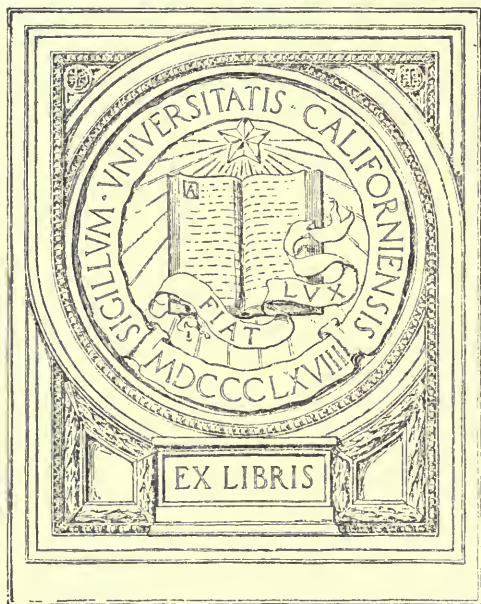


THE STORY OF
CHRISTCHURCH
NEW ZEALAND.



UNIVERSITY OF CALIFORNIA
LOS ANGELES



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THE STORY OF CHRISTCHURCH, N.Z.



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JOHN ROBERT GODLEY,
The Founder of Canterbury.

THE STORY OF
CHRISTCHURCH
NEW ZEALAND.

BY
HENRY F. WIGRAM.



CHRISTCHURCH :

PRINTED AND PUBLISHED BY THE LYTTELTON TIMES CO., LTD.
1916.

AMERICAN TOY
CALIFORNIA TOY
FRONT

PREFACE.

The story of the foundation and early growth of Canterbury was first told to me, bit by bit, more than thirty years ago, some of it by men and women who had actually taken part in the founding of the settlement, and shaping its destiny, and some by late-comers, who had followed closely on the heels of the pioneers.

There were many people then living who delighted in talking of their strenuous life in the pioneering days, "when all the world was young," and in telling of events which are now passing into silent history.

Many of the stories I heard then are still vivid in my memory, little episodes illustrating the daily life of a community which had to do everything for itself—survey, settle, stock and till the land, build its own roads, bridges and railways, form its own religious, educational, political and social institutions, and construct its own local government.

It is no wonder that coming from the valley of the Thames, where the results of centuries of civilisation had come to be accepted as the natural condition of nineteenth century existence, I found the contrast interesting and inspiring.

My wife and I were received with the kindly hospitality so typical of the time and country. Amongst our immediate neighbours at Upper Riccarton were many old settlers. Mr. C. C. (now Sir Charles) Bowen, his brother, the Rev. Croasdaile Bowen, Mr. Leonard Harper, Mr. T. W. Maude, Mr. H. P. Lance, and others. Amongst them, Sir Charles Bowen and his family were our nearest neighbours and kindest friends. Sir Charles had come to Canterbury in the "Charlotte Jane," in 1850. He had been private secretary to Mr. Godley—

PREFACE.

had sat in the Provincial Council, been Provincial Treasurer, a member of the House of Representatives and a Cabinet Minister. Probably there was no man then living better qualified to tell the story of Canterbury. He told it to me, not in connected narrative, but in fragments spread over many a fireside chat, and I was able to supplement it with other fragments obtained at other hospitable hearths.

I have endeavoured, in the chapters which follow, to weave the fragments into a connected story; to do so I have had to make a careful examination of existing records, and have been led much further afield than I originally contemplated. I found, for instance, that the story of the foundation of the city was too intimately associated with that of the province to be kept separate. Similarly I found that the story of the Church of England, its Bishop, its College and its Cathedral, was interwoven with those of the city, especially in the early days. I have been tempted, here and there, to stray out of bounds and write of the West Coast Gold Fields, the find of Moa bones at Glenmark and at Waimate, the work of the Acclimatisation Society and other topics, but on the other hand I have found it unfortunately necessary to omit much good material, which does not touch on the main thread of the story. I would like to have referred to some of the philanthropic and helpful social organisations that have been established in Christchurch, to the work accomplished by the Presbyterian and Nonconformist Churches, and to some of the men who took an active part in social improvement, but I have found it impossible, in a single volume, to afford space for the purpose.

It is difficult to adequately acknowledge the general and cordial assistance I have received, not only from old settlers, but also from many persons connected with the various institutions referred to in the narrative. I wish especially to tender my thanks to Mr. Johannes C.

PREFACE.

Andersen, formerly of the Christchurch Land Office, and now of the General Assembly Library, in Wellington, for most valuable information regarding many of the old records.

I have only to add that what I have written is addressed mainly to the old settlers and their families; I hope, too, that the story may incite others to take pride and interest in the history of their city, but my chief hope is that these pages may meet with the kindly approval of those who have helped to make Canterbury what it is.

HENRY F. WIGRAM.

Park Terrace,
Christchurch, N.Z.

FOREWORD.

CHRISTCHURCH, THE CATHEDRAL CITY OF NEW ZEALAND.

It is a far cry from the ancient cathedral cities of the Old Land, hoary with years and traditions, to a busy colonial town, raised in little more than half a century, in the midst of a tussock-covered plain. Yet, as the years roll by, something, perchance, of the stately repose of Salisbury, or of Chichester, may attach itself to our Cathedral City of the South. The story of its beginning is a story of the high resolves and great achievements of earnest, religious men in the early Victorian age. They dreamed of a new settlement to be peopled by sons and daughters of the Church of England, a chosen band, to pioneer the cause of religion and education in the vast unoccupied territories of the Southern Seas. In imagination, no doubt, they saw something of the future of these unpeopled lands, the teeming population to come, and the danger that in the struggle and turmoil of colonisation some of the better attributes of civilisation might be left behind. How far the dream of this little band of pilgrims was realised, how far their noble ambitions were fulfilled, we shall see as we proceed, but whether there has been success or failure, the glow of inspiration still remains, and beyond the plain, no longer a sea of tussock, we yet may see the snowy mountains in the distance.

The ambition of the dreamers was to plant a Church of England settlement in a new land; its leaders, the best the Church of England could send; its rank and file selected members of that Church, and there were to be

FOREWORD.

special endowments for religious and educational purposes.

The first reference to the proposed settlement is found in the annual report of the New Zealand Company, in 1843, and there can be little question that the suggestion emanated from the fertile mind of Edward Gibbon Wakefield. For some years the idea lay dormant, but it was quickened in 1847 by the meeting at Great Malvern of Mr. Wakefield and John Robert Godley. Fate, destiny, Providence, call it what you will, was present at that meeting, but for which this story would never have been written. Mr. Godley left Great Malvern with a new ideal for his life's work. Gifted above most men, and fired by intense enthusiasm, he gave his best to the new cause. Personal magnetism, strong character, social influence and the gift of language, enabled him to gather round him a group of influential men, and the Canterbury Association was formed.

Captain Thomas was sent out to select the site for the new settlement. The Association was singularly fortunate in its choice of this officer, for he proved both far-sighted in his selection and staunch in his opinions. The selection itself has been justified by the test of more than sixty-five years of experience and expansion, and it is now interesting to recall that Captain Thomas adhered to his choice in the face of the powerful influence exercised by Governor Sir George Grey in favour of an inland site in the Wairarapa.

Then came the sailing of the pilgrims, a story of strength and purpose, of effort and achievement, intensely interesting, but difficult for us who, "like Ariel, post o'er land and sea with careless parting," to fully understand and appreciate. Giant steamers, cables, wireless telegraphy, railways, motor-cars, and air craft obstruct our view. We are as far removed from the Port Cooper of 1850 as was the England of that day from the period of good Queen Bess and Sir Walter Raleigh.

FOREWORD.

The pilgrims who set sail in September, 1850, in ships of 700 to 800 tons needed stout hearts. They were to make their home in a distant country, of which little was known, and the horror of the Wairau massacre and similar tragedies must have been fresh in their minds. Undismayed by the perils and hardships that beset their path, they set out in high hope to subdue the wilderness and to realise their dream, taught by the successes and warned by the failure of earlier pioneers in other lands. Their destiny was in their own hands; they were still to remain under the old flag, but were to have self-government, and with it the priceless boons of greater individual freedom and wider opportunity than were possible in the overcrowded countries of Europe.

Apart altogether from its religious aspect, the central idea of the new settlement naturally attracted courageous, self-reliant, and thoughtful men. Thence it is, that, although Christchurch is no longer exclusively a Church of England city, its people of all denominations are proud of its history, and still do honour to those sturdy pilgrims who made its first chapters and did much to mould its later ones.

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THE STORY OF CHRISTCHURCH, N.Z.

CHAPTER I.

1839-1844.

The New Zealand Land Company, founded by Edward Gibbon Wakefield—Selection of site for Nelson settlement—New Zealand Company's proposal to found Scottish and Church of England colonies—Mr. Tuckett's visit to Port Cooper (Lyttelton)—Leaves from Dr. Monro's diary, giving reasons for rejection of Port Cooper as the site for Scottish settlement.

EVERY story must have a beginning, and, so far as the present volume is concerned, the natural point of departure would seem to be the incorporation in 1839 of the New Zealand Land Company. In the early part of the nineteenth century and even prior to that time, the whaling industry had been established in New Zealand, and settlements formed along the coast in connection with that industry. Some of these settlements were situated on the shores of Banks Peninsula.

Port Cooper, as Lyttelton was then called, and the Port Cooper Plains, were named after the senior partner of the Sydney firm, Messrs. Cooper and Levy, who had a whaling plant on the New Zealand coast, and traded with the Maoris.

The records show that at the opening of the last century the South Island of New Zealand carried a considerable native population. It was between the years

of 1820 and 1840 that Canterbury in particular became almost depopulated. Up till that time, it is true, there had been constant warfare amongst the native tribes, but it was the use of firearms supplied by European whalers and traders which enabled Te Rauparaha, in successive raids, almost to exterminate the Ngaitahu of Kaiapoi, and other Southern tribes. The absence of native difficulties, brought about in this deplorable way, has had an important bearing on the history of the city and province, for not only has Canterbury been spared the native wars which figure so largely in early North Island history, but it has also been practically free from the troubles incidental to native land titles, with all their intricacies and complications.

The first systematic colonisation of New Zealand was undertaken by the New Zealand Land Company, as it was at first called when incorporated in 1839. (It was afterwards known as the New Zealand Company.) The foundation of this institution was mainly due to the efforts of Edward Gibbon Wakefield, who previously had been associated with the formation of a similar undertaking in South Australia. Mr. Wakefield was the author of "The Art of Colonisation," and was one of the first Englishmen to realise the possibilities of a vast colonial Empire, safeguarded by Great Britain's command of the sea.

The object of the New Zealand Company was to acquire land from the Maoris, and establish colonies with British settlers, and one of the first effects of its appearance was to spur the British Government into action. In June, 1839, Letters Patent were issued authorising the Governor of New South Wales to include within the limits of that colony any territory which might be acquired in sovereignty by Her Majesty the Queen in New Zealand. In the previous month Colonel William Wakefield, the Company's Agent, sailed in the "Tory" for Port Nicholson (Wellington) to found the first settlement.

On July 13, 1839, Captain William Hobson, R.N., was appointed Lieutenant-Governor of New Zealand, and arrived in the colony on January 29, 1840. A few days later (February 5, 1840) the Treaty of Waitangi was signed. Thus the formation of the New Zealand Company had an important bearing on the history of New Zealand.

Two years after the incorporation of the New Zealand Company, its agent, Colonel Wakefield, was looking for a site for the future Nelson Settlement. He had heard of a good harbour and extensive plains at Port Cooper, and in July, 1841, he sent Captain Danniell and Mr. George Duppa in a small schooner to inspect and report. Their report was completely favourable, and Colonel Wakefield was greatly disappointed when Lieutenant-Governor Hobson put his veto on the choice, and ultimately insisted on the selection of Blind Bay for the Nelson Settlement, which was, in consequence, known for some years as "Hobson's Choice."

Captain Danniell and Mr. Duppa were accompanied on this visit by Mr. William Deans, who then for the first time saw the Canterbury Plains, and was so favourably impressed that he shortly afterwards returned to settle on them.

The following year (November, 1842), Captain Smith, the New Zealand Company's chief surveyor, visited Port Cooper, and entirely confirmed the favourable report of his predecessors.

But to follow the thread of the story of Christchurch we must pass on to the annual report of the New Zealand Company, dated August 21, 1843, in which reference was made to two proposed settlements. The first was a Scottish project described as "the New Edinburgh Colony," and resulted in the foundation of the city of Dunedin. The report continued: "It is proposed that the plan of the other colony shall contain a scheme of large endowments for religious and educational pur-

poses in connection with the Church of England. As it is intended that this colony should be on a larger scale than any hitherto adopted by the Company, the plan of it will probably not be ripe for publication till next year." Instructions, it was added, had been sent to the Company's agents in New Zealand to lose no time in selecting the sites of both settlements. It was intended that the New Edinburgh Settlement should be first established, and for the second time Colonel Wakefield's thoughts turned to the Port Cooper Plains as a possible site. The selection was entrusted to Mr. Frederick Tuckett, a surveyor, and one of the survivors of the Wairau Massacre. Mr. Tuckett had the advantage of considerable experience as chief surveyor in laying out the Nelson Settlement. He was a member of the "Society of Friends," and a man of great personality and force of character. The instructions given him were to examine not only Port Cooper, but also the remainder of the eastern coast of the South Island, and in the end, he passed over the Port Cooper site in favour of the present site of Dunedin. The objection to Port Cooper as a site for the Nelson Settlement had been simply due to the obstinacy of Lieutenant-Governor Hobson, but it is more difficult to understand the failure of an experienced surveyor, such as Mr. Tuckett undoubtedly was, to grasp the possibilities which have since been realised in the Canterbury Plains.

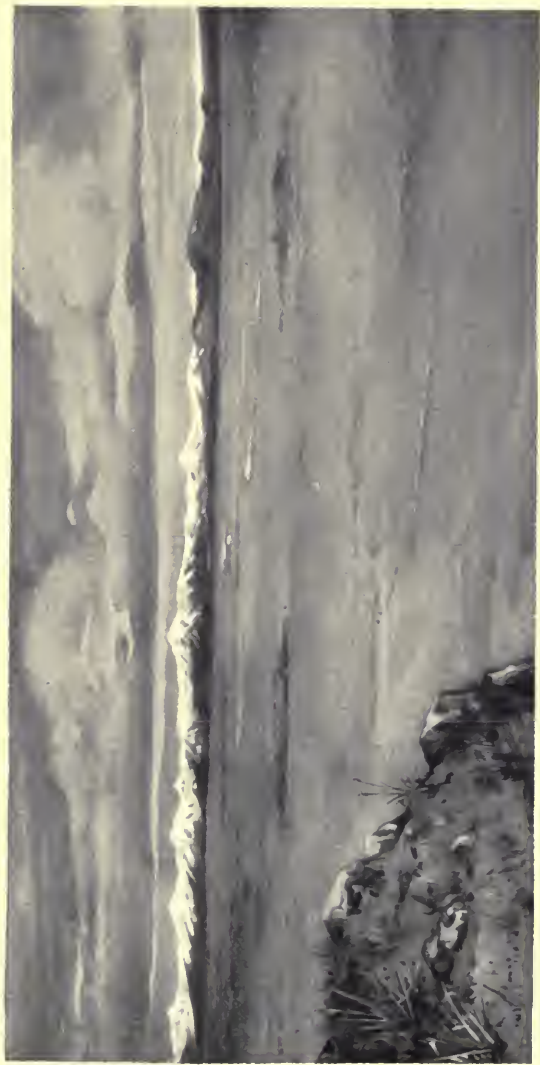
Mr. Tuckett was accompanied in that expedition by Dr. (afterwards Sir David) Monro, who kept a diary which is now of double interest, first as affording an insight into the reasons for which the Port Cooper site was rejected, and, secondly, as presenting, perhaps, the earliest and most graphic description of the Canterbury Plains.

Dr. Monro sailed from Nelson in the "Deborah," Captain Wing, on Sunday, March 31, 1844, and called in next day at Port Nicholson to take Mr. Tuckett on board. The diary records: "Pt. Nicholson weather,

heavy gusts of wind, with dark squally sky and rain"—evidently "windy Wellington" had already established its reputation. The vessel arrived at Port Cooper on April 5, and the party landed in the whale-boat. The diary continues: "When we returned about sunset, we found some of the greatest chiefs of the Southern Island on board, viz., Taiaroa, Tuaweiki, or Bloody Jack, and others. Taiaroa's complexion is light for a native. He was dressed in a blanket, and had nothing European about him but a pair of shoes. Tuaweiki, on the contrary, is the most Europeanized native I have met with. His costume was entirely European, and perfect, even down to the handkerchief with which he blew his nose, his outward and investing garment being an excellent coach-box-looking drab great-coat, into the pockets of which he stuck his hands in most knowing fashion. Immediately after coming on board, he pulled out his watch and asked us what time we made it, and all his movements and gestures seemed in studied and successful imitation of the pakeha. Nor is his knowledge of our customs merely superficial; he understands cash transactions, and bank business to a certain extent, and would on no account be satisfied with payment in a bill unless it were well backed. On many other subjects he surprised us by the extent of his knowledge and the shrewdness, sometimes cunning, of his remarks. The natives knew perfectly well the business upon which we were come, and seemed anxious to enter upon the subject of land and its value, but we avoided this as much as possible. On the geography of the Island we got much information from Tuaweiki, and it was particularly valuable from his knowing distances in English miles, and understanding also time as divided into hours and minutes. The charts which were submitted to him he criticised with much severity, pointing out their great inaccuracy. He always inquired who was the author of such and such a chart, and on

being informed, unhesitatingly pronounced in much more forcible than polite language, that he must be a ' . . . fool.'

"April 6th—Got ready this morning for an excursion into the country. Messrs. Tuckett and Davidson" (a surveyor) "started in a whale-boat for the head of the harbour, from which point they are to make their way by a line said to be practicable for a road to Mr. Deans' station on the great plain. Messrs. Barnicoat" (another surveyor, and afterwards a member of the Legislative Council), "Wither and myself went ashore on the W. side of the harbour, in a little bay in which there is a miserable pah, called Rapuki, to reach the plain by crossing in a direct line the ridge which lies between it and the harbour. We followed up the narrow valley at the mouth of which is the pah, for some distance, passing through a very pretty bush which runs up nearly to the top of the range, fringing the watercourse. After leaving this bush, we had a very steep ascent to encounter, and soon reached the summit of the ridge, at an elevation, I should imagine, of about 800ft., from which we looked immediately down upon the waters of Port Cooper, and over the broken and rugged country to the east of it. But looking westward, we had a magnificent view—an immense plain, apparently a dead level, stretched away below our feet, extending in a direct line to the westward at least thirty miles, and to the southward as far as the eye could reach, backed by a far remote chain of grand snowy summits. The colour of the plain was of a brownish yellow, indicating its being covered with dried up grass, and several rivers, with tortuous folds, marked themselves upon its surface by the glitter of their waters. On this immense sea of plain, there appeared to be hardly any timber—one or two dense isolated groves of gloomy pines were all that we could see, and at one of these, our guide informed us, was Mr. Deans' station. To the southward our view was not complete. The ridge next



VIEW OF MOUNTAINS.

"But looking westward we had a magnificent view—an immense plain, backed by a far remote chain of snowy summits."

to the one on which we stood came in the way in this direction and prevented our seeing the Ninety-mile Beach, as the coast south of the Peninsula is named, and the large fresh water lake termed the Waiholo, which is only separated from the sea by a narrow bank of shingle. After lingering some time on the summit enjoying the prospect, which to an eye accustomed to wander over the endless ridges and broken surface of the greater part of New Zealand, was certainly most refreshing, we descended towards the plain. The slopes on this side are gentle and beautifully grassed, and afford, besides, an abundance of anise. The surface is composed of a dry, crumbling basalt, so that both the feed and the nature of the ground are admirably adapted for the depasturing of sheep. From the foot of the hills it is about five miles to Mr. Deans' station. Close to the base of them is a canal-looking stream which winds very much. This is what Messrs. Duppa and Danniell named the 'Serpentine,' the native name is 'Opawaha.' For a distance of about two and a half miles back from the sea it may be navigable for good large boats, but beyond that it is shallow. Where we crossed it, it was about knee deep and rapidly diminishing in size. Having the same outlet to the sea is another similar, but smaller stream, named the Otakaro, upon the banks of which Mr. Deans has located himself. Both these streams are said to have their source in springs, and are unaffected beyond a few inches either by the drought of summer or the heaviest rains of winter. In dimensions and navigable capabilities they have been certainly much over-rated, both by the gentlemen above mentioned, and by Captain Smith, who has since then given a description of Port Cooper. The part of the plain which we crossed in walking to Mr. Deans' is uniformly covered with grass of various sorts, with hardly any fern, flax or toi-toi in the moister parts, and dotted over with ti-tree. Though apparently a dead level as seen from the top of the hills,

it has an evident, but very gentle slope towards the sea, and its surface is quite unbroken, save by one or two small patches of sandhills, which appear to indicate that the sea at one time had occupied a higher level than at present. . . . "About four in the afternoon we reached Mr. Deans', and were most hospitably received and entertained by that gentleman and his brother, whom we found living in a most comfortable verandah house, with large and substantial out-buildings, and surrounded with abundance of comforts and necessaries, as well as many of the luxuries of life.

"April 7th—Messrs. Tuckett and Davidson arrived this morning after breakfast, having passed a miserable night on the plain without firewood or shelter."

The travellers had, in fact, been most unfortunate in their choice of a route to the Messrs. Deans brothers' homestead. Starting, as has been seen, from the head of the Bay, they probably descended to the plains by Gebbie's Valley. The country was flooded at the time, and they found themselves entangled in a network of creeks, with which the swamp at the foot of the hills was intersected. In attempting to cross one of them, Mr. Tuckett made use of a Maori raft made of mokihi. The native method of propulsion was to sit astraddle and propel the frail craft with bare feet, but Mr. Tuckett's more civilised methods ended in disaster, and the two prospectors spent a damp and uncomfortable night in the swamp, and did not reach the Deans' hospitable homestead till the following day. Probably their misadventure had something to do with prejudicing Mr. Tuckett against the Port Cooper Plains.

Dr. Monro's diary presents a pleasant picture of the Deans' settlement. About six acres were then under crop, and "they have sixty head of cattle, and about thirty sheep, besides horses. The cattle are in very good condition, the sheep moderately so, but they are confined within a limited space, in consequence of the number of

Maori dogs running about in a wild state." Dr. Monro also tells how he and Mr. Deans, Junr., dropped down the stream in a canoe to a lagoon near the sea, the haunt of "an immense number of water birds," and did some shooting.

On April 11, Mr. Tuckett proceeded in the "Deborah" on his voyage southwards, which resulted in the selection of the present site of Dunedin as the capital of the Scottish Settlement.

Dr. Monro's summary of the advantages and disadvantages of Port Cooper as a site for settlement ran as follows:—

"In the first place as regards the harbour, much cannot be said in favour of Port Cooper. It is, in fact, more a deep bay than a harbour, and when the wind blows from the northward, a heavy swell sets in, as we experienced while lying there. One or two little nooks are well sheltered; the principal of these is the bay in which Mr. Greenwood is settled" (Purau). "For small vessels this will be found a perfectly land-locked harbour, but the water is shallow—between three and four fathoms. At the upper end of Port Cooper the water is very shallow, leaving, at low water, an extensive mudflat. There is no convenient site for a town. Mr. Greenwood's bay offers 200 or 300 acres, which might be built upon, but it would be a work of much difficulty and expense to connect this by means of a road with the agricultural district. At the head of the harbour, there is ample room for a town, but vessels could not approach within at least two miles. Besides these places, the shores of Port Cooper are either steep banks or rocky cliffs, and to carry a road along its W. side in the manner suggested by Messrs. Duppa and Danniell, appears to me a work that might be executed by a Napoleon or a King of Egypt, but hardly by the New Zealand Company. The productive resources of the district I regard as very considerable. The soil of the Peninsula has every

appearance of being fertile, although the unevenness of its surface would allow of only a small proportion being tilled, but all of it, excepting the bush land, which is not in large proportion, will afford good pasture. That the great plain which stretches from the Peninsula southward will be valuable, fertile and productive, there can be little doubt. How it might answer for pure agriculture immediately is perhaps doubtful, but in its present state it affords an immense field for grazing stock and the production at all events of one export, viz., wool, and that when enriched by the animals which consumed its grasses, returning them in the shape of manure and stimulating the soil, it would yield abundant crops, may be said to be equally certain. The great drawback to the plain is the want of good wood upon it, and according to the scheme of the New Edinburgh Settlement, this becomes an almost fatal objection. A large capitalist and land-holder might obtain wood from the valleys of the Peninsula, and by operations on large scale compensate for the expense thus incurred, but the small capitalist upon his ten-acre or fifty-acre section would find his time and his means both frittered away in procuring so absolute a necessity, which, whether brought to him by land or water, could not fail to be an article of considerable expense. The climate of the plain behind the Peninsula, from what we heard of it, is steady, and on the whole fine, but large low and level plains are always subject to greater extremes of temperature than country of an uneven surface. I apprehend that the defects of climate of which we complain on the Waimea will be found in an exaggerated degree on Port Cooper."

