" or "sluicing head," under regulations gazetted in 1865, this being a flow of 40 square inches, namely, a stream 20 inches wide and 2 inches deep, or the equivalent, e.g., 10 inches wide and 4 inches deep. The

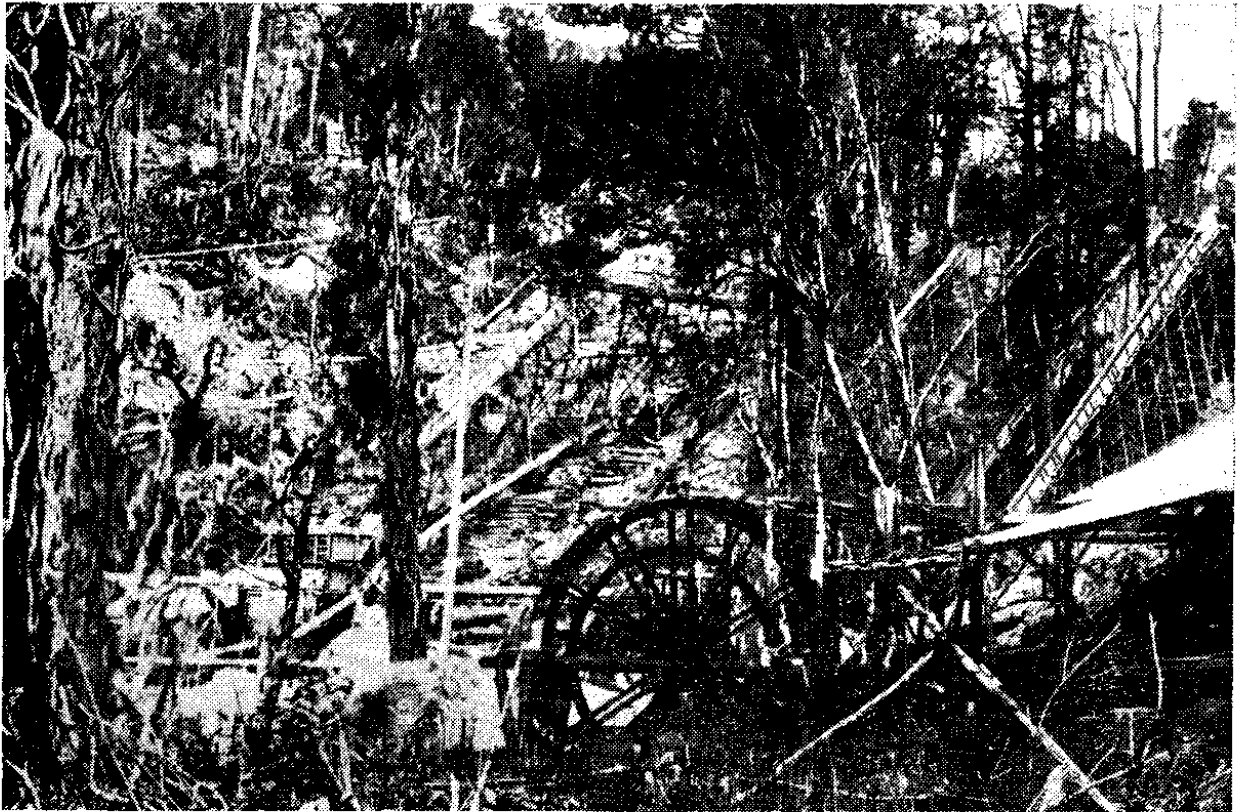
Goldfields Act of 1866 reduced this by half, and a head was thereafter only 20 square inches, viz., 20 inches wide and 1 inch deep or an equivalent. This became known as a "Government Head." The race above the gauge was required to be dead level for 30 feet, thus regulating the velocity of the flow.

The price per head in early days was up to 55/- per week for 40 inches, but in 1882 was 45/-, and in 1905 was the same price, 45/-. Much of the water used at Charleston was from The Basin; while Gregory & Horner sold water from the upper levels of Darkie's Creek, also from small dams on Charleston Flat. Several of these were ultimately owned by Samuel McClatchie, who, in 1888, held at least eight. A dam behind Section 333 was owned by Gardner & Sutton.

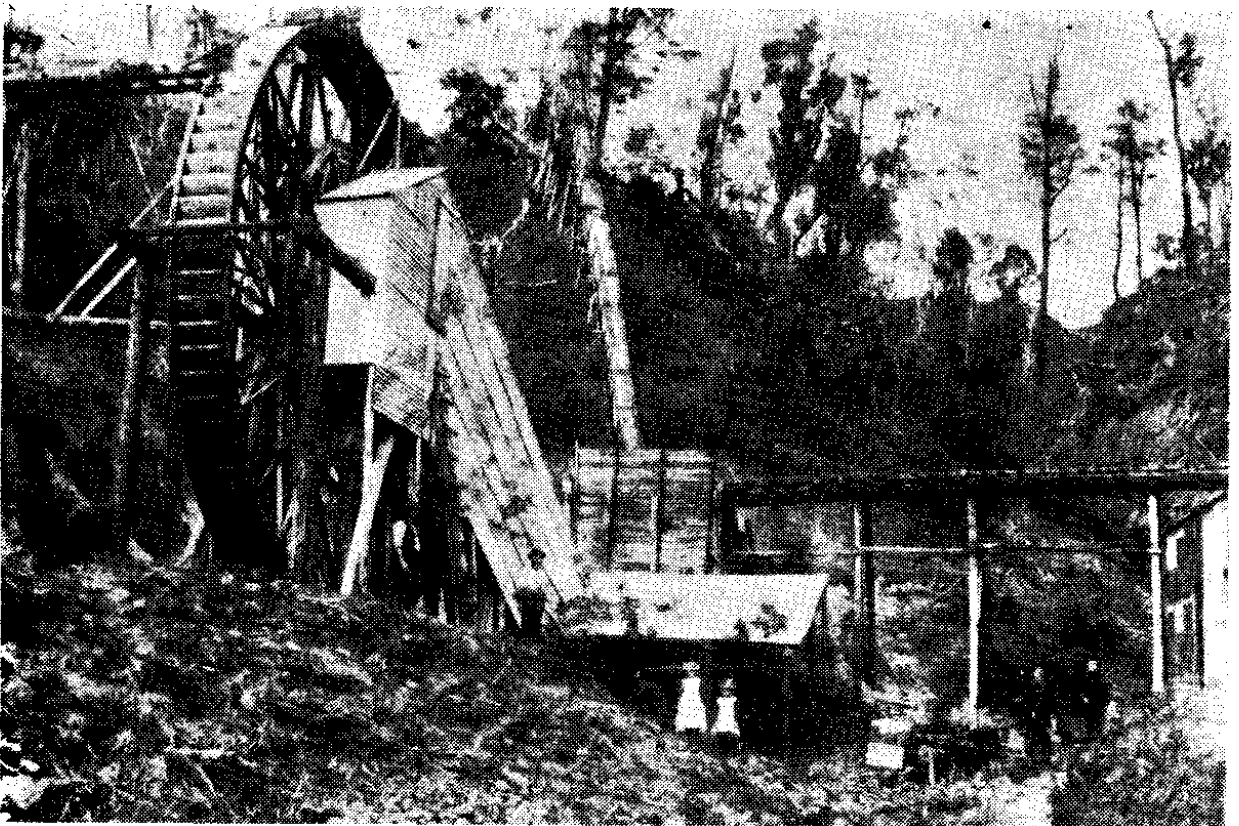
There was also a large dam, called The Reservoir, built by Haines in 1871, between Darkie's Creek and Nile River, and a dam on town sections 205-207. Water was conducted to the field by races, flumes, and pipes, for long distances and at great expense. Considerably the largest and most important was the Argyle Company's Race, later taken over by the Government and later still by the Buller County Council. In consequence it became known as the Government Race. (See another chapter.)

Gold Deposits: The alluvial gold of the Coast varied considerably in "sizes," ranging from nuggets and pellets to small particles, some as fine as flour. The largest nugget found was The Roddy, unearthed near Ross in 1909. It weighed 99 oz. 12 dwt. 12 gr., and was valued at £395. To-day it would be worth over £1,000 in New Zealand currency. It is said that this lump of wealth was purchased by a hotel-keeper who, for a "draw" used it as the doorstep to his bar; and later raffled it to provide funds for a hospital. It was purchased by the Government and presented to the King for use as an inkstand. It was named The Roddy as a compliment to the Hon. Roderick McKenzie, a popular Westcoaster and then Minister of Mines. A plaster cast of it was shown at the Centennial Exhibition at Wellington.

Much of the gold on the Coast was coarse and nuggety, being caught by logs or other obstructions placed athwart tail-races, behind which it could settle; by ripple-bars on tables, by

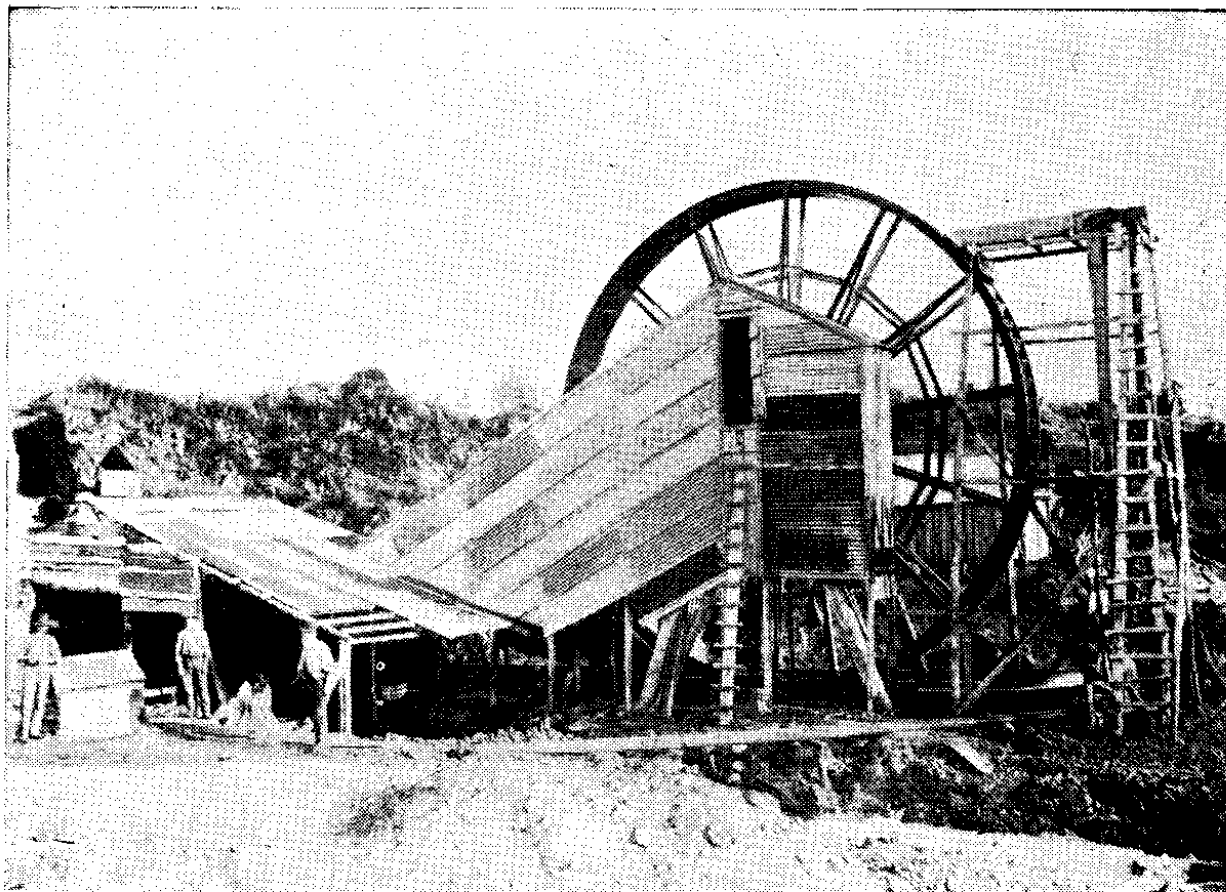


The old Dublin City Battery, on Back Lead, 1868.

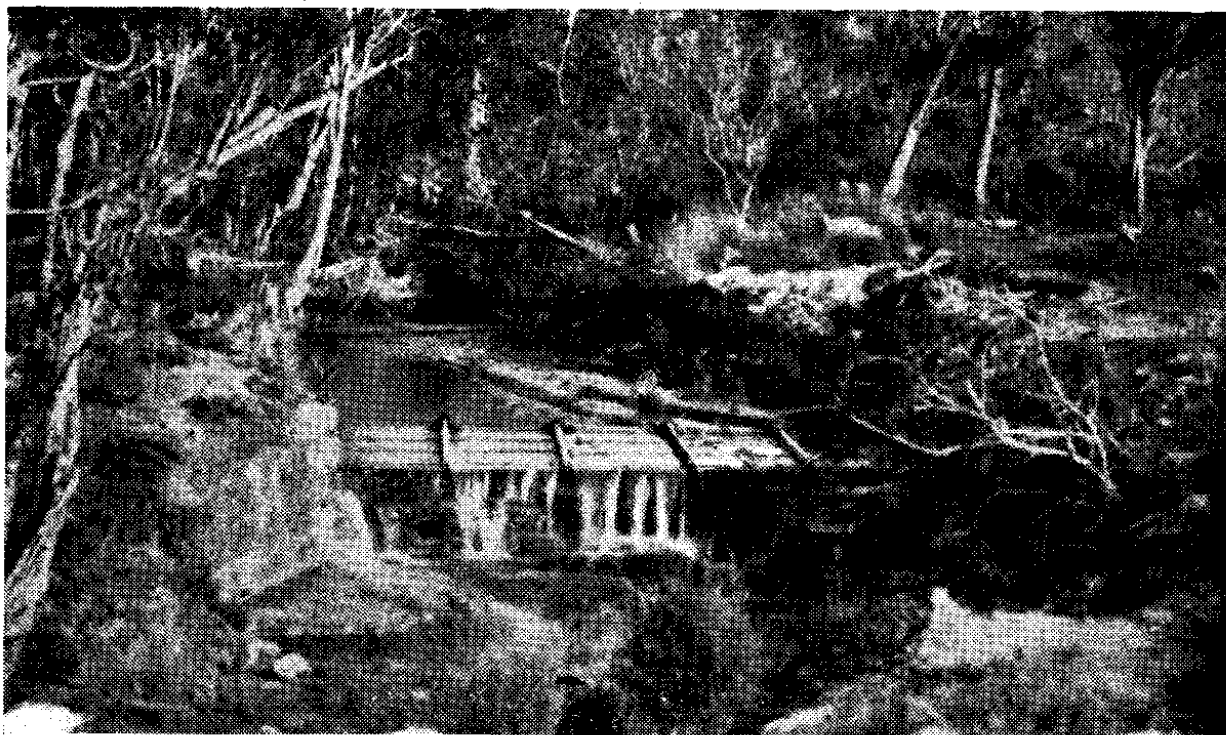


The Dublin City Battery, rebuilt in 1888.

From right—Two boys (Masters Norris), two girls (Misses Walsh),
man (without coat or waistcoat), Mr. Wm. Norris.



The Enterprise Battery, Back Lead.
W. Norris at right of group, and his son at centre.



"Flycatching" tables in Darkie's Creek.

GOLD MINING

venetian ripples akin to venetian blinds or louvres, on false-bottoms, and by other contraptions that entrapped the gold while allowing the valueless dirt to pass over them with the stream. Around Charleston the gold was fine, "flour gold," to be caught only on fabric-cloths or on copper plates coated with mercury—"cured," to use the mining term. Some was "float gold," being in minute scales.

A parliamentary return of 1877 refers to "the ruby sand of Charleston" and states "this sand is found in granite, and the gold it contains is heavier and of better quality than that of cement." It also refers to the "goldbearing black sand of the Back Lead." Most of the flats around Charleston were of a brown "cement," an oxidised iron-sand, which lay in seams or strata of varying thickness, hardness, and richness. Some was barren. Too hard to be disintegrated by hydraulic sluicing, it was crushed by batteries with varying numbers of stampers, according to the power available. All streams are natural sluices and their channels natural tail-races; some of these after working unceasingly for centuries, left large deposits of gold behind their rocks and other natural ripple-bars. In many places great finds were made in dead water-courses where, thousands of years before, waterfalls had "rolled down their golden sands" while eddies caught and retained them.

A goldfield is not, as the uninitiated might assume, an area of so many square miles over which a golden rain has fallen in past ages, leaving the whole equally gilded. Some parts are barren, some rich; but even the latter are not just spots here and there without trace of order; the gold runs in lines or belts, called "leads."

There were at Charleston several main leads, besides lesser ones:—The Back Lead, from Nile River along the plateau of Darkie's Terrace to a point a little south of Candle-light. The Town Lead, parallel with the coastline southward from Second Bay for about two miles. It was only a few hundred yards in width. This was the richest of the leads, but was soon worked out. The Flat Lead, on Charleston Flat. The Deep Lead, adjacent to the old Buller Road on Nile Hill. Other leads ran along Sardine Creek, Butcher's Gully, Argyfe

Gully, and at the back of Little Beach; the latter worked by Mouat & Harper.

What was the origin of these leads? Well, gold is not fed into the middle of a river but is brought into it by some side-stream, or is washed out of the gravels forming the river-banks, and is thrown on to the beaches at either side. When gold settles on a line of beach or shelving bank, it forms a "lead" of pay-wash. Similar leads are formed along ocean beaches by the tide. Countless ages ago Nature worked in the the same way as to-day, and some of the leads and gravels, and the beaches formed then and since, are the goldfields of our day.

The old deposits were preserved: (a) Usually because a protective covering of later sandstones or clays or gravels was laid above them; or by the channels being filled up. (b) Because the ocean beach was sinking and its lead being constantly covered with more and more sand, thus protecting the "beach lead." (c) Because, but more rarely, the lead was part of a tract affected by faulting, and it and its surroundings dropped some hundreds of feet and were covered with later deposits. The leads of former ages, preserved in some manner such as in (a), (b), or (c), are the deep leads of our times, the protected covers of which vary from a few feet to hundreds of feet in thickness; and above the first protecting cover may be more recent leads having no connection with the deeper ones. The West Coast leads were formed mainly as in (a) and (b).

All Charleston workings were surface-workings, none being underground mines, though there were short drives on the deeper leads, and a few hydraulic elevators. At Charleston the black-sand layers are overlain by marine material only, and the cover does not usually exceed 10 or 15 feet. At least six of these layers lie from 450 to 600 feet above sea level, and are locally called "500 foot levels."

Much of the Charleston gold was coated with an oxide of iron, making the process of amalgamation difficult. This was termed "rusty gold," and tables using copper plates for catchments secured only a small proportion. The loss thus sustained was proved by the Dublin City Company which sent five tons of cement to Melbourne to be treated by the "chlorine

M I C A M I N I N G

process." The test, it is said, showed £5 of gold to the ton, whereas the company was saving with plates and cloths only 10/- per ton.

As stated in another chapter, Timothy Linahan and party were the first to find gold in The Basin, in 1866. The party was: T. Linahan, W. Casey, D. Shine, C. O'Driscoll, S. Sheehan, and Daniel Dennehy. Dennehy and O'Driscoll left the party before it struck rich gold, and walked to Greymouth, taking with them the first parcel of gold that left Charleston for sale. Dennehy had previously been a passenger to Brighton on the first trip of the P.S. *Woodpecker* to what is now known as Woodpecker Bay, but instead of remaining there pushed overland to Charleston and joined Linahan. He returned from Greymouth to Addison's Flat rush in 1867, where he opened a store. His son, Frank, now of Barrytown, is believed to have been the first boy born in that town. He returned to Charleston about 1870, and became landlord of the Pioneer and Royal Hotels.

The establishment of goldfields upon the South-West Coast was not favoured by the Provincial Council of Canterbury, in which province Westland was until 1873. In 1863, Reuben Waite suggested to the Superintendent that a reward be offered for the discovery of a payable goldfield in the Grey district. Four months after, he tells, he received a reply deprecating the suggestion and stating that "the discovery of a goldfield in that part of the country would be of no benefit to Canterbury."

Early in 1874 the press of that province expressed the opinions that the West Coast was "the best place for locating a central convict settlement"; and that if, after all, a goldfield were to be "forced upon Canterbury without the consent, and contrary to the expressed desire of the settlers," they must submit to Fate.

M I C A M I N I N G.

Mica was plentiful about Charleston, and had been reported by Mr. Loveridge in 1878. In later years when the supply of gold had dwindled, a mica mine was opened close to the sea edge, a little south of Constant Bay.

Occasionally, as in other parts of the district, garnets were found in the deposits. Several of the streams around Charleston contained what was known as "ruby sand." This mine is still working.

LIST OF GOLDFIELDS.