For some years the energy of the New Zealand Company was directed to the establishment of the New Edinburgh or Scottish Settlement, and it was not till the year 1847 that the proposal to form the Church of England Settlement began to take concrete form. It may be left to the next chapter to tell how this came about.

CHAPTER II.

1847-1849.

“Waste lay the land, untamed and rude;
O'er tussocked plain a reedy brook
Seaward its course, slow winding, took
Unmurmuring, in slumbrous mood.
Save when the North wind's fever'd breath
Rustled the raupo, still as death
The sad fens brooded, and the land
Awaited yet the Pilgrim Band—
A bounty-wasted solitude.”

O. T. J. ALPERS.

THE FOUNDATION OF THE CANTERBURY SETTLEMENT.

John Robert Godley: his appointment as leader—The Canterbury Association Formed: its plan of settlement—Funds raised by personal guarantee—Captain Thomas sent out to select site—Port Cooper chosen, and why.

The time had now come for the realisation of the second proposal outlined in the Company's report of 1843, the establishment of a Church of England Settlement. Although the idea of this settlement had emanated from the brain of Mr. Wakefield, it took definite shape as the result of the labours and energy of John Robert Godley, who is rightly regarded as the founder of Canterbury. Mr. Godley was the eldest son of Mr. John Godley, Killegar, Co. Leitrim, and was

born in 1814. If he had been specially destined for the leadership of the Canterbury settlement it would have been difficult to find for him a better preparation than that which he actually underwent. The son of an Irish landed proprietor, he must have had early opportunities of gaining knowledge of land and its employment. After receiving a liberal education at Harrow and Christ Church (Oxford), he read for the Irish Bar, and was called in 1839. Three years later, he visited Canada, and became extremely interested in colonial matters, contributing articles to various papers, from which it would be interesting to quote if space permitted. From his letters to C. B. Adderley, printed by Savill Edwards, London, 1863, can be traced the course of events by which his subsequent career was inspired. These letters cover the period of his life's work between 1839 and 1861, and are written quite unreservedly, with evidently no thought of their publication. They are the letters of one intimate friend to another, frank and outspoken at times to a singular degree. They give a lurid picture of Ireland in 1843, with famine threatened, anarchy rampant, and Godley and his father under protection against assassination. By 1846 matters were even worse, and practically the whole labouring population was employed on relief works. Next year, Mr. Godley stood for Parliament for his native county, Leitrim, and was defeated. Writing on September 24 of that year (1847), he anticipated frightful mortality amongst the poor, and the disorganisation of society in the attempt to collect rates. This letter contains a passage which shows whither his thoughts were already trending. "A gigantic immigration scheme," we read, "would have been the only alternative." It was at this time that his meeting with Edward Gibbon Wakefield took place.

The New Zealand Company was then in a bad way, fast drifting indeed towards insolvency. Mr. Wake-

field had now fully accepted the idea of invoking the aid of the churches in promoting settlement. The new Edinburgh Settlement was already in train, but he needed a leader for the proposed Church of England Settlement. The difficulty and delicacy involved in the choice is shown by Mr. Edward Gibbon Wakefield's letters, published under the title of "The Founders of Canterbury," by his son, Mr. Edward Jerningham Wakefield. The assistance of the evangelical section of the Church of England could not be obtained because of the jealousy between the New Zealand Company and the Church Missionary Society, which were both practically colonising institutions. On the other hand, the danger of extreme Puseyism had to be avoided. Mr. Wakefield's choice fell on Mr. Godley, as a sound Churchman, not leaning to either extreme. In a letter dated Great Malvern, November 27, 1847, he wrote:—

"My Dear Godley,

"I hope you have not changed your mind about coming here, as I have a suggestion to make for your consideration, relating to yourself and a very pleasant colonising object, which I fancy you are likely to embrace. If you do come, do not let us be cut short for time.

"Yours very truly,

"E. G. WAKEFIELD."

Mr. Godley did come. The meeting took place, and the results are recorded in Mr. Wakefield's letter of November 30, 1847, to Mr. John Abel Smith, M.P. This letter is of peculiar interest, as in it is set down clearly, and with much detail, the scheme of the Canterbury Association as afterwards carried out:—

"I find that my notion of a distinct settlement in New Zealand under the patronage of a powerful body in this country, desirous of spreading the Church of England, stands a good chance of being realised sooner than we expected. The subject has been fully considered, and at length something like practical conclu-

sions have been arrived at. Mr. Godley left me this morning for Ireland, and I have undertaken to ascertain how far the Company is disposed to act in the matter.

“We adhere to the old plan of settlement, to consist of 300,000 acres (with right of pasturage attached), to be purchased from the Company for 10/- per acre, or £150,000. The place is to be, if possible, Ruamahunga, near Wellington, which is delineated in the illustrations of my son’s book. The purchasers, whether colonists or absentees, to pay to the Company as a trustee for them, £2 10s. per acre, in addition to the price of 10/-, and the amount, being in all £750,000, to be laid out by the Company on behalf of the purchasers in public objects, such as emigration, roads, and church and school endowments. The plan of the colony with respect to such objects to be framed and (except in so far as the Company would act as a trustee) be carried out by a society outside of the Company, consisting of bishops and clergymen, peers, members of Parliament and intending colonists of the higher class.

“In all this there is nothing new to many of the Directors. But now comes the all-important practical question: By whose exertion in particular is the whole scheme to be realised?”

The rest of the letter supplied the answer, and warmly recommended that the carrying out of the plan should be entrusted to Mr. Godley.

Mr. Godley’s letters to Mr. Adderley, about this time, constantly refer to colonisation, and on December 7, 1847 (doubtless the result of his meeting with Wakefield), he wrote:—“I have a grand colonisation scheme in petto, which is too complicated to be explained in a letter, but which, I feel sure, will enlist your sympathy and co-operation.” A few days later (December 15), he said:—“Did I tell you that the New Zealand Company are flirting with me to get me into their direction, so as to work the labouring oar in the business of colonisation

there? If I take up this affair, I have a scheme for the formation of a Church of England colony. I bespeak you, as a member of the Committee which must carry out my plan. While writing to you there came a definite offer from the New Zealand Company, which I shall accept, so you will see me in full work there next month."

Mr. Godley was as good as his word, and on January 16, 1848, we find him in London, a director of the New Zealand Company (the former letters were written from Killegar), engaged in collecting a Committee of Management, in which he had already secured the co-operation of several gentlemen, whose names were afterwards well known in Canterbury. The following extract from a letter, written by Mr. T. C. Harrington, the Secretary of the New Zealand Company, dated New Zealand House, London, February 29, 1848, and addressed to the Company's agent, Colonel William Wakefield, in Wellington, gives some idea of the enthusiasm with which Mr. Godley was already entering on his new work:—"Mr. Godley, with whose exertions for the organisation of a systematic emigration from Ireland you are doubtless acquainted, has lately been elected a member of the Direction. Through the intervention chiefly of that gentleman, the Archbishop of Dublin, the Bishops of London and Exeter, Lord Harrowby, Lord Lincoln, and other gentlemen of great weight and influence, have been induced to take a lively interest in the undertaking."

At the time this letter was written it was intended to locate the new settlement in the Wairarapa or Ruamahunga district, and in enclosing a copy of it to Earl Grey, Mr. Harrington, in a covering letter, requested that Governor Grey should be induced to take steps to extinguish the native rights in these districts.

In March, 1848 (the following month), the first document appeared. "The Plan of the Association for Forming the Settlement of Canterbury in New

Zealand," published by J. W. Parker, West Strand, London. On the first page appeared the names of the members of the Association, His Grace the Archbishop of Canterbury as President, and fifty-two others, consisting of Bishops, Peers, Members of Parliament, Clergy, etc., of whom twenty were members of the General Committee, under the Chairmanship of the Right Hon. Lord Lyttelton. They were an eminently respectable and influential body, all staunch supporters of the Church of England, but not, perhaps, precisely fitted for the work of organising and carrying out a large colonising scheme in the South Pacific. The pamphlet itself was a quaintly optimistic document, beginning with a selection of quotations from various writers, praising the fertility and climate of New Zealand, from which was deduced the rosy anticipation that "land thus treated" (cleared, cultivated and laid down in pasture) "instead of one sheep to four or five acres, which is the common power of unimproved natural pasture in Australia, will maintain about four sheep per acre throughout the year." Again, in the financial prospects, the hopeful tone was imparted; it was estimated that there would be available from the land sales during the first year or two the sum of £200,000 for the religious and educational endowment fund. The "Plan" even went so far as to dispose of this sum (prospectively) by spending £41,000 in churches and other buildings, and investing the balance, £159,000, as an endowment fund, from which to pay stipends.

The investments even were specified—the sum of £80,000 was to be invested in British Funds at $3\frac{1}{2}$ per cent., and £79,000 in "Colonial Securities," at 6 per cent., yielding a revenue of £7,540. It cannot, in fact, be denied that the "Plan" was open to a great deal of criticism, much of which it subsequently received. In justice, however, to the founders, certain facts have to be remembered. The scheme of the

Association was unusual. It was a colonising project, but not for private gain; in this it radically differed from its parent institution, the New Zealand Company. There were to be no shares, no dividends, and most surprising of all, no capital. The New Zealand Company had granted the Association an option of purchase of 1,000,000 acres of land in New Zealand at 10/- per acre. It was proposed to sell this land at six times its cost to selected emigrants, members of the Church of England, and of good character. But—and this was the crucial feature of the scheme—the profit so made was not to go into any private pockets, but to be administered by the Association as trustees for the spiritual and temporal advancement of the settlement. The following are some of the details of the plan:—

The option over the million acres was for two years, but conditional on £300,000 worth of land being sold within six months, and of further annual sales at a fixed ratio being afterwards made.

The Association was to sell rural lands at £3 per acre, and town and suburban lands at prices mentioned below.

Of the money received from the land sales, one-sixth (in the case of rural land 10/- per acre) was to be paid to the New Zealand Company for the land; another sixth was to be used for general expenses, which would include survey, roading, bridging and other colonial expenses, as well as the comparatively small London expenses. Two-sixths were to go to form an emigrant fund, to charter boats and take out labour to the new settlement; and the remaining two-sixths were for religious and educational endowments in connection with the Church of England faith.

A general survey was to be made, and 1,000 acres selected and reserved for the capital city, with not exceeding 1,000 acres of "suburban" land adjoining. The lines of the principal streets and squares of the capital city were to be marked out due reserves made

for public purposes, and the balance of the city divided into quarter-acre sections. The suburban land was to be divided into ten-acre blocks. Prices were fixed, quarter-acre sections £25, of which one-sixth, or £4 3s. 4d., was to be paid to the New Zealand Company; suburban ten-acre blocks at £150, the New Zealand Company again getting a sixth share. These prices applied to town and suburban land in the capital; the prices in subordinate towns was lower. Rural land was to be sold to settlers at £3 per acre, and no order to be issued for less than fifty acres. All applications received within the first six months were to rank equally, after that priority was to be given in order of application.

There were also some regulations giving exclusive rights of pasturage over unoccupied lands to "land purchasers," which, as will be seen, were the cause of some trouble later on, and the pamphlet concluded with a reprint of a very cordial correspondence between Lord Lyttelton and Earl Grey regarding the proposed settlement.

In the meantime money was required in London for preliminary expenses, obtaining the charter (the Association was not yet incorporated), and other things, and in the colony for surveying the land and preparing for the arrival of the first settlers. This money could be obtained only from the New Zealand Company, and on the personal guarantee of individual members of the Association. By this method, in May, 1848, an advance of £25,000 was arranged, of which £5,000 was retained for preliminary expenses in London, and £20,000 sent out for starting the necessary work in New Zealand. No doubt, the influence of the members of the committee was of great value to the Association, both with the Home Government and with the New Zealand Company on the one hand, and with intending settlers on the other; but for the practical conduct of its business, the large and unweildy committee must have been a serious

handicap, and, as a matter of fact, Mr. H. S. Selfe, in his pamphlet defending the Association from the inevitable criticism, says that the attendance at committee meetings was scanty and irregular. The bulk of the work fell on a few, the Chairman (Lord Lyttelton), Mr. Henry Sewell, and later Mr. H. S. Selfe, all of whom were inspired by the enthusiasm of Mr. Godley.

The attitude of the Home Government towards the new Association may be gathered from Earl Grey's despatch, No. 27, to Governor Grey, dated Downing Street, June 29, 1848. "From the character of those who have formed the Association, and from the advantage which their undertaking, if it prosper, might be expected to confer both upon New Zealand and this country, I take a great interest in the success of their enterprise. . . The Association has now adopted a course which seems to me perfectly prudent and reasonable, namely, that of despatching a confidential agent to ascertain what lands are available, and select a site for the projected settlement. Captain Thomas, who was acquainted with the colony before" (he had gone as a settler to Wellington in the "Adelaide" in 1840, and had done some surveying work for the Otago settlement) "has been chosen for that purpose."

Earl Grey went on to bespeak from the authorities every assistance for the agent of the Association. Enclosed in his despatch were copies of letters exchanged between Lord Lyttelton and Earl Grey, between the New Zealand Company and the Association. The despatch and the correspondence are too lengthy to reproduce here, but there are some points in the correspondence which must be mentioned in order to preserve the continuity of the story.

The suggestions that the Association should be granted a charter of incorporation, and that Canterbury should be constituted a separate province, subject to the approval of the Governor, were sympathetically received

by Earl Grey, and subsequently given effect to. The correspondence also repeated the land proposals of the Association as already set out in its Plan for forming the Settlement of Canterbury.

The financial questions were given considerable prominence, both as between the Government and the New Zealand Company, and as between the Company and the Association. The estimates for the Colonial expenditure had been prepared by Captain Thomas for the Association, and form somewhat curious reading by the light of after events. They made provision for instruments, lithographic press and stationery, offices, salaries for one year of Chief Surveyor, two assistants, one geologist and botanist, storekeeper and clerk, wages of twelve labourers with rations, also survey expenses and road construction, the expenditure amounting in all to £15,000. In a subsequent letter, written by Mr. Godley as acting-secretary of the Association (May 9, 1848), this expenditure was summarised as follows:—Expenses of surveying department £7,120; for roads and bridges, £7,880. Mr. Godley added that the latter amount was “apparently rather an approximate conjecture of the minimum sum required for those purposes than from any detailed calculation.” He proceeded to add “at least two churches” to the list of requirements, and increased the demand to £20,000.

Captain Joseph Thomas played such an important and valuable part in the early history of Canterbury and Christchurch that it is perhaps as well to define the terms of his engagement. Mr. Harrington, Secretary of the New Zealand Company, in a letter to Earl Grey, dated June 30, 1848, wrote:—

“The gentleman above-named (Captain Thomas) was selected by the Association, and was originally intended to have been sent out as the agent of that body. But the members, being unwilling to incur the risk of individual pecuniary liability, have, with a view to

preventing this, requested that he may be appointed the agent of the New Zealand Company for the intended settlement, till such time as the Association shall receive a charter of incorporation. With this request the Court has complied, and Captain Thomas proceeds accordingly to New Zealand to carry out the views of the Association, but in the capacity of the agent of the Company."

Captain Thomas sailed in July, 1848, for New Zealand to select in concert with the Governor and Bishop of New Zealand, a suitable site for the proposed settlement. From a letter dated Wellington, December 6, 1848, written by Governor Sir George Grey to Earl Grey, it appears that Captain Thomas was already disposed to favour Port Cooper as the most suitable site, while His Excellency considered that a very advantageous site might be obtained in the neighbourhood of the Rangitiki and Manawatu. In a subsequent despatch dated Auckland, February 9, 1849, the Wairarapa site was again mentioned by His Excellency with approval.

Captain Thomas's preference for Port Cooper was doubtless strengthened by a very valuable report made by Messrs. W. and J. Deans, of Riccarton, on the suitability of the district for the purposes of settlement. A few months after the date of this report, on April 9, 1849, Mr. William Fox, afterwards Sir William, acting principal agent for the New Zealand Company, reported to the Governor that, subject to the consent of His Excellency and the Bishop of New Zealand, Captain Thomas had selected Port Cooper (Lyttelton), and the adjacent country, for the settlement. The Governor's consent was given on May 14. In a letter written on June 22, to Mr. H. W. Durnand, of London, Mr. H. J. Cridland, surveyor and land agent at Wellington, gave some of the reasons that led to the selection:—

"There is every probability that the site of the Canterbury Settlement will be at Port Cooper. Captain

Thomas's report only waits the approval of the Bishop and Governor of New Zealand, who seem rather disposed for the Wairarapa, for the surveys to be proceeded with immediately." (Mr. Cridland was evidently unaware that the approval had already been obtained.) "I think it will prove more satisfactory to have it there than in any other part of New Zealand I have seen or heard of, from a variety of causes that combine, in a peculiar manner, every essential for such an established undertaking. There are no natives to disturb their occupation or interrupt their progress a single day. There is a splendid port, free from the slightest danger, perfectly secure, easier of access and better adapted for commercial purposes than even Port Nicholson, on nearly its opposite shore of Cook's Straits. There is deep water in every part of the harbour, available for wharves, quays, etc., To crown all, there is an immense tract of level country available, well covered with grass, and watered with abundant, beautiful streams, embracing an area of forty miles wide, and three or four times as long, within six miles of the port, easy of access by several routes. The soil is equal in average with the Hutt as regards quality, free from inundation or danger, and ready for the plough. There may be considered an insufficiency of timber, which in New Zealand has been felt rather a drawback in the shape of expense and clearing. There will be no struggle here to conquer the dense forest, which has so often terminated in disappointment, and which compels the labourer to wait years before he can obtain a sufficient return to remunerate his incessant toil. The Putarikamut" (Putaringa motu, see Riccarton later) "or Serpentine River, runs through the entire district, is navigable for boats of eight tons to the end of the plains, and empties itself into the open sea at Port Rigamont, clear of any bar or shingle. The price of the land may appear high to purchasers, but in reality will be cheaper by one-half

than that near Port Nicholson. The landlord will be able to lease his land with the certainty that a moderately industrious tenant will be able from the first year to pay him rent. The tenant has at once the means at hand of forwarding his crops to the nearest market, and from Port Cooper to any part of the world. The plains are beautiful to look upon. The Deans Brothers purchased a farm at Otakao (O-Takaro?) near the Putarikamut, in 1843, from Dods and Davis. It is a little colony of itself."

This letter, though somewhat too optimistic, is valuable as giving in a concise form the reasons which doubtless influenced Captain Thomas in his selection. In passing, it may be mentioned that Mr. Cridland was later engaged in the survey and laying out of the district, and several sketches made by him in 1850 are still extant. He died June 1, 1867, aged 44.

CHAPTER III.

1849-1850.

PREPARATION FOR ARRIVAL OF SETTLERS.

Choice of site for Capital—Origin of names of Christchurch and Avon—Mr. Edward Jollie's survey work—Planning Christchurch—Naming the streets—Canterbury Association's Charter—Arrival of Mr. Godley, and his first impressions—Work stopped for want of funds—Difficulties in London—Small area of land only applied for—Surrender of its Charter by New Zealand Company—Society of Canterbury Colonists—"Canterbury Papers"—Riccarton.

Captain Thomas arrived at Port Cooper in July, 1849. His first proposal was to establish Christchurch, the capital city, at the head of the harbour on the flat ground beyond Governor's Bay. Port Lyttelton was to be further up the harbour than it is at present, near the Maori Settlement of Raupaki. The present site of Christchurch was to be occupied by a subordinate town, to be named Stratford. All this is shown in a map prepared at the time, in which the harbour of Lyttelton is named "Port Victoria," and a road marked connecting the proposed sites of Christchurch and Stratford via Dyer's Pass. But after a more deliberate survey, it was recognised that the town on the Avon, commanding the trade of the Canterbury Plains, was likely to become the principal

centre of population, and it was finally decided to make it the capital of the province.

There has been some controversy respecting the origin of the choice of "Christchurch" as the name of the capital city of Canterbury. The accidental coincidence that Christchurch in Hampshire is also situated on a river Avon seems to have started a theory that the New Zealand Christchurch was named after this city. Archdeacon Harper, writing on Christmas Day, 1856, immediately after landing, endorsed this theory. He wrote:—"Through the site of the town, the river Avon, so called from the river at Christchurch, in Hampshire, winds its picturesque course." But there can be no doubt that the combination of the two names in Canterbury was quite fortuitous. Captain Thomas, as we have seen, at first proposed to place Christchurch at the head of Port Lyttelton, where there was no river. He proposed to place a subordinate town on the Avon (already named), where Christchurch now stands, and to call it Stratford—the association obviously being with quite a different Avon, Shakespeare's Warwickshire stream. The Canterbury Avon was named by the brothers Deans, after the Lanarkshire stream which formed the boundary of their grandfather's estate in Ayrshire. There seems to be ample evidence on this point, the most conclusive being a letter written by Mr. John Deans to his father (January 20, 1849), in which he said, "Captain Thomas has fixed on this place as the site of the Canterbury settlement. . . The river up which we now bring our supplies is to be called the Avon at our request, and our place Riccarton."

Neither does there appear to be any sound reason for assuming that Christchurch was named after the Hampshire city. It might, indeed, be more plausibly suggested that the capital of the Province of Canterbury was called after the patron Saint of Canterbury Cathedral, which was consecrated in A.D. 597 by

S. Augustine, under the name of Christ Church. But the circumstantial evidence in favour of its being called after Christ Church, Oxford, is very strong. The foundation of the Canterbury Association was largely a Christ Church, Oxford, movement. Mr. Godley was a Christ Church man, and naturally drew round him many of his old College friends. Moreover, the plan of the Canterbury Association included a Cathedral and a College in the centre of the capital city, the two to be closely associated in one enclosure (Cathedral Square), evidently modelled on the same lines as Christ Church, Oxford. "The House," as Christ Church is commonly called, besides being numerically the largest College in Oxford, is unique in possessing a cathedral within its gates, the smallest in England, founded in the eighth century by Saint Frideswide. The college was founded by Cardinal Wolsey, and in 1546, Henry VIII. established the composite foundation under which the church of Saint Frideswide became both the Cathedral of the diocese and the College Chapel. Taken together, these points seem to afford strong presumptive evidence of the Oxford sponsorship.

Shortly after his arrival at Port Cooper, Captain Thomas sent for Mr. Edward Jollie to join him. The two men had met in Otago in 1846, where they had been engaged in surveying for the Otago Association. They had met again in Nelson in November, 1848, when it was arranged that as soon as a site for the new settlement had been selected, Mr. Jollie should join the survey party. He came out originally as a cadet to the New Zealand Company in 1841, and had had varied colonial experience, including survey work and sheep farming, the latter in conjunction with his brother in Nelson. The following notes of his early work in Canterbury are mainly based on an account contributed by Mr. Jollie to the Jubilee number of the Christchurch "Weekly Press" (December 15, 1900).

He arrived in Lyttelton on August 12, 1849, and three days later set to work on the survey of that town. On the completion of this task, he started, in October, 1849, to prepare a similar survey for the proposed town of Sumner. There is an old map still extant at the Land Office, Christchurch, prepared by him in November, 1849, and signed by Captain Thomas, on which are recorded the names proposed to be given to the streets of that town, but Sumner was afterwards abandoned, and the land thrown open for rural selection.

At the end of the year, Mr. Jollie was sent to the plains to survey the capital city, Christchurch. He took the place of another surveyor, a Mr. Scroggs, who was resigning from the service of the Association to return to England. "I lived in Scroggs' grass house at 'The Bricks,' and the six men who were with me, in a weatherboard hut close by. The day was, of course, spent in work, and in the evening I had eel-fishing, pig-hunting, or quail-shooting in the neighbourhood. Quails were plentiful, and I shot many on what is now the site of Christchurch. My nearest neighbours were Cass, who had a house at Riccarton Bush, and the two Deanses, who had sheep and cattle, and a good house and garden at Riccarton. There were, in fact, no other people on the plains."

"The Bricks" was a landing place on the south bank of the Avon, at a point close to the present Barbadoes Street bridge, opposite the Star and Garter Hotel. When the Deans brothers were establishing the first permanent settlement upon the plains, as described later, they conveyed their goods up the Avon in a whaleboat. A cargo of bricks was brought as far as possible by that means, but had to be unloaded when shallow water was reached. The spot chosen for the landing became known as "The Bricks." Afterwards a small wooden wharf was constructed there, and was used by the pioneer settlers when they were transporting

their belongings from the ships in Lyttelton to their homes in the new settlement.

Mr. Jollie's plan of Christchurch was then prepared, and approved by Captain Thomas, "except as to one or two parts in which I had indulged in a little ornamentation, such as crescents. These were pronounced 'gingerbread,' and I was not sorry to give them up for something more practical; but Thomas made one change which I have always regretted. I had proposed that several of the streets, instead of being one chain wide, should be wide enough to admit of their being planted with trees. Thomas would not agree to this, but afterwards, when the work was nearly finished, he gave his leave to widen one or two of the principal streets, if it could be done without materially delaying the completion of the survey, but it was then impossible to do it." If Mr. Jollie's plan had been sanctioned, Christchurch would have had several fine boulevards, and we should have been spared the congestion of traffic at the Bank of New Zealand Corner.

Then came the naming of the streets, and Mr. Jollie's narrative presents a quaint picture of the baptismal ceremony. The plan was to use the names of the various dioceses of the Church of England. "Thomas, with his gold spectacles on, and a 'Peerage' in his hand, read out a name that he fancied, and if he thought it sounded well, and I also thought so, it was written on the map. The Lyttelton map was the first that was finished, and the first dealt with. Sumner followed. The result was that these two towns had used up most of the tip-top English titles, and for Christchurch, which came last, there was scarcely anything left but Ireland and the colonies." The names used in Lyttelton were those of Canterbury (for the principal street), Norwich, Exeter, London, Oxford, Ripon, St. Davids, Winchester and Dublin. At Sumner (called after the Primate of England, the President of the Canterbury Association),

the name of "York" was given to the water frontage running from the Cave Rock to the Baths; the other names were those of Ely, Carlisle, Rochester, Bristol, Wells and Newcastle.

It is regrettable that greater discrimination was not used in the choice of names for the streets of the capital city. It is difficult, for instance, to understand how the main thoroughfare, that on which the Cathedral afterwards faced, came to be named Colombo Street, while such a name as "Chichester" was overlooked. Old Welsh "Llandaff," and, if no other dioceses were available, the ancient deaneries of Westminster and Windsor might well have taken precedence over Barbadoes, Madras or Montreal. It must, however, be admitted that in Oxford and Cambridge Terraces, the opposing banks of the river, were well named, and Cranmer and Latimer Squares are quite in keeping with the ecclesiastical character of the settlement. The boundaries of the city, as then laid out, were Salisbury, St. Asaph, Barbadoes and Antigua Streets, on north, south, east and west, respectively, and beyond these came public reserves, which were afterwards sold, extending to the old Town Belts (now known as Bealey, Fitzgerald and Moorhouse Avenues). On the west, lay the main public reserve, our present Hagley Park and Domain Gardens, a splendid heritage and abiding memorial to the foresight of the founders of the city. Hagley Park was called after Lord Lyttelton's seat near Strowbridge, and similarly on the Sumner plan, a "Killegar Park," named after Mr. Godley's birthplace, is shown.

No diagonal streets were provided on Mr. Jollie's plan, and it was not until after the contract had been let for the construction of the Ferry Road that the necessity of a connecting thoroughfare with the North Road was recognised. Hence it is that Victoria and High Streets are non-conformist to the Episcopalian nomenclature.

One more point deserves notice. In the original plan, the whole of Cathedral Square was set aside as one block for ecclesiastical and educational purposes, the idea being to form a Cathedral and College in the same enclosure in the centre of the city. It was, however, considered that the obstruction to city traffic offered by so large a block would be an inconvenience, and provision was afterwards made for streets crossing the Square. The plan was completed on March 18, 1850, and a copy sent to the Association in London.

On November 13, 1849, the Charter of Incorporation was obtained (Canterbury Papers, p. 57), and on December 1 an agreement was entered into between the New Zealand Company and the Canterbury Association. Under this agreement, 2,500,000 acres (instead of the 1,000,000 acres originally contemplated) were to be reserved for the Association for ten years.

The value of the land which the Association undertook to sell within six months was reduced to £100,000, and provision was made for the repayment of the advance for preliminary expenses out of the General Purpose Fund. In other respects, the lines of the "Plan of the Association for forming the Settlement of Canterbury" were followed.

Meanwhile Mr. Godley had been busy organising in London during the whole of 1848, though not then contemplating the part he actually played in the leadership of the settlement. His bent was, in fact, a political career, and had health permitted, he would probably have entered the House of Commons. But in 1849, his health showed signs of giving way, and on January 9, he wrote that he had been ordered by his doctor to the Isle of Wight. Later on in September, he had been warned that he would have to leave England for the winter, and Mr. Wakefield, with whom he had been staying, suggested New Zealand. It was about this time that Mr. Godley became deeply



LYTTELTON IN 1850.

impressed with the necessity of granting real self-government to the colonies, and he left behind him a letter expressing his views on the subject, addressed to Mr. Gladstone, which is worth perusal as evidencing his foresight of the future of the British Colonial Empire. He sailed for New Zealand with his wife and son (he had married in 1846) in the "Lady Nugent," on December 12, 1849), and arrived at Port Cooper on April 12, 1850.

His first impressions of Lyttelton were expressed in a letter to his friend, Mr. Adderley, dated April 22. "On rounding the Bluff aforesaid again I was perfectly astounded at what I saw. One might have supposed that the country had been colonised for years, so settled and busy was the look of its port. In the first place there is what the Yankees would call a 'splendid' jetty, from thence a wide, beaten-looking road leads up the hill, and turns off through a deep cutting to the eastward. On each side of the road there are houses scattered, to the number of about twenty-five, including two 'hotels,' and a custom-house! (in the shape of a weather-boarded hut certainly, but still a custom-house). In a square railed off close to the jetty are four excellent houses, intended for emigrants' barracks, with a cook-house in the centre. Next to the square comes a small house, which Thomas inhabits himself, and which is destined for an agent's office; behind this, divided from it by a plot of ground intended for a garden, stands a stately edifice, which was introduced in due form to us as 'our house.' . . . The (Summer) road is a tremendous piece of work on the harbour side, great part of it being carried through solid rock, which can only be removed by blasting. . . . The line, to my unprofessional eye, seems very well engineered, being nowhere steeper than one in twenty."

But Mr. Godley was bitterly disappointed to find that the £20,000 credit had been overspent by nearly £4,000, and accused Captain Thomas of extravagance in too

much building, and in employing an architect while the road to the plains was still incomplete. He fully recognised Captain Thomas's good qualities, a "rough, vigorous, determined" man, capable of dealing with the classes of labour available, and his letter continued:—

"However, Thomas has so evidently done his best, has spared himself so little, and has evinced so much zeal, that I thought it would be cruel, as well as useless, to find fault with him, except in the mildest form for his errors in judgment." Referring to Thomas's new plan of surveying, he said: "It is very cheap, not more, he assures me, than five farthings an acre for the whole district, and very accurate and satisfactory. The colonial surveyors who began by disapproving have all read their recantation; and Captain Stokes,* of the 'Acheron,' a most competent judge, has told me that he 'has seen nothing south of the Line' to equal the maps Thomas has shown him. He has triangulated about 700,000 acres, and promises that by July the maps of at least 300,000 acres of the best agricultural land will have been completed in detail."

In justice to Captain Thomas, it should be remembered that he was placed in a difficult position. At the time his credit of £20,000 was established, it was expected that the site of the settlement would be in the Wairarapa, where there would have been no Sumner Road or jetty to cost money. His choice of a site was undoubtedly wise, but involved expenditure beyond that contemplated. There were no telegrams then, and it would have taken at least eight months to obtain a remittance. His choice lay between stopping preparations for the settlers, who might arrive at any time, or accepting the advance offered

*Captain (afterwards Admiral) John Lort Stokes, of H.M.S. "Acheron," was engaged in survey work on the New Zealand coast, November, 1848, to March, 1851. He had had eighteen years' previous experience on the survey ship "Beagle," rendered famous by Darwin's "Voyage of a Naturalist Round the World."

by the agent of the New Zealand Company. He chose the latter, and who shall blame him?

The work represented by his expenditure, according to his report to Mr. Godley, dated May 15, 1850, included the trigonometrical survey of 6/700,000 acres, the topographical survey of about 300,000 acres, the formation of a portion of the road to Sumner, the building of a jetty 150 feet long, of emigration barracks, boathouse, boatshed, agent's house, Association's offices, and the store at Sumner. Considering the difficulties of obtaining labour—carpenters were brought from Tasmania, and Maoris as labourers from Wellington—Captain Thomas must surely be held to have shown good value for the money he had spent.

Pending the receipt of remittances from England, Mr. Godley decided to suspend further operations, and, having nothing to require his supervision, continued in the "Lady Nugent," sailing two days later for Wellington, where he judged he could be of more use by getting into touch with Mr. Fox, the principal agent of the New Zealand Company, and other prominent men in the colony.

While matters in the colony are thus brought to a standstill, let us see how the affairs of the Association are advancing in London.

The agreement with the New Zealand Company contained a stipulation that at least £100,000 worth of land should be sold within the first six months, otherwise the contract would be void. When, therefore, in January, 1850, the Canterbury Association began to offer its land, a Clause (No. 28) was inserted in the conditions of sale which ran as follows:—"In case, through any unforeseen circumstances, it should be determined on or before the 30th April, 1850, that the enterprise of the Association should not proceed, all deposits and purchase money previously paid will be returned in full." This clause, though necessary for the protection of the Association,

gave offence to the Committee of Management of the intending colonists, who protested against "the general uncertainty of your going on with your undertaking."

Lord Lyttelton and others again came to the assistance of the Association by giving their personal guarantee to make good any deficiency in the event of the land sales failing to reach the agreed minimum. This arrangement was accepted by the New Zealand Company, and on April 16 the objectionable clause (No. 28) was withdrawn, and the time for receipt of applications extended to June 30.

But when the tenders were opened on July 1 it was found that only 8650 acres had been applied for. To add to the troubles of the Association, four days later, on July 5, the New Zealand Company closed its career, and surrendered its charter to the Government, invalidating thereby the agreement it had made with the Association. The emergency was met mainly by the exertions of Mr. Henry Sewell, M.P., the Deputy-Chairman of the Association, who, in spite of the late period of the session, succeeded in August in passing through Parliament an Act (Victoria 13 and 14 C. 70) granting the Association from the Crown similar privileges to those it had enjoyed under the New Zealand Company's agreement.

In spite of the discouragement caused by the small quantity of land applied for, the officers of the Association decided to persevere. On August 30, additional land, to the amount of 4,500 acres was applied for and sold, and the arrangements for the embarkation of the "pilgrims" continued. The Committee of Management of intending colonists has been referred to, and as this body, under a different name, continued its existence in the colony, and took an active part in public affairs during the early years of the settlement, it should be noticed here. The policy of the Association was to do all in its power to promote sympathy and good-fellowship amongst its little band of pioneer settlers. With

this object, the Association provided a set of rooms in the "Adelphi," known as the Colonists' Rooms, as a common meeting-place for the future pilgrims. A recollection of these rooms no doubt lingered long in the memory of many as the scene of first acquaintanceships, to ripen afterwards into life-long friendship. In these rooms, on April 25, 1849 (Canterbury Papers, p. 112), the Society of Canterbury Colonists was formed, and rules adopted, Mr. W. Guise Brittan being Chairman of the meeting. The Association had its own organ, the "Canterbury Papers," which preserved a record of the proceedings of the Society. We can there read how on July 4, 1850, a Constitution, drafted by Mr. J. E. FitzGerald, afterwards first Superintendent of Canterbury, was unanimously adopted. This constitution was somewhat exclusive; only land purchasers could be enrolled as members, and only those land purchasers who were to sail in the first four ships or had previously sailed. A Council was to be elected to conduct the affairs of the Society until the departure for New Zealand, and then to adjourn to meet again in Canterbury as soon as two-thirds of its members had arrived there. The last clause of the constitution ran as follows—"The new Council shall be entrusted with the conduct of all negotiations on the part of the colonists with the Association and with the Government." Mr. FitzGerald's object in framing a constitution was evidently to provide the Canterbury settlers with the nearest approach possible to representative government. This was particularly desirable on account of a minute of the Committee of the Canterbury Association (see Canterbury Papers, p. 108) dated May 24, 1850. In this minute, while the Association confidently anticipated the fulfilment of the promise of the Government to constitute a separate province and grant local government, it recognised that an interval must elapse before this could take place, and during that interval the Committee proposed that all communications

between the settlers and the Association should be made through Mr. Godley, the Chief Agent of the Association, acting with the Bishop of the settlement. It was clear then, that the provision of a representative committee to speak on behalf of the colonists was very desirable.

The following were the names of the members of the first Committee, many of whom were afterwards well known in Canterbury:—

W. G. Brittan (Chairman), Lieut.-Col. Campbell, James Edward FitzGerald, George Lee, Charles Maunsell, Henry Phillips, John Watts Russell, Henry Sewell, Henry John Tancred, James Townsend, Felix Wakefield, E. R. Ward. Of these, Mr. Lee was unable to sail in one of the first ships, and Mr. Sewell found that his duties as Vice-Chairman of the Association would engross the whole of his time. Their places on the Committee were taken by Mr. Thomas Cholmondeley and Henry Savage, M.D.

About a month after the election of this Committee, the embarkation took place. The "Randolph," "Charlotte Jane," "Sir George Seymour," and "Cressy," lay close together in the East India Dock, Blackwall, and on July 30 a public breakfast was given on board the "Randolph" to the departing colonists. On Sunday, September 1, a special service was held at S. Paul's Cathedral, the sermon being preached by the Archbishop of Canterbury, the President of the Association. The "Randolph," the "Charlotte Jane" and the "Cressy" sailed from Plymouth on September 7, and the "Sir George Seymour" on the following day.

Before recording the arrival of the Colonists at Lyttelton, the story of the only settlement then existing on the Canterbury Plains should be told.

There had been earlier settlements by whalers on Banks Peninsula, but the first attempt at real cultivation on the plains was made by Mr. James Heriot, representing Messrs. Abercrombie and Co., of Sydney, who landed

DEPARTURE of the MAIN OF CANTERBURY COLONIST FOR 1851.



Under the Management of the CANTERBURY ASSOCIATION incorporated
by Royal Charter, 13th November, 1849.

THE ARCHBISHOP OF CANTERBURY, President.

The Archbishop of Dublin
The Duke of Devonshire, &c.
The Viscount of Epsom
The Earl of Harrowood
Thomas Wardle, M.P.
The Bishop of London
The Bishop of Worcester
The Bishop of Exeter
The Bishop of Ripon
The Bishop of St. David's
The Bishop of Oxford

Lord Lubbock
Lord Woodhouse
Lord Ashley, M.P.
Lord J. B. Sherrin, M.P.
Lord J. Worsley, M.P.
Sir W. Macarty, Bart., M.P.
Sir W. Stansfeld, Bart.
Sir John Stansfeld, Bart.
Sir John Lubbock, Bart.
Sir John Lubbock, Bart.
Sir John Lubbock, Bart.
Sir John Lubbock, Bart.

W. H. Pate Esq. Esq. M.P.
W. Forsyth Esq.
The Archbishop of Armagh
B. Dr. Hank
C. Hank Esq.
Mr. H. W. Maddock
J. Maddock Esq. M.P.
Mr. J. T. T. T.
Mr. H. C. T. T.
W. H. P. Esq. Esq.
F. H. W. Esq. M.P.
Honorable Archdeacon W. H. H.

COMMITTEE OF MANAGEMENT. LORD LYTELTON, Chairman.

The Duke of Devonshire
The Bishop of Exeter
Lord Brough, M.P.
Lord J. B. Sherrin, M.P.
Lord J. Worsley, M.P.
Sir W. Macarty, Bart.
Sir John Stansfeld, Bart.
Sir John Lubbock, Bart.
Sir John Lubbock, Bart.

Mr. F. Charles, M.P.
Thomas James Cook, Esq. M.P.
Mr. E. Charles
Mr. E. H. Charles
Edward H. Charles, Esq.
Mr. E. H. Charles
John H. Charles, Esq.
Edward H. Charles, Esq.
F. H. Charles, Esq.

G. H. Charles, Esq.
J. Charles, Esq.
J. Charles, Esq. M.P.
Edmund Charles, Esq.
Mr. Charles H. Charles
Charles H. Charles
Charles H. Charles
Mr. Charles H. Charles

ECCLESIASTICAL AND EDUCATIONAL COMY THE BISHOP OF NORWICH.

The Reverend James Cook, Esq. M.P.
The Reverend James Cook, Esq. M.P.
The Reverend James Cook, Esq. M.P.
The Reverend James Cook, Esq. M.P.
The Reverend James Cook, Esq. M.P.
The Reverend James Cook, Esq. M.P.
The Reverend James Cook, Esq. M.P.
The Reverend James Cook, Esq. M.P.
The Reverend James Cook, Esq. M.P.

**The First-Class Ships, "DOMINION," "584 T"
BANGALORE 877 Tons Reg. & "LADY NUGEN"**

Information relating to Passage in the Ship "The Dominion," on the 10th of the Month of December, 1850, will be given on board the ship at the moment of her departure. The Dominion will depart on the 10th of the Month of December, 1850, and will arrive at the Port of London on the 15th of the Month of January, 1851. The Dominion will be commanded by Captain J. H. Charles, and will have on board a full complement of officers and crew. The Dominion will be a first-class ship, and will be fitted out in every respect for the service of the East India Company. The Dominion will be a first-class ship, and will be fitted out in every respect for the service of the East India Company. The Dominion will be a first-class ship, and will be fitted out in every respect for the service of the East India Company.

A Form of 18 pages, entitled "Notes for the Dominion," will be given on board the ship at the moment of her departure. This Form will contain a full description of the ship, and will also contain a list of the names of the officers and crew. This Form will be given to the passengers on board the ship, and will be kept in return by the passengers on board the ship.

SAMPLE OF POSTER ISSUED IN LONDON CALLING ATTENTION TO THE SAILING OF THE CANTERBURY ASSOCIATION'S VESSELS.

on April 7, 1840, at Otahoa, near the outlet of Lake Forsyth, and brought two assistants. Mr. Heriot's object was to grow wheat for the Sydney firm, and the land he selected for the purpose was situated at Potoringamutu (a Maori name meaning the place of an echo), afterwards named Riccarton by the Deans brothers. The journey from Otahoa was accomplished in a bullock waggon, along the beach to Taumutu, and thence through the present site of Southbridge. Soon afterwards Messrs. Abercrombie and Co. failed, and Mr. Heriot returned to Sydney, but one of his assistants, Mr. Malcolm McKinnon, remained behind and attempted to continue the settlement single-handed. The task proved too heavy for him, and in March, 1841, he gave it up and removed to Akaroa.

It was in 1843 that the Deans brothers took up the land at Riccarton, which has ever since remained in the occupation of their family. William, the elder brother, came to Wellington in the "Aurora" in 1840, and was followed by John, who landed in Nelson from the "Thomas Harrison," October 25, 1842. Each of the brothers had purchased "scrip" from the New Zealand Company in London, to be exchanged for grants of land in the colony. Like many other colonists, the Deans were dissatisfied with the choice of land offered them. Most of the country round Wellington was then covered with heavy bush, and there was also the danger arising from the rival land claims made by different tribes of Maoris. Mr. William Deans had visited the Port Cooper Plains with Captain Danniell in 1841, as mentioned in an earlier chapter, and had been impressed by the great possibilities for successful settlement which so large a tract of open country afforded. He therefore persuaded his brother to join with him in forming a settlement at Potoringamutu. The Port Cooper Plains were not at that time open for land selection, and the brothers had to take their chance of being able, later on, to secure

a title to the land on which they were about to settle; but they had the support of the Government, which instructed Mr. Robinson, the Magistrate at Akaroa, to facilitate their settlement.

Mr. William Deans sailed from Wellington on February 11, 1843, in Mr. Sinclair's 30-ton schooner, and reached Port Levy ten days later. He brought with him two assistants, Messrs. Gebbie and Manson, and their families. From Port Levy the journey was continued in a whale-boat as far as "The Bricks," and then by canoe to a large pool at the gully west of the present Hospital. Here the party disembarked and completed the journey to Potoringamutu on foot.

Mr. William Deans had brought with him the framework of a house, but the nails had been left behind, and their place had to be taken by wooden pegs. The substitution did not affect the stability of the building, for it remained standing till 1890*. The name of Riccarton was given to the settlement after the home of the Deans family in Ayrshire. Mr. John Deans joined his brother at Riccarton in the following June, arriving from Sydney where he had gone to buy stock. He brought with him a number of valuable animals, and succeeded in landing them all safely.

It was some years before a title could be obtained for the land, but in 1848 Colonel Wakefield sent Mr. Alfred Wills to inspect the property. The following quotation from his report, dated September 21, 1848, will serve to indicate its tenor:—"It may be proper that I should mention that Messrs. Deans have expended a considerable sum in improving their station; an excellent house has been built, also kitchen and several out-buildings, a

*The distinction of being the first house built on the Canterbury Plains was claimed for a two-roomed hut built in 1840, in Hagley Park, for Mr. Pollard, a surveyor. This building was removed in 1852 to the back of the old Gaiety Theatre, and was afterwards used as a laundry for Warner's Hotel.

sheep paddock of more than 500 acres is fenced in and trenched (the tortuous course of two small streams rendering it only necessary to fence one side), and there is a considerable piece of land under the plough. The house, farm buildings, bridge over the little river, etc., have all been substantially erected, and the station generally has all the appearance of a well managed farm, none of the makeshifts usually seen in squatters' locations being visible."

There can be no doubt that Mr. Willis's report had weight with the agent of the New Zealand Company, and that he wished to encourage such enterprising settlement, but the control of the Port Cooper Plains passed about this time into the hands of the Canterbury Association, and in 1849 Captain Thomas, the agent of that Association caused a survey to be made and a map drawn on which a block of 400 acres at Riccarton was shown as the first estate reserved on the Canterbury Plains. The map was dated August 22, 1849, and signed by Captain Thomas as agent for the Canterbury Association.

For more than seventy years the Riccarton Bush remained the property of the Deans family, and very early in that period became the only surviving piece of native bush in the Canterbury Plains—a landmark for miles round. It was carefully preserved by the family, who surrounded it with a shelter belt of English trees, which are now as tall as the native timber, and when some years ago, the old Riccarton homestead had to be rebuilt, the new house was panelled with oak grown on the estate. The preservation of standing bush on such valuable land as that at Riccarton involved a very great pecuniary sacrifice, but it is also on the higher ground of sentiment and old association that Canterbury owes a debt of gratitude to the Deans family.

It only remains to add that in 1914, the Riccarton Bush, comprising nearly sixteen acres, was presented by the Deans family, a free gift to the Mayor of Christ-

church as the representative of the people of Canterbury, and an Act was passed by the General Assembly vesting the property in a Board of Trustees, on which it was provided that the family should be represented.

All accounts agree in grateful acknowledgment of the kindness and hospitality extended to early settlers by the brothers Deans at a time when such help was greatly needed.

Mr. William Deans was drowned at sea, near Wellington, on July 23, 1851. Mr. John Deans went Home in 1852, married, and returned with his wife, by the "Minerva," arriving on February 2, 1853. He died on June 23 of the same year, leaving one son, the late Mr. John Deans, of Riccarton.