The dates of the main South-West Goldfields were: Westland Province, in Teremakau River, by —. Day, 1st January, 1863. Nelson Province, at Collingwood, October, 1856. Motueka—1856. "The Old Diggings," later known as "Berlin's," by F. Millington, an employee of John Rochfort, 8th August, 1859. Waimangaroa—1862. Havelock—1862. Lyell—November, 1863. Wakamarina—April, 1864. Hokitika—end of 1864 or early in 1865. Greymouth—1865. Okarito—November, 1865. Westport (Buller)—1866. Charleston—August, 1866. Fox River (Brighton), 1866. Welshman's Terrace (Brighton)—November, 1866. Inangahua River, originally called Thackeray River, about 1866. Addison's Flat—May, 1867. Caledonian Creek—June, 1867. Mokihinui—September, 1867. Howard—1874. Kumara—1875-1876. Croninville, 1878. Barrytown—1878.

CHAPTER XXIV.

METHODS OF GOLD-SAVING—BATTERIES AND COMPANIES.

GROUND Sluicing: In this primitive and earliest system of gold-saving where running water was available, the wash-dirt was thrown by hand labour into a stream running through a claim, whence it passed over catchment tables in the tail-race. The race that brings the water to the claim is termed "the head-race," while the race that takes the water, etc., from the claim is the "tail-race."

Hydraulic Sluicing: An improvement upon ground sluicing, consists of a powerful stream of water being forced against the "face" of auriferous earth and carrying the debris over the tables. Labour was saved and a greater quantity of dirt worked.

Hydraulic Elevator or Blow-up: This, as the name implies, is a method of sluicing in which the wash-dirt is forced, or "blown up," from a low level to catchment tables on a higher level.

Messrs. Lavery & Butterworth established a two-man elevator close to Constant Bay. In January, 1897, Messrs. Powell & Co. started to establish a large elevator just south of the Totara River—an extensive and ambitious undertaking, with about six miles of water-races (from Croninville) two miles of heavy piping, and a highly expensive plant. The construction occupied fifteen months, the water (about 10 heads) being turned-on on 28th March, 1898, the cost having been £2,000, which was later increased to £7,300. The spread of tables was 102 feet, which required 816 square feet of copper plating. It worked about 300 acres on and adjoining the Nine-

mile Beach, and during its 22 years of operation won about £100,000 worth of gold. The method at first employed was the old "blow-up" system, but later a hydraulic-pneumatic process invented and patented (N.Z.) by Mr. G. M. Powell, which greatly decreased the working cost while increasing the amount of dirt washed. This process was, in 1920, patented in the Federated Malay States also, and is still being used there.

Beach Combing: As the name suggests, this is a "combing" or sluicing of beach sands, water being brought to portable tables by means of calico hoses, and the sand shovelled into the hopper box, to be sluiced over the tables by the stream from the hose.

Stamper Batteries were mechanical means for crushing the "cement" which was then carried by a stream of water over tables, usually of copper plates, but sometimes fabric-covered. The batteries had varying numbers of stampers, heavy iron weights that fell upon the blocks of cement placed under them. The stampers were operated by an eccentric shaft revolved by water-wheels (usually overshot) which caused the weights to alternatively rise and fall. At first steam power was used but this proved to be too costly. The batteries replaced the primitive methods of pulverising by hand, or by horse-power, or of burning the cement to disintegrate it.

Fly Catching was the placing of tables in the bed of a sludge-channel, i.e., a stream into which the discharge of "tailings" was permitted. It is estimated that not more than sixty per cent. of the gold was captured by the claim owners, forty per cent. escaping with the tailings into the sludge channels. Much of the escaping gold was caught by the fly-catchers, the remainder being carried into the Nile River and thence to the sea, from which it was washed by the tides on to the nearby beaches to be gathered by the beachcombers.

The principal fly-catching stream was Darkie's Creek, where table-rights were held by Gregory & Horner, George Moore, Joseph Warne, Roger Walker, and G. R. Brown; the latter better known as "Parson Brown," because an enthusiastic church-worker. Brown later sold to Laurenson, who sold to Magnus Mouat, from whom Brown re-bought.

METHODS OF GOLD-SAVING

Laurenson lost his life while fishing from the rocks at Little Beach. His companions, William Harper and Duncan Johnson, received the Royal Humane Society's certificate for their endeavours to rescue him.

Butterworth Bros. had a few tables in Broomielaw Creek; and Messrs. S. Turner, M. Sullivan, W. Ferguson, and T. Enright had tables in Argyle Creek.

Several experiments have been made in New Zealand to extract from sea-water the gold held in solution, and many castles-in-the-air built upon the possibility of the process proving profitable; so far such castles are still in the air. Many old-timers pictured the sea-bed near to river-mouths as being a golden carpet that but required to be shaken, or that fabulously rich reefs existed there, from which the constant action of the tides ground gold and cast it ashore; they had vivid imaginations, these old-time picture builders.

Gold Dredges: The idea of dredging for gold originated in New Zealand, also the idea of working dredges by electric-power. The first gold-dredge was built and operated by a Chinaman, Sew Hoy, of Dunedin. It was on the Shotover River, at Wakatipu. In 1906 there were 40 dredges working on the West Coast, and their returns for the financial year 1905-1906 amounted to £103,277/17/4. To-day the only really large returns on the Coast are from dredges, which work as much ground as could hundreds of men in the same time by the old methods. Mechanical inventions are very labour-saving. Turbine engines generate up to 300,000 horse-power—three million times the energy of a man, on an eight-hour basis.

There is not, nor has there been, any dredging around Charleston.

There were not any Chinese residents about Charleston, though the Warden's report of 1884 records the arrival of thirty from Inangahua, also that "they soon left—disheartened." Elsewhere on the Coast a fair number engaged in mining, and a goodly sprinkling still remain, eking out a living by re-washing the white man's leavings. They were a wily race. An old tale goes that on one of the first railways on the Coast, two arrived at the station and were carrying

another on a stretcher—"welly sick." They bought three passenger tickets.

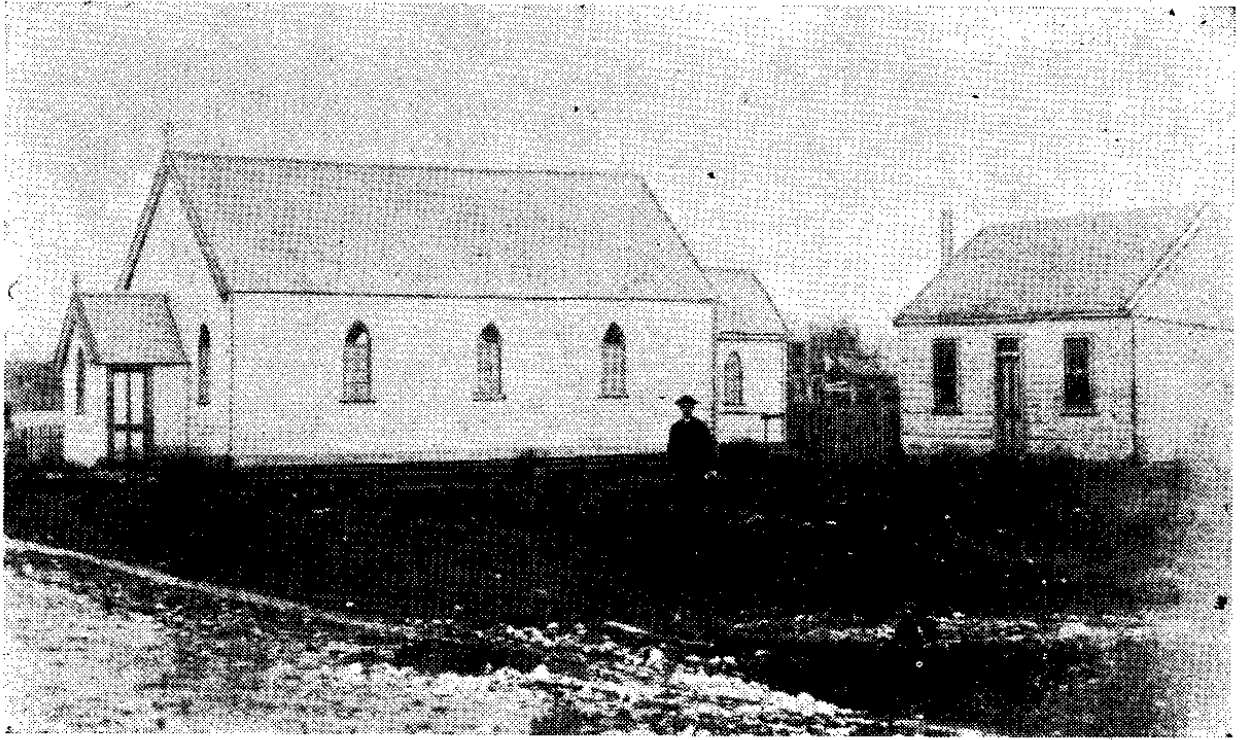
Upon their arrival at their destination the sick man proved to be a corpse. The rate for a corpse is 1/- per mile, but for a passenger only twopence per mile; so the difference was demanded. The two blandly declared that their mate had been alive when they started, and had died when only a mile from the end of the journey—they proffered the difference for this mile, tenpence. "No pay, no have," said the official. "No can do," they replied, "better you keep him"; and left. Later the official had to entreat the wily ones to remove free the "perishable goods."

BATTERIES AND WATER-RACES.

The mining venture that, because of its great dam and water-race, had the greatest and most lasting effect upon the Charleston field, was the "Argyle Goldmining and Water Supply Company," registered in 1873, with a capital of £8,160 in 816 shares of £10 each. It paid over £1,000 in dividends during its first year. This dam, of about 300 acres area, was at Deep Creek, near the Four-mile, and was the highest in the district with the exception of the Progress dam, also near the Four-mile, which was thirty feet higher, and had a greater area but not such a plentiful supply of water. The Argyle dam was built by a party comprising Charles Haines, W. G. Jackson, Wm. Pearson, and W. McEwen, who sold to the company. The first manager of the company was Charles Haines, who was succeeded by Philip McCarthy, of Candlelight. Some of the early shareholders were W. G. Jackson, Joseph Henry, W. McEwen, James Egan, Joseph Dromgool, and John Woodcock.

Early, a water-race ran from the dam to Candlelight. This cost £800, and as a further £1,300 was required to extend it to Argyle Terrace, the Government was appealed to, and it granted monetary assistance. The race carried about 25 heads of water, sufficient to keep a large number of miners regularly employed.

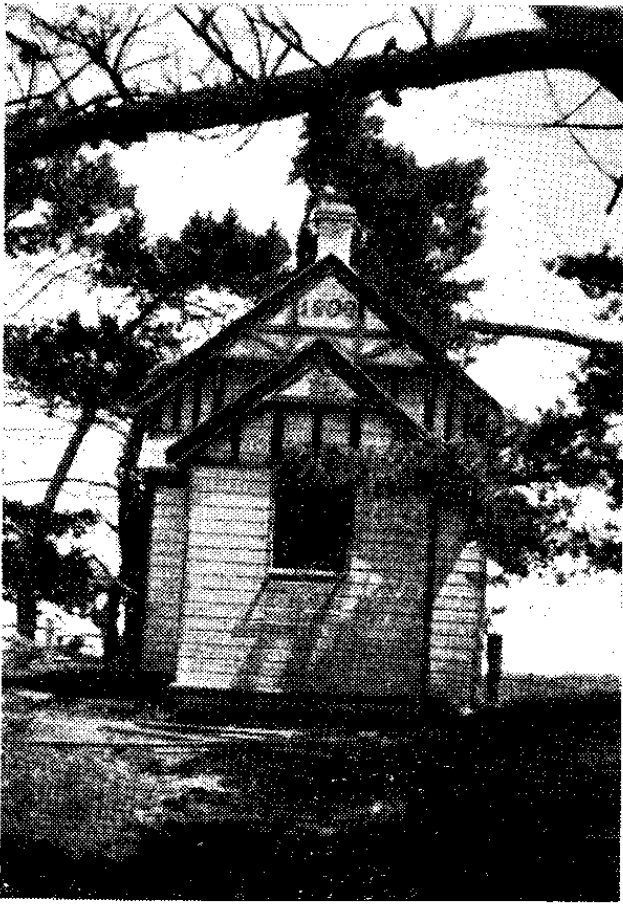
About 1880 the Government acquired the company's dam and water-race, the latter becoming known as "The Govern-



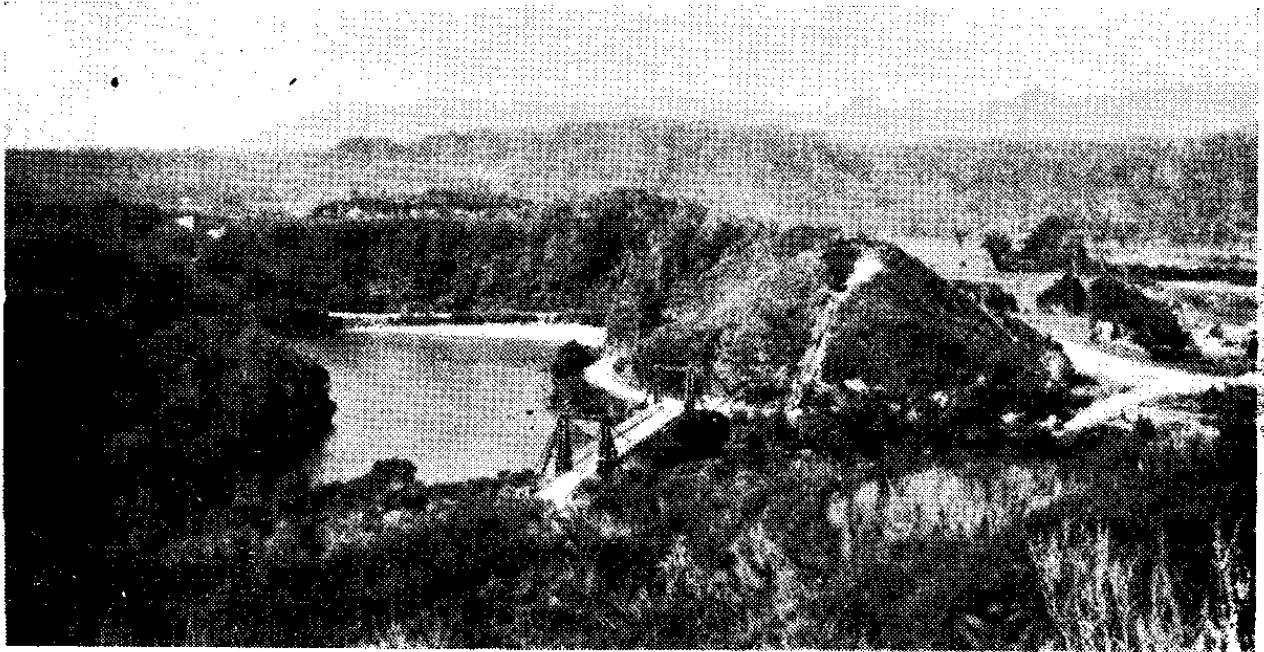
Church of England and Vicarage, Darkie's Terrace Road.
(Later, the latter was Mrs. West's School.)



Darkie's Terrace Road, 1940.
Church of England at centre, left.



The remains of Rahui School, Nine-mile Beach.
Now (1940) used as a cowshed.



Nile River, 1940.
At right - Nile farm. At left - Road to Nine-mile Beach, around Small's Beach.

ment Water-race," D. Doyle taking charge as manager, with Jimmy Parsons as assistant. The sale of water in the year 1880-1881 brought in a revenue of £417, and the expenditure was £400.

On 3rd April, 1882, Mr. Doyle reported, *inter alia*, that "good prospects had been spoilt by the dam breaking away on 11th May, 1881, and that this had been the driest season for eight years." He also mentioned that in 1873 the dam had run dry "through long drought and it took eighteen months to get it up again."

In April, 1884, the Warden reported: "The Government race heading from the Argyle dam at Deep Creek, has been extended to Argyle Terrace. The further extension of this race along the line of terraces ending at the Nile River, is much needed. The extensive water rights held by Mr. James Butterworth on the Four-mile Flat, and in Whiskey Creek neighbourhood, have been largely used by the miners; and this race, standing as it does, at a higher level than the Government race, commands a greater area of working."

On 10th April, 1884, Mr. Doyle reported that "results had not been as satisfactory as expected, owing to alterations, and to three parties taking water from Butterworth at a reduced price per head—this was a loss of £250 for the year." He mentioned the extension of the race to the Back Lead, and that the dam wall had been raised three feet, also that "every dam in the Charleston district was dry when he wrote, and no sign of rain, so all the men are nearly idle for the want of water"; adding that they "had had no rain since Christmas excepting for some slight showers." He gave the receipts and expenditure as: Sale of water—£324; maintenance of race—£371; average net earnings per man—£3 per week; number employed—12; gold obtained—600 ounces.

The extension of the race to Ballarat Terrace, Sardine Terrace and the Back Lead, was costly, the total expense of construction, alterations, etc., being over £15,000. It involved the erection at Ballarat Gully of a siphon 22 inches in diameter with a "lead in" 30 feet high. The engineer for the siphon construction was C. Y. O'Connor, and the contractor, Isaac Hardley, the contract price being £2,000.

A dray-road had been made to Ballarat Terrace in 1870. Later, the dam and water-race were taken over by the Buller County Council, who raised a loan under the Local Bodies Loans Act to provide the cost of purchase and of bringing the Four-mile Creek into the Argyle dam, thus augmenting the supply. The Council struck a special rate to meet the interest, etc., but this proving insufficient, it suffered a loss. However, the field undoubtedly had its life lengthened by its main water supply being extended and continued to a greater extent than a private company could have afforded.

In 1906, the County Council gave a lease of the race for a term of five years, to P. Walsh and party, at £45 per annum with right of renewal. They sold water, and also worked old tailings on the Back Lead. This race has not been in use since about 1910, and but little trace of it now remains—it is but a memory.

Other large water-races were James Butterworth's at Four-mile and Whiskey Creek, and one owned by "The Charleston Water Race Company" which had a capital of £5,000, some of the shareholders being Philip McCarthy, of Candlelight, Thomas Sexton, of City Hotel, Joseph Henry, Chas. Woodcock, Thos. Bowling, W. Henry, W. Hartill, James Parsons, C. Gasquoine, E. Drennan, M. E. Gardner, Walton Pell, R. Warne, T. Crumpton, Bridget Power, Duke Ballam, Robt. Shepherd, Arthur King, Edwin Perrett and James Walker.

The Dublin City: 1868. On Back Lead. 12 heads of stampers of 135 lbs. each. Area $13\frac{1}{2}$ acres. The face was from 7 to 9 feet high, from which a tram ran 36 chains to the shoot. The water-wheel (claimed to be the largest in district) was 30 feet in diameter with 3 feet breast. It crushed 19 cubic yards per day of 9 hours. The water was brought from the upper reaches of the Nile. It was, about 1888, re-built and enlarged. Owners—M. Twohill and party; Kirwin and party; T. J. O'Leary, E. Whelan; P. O'Connor; Wm. Norris.

Pakihi Cement Crushing Company: 1867. Capital £1,500. Owners—Chas. Haines and party.

Nee's Battery: 1867. On Buller Road. Owner—Charles Nees.

BATTERIES AND WATER-RACES

Steel and Party: 1868. On Back Lead. Capital £1,200. Water-wheel 20 feet diameter.

Nile Cement, Gold, and Water Company: 1868. On Darkie's Terrace. Capital £3,000. Owner—Wm. Marris.

Cosmopolitan Cement Crushing and Water Company: 1868. On Back Lead. Capital £3,500. Owners—Duncan McLaren & Co.

Nile Cement and Crushing Company: 1868. Owners—J. P. Sweeney, John King, J. W. Rowe, and others.

Southern Cross Mining Company: 1868. On Darkie's Terrace. Capital £3,600. Henry Evans, Clarke Curtin and others.

Hope Goldmining Company: 1868. On Back Lead, Darkie's Terrace. Water-power. Capital £2,800. Owner—Wm. Hunter.

Maori Chief Cement Crushing Company: 1869. On Back Lead. Worked by steam machinery at first, but changed to water-wheel. Owners—Wm. Wilson and others. Chas. Godso, Manager. Capital £5,000. Area, 5 acres.

Progress: 1869. On Victoria Terrace. Drew water from the highest dam in the district, which was 30 feet higher than the Argyle dam.

Galatea Ground Sluicing Company: 1869. On Stony Lead, Candlelight. Roger Walker and others.

Prospect Goldmining Company: On Dawson's and Boatman's Terraces, near to Charleston. Owners—John Shearer and others.

Deep Lead Sluicing and Goldmining Company: 1869. On Candlelight Flat. Owners—James Henderson & Co.

Charleston Goldmining Company: 1869. On Candlelight Flat. Owner—John King & Co.

Neptune Goldmining and Sluicing Company.: 1869. On Miller's Terrace, near Brown's Terrace. Capital £980. Owners—J. W. Rowe and others.

Enterprise Goldmining Company: 1869. On Sardine Terrace. There was another of same name on Darkie's Terrace.

Three Friends Company: 1869. On Second Bay Flat. Owners—B. Cunningham, A. Quinn, P. Daley.

C H A R L E S T O N

Munster Mining Company: 1869. On Fenian Flat. Owner—James O’Keeffe.

Independent Company: 1869. Charleston Flat. Owner—Cornelius O’Connor.

Perseverance Cement Crushing Company: 1869. Sardine Terrace. 6 acres. Owners—Wm. McKay & Co.

D. & T. Murphy’s: On Ballarat Hill. 2 acres. Owners—D. & T. Murphy.

Queen’s Own Goldmining Company: 1869. On Town Lead. Capital £1,200. Owners—Wm. Marris & Co.

Homeward Bound Cement Crushing Company: 1869. On Back Lead. Capital £1,500.

Criterion Goldmining Company: 1869. On Victoria Terrace, Candlelight Flat. Owners—James Parsons & Co.

Duke of Edinburgh: On Brown’s Terrace.

Morning Star: On Victoria Terrace. 4 stamps. Owners—Collins & Co.

Enterprise: On Back Lead. W. Norris and party.

Co-operation Mining Company: On Jones Terrace. Owners—J. E. Gillespie & Co.

No Name: On Candlelight Flat. Owners—John Woodcock & Co.

City Sluicing Company: On Township Lead. Capital £700. Owners—Chas. McCarthy & Co.

Who’d Have Thought It? Cement Crushing Company: On Charleston Flat. Capital £1,500. Owners—J. G. Jackson, G. C. Bowen, and others.

Mitchell’s: On Brown’s Terrace. Owner—Frank Mitchell.

Tom-tit: Back Lead.

Corn in Egypt; Kohinoor; Fiery Cross; Metropolitan; William Fox; Hagendorn’s; Venture; Tuscarora; Colleen Bawn; Hurburgh and Craddock’s: 1899. 4 stampers.

Mr. William Dickson, of Back Lead, was the designer of many of the batteries, and Messrs. Hurburgh and Craddock undertook much of the building.

In 1868 was formed “The Charleston Prospecting Association” who employed practical miners to go on “prospecting tours of the back country within a radius of five miles of

Charleston" to find new ground. None was found. Mr. R. G. Neale was the Secretary.

THE GENERAL EXPLORATION COMPANY
LIMITED.

From about 1897 until about 1900 an effort to resuscitate mining about the Charleston, Addison's Flat, and Buller districts was made by a highly-capitalised venture, The General Exploration Company Limited, which obtained many properties around Four-mile, Addison's Flat and Mount Rochfort, and of which Mr. Pielsticker was general manager and Captain Dencker, engineer.

At the Four-mile were three, with an area of 259 acres, the claims being known as the Empress, the Aurora, and the Four-mile. These were under the management of Mr. E. C. Braddon who, in a report in 1897 stated: "These properties contain large deposits of cement. The gold is very fine, and has a coating of oxide of iron which makes amalgamation very difficult." The company also took over the Four-mile water-race, and a number of areas adjacent to Charleston.

The first claim worked at Addison's Flat was the Bendigo, a sluicing claim below Bald Hill, containing 140 acres. It employed 120 men. Much capital was spent in constructing a tail-race tunnel, a mile and a-half in length; in widening the water-race from the old Fairmaid dam for $2\frac{1}{2}$ miles with tunnelling; also on water-races from Reid's Creek, Island Creek, Back Creek, and Waimea Creek.

Their mining operations were started in earnest about July, 1898. They also installed a large hydraulic elevator, or "blow-up" at Addison's Flat.

The claim at Mount Rochfort was known as The Rochfort and was of about 100 acres. It had previously been worked for years by four partners. Much money was spent in enlarging the dam, bringing in another creek, and supplying 1,700 feet of piping. The new tables had a spread of 200 feet. The manager was Mr. A. G. Hill, who came from Wakamarina.

By 1898 the company had constructed 2,500 feet of water-

paces and about 11,000 feet of tunnelling, and the average number of men employed was 218.

On 16th February, 1898, Mr. Braddon, the Attorney, notified that the various concerns were working, and that the company was contemplating a further expenditure of £5,000 in lifting the Wareatea water supply, also that "at Bendigo Terrace, Addison's Flat, extended water supplies had been brought in from Nine-mile, Twelve-mile, and Thirteen-mile Creeks, and that if sufficient inducement offered a supply would be brought from the Ohika River at a cost of from £50,000 to £80,000."

In addition to tunnelling and water-races there had been constructed 14,000 yards of dam embankments, and the company had used 230,000 sup. feet of timber, 3,120 feet of 18- and 24-inch piping, sunk 5,180 feet of shafts, and built 8,200 square feet of catchment tables. They were using about fifty heads of water and could extend this to one hundred heads or more.

The profit and loss accounts of this company are not available, nor is the date upon which it ceased operations. It is still spoken of on the Coast as "The big German Syndicate"; why, is not known. It is on record that when its coming became known, there was a rush of applications for areas about the district, in the hope that those so obtained would be purchased by the company; perhaps some were.

In 1896 a Warden's report made reference to the coming of a wealthy syndicate prepared to expend vast sums in the provision of machinery, etc., to work the low-grade deposits of the district, and prophesied the resuscitation of mining on a large scale. The syndicate came, spent much money, but was not long-lived.

CHAPTER XXV.

CHARLESTON—ITS GROWTH AND PROGRESS.

CHARLESTON was a lovable, but not a lovely, town; though its surrounding parts were of a deep scenic beauty. Its river reaches, its forest stretches and timber-covered terraces, its glittering white-sand beaches, its rugged rocky coast and bold headlands that emphasised the sheen of blue waters, its fern-dressed creeks and gullies, the green heights of Darkie's Terrace when draped with morning mist or lit by sunset glows—all were of pristine loveliness that delighted the senses.

Its working field, the wide pakihi, its mine-scarred cement flats speckled with dams and lined with water-races, its tailing-dumps and hopper-heaps, were not inspiring; were, in fact, drab and monotonous, of a dull brownness unrelieved by green swards, coloured blossoms, or smiling gardens. It was ugly; yet even its utilitarian ugliness held an appeal, seemed to fascinate rather than repel; was a constant evidence of the field's prosperity and the labours and activities of its people; the sign of wealth.

The town, with the exception of bank buildings and two or three leading hotels, evidenced the haste with which it had been rushed up to meet immediate needs. Business premises were of various sizes and designs, with presentable fronts and thrown-together back parts, with scant regard to comeliness. Its cottages were of conventional goldfield type; two gable-roofed rooms with or without a lean-to back, and having a small window at each side of the "front door." Each and all met the requirements of the fast-growing township, so why cavil?

Its streets were but roads, rough and gravel-strewn;

without pavements but having stone-cobbled footpaths in the more busy parts, and gravelled footpaths at others. There was no street lighting beyond the large kerosene lamps that public-houses were required to keep lighted above their entrances from dusk to dawn. As the streets were narrow and public-houses numerous, this sufficed. Mr. A. D. Dobson speaks of early Charleston as being "a very busy place, consisting almost entirely of public-houses and stores."

But for its hidden wealth in gold, Charleston would never have been; as this diminished its busy life diminished; it held little other inducement to settlement; when the gold was ended Charleston was ended.

During this transition, many hesitated whether to stay or leave, a position akin to what in a game of draughts is called "a pair of breeches," when either alternative move seems unfavourable. Many left; the few stayed, buoyed like Micawber with the hope of something turning up, and trusted to luck. "Make the best of this life," an old miner was wont to say, "you may not be too well pleased with the next."

It is impossible to state with accuracy the population of Charleston in the early years, but reasonably near surmises may be made. The Registrar-General, reporting to Parliament on 18th October, 1869, stated: "It is only in the years that the census is taken that it is possible to form even an approximately accurate estimate of the population in the several provinces or other divisions of the Colony; there being no means of correctly ascertaining the numbers who migrate from one part of New Zealand to another."

These remarks were particularly pertinent to Charleston, the various official estimates being at least misleading, while the census returns show less population than is known to have existed. Necessarily so, considering the means available and the insuperable difficulties of collecting correct information. Anything approaching a complete roll was practically impossible. Manifestly, official statements have been based upon book-records, revenue returns, the number of various licenses issued, etc.; giving the number engaged upon mining and trade instead of the population of the entire field.

Early census returns appear to include only the township

and its near workings, not including the "floating population" nor the many scattered about the more remote and inaccessible parts of the wide goldfield. Mr. A. D. Dobson estimated that at Charleston in the late 'sixties, "within a radius of three miles, about 12,000 men were gold digging."

The quantity of gold collected in the early years upon the West Coast was enormous, but the harvest lasted for a short time only. Mr. C. E. Haughton, in a report to the Colonial Secretary, on 16th July, 1872, said: "It is impossible to state with any accuracy the total quantity of gold produced in one year"; and added "it may fairly be conjectured that a considerable quantity is smuggled out of the Colony in order to evade high duty; whilst among alluvial miners especially, a practice of hoarding their gold is very prevalent; with the idea, no doubt, in many cases, of shipping it quietly away without troubling H.M. Customs."

The amount won was considerably greater than returns show. In early times much bartering was done with masters of ships—the ships also purchased gold and, in all, took away more gold than cash or drafts—much gold was used also in the production of jewellery and ornaments.

The greater number of sections within the township were, at first, held under the "Business License" system. A regulation of 31st July, 1865, under the Goldfields Act of 1862, provided that: "Every person engaged in trade or business shall obtain from the Warden a Business License."

The annual fee was £10 (*Nelson Gazette*, 1863) but, it is believed, was later reduced to £5. This gave the licensee the right to occupy an area of half a square chain, with a frontage of 33 feet and a depth of 66 feet. Holders were required to peg their sites at each corner, with pegs two inches square and 1 foot high. They could build on only 27 feet of the frontage, leaving a space of at least 6 feet between buildings. This regulation applied to Charleston from 1866 onwards; but the issue from 1874 to 1878, of Crown Grant titles to a large proportion of town sections, relieved the grantees of the necessity of holding Business Licenses and, it is believed, of leaving spaces between buildings.

A practice that Charleston had in common with other gold-

fields, was the bestowing of nicknames upon all and sundry, sometimes to the exclusion of surnames. A few of the best remembered were: "Shakespeare Joe"—Joseph Dromgool, a reciter of Shakespearean items at the Institute Concerts. "Scotch Jock"—John Purves Mitchell, a reciter in the Doric at local entertainments. "Schmidt the Fiddler"—a violinist at local dances, etc. "Jimmy the Duke"—a well-known resident who, in speech and attire, was somewhat ahead of the times; it is said that he even dared to wear spats, otherwise "collars on his boots." "Parson Brown"—G. R. Brown, a devoted church-worker. "The Duck"—a showman who was prosecuted for compelling ducks to dance upon hot plates. Strangely another showman was Louis de Gander, but this was not a nickname. Others were "Jimmy the Yank," "Billy the Native," "Billy the Chief," "Half-pint Dick," "Bristol Charlie," "Old York," "Hopping Billy."

The following are shown in the late Robert Hannah's Account Ledger of 1871: "Harry the Fisher," "Red Jack," "Old Bill," "The Ripper," "Old Daddy," "George the Bellman."

1866. In the first half of this year Charleston field, known to the Maori as Tauhinau, was a pakihi waste where feet of white man, excepting two or three passing explorers, had never ventured; its port a nameless bay; its population nil. In the second half of the year, Linahan and his mate or mates, found gold at either Candlelight or The Basin, and the place was rushed. By the end of the year there was a population of 1,200.

For a time the field bore no definite European name, being spoken of as "The Pakihi," anglicised and mutilated to "The Parkeese." Captain Charles Bonner, in the ketch *Constant*, arrived at the bay with much-needed food supplies. The settlement became known as "Charlie's Town," and the bay as "Constant Bay." The Signal Station was erected on "Flagstaff Hill." Mr. A. Greenwood partly surveyed the town, and amended its name to Charleston.

The Warden of South-West Goldfields, in a report from Hokitika, on 31st March, stated: "The general tendency of the miners for the last two or three months has been towards

the northward." This tendency resulted in the fields at Charleston and Brighton being discovered.

1866-1867. The progress during the first eighteen months of Charleston's life was remarkable, and when recounted sounds like romance.

A port was established, with Signalman and Signal Station. A town was surveyed and built upon. A pack-track was formed to Brighton. A bridge was built across the Nile River. A Police Camp and Courthouse were established. The Beach-route coach and wagon service from Buller to Charleston was inaugurated. A newspaper was being published. Seaborne traffic increased tenfold, with landing-places at both Constant Bay and Little Beach. A tramway was operating from Little Beach, also one from Nile Bridge to Darkie's Terrace Road. Constant Bay suffered its first shipwrecks—the *Iona* and the *Emerald Isle*. Two churches, three trading banks, two schools, the hospital, and the Oddfellows' Lodge were opened. The main streets were formed and metalled. A mile-long metalled road was provided "from the town to the diggings"; probably Darkie's Terrace. A railroad from Westport to Charleston was contemplated. Three large double-storeyed hotels were operating, and probably forty or fifty others. A coalmine was opened. Many crushing-batteries were erected, and gold was gathered beyond expectation. The Provincial Council voted £341 for branch roads, and £1,305 for public buildings. On 3rd July, 1867, it was moved in the Provincial Council, by Mr. Donne that: "Reserves should be set apart for educational, church, recreation, and other public purposes." The motion was lost. The nearby goldfield of Addison's Flat was discovered in May, 1867. On 17th July, 1867, the Superintendent of the Province reported that "the townships of Charleston and Brighton are now being surveyed." Commissioner Kynnersley reported "a considerable increase in the population and prosperity of the district." The postal business was transferred from Mr. H. W. Stebbing's store to the Government Post Office erected in May, 1867. A ferry was established at Totara River by S. J. Loring, 1867.

1868. Progress continued apace. Constant Bay Harbour was crowded with small craft; larger vessels were tendered by

surf-boats, and a Harbourmaster was appointed. The P.S. *Waipara* entered the bay—the first steamer to cross its bar. There were 9 steam-batteries, and 78 water-wheels operating; the value of the plant being £83,600. Little Beach landing-place for seaborne supplies was abandoned.

On 15th January a petition signed by Robert Clarke and 1,024 other miners praying for the establishment of a Mining Board to amend the Mining Regulations was presented to the Warden, Mr. Dutton, who sent it to Commissioner Kynnersley, and he to the Provincial Secretary. Mr. Dutton failed to see the necessity for such a Board, and Mr. Kynnersley concurred, but admitted that the regulations were “inapplicable to the important cement workings and to the steam machinery that is now being introduced in the Charleston district.” The Government did not agree to the formation of such a Board.

On 20th May a motion was moved in the Provincial Council that there be placed on the Supplementary Estimates “a sum sufficient to reward the original prospectors of the Charleston Goldfields, now found to be permanent goldfields.” It was negatived. The Church of England was erected. The first cricket match was played, on St. Patrick’s Day. A volunteer Rifle Club was formed in April, and was disbanded in October. The Postmaster’s residence was built. Charleston was connected with Greymouth and Westport by telegraph.

The *Satellite* was wrecked at Totara River. The Masonic Lodge was opened. Charleston was separated from Cobden district and proclaimed a separate Goldfield district, with a resident Warden and Magistrate. “Hall’s Track” from Nine-mile Beach to Brown’s Terrace was constructed and a poll imposed.

The easily-won surface gold showed signs of diminishing. On 24th January the *Westport Daily Times* commented: “Mining affairs continue very quiet, and holders of surface claims about Candlelight and elsewhere talk about their ground as not likely to last much longer.” A contrary opinion was expressed by the Warden about fifteen months later, on 31st March of the following year.

On 25th November a Westport newspaper speaking of Charleston said: “The town is very dull and reminds one

of a small village. The publicans are becoming by no means rich, and as for dance houses they are nearly defunct. At a sports meeting the other night it was waggishly proposed that the horse-races should take place in the street."

In May, the *Charleston Herald* complained: "From Camp Reserve to Buller Road, there is only a narrow roadway; the whole width of the road being in its primitive condition of bog, intersected by numerous open drains and water-races; an appearance discreditable to the principal entrance to the town."

The Addison's Flat riot occurred. The Court heard 1,104 criminal cases but, so quickly was law and order established, that in 1872 only one case was heard.

1869. The Warden, Mr. C. Broad, reported on 31st March: "Charleston has already put on an appearance of permanent prosperity. The amount of ground known as auriferous is capable of employing the present population for years to come. The introduction of machinery and the granting of extended areas, has secured a settled population, and made goldmining assume more the appearance of a settled industry than the occupation of a roving community."

It is estimated that there were about 240 batteries and "crushers" working, in addition to the numerous sluicing claims. Applications for water-races were 470, and for dams 307. The Warden stated that "all available ground is being worked, and water-races and dams meet the eye in every direction."

Constant Bay was declared the "Port of Charleston." The first race-meeting was held, in January, on the Nine-mile Beach. The first football match was played, on 9th March. A town band and a fire-brigade were formed. The Nile bridge had been taken over by the Provincial Council, and the toll abolished. A ferry and track were established from Totara Lagoon to the Addison's Flat track, by William Bird, and tolls imposed.

The District Engineer reported the completion of "a road from Charleston to Brown's Terrace, on the way to the Shamrock Lead, a distance of about five miles." A valuation of house property, made by Thomas Dwan, showed it to be £83,000. The Warden's report estimated the number of

houses as being about 200 and remarked that most of them were public-houses. His estimate evidently referred to the township only, not to the field. Extensions were made to the Post Office, Warden's house, and the Survey Office. The new Courthouse was completed. An enquiry was made in the Provincial Council as to whether a plan for a water supply at Charleston was to be submitted. The reply was "No." The large coal-seam fire occurred, near to the Camp Reserve.

This is considered to have been the peak year of Charleston's population and prosperity. Notwithstanding varying official statements and census figures, there is reason to believe that the population was about 12,000. Old-timers place it at from 10,000 to 14,000, so probably by "splitting the difference" a fair surmise is reached; for surmise only, it can now be.

A serious fire occurred in November, resulting in the loss of three business premises and three hotels, on the north side of Prince's Street West.

In January a Police escort took £10,000 worth of gold to Westport; probably the "clean up" before Christmas of 1868.

1870. It was clearly in this year that Charleston's golden glamour began to fade, that it became a goldfield rather than an El Dorado, and its floating population began to move elsewhere. The Warden reported that "many miners have left for the Thames field and for a new field south of Brighton." However, it is estimated that at the end of the year the population was about 10,000. The number of Miners' Rights issued in the financial year 1869-1870 was 1,220, as compared with 1,700 in the previous financial year. About 78 publicans' licenses were held.

The first Shetlanders arrived at Nine-mile Beach and started to develop the beachcombing industry. The Hibernian Society's branch was formed on 5th January. The banks in Charleston purchased £24,000 worth of gold during the week before Christmas, the result of a general "wash up."

1871. The Foresters' Lodge and the Mechanics' Institute and Library were opened.

1872. St. Patrick's School was opened, increasing the number of town schools to three. The Resident Magistrate,

Dr. Joseph Giles, reported upon "the falling-off of the population of Charleston." The Warden, Mr. C. Broad, reported: "At Brown's Terrace, near Charleston, where are immense deposits of goldbearing cement, machinery of the most approved and latest kind is to be erected. It is estimated that 2 dwts. to the ton should give shareholders substantial dividends. The experiment will be watched with interest."

On 13th May, Dr. Giles reported: "Ground sluicing is prevalent at Charleston. Cement-crushing by means of batteries of stamp-heads has been the distinguishing feature of Charleston district, but this is a mode of working that has lately declined owing to the best ground being worked out, and ground sluicing of large areas is becoming the more common mode of working." There were $6\frac{1}{2}$ miles of water-races, 21 dams, and 3 reservoirs.

In this year there were 11 petitions in bankruptcy, but only 1 criminal case heard at the Court.

1873. Mr. G. R. Sayle completed the survey of Charleston. The road from Westport to Charleston was constructed as far as Addison's Flat. The *Charleston Herald* of 1st October stated: "There has been no meat in Charleston for three weeks." The Lower Flat was swept by fire, and was not rebuilt.

1874. The road from Westport to Charleston was completed, and the Beach-route abandoned. The Nile bridge was washed away and a ferry operated across the river. The P.S. *Result* started trading to the Nile River. The old cemetery at Constant Bay was closed and a new cemetery opened on Nile Hill.

1875. A second newspaper, the *Charleston News*, started but did not last for long. The first suspension bridge in New Zealand was erected across the Nile River. A wharf was erected on the north side of the Nile River and the old wharf on the south side abandoned. Mrs. West's School was opened and Mitchell's School was closed. The Resident Magistrate reported, "population and business of all kinds has sensibly declined."

1876. A horse-road from the Back Lead to the head gorge of the Nile River was completed, the Government making

an appropriation of £300. Cape Foulwind Lighthouse was erected. Kumara Goldfield was discovered, and many left Charleston to join the rush to there.

1877. Provincial control had ended, and all roads, etc., were "in the hands of the County Council." On 31st March the Warden reported: "The mining operations at Charleston . . . have assumed the aspect of permanent workings; although no longer sustaining the large floating population they did some years ago, yet in its place has been left a settled population." There were 21 water-wheel crushers operating, also 107 hydraulic hoses, 107 ground sluices, 216 dams, and 155 miles of water-races supplying 2,730 heads of water.