Mrs. John Deans (senr.) wrote some memoirs of early Riccarton, from which some of the above story has been taken.

CHAPTER IV.

1850-1851.

ARRIVAL OF CANTERBURY PILGRIMS.

“ I hear the tread of Pioneers
Of nations yet to be;
The first low wash of waves, where soon
Shall roll a human sea.”

J. G. WHITTIER.

Arrival of “ First Four Ships ”—Welcomed by Governor Grey and by Mr. Godley—Meeting of Society of Land Purchasers—Choice of site for capital—Bishop Selwyn—The “ Lyttelton Times ”—Dr. Jackson, the Bishop-Designate—Allotment of lands and choice of sections—St. Michael’s Church—Squatting Regulations.

News had been brought by the “ Phœbe Dunbar ” in November of the intended date of sailing of the first four ships, and on Monday, December 16, 1850, His Excellency the Governor and Lady Grey, who had arrived in H.M.S. “ Fly,” were waiting to welcome the Pilgrims. On that day Mr. Godley, standing on the shores of Lyttelton, witnessed the realisation of his dream. The “ Charlotte Jane ” was the first ship to arrive, casting anchor about 10 o’clock in the morning, after a voyage of one hundred days. The “ Randolph ” followed about 5 o’clock in the evening of the same day, and next morning, the “ Sir George Seymour ” arrived.

The "Cressy" was later, and did not reach Lyttelton till December 27.

During the long voyage only two of the four vessels had spoken each other, the "Randolph" and the "Sir George Seymour, and their meeting in mid-ocean was marked by a curious incident. One of the "Randolph's" passengers, Mr. Cyrus Davy, who had missed his passage and had been taken on by the "Sir George Seymour," was transferred to the former ship and enabled to rejoin his luggage.

When the first boat from the "Charlotte Jane" came alongside the jetty, Mr. FitzGerald was in the bows ready to spring ashore, and succeeded in securing the honour of being the first Pilgrim to set foot in Canterbury. He was closely followed by Dr. Barker. Mr. S. C. Farr, who had come over from Akaroa to greet the new arrivals, witnessed the incident, and sixty years later was still able to recall the green velvet coat, breeches, and gaiters with mother of pearl buttons, which constituted the landing suit of the first Superintendent.

The colonists were welcomed by His Excellency, who modified the Customs regulations to enable them to land their personal belongings free of duty, and made some necessary appointments. Mr. Godley, in addition to his other responsibilities, became Resident Magistrate and Commissioner of Crown Lands. Mr. FitzGerald was appointed Emigration Agent, and Mr. W. G. Brittan was selected to take charge of the Land Office

The colonists were fortunate in experiencing a spell of glorious weather for their disembarkation. But for this, the almost simultaneous arrival of three ships would have put a severe strain on the accommodation and transport facilities provided. All heavy luggage had to be transported to Christchurch by water, viâ Sumner and up the river to "The Bricks." The Pilgrims crossed the bridle track on foot, carrying with them their lighter personal belongings, and then had to flounder through

the swamps between the foot of the hills and Christchurch.

Many accounts of that pilgrimage have come down to us, and of the varied impression created by the first view of the "promised land" as seen from the summit. The Riccarton and Papanui bushes were the most noticeable features, with the Rangiora bush visible in the distance. To the east and north of Christchurch were great stretches of raupo swamp and of sandhills. The late Mr. George Robert Hart, for many years chief reporter for the "Press," has left in "Stray Leaves from the Early History of Canterbury," a description of the Christchurch of 1851. Mr. Hart came out as a boy with his parents in the "Cressy." His father pitched his tent (a ship's sail) on the site of the present White Hart Hotel.

Christchurch was then a waste of high fern and tutu, through which the surveyors had cut rough tracks. Indeed, a year later it is said that a new arrival lost his way amongst the scrub in Cathedral Square and was found plaintively asking to be shown the way to Christchurch. Behind the White Hart, in Lichfield Street, was a raupo swamp, another to the east extended nearly to the present Lancaster Park. These areas were the haunts of swarms of ducks and pukaki. Running diagonally across the site of the city was a deep gully, carrying water in winter time too deep to be forded. This gully left the river near St. Michael's Church—it can still be seen in the vicarage gardens—crossed Cashel Street, passed near the Bank of New Zealand Corner, through Dr. Prins' garden, where the Canterbury Hall now stands, and flowed back into the river near the Manchester Street bridge.

We shall come later to the first selection of sections by the settlers. In the first instance, each man pitched his camp where he pleased, cutting down the fern and tutu to make a clearing, and it happened that the first group of buildings grew up near "The Bricks" wharf

which was the landing place for goods transhipped from Lyttelton.

Another centre was formed by the Land Office on the site of the present Municipal Buildings, also on the river, and nearby in Worcester Street, Dr. Barker, to whom we are indebted for a fine collection of early photographs, pitched his tent. The accidental grouping of settlement round these two centres was typical of the time. The city had certainly been planned—on paper—and there were tracks cut to indicate the lines of some of the streets; apart from this, the land was a waste of sand, fern and scrub, crossed by a waterlogged gully. He would have been a prophet indeed who could have foretold where the main channels of commerce would be established.

There was at that time some confusion between the names of Christchurch and Lyttelton. The Association had chosen the name of Christchurch for its capital city, but the Colonists' Society in London had carried a resolution asking that the capital should be called Lyttelton, to which the Association had somewhat reluctantly consented. Mr. Godley had never acquiesced in the change, and the names remained on the maps as we know them to-day. The confusion of names was only temporary, and as the old names were ultimately retained, it need not be further referred to.

But the far more important question had to be decided whether the capital city should be at the port or on the plains. The Committee of the Canterbury Association in London favoured the port as the seat of the capital, but left the decision to the settlers. The following is an extract from the despatch to Mr. Godley dated London, September 7, 1850 (Canterbury Papers, p. 200):—

“By the terms of purchase the first body of colonists are entitled to half-acre allotments in the capital, or to quarter-acre allotments in other towns. You will, therefore, be under the necessity of determining the site

of the capital at once. Some difference of opinion has been expressed among the intending colonists on this subject. Of course, such opinions, formed in ignorance of local circumstances, cannot be regarded as at present entitled to much consideration. But I call your attention especially to the circumstance, that the question of the site of the capital has been considered, at all times, as one upon which the opinion of the Land Purchasers in the Colony themselves (to be ascertained by you in the best form which may be practicable) ought to exercise an important influence. Apart from a positive engagement with them to that effect, reasons of policy would lead to the same conclusion, it being in the highest degree important that in the first infancy of the settlement, no discontent or disappointment should be felt by them on such a point."

* * * * *

"So far as any opinion has been formed here upon the question, it appears generally favourable to the adoption of Port Lyttelton as the capital. As a principle, the Committee think that it would be improper to fix the site elsewhere than at the natural point of conflux of the population, which must at first, as they imagine, concentrate itself round Port Lyttelton."

Mr. Godley referred the matter to "the Society of Land Purchasers" (as the Society of "Canterbury Colonists" was now called), and a general meeting was held on December 20, at Lyttelton, and presided over by Mr. W. G. Brittan, and the following resolution was carried unanimously:—

"That this meeting is of opinion that of the two sites offered to their selection by the Association for the capital, that marked on the map by the name of Christchurch is the more eligible, and that Mr. Godley be accordingly requested to declare immediately that the capital of the settlement will be fixed at that site." The resolution was forwarded to Mr. Godley, and he, on

December 24, gave his written consent.

While on the subject of the Land Purchasers' Society, it may be convenient to refer to a letter dated January 27, 1851, addressed to the Hon. J. Stuart Wortley, Honorary Secretary of the Council of the Society, in which Mr. Godley expressed his general intention to be largely guided by the wishes of that Society: "So long," to quote his own words, "as I shall be satisfied that your body does really and adequately represent the land purchasers of the settlement." To meet this proviso, the Council decided to resign the trust confided to them into the "hands of the general body of colonists," and another election was held, at which the following Council was elected:—

Messrs. W. G. Brittan (*), Burke, T. Cholmondeley (*), Dampier, W. Deans, J. E. FitzGerald (*), Longden, H. Phillips (*), J. Watts Russell (*), H. Tancred (*), J. Townsend (*), E. R. Ward (*).

This Council was not altogether a happy family, and went through at least one "crisis," but fortunately it included in its membership several men of sterling character, who carried it through its difficulties with credit and discretion.

With the opening of the New Year came Bishop Selwyn, almost a "first footer," according to a pleasant Scottish phrase, to pay his first pastoral visit to Canterbury. The Bishop arrived on January 3, from Wellington in his own schooner, the "Undine" of 40 tons burden. He sailed the little craft himself, navigating the rough water from the North Cape to the Auckland Islands, which were both included in his immense diocese. George Augustus Selwyn was a very notable figure in early New Zealand history; the last and one of the greatest of the missionaries. He was born in 1809, and educated at Eton and Cambridge. He took a good degree in classics, and rowed in the first Oxford and

*Re-elected.

Cambridge boat race. He possessed the "mens sana in corpore sano," and, as Mr. Gisborne said of him, he almost delighted in danger and privation. His thorough knowledge of their language enabled him to gain a great influence over the Maoris.

The Bishop officiated on the following Sunday. Dean Jacobs was present at the service, which was held in the loft above one of the Canterbury Association's goods stores. The loft was reached by a ladder, and the seating accommodation was provided by planks resting on sugar barrels. The Bishop only remained four days in Lyttelton, and on January 7, after addressing a meeting of colonists, he set sail in his schooner for the Chatham Islands, Otago and the Auckland Islands, but arranged to return in February to meet Dr. Jackson, the Bishop-designate.

On Saturday, January 11, 1851, appeared the first (weekly) number of the "Lyttelton Times," a journal which has shared the fortunes and fought the battles of the Canterbury Settlement up to the present date. Mr. FitzGerald very ably filled the position of editor, and Mr. Shrimpton, an Oxford printer, took charge of the mechanical department.

The "Lyttelton Times" became at once an important part of the young settlement's institutions. "As long as there is but one public journal in a colony," said the introductory leading article, "we hold it to be the duty of the editor to avoid, above all things, making it exclusively the organ of any particular party. He ought so far to consult the public good as to make his journal a means for enabling parties or individuals to lay their views before their fellow-countrymen, and his columns ought to be equally and liberally open to all. Indeed, a far deeper responsibility lies upon us to give this means of expression to our fellow-colonists, so that our journal may fairly and faithfully represent the mind of the whole community, from the consideration

that we are living at present under a government which affords the colonists no legitimate and constitutional mode of stating their opinions upon questions of public interest such as they would possess under a representative government, and such as they themselves enjoyed up to the moment they left their native shores."

The article went on to state that the "Lyttelton Times" was "wholly independent of the Canterbury Association," and recognised "no allegiance to the Council of Colonists. Still less can we be accused of submitting to any influence from the Government of New Zealand. Our anxious wish is that the 'Lyttelton Times' should be the organ of the settlement and of the settlers, in the most extended sense, and that it may be conducted in such a manner as to be so regarded by our fellow-colonists."

Only two lines of general policy were laid down—the first being a general support of the principles on which the colony had been founded, and the second to insist upon the introduction of a constitution "in which the great principle of British law shall be recognised to the full, that no Englishman shall be taxed without his consent, signified by his representatives."

The new journal was welcomed by the London "Times" of July 5, 1851, in a kindly and appreciative article:—

"A slice of England cut from top to bottom was despatched in September last to the Antipodes."

It was "a deliberate, long considered, solemn and devoted pilgrimage to a temple, erected by nature for the good of all-comers, blessed with strong limbs and courageous hearts.

"Between deck and keel were the elements of a college, the contents of a public library, the machinery for a bank, and the constituent parts of a constitutional government. It is superfluous to say that the enterprising voyagers took on board with them type, a press,

and editor, a reporter, pens, ink and paper, and a determined resolution to start a journal for the enlightened public of New Zealand, at the very earliest opportunity.

"It is certainly not a matter of astonishment that the Canterbury settlers should settle upon an organ half an hour after they were fortunate enough to reach a distant home; but it is really worthy of remark and admiration that all the conditions of a highly influential journal should present itself in an instant to an anti-podean contemporary on a desert coast, quite as readily as to the journalist in the centre of this ever busy city. It is difficult to glance at the first number of the 'Lyttelton Times,' now before us, and associate its existence with a community not a month old. So far from being ashamed at our namesake, we are positively proud of his acquaintance, and envious of his power. If the editor can create so much out of nothing, what would he make of such a breeding heap as this of London?"

This article was reproduced in the "Lyttelton Times" of November 22, 1851. The delay gives some idea of the time occupied in the conveyance of mails in those early days.

The next event of importance was the arrival on February 7, of Dr. Thomas Jackson, the Bishop-designate of the Canterbury Settlement, with his wife and family. Dr Jackson arrived in the "Castle Eden" with 200 more colonists. He had been selected by the Canterbury Association as its first Bishop, and had assisted the cause of the Association in England. It had been intended that he should have been consecrated before sailing, but as explained by Lord Lyttelton (at the farewell banquet on board the "Randolph"), an unforeseen obstacle had been encountered. (Canterbury Papers, p. 177):—

"The existing diocese of New Zealand was consecrated some years ago, and was founded on terms so unusually large, and giving most complete possession

of the colony to the Bishop, that it was the opinion of the law office of the Crown that it was impossible to make a new diocese without the Bishop's consent. This was a mere matter of form, as the Bishop was not only willing, but anxious that the new diocese should be formed."

Bishop Selwyn returned from the Auckland Islands to welcome the Bishop-designate, and wished the latter to go to Sydney to be consecrated, but Dr. Jackson preferred to return to England, and after a stay of only a few weeks, left Lyttelton on March 15, it being then anticipated that he would be consecrated in London and return to the diocese. This expectation was not fulfilled; Dr. Jackson resigned his appointment and accepted a living in England.

Dean Jacobs, who had been chosen by Dr. Jackson in England to take charge of Christ's College, and may, therefore, be considered a friendly critic, said of him:—

"A talented and amiable man, unquestionably, but one whom his best friends would probably not consider by nature qualified for the work of a colonial Bishop."

We now come to an important act of colonisation—the allotment of land to the settlers. This event took place on Monday and Tuesday, February 17 and 18, at the Land Office, which was then only partially completed. The building stood on the site of the present City Council Chambers. "Outside the scene looked busy enough," said the "Lyttelton Times," of February 22. "Groups of land purchasers, lounging under the verandah, or lying under the luxuriant fern and grass with which the streets of Christchurch are still green, discussed the merits of their selections or their hopes of obtaining favourite spots. Around, horses were tethered and dogs quarrelled; bullocks, dragging timber from the bush, raised dust on the recent track; and the carpenters continued to work on the outside of the building, within which the exciting business of the day was going on.

“Dr. Barker’s tent, which stands immediately opposite the Land Office, and is constructed of an immense studding sail; formerly belonging to the ‘Charlotte Jane,’ was remarkable for its seasonable hospitality; while on the next section an eating-house appeared in the most primitive phase, which such an establishment can assume. A white cloth spread on boards supported joints of mutton and beef, which, together with bread, butter, tea and coffee, formed an excellent repast to those who were unable to obtain the hospitality of friends, or were desirous of patronising the earliest attempt at a place of public entertainment in Christchurch; whilst around the merry party who sat within, some Maori workmen still continued to erect the raupo walls of the house—the building having been begun only that morning.” Amongst those present, were Mr. Godley, Mr. W. G. Brittan (in charge of the Land Department), Mr. T. Cass, who had succeeded Captain Thomas as Chief Surveyor, and Messrs. Edward Jollie, Torlesse and Boys, surveyors, the latter officers to assist the purchasers in the identification of the sections they desired to select. There were 106 land orders to be dealt with, and the names of purchasers were called in order of priority as previously determined by ballot, each colonist pointing out on the map the section he desired to obtain. Fifty sections were allotted the first day, and the remainder on the following one. The rural sections were in most cases 50 or 100 acres in area.

The first rural selection, numbered 1, was made by Maria Somes, 50 acres in the Lyttelton district, commencing at Jackson Street; Number 2 fell to Felix Wakefield, 100 acres in “Sumner Bay,” and Number 3 to Ann Bowen, a sister of Mr. Charles Bowen, 50 acres in Papanui Wood. The land orders for rural land carried in each case the right to a town section, the same order of priority being observed. All the first selections were made in Lyttelton, mostly along Norwich

Quay, which then fronted on the sea. Of the three above-named, for instance, Maria Somes with first choice, selected a section at the corner of Norwich Quay and Oxford Street. Mrs. Somes was the widow of Mr. Joseph Somes, formerly Chairman of the New Zealand Company. This lady had purchased a land order for 50 acres with the object of founding a scholarship, and the revenue received from this section was afterwards of considerable value to Christ's College. Felix Wakefield and Ann Bowen selected opposite corner sections on Norwich Quay and Canterbury Street. The situation of the first Christchurch selections has been already explained. The traffic to Christchurch was at that time by water—up the Avon. The wharf known as "The Bricks" was near the intersection of Barbadoes Street and Oxford Terrace. The first selections taken up were therefore all along Oxford Terrace, facing the river and near "The Bricks." Mr. G. Durey, who came No. 22 on the list, was the first to make a Christchurch selection, the site being on the corner of Oxford Terrace and Kilmore Street. E. R. Ward, E. H. Kittoe, H. Savage, Rev. B. W. Dudley and F. L. Crompton all followed with selections in Oxford Terrace, between Colombo and Barbadoes Streets, a locality which did not afterwards prosper greatly. More fortunate choices were made by holders of some of the later numbers. Mr Felix Wakefield, whose second choice was No. 56 on the list, took the present site of the United Service Hotel, Mr A. M. Buchanan (No. 66) got the Triangle, and Mr H. Phillips with two choices (Nos. 69 and 73), selected the sites of the Bank of New Zealand, Warner's Hotel and Hobbs' Buildings. In passing judgment on the choices made by the pioneers, allowance must be made for the condition of the site of Christchurch in 1851, which has earlier been described.

It was not till two months later that the first sale of town sections in Christchurch and Lyttelton took



WORCESTER STREET BRIDGE and PROVINCIAL COUNCIL BUILDINGS
About 1860 (Looking North).



VIEW FROM WORCESTER STREET BRIDGE, 1916, LOOKING EAST.

place. The sale was by auction, Mr. Alport being the auctioneer, and was held on Wednesday, April 16, on the upper floor of the Association's store at Lyttelton, the upset price being £24 per section. The highest price realised for a Christchurch section was £40, but the bidding for Lyttelton sections was more spirited, many of the lots fetching double, some three times the upset price.

During the first year of colonisation, the Canterbury settlers were naturally engaged in making their homes. For the first six months after their arrival, they enjoyed a typical New Zealand summer, during which they made a sort of encampment at Lyttelton and another at Christchurch. After the selection of their land, in February there followed a strenuous period occupied in building, fencing and planting.

The framework of some houses had been imported in sections, and were on sale at Lyttelton and Christchurch, and the enterprising contractor was already advertising his willingness to build houses on reasonable terms. The Canterbury Association had imported a large quantity of building material (Tasmanian and New Zealand timber, Tasmanian palings, shingles and laths), which were on sale at "The Bricks" in March, also nails, bricks, slates, pumps, etc. Sawn timber, including kauri, cost in Lyttelton 18/- to 20/- per hundred feet. Timber could be obtained from the Riccarton Bush, the Peninsula or the Papanui Bush, but the cost of haulage was enormous, and one of the first works undertaken was the construction of a road to the Riccarton Bush. The first bridge over the Avon was a temporary footbridge near the Land Office, nearly on the site of the present Worcester Street bridge. This bridge was completed in February, and soon became very shaky, and later in the year, a cart bridge (also temporary) was built in Market Square.

The most prominent buildings then were Mr. Brittan's

house, on the site of the present Clarendon Hotel; Dr. Barker's, nearly opposite (where the Gas Company's Office now stands), and the Land Office.

The first Church service in Christchurch was held in the surveyor's map room, a little wooden building at the northern end of the Land Office. This room was used afterwards as a meeting place for the Municipal Council. During his visit in February, Bishop Selwyn had conferred with the Bishop-designate, Dr. Jackson, regarding the need of a church in the town, and it was decided to erect a building to serve as a church and schoolroom. The Rev. Henry Jacobs preached the first sermon in the completed building (St. Michael's Church) on July 20, 1851.

The Land Purchasers' Council afforded the settlers an official means of communication with the Canterbury Association, and enabled them to voice their complaints; and there were a good many. All through this trying period, the tact displayed by Mr. Godley was the salient feature of the life of the young settlement. He met every complaint fairly; sometimes he was able to remove the difficulty, sometimes he appealed to reason and patience, particularly in regard to those first difficulties of transport and accommodation, arising from the simultaneous arrival of the first three ships. With all his genius for conciliation, he could be firm and even despotic, and never shirked taking the fullest responsibility, particularly in "interpreting" the instructions he received from London. Still without one saving clause his control must have failed, and it did not fail—he possessed the confidence of the settlers.

Mr. Godley's handling of the squatting regulations forms a good illustration of his methods. By these regulations, only land purchasers were permitted to take up runs, and as land purchasers had to be members of the Church of England, the plank was an important one in the Association's platform. Mr. Godley's cor-



DR BARKER'S HOUSE, WORCESTER STREET WEST.

From Cathedral Square, in 1862.

(Compare with next two plates, taken in later years.)



WORCESTER STREET WEST, FROM CATHEDRAL TOWER, 1882.



WORCESTER STREET WEST, FROM CATHEDRAL TOWER, 1916.

respondence with the Association clearly points out the difficulty in which he found himself. The majority of the land purchasers, the Canterbury Pilgrims, had no experience of sheep-farming, nor did they possess the capital or enterprise to embark in it. They were content with small holdings of agricultural land near the towns. But on the other hand, there was a class of emigrant with money and experience, anxious to undertake this important branch of settlement, Australian stock-holders, nicknamed the "Shagroons." These men, barred out of the Canterbury Association's block, were rapidly establishing themselves beyond its boundaries. "Mr. Rhodes has just driven 5,000 of his sheep to a run just outside our block," wrote Mr. Godley, in one of his letters, "and several of the Canterbury settlers who are going to invest in stock meditate following his example." Something had to be done, or the Canterbury block would remain waste land, while the country around would be settled. Mr. Godley solved the difficulty by preparing fresh regulations admitting the "Shagroons" to the settlement on terms acceptable to them, and submitting the proposed regulations to the Council of Land Purchasers, who, recognising the urgent necessity of the case, agreed to them.

Mr. FitzGerald, in his "Memoir of J. R. Godley," said:—

"He took upon himself at once to reverse the regulations of the Association, and to establish new ones applicable to the circumstances of the colony. But even then he would not violate the most cherished political principle of his life—the responsibility of those in power to the people for whose benefit power is held in trust. There had been established a Society consisting of all the land purchasers, which formed at starting something like a representative body of the resident colonists. Mr. Godley submitted to the Land Purchasers' Society a set of regulations for squatting: undertaking to put

them in force, and guaranteeing the assent of the Association at Home to their provisions. But he required as a condition that 'The Land Purchasers' Society' should agree to the course he proposed. The resolutions were moved by Mr. FitzGerald and carried. The terms upon which runs were to be held for pastoral purposes were fixed to the satisfaction of the Australian squatters, who had recently arrived; capital and stock continued to flow in, and the ruin which was inevitable had the agent rigidly adhered to his instructions, was averted. Mr. Deans, of Riccarton, a very shrewd and far-seeing man, used frequently to remark that Mr. Godley had saved the colony."

CHAPTER V.

1851-1852.

Demand for Local Government—Friction between Mr. Godley and the London Council of the Canterbury Association—Australian Gold Diggings, and their effect on Canterbury—Survey of first year's work of colonisation—Society of Canterbury Colonists—Visit of Governor Grey—Land Sales—Constitution Bill, including provision for Provincial Council—Criticism of the Canterbury Association—Resignation of Mr. Godley, and his departure for England and death.

The first year of the Canterbury Settlement was an important period in the general politics of New Zealand, as the problem of constitutional government was then under consideration. On June 18, the Provincial Council Bill was introduced in the Legislative Council, then sitting in Auckland. Mr. Godley, in the previous year, had taken a strong part in opposing Sir George Grey's "Paper Constitution," which, while granting nominal self-government, retained all real power in Downing Street. He was now equally insistent that the implied promise of Earl Grey should be fulfilled, and that the Canterbury Settlement should be constituted a separate province with real power to manage its own affairs.