1878. Croninville Goldfield was discovered.

1879. The *Shepherdess*, the last vessel to enter Constant Bay, was totally wrecked there.

1880. The survey plan of Charleston was issued from Wellington.

1882-1883. The number of Miners' Rights issued was 358.

1884. The Warden's report stated: "Charleston has undoubtedly declined during the year, both in population and prosperity." Only 1 water-wheel crusher was operating, but 70 hydraulic hoses and 80 ground sluices were working. There were 129 miles of water-races with, however, only 265 heads of water. Also 392 dams. 507 acres were held by Agricultural leases. The number of Miners' Rights issued was 275. From 1st April, 1883, to 31st March, 1884, 4,752 ounces of gold were recorded.

1897. The General Exploration Company began operations in the district.

1900. Rahui Post Office opened. It closed in 1921.

1903. The Goldfields' Revenue collected at Charleston was only £59.

1905. Six water-wheel crushers were in operation. There were 116 miles of water-races with 340 heads of water, and 30 dams. The Goldfields' Revenue was £87. Of the 80 or more hotels that existed in 1869-1870 only 3 remained. Numerous large buildings stood empty and dilapidated.

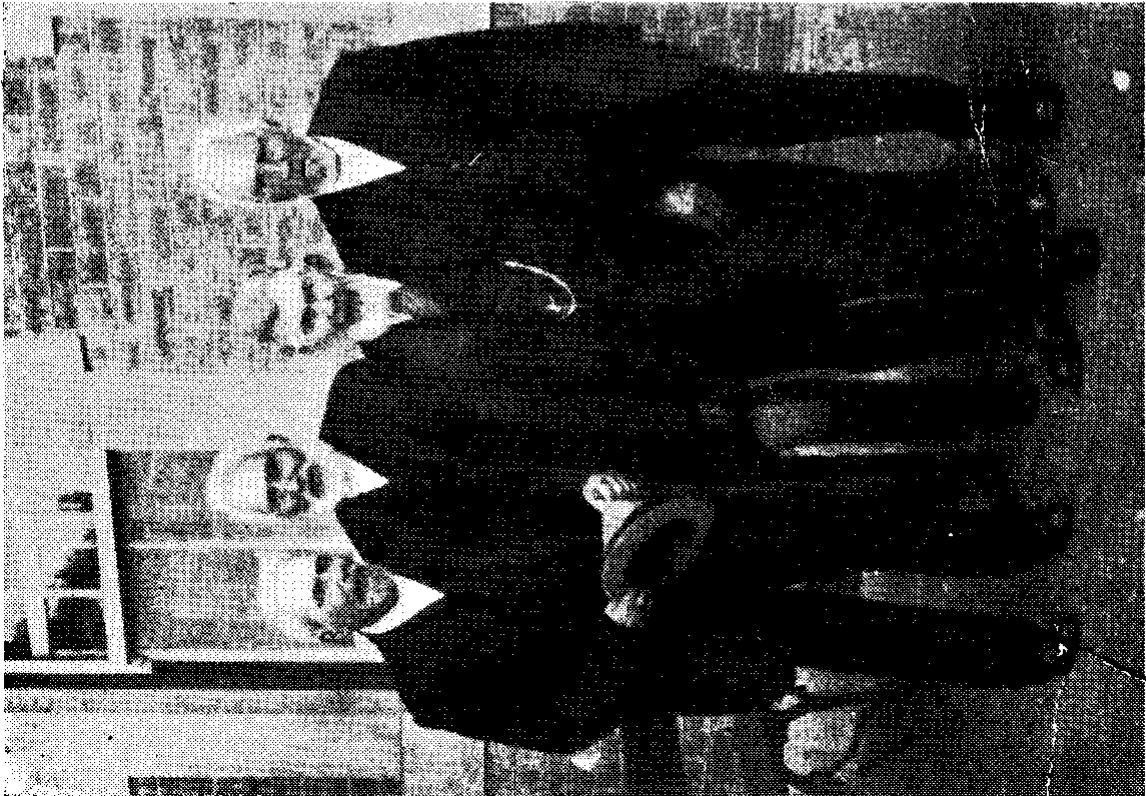
1909. Rahui School opened. It closed in 1916.



Daniel Dennely, a member of Linahan's party, which first discovered gold at The Basin, in 1866.



Morrissey's forge and dwelling—Blackett Street.
Sections 261 and 262. Photo about 1902. Then occupied by John G. Hartill
and family.



Four pioneers of Buller.

From left J. Kenny, 93 years of age; M. Ryan, 97 years of age; W. Millikin, 97 years of age; J. Collins, 91 years of age.



G. H. Powell, J. M. Powell, and J. H. Powell.

GROWTH AND PROGRESS

1933-1940. Only 1 hotel remained, 1 store, the Post Office, the School, and the Police Station.

CHAPTER XXVI.

CHARLESTON TO-DAY.

OF Charleston to-day, what can be said save that it is no longer Charleston but only a few scattered remnants of it, that scarce suffice to locate the sites of bygone busyness and gaiety?

It had its booming, heyday times; its times of meditation and regret; still, after all, "'tis better to have boomed and burst, than never to have boomed at all"; the boom-tide leaves so very much to look back upon and dream about "when to the sessions of sweet silent thought" we "summon up remembrance of things past." Charleston is dead—yet, long live Charleston; as it ever does in many hearts and minds.

The Police Station still stands, also the Courthouse, now serving as the official garage. There are the State School, the Church of England and two cottages on Darkie's Terrace Road; the Post Office; two cottages in Camp Street (Sections 145 and 354) and the European Hotel in Prince's Street—these are now Charleston. There are three houses at Broomielaw, two up the Nile River near the Back Lead, one on Nile Farm, and two north of the river—these represent its suburbs. Lovable Charleston is lovelorn, forsaken.

A few stalwarts remain, buoyed with a hope that dies hard; they are of those who, everywhere and under all conditions, give fading faith "another go"; like "spotters" whose next drink is always going to be the last. No repining, no grouching about fate, no despondency.

Charleston lived to the full for a score of years; lived moderately for another score; and then gradually faded away; was once a land of promise and golden visions.

*"But now the sounds of population fail,
No cheerful murmurs fluctuate in the gale;
No busy steps the grass-grown footway tread,
For all the blooming flush of life is fled."*

To-day it is but a name, a mark upon the map to indicate where once the town was; a waste of bramble, gorse, and tailings, affording few signs of previous occupation, and none of past prosperity and romance—like Nineveh, a desolation. A tourist highway has replaced the Buller Road and Camp Street; and motor cars and motor lorries have taken the place of the four-in-hands and covered waggons of earlier days. The drivers of these cars, like the coachies of old, tell strange tales to passengers; which although true, sound unbelievable and are disbelieved. They point to a bramble patch where, they declare, once stood a large hotel; to a larger patch and tell that it once bore a block of business premises; that in another gorse-clump stood a busy bank dealing in thousands of ounces of gold each week; point to the outline of some hardly distinguishable water-course from which they state came gold in bucketsful; to a brown flat where once thousands of miners toiled. Small wonder that such facts are received with doubting smiles; even those who knew the old place stone by stone find difficulty in locating once familiar resorts, even when able to penetrate the tangled growth that hides most of them from view.

Only one tangible proof of past history remains, the old European Hotel, which has defied the years and circumstances, and stands a lonely reminder of what was, and whose landlord, Mr. J. H. Powell, possesses quite a museum of relics, and delights in regaling passing sightseers with oral pictures of times that were.

The great batteries have long since ceased work, are silent for ever; their machinery but scrap; their giant water-wheels fallen and in decay; their miles upon miles of water-races dry and crumbling. Of the free and easy-going life of old Charleston much could be written, and of its people much more. Suffice it to say that they were such as we, their descendants, are; but may be a sturdier and more self-reliant race than we of this easier and more favoured age; a people

that disregarded many conventions and recognised few social distinctions, noted for warm heartedness and hospitality—a true democracy.

A fitting tribute is given them by Richard Allan, who has for over thirty years been Police Officer-in-Charge at Charleston—from 1909. He recounts his arrival at Charleston with his wife and two children, after a 4½-hours' journey from Westport in Bill Hanna's coach, a trip which is now made in thirty minutes by motor car. One of his first impressions was the wonderful physique of the elderly miners, many still engaged in arduous work—samples of the pioneers, men of whom any country could be proud. He came to know these men and women intimately, and has seen them pass away, one by one. Taking the names of twenty of them, in sequence, from the register of deaths, he finds that the average age at death was about 78. Their names were: James Curle, 77; Daniel Sullivan, 78; Catherine Whelan, 85; William McIntosh, 79; Max Knudson, 81; Elizabeth Foley, 75; Samuel McClatchie, 72; Patrick Fleming, 79; J. B. McAffe, 80; Bernard Shepherd (of accident), 72; Mary Smith, 80; Daniel Shine, 74; Alex. Peters, 72; William Henry, 78; Bridget Dwyer, 74; Patrick Dwyer, 77; Johanna Sutherland, 70; Alfred Leggatt, 82; Job Gregory, 88; Nicholas Sweeney, 85. He pays a well-deserved eulogy to Charleston's people: "I have now," he writes, "completed 31½ years' service as Police Officer-in-Charge at Charleston, and the integrity of the old pioneers and their offspring is proved beyond all doubt by the fact that, during the whole of my service here, I have never had to arrest one of them for any offence."

Little more regarding the old town can be put into words, though memory retains many pictures. One may sit at eve, while the setting sun lightens up the snow-clad Paparoas and casts tinted gleams over old Darkie's Terrace with its long Back Lead and over the tailing-covered brambly pakihi that once was Charleston; one can sit and muse upon the mutability of man's schemes and efforts. The wilderness was brought to life and flourished, but is again a wilderness. Yet, as we old ones sit and muse, our minds' eyes see many familiar scenes of long past; see shades of men and women

CHARLESTON TO-DAY

again parading the busy streets; of young folk meeting and linking arms—we who then were young can see and live it all again. We hear voices that tell of life as it was; of love, and sorrow, hear voices lifted in song, or tinged with regret—voices that many of us would give our all to in reality hear again, and, in faith, believe that we shall hear again—some day.

TE MUTUNGA.



APPENDIX
with
STREET DIRECTORY.



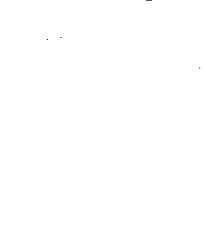
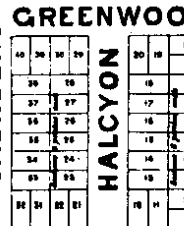
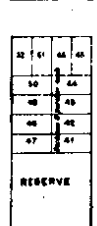
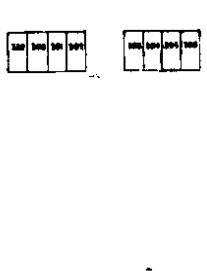
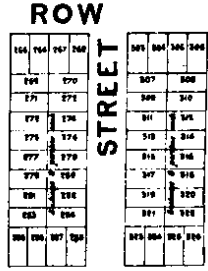
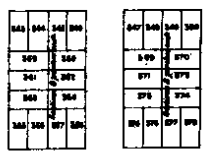
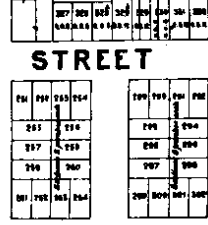
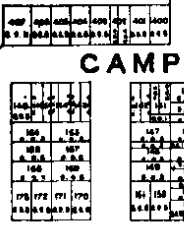
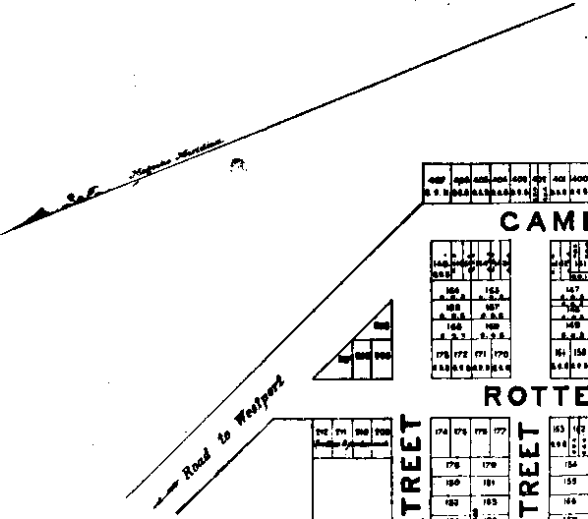
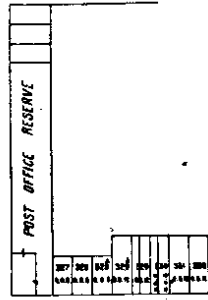
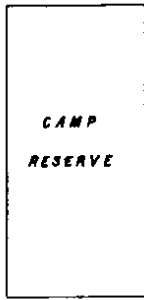
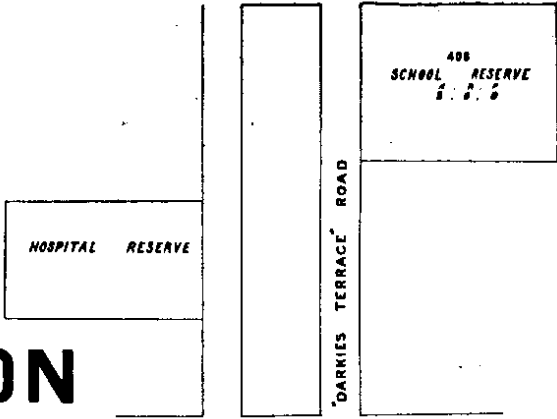


JAMES MERRROW
Surveyor General

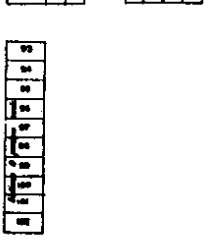
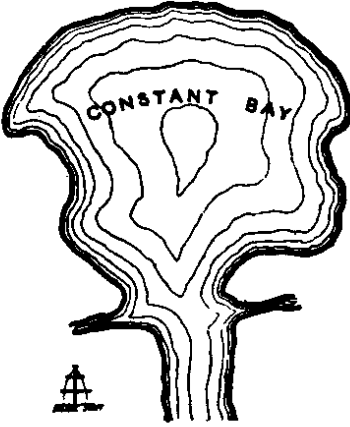
TOWN OF CHARLESTON

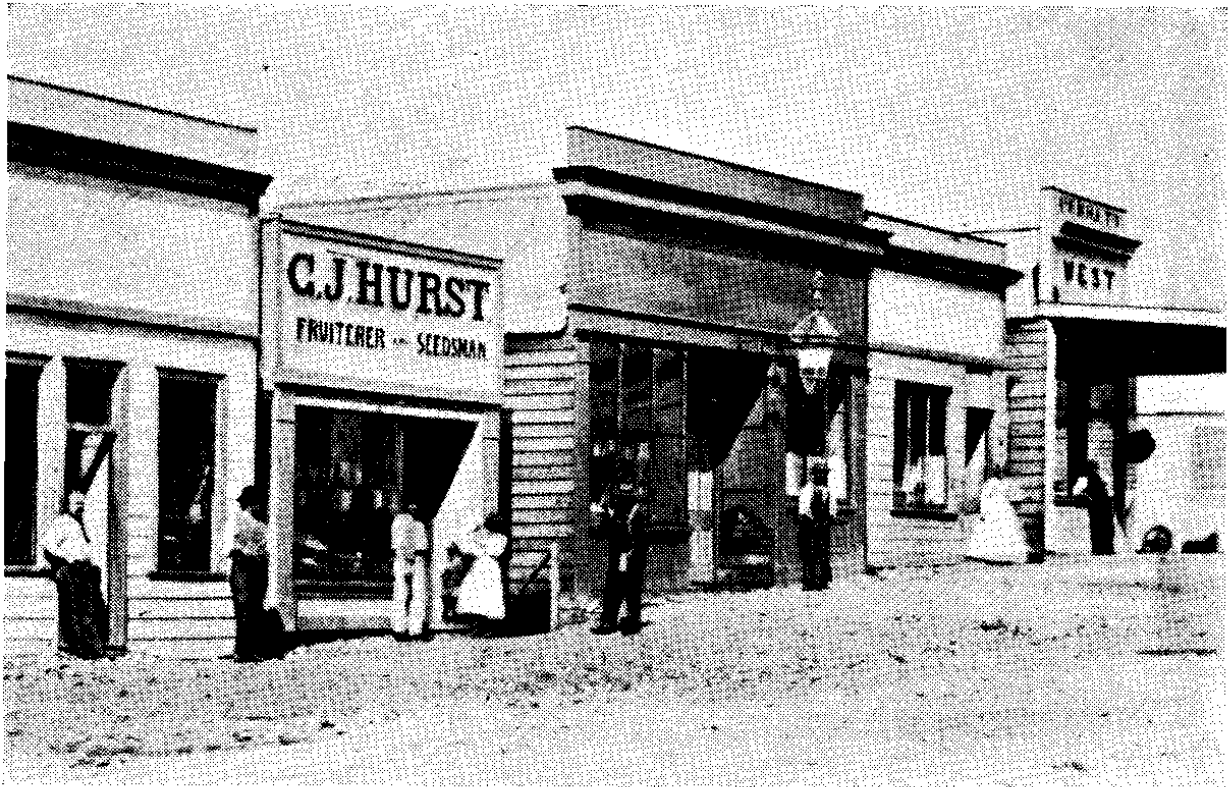
NELSON, N. Z.

SURVEYED BY G. R. SAYLE, MAY, 1873.



CONSTANT QUAY

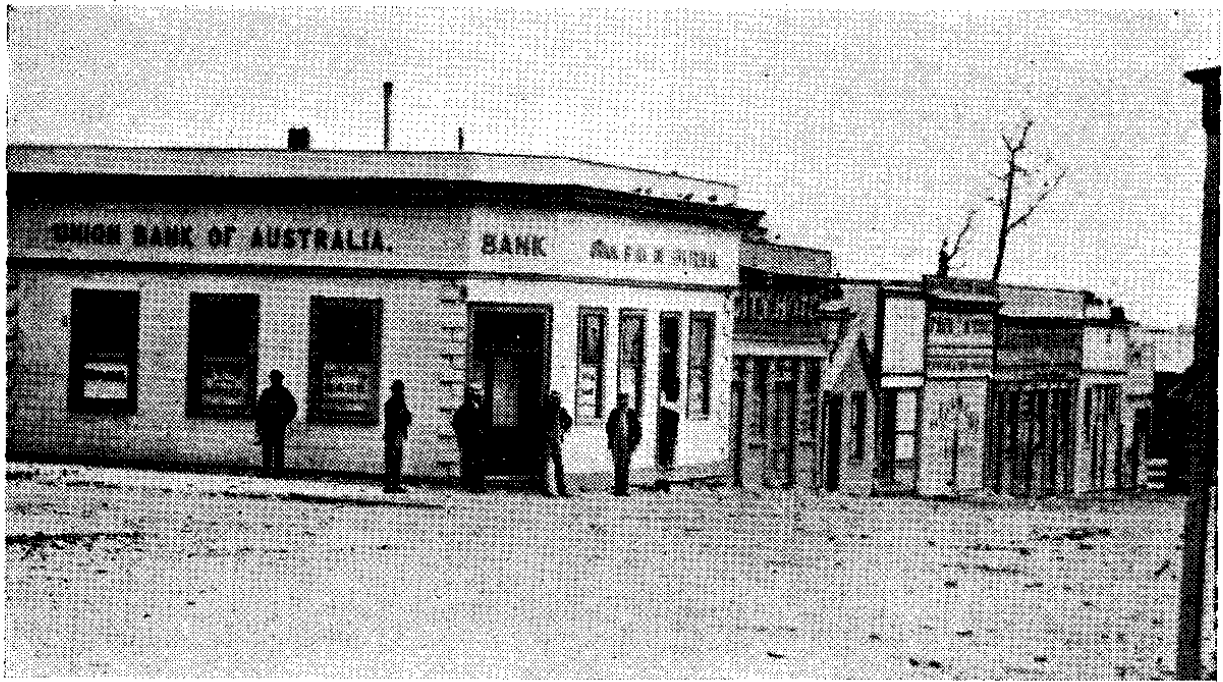




Prince's Street, West—North side. About 1870. Sections 131 to 133.
At right—E. Perrett, Miss Brailey.



Prince's Street, West—North side. About 1870. Sections 129 and 130.



Prince's Street, West—South side. About 1870. Sections 108 to 114.



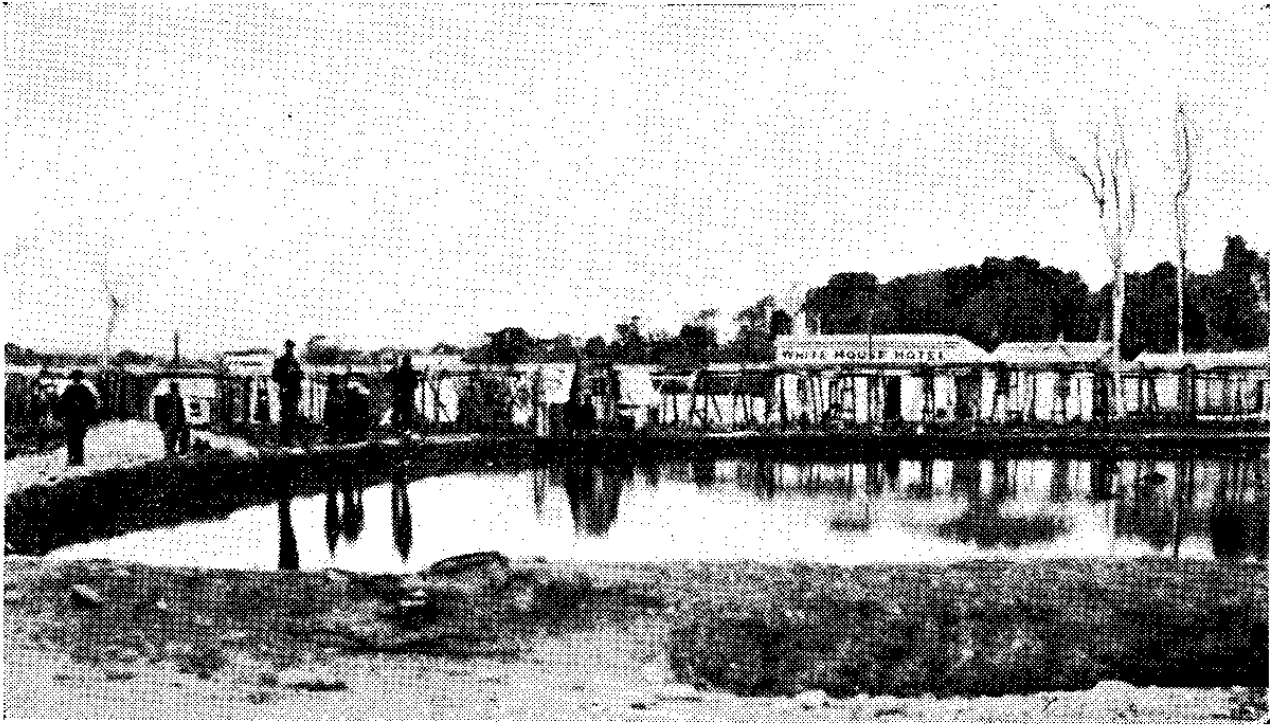
Prince's Street, West—South side. About 1870. Sections 64 to 72.



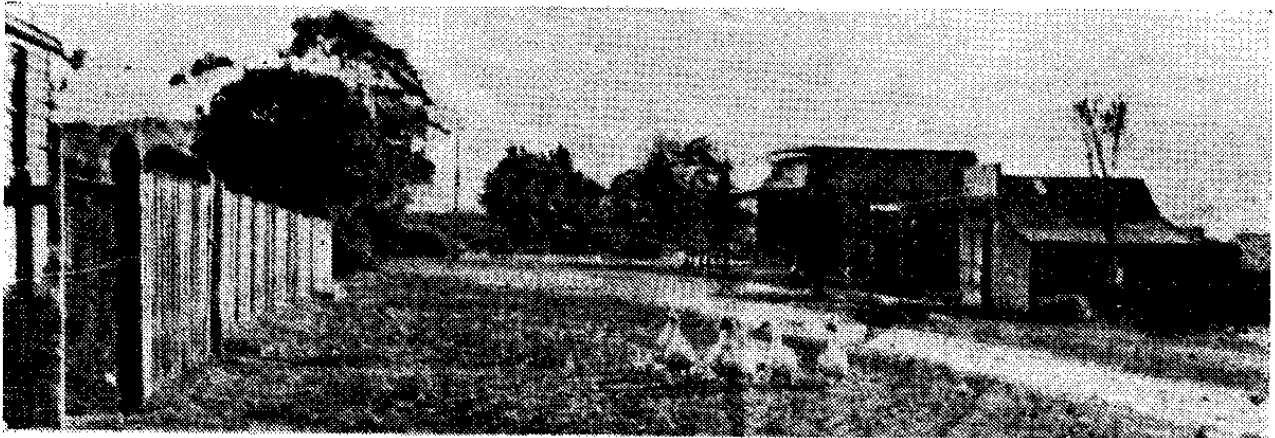
Prince's Street, West—South side. About 1870. Sections 109, 110, and 111.



Darkie's Terrace Road, 1868.



Old Buller Road. About 1870.
The dam was on Sections 205, 206, and 207.



Camp Street. About 1926.
At left—The Camp. At right—The small shop is on part of Section 233.
The larger shop is on Section 251.



Camp Street, Central—West side. About 1926. Also Sections 138 and 140 in Prince's Street, East—North side.

The veranda shop is on part of Section 233.



Nile River, 1940.

To right—portion of Nile Farm. Centre and left—site of Drennan's and other Crown Grants.

SURVEY PLAN, 1866-1867.

The town was partly surveyed by Mr. A. Greenwood, in 1866, and partly by Mr. G. R. Sayle, in 1873. It is evident that Mr. Greenwood's plan was available for reference and use about 1867; and Mr. Sayle's completed plan about 1874, when Crown Titles were granted. A photo-lithographed plan was issued from Wellington in December, 1880, a copy of which is given herewith.

The titles to the lots on the plan were issued during the years 1874 to 1878. These titles were grants under the Nelson Waste Lands Act of 1863, the 1872 amendment thereto, and the Waste Lands Act of 1874. The names of the original Crown Grantees are shown in the accompanying Street Directory. The land around Charleston was in Square 137 of the Nelson Land District, divided into sections of varying acreage, of which many Crown Grants and Leases are recorded.

The construction of roads and streets was undertaken by the Nelson Provincial Council and the cost met, wholly or in part, from Goldfields' Revenue. It will be realised that owing to much rebuilding, removal of premises, etc., accuracy and completeness cannot now be assured.

PUBLIC RESERVES.

Section 408.—School Reserve. Two acres. Darkie's Terrace Road.

Reserve Nos.

- 1.—Camp Reserve. 2 acres 2 roods 2 perches.
- 2.—Post Office Reserve. Darkie's Terrace Road.
- 3.—Roman Catholic Chapel and Cemetery. 1 acre 0 rood 9 perches.
- 4.—Sections 370 to 378. Purpose not stated.
- 5.—Cemetery Reserve. 3 roods. Sections 96 to 100. Sections 101 and 102, 8 perches each, were added.

Reserve Nos.

6.—Government Powder Magazine. 15 perches. On bay side of Sections 99 and 100.

7.—Hospital Reserve. 1 acre 2 roods. Off Darkie's Terrace Road.

Nos. 3 and 7 were gazetted 17th February, 1872.

SOME RESIDENCE AREAS GRANTED.

22nd August, 1871.—Ann F. Haddow, Darkie's Terrace Road, 1 acre.

14th June, 1872.—Patrick McCarthy, Red Jacket Terrace, 1 acre.

12th September, 1873.—Edwin Perrett, Darkie's Terrace Road, $\frac{1}{2}$ acre.

27th April, 1875.—William Morrissey, Darkie's Terrace Road, 1 acre.

12th February, 1878.—Henry Lavery, Charleston Flat, 1 acre.

12th March, 1878.—Thomas Cronin, Second Bay, $\frac{1}{2}$ acre.

2nd May, 1878.—Richard Green, Argyle Creek, $\frac{1}{2}$ acre.

12th September, 1878.—Patrick O'Brien, Township Flat, 1 acre.

6th April, 1879.—James Hatch, Nile Bridge, 1 acre.

27th November, 1879.—William Dickson, near McIntosh's dam.

27th May, 1880.—Patrick Fleming, Second Bay.

1st August, 1890.—Samuel McClatchie, Charleston Flat, 1 acre.

SOME OCCUPATION LEASES.

1st July, 1867.—Charles Woodriffe, Rural Section 5 of Square 137.

1st July, 1867.—Owen McKittrick, Rural Section 2 of Square 137.

1st January, 1868.—William Taylor, Rural Section 9 of Square 137.

SOME MINERAL LEASES.

1870.—J. Behan, 10 acres.

J. Humphries and others, 10 acres.

Duke Ballam, 1 acre.

STREET DIRECTORY

CHARLESTON.—GENERAL.

The numbers of the sections occupied by the under-mentioned have not been ascertained:—Strike & Co.'s Brewery; their Cordial Factory was in Main Street. Waller & Craig, 1867. G. Blair & Co., "adjoining the Bank of New Zealand," 1867. Albion Hotel and Restaurant, Sturt & Runge, 1867. Wm. Chambers, Drapers, "Prince's Street, 1868. British America Hotel, 1868. Nelson's Hotel, C. H. Nelson, also a Store, 1868. Glasgow Arms Hotel, John Reid, 1869. Munster Hotel, 1869; later the "Charleston Quadrille and Assembly Rooms," the Committee of which was—Messrs. Collings, Colready, Forder, Russell, and Hanna. H. S. Taylor & Co., Merchants, 1868. Hardy & Catò, Drapers, 1869; dissolved partnership December, 1869; Cato carried on. Cunningham & Nicholson, Store, 1869. H. E. West, Bookseller, 1873. Sweeney's Hotel. F. P. Atkinson & Co. Harold & Co., Bakers. J. Bell, Hairdresser. G. W. Salter & Co., Store, 1867. Mrs. Wm. Lowe, Draper, 1887. Mrs. D. Collins, Milliner, 1878. Mrs. Walker, Dressmaker, 1887. Mrs. G. R. Brown, Draper, 1896.

MAIN STREET.

Prior to the issue of the survey plan, this name was indiscriminately applied to most of the centre of the settlement, namely, portions of Prince's Street East and West, Rotten Row, and the south part of old Buller Road. The numbers of the sections occupied in Main Street by the undermentioned have not been ascertained:—Sheehy's Hotel, James Sheehy, 1867. Avoca Hotel and Store, A. Carter, 1867; probably on Section 115, which was at first known as "Carter's Corner." Hanna's Hotel, Pat Hanna, 1867. The French Bakery, Monnier & Sauret, 1867. Hansen & Hanker, Tent and Sailmakers, 1867. R. Hawkswood, Bootmaker, 1867. Burke & McHugh, Clothiers, 1867. Ransom & Clarke, Timber Merchants, 1867. Boedinghause, Tobacconist, 1867. D. Heywood, Tobacconist, 1867. Gallagher & Co., Store, 1867.

COAL STREET.

Prior to the issue of the survey plan, this name was

indiscriminately applied to much of the centre of the settlement, namely, portions of Prince's Street East and West, Rotten Row, and the south part of old Buller Road.

The numbers of the sections in Coal Street which were occupied by the undermentioned have not been ascertained:— H. W. Stebbing, Store and Post Office, 1867. Wakatip Hotel, W. King, 1867. Harp of Erin Hotel, Pat Regan, 1867; there was another hotel of the same name in Beach Street. Criterion Hotel, James Parsons, 1867; there was another hotel of the same name on Section 233. Ship Hotel, John Reid, 1867. Nag's Head Hotel, P. H. Elliott, 1867; sold May, 1868, for £195. Auld Reekie Hotel, John Reid, 1867. Golden Fleece Hotel, Margaret Fife, 1867; Henry Grummidge, 1868. Shamrock Hotel and Restaurant, James McGrath, 1867; Hartneth & McGrath, 1868; Mirfin, 1869. Brian Boru Hotel, Pat Twohill, 1867. Junction Hotel, Mat Callan, Buller Road, 1867; there was another hotel of the same name in Darkie's Terrace Road. Miners' Arms Hotel, R. McKerrow, Buller Road, 1867. Blowhole Hotel, J. Williams, Buller Road, 1867. M. Bohan, Blacksmith, 1867. Louis Rich, Tobacconist, 1867. G. Perryman, Signwriter, 1867. Robertson & Co., Auctioneers, 1867. T. Rosenberg, Furniture Depot, 1867. O'Neill & Gothard, Butchers, 1867. Laing & Keating, Victoria Butchery, 1867; believed to have been opposite to the Victoria Hotel. J. E. Dodd, Solicitor, 1867. T. Corbett, Draper, 1867; "next door to Criterion Hotel" (not the hotel of that name on Section 233. Both Corbett's shop and the old Criterion Hotel were pulled down in 1868 by James Parsons who erected on the site a new hotel and shop. Sutledge, Draper, 1867. James Taylor, Draper, 1867. McNulty & Colready, Bootmakers, 1867. Pat Donovan, Bootmaker, 1867. H. Harney, Bootmaker, 1867. King & West, Fruiterers, 1867; probably on Section 121. Ching & Russell, Merchants, 1867; dissolved partnership March, 1868. Hutchen's Store, Buller Road, 1867. M. Shanahan's Store, 1867. J. Solomon & Co., Store, 1867. Weir Bros & Co., China and Ironmongery, 1867. Cunningham, Taylor & Co., Store, Buller Road, 1867. Paul & Co., Store, Buller Road, 1867. H. Lang, Store, Buller Road, 1867. J. Bodkin, Jeweller, 1867. Wm. Grant, Black-

STREET DIRECTORY

smith, Buller Road, 1867. R. Patterson, Mining Agent, 1867. W. L. Rees, Solicitor, 1867. G. J. Kennedy, Hairdresser, "near to Ship Hotel," 1867. P. Rowland, Tentmaker, 1867. Kennedy Bros., Merchants, 1868.

PRINCE'S STREET, EAST OR WEST.

The numbers of the sections occupied "in Prince's Street" by the undermentioned firms, etc., have not been ascertained:—"A1 Bakery," F. McParland, "near Cutting," 1867. Sawyers' Arms Hotel, "The Cutting," W. H. Wright, 1867; Bradley, 1868. Star Hotel, Beynon, 1867; Nicholson, 1868; McGinn Bros., 1868. Belle de Union Hotel, P. Rooney, 1868; Denis Sullivan, 1868; this hotel was pulled down in May, 1869, and "a private dwelling erected on the site." Life Boat Hotel, H. Dixon, 1868. Cement Crushers' Arms Hotel, 1868. Harp and Shamrock Hotel, Miss Lee, 1868. "Melbourne House," 1868. Miss Hegarty, Milliner, 1868. Sutton & Co., Auctioneers, 1868. Bain & Co., Auctioneers, 1868. John Lewis, Ironmonger, 1868. M. Naschelski, Ironmonger, 1868. "Corinthian Hall," J. F. Byrne, Draper, 1868. C. Gasquoine, Grocer, 1868; sold to Kennedy Bros., 1869. George Holmes, Tentmaker, 1868.

CHANCERY LANE.

This lane was between The Camp and the Melbourne Hotel:—D. Isaacs & Co., Auctioneers. P. Griffin, Painter, 1867; "opposite The Camp and next to the Melbourne Hotel" and "next to *Charleston Argus*." G. W. Horne, Solicitor, 1867. —. O'Neill, Solicitor, 1867. D. Ballam, Stables. *Charleston Argus*, Newspaper, 1867.

PRINCE'S STREET EAST—SOUTH SIDE.

(Previously called Main Street.)

Section.

115.—Bank of New Zealand. This section was previously known as "Carter's Corner." Probably the site of Carter's Avoca Hotel and Store, 1867. Grantee, Bank of New Zealand.

116.—Royal Casino de Venice, Christian Foyn, 1867; Foyn

Section.

& Sturt, 1868; later Foyn & Taylor, who dissolved partnership in September, 1869, and Foyn carried on. Later the Theatre Royal Hotel, John McHerron, 1873, and later Mrs. Craddock.

117.—“Temple of Fashion,” N. Denise, Hairdresser, “next to Casino de Venice,” 1867; later George Aldous, Hairdresser and Tobacconist. J. W. Fair, Draper. Exchange Hotel; this also was advertised as being “next door to Casino de Venice,” Mrs. Meredith and Miss Parker, 1868. In January, 1869, a frontage of 12 feet of this section, next to the Casino de Venice, was submitted to auction by D. Isaacs & Co., and purchased by Mr. Kenny for £115. It is believed that Kenny erected thereon a shop that was later occupied by Edward Issell. Grantees, part George Aldous and part J. W. Fair.

118.—City Butchery, Shepherd & Co., 1867; later Shepherd & Warne; later J. M. Powell. Broadbent, Jeweller, 1868; later E. Muncaster. George Kenny occupied the back portion of this shop as a hairdressing saloon in 1868. Grantees, part Shepherd & Warne and part Bartholomew O'Brien.

119.—Hanney's Hotel, P. Hanney, 1867; later West Coast Hotel, Miss Margaret Murphy (late of Camp Hotel), 1867; J. Parsons, 1868; Miss Julia Callaghan, 1868; later Mrs. Meredith (of Exchange Hotel); and later Mrs. Mary Smith. Closed 1912. Grantees, part Shepherd & Warne and part Albert Richardson.

120.—Edward Fyvie, Chemist, 1868; W. H. Hillyar, Chemist, 1873. Camp Hotel and Store, David Henderson, 1867; later Camp Hotel, Miss Margaret Murphy (from West Coast Hotel), November, 1867. Grantees, part Edward Fyvie and part Gardner & Sutton.

121.—A Store or Warehouse, 1867; later Court House Hotel, McKinnon & Lewis, 1867; Denis Kelly, 1868. “Fancy Goods Warehouse,” Thos. Dollman, 1869; later a greengrocery kept by Arthur King. Later still, Refreshment Room, kept by Edward Lowe.

The following is an extract from the *Westport Times* of 26th March, 1868:—"Opposite the European Hotel, a cottage next door to Miss Murphy's Hotel has had a shop front put on and is being opened as a Jeweller's Shop by Mr. Broadbent, the back being used as a hairdresser's shop by Mr. George Kenny. Further down the street, Mr. Parsons has purchased Mr. Corbett's drapery establishment, next door to the Criterion Hotel, pulled down both, and erected on the site a larger hotel with a small shop attached." The "Miss Murphy's Hotel" referred to was the West Coast Hotel. The Criterion Hotel mentioned is not to be confused with the hotel of the same name that was later on Section 233.

PRINCE'S STREET EAST—NORTH SIDE.

Section. (Previously called Main Street.)

- 134.—H. Williams, Chemist, 1867; Dr. Bennett's Consulting Room, 1868; Dr. Henry's Consulting Room, 1876. Morgan & Smith, Ironmongers, 1867; later T. G. Stone, Ironmonger, "opposite Bank of New Zealand," 1867; later Forsyth & Masters, Ironmongers, 1867. W. Bishop & Co., Newsagents, 1868; Bishop & Dollman, Newsagents, 1869; the latter dissolved partnership in 1869, and Bishop carried on while Dollman removed to Section 121; later W. W. Thompson, Hairdresser. Grantees, part Joseph Henry and part Forsyth & Masters.
- 135.—Oddfellows' and Masonic Arms Hotel, J. Jolliffe, 1867; Wm. Carr bought for £310 in March, 1869; later T. A. Poole, C. Woodhead, 1877. Richard Marney, Tobacconist and Jeweller, 1868. Grantees, part T. G. Macarthy and part Thomas & McBeath.
- 136.—Thomas & McBeath, "London House," Drapers, 1867. They also occupied a portion of 135; later A. P. Williams, Draper. J. W. Griffiths, Chemist, 1867; later W. G. Jackson, Bootmaker, "The Golden Boot Shop," 1867; later Robert Hannah, January, 1868. Hannah ceased business June, 1874, and W. G. Collings took it over. Grantees, part Thomas & McBeath and part Robert Hannah.

Section.

- 137.—Empire Hotel and Bijou Theatre, the latter seating about 1,000 persons, James Fenton, 1867; Nahr & Curtis, 1867; the latter dissolved partnership March, 1868, and Nahr carried on; later James Hatch, Baker. Small shop; later occupied by Edward Fox as Boot-maker. W. G. Collings, Boot Depot, 1867. He in 1874 took over the business of Robert Hannah on Section 136; later ———. Bros., Bootmakers; later Mrs. Herring, Dressmaker; later Mrs. T. A. Poole's Tea-room. Grantees, part Wm. Nahr and part W. G. Collings.
- 138.—European Hotel, see another Chapter. This hotel also occupied a portion of 139. Grantee, Chas. Weitzel.
- 139.—Bains, Stationer, 1867. Later Fleming, Parry & Murray, Storekeepers, 1868, "on site rented from Mr. Weitzel and immediately adjoining his hotel." This firm dissolved partnership and became Fleming & Murray, being later taken over by T. S. Parry, who called the shop "Gladstone House." Later it was acquired by D. Henderson, Grocer, who took Ching as partner, the firm becoming Ching & Henderson. They re-named the shop "The City T. Mart." Later Gardner & Sutton, Grocers. Grantees, part Chas. Weitzel and part Gardner & Sutton.
- 140.—This, with 141, was known as "Mann's Corner," in 1867. Pakihi Hotel, Harry Mann, 1867. Mann's Star Brewery was behind this hotel, on Section 141, facing Camp Street North, and was later owned by M. Shanahan; later the Bank Hotel, Behan & Kelly, 1869; later the City Hotel, see another page. There were two other City Hotels, on Sections 113 and 402. Grantee, Catherine Carmody.

PRINCE'S STREET WEST—NORTH SIDE.