Sir George Grey had not forgotten Mr. Godley's former opposition, and he raised the jealousy of the Nelson settlers against the Canterbury Settlement by

suggesting that the Association was trying to extend its boundaries at the expense of Nelson. No intention of the kind had been indicated in any of the official correspondence, and the suggestion was distinctly repudiated by a public meeting referred to later, but there probably was a desire—and a reasonable one—that the whole of the Canterbury Plains, for which Lyttelton was the natural outlet, should be controlled from the same centre. Any other arrangement must, in the nature of things, have proved vexatious to both provinces and harassing to the settlers. The disputed territory, belonging nominally to Nelson, was not then settled, except by a few unlicensed squatters.

Other points were raised, such as the justice or injustice of compelling settlers who might not be members of the Church of England to contribute £1 per acre of the purchase money of their land to the religious and educational objects of that Church. The personal friction between Sir George Grey and Mr. Godley was reflected from this time onwards in the attitude of the former towards the Canterbury Settlement.

Mr. Godley realised that the settlers were too fully occupied by their own affairs to give much attention to general politics, but the occasion was too important to be passed over, and he organised public meetings at Christchurch and Lyttelton on August 14, presiding himself over the gathering at the Port.

The speech made by Mr. Godley on that occasion throws some additional light upon his relations with the Governor:—"I entirely agree with Sir George Grey in his disapproval of colonising associations, whether they be composed of land speculators or of amateurs," "I believe that their existence and functions are altogether repugnant to sound theory, and almost necessarily productive of great practical evils. Yet I have been an active promoter of the Canterbury Association, and I now stand here to defend it on this ground

alone, that it is better than the Government. If we had a Government able and willing to make its waste territory available for British immigration, and to give facilities to intending colonists for managing their own affairs, and colonising on their own principles from the first, I should be prepared to admit that an amateur association like ours was an intruder. But, as it is, I have no hesitation in asserting that our mission is perfectly legitimate and exceedingly beneficial. It must have been really rather difficult for Sir George Grey's audience to keep their countenance while he denounced the Canterbury Association as an obstacle to the legitimate colonisation of this district by the subjects of Her Majesty—in other words, as keeping people out of Canterbury. If anyone else but the Governor had used such language, I should really have supposed that it had been used in irony. Why, what is the fact? Most of those whom I address know, and all of them ought to know, that for seven years, that is, from 1839 to 1846, the Government of which Sir George Grey is the representative, possessed almost unlimited powers and opportunities for colonising these Islands. . . . They have had every conceivable advantage and facility at their command: funds, troops, steamers, civil administration, surveyors. They have spent more money in one year than we are likely to have at our disposal in five—and what have they done? I will tell you. By means of an extravagant expenditure they have founded one settlement, or rather they have founded one seaport and garrison town, which is not a settlement, to which I do not believe five hundred actual settlers have ever gone. That is all, literally all, that the Government of New Zealand has done for colonisation. And yet Sir George Grey gravely complains that the Canterbury Association are keeping Her Majesty's subjects from colonising this district under the auspices of the Government; he taunts us, in fact, with being an obstacle to colonisation.

Why, if it were not for the Canterbury Association, this district would be a wilderness still, as it was for so many years before we came. We discovered it, we surveyed it, we made it available for settlement, we made known its existence and capabilities in England and Australia; we organised and administered the system of operations by which this desert has been peopled, and after having done all this, at vast labour, and with no small outlay, it is rather too bad to be told by those who have been doing nothing all the time that we are keeping for our own purposes a great and fertile district out of the hands of Her Majesty's subjects. . . . We may colonise badly, but they (the Government) do not colonise at all. We have done more for colonisation in a month than they have done in twelve years."

Resolutions were passed at both meetings (1) in favour of constituting Canterbury as a separate Province; (2) asking for economy of administration; (3) and declaring that "it is no part of the business of this meeting to point out the boundaries of the proposed Province, but that it distinctly disclaims any desire to encroach on territory to which other settlements may have a fair claim."

In seconding the last resolution, Mr. Templer contended that the natural and impassable boundaries of the great Southern Plain enclosed an area "evidently intended by nature to form a whole," and should not arbitrarily be subdivided. One more resolution passed at the meetings should be quoted: "That this meeting, while urging this claim to a local government for Canterbury, desires to guard itself carefully against being supposed to imply assent to, or approval of, the measure for establishing Provincial Councils which has lately been enacted, inasmuch as that measure does not give to the people of this country any real or efficient control over the management of their own affairs, and the expenditure of their own revenues." After passing such

a resolution, the next one, tendering thanks to His Excellency the Governor "for the gracious and constitutional manner in which he has referred the decision of this question to those whom it mainly or alone concerns," shows that in those days differences of opinion on public questions did not prevent the disputants observing the amenities of polite society.

But all this time, while Mr. Godley, as agent of the Canterbury Association, was administering the Province's affairs with almost despotic power, building up the settlement, and moulding its public opinion, he was becoming more and more intolerant of the control by a London Council, arbitrary in its decisions, and sometimes ludicrously ignorant of local conditions. Those frank and outspoken letters of his to his friend, Mr. Adderley, afford a clue to the change which was rapidly taking place in his mental attitude. See for instance, his letter of May 21, 1851: "I often think what fun we should have taken in old times out of the didactic despatches which are written to me, if they had emanated from Downing Street. Do you read them? To one reading them out here, there is something inexpressibly comic about those (especially) on the conduct to be pursued towards the natives, and in the ecclesiastical arrangements. It is very fortunate, it sounds a 'cocky' thing to say, that you have an agent who feels himself strong enough and independent enough to act upon his own view of what is right and politic."

In another letter, dated August 29, in which he enclosed the newspaper account of the meeting mentioned above, he not only advocated self-government for the colonists, but went so far as to claim for them the right to decide whether the scheme of the Canterbury Association should be retained. By December 15, Mr. Godley's sentiments had grown stronger still, and, after referring to the last despatch of the Association as "a thorough Downing Street document," he went on to

say: "No scheme could be carried out against the will of the colonists, and if it is to be carried out with their will, why not entrust them with its management? It will be most painful to me if I have to enter into an open conflict with the Committee; it is like going to war with one's brothers." There he broke off, spoke of being "gloriously well," and told of a cricket match in which "Brittan and I distinguished ourselves very creditably."

A few months later, on January 20, 1852, he gave definite expression to a new confession of faith: "I long held with Wakefield that they (colonising associations), were positively good; then I came to look on them as lesser but necessary evils; now I am convinced that they do more harm than good." The immediate occasion for this outburst was the conflict between the New Zealand Settlement Act of the Imperial Parliament and a local ordinance on the same subject. The two enactments were passed simultaneously, but of course it was some months before the Imperial Act arrived to supersede the ordinance. In the meantime, people had been acting on the ordinance, buying land, etc., "and behold out comes the Act, and everything that has been done under the ordinance falls to the ground."

It is easy to imagine how galling this was to Mr. Godley, and we need not be surprised to find the breach widening. In the same letter, he continued: "My heart is very sore after reading the Fatima letters. I find that my friends of the Committee are most unreasonable and inconsiderate, quite as much on their side as I am on mine. Wakefield out-Herods Herod in the outrageous virulence of his abuse; tells me I am inconsistent, ungrateful, wild, furious, incapable, worn-out, perverse, delirious, and winds up by advising me to retire into the country and cultivate my health, which is all I am now fit for. I think, if God spares my life, I may show him yet that I am fit for something else."

Then as in a former letter, he broke off suddenly. "But let that pass. I hardly see my way to getting back to you in England. I think I am more wanted here, and that I ought to stay until Canterbury affairs are settled on a satisfactory and permanent footing." So, however his faith in colonising associations may have been shaken, he was loyal to the settlers who trusted him.

The first year of the Canterbury Settlement, which had now drawn to a close, was remarkable for the discovery of gold in Australia. If the "Diggings" had broken out a year earlier it is impossible to say how great an effect they might have had in diverting intending Canterbury settlers to Australia. The discovery, as it was, proved a severe handicap to the early settlement. Labour that had been imported at great expense, drifted away to the goldfields, and provisions were forced up to famine prices, flour standing for some months at about £40 per ton, quadruple the price at which it had stood at Nelson during the previous year. The latter effect might have been beneficial in providing a market for Canterbury produce, but till that produce became available, there was no counterbalancing advantage to the settlement.

During the first year of settlement, nineteen ships had safely arrived, bringing over 3,000 persons; 25,000 acres of freehold land had been sold, and 400,000 acres of pasturage runs had been taken up, and coal had been found in the Malvern Hills. The unfinished Sumner Road was still the main topic for the Society of Land Purchasers, whose Committee urged the raising of a loan, and the prompt prosecution of the work. Sir George Grey expressed sympathy, and sent a surveyor (Roys) to report upon the road. The report, dated April 3, 1852, thoroughly endorsed Mr. Thomas's selection of route, and stated that the road to Heathcote Ferry could be constructed in eighteen months at a cost of £12,500.

An intermittent agitation against the continued transportation of convicts to Australia was also being carried on, point being given to the protest by the avowed dread lest New Zealand should become a convict station.

This survey of the first year of settlement would be incomplete without some reference to sport. It will have been gathered from Mr. Godley's reference to the subject that cricket had been acclimatised at a very early period in provincial history. The formation of a Jockey Club was projected at a meeting held in the Reading-room at Christchurch on September 13, 1851, and Riccarton was then suggested as a suitable site for the racecourse. The names of the members of the Provisional Committee created on that occasion gave a preliminary guarantee for the clean sport for which Canterbury afterwards became famous. The Committee consisted of J. R. Godley, H. Lockhart, Hon. J. Stuart Wortley, T. Hanmer, J. C. Watts Russell, E. M. Templer, W. G. Brittan and E. J. Wakefield. Those readers who are interested in the story of the Canterbury Jockey Club will find a short account of its inception and growth in the Appendix.

The political ambitions of the community, still lacking the privilege of self-government, found an outlet in the proceedings of two societies. Early in 1852, the Society of Land Purchasers dissolved itself, with the expressed object of making room for a new Society, which should represent all classes of settlers. The proposed society was to have been called the Society of Canterbury Colonists, and initial meetings were called at Christchurch and Lyttelton. The outcome, probably due to local jealousy, was the formation of separate Colonist Societies for Christchurch and Lyttelton. Mr. Henry Tancred was Chairman of the Christchurch Society; Mr. Godley of that of Lyttelton, with Mr. J. E. FitzGerald as his active lieutenant. Mr. W. G. Brittan, who had

been Chairman of the Land Purchasers' Society since its inception, declined nomination on the new committee. Later in the year, a third Society, the Christchurch Athenæum, claiming to be non-political, was founded under the Chairmanship of the Rev. O. Mathias.

In March, His Excellency Sir George Grey paid a visit to Canterbury, the first since the arrival of the Pilgrims. His Excellency met with a cold reception, the fact being that Mr. Godley had carried the Canterbury Settlement with him in his uncompromising hostility to Sir George Grey's paper constitution.

The "Lyttelton Times" of April 24 announced the advent of its first rival, a weekly newspaper, "The Guardian and Canterbury Advertiser," remarking that "apart from the pleasure which is afforded by so unmistakable an evidence of the advancing prosperity of the settlement, the appearance of an additional voice for the expression of public opinion will relieve us from the difficult position of endeavouring to do justice to the opinion of all parties in the community." The new journal survived for less than a year, but the building in which it was printed became the seat of the first Provincial Council of Canterbury.

During this year there were frequent sales by auction of Christchurch sections. Hagley Park, 445 acres, was leased for one year at 2/7 per acre, and the Domain, 64 acres, at 4/7. ("Lyttelton Times," April 24, 1852.) The prices secured for Christchurch sections at auction did not indicate the existence of a speculative spirit, but they showed that the colonists had confidence in the settlement. In April, a town section coveted by several bidders brought £40, and the "Lyttelton Times" mentioned that quarter-acre sections beyond the city boundaries had "fetched as much as eight pounds." These prices were exceeded quickly, but the fact that the Canterbury Association was still offering town sections

at low upset prices, placed a check on the rise of land values.

The year 1852 was Mr. Godley's last year in Canterbury. Overshadowing all local matters were two great questions: (1) The New Zealand Constitution Bill; (2) The attitude of the Canterbury settlers towards the Canterbury Association. It will be convenient to take them separately in their order. Fostered by Mr. Godley, a constant agitation was kept up against the Constitution Bill in general, and more particularly against Sir George Grey's Provincial Council Ordinance. This agitation, as events proved, was unnecessary, as in his despatch, April 2, 1851, Earl Grey, who had at that time only received the draft of the Provincial Councils Bill, had decided to disallow it on two grounds, stated therein as follows:—

“I do not find that it contains any provision for the initiation of money votes. . . . The second point is, your proposing to rest the power of confirming and disallowing the ordinances passed by the Provincial Council in the Governor-in-Chief, instead of in Her Majesty. This is an innovation of a serious character, and one which I conceive the Legislative Council of New Zealand would have no power to make, were it not that the language of the Act which you cite, 11th and 12th Vict. C. 5, is such as to be open to the interpretation that this very unusual power is conceded to it by that legislation. I am not prepared to advise Her Majesty to consent to so material a change in the ordinary form of a colonial constitution.”

This despatch, with its implied censure on Sir George Grey's autocratic methods, was made known to the Canterbury public by the “Lyttelton Times,” on July 24, 1852, fifteen months after it had been written. During that period, the agitation against the Provincial Council Ordinances had been allowed to continue. In later days, the suppression for more than a year by the Gover-

nor, of a despatch dealing with a matter of such vital importance, and one moreover, in which the Governor was himself at variance with the majority of the settlers, would hardly have escaped comment. Curiously enough, the issue of the "Lyttelton Times" which published Earl Grey's despatch of April 2, 1851, also announced to the Canterbury public the fall of Lord John Russell's Government on February 19, preceding—another illustration of the time then taken by the mails. This news came by way of the Mauritius, and was published in a second edition of the newspaper just 151 days after it occurred. Lord John Russell was succeeded by the Earl of Derby, and Earl Grey was replaced at the Colonial Department by Sir John Pakington. Largely at the instance of Mr. E. G. Wakefield, and of Mr. Henry Sewell, the new Government agreed to the New Zealand Government Bill, granting a Constitution for New Zealand, and passed it on June 30, 1852. The Act provided for six Provincial Councils, the superintendent and members to be elected, the latter to be not less than nine in number, and the term of appointment to be four years. These Councils were restricted from legislating on certain defined subjects. Provision was also made in the Act for the creation of Municipal Corporations. There were also two Clauses, 75 and 76, dealing with the affairs of the Canterbury Association. The first clause protected the Acts passed on behalf of the Association against repeal or interference by the New Zealand Legislature, so long as the Association continued to exercise its "functions, powers and authorities." The second clause permitted the Association to transfer its powers to the Provincial Council. The remainder of the Act which constituted a general government for the colony need not be particularly referred to here.

And so another milestone slipped by, and New Zealand gained a Constitution, and Canterbury the right to a Provincial Government.

Let us now turn to the other main question then occupying the attention of the settlers—the relation subsisting between the Canterbury Association and the settlers themselves. In the previous year, the Association had promoted a Bill, which amongst other things, authorised the Association to appoint a local Committee to administer the affairs of the settlement. This measure was passed by the British Parliament, but it was resented by the settlers, who demanded that the local Council should be elective. In effect they said to the Association: “You undertook to found a settlement, not to continue to govern it; give us now the management of our own affairs.” Complaints, too, were made of the conflict of authority between the Association and the Home Government; also that the Association did not fulfil its promise to publish detailed accounts. (This referred to the London accounts, as Mr. Godley was always careful to give every possible explanation of the expenditure in the colony.) That these complaints were not much louder was entirely due to the loyalty of Mr. Godley to the Association, and to his own good judgment and tact. The malcontents were led by Mr. Thomas Cholmondeley, who, in February, 1852, published an open letter to Mr. Godley, criticising the Association. The letter was, in some respects, unfair, but as indicating the strong feeling prevalent at the time among a section at least of the community, the following passage may be quoted:—

“There was once on a time a certain philanthropist who by making emigration his hobby, thereby became better acquainted with the subject than the majority of his neighbours; one of them, John, by name, was desirous of emigrating to some foreign land, in order to better his condition. Our philanthropist proceeded to enlighten this man as to the best means of doing so. ‘My good friend,’ said he, ‘there is a certain savage land which is sometimes called Barataria, because it is governed from a distance, and in a most unconstitutional

manner. I am anxious to see you settled there, and indeed a man of your spirit will easily be able to resist the inroads of the Governor (who, poor fellow, knows no better.) I will assist you to repel his marauding interference in your private affairs. You shall be well backed up from the first with a sound title to the farm which I shall buy for you, and since it seems desirable to retain our parochial system, etc., etc., in Barataria, I, who know the country, will tell you how to go to work in a manner worthy of yourself. You shall place a certain sum of money in my hands, which I will promise to spend for you in the manner herein described (he gave John a bit of paper); but, of course, as the money is really yours, the management of it shall be really yours also. Thus you will benefit by my experience, which I tender gratis.' And John believed him and did as he recommended. When he arrived at Barataria, he found something done, and a great deal begun. Setting to work with the money he had left, he struggled with all his heart. It grieved him to receive from his old friend many ignorant letters, and still more to get but very little of his trust money, without any account of how it went. At length the philanthropist, whose tone grew higher and higher, despatched an overseer to take charge of John altogether. The freaks of the grisly tyrant of Barataria (who laughed at the philanthropist) now seemed light to John, compared with this astounding act of dictation coming from his old friend. What he did I know not. I only know that the philanthropist goes about to this day, talking of the black ingratitude of John."

Remembering Mr. Godley's private letters to Mr. Adderley on the evils of "Baratarian" Government, one would think he must have had some sympathy with his correspondent.

Before the end of March, it was rumoured in letters received from England, that Mr. Godley had

tendered his resignation to the Association, and, in a letter dated May 25, and published in the settlement's newspaper, he gave his reasons for resigning. Briefly expressed, these were, as might have been anticipated, that he had expected the Association to leave the local administration in his hands, and finding the Committee took a different view, he did not choose to be an instrument in carrying out plans of which he might or might not approve. The Committee's reply was written in a frank and reasonable spirit. It stated that it was the Association's intention "to apply during the present session of Parliament for an Act which shall transfer their functions to the Provincial Government about to be constituted," and concluded with an earnest request that he should continue to act as their agent in the meantime, a request which Mr. Godley felt it was impossible for him to refuse. Therefore the resignation was withdrawn, and Mr. Godley continued to act as agent for the Canterbury Association.

As has been already seen, the New Zealand Government Bill passed on June 30, and at a meeting held in London on July 15, the Committee of the Association recommended that the functions of the Association should be transferred (under Clause 76 of the Act) to the colonists (the Provincial Council); that the colony should assume the liabilities of the Association on receiving a transfer of the Association's property; and that a suitable trust should be created for the management of the ecclesiastical and educational funds. The Canterbury Association was to pass out of active existence, and its functions were to be handed on to the Canterbury Provincial Council as soon as that body should be elected. Mr. Godley, after declining an urgent requisition to become the first Superintendent of Canterbury, sailed for England on December 21. In his farewell speech, he admitted that his dream of a Church of England settlement had not altogether come true. "I

often smile," he said, "when I think of the ideal Canterbury of which our imagination dreamt, yet I see nothing in the dream to regret or to be ashamed of, and I am quite sure that without the enthusiasm, the poetry, the unreality if you will, with which our scheme was overlaid, it would never have been accomplished." "Besides," he added, "I am not at all sure that the reality, though less showy, is not in some respects sounder and better than the dream." Captain Simeon, who early in the year had been appointed a Resident Magistrate, succeeded as agent for the Canterbury Association.

Mr. J. R. Godley was, indeed, the founder of Canterbury; it was he, almost single-handed, who formed the Canterbury Association in London. For the first two years of the settlement, he held the position, except in name, of Governor of Canterbury. Standing between the London Committee, supremely unconscious of its own ignorance of colonial affairs, on the one hand, and a justly indignant band of colonists on the other, Mr. Godley achieved the marvellous feat of retaining the confidence of both. Both, in fact, recognised the truth that the whole of Mr. Godley's life here was devoted to the single-minded purpose of promoting the highest interests of Canterbury and of the settlers under his charge. An opportunity was afforded him on his return to England to emphasise the lessons he had learned here in colonial government. The occasion was a banquet tendered to him at Greenwich, and attended by many of the foremost British statesmen interested in colonial affairs. It is pleasant, incidentally, to note that his old Canterbury opponent, Mr. Thomas Cholmondoley, was amongst the men who assembled to do him honour.

The following extract from Mr. Godley's speech is taken from the report in the "Morning Chronicle," of July 21, 1853:—

"Many of you have the power of exercising, directly or indirectly, great influence in the affairs of British

colonies. May I earnestly and solemnly impress upon them the one great fundamental maxim of sound colonial policy—it is to let your colonies alone; not chiefly because your interference will probably be of an injudicious kind in this or that particular matter, still less because it will be costly and troublesome to yourselves, but because it tends to spoil, corrupt and to degrade them, because they will never do anything or be fit for anything great so long as their chief political business is to complain of you, to fight with you, and to lean upon you; so long as they consider you as responsible for their welfare, and can look to you for assistance in their difficulties. I protest quite as much against subsidies and subscriptions as against vetoes and restraints—indeed, more, for the poison is more subtle, and the chance of resistance less. I want you neither to subsidise their treasuries nor support their clergy, nor to do their police duty with your soldiers, because they ought to do these things for themselves, and by your doing all you contribute to make them effeminate, degenerate and helpless. Do not be afraid to leave them to themselves; throw them into the water and they will swim. . . . To this rule the Canterbury Colony is no exception. . . . Now it must go alone. It has been called into existence, it has been given its opportunities, it has been started on its way; henceforth it must work out its own destinies.

“They (the members of the Canterbury Association) have done their work—a great and heroic work; they have raised for themselves a noble monument; they have laid the foundations of a great and happy people.”

Mr. Godley afterwards held the position of Commissioner of Income Tax, and later of Assistant Under-Secretary for War. He died on November 17, 1861. The Provincial Council erected the statue to his memory which now stands facing the Cathedral. It was the work of an eminent sculptor, Mr. Woolner, and was unveiled on August 6, 1867, by Mr. C. C. Bowen, who

had been intimately associated with Mr. Godley as his Private Secretary. The statue was presented by the Superintendent to the City Council of Christchurch in trust for the people of Canterbury, and bears the inscription—

JOHN ROBERT GODLEY,
FOUNDER OF CANTERBURY.

CHAPTER VI.

1853-1854.

Arrival of Mr. H. Sewell, Agent of Canterbury Association—Boundaries of Canterbury defined—Land regulations—Wakefield's sufficient price theory—Election of Superintendent, of Members of Parliament and of Provincial Council—Opening Sessions of Provincial Council—Opening of first New Zealand Parliament.

Soon after Mr. Godley's departure from Canterbury Mr. Edward Gibbon Wakefield and Mr. Henry Sewell arrived in the "Minerva," on February 2. It will be remembered that Mr. Godley had left Captain Simeon in temporary charge, as Agent of the Canterbury Association. Mr. Sewell was the officer appointed by the London Committee to wind up the affairs of the Association, and effect, if possible, their transfer to the Canterbury Provincial Council as soon as that body should be constituted, and almost immediately on his arrival he became involved in a newspaper controversy in defence of the London Committee, his principal assailant being Mr. FitzGerald. The attackers emphasised the non-publication of accounts, and the defence took refuge in the official audit in London, and the promise of detailed accounts as soon as there should be a constituted authority (the Provincial Council) to receive them. The dispute was long and bitter, and in itself constituted a remarkable testimony to Mr. Godley's tact in avoiding an earlier explosion. Ultimately, on the publication of the accounts in London, with an auditor's "tag,"

objection was focussed on certain items of expenditure, but the criticism could have no practical effect until a Provincial Government had been elected.

The New Zealand Constitution Act had been passed in England (June 30, 1852), and proclaimed in New Zealand (January 7, 1853). It remained for the Governor to put it in force by issuing writs for the election of a House of Representatives, Superintendents and Provincial Councils, and appointing members of a Legislative Council.