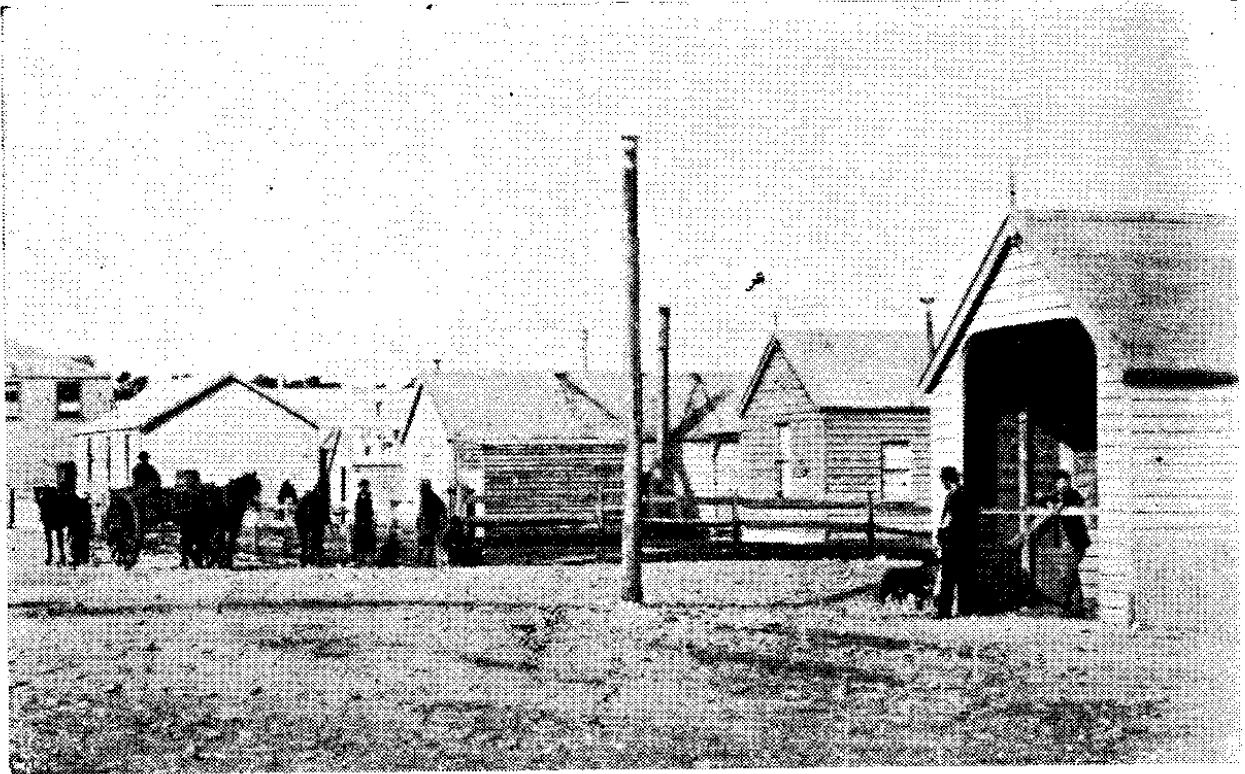
Prior to issue of survey plan, the eastern portion of this street was frequently included in the term "Coal Street," and the portion from Sections 1 to 10, with 63 to 72, was called "The Cutting," or Beach Street. The latter name was also



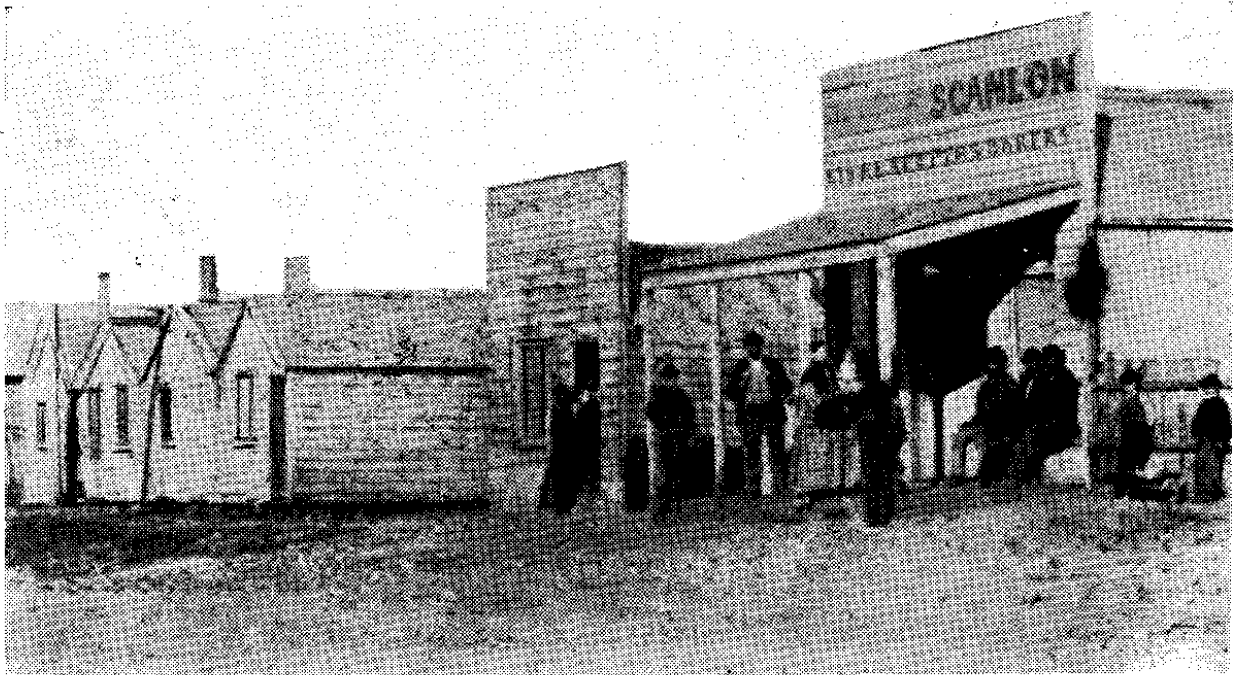
Camp Street, Central—West side. About 1870. Sections 233 to 121,
also Section 140.



Camp Street, Central—West side. About 1879. Sections 233 to 121,
also Section 140.



Camp Street, Central—East side. About 1870.
At left—Part of Melbourne Hotel. At right—The old Post Office; which,
later, had a porch added.



Camp Street, North—East side. About 1870. Sections 402 to 407.

S T R E E T D I R E C T O R Y

applied to Constant Quay. The Cutting was made in April, 1867.

Section.

- 1.—Charles Craddock.
- 2 to 10.—Alcorne's Store, 1867; later Ellis's Store, "in the Cutting." Ching & Russell's Store, 1867, "top of Cutting." "Waterloo House," Drapers, 1867, "opposite the Bank of N.S.W." John Webster, Carrier, 1868, "opposite the Bank of N.S.W." ("Waterloo House" was Skoglund & Purcell's.)
- 122.—Grantee, Thos. Crumpton.
- 127 and 128.—Philip R. Allen's workshop. Two shops. Grantee, John Allen.
- 129.—Nonpariel Pie and Coffee House, James Hatch, 1868. He later removed to Section 137. Hotel, name not ascertained. Garnett's Hardware Store, pulled down during fire of 3rd November, 1869, and rebuilt as a hotel. A water-race from Section 108 (under Royal Hotel) ran under the road and below the buildings on this section.
- 130.—McKee's Stables, burned down 3rd November, 1869, and replaced by a bakery; later A. Sargison's.
- 131.—Caledonian Hotel, 1867, "opposite Herald Office"; later Hibernian Hotel, Michael Corcoran, burned down 3rd November, 1869. Fruiterer's Shop, — Taylor, burned down 3rd November, 1869, and rebuilt; later C. J. Hurst, Fruiterer, 1877. Grantee, Chas. Frederick Holmes.
- 132.—Commercial Hotel, Creed, 1867; later owned by J. Behan and leased to Miss Hegarty. Burned down 3rd November, 1869; rebuilt. T. Amos, Painter, 1868, "opposite the City Hotel." Grantee, John Allen.
- 133.—Australian Hotel, Michael Coakley, 1867; P. Rooney, 1868, "opposite the Union Bank." Later the Black Bull Hotel, Mirfin, burned down 3rd November, 1869, and replaced by a shop occupied by Miss Brailey, Dressmaker. West Coast Butchery, Perrett & Brownlie, burned down 3rd November, 1869, and rebuilt. Grantees, Perrett & Brownlie.

Regarding the fire of 3rd November, 1869, the following details have been taken from newspapers:—

“ Six buildings were destroyed, but no lives lost. The loss was £1,500. The fire originated in the Commercial Hotel, due to the bursting of a kerosene lamp. The fire spread to the adjoining buildings, the Black Bull Hotel on one side, and the Greengrocery of Mr. Taylor on the other. This was before the fire-brigade had procured a fire-engine, so McCarthy’s water-race was broken and the water allowed to flow down the street while the townspeople got busy with buckets.”

PRINCE’S STREET WEST—SOUTH SIDE.

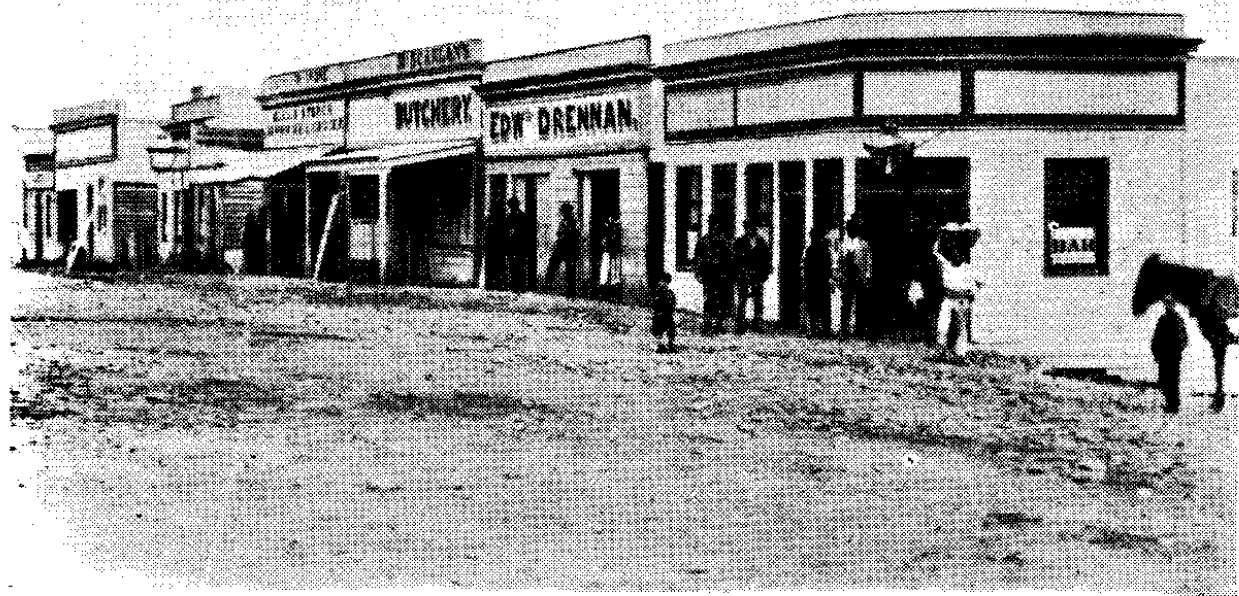
The portion of this street adjoining Rotten Row was, before the issue of survey plan, included in the term “Coal Street” and the portion from Sections 63 to 72, with 1 to 10, was known as “The Cutting,” or as Beach Street.

Section.

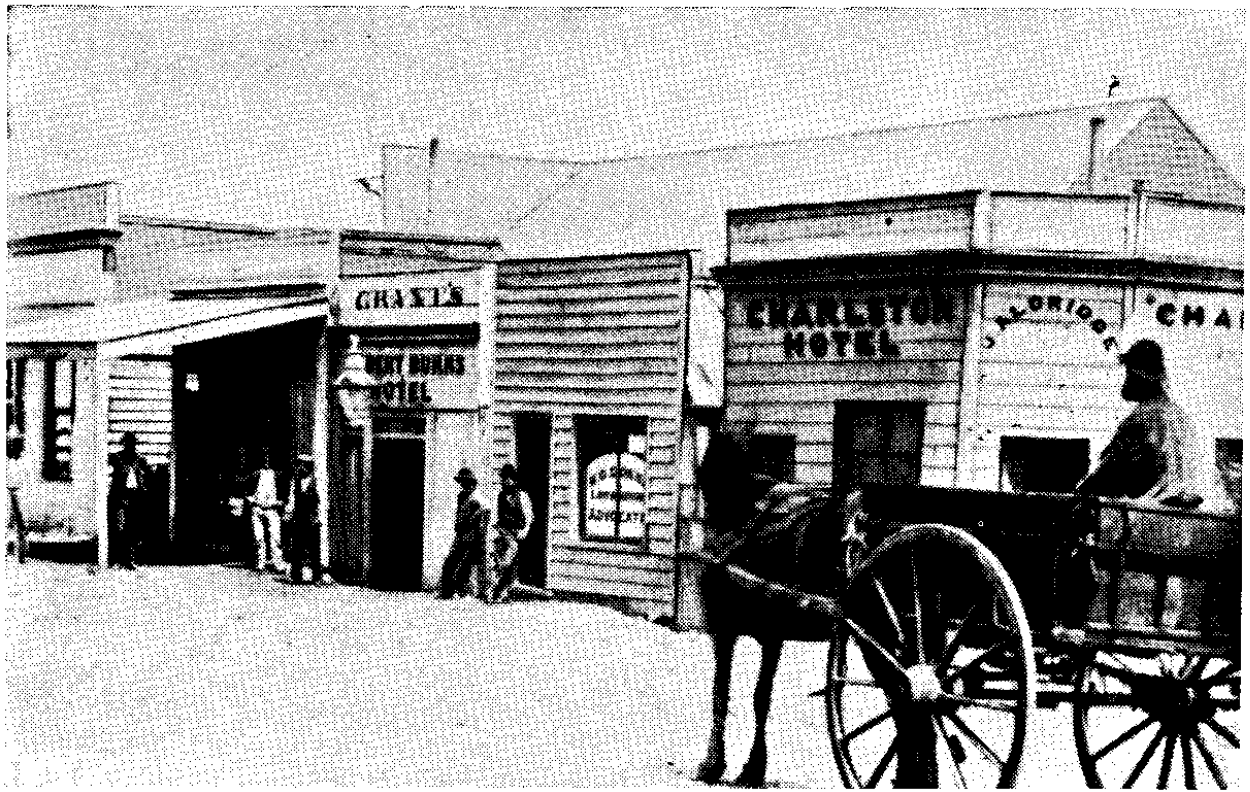
- 64.—G. W. Salter’s house. Grantee, G. W. Salter.
- 66.—Mitchell’s School, later Brown’s School.
- 68.—Robert Flynn’s house.
- 70.—Sergeant Stephenson’s house (previously on the beach). Grantees, part Henry Masters and part Kate Whelan.
- 71.—Henry Magey, Watchmaker, 1867, “next to Bank of N.S.W.”; later J. P. Christensen, 1867, Jeweller; later Miss Bourke’s house.
- 72.—Bank of New South Wales; later removed to Section 407. Grantee, Bank of New South Wales.
- 103.—Grantee, Wm. Henry Hillyar.
- 104.—Grantee, James Parsons.
- 105.—Gardner & Sutton’s, Warehouse. Grantee, Gardner & Sutton.
- 108.—Charleston Butchery, J. Buckland, 1868, “next to Crewdson’s Hotel.” Royal Hotel and Stables, Moses Crewdson, 1867; later Daniel Dennehy, “opposite Hatch’s Bakery.” This hotel and several adjoining buildings were on high piles, the ground beneath them having been sluiced away. From this hotel the



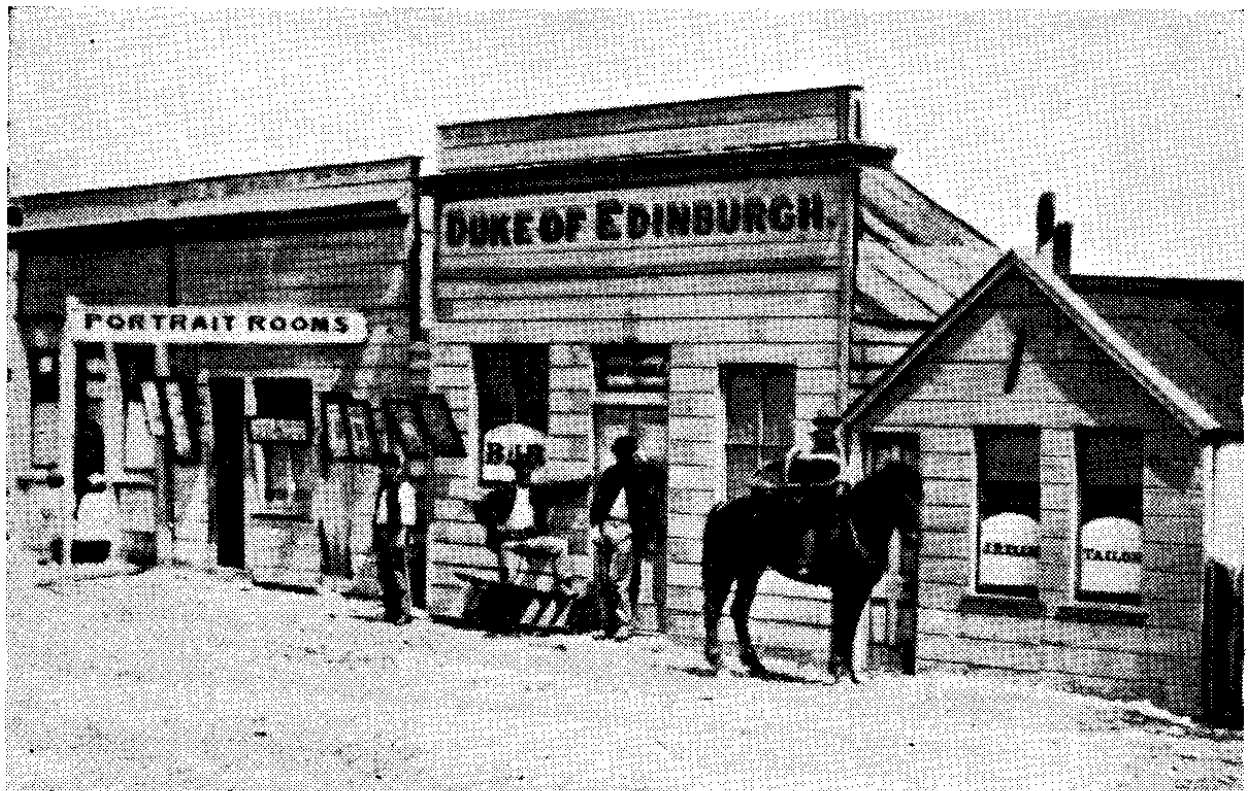
Camp Street, South—East side. About 1870. Sections 327 to 332.
St. Patrick's Chapel and St. Patrick's School at top right.



Camp Street, South—West side. About 1870. Sections 251 to 290.



Camp Street, North—West side. About 1870. Sections 143 to 146.



Camp Street, North—West side. About 1870. Sections 142 and 143, including upper portion of Halycon Street.
At right—D. Maloney on horseback.

Section.

- “Eclipse Line” of coaches left daily, Sundays included, for South Spit. There was another hotel of the same name in Camp Street Central.
- 109.—*Charleston Herald* Office; later removed to Union Bank building.
- 110.—Mulligan & Halligan’s Drapery, later Thos. Dwan’s Auction Room, 1869; later Thos. Dollman, Auctioneer, 1879. Dwan started business at Constant Quay, 1868, with a town office at European Hotel.
- 111.—Cadigan’s Hotel, Timothy Cadigan, “next to Mulligan & Halligan’s.”
- 112 and 113.—“Winchester House,” Fair & McCoy, Drapers; Fair removed to Section 117. Professor George J. Kenny, Hairdresser, 1867, “next door but one to City Hotel.” Kenny later occupied parts of Sections 117 and 119. C. H. Goodman, Jeweller, 1868. City Hotel, Miss Carmody. There were two other hotels of same name, on Sections 140 and 402. Grantees, part C. H. Goodman and part G. W. Salter.
- 114.—Union Bank of Australia; later occupied by *Charleston Herald*. Grantee, Union Bank of Australia.

CAMP STREET—GENERAL.

The numbers of the sections occupied in Camp Street by the undermentioned have not been ascertained:—Dairyman’s Arms Hotel, John Lewis, 1867; Johnson, 1868, “opposite the Camp.” John Lewis & Co., Pakihi Dairy, “opposite the Camp,” 1867. Shakespeare Hotel, J. Smith, 1867. Horse and Jockey Hotel, J. Hewitt, 1867. National Hotel, Hobbs & Ohlson, 1867. Harp and Sunburst Hotel, E. Allman, 1867. Alliance Hotel, Ann Ashton, 1867. Red Lion Hotel, B. P. Jones, 1867. Royal Mail Hotel, Black Bros., 1867. Royal Hotel, J. Silby, “facing the Camp,” 1867; there was another hotel of the same name on Section 108. “The Boarding House,” Emma French, 1867. Maurice Murphy, Bootmaker, 1867. J. McCaldon, Bootmaker, 1867. S. A. Meyerstein, Ironmonger, 1867. James Hersch, Ironmonger, 1867. S. Turner, Ironmonger, 1867. Alf. Morgan, Butcher, 1867. J.

Lang & Co., Store, 1867. P. F. Thiel, Store, 1867. J. Druning, Store, 1867. Bordson & Lobb, Store, 1867. Davies, Accountant, 1867, "next to Royal Mail Hotel." Hay & de Winter's Circulating Library, 1867. Lehan & O'Brien, Dairy, 1867. Mace & Dixon, Aerated Water Factory; taken over by T. G. Macarthy, 1867, probably on Section 291. Hamil & Innes, "near Mace & Dixon's, Camp Street," 1867; probably Section 290. J. Newton & Co., Tinsmiths, "nearly opposite Mace & Dixon's, Camp Street," 1867; probably Section 330. T. Foxcroft, Tinsmith, 1867; probably Section 121. Jules Simon, Store, 1867, "behind the Police Camp, on Diggers' Camping Ground." Wm. Waterhouse, Auctioneer, 1867. Ballarat Hotel, E. Dooley, 1868; Miss Dalton, 1868. Dan. O'Connell Hotel, 1868. Morning Star Hotel, June, 1868, "building brought from Brighton." Clare Castle Hotel, John Behan, 1868. G. Hart, Hairdresser, 1868. R. M. Simpson, Accountant, 1868. F. Muson, Cabinetmaker, 1868. W. Waugh, Bookseller, "opposite Melbourne Hotel," 1868.

CAMP STREET SOUTH—EAST SIDE.

Section.

- No. 2 Reserve.—Post Office, R. Delaney's house.
- 327.—Post Office Hotel, W. Hunter, 1867; John Heffernan, 1868; Pat Regan. Grantee, Edward Drennan.
- 328.—Thomas Crumpton, Blacksmith, "Victoria Shoeing Forge," 1867; later G. A. Pow, Blacksmith. Grantee, Thomas Crumpton.
- 328A.—White Horse Hotel, Charles Hooper, 1867, "within one door of Post Office," sold by auction, 1868; later Templemore Hotel, James Fitzgerald; later The Temperance House; small shop. Grantee, James Fitzgerald.
- 329A and 329.—French and American Hotel, Madame Annie Richardet, 1867, "five doors from Post Office"; later Dr. Henry's residence; later Dr. Simpson's residence and surgery. Grantee, Joseph Henry.
- 330.—Two small shops, later residences of C. Challis and —, Davis. Probably one was occupied by J. Newton & Co., Tinsmiths, in 1867. Grantee of part, Joseph Henry.

Section.

331 and 332.—Q.C.E. Hotel (Quiet, Comfortable, Evening), George Carter; later residence of J. C. Mordaunt; J. C. Mordaunt's "Coliseum" or dance-room. Grantee, John Mordaunt.

333 to 358.—Unoccupied.

Reserve No. 3.—St. Patrick's Chapel and Cemetery.
Eliza Flynn's house.

CAMP STREET SOUTH—WEST SIDE.

251.—United States Hotel, A. Mysen, 1867; later Mullins' Hotel. Later Edward Drennan removed the hotel and built on the site a store, with veranda. This store was later owned by M. E. Gardner, and later by Powell. Grantee, T. G. Macarthy.

252.—Bridson & Robb, 1867, Grocers, "opposite the road to Darkie's Terrace"; later John Bridson, Grocer, 1867, "immediately opposite the Post Office"; later Edward Drennan's Store and Bakery; later Powell's Butchery.

253.—Maloney & Scanlon, Butchers, 1869; later Michael Scanlon's Butchery; later Harry Carter, Butcher; later Dan Maloney, Butcher. Price's Portrait Rooms, 1868, "opposite the Post Office"; later Hatch's Store. Grantee, J. C. Mordaunt.

254.—"Hanover Store," Ulrich Storch, Grocer and Ironmonger. Mechanics' Institute and Library. Grantee, F. F. Jungnickel.

289 and 290.—Francis McParland, Baker, Grocer and Merchant, 1873. Daylesford Arms Hotel; later Gridiron Hotel, Miss Haddow. Small shop, probably Hamil & Innes in 1867. Grantee, F. McParland.

291 and 292.—Mace & Dixon's Aerated Water Factory, 1867; later T. G. Macarthy's Aerated Water Factory and Bottling Shop, 1867. Grantee, T. G. Macarthy.

349.—Methodist Church. Grantee, Rev. Samuel McFarlane.

350.—Methodist Parsonage. Grantee, Rev. Samuel McFarlane.

351.—Methodist Church Section. Grantee, Mary Mason.

352.—T. Little, Surveyor.

Section.

353.—Walton Pell, Surveyor.

354.—P. Sweeney's residence; now residence of Mr. J. Robertson.

—.—St. Patrick's Hotel, —. Gilhooley; later St. Patrick's School.

The number of the section occupied by the Clydesdale Bakery, C. M. Robertson, "nearly opposite to Crumpton's Forge," has not been definitely ascertained but is believed to have been 289 before occupation by McParland.

CAMP STREET—CENTRAL—EAST SIDE.

Camp Reserve No. 1.—Fire-brigade Station; Fire-bell; The Gaol; Police Station; Clerk of Court's Office; Survey Office; Courthouse; Police Officer's House; Post-master's House.

CAMP STREET—CENTRAL—WEST SIDE.

121.—See another page. Warehouse or Store, 1867; later Court House Hotel. T. Foxcroft, Tinsmith, 1867; later K. Denovan, Tinsmith, 1868; later S. Hardley, Tinsmith. Grantee, Samuel Hardley—2 perches.

232.—Sluicers' Arms Hotel, Miss Elkins and Miss Hayes; later Globe Hotel, Miss O'Connell and Miss Martin; later Wm. Thompson, Fruiterer, 1877; later Mr. Owen. Grantee, Ellen Mary O'Connell—4 perches. Provincial Hotel, Mrs. Ormond; later Waverley Hotel. Grantee, Bartholomew O'Rourke—3 perches.

233.—John S. Johnston, Solicitor, 1868; "next to Club Hotel, Camp Street"; later Smithfield Company (Miller, Ayton & Co.), Butchers, 1868; later Profitt, Needham and Humphries, Butchers, 1868; later McKitterick & Co., Butchers; later Makelin, Painter and Paperhanger; later J. C. Mordaunt, Ironmonger. Grantee, Richard Warne—3 perches. Club Hotel, Thomas Williams, March, 1868; —. Brodie, 1868; J. Fenton, 1868; later Criterion Hotel, Chas. Challis, 1878; —. Sargison; R. Taylor, 1880. There was another hotel of the same name in Coal Street. Grantee, T. G. Macarthy—6 perches.

STREET DIRECTORY

The numbers of the sections in Camp Street Central occupied by the undermentioned have not been ascertained:—

Royal Hotel, J. Sibley, 1867, "facing The Camp." There was another hotel of the same name on Section 108.

Royal Daylesford Hotel, Mrs. Meredith and Miss C. Parker, 1868, "opposite The Camp."

John Lewis & Co., Dairymen, 1867, "opposite The Camp."

CAMP STREET NORTH—WEST SIDE.

Section.

- 140.—Pakihi Hotel, Harry Mann, 1867; later Bank Hotel, Behan and Kelly, 1869; later City Hotel, J. Behan, W. Sexton, D. Collins, 1882.
- 141.—Mann's Brewery, 1867; later Pakihi Aerated Water Co., G. Anderson, 1868. Mann's Coalyard, 1867; later a cartway, back entrance to shops, etc., in Prince's Street East. Kennedy & Wardley, Stables, "beside Mann's Hotel," 1867. George Hurburgh's house. Grantees, part Chas. Weitzel and part Edward Drennan.
- 142.—Smith & McDowell, Drapers, etc., 1868, "opposite the Melbourne Hotel and next to the Bank Hotel"; closed in 1868. London Portrait Rooms, E. S. Lavinski, 1868; T. E. Price, 1869; H. H. Vorley.
- 143.—Duke of Edinburgh Hotel, Jonathan Harle. J. R. Ellis, Tailor; later a shop. Grantee, George Donne.
- 144.—Shop. Grantee, part A. J. P. Marx and part E. J. O'Connor.
- 145.—Robert Burns Hotel, Edward Hughes, 1867; A. Grant, 1868; later John Warne's Milk Depot, 1880; and later site of Richard Warne's residence. George Donne, Law and Mining Agent. Grantees, part Richard Warne and part Geo. Donne.
- 146.—Charleston Hotel, J. Aldridge; now occupied by cottage of Mr. Chapman.

CAMP STREET NORTH—EAST SIDE.

- 400.—Melbourne Hotel, see another Chapter. Grantee, Robert Gilmer.

Section.

- 401.—Albion Hotel, James Booth, 1867; Hutchinson, 1867, “next to Melbourne Hotel”; later Brighton Hotel; later Pioneer Hotel, Daniel Dennehy; later sample room for Melbourne Hotel. City Supper Rooms, Alf Morgan, 1867, “next door to Hutchinson’s Albion Hotel.” Great Republic Hotel, Miss Haddow (of Gridiron Hotel), 1868, “two doors from Melbourne Hotel.” There was another hotel of the same name at Constant Quay; later the Caledonian Hotel, Miss Sutherland, 1869; “two doors from Melbourne Hotel”; later site of Mr. M. E. Gardner’s house. Grantee, Robert Gilmer.
- 402.—Harold Scanlon’s Store; later the City Hotel. There were other hotels of same name on Sections 113 and 140. W. Murphy, Bootmaker. Grantees, part Patrick Scanlon and part John Carr.
- 403.—“Daddy Edwards” house. Grantee, M. E. Gardner.
- 404.—Grantee, John Harold.
- 407.—Latter day premises of Bank of New South Wales, built by George Moore and leased to bank.

The street ended with Sections 407 and 146; thence northward was the old Buller Road.

ROTTEN ROW SOUTH—EAST SIDE.

Until the issue of the survey plan, this was in the area known as “Coal Street.”

- 115.—Bank of New Zealand—see another page. Grantee, Bank of New Zealand.
- 237.—Rimmer & Forder’s Coaching Stables, 1867, the “Lightning Line,” “next to Bank of New Zealand”; later owned by Wm. R. Hill. Pat Harney, Stables, 1867, “rear of Bank of New Zealand.” Back entrance to Casino de Venice, later Theatre Royal Hotel. Grantees, part John McHerron and part Wm. R. Hill.
- 238.—Robin Hood Hotel and Bootmaker’s Shop, James Ainsworth, 1867; M. Crewdson, 1867; “two doors from Bank of New Zealand”; later Okarito Hotel, Mrs. J. Thompson, 1867; Isaac, 1868; Draper, 1868.

STREET DIRECTORY

Section.

- Carriers' Arms Hotel, J. Godfrey, 1867, whence the "Eclipse Line" of coaches started. "Corner of Blckett Street and Rotten Row"; later the American Restaurant, 1868. The tariff at latter was meals 2/-, board 30/- per week. Grantee, Sarah Ainsworth.
- 261.—W. Morrissey, Blacksmith; later Wm. Rickelbaum, 1887; later J. G. Hartill. Closed 1906. Grantee, W. Morrissey.
- 262.—W. Morrissey's house; later W. Rickelbaum's; later J. G. Hartill's. Grantee, Edwin Perrett.
- 263.—Edwin Perrett's house. Grantee, Edwin Perrett.
- 264.—Percival Bear's house; later —. Shearer's house.

ROTTEN ROW SOUTH—WEST SIDE.

- 114.—Union Bank of Australia, 1867—see another page. Grantee, Union Bank of Australia.
- 240.—Francis Pow's Machinery Shop, 1867, "next door to Union Bank."
- 239.—Hotel, name not ascertained, 1867; later W. J. Moore's School, 1867, "corner of Blckett Street and Rotten Row"; later Brown's School; and later Mrs. Collins's School.
- 268.— —. Hickey's house.
- 303.— —. Gallard's house, Builder.

ROTTEN ROW NORTH—EAST SIDE.

Until the issue of the survey plan, this usually was called "Coal Street" but sometimes "Digger's Street."

- 134.—See another page.
- 150.—"Noah's Ark" Stables, Lloyd & Co., 1867; Meyrick Jones, 1868. Grantee, T. G. Macarthy.
- 151.—Victoria Hotel and Concert Hall, John Thomas, 1867. Later the Butchers' Arms Hotel, Meyrick Jones, 1868, "next door to Noah's Ark Stables, Rotten Row, opposite to West Coast Butchery." These stables and hotel were headquarters of the "Telegraph Line" of coaches, "back of Williams, Chemist, Rotten Row."
- 170.—Miss Brailey's house; Joe Mills's house.

Section.

- 171.—Thos. Dollman's house.
205 to 207.—Occupied by a dam.

ROTTEN ROW NORTH—WEST SIDE.

- 133.—West Coast Butchery, see another page.
152.—J. Meredith, Galvanised Iron Worker. Grantees,
Perrett & Brownlie.
153.—Grantees, Shepherd & Warne.
177.—Thos. Dwan's house. Previously at Nile Hill.
209.—Grantee, E. W. Sutton.

ROTTEN ROW.—GENERAL.

The numbers of the sections in Rotten Row occupied by the undermentioned have not been ascertained:—

- J. O'Connor, Blacksmith, 1867.
Queen's Hotel, Murfitt, 1868.
McGee & Co., Bootmakers, 1868. Probably on Section 238.

DARKIE'S TERRACE ROAD.—NORTH SIDE.

Postmaster's house, on Camp Reserve.

Water-race in culvert beneath road, from dam behind Section 333, and leading to race behind Melbourne Hotel, under Camp Street, and to the fluming on south side of old Buller Road.

Mr. Pell's house, on Camp Reserve.

St. Mark's Church of England and Vicarage, on Camp Reserve. The Vicarage was later occupied by Mrs. West's School.

Alex. Pender's house, on Camp Reserve.

Road to Picnic Ground and Nile Farm.

Tail-race from Charleston Flat, through culvert under road.

Phoenix Brewery, later Standard Brewery. See footnote.

Bowater's house.

Sargison's house.

Osborne's house.

Haddow's Hotel.

Road to Hospital—not shown on plan.

Shearer's house.

Challis's house.

Max Knudson's house.

David Roger's house.

Samuel Hardley's house, stables and paddocks. This house was bought by Shetlanders and removed to Nine-mile Beach. The site was later built upon by Higgins. The road continued onward to Back Lead, with a side-road to Slaughter Yard.

FOOTNOTES.

Regarding the Brewery on Darkie's Terrace Road:

In January, 1868, it was Sutton & Spiers' Brewery.

In February, 1868, it was Spiers & Clarke's; the Phoenix.

In April, 1868, it was auctioned by Spiers & Clarke, together with two-thirds of Mann's coalpit at rear of the brewery. It is believed that it was bought by Gasquoine for £150.

In May, 1868, it was purchased by R. C. Parker and D. Garsides, of Brighton, and re-named the Standard.

In December, 1869, Parker left the firm and T. G. Macarthy bought his interest. Thenceforth it was operated by Macarthy and Garsides as the Standard.

Harry Mann erected a brewery on Section 141 in 1867.

In *Charleston Herald* of 17th March, 1868, reference is made to two other breweries, viz., the "Star," P. McElligott, and "Strike's." Both were established in 1867.

In the same newspaper of 3rd November, 1868, there appeared advertisements of three breweries, then operating, viz., the "Star," owned by M. Shanahan, "Strike & Co.," and the "Standard."

In 1940 there are but four buildings on Darkie's Terrace Road—the School, the old Methodist Parsonage, Higgins's house, and the Church of England, rebuilt in 1913.

DARKIE'S TERRACE ROAD—SOUTH SIDE.

Post Office, on Post Office Reserve.

Water-race, under the road, from dam behind Section 333.

C H A R L E S T O N

McClatchie's tail-race, from Charleston Flat to Darkie's Creek. It ran in front of Mrs. Pell's house on north side of road.

Green's house, on Post Office Reserve.

Rev. Etienne Hallum's house; later "Jimmy the Duke's" house, on Post Office Reserve.

The plan shows a road here, but it was never formed.

Tail-race from Charleston Flat, ran under road.

T. G. Macarthy's house.

C. Campion's house; later W. Morrissey's garden.

James Moles's house and stables.

John Faris's house.

Richard Treadwell's house.

Dan. Maloney's house.

Walter King's house.

W. Mullins's house.

Mrs. Brown's house.

— Pearson's house.

Junction Hotel, P. R. Allen, Margaret Hannah, John McEwen; later workshop and residence of Isaac Hardley, Tinsmith.

Old Road to Charleston Flat.

E. Bourke's house.

Girls' School, built 1878, and sold for removal about 1893.

Boys' School, built about 1880, later converted into a mixed school.

First Methodist Parsonage, Rev. John Parkin; later residence of Mr. Roger Walker.

Side-road to Tom Powell's coalpit, which is still working, 1940.

FOOTNOTES.

There was originally a dam behind the Post Office, along the south side of Darkie's Terrace Road; but it was drained in a fairly early year and the site occupied by cottages.

From 1867 to early in 1869 a tramway ran from opposite Section 121 in Camp Street, to Darkie's Terrace. It skirted the south side of this road.

STREET DIRECTORY

BLACKETT STREET EAST—NORTH SIDE.

Prior to issue of survey plan, the portion of this street from Sections 233 to 238 was frequently referred to as "William Street."

Section.

- 233.—Club Hotel, later Criterion Hotel—see another page.
234.—Fenton's Stables and back entrance to West Coast Hotel.
235.—Henry Andrewes, Tin and Iron Worker, 1868; later Samuel Hardley, Tinsmith, who later removed to Section 121.
236.—Grantee of part, George Aldous, back entrance to his shop on Section 117. Grantee of part, J. W. Fair, back entrance to his shop, on Section 117.
238.—Robinhood Hotel, etc.—see another page. Grantee, Sarah Ainsworth.

BLACKETT STREET EAST—SOUTH SIDE.

- 251.—United States Hotel.—see another page.
255.—Bond Store, M. E. Gardner, later removed and the site became the back entrance to Drennan's Store on Section 252. Grantee, Edward Drennan.
259.— —. Rowe's house. Grantee, Edward Drennan.
261.—W. Morrissey, Blacksmith — see another page. Grantee, W. Morrissey.

BLACKETT STREET WEST—NORTH SIDE.

- 80.—Back entrance to Section 70. Grantee, Kate Whelan.
248.—Back entrance to Gardner & Sutton's Warehouse, on Section 105. Grantees, Gardner & Sutton.
239.—W. J. Moore's School—see another page. Grantee, Edward Drennan.

BLACKETT STREET WEST—SOUTH SIDE.

- 265.—S. Loring's house. Grantee, Absolom Brook.
303.—Gallard's house, Builder.

BLACKETT STREET—GENERAL.

The numbers of the sites occupied by the undermentioned have not been ascertained:—

Portrait Rooms, De Loree, 1867.

Francis McNamara, Saddler, 1867.

THE OLD BULLER ROAD—EAST SIDE.

This was a continuation of Camp Street, northward from Section 407. The new Buller Road, completed about 1882, is on a lower level and does not go over Nile Hill.

Patrick Hannigan's house.

Pat Coghlan's (Irish Piper) house.

Charles Harney's house.

White House Hotel, opposite Section 208, kept by Herman Henry Lange; later Chas. Harney; later David Rogers.

"Old Dutchie's" house.

"Schmidt the Fiddler's" house.

Miss Mortimer's house.

F. E. Fraser's shop.

Chas. Jennings's house, Carpenter.

James Sullivan's house.

M. Barry's house.

F. Morley's house.

"Jock" Mitchell's (John Purves Mitchell) Sawmill on site of Nee's Battery.

ON NILE HILL.

Sergeant Stephenson's house, previously at Constant Bay, and Section 70.

Thos. Dwan's house, later of Rotten Row North.

Wm. Marris's house.

John Marris's house.

—, Filder's house.

Nile Hotel, at bottom of hill, at its north end.

THE OLD BULLER ROAD—WEST SIDE.

The central portion of this road was referred to as "The Deep Lead."

P. Kilmartin's house.

STREET DIRECTORY

C. Cronin's house.
Ambrose Williams's house, Draper.
W. G. Colling's house, Bootmaker.
James Mitchell's house, Carpenter.
Jeremiah Sheehy's house.
W. Ballard's house.

HALCYON STREET EAST—SOUTH SIDE.

Section.

- 147.—Back entrance to European Hotel. Grantee, Chas. Weitzel.
148 and 149.—Back entrance to Empire Hotel, etc. Grantees, part Wm. Nahr, and part Chas. Weitzel.
165.—Grantees, Thomas & McBeath.
167.—Grantee, Chas. Weitzel.