The advent of representative government was considered by some people to be a favourable opportunity to try to heal the breach which had gradually grown up between Sir George Grey and the Canterbury settlers, and with this well-meant object, an address to His Excellency the Governor was prepared, signed and forwarded. This document is worth quoting, not only on account of its delightful originality, but as illustrative of the antagonism which unfortunately was accentuated later in connection with the Land Regulations.

“To His Excellency Sir George Grey, K.C.B., Governor-in-Chief of New Zealand, etc., etc.

“Sir,

“We, the undersigned inhabitants of the Canterbury Settlement, beg to address your Excellency for the purpose of submitting to you certain apprehensions and anxious hopes which have been excited in our minds by reflection on the critical circumstances in which this colony is necessarily placed by the approaching introduction of a totally new form of government.

“Having regard to the organised state of hostility between the executive and popular party, which has invariably subsisted in colonies peopled by the British race so long as Representative Institutions were withheld from the colonists, and from which, of course, New Zealand has not been exempt, we cannot help fearing that, as has happened on many like occasions, the important

and most valuable public objects which the New Constitution is calculated to effect, may be seriously impeded, or even for a time entirely frustrated, by those mutual feelings of animosity and distrust which have arisen out of past collisions; and we pray of your Excellency to believe that it is our most earnest wish to see all past differences and angry party feelings buried in oblivion, to the end that your Excellency, as the Representative of the Crown, and those who enjoy the confidence of the people, may sincerely concur and co-operate, with a view to the future alone, in the task of carrying into effect the purposes of the Crown and the British Parliament, in bestowing upon the people of this country the inestimable boon of Provincial and General Representative Institutions. We are in hopes that these assurances may be acceptable to your Excellency, and that they may have some weight with the popular leaders in other parts of New Zealand, where the heats and animosities to which we have alluded have taken deeper root than amongst ourselves.

“We could have wished that the inhabitants of the Canterbury Settlement were able to convey to your Excellency without delay some expression of our apprehension and our desires, in the more weighty form of resolutions passed at public meetings; and we have only resorted to the less eligible means of an address signed by those who may concur in its objects, in order not to lose the early opportunity of communication with Wellington which is afforded by the sailing of the ‘Minerva.’

“We have the honour to be, Sir,

“Your Excellency’s most obedient, humble servants,
“Canterbury, February 22, 1853.”

His Excellency’s reply to this quaintly worded olive branch was sent to Captain Simeon, R.M., by the Civil Secretary, accompanied by a request that he would have

the goodness to forward it to the gentlemen who signed the address. It ran as follows:—

“ Civil Secretary’s Office,
 “ Wellington,
 “ March 16, 1853.

“ Gentlemen,

“ I am directed by His Excellency Sir George Grey, to acknowledge the receipt of your address to His Excellency, and to assure you that you may rely upon His Excellency endeavouring by all the means within his power so to carry out the recent Act of Parliament as to give full effect to the purposes of the Crown and the Parliament, and to render it productive of happiness and contentment to the inhabitants of these islands.

“ I have the honour to be, Gentlemen,
 “ Your most obedient, humble servant,

“ ALFRED DOMETT, Civil Secretary.

“ To the Gentlemen who signed the address.”

The “ Gazette ” of February 28, 1853, contained preliminary provisions for putting the Constitution Act into force. The boundaries of Canterbury were defined, and included Westland. There were to be thirty-seven members of the House of Representatives, of whom five were to be provided by Canterbury. There were to be twelve members of the Canterbury Provincial Council, distributed among four electorates, namely, Lyttelton, three members; Christchurch town, three members; Christchurch country, four members, and Akaroa, two members. In the same “ Gazette,” in which the foundation was laid for representative government there also appeared certain Land Regulations. Under them rural land was to be sold at 10/- per acre (or even 5/- if certified to by a Land Commissioner as not worth that sum), and it was specially provided that “ Government Scrip ” might be used for the purchase of land. Land reserved for the Canterbury and Otago Associations was

excepted from the operations of these regulations. It should be explained that Government Scrip had been issued to those holders of the New Zealand Company's land orders who (like the brothers Deans) had been unable to obtain possession of their allotments. This had not been an uncommon occurrence, owing to difficulties of access or the hostility of the natives, and at the time of these regulations, Government Scrip was being sold at a substantial discount. The Governor's authority for making the regulations was derived from a proviso in Clause 72 of the Constitution Act, which authorised Her Majesty until the General Assembly should enact otherwise, to regulate the sale, letting and disposal of waste lands, by instructions issued under the signet and Royal sign manual. It is obvious that by the Constitution Act the British Parliament intended to hand over the control of the waste lands to a representative government in New Zealand, and that this proviso was inserted only to carry over the interregnum pending the establishment of self-government. It is even doubtful whether, in the absence of the Royal Instructions, Sir George Grey possessed the authority he sought to exercise.

Mr. Henry Sewell, who happened to hear of the proposed regulations before they were gazetted, respectfully protested against them as being illegal, and received a reply that his letter would be submitted to the Law Officers of the Crown. It appeared from subsequent correspondence that the Attorney-General, Mr. D. Wakefield, at any rate, was not consulted. He, in fact, resigned his position on April 9, following, on account of his disagreement with His Excellency's land regulations. Some of the correspondence that ensued is most illuminative, such for instance, as the following passage from Mr. Wakefield's letter of May 14, 1853 (after his resignation had been accepted):—

“I declare that I did not ‘advise the issue of the

Proclamation as legal.' Your Excellency knows that my deliberative opinion on that subject was never required. I felt that if it had been offered unasked, and had been adverse to the policy of the Government, I should have only incurred the mortification of seeing it disregarded, and the discomfort of being considered officious. I only refer to a fact more than notorious, to what is in this colony a truism or understood matter of course, in saying that no responsibility ever weighed on the officers of your Government."

Action was taken in the Law Courts really at the instigation of Mr. H. Sewell against the regulations (*Dorset v. Bell*), and an injunction obtained. Meanwhile, with indecent haste and inadequate notice, lands were offered for application, for which no proper plans were available. It must not be supposed that because the lands reserved for the Canterbury and Otago Associations were exempted from the operation of the regulations that therefore Canterbury was not affected. It was manifestly impossible for the Canterbury Association or the Provincial Council to sell land at £3 per acre when similar land just outside their boundary was offered at 10/- an acre or even less.

It has been necessary to explain the land regulations in some detail, because the election of the first Canterbury Superintendent largely turned on the land question. The Canterbury Association, whatever its shortcomings in other respects, could have claimed that it had sold no land to speculators, and very little to absentees, and that it had not parted with the freehold of any big estates. The question before the country in 1853 was not leasehold v. freehold, but cheap or dear land. The dear land policy of the Canterbury Association was based on Mr. E. G. Wakefield's "sufficient price" theory, by which was meant that the price of land should be high enough to provide for the cost of surveys, roads, bridges and other purposes (in the case of the Canterbury Association,

for emigration, education and religion). In support it was contended that the "sufficient price" would ensure the effective occupation of all land sold, and protect the community from purchases by land jobbers or speculators, who might otherwise block settlement till they could obtain a profit from unearned increment. The effect of the dear land system would thus be to conserve the national estate for *bonâ fide* settlement later on. The cheap land party appealed to the working classes. They claimed that their object was to enable the working man to acquire his own farm, and that those who advocated high prices did so to prevent the workers from settling on the land, and to maintain the supply of labour they required. There was at the time a great scarcity of labour in Christchurch, and the importation of Chinese had been publicly urged.

Time supplied the answer. It was under Sir George Grey's land regulations that the purchase of Cheviot and other large estates at 10/- per acre, some of them paid for with Government Scrip, bought at a discount, became possible.

Meanwhile, at the election of Superintendent, the cry was somehow raised that cheap land meant cheap bread, so that big and little loaf figured in the campaign much as they did many years afterwards in Chamberlain's fight for Tariff Reform. There were three candidates for the Superintendency: Mr. J. E. FitzGerald and Mr. Henry J. Tancred, who split the vote of the dear land party, and Colonel Campbell, a protégé of Sir George Grey's, who held the office of Land Commissioner, as the champion of cheap land. Mr. FitzGerald was elected, the poll (Wednesday, July 20, 1853) resulting as follows:—FitzGerald, 135; Colonel Campbell, 94; Tancred, 89.

Early in June, the accounts of the Canterbury Association, made up to November 13, 1852, which had been warmly criticised in the London "Times," were published in the colony. These showed a deficiency on emigration

account, and on the roads, surveys and bridges account, of about £11,000 each, and a surplus on the church and education account of over £10,000, which had been used to purchase endowment lands. There was also a liability (partly disputed) originally to the New Zealand Company, but which had now reverted to the Home Government. Land sales having almost ceased, the Association had no funds to meet this liability, and the Government accordingly foreclosed, and the waste lands were placed at the disposal of Sir George Grey. The Governor, however, did not in this case, throw them open at 10/- per acre, but (June 9, 1853) entrusted Mr. W. G. Brittan with power to sell the Canterbury Association lands under regulations established by the Canterbury Association. The following month Captain Simeon resigned his position as Agent of the Canterbury Association, and Mr. Sewell became its sole representative.

Then came the first Canterbury General Election, the polling taking place at various dates between August 20 and September 10. The five Canterbury seats in the House of Representatives were filled as follows:—J. E. FitzGerald for Lyttelton, Henry Sewell for Christchurch, Stuart Wortley and Edward Jerningham Wakefield for Christchurch country districts, William Sefton Moorhouse for Akaroa. Mr. W. G. Brittan, who stood for Christchurch country districts, was the only prominent man defeated.

The Provincial Council elections resulted in the return of—J. T. Cookson, W. J. W. Hamilton, C. E. Dampier, for Lyttelton; T. Cass, S. Bealey, R. Packer, for Christchurch town; Charles Simeon, Henry Tancred, John Hall, Charles Bowen, for Christchurch country districts; R. H. Rhodes, Reverend W. Alymer, for Akaroa. (The latter tied with Mr. W. S. Moorhouse, and was elected on the casting vote of the Returning-Officer.)

The first New Zealand Parliament did not meet until

nearly nine months after the election. By that time, Sir George Grey, who must be held responsible for the delay, had left New Zealand.

The Canterbury Provincial Council was called together more promptly, and met for the first time on September 27, 1853. The session was opened by His Honor Superintendent FitzGerald, with an address fitted to the importance of the occasion—one which could “occur but once in the life of an individual, or the history of a people.” He briefly surveyed the history of the settlement. “Three years have not yet elapsed since the first body of settlers landed on these shores, and I think it may be asserted that rarely, if ever, has so much real work been done by so small a body in so short a time; that never has any settlement been founded with so much success and so little disaster to those who formed the forlorn hope of the enterprise.” After paying a glowing tribute to Mr. Godley, the Superintendent outlined the functions and powers of the Provincial Government, expressed his intention of governing with the aid of an Executive Council, and explained the financial relations between the General and Provincial Governments, as arranged by His Excellency the Governor, “pending any law which may be made upon the subject by the General Assembly.” He referred briefly to the affairs of the Canterbury Association, but postponed discussion until the arrival of the accounts from London should enable Mr. Sewell, the Agent of the Association, to make some definite proposal.

The remarks of the Superintendent on religion are interesting as illustrating how far the settlement had already departed from the original intention of its founders. Mr. FitzGerald held that while maintaining an “attitude of absolute indifference to all religious communities,” the State might, and should, grant legislation to enable any such community to manage its own affairs, and that, therefore, the Church of England was

entitled to ask for the appointment of trustees to administer the property specially set apart for its use, and still held in trust by the Canterbury Association. The subject of education called for special attention, as it was proposed to ask the Council to pass a Bill incorporating Christ's College, and vesting it with the control of the Educational Endowment.

Mr. FitzGerald considered that the State had grave responsibilities in connection with education, and that the funds for this purpose should be raised by taxation in the future. The College, for which the Canterbury Association had set aside endowments, would benefit the whole community by providing highly trained instructors for the public schools.

Among the subjects that engaged the attention of members during the first session, that of the "Waste Lands" of the province was the most important. Under the Constitution Act these were to be handed over to the control of the General Government, but it was hoped and urged that Parliament would delegate this control to the Provincial Councils, as being in closer touch with local requirements. Addresses to His Excellency the Governor, and to Parliament (when it should be called together), urging this course, were agreed to. Strong exception was taken to the omission of Sir George Grey from calling Parliament together, and the legality of his continuing to raise revenue without Parliamentary sanction was questioned. On November 9 the Provincial Council passed a series of resolutions on the subject, from which the first two may be quoted:—

(1) That in the opinion of this Council, all appropriation of revenue of the colony prior to the meeting of the General Assembly, is a violation of the spirit and intent of the Constitution Act.

(2) That until a meeting of the General Assembly shall have taken place or until further information shall have been laid before them, the Council will abstain from

passing any law for the appropriation of the public revenues.

These resolutions were followed up with an address to the Governor, which was carried on November 23, in which His Excellency's delay in convening the General Assembly was strongly censured, as entirely prostrating the designs of the Imperial Government; and it was further contended "that many of the powers exercised by the Executive Government will, in the absence of the sanction of the General Legislature, be exercised in an illegal and unconstitutional manner." With this parting shot, the Council was prorogued on Thursday, November 24, till February 15 of the following year.

During the ensuing session (February 15 to April 3), regulations dealing with the terms of purchase and pasturage for the waste lands of the Crown within the Province of Canterbury, fixing the price at £2 per acre, were prepared and passed. These regulations could, of course, have no effect unless accepted by the General Government, in which the absolute power was still vested, but it was hoped and expected that they would be used by the Canterbury members as indicating the wishes of the Province. The regulations were published in the "Lyttelton Times" of March 4, and in the same issue the announcement was made of the purchase (but outside of the Canterbury block), of 40,000 acres, afterwards known as the Glenmark Estate, by Mr. Moore on behalf of his brother-in-law, Mr. Kermode, at 10/- per acre. The actual cash paid was only £14,000, as part only of the land was bought at 10/- per acre, and the remainder on a deposit of 5/- per acre, to go through the form of an auction afterwards.

It may be added that thanks to the energy of two of the Canterbury representatives, Mr. FitzGerald and Mr. Sewell, both of whom took very prominent parts in the first New Zealand Parliament, the Government passed a Bill giving control to the various

Provincial Councils over their own waste lands — one-half, however, of the proceeds of these sales was to be handed over to the General Government. A Bill was also put through appointing trustees to manage the ecclesiastical property held in trust by the Canterbury Association.

Meanwhile, Sir George Grey had, on December 31, 1853, left New Zealand, and Lieut.-Colonel Robert Henry Wynyard, as senior military officer, took the oath on January 3, 1854, as Administrator; a somewhat anomalous position for a gentleman who had represented Auckland as its Superintendent. Colonel Wynyard summoned the General Assembly to meet in Auckland on May 24, probably as early a date as was possible, taking into consideration the difficulties of communication.

In his speech on the opening of the first New Zealand Parliament, the Governor confessed to some natural hesitation about calling Parliament together, he was "holding office but temporarily." and "bound not to embark in any measure which may embarrass the policy or affect the duties of the permanent Governor of the country." "But," he added, "possessing the necessary legal authority, and seeing that Her Majesty's subjects in New Zealand have a right to the exercise of the powers conferred upon them by the British Parliament, I felt that I ought not to allow considerations personal to myself to disappoint their expectations, and to delay them indefinitely."

The concluding paragraph seems to cast a curious reflection on the neglect of the late Governor to call Parliament together.

CHAPTER VII.

THE CANTERBURY PROVINCIAL COUNCIL.

“They with the desert won the strife,
They sowed the seed of social life,
Whose stately tree we view.
Oh, flout them not in careless tones,
Who laid our State’s foundation stones,
And laid them deep and true.”

W. P. REEVES.

The early days of Provincial Government presented some interesting constitutional problems which may more conveniently be discussed in this chapter, as it is not proposed to follow in detail the later proceedings of the Council except in so far as they have a direct bearing on the story of the city of Christchurch.

The Superintendent, in opening the first session of the Provincial Council, had announced his intention to appoint the members of his Executive; that much was clear. Could he also dismiss them? Who was to be responsible for policy, the Superintendent or the members of the Executive? If the Superintendent and the members of Executive agreed upon a policy which proved unacceptable to a majority in the Provincial Council, what was to be done? Even if new Ministers whose policy was in accordance with that of the Legislature, were appointed, nothing could be done as long as the Superintendent chose to exercise his right of veto, and there seemed no reason why he should not exercise it. He was elected by the people just as much as the members of the Provincial Council were. Therein his position



PROVINCIAL COUNCIL CHAMBER, FROM SPEAKER'S CHAIR



PROVINCIAL COUNCIL CHAMBER, FROM MAIN ENTRANCE.

differed from that of the King in relation to the British Parliament, or from that of a constitutional Governor of the colony towards the House of Representatives. Then, if the Superintendent was to be responsible for his policy, it was a serious hardship that he should not have a seat on the floor of the Council, and be able to defend his measure personally, instead of having to depend upon an Executive, which possibly did not support him whole-heartedly. This disadvantage was felt severely by several of the Superintendents, notably by Mr. Rolleston, who made strenuous, but unsuccessful, efforts to obtain an alteration in the Constitution enabling the Superintendent to take a seat in the Council.

There were at first, no "parties" in the Provincial Council, as the term is understood to-day, but oddly enough, that did not prevent a rapid succession of ministerial crises involving constant changes in the personnel of the Executive. Some of these atmospheric disturbances were quite amusing, and a few instances will illustrate difficulties which arose at the beginning of representative Government in Canterbury.

Mr. Henry John Tancred had been appointed head of the first Executive, and in the following year, the Provincial Council was summoned to meet on October 10 (1854). Mr. FitzGerald, delayed by Parliamentary duties, was unable to be present at the opening. A message from him was, however, read, in which he referred to three important questions which would require the immediate attention of the Provincial Council. viz., the Waste Lands Bill, the affairs of the Canterbury Association, and the enlargement of the Provincial Council itself. The latter was an important proposal involving an alteration in the existing electorates, and would necessitate a fresh election of the Council. Obviously, such a measure required the most careful consideration by the Superintendent and his Executive; to ensure such consideration, it was the intention of the Executive that

the Council should proceed with routine business, and then adjourn until the Government, after consultation with His Honor the Superintendent, had had time to prepare its policy measures. A committee was set up to consider the affairs of the Canterbury Association. Then a very curious thing happened. Mr. Packer gave notice to move on the following day the suspension of the Standing Orders, to enable the House to consider a short Bill, having for its object the enlargement of the Council. Next day, the motion was carried, and the Bill read a first and second time. A day later it went through its further stage and was passed. Briefly expressed, the position was as follows:—The Government had announced its intention of bringing down a policy measure of paramount importance to the Council, involving no less than the reform of its own Constitution. Nevertheless, the Council agreed to suspend its Standing Orders to enable a private member to forestall the Government by passing his own Bill. No wonder one of the members entered a mild protest that, in his opinion, the Bill was being passed with very unseemly haste, and no wonder too, that Mr. Tancred and his Executive declined to accept the assurance offered by those who had supported the Bill that they had meant no harm to the Government. The matter was treated as a vote of censure, and the Government resigned.

Mr. John Hall was invited by the Superintendent to form the new Executive Council, and was able on October 31, to announce that he had succeeded. Associated with him were Mr. Bealey, Mr. Goulard (Provincial Secretary), and Mr. Gresson (afterwards His Honor Mr. Justice Gresson), a recent arrival from Ireland. Membership of the Provincial Council was not then a necessary qualification for office, and neither of the last two gentlemen mentioned was a member. The new Executive shortly afterwards introduced and passed a fresh



CORRIDOR IN PROVINCIAL COUNCIL BUILDINGS.



A STAIRWAY IN PROVINCIAL COUNCIL BUILDINGS.

Provincial Council Extension Bill, providing for seven electorates returning twenty-four members.

Mr. Hall only held office for about seven months. His resignation was due to the steady refusal of the Council to pass his Bills. The odd thing was that the Council did not want Mr. Hall to resign, and offered, if he would remain in office, to pass a vote of confidence in his Government. This somewhat empty compliment did not satisfy Mr. Hall, and he resigned early in May, 1855. His successor was Mr. Joseph Brittan, who, in accepting office, definitely declined to take any ministerial responsibility. The Council agreed to this arrangement, and by resolution affirmed an important principle: "That in consequence of the elective and responsible office of the Superintendent, the head of the Council, it is the opinion of this Council that the members of the Government in this Council should not be expected to resign their office except after a distinct vote of want-of-confidence by a majority of the whole Council." This resolution was, in later years, the cause of much friction between Mr. Rolleston and his Executive.

In November of the following year, 1856, another ministerial crisis occurred, in connection with the vexed question of communication between the city and the port. Opinion was, at that time, divided between the adherents of the Sumner Road and those of the Bridle Track, and Mr. Brittan introduced a Bill setting aside 25,000 acres of Crown Land to be sold at £1 per acre, the proceeds to be used to construct a horse tramway from Christchurch to Lyttelton, viâ Sumner. The opponents of this measure argued, with considerable justice, that such a departure from the recently adjusted land regulations, which had fixed the price of land at £2 per acre, would destroy confidence in the permanency of land prices, and prevent purchasers coming forward. The Bill was defeated, and the Government seems to have accepted the decision of the Council in a philosophic spirit. But

when a few days later, Mr. John Ollivier brought forward and carried a motion asking the Superintendent to place £3,000 on the estimates, to be spent on the Bridle Track between Lyttelton and Heathcote, instead of the Sumner Road, the Ministers resigned. Mr. Ollivier was asked by the Superintendent to form a Ministry, but he declined, and, after a short adjournment, Mr. Brittan announced that he and his colleagues had decided to retain office. A few days later, a series of Government motions, practically rescinding Mr. Ollivier's resolution, were carried by narrow majorities, and the crisis was at an end.

Many changes of Executive took place in the ensuing years, most of them over trivial questions. The inability of the province to secure a really stable Administration is indicated in the long list of Provincial Ministries in the Appendix of this volume.

Mr. W. P. Reeves, in his "Ball in the Old Provincial Council Chamber," from which the stanza at the head of the chapter is taken, has, in a few happy lines, caught the "atmosphere" of the time:—

"And there were crises in the fray
As witness the terrific day
Of "Chaos and old Knight,"
When, amid wonder, fear and fret,
The great Ten Minutes' Cabinet
Saw, and resigned, the light.

How small it all was—'tis confessed,
Policies, parties and the rest,
Laugh an' it pleases you.
Yet are we now, we numerous men,
Greater indeed, with tongue or pen,
Than they who were so few?

* * * * *

Were Sewell, Jollie, Wilson, Hall,
Montgomery and Tancred all
So poor, so weak a band?"

The three instances cited above present distinctive

features, but they all arose from the same cause, namely a disagreement between the Executive and the outside members of the Council. It was in Mr. Rolleston's time as Superintendent that "the crisis in the fray" assumed a new shape.

Mr. Rolleston, who was elected in 1868, was a man of strong personality—perhaps somewhat obstinate—and he had no idea of being dominated by his Executive. He was ambitious to have a seat on the floor of the Council, so that he could take his own part in the rough and tumble, as he was well fitted to do, and in 1869 he actually proposed to become a candidate for one of the Christchurch seats which chanced to be vacant, and very reluctantly gave way to the protest which was made on constitutional grounds. Defeated in his first attempt, he returned to the charge by sending a message to the Council, June 4, 1869, that he intended to ask the General Assembly for legislation enabling him to sit in the Provincial Council *ex officio*. The Council replied with a resolution "that the business of the Council and country should be conducted as heretofore until the Council shall have agreed to some modified form of Government."

In the following year (November, 1870), there was a distinct breach between the Superintendent and his Executive. The actual question at issue was unimportant, relating to an item charged for interest by the Bank of New Zealand, but the principle involved was whether the Superintendent or the Executive should be responsible for the policy of the Government. The Executive had the support of the Council, but the Superintendent surmounted this little difficulty by declining to call the Council together, even when requested to do so in an address signed by a majority of the members of that body. This deadlock went on for many months, until, owing to the unexpected postponement of the meeting of the General Assembly, Mr. Rolleston found himself

obliged, by regard for public convenience, to summon the Provincial Council, July 14, 1871. Then, indeed, the Executive got its way, and the Bank of New Zealand dispute was referred to a committee.