HALCYON STREET WEST—SOUTH SIDE.

- 163.—Grantee, E. Williams.
12.—Halcyon Hotel—see another page.

GREENWOOD STREET.

- 162 and 163.—Grantee, Edward Williams.
29 and 30.—Grantees, Shepherd and Warne.

SAUNDERS STREET.

- 205 to 207.—Occupied by a dam; 166, Grantee, Chas. Weitzel.

BARNICOAT STREET.

- 296.—Grantee, Edward Drennan; 293 and 294 (Curtis Street), Grantee F. McParland.

CONSTANT QUAY.

- 1.—Charles Craddock.
12.—Halcyon Hotel, Hawkins and McHerron, 1867; Chas. Jenkins, 1867.
22.—Ulster Hotel, 1867.
31.—Marine Hotel, John Hay, 1867; Wellington Hotel, John Hay, 1867; John Pascoe, 1867; Pascoe and McLean, 1868. This was also a Tent- and Sail-making shop.

Section.

- 94.—Rosenberg's house.
 96 to 102.—Cemetery Reserve.
 Reserve No. 6.—Government Powder Magazine.

BEACH STREET.

(A name frequently applied to lower end of Prince's Street West, and sometimes to Constant Quay.)

The numbers of sections occupied by the undermentioned have not been ascertained:—

Great Republic Hotel, E. How, 1867; John McHerron, 1867; E. Kelly, 1867; J. C. Walsh, 1868.

Phoenix Hotel, 1867.

Golden Age Hotel, Kofahl, 1867-1869.

Empire Hotel, J. Fenton, 1866. There was another hotel of the same name in Prince's Street East.

Shannon View Hotel, P. Hanney, 1867; J. Bresnahan, 1867.

Boatman's Arms Hotel, John Hay, 1867.

Emerald Isle Hotel, J. McGrath, 1867.

Drain's Hotel.

Harp of Erin Hotel, Tim Driscoll, 1867. There was another hotel of the same name in Coal Street.

Thos. Dwan, Auctioneer, later of Prince's Street West.

David Girdwood & Co., Shipping Agents, 1867.

Gilhooley & Jamieson, Aerated Waters Factory, 1867.

T. Glenan, Bootmaker, 1867.

W. L. Chambers, Bootmaker, 1867.

P. Hare, Store, 1867.

Hennelly & Millen, Store, 1867.

J. Lofty, Stationer, 1867; later of Prince's Street.

P. Hehir & Co., Merchants, 1867.

F. Fisher & Co., Importers, 1867.

BACK LEAD.

Cosmopolitan Hotel, 1868.

Maloney & Scanlon, Butchers, 1868. This firm dissolved partnership 1869.

In 1868 there were 18 large batteries working here.

STREET DIRECTORY

In 1874 there were 137 residents, and in 1901 there were 47.

In 1940 only three dwellings remain.

DARKIE'S TERRACE.

Clune's Hotel, 1867.

Tramway Hotel, Henry Stannard, 1868.

CANDLELIGHT.

Philip McCarthy's Hotel and Store.

In 1868 thirteen large batteries were working here.

In 1874 there were 90 residents.

In 1940 the place is deserted.

BROOMIELAW.

"Smith's Hotel," Mary Smith, about 1868.

"Broomielaw Hotel," Mrs. Taylor, about 1868.

In 1940 only one dwelling remains at Broomielaw.

LITTLE BEACH.

Nile Restaurant, "at mouth of the river," T. H. Rochfort, 1867.

NILE RIVER.

Nile Hotel, south end of bridge, Rochfort Bros., 1867.



PERSONAL.

FAIR, ARTHUR; The Honourable Mr. Justice, M.C. Born Charleston, 1885; son of James William Fair, one of the settlement's pioneers and prominent business men, and Teresa Fair. LL.B., 1907. Served throughout Great War, 1914-1918; Captain (Temp.), Suffolk Regiment (T.F.). Crown Solicitor, 1921. Principal Law Officer of the Crown, 1923. K.C. and Solicitor-General of the Dominion, 1925. Judge of Supreme Court, 1934. Resident Judge at Auckland.

O'REGAN, PATRICK JOSEPH; The Honourable Mr. Justice. Born at Charleston, 6th February, 1869; son of Patrick O'Regan, a pioneer miner who removed to Inangahua Valley in 1872. Elected M.H.R. for Inangahua Electorate, 28th November, 1893; and for Buller Electorate, 1896. Commenced study of law, 1900. Admitted Solicitor, 1905, and Barrister, 1908. Appointed President of Court of Arbitration, 1937; and Judge of Court of Compensation, 1940.

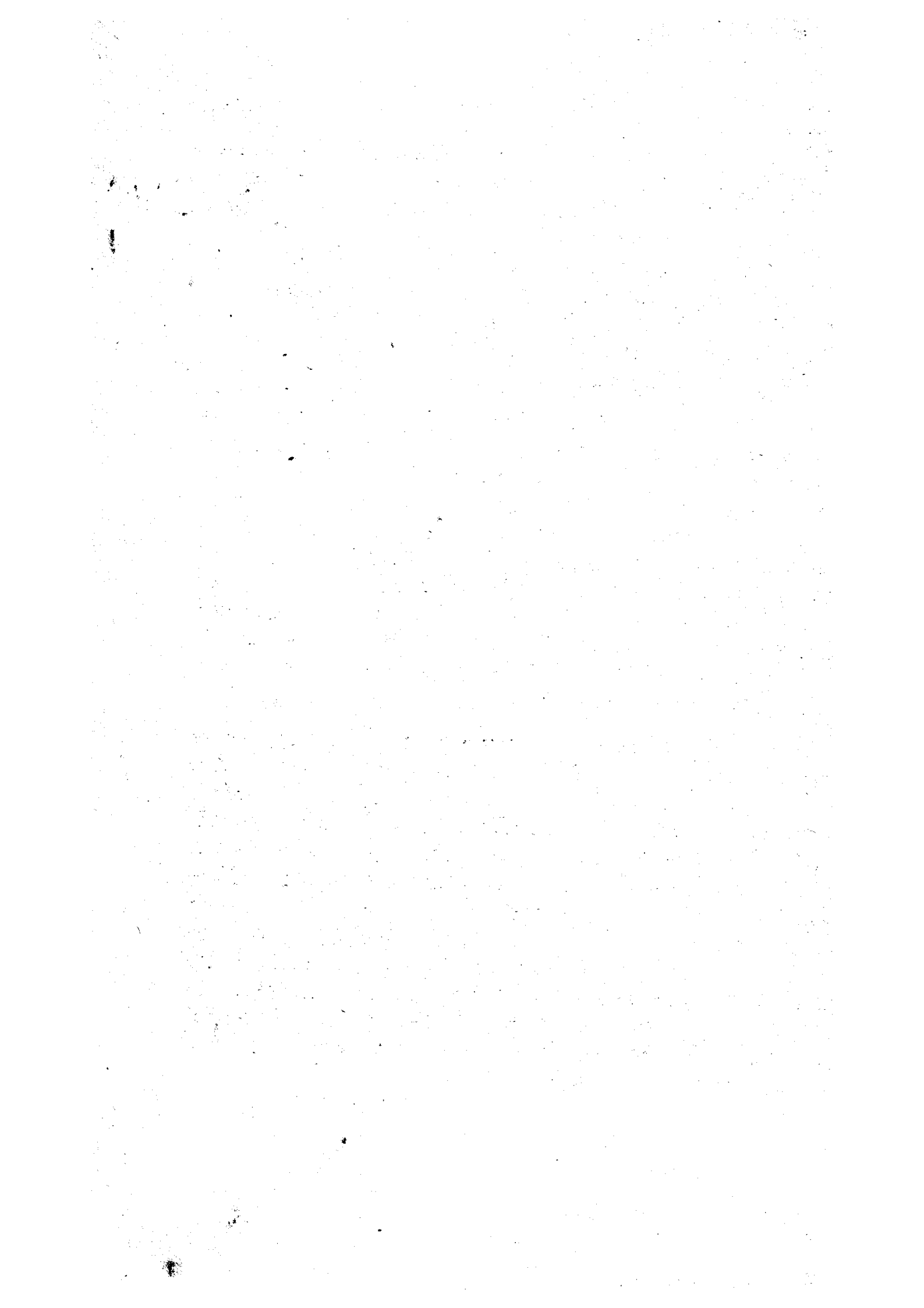
RILEY, SAMUEL JOHN; Captain. Arrived on West Coast, 1866, and traded there in schooner *Three Friends* of 14 tons. Later formed firm of Riley & Seaton which built at Auckland the P.S. *Result*, coastal trader and first vessel to enter Nile River. Later the firm ordered from Leith the P.S. *Nile*, which was shipped to Westport in parts, assembled there, and took over the Nile River trade. He was Mayor of Westport in 1903.

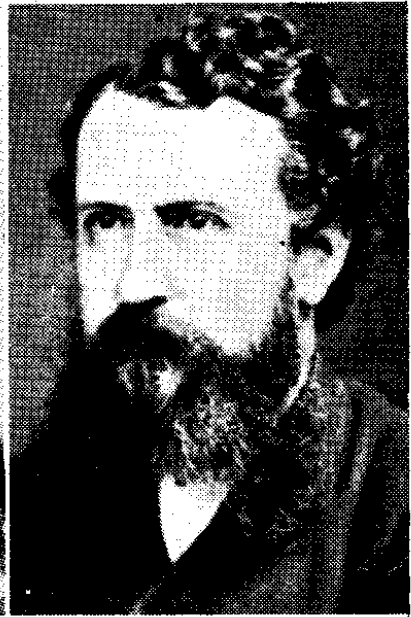
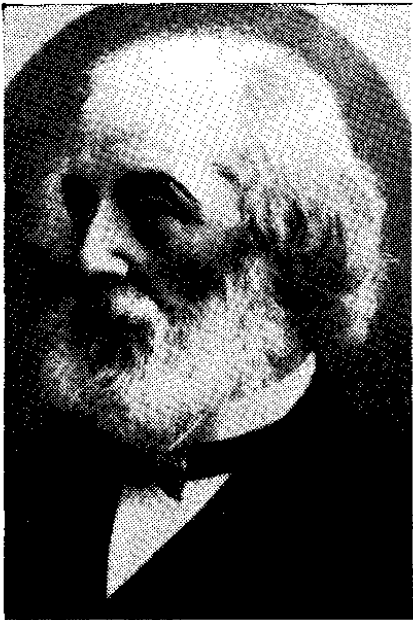
DOLLMAN, THOMAS; a pioneer of Charleston. Born at Chichester, England, 1838. Went to sea before the outbreak of war with Russia, entering the Navy in the Paymaster's Department. Saw active service in H.M.S. *Tribune*. Arrived New Zealand in H.M.S. *Harrier*. Left the service, 1865,

holding the Crimean Medal, Sebastopol Clasp, Turkish Medal, and China Medal. Arrived in Charleston, 1867, and left in 1890, for Westport, where he became Librarian of the Free Library. While in Charleston he filled many public positions; was Manager and later owner of the *Charleston Herald* newspaper; Registrar of Births, Deaths and Marriages; Bailiff of Warden's and Magistrates' Courts; and conducted both auctioneering and bookselling businesses.

MACARTHY, THOMAS GEORGE; a pioneer business man at Charleston. He was born in London in 1833 and died in Wellington on 19th August, 1912, and had extensive and valuable interests throughout New Zealand. The Thomas George Macarthy Trust is probably the most important charitable and educational trust in the Dominion. The administration is in the hands of the Public Trustee and the income is distributable annually for such charitable and educational purposes in the Provincial District of Wellington as the Board of Governors may decide. Up to the 31st March, 1940, the sum of £282,447 had been distributed in accordance with the provisions of the trust.

HANNAH, ROBERT; a pioneer of Charleston, where he arrived 21st January, 1868, and took over the "Golden Boot" footwear business of W. G. Jackson on Section 136 in Prince's Street East. Born at Kilrea, near Belfast, Ireland, in 1846. He sailed thence to Queensland in 1864, with the proverbial shilling, and from there followed the rush to New Zealand—to Charleston, the Mecca of that day. In June of 1874, he left the Coast and founded at Wellington the firm of R. Hannah & Co., the well-known footwear manufacturing business with forty-two retail shops from Whangarei to Invercargill. He died at Wellington, 14th June, 1930, aged 84 years, leaving three sons and four daughters. His wife predeceased him by two years.

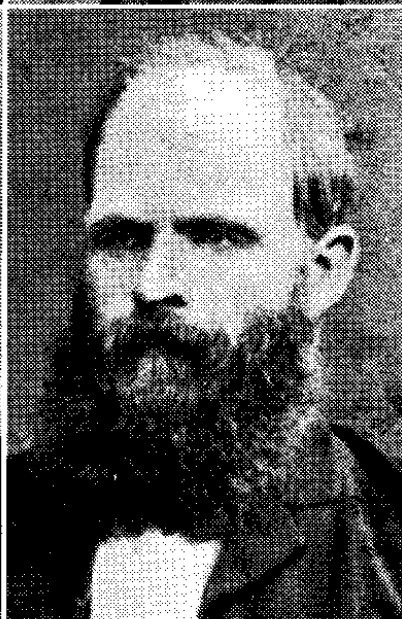




T. G. Macarthy.
Capt. Charles Bonner.
George T. Craddock.

Robert Hannah.
Reuben Waite.
John Tyrrell.

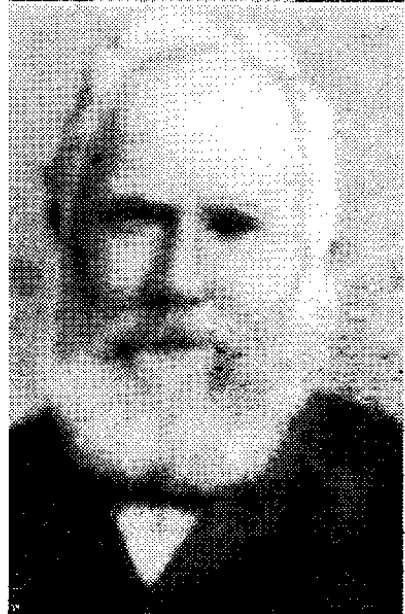
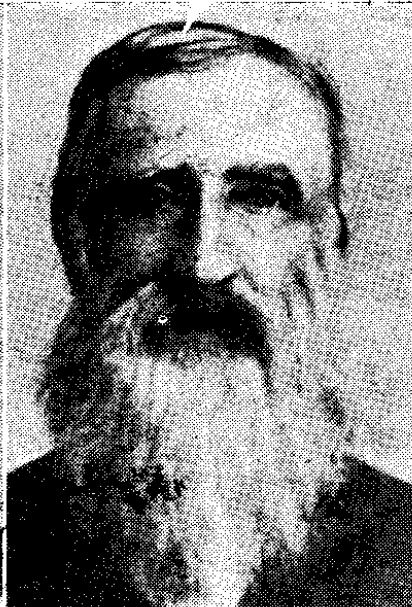
Capt. S. J. Riley.
Chas. Broad.
John Jeffries.



Dr. J. Henry.
T. Gallagher.
Pat. Kittson.

Dr. E. Simpson.
Gilbert Harper.
Thos. Dollman.

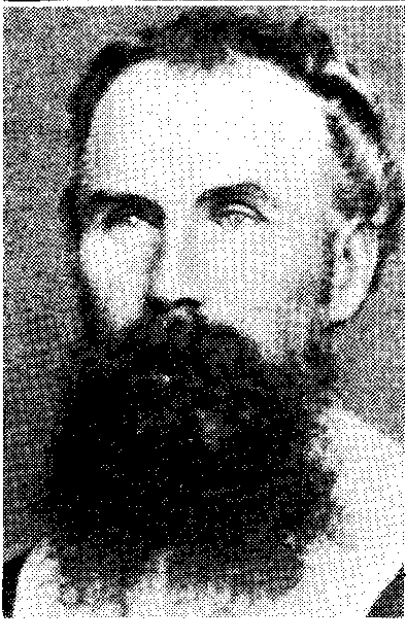
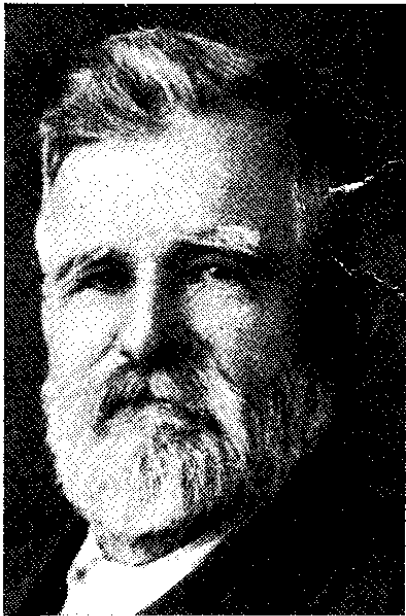
J. Hardley.
Magnus Mouat.
J. W. Fair.



Thos. Dwan.
G. F. Hurburgh.
Philip McCarthy.

M. E. Gardner
Wm. Nahr.
T. Q. O'Brien.

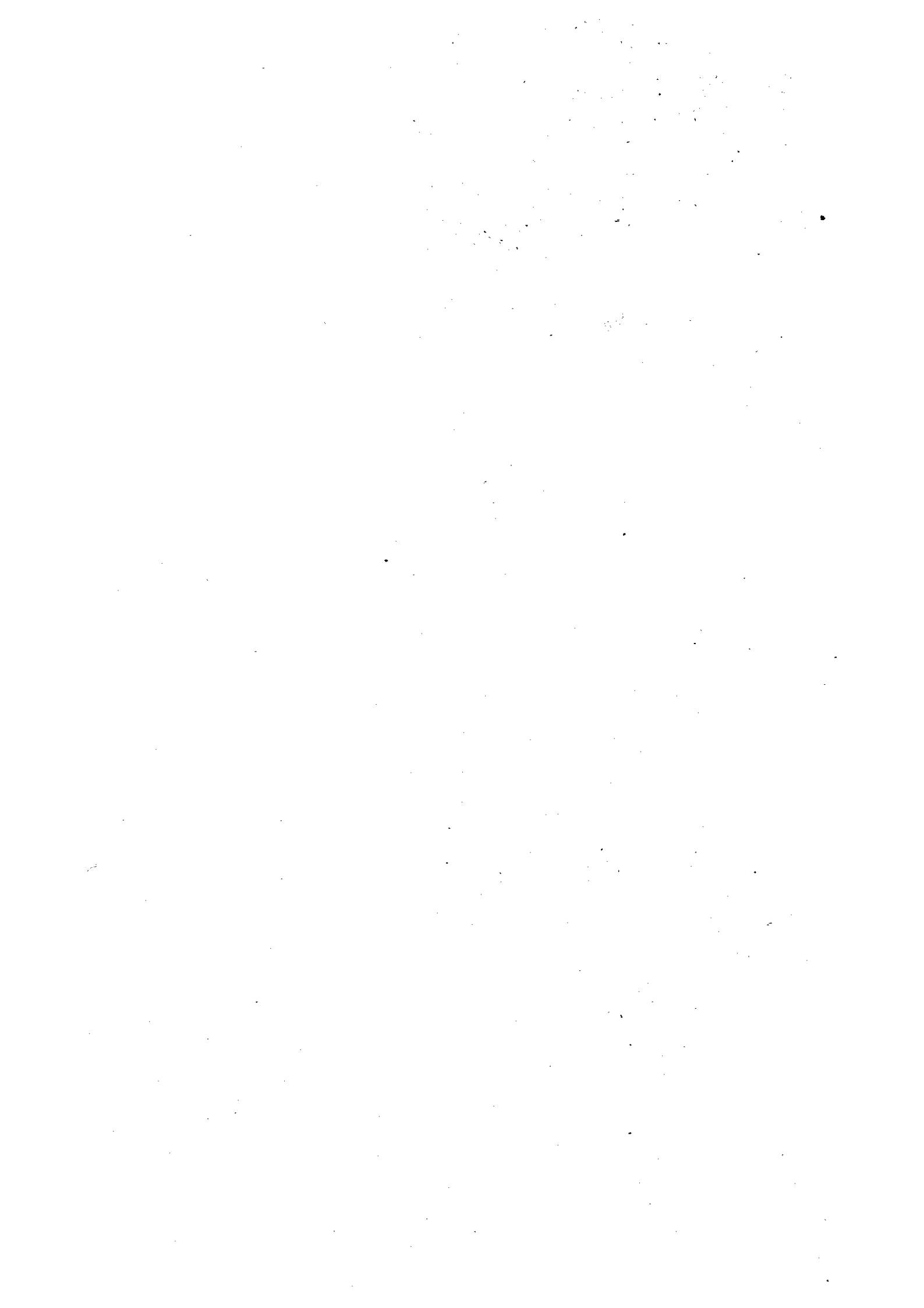
F. McParland.
Hugh O'Kane.
T. J. (Ted) O'Leary.



Thos Lander.
Job Gregory.
Robert Flynn.

Richard Warne.
Robt. Shepherd.
Jas. Parsons.

Chas. Tomkins.
Philip McEnroe.
John Enright.



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