The Provincial Council continued in existence until the abolition of the provinces in 1876, Mr. Rolleston remaining in office till that date, and being the last Superintendent of Canterbury.

The opening session was held in a small house in Chester Street west, near the river, which had been the office of the short-lived "Guardian" newspaper. A description of this meeting-place had been left on record by Mr. Henry Sewell. "The externals are shabby in the extreme—a low, desolate looking wooden tenement, all by itself in a potato garden, a quarter of a mile at least from the inhabited part of the town, approached on an open trackless common covered with fern and tussock grass, barely passable in dry weather, and miserable in wet. The interior has been disguised neatly enough, but in a flimsy way, with canvas papered oak pattern, scarlet moreen covering the seats, which are of iron hardness. A respectable, dignified chair for the Speaker such as one sees in Masonic halls, a plain table, covered with papers, at which the clerk sits in front of the Speaker, with the English Statutes ranged imposingly in front, so as to give a Legislative look to the place. A side partition shuts off the public, and there is a small space at the end of the room for the Bar." (Press?)

In 1857, the Council changed its quarters to a house in Oxford Terrace, previously occupied by Mr. W. G. Brittan. This house was afterwards converted into an hotel. Again, in 1858, the Council held a session in the Town Hall (on the present site of Messrs. Strange and Co.'s premises), which had been recently erected.

It was not till September 29, 1859, that the Council met in a chamber of its own—that which is now known as the Land Room in the Provincial Council Buildings—



"LAND ROOM," PROVINCIAL COUNCIL BUILDINGS.

a handsome chamber with an oriel window overlooking the Avon.

The site of the Provincial Council Buildings had originally been reserved for a hospital, but had been appropriated by the Council, November 8, 1854, for its own use, and the sum of £2,000 voted at the same time for a building. The foundation stone was laid by Superintendent Moorhouse on January 6, 1858, Messrs. Mountfort and Luck being the architects.

Later on, the increased membership of the Council necessitated larger accommodation, and on November 21, 1865, the Council met for the first time in the present Provincial Council Chamber, admittedly one of the most beautiful pieces of architecture in New Zealand. In selecting the material for its construction, the resources of the whole province were drawn on; the bluestone columns came from Mr. Ellis' quarry at Hoon Hay; the walls were rubble from Mr. W. G. Brittan's quarry at Halswell; the interior of the upper walls was freestone from Governor's Bay; the mantelpieces were cream coloured limestone from Weka Pass; and the screen below the public gallery was a combination of the Weka Pass limestone with freestone from Mr. Cracroft Wilson's quarry at Cashmere. In later years, after the abolition of Provincial Government, the citizens of Christchurch have often approached the Government in the hope that this building, with the other buildings which surround it, might be vested in the city, and become the home of the Municipal Government.

For further information about the Canterbury Provincial Council the reader is referred to the Appendix, where will be found lists of successive Superintendents, Deputy-Superintendents, Speakers and Executive Ministries.

CHAPTER VIII.

CHRISTCHURCH LIFE IN EARLY FIFTIES.

These were not only the young days of the settlement, but were also the young days of most of the settlers, who had come out with their life's work before them. Even the leaders were not old; Sir George Grey, when he welcomed the Canterbury Pilgrims, was in his thirty-ninth year; Mr. Godley was thirty-six; Bishop Selwyn forty-one; Mr. FitzGerald was under thirty when he became Superintendent; Sir Charles Bowen was only twenty-four when he became Provincial Treasurer. According to a census taken in March, 1857, there were 6,230 persons in Canterbury, of whom 5,577 were under forty years of age, and only forty-two over sixty years old. By way of comparison, it may be noted that out of a similar number to-day, there would be about 400 persons of sixty years or over.

Naturally, in a community consisting almost entirely of young people, there was a greater freedom of social intercourse—life was brighter and friendships more easily formed.

Among the various records of those days, one of the most graphic is the unpublished diary of Mr. Henry Sewell, covering the period 1853-1856; it was intended to be read by the members of the writer's family in England, and to take the place of letters. Writing for so intimate a circle, Mr. Sewell allowed himself a frankness of expression in describing his friends and acquaintances which might cause offence, and the diary was therefore left by him to be held in trust by the Bishop

of Christchurch for the time being. It is through the courtesy of Bishop Julius that the author has been privileged to read it and to make use of some of the good material with which it abounds.

Christchurch, when Mr. Sewell landed in February, 1853, was an odd straggling place, with small wooden buildings dotted about, and a few gardens enclosed by rough palings. Mr. Sewell found it entirely unattractive, though assured by its inhabitants that, like olives, it improved on further acquaintance. The most striking feature was its lack of trees, not one tree being in sight nearer than the Riccarton Bush. The town was, in fact, so open that everyone could see what everyone else was doing at any hour of the day.

Christchurch and Lyttelton were then rivals, and Mr. Sewell's anticipation was that Lyttelton, as the port and centre of distribution, would become the chief city. He did not give pride of place to Christchurch even on the plains, believing that a more important town would grow up at Kaiapoi, and possibly another in the Ellesmere district, within easy reach of Lyttelton by way of the low saddle at the head of Gebbie's Valley.

Mr. Sewell experienced a great deal of bad weather on his arrival, and his early diary is full of ravings against the climate. "Oh, this New Zealand climate—this South of France with Italian skies. I am told that the present season is exceptional—so it was last year, perhaps it will be the same next: speak as you find it, is my motto." The climate has changed since then under the influence of plantations and the cultivation of the plains. Those were the days of the old-fashioned sou'-westers; when the track between Lyttelton and Christchurch became impassable. However, in later entries, Mr. Sewell retracted a good deal of his criticism.

A feature of New Zealand life in those days was the scarcity of labour. The Victorian gold diggings had just been discovered, and it was very little use bringing

emigrants to Canterbury, for Lyttelton often proved to be a sort of roundabout way to the diggings. Ship-masters had great difficulty in keeping their crews. The labour problem became so serious that there was even talk of importing Chinese coolies. The early settler had to do his own work, while his women folk cooked the dinner and scrubbed the floor.

Some fine stories are told about the feats performed by the pioneers. Mr. Marmaduke Dixon dug a well eighty feet deep, with his own hands. He rigged up a windlass and a bucket on a rope, and when he had filled the bucket, he climbed out of the well and pulled the bucket up after him. Think of the labour! But his section at West Eyreton was waterless, and he had to get water. Then there is the story of Mr. John Studholme, who walked, with his brother, all the way to Dunedin to buy cattle. One can imagine what that meant across the unbridged rivers and trackless plains. But when he got to Dunedin, the cattleman would not take his cheque, there being no Bank in Otago, so, after tossing up with his brother which should go, he shouldered his swag and walked back, cashed his cheque at Lyttelton, and tramped to Dunedin a second time with the money. This was in 1853, and was one of the first overland trips made between the two places. Mr. John Anderson, who came out in the "Sir George Seymour," established a blacksmith's shop at "The Bricks," and after his day's work was done, often walked in to Lyttelton to bring back the iron he needed for the next day's work.

Another effect of the diggings in Victoria was to raise the price of all foodstuffs. Mr. Sewell tells how in May, 1853, the flour ex "Hampshire" sold at £70 a ton. His diary is full of references to the cost of living. "In truth, the expense of living is about double that of London, with one-fourth part of the comfort," he said, in a characteristic passage. "People with fixed

incomes had better stay at Home. Nothing but going into some colonial line, sheep-farming, merchandising, etc., can make the colony pay as a residence. I who am condemned from such profitable pursuits by many causes, have no means of balancing the account. Fire-wood (there is no coal) costs now at cheapest 30/- a cord, and a cord is equal to about one-third of a ton of coals. Think of coals at £4 10s. a ton! But then during the winter, we paid £2 a cord. Next winter I expect it will be £4 a cord, and I am laying in a stock in time. Butter 1/6 a lb.; in the winter it was 2/-. Eggs 2d. and 3d. apiece. Vegetables to us who have no garden, and cannot afford one, paying 6/- a day for labour, are almost mythical and fabulous things. We had new potatoes and green peas for a rarity for our Christmas dinner, but the potatoes were 2d. a lb., and the peas 2/- a peck. The economy of a colony consists in doing without things. Butchers' meat is about 8d. a lb., but inferior in quality and sometimes not procurable at all. Nobody engaged in colonial pursuits cares about these things, for their profits (made out of these enormous prices) are in proportion."

"I think I must retract a good deal of my abuse of the climate. We have certainly had some charming weather lately, and the alternations of rain are really a relief. I can imagine fifty years hence the place being really agreeable and preferable for residence, but it is a great and long hill to climb before it attains real civilisation." Again on October 24, he wrote, "The price of everything is prodigious—stock is high and rising—sheep up to two guineas a piece; cattle £15 a head; horses an incredible price—nothing rideable under £60 or £70. My opinion is that the tendency will be upward. I see no chance of a fall. Australian gold will go on: population will increase; mouths to be fed will multiply."

Not only were stock and provisions dear, but many of

the ordinary accessories of civilisation were often unprocurable—the shops kept little stock, and settlers had to do their shopping from tramp vessels from Sydney. Mr. Sewell described one of these ships, the “Mountain Maid,” “a sort of maritime peddler’s shop. Her arrival in these parts is like that of a travelling peddler in a country village a hundred years ago. She brings down goods of all kinds from Sydney, and sells them at an exorbitant price, 150 per cent. above London prices—linens, prints, boots, shoes, tea and sugar, wine and spirits, candles and groceries, kettles, pots, pans, etc.; one is obliged to lay in a store, not knowing when one’s next chance may be.”

Several of the city’s present business houses started in those days. Mr. John Anderson, as mentioned above, opened a blacksmith’s shop at “The Bricks,” but soon afterwards purchased the present site of Anderson’s Foundry. Mr. W. D. Wood, another pilgrim who arrived in the “Randolph,” built a flour mill in Windmill Road in 1856, and in 1860 established the mill on the Avon near Riccarton. Dunstable House, now Ballantyne and Co., was started by Mrs. Clarkson in 1854, and Mr. E. Reece’s ironmongery establishment was opened two years later.

By December, 1854, the big rush to the diggings was over, and disappointed diggers were beginning to arrive in Lyttelton seeking work. This was the opening of a new era in Canterbury. Hitherto there had been a general acquaintance amongst the settlers, and a freemasonry which was very pleasant; hospitality had been unbounded, people stayed by storm were taken in as a matter of course. Most of the inhabitants of Canterbury up to that time were people carefully selected at Home by the Canterbury Association in the first place, and by the Canterbury Immigration agent afterwards, the later arrivals being often the relations or friends of the early pilgrims.

There were too, a few pioneers like the Deans and Rhodes—men of enterprise and resource, or they would not have been there, Nature's own selection of strong hands for an advance guard. Also a few Australian squatters who brought valuable experience to aid the newly landed settlers in the practical work of colonization. Altogether in the early fifties, the community was a united family; the members rendering each other mutual assistance, and always ready to give a hand to help a new-comer. The arrival of a party of disappointed diggers from Melbourne was the first wave of a new stream of emigration, which gradually altered the characteristics of the settlement. The diggers were rolling stones, rough, adventurous men from all parts of the world.

One great trouble to the early settlers was the lack of fencing. In 1854, out of 4,000,000 acres in Canterbury, only 7,000 acres were fenced, and the result was that cattle of all sorts strayed at large. The many Cattle Trespass Bills of the Provincial Council bore witness to the extent of the trouble.

About this time, there appeared in a Wellington newspaper, an amusing series of pen portraits of the members of the House of Representatives; in one of them, describing Mr. John Hall, it was said that he had a curious habit when speaking of constantly rising on tiptoe. The writer went on to say that he had noticed the same peculiarity in other Canterbury members, and hazarded the conjecture that it arose through the flatness of the Canterbury Plains, and the consequent necessity of a strained attitude when looking for sheep amongst the tussocks.

Another story from Mr. Sewell's diary is worth telling, as illustrating both the cattle trespass difficulty, and the general life of the period:—

Mrs. Sewell had a mule lent to her, "a quiet, respectable animal, safe for a lady to ride." The mule

was given in charge to "a young gentleman of colonial turn of mind" to take it over the hill to Lyttelton, where the Sewells were living. "He was specially instructed to leave the animal in Port, and he brought it in duly enough; but having done so, he felt himself at liberty to take it back with him to Christchurch on his own account. They do these things in a colony. It is part of the pleasant free and easy way of going on." The mule was ultimately delivered, but when wanted for use a few days afterwards "it had vanished again! It had been seen among the hills over in Mr. Cookson's valley—was likely to be gone to Riccarton, might be off to Motunau—in short, was anywhere or nowhere." The offer of a reward caused the mule to be brought back, but only to escape again next morning, when it was seen going full gallop over the hill. "This sort of thing also is colonial habit—animals always stray away. Mr. Allen, the clergymen, declares that every third person he met asked him whether he had seen that bullock, or that mare, or that cow, or some erratic beast—whence he included as an interesting statistical fact that one-third of the time of the colony was consumed in looking after stray cattle. However, another 10/- reward brought the animal back on Tuesday evening."

This chapter has been introduced not only in the endeavour to give some idea of Canterbury life in the fifties, but as a recognition of the sterling character of many of those who lent a hand to build up old Canterbury.

There is no doubt that the "mana" of the settlement continued to survive long after its first foundation, and attracted many men of unusual character and attainments.

One of them was Mr. John Cracroft Wilson, of whom, in April, 1854, Mr. Sewell wrote: "In the evening a new arrival, the 'Ackbar,' from Sydney, bringing Mr. Wilson, an Indian with a retinue of coolies, and intended

to bring all sorts of animals, antelopes, hares, deer, etc., but unhappily, most of them died on the voyage.

* * * * *

“I am sadly afraid that the Indian Nabob will be grievously disgusted, and carry back evil reports to India, whither he is to return.”

Mr. Sewell, apparently, was responsible for the nickname “Nabob” by which Sir Cracroft Wilson was afterwards known. Mr. Wilson did return to India, and greatly distinguished himself during the Mutiny, and was recommended by Lord Canning to the favourable consideration of Her Majesty’s Government as having “saved more Christian lives than any man in India.” As a reward for this service, he was made a K.C.B., and later on a K.C.S.I.

After the Mutiny, Sir Cracroft Wilson took up his residence at “Cashmere,” near Christchurch, where he died in 1881.

CHAPTER IX.

1855-1856.

Election of new Provincial Council—The Canterbury Association ordinance—Sale of Town Reserves—Arrival of Governor Gore Browne—Bishop Harper: his appointment, arrival and installation.

The election of a new Provincial Council took place in March, 1855; it was rendered necessary by Mr. Hall's Provincial Council Extension Act, which besides increasing the membership of the Council from twelve to twenty-four, altered the boundaries of the electorates.

With the exception of Mr. Cass, who retired, all the sitting members were returned.

Captain Simeon, Speaker and Provincial Treasurer, retired from both offices, and was succeeded in the chair by Mr. Charles Bowen, while Mr. C. C. Bowen, son of the newly-elected Speaker, became Provincial Treasurer. The latter appointment came in for some criticism on account of Mr. Bowen's youth, particularly from Mr. Brittan, who held that the office should be conferred as a "reward of a long period of public service." Mr. Brittan went on to say that, in all probability, there was not one member of that House who would live to see the office vacant again, a forecast of Sir Charles Bowen's longevity which has been amply fulfilled. Another rather amusing point was made. It will be remembered that Mr. Godley was an Irishman. Mr. FitzGerald also came from the Emerald Isle, as did Mr. Charles Bowen, the Speaker of the Council, and Mr. Gresson, a member

of the Executive. Mr. Brittan raised some laughter by saying that there was an impression abroad that patronage was flowing too much in one channel — and that certainly was not the English Channel. However, the appointment was not seriously challenged, and Mr. C. C. Bowen became Provincial Treasurer, giving up his position as Inspector of Police. One of his last acts in the latter capacity was to assist in the prosecution of that famous sheep-stealer, James Mackenzie, after whom the Mackenzie Plains were named.

It was now more than two years since Mr. Henry Sewell's arrival to wind up the affairs of the Canterbury Association. In face of strong opposition he had steadily endeavoured to induce the Provincial Council to take over the assets and liabilities of the Association as its natural successor; and at last his patience and ability were rewarded, and the Provincial Council passed the Canterbury Association Ordinance. This Act (July 10, 1855) constituted an agreement between Mr. Henry Sewell, as agent of the Canterbury Association, and the Provincial Government, for the latter to take over the assets and assume responsibility for the liabilities of the Association—paying interest on advances which had been made by private individuals. The assets were enumerated in the several schedules of the Act, and included the Town Reserves, 897 acres; Botanical Gardens, 23 acres; Cattle Market, 7 acres; Abattoirs, 2 acres; Government Domain, 64 acres; also the sites of the Gaol, the Mechanics' Institution, Association offices and Stores. Custom House wharves, Agents' house, Post Office, Town Hall and Police Court. There were also special Reserves for Canals:—Between Heathcote and Halswell rivers, 29 acres; between Avon and Purarekanui rivers, 45 acres; between Avon and sea, 28 acres.*

*By Provincial Council Canal Reserve Ordinance, September 19. 1871. the Superintendent was authorised to sell this reserve.

The liabilities taken over amounted to £28,939 10s. 7d., and the motion for the adoption of the agreement was moved by Mr. J. Brittan, and supported by other speakers who paid tribute to the unselfish work done by the Association. The Provincial Council declined to cavil at certain items of expenditure to which it might easily have taken exception, and cheerfully assumed what seemed then a heavy liability.

Thus ended the corporate existence of the Canterbury Association, a conclusion honourable to the Provincial Council and greatly appreciated by the members of the Association. A letter addressed to the Superintendent contained this paragraph:—"There is not one of us who will not retain for the whole of his life the most lively interest in the fortunes of the colony of Canterbury, and the most affectionate regard for its inhabitants." The letter was signed by twenty-seven members of the Association in London, the first signature being that of Lord Lyttelton, and the last that of Mr. J. R. Godley.

It was found necessary at a second session of the Provincial Council in October, to pass the Canterbury Association Reserves Ordinance, to enable the Provincial Council to administer property acquired through the Canterbury Association. It was by this ordinance that authority was given to sell the town reserves (about 400 acres) which surrounded Christchurch on three sides, and a minimum price fixed at £50 per acre, the money to be used to pay off the Canterbury Association liabilities (£28,939 10s. 7d.), for which 6 per cent. debentures had been issued. Besides authorising the sale of the reserves, the Ordinance provided for the necessary roading to open up the land for residential purposes, viz., the formation of belts, two chains wide, round the city, and the continuation of streets to meet these belts.

It may be mentioned here that the first sale of Town Reserves under this Ordinance took place on February 7,

1856, at which 107 acres were sold at an average price of £60 per acre, or £10 above the upset price. The regulations provided that applicants could apply for blocks not exceeding five acres, and that all blocks so applied for should be put up to auction at the upset price of £50 per acre. Subsequent sales were held at intervals as applications were received, and prices were more than maintained. Eventually the whole of the Canterbury Association liabilities were liquidated from this source, and it became necessary in January, 1866, to pass the Canterbury Debenture Fund Ordinance to dispose of the surplus from the fund as ordinary revenue.†

The new Governor, His Excellency Colonel Gore Browne, who had landed in Auckland the previous September, arrived in Lyttelton on December 31, 1855, with Mrs. Gore Browne, and met with a cordial reception. He was the first constitutional Governor of New Zealand with responsible ministers.

The Provincial Council presented a loyal address, but respectfully pointed out that Auckland was a most inconvenient site for the seat of His Excellency's Government. If His Excellency read the papers, as no doubt he did, he must have seen that, however unanimous the Council might have been against Auckland as the seat of Government, there was some divergence of opinion about the propriety of raising such an issue in an address of welcome.

One of His Excellency's first acts was to order the release of James Mackenzie, whose capture has already been recorded. We are not told the grounds on which Mackenzie was liberated, but probably the Government was not sorry to be relieved of the custody of a prisoner who had been somewhat elusive in his ways. One of the conditions of his release was that Mackenzie should

†Among the Provincial Council receipts on March 31, 1866, appears an amount, £4,430 0s. 3d., from Canterbury Association Debenture Fund Account.

seek "fresh woods and pastures new," but he will live in Canterbury history as the godfather of the Mackenzie Plains, which he discovered, and to which he took his stolen sheep.

The election for the House of Representatives of the second Parliament of New Zealand took place in December, 1855, and January, 1856. There were 37 members to be elected, and the Superintendents of the six provinces all gained seats—Mr. FitzGerald as Member for Lyttelton. Christchurch was represented by Mr. H. Sewell, and there were three other members for Canterbury. Mr. Henry Tancred was appointed to the Legislative Council; the first Canterbury nomination to that body.

A short session of the Provincial Council opened on February 28. Mr. FitzGerald, owing to ill-health, was unable to attend the opening. Mr. Godley had resigned the position of Canterbury Agent in London (July 2, 1855), and Mr. H. Selfe Selfe was appointed to succeed him. The appointments in each case were honorary, and the services of both gentlemen were subsequently recognised by the thanks of the Provincial Council, and a grant of £100 to each to "purchase a memorial."

At a later session held in November of the same year, the Council decided to have the Seal of the Canterbury Association converted into a Seal for the Province by changing the word "Societatis" into "Provinciae." There had been a rather amusing battle for the possession of this Seal a few years before. Mr. Joseph Brittan, when appointed Commissioner of Crown Lands by Sir George Grey, occupied the Canterbury Association's office, and seized upon the Seal, in addition to survey maps and other Association property, and refused to surrender them to Mr. Sewell, the representative of the Association, even though the latter obtained judgment against Mr. Brittan for illegally retaining possession of the property. Mr. Sewell, in his journal, expressed great indignation, and



THE SEAL OF CANTERBURY PROVINCIAL
COUNCIL.

Now in Canterbury Museum.

declared that he believed Mr. Brittan carried the Seal to bed with him at night for safer custody. The matter was finally adjusted on a protest made to the General Government by Mr. FitzGerald (August 29, 1854), and the Seal restored. It now rests in the Canterbury Museum, the central design being the Association's Seal with the added inscription "Sigillum Provinciæ Cantuar-iensis" around the shield.

At last the settlement was to welcome its own Bishop. The selection of the Rev. Henry John Chitty Harper was due to Bishop Selwyn. Their friendship was formed at Eton, where Mr. Harper was then (1833) engaged in preparing boys for the College, of which he was also Chaplain, and Mr. Selwyn joined the teaching staff fresh from his career at Cambridge. It was through the influence of Mr. Harper that his friend was led to take Holy Orders. Their paths separated, when, in 1840, Mr. Harper was presented to the living of Stratford Mortimer, and a year later Mr. Selwyn became Bishop of New Zealand, though only thirty-two years of age.

The legal difficulties in the way of sub-dividing the diocese of New Zealand were removed by an Act passed through the British Parliament in 1853, which provided on certain conditions for the appointment of a Bishop of Christchurch. When, therefore, Bishop Selwyn was in England in 1854, one of his objects was to select a suitable man for the position. His thoughts naturally turned to his old Eton friend, and he visited Mr. Harper at Mortimer. The visit led to no definite engagement, and it was understood that before accepting appointment, Mr. Harper would require an express invitation from the members of the Church of England in Canterbury.

On his return to New Zealand, Bishop Selwyn took with him two of Mr. Harper's sons, Leonard and Charles, and soon after his arrival he called a meeting of members of the Church of England in Canterbury.

The meeting was held on November 8, 1855, in St.

Michael's Church, which had not then been consecrated; it was presided over by Mr. FitzGerald, and Bishop Selwyn suggested the name of the Rev. H. J. C. Harper as the first Bishop of Christchurch. The Bishop of New Zealand spoke so warmly of the sterling character of his friend that the meeting carried resolutions praying Her Majesty the Queen to nominate a Bishop of Christchurch, and affirming that it would preserve the interests of the Church in the Province if the Rev. H. J. C. Harper (then the vicar of Mortimer, in Berkshire) were appointed to the post. At the time these resolutions reached England, the Rev. Edmund Hobhouse, a Fellow of Merton College, was in communication with Lord Lyttelton, who wished to recommend him for appointment as Bishop of Christchurch, but Mr. Hobhouse* immediately gave way on the declared wishes of the members of the Church of England residents in the Province of Canterbury becoming known, and Mr. Harper was appointed. He was consecrated Bishop at the Lambeth Palace Chapel, August 10, 1856, and sailed for Lyttelton in the "Egmont" on September 11.

The first person to greet Bishop Harper on his arrival (December 23) was Bishop Selwyn, who had come to meet him in his yacht, the "Southern Cross," and came on board the "Egmont," bringing with him Mr. Leonard Harper. The meeting of the two Bishops has been commemorated in a fine piece of sculpture, which forms the central panel of the Cathedral pulpit.

Canon Purchas, in his "Bishop Harper and the Canterbury Settlement," has supplied a graphic account of the difficulties of transport in conveying the Bishop with his numerous family and luggage over the Bridle Track to Mr. Cookson's house in Heathcote Valley. From thence to Christchurch, the Bishop and some members of his family were conveyed by Mr. J. E. FitzGerald in

*He was shortly afterwards appointed as the first Bishop of Nelson.

a dog-cart of his own make, which he called the "circulating medium." It was original in its design, and possessed a pair of enormous wheels, and was drawn by two horses harnessed tandem. This was the famous chariot which was afterwards celebrated as the pioneer of wheel traffic over the Sumner Road. On his arrival in Christchurch, the Bishop was welcomed by Dean Jacobs, then Headmaster of Christ's College, with the epigrammatic greeting "Tandem venisti, my lord."

On the following day, Christmas Day, the Bishop was installed at St. Michael's Church, which thenceforward became the pro-Cathedral. Bishop Selwyn was present, but could take no part in the proceedings, because it was found that the Letters Patent had been made out in a form placing the new Bishop under the authority of the Bishop of Sydney. The necessary documents were read by Mr. (afterwards Judge) Gresson.

With the installation of its Bishop, Christchurch became an episcopal See under English letters patent, and therefore entitled to rank as a city, a distinction which it afterwards shared with Nelson, the only other New Zealand See so constituted. Bishop Selwyn, who had ceased to be the Bishop of the Diocese preached affectionate farewell sermons to paheka and Maori congregations, and early in January sailed for the Chatham Islands. An address of welcome from the members of the Church of England was presented to Bishop Harper by the Superintendent (December 30), and the opportunity was taken to pass resolutions praying Her Majesty the Queen, and the Archbishop of Canterbury, that New Zealand should be constituted a separate ecclesiastical province, and that the Primacy should be "migratory"—not stationary. The desires of the meeting were fulfilled—New Zealand was constituted a separate ecclesiastical province, and by the constitution of the Church of England in New Zealand as finally agreed upon, it was left to the General Synod to frame regulations for the election of the Primate. It

only remains to add that when Bishop Selwyn was translated to Lichfield, the Synod, in October, 1868, elected Bishop Harper as his successor to the Primacy. Bishop Selwyn himself presided over that Synod, but sailed immediately afterwards to take up his duties in England.

The Primate-elect did not enter in his office till July, 1869, when he received notice from the late Bishop of New Zealand that his resignation of office as Metropolitan had been registered in the office of Faculties of the Archbishop of Canterbury.

At the time of his installation Bishop Harper's diocese as Bishop of Christchurch included not only Canterbury, but Otago and Southland. The division of the diocese occurred in 1869, and was followed by a painful incident in the Church history of New Zealand. It is not necessary to tell the story here, it will be found fully related in Dean Jacobs' "Diocese of New Zealand." Suffice it to say that Dr Jenner claimed, unsuccessfully as it proved, to have been appointed Bishop of Dunedin. The claim was resisted, and in the meantime Bishop Harper continued to administer the affairs of both dioceses. It was not till 1871 that the question was finally disposed of, and on June 4 of that year, the Right Rev. Samuel Tarratt Nevill was consecrated at St. Paul's, Dunedin, and on the same day, the Bishop of Christchurch formally resigned charge of the Bishopric of Dunedin, and, as Primate of New Zealand, inducted the Right Rev. S. T. Nevill into the Bishopric of the See.

CHAPTER X.

1857.

Christ's College—The Sumner Road—Departure of Mr. J. E. FitzGerald.

Bishop Harper, before leaving England, had interested himself in the foundation of Christ's College, and had collected funds for the purpose. On his arrival in Christchurch, he continued to devote his energy to the same object. An interval occurred while he attended the conference at Auckland, in June, at which the Constitution of the Church of England in New Zealand above referred to was drawn up, but shortly after his return, he performed his first important function in Christchurch, when on July 24, 1857, he, as Warden of the College, laid the foundation stone of Christ's College.

A main feature in the plan of the Canterbury Association was the foundation of a Church of England College, to be called Christchurch College. There were to be two departments, an upper College for young men over the age of seventeen, and a lower Grammar School on the model of similar schools in England, for boys from seven to seventeen. It was then intended that the College should be situated close to the Cathedral, in the Square, and that the upper department, or College proper, should be the predominant consideration.

The Rev. Henry Jacobs, M.A., was appointed by the Canterbury Association, in May, 1849, to take charge of the collegiate department, and also to superintend the Grammar School at the outset. He came out in the "Sir George Seymour," acting as chaplain on the

voyage. Soon after his arrival, Mr. Jacobs established both the College and Grammar School in two rooms in the Immigration Barracks at Lyttelton. In the following year, April, 1852, the establishment was removed to Christchurch, to a small building at the corner of Lichfield Street and Oxford Terrace, opposite the site of St. Michael's Church. Christ's College, as at present constituted, was founded by the Church Property Trustees by Deed of Foundation, dated May 21, 1855, and endowed with one-fifth of the Town and Rural Lands recently conveyed to them by the Canterbury Association through its Agent, Mr. Henry Sewell. The Deed provided that the Bishop of Christchurch should be ex officio Warden of the College. It also appointed, as sub-Warden, the Rev. Henry Jacobs, M.A., and ten Fellows. There being no Bishop of Christchurch at the time, Mr. Jacobs, as sub-Warden, was the first head of Christ's College.

The Provincial Council passed an Ordinance (June 28, 1855) incorporating Christ's College in terms of the Deed of Foundation, and at a later session (October 23), authorised the Superintendent (himself one of the Fellows of the College) to convey, not exceeding ten acres of the Government Domain as a site for the College.

It may not be generally known that the selection of the present site was attributable to the foresight of Mr. Henry Sewell. Bishop Selwyn disapproved of the Cathedral Square site for the College. He wanted a country site—removed from the turmoil of the city, and at one time, it was suggested that the College should be placed near the Heathcote Ferry. The actual selection was made on June 8, 1853. It so happened that Mr. Sewell dined that day with Mr. and Mrs. Jacobs at their school-house. There were present also the Rev. R. B. Paul and Mr. T. Cass, the chief surveyor. The four—the Revs. Jacobs and Paul, and Messrs. T. Cass and Sewell, formed themselves into a sort of selection committee. Mr. Paul seems to have favoured the old pro-



WORCESTER STREET AND CHRIST'S COLLEGE CADETS, 1916.
"We have sketched out, in imagination, a handsome central street,
terminated by the Cathedral."

posal of Cathedral Square, but Mr. Sewell brushed aside the suggestion with the practical criticism that there was no space, only three or four acres in all. "So," as he wrote in his breezy journal, "I walked them off to look at the land marked 'Government Domain,' about 64 acres next the town, surrounded on three sides by the river, and after a careful inspection of the site, we all agreed that it was the place." He soon got other supporters; on the way back "we met Mathias and Dr. Barker, and brought them into complicity with us," and later, "Brittan, whom I afterwards saw, takes to the idea very much. We have sketched out, in imagination, a handsome central street, running through the city, terminated at one end by the College and its gardens, and at the other by the Cathedral in the central Square." The selection was subject to the consent of the Provincial Council and of Bishop Selwyn, which was afterwards obtained.

Building funds were secured from various sources—about £1,800 was subscribed in England. The Provincial Council granted £500. The sale of one-half of Cathedral Square to the Government (November 25, 1858), ultimately brought in £1,200. Also some funds were provided from the Somes' Estate. The Schoolroom was opened November 26, 1857, but it was not till the following year that the School, then numbering about fifty, moved into its new home. Since then, many additions have been made, the most noticeable being the big schoolroom built in 1863, from plans drawn by Mr. Fitzgerald, and the College Chapel, opened October 23, 1867. The Chapel was built from the designs of Mr. Robert Speechly, resident architect of the Cathedral, and was partly paid for by the generosity of Archdeacon Wilson, then Bursar of the College, and was enlarged in 1883, by the addition of transepts and chancel.

Another notable addition was the Headmaster's house, accommodating about sixty boarders, which was opened

in 1909, and was the gift of old Christ's College boys, a gift which may be taken as evidence that Christ's College had already gathered round it traditions similar to those of the great public schools of England, traditions fostered by the formation of Christ's College Old Boys' Association, founded February 20, 1877, under the Presidency of Mr. George Harper. Like many of the Canterbury Association plans, the reality has moved on very different lines from those anticipated. The College is not in Cathedral Square, the Collegiate department, though doing good work, particularly in preparing candidates for ordination, has quite failed to become the predominant partner, but if the founders of the Association could now see the alma-mater they founded, they would have no cause for regret.

Associated with Christ's College is also a "Lower Department," formerly the Cathedral School, a preparatory school for the College from which the Cathedral Choir is supplied. It was established separately in 1881, but incorporated with Christ's College in 1895.

Christ's College was affiliated to the University of New Zealand in 1873. Among other endowments may be noted an annual divinity prize, founded in 1879, by the Right Hon. A. J. Balfour.

The following is a list of the Headmasters:—

Rev. Henry Jacobs, M.A., Oxford, resigned 1863, but continued to be connected with the College till his death (February 6, 1901).

Reginald Broughton, M.A., Balliol College, Oxford, 1863-1864.

Rev. W. Chambers Harris, M.A., Brasenose College, Oxford, 1866-1872.

C. C. Corfe, B.A., Jesus College, Cambridge, 1872-1888.

Rev. F. A. Hare, M.A., Emmanuel College, Cambridge, 1888-1892.

C. F. Bourne, St. John's College, Oxford, 1893-1903.

Rev. C. H. Moreland, Lincoln College, Oxford, 1904-1912.

E. A. Belcher, Lincoln College, Oxford, 1913-1914.

G. E. Blanch, Christ Church, Oxford, 1915.

The Sumner Road was the first important undertaking completed in Canterbury. Captain Thomas chose the line as the most practicable route for communication between the Port and the Plains, but the work he started before the arrival of the pilgrims suffered many interruptions, and was not finished till August, 1857. During the first session of the Provincial Council in 1853, a committee, under the chairmanship of Mr. W. B. Bray, C.E., was set up to consider the completion of the road, and reported favourably, but suggested tunnelling under Evans' Pass to avoid the rocks near the Zig-zag. Even at that early period railway communication between Port and Plains was being discussed, the alternative routes proposed including the one eventually adopted, and another starting from Gollan's Bay viâ Evans' Pass. But the time was premature for railway communication, and on December 27, 1854, the Provincial Council committed itself to the Sumner Road at an estimated cost of £12,000.

The Bridle Track route had also its supporters, and Mr. H. J. Gouland, the Provincial Secretary, made the quaint suggestion of a windlass at the top of the track, to be worked by bullocks, till circumstances permitted the construction of a tunnel. Another attempt (in 1856) to substitute the Bridle Track for the Sumner Road has already been referred to.

Eventually the road was constructed viâ Evans' Pass without tunnelling, but in order to avoid the expense of considerable rock cutting, a wide deviation was made from the plans of Captain Thomas necessitating the steep Zig-zag on the Lyttelton side. Captain Thomas'

plan would have given a good trotting road all the way, and, when in 1914, the use of motors made it necessary to avoid the steep gradients and sharp turns of the Zig-zag, the Government, in conjunction with the several local authorities interested, adopted the actual line pegged out by Captain Thomas some sixty-five years earlier—a remarkable endorsement of the Captain's skill as an engineer.

The road was opened in picturesque fashion on August 24, by the Superintendent, and writing nearly fifty years afterwards, on the occasion of the Jubilee of Canterbury, Sir Charles Bowen described how Mr. FitzGerald "insisted on risking his own life and that of his friends by driving a tandem over the half finished Zig-zag. It was negotiated with the assistance of volunteer grooms hanging on to the horses' heads, and a stalwart crowd hanging on to the dog-cart behind. The Provincial Secretary, who was an elderly gentleman, felt it his duty to accompany the Superintendent, and manfully stuck to his seat throughout; but it was reported that he had made his will the day before." The Provincial Secretary referred to was Mr. Gouland, mentioned above, and Sir Charles was himself a passenger, but got out at the top of the Zig-zag. The "circulating medium," in which this journey was accomplished, was mentioned in the last chapter in connection with Bishop Harper's arrival. A more detailed description of it has been supplied by Mr. Alfred Cox, in his "Recollections," published in 1884: "A vehicle," he wrote, "at once the delight of small boys and the terror of all horses. . . It had two wheels only; but such wheels! They towered to the level of the wall plates of the houses of that time—the thing resembled a timber carriage, with shafts instead of a pole. . . . To drag it about two horses were absolutely required, and were yoked up tandem fashion. . . . One of Mr. FitzGerald's last drives before leaving Canterbury was over the Sumner Road to Lyttelton. . . ."

. . . It is said that on that occasion he was not assisted by more than two men at the head of each horse—but it is very difficult to get at the truth of these rumours.’’ At any rate, the Superintendent safely accomplished the journey, and was able to preside at the inevitable banquet which was held at Lyttelton.

The Band which accompanied the expedition was not so adventurous, and left their conveyance at Sumner, finishing the journey on foot.

The Superintendent announced that the road had cost less than £7,000. The Provincial Council had been dissolved (July 14), and the elections of a new Council and a new Superintendent were imminent. Mr. FitzGerald's health did not permit him to seek re-election; it had prevented him from attending the previous Parliamentary session, and he had made up his mind to return to England. The opportunity was taken to appoint him Immigration Agent in London, where his services were greatly needed.

For the past two years Great Britain had been engaged first in the Crimean War, and then with the Indian Mutiny. The files of the Christchurch papers were full of stirring events, often to the exclusion of any local news. In them can be read the contemporary account of the Charge of the Light Brigade, and the horrors of Cawnpore. One effect of the troubles through which Great Britain was passing was to divert attention from the Colonies, and the tide of emigration almost ceased. Labour was badly wanted in Canterbury, and there was ample scope for Mr. FitzGerald's energy in securing it. He sailed about the end of September amid very general regret. The "Lyttelton Times," with which, in its early days, he had been so closely associated, declared in an appreciative article, that he belonged to the same dynasty as Mr. J. R. Godley.

CHAPTER XI.

THE FIRST SUPERINTENDENCY OF MR. W. S. MOORHOUSE.

1857-1863.

Election of Superintendent Moorhouse—"The Amended Regulations" — Public Hospital — Canterbury Chamber of Commerce—Return of Mr. FitzGerald from England, and publication of the "Press"—Lyttelton Tunnel—Mr. Julius Haast (afterwards Sir Julius)—Mr. Edward Dobson—Christchurch Municipal Council—Artesian water supply—Resignation of Mr. Moorhouse.

After the departure of Mr. FitzGerald there was an interval of some months before the election of his successor, and during that period Mr. Charles Bowen acted as Deputy-Superintendent. The elections took place in November, when Mr. William Sefton Moorhouse was elected to the Superintendency, defeating Mr. Joseph Brittan by a substantial majority. The new Provincial Council, consisting of twenty-six members, met on January 19, 1858, with Mr. Ollivier at the head of the Government, in place of Mr. Packer, who had resigned.

That session (January 19 to February 24), was chiefly remarkable for the passage of the "Amended Regulations," relating to the waste lands of the Province. The subject had frequently occupied the time of the Provincial Council since 1855, when the first set

of Regulations was disallowed by the Governor, and amended to meet his views. On April 15, 1856, another set of Regulations had been published in the "Gazette," offering rural lands at 40/- per acre. An application book was kept, and priority given in accordance with the order of the names appearing therein. It was at that time that certain historical races were ridden by settlers competing for priority of claim to particular blocks of land; notably one described by Mr. Samuel Butler, in which he himself took part. He and his neighbour had a dispute about the boundary line of their respective runs. The point at issue was the possession of a small piece of land on which stood a building and other improvements. Each man knew that if he could reach the land office before his rival, he could buy the freehold at £2 per acre, and so without spoken challenge, the race began. It was a long-distance competition, a hundred miles across country, with rivers to swim. The contestants passed and re-passed each other, but Mr. Butler, who had secured a remount on the road, won the race.

Then came fresh complications: some of the early settlers had pre-emptive rights at £3 per acre. Was it fair, it was asked, that these men, the pioneers of Canterbury, if they wished to exercise their pre-emption, should still have to pay £3, when others were paying only £2 per acre? But there was some doubt whether the dissolution of the Canterbury Association had not extinguished these pre-emptive rights altogether. A compromise was made, the pre-emptive rights were confirmed, and the price reduced to £2: but a proviso was inserted that if another applicant desired to purchase the freehold, the owner of the pre-emptive right had either to exercise his pre-emption promptly or abandon it. The squatters, anxious to preserve their pre-emption rights over large blocks of land, discovered a flaw in these regulations: they need not purchase the whole

of their grazing area—it was quite sufficient to purchase twenty acres, and that stayed proceedings, and the whole machinery, application, notice and the rest, had to be started again, taking some months, and even then the squatter had only to buy another twenty acres, to ensure a further respite.

The “Amended Regulations” were intended to put a stop to this practice, but the squatters were in a majority in the Provincial Council, and so amended the “Amended Regulations” as to make themselves fairly safe. It was this debate which was described in “The Song of the Squatters,” by Mr. Crosbie Ward, in the “Canterbury Rhymes.”

It is only fair to the squatters to say that there was some reason for protecting homesteads and valuable improvements from being taken by land selectors, since no compensation was provided.

The next meeting of the Provincial Council, September 29, 1859, was held for the first time in its own premises on the site which had been originally reserved for a Public Hospital.

It therefore became necessary to find another situation for the Hospital, and a Bill was passed, taking about five acres of the Public Domain for that purpose. This was the last serious encroachment made on the public reserves of Christchurch, though several attempts at diverting portions of them to special purposes were subsequently made. For instance, in March, 1867, there was a strong agitation to induce the Council to grant a site for a cattle market in Hagley Park, near the Carlton Bridge. Happily, however, Christchurch citizens have been always very sensitive about any interference with their reserves. The Hospital Bill passed, and the Hospital was built, and for some years administered by a Board of Governors. Eventually the usual difficulty arose—a lack of funds for administration, and in August, 1864, the Government, at the request of the Board,



ON THE BANKS OF THE AVON, 1916.
On the left are the Hospital Grounds, taken from the Public Domain.

passed the Hospital and Charitable Aid Ordinance, vesting the Hospital in the Superintendent, and giving rating powers for its maintenance.

It was about this time that an important institution, the Canterbury Chamber of Commerce, began its career in Lyttelton, on August 19, 1859, under the title of Lyttelton Chamber of Commerce. (The name was afterwards changed on the removal of the Chamber to Christchurch in 1863).

Mr. Isaac Thomas Cookson, of the firm of Cookson, Bowler and Co., was the first President, and the list of his successors included the names of many of the most successful business men of Christchurch. The subsequent history of the institution has been so inseparably associated with the commercial history of the city and province that a separate record is hardly required. The Chamber of Commerce, in after years, took a prominent part in every movement to promote the commercial welfare of the district. Its headquarters were moved, in 1886, from Tattersall's Buildings in Cashel Street, to its present chamber in the Australian Mutual Provident Buildings, Cathedral Square.

Mr. FitzGerald returned from England in April, 1860. While acting as Emigration Agent for Canterbury in London, his journalistic instincts had found scope in the re-establishment of the "Canterbury Papers" (New Series), in 1859. In his official capacity as Emigration Agent he had carried out the instructions of the Provincial Government, but on arrival in Canterbury, free from the shackles of his official position, he was at liberty to give expression to his personal opinions, and declared himself an opponent of the Lyttelton Tunnel, and was supported by many others whose opinions were entitled to carry weight. Shortly after his arrival, therefore, he entered into a crusade, with his customary vigour, against the Tunnel, and against Superintendent Moorhouse, who was its energetic promoter. He sought a

seat in the Provincial Council, from which to voice his opposition, and was returned for Akaroa on May 16. As an old journalist, he realised the necessity of newspaper support, and finding that the "Lyttelton Times," of which he had been the first editor, was enthusiastic in its advocacy of the Tunnel, he set himself to establish a rival newspaper, and the appearance of the "Press," on May 25, 1860, was due to his enterprise. The first number of the new journal contained a long leading article opposing the proposed Tunnel, accompanied by the threat "we shall return to this matter probably again and again."

In a former chapter it has been stated that in the early provincial days, there were no party politics as we know them. Possibly it is not too much to suggest that the old order changed with the advent of the "Press." Party politics, in any case, were bound to come sooner or later, and it was manifestly desirable that each side should be adequately represented in journalism. The "Press" has since enjoyed a long and honourable career, and is to-day one of the foremost papers in New Zealand.

The election of Mr. Moorhouse, as Superintendent, on November 4, 1857, had not turned on any particular policy measure, and the Lyttelton Tunnel, with which his name subsequently became so closely associated, was not referred to in the addresses of either of the candidates. It was later on that the demand for railway communication between Christchurch and its port became insistent, fanned by a series of articles in the "Lyttelton Times." The Superintendent placed himself at the head of the movement, and never rested till he had carried it to a triumphant conclusion. The project was first seriously mooted in the Provincial Council in November, 1858, when a committee, under the chairmanship of Mr. E. Dobson, Provincial Engineer, was set up to collect local information, and this was followed by

the appointment of three Commissioners in London "for the construction of railways in Canterbury." The Commissioners were Mr. J. E. FitzGerald, at that time Emigration Officer for the Province, Mr. James J. Cummins, of the Union Bank of Australia (the only Bank then operating in Canterbury), and Mr. H. Selfe Selfe, who possessed valuable Parliamentary experience. Mr. FitzGerald had taken to London with him a model of the range of hills between Christchurch and Lyttelton, and his local knowledge was invaluable in the promotion of the work. Associated with the Commission was Mr. W. B. Bray, C.E., a former member of the Provincial Council, whose professional experience and local knowledge were placed unreservedly at the disposal of his colleagues.

Mr. FitzGerald was, from the outset, opposed to the Tunnel, his preference being for the route *viâ* Sumner and Evans' Pass, over which he had driven his tandem, and he urged a high level railway, with steep gradients and a comparatively short tunnel, instancing some of the railway engineering then being carried out in America as proof of the practicability of his scheme. But the choice of route was for decision by an expert, and, in due course, the three Commissioners submitted their proposals to the greatest living authority on railway engineering, Mr. Robert Stephenson. Mr. Stephenson, possibly on account of ill-health (he died the following October, and was buried at Westminster Abbey), passed them on to his cousin, Mr. George Robert Stephenson, an engineer of almost equal eminence. The London Commissioners had also to report on the finance of the undertaking, and at first favoured borrowing only £70,000 in London, there being authority in existence for a loan to this amount, and paying for the remainder of the undertaking out of the Provincial revenues, or, if need be, by a mortgage on the undertaking itself. Mr. Stephenson's report, dated London, August 10, 1859,

was laid before the Provincial Council in October, 1859. It dealt exhaustively with three different routes. The high level Sumner route via Evans' Pass was condemned out of hand on account of its steep grades and sharp curves. The Gollan Bay route was also condemned, and the line of the present Tunnel recommended. Mr. Stephenson's estimate of the cost was £250,000, at which he thought it would be possible to obtain an English contractor of repute to undertake the work. The Commissioners were so favourably impressed with Mr. Stephenson's report that they took the responsibility of asking him to find a contractor, and this he did, Messrs. Smith, Knight and Co. offering to construct the Tunnel for £235,000.

The Provincial Council had voted a sum of £4,000 for preliminary expenses, and the Commissioners entered into a provisional agreement in September, 1859, with Messrs. Smith, Knight and Co., under which this firm sent out their agent, Mr. Baynes, and an engineering staff to make a preliminary investigation, and undertook that if they found the conditions were as represented, they would sign a definite contract. The Provincial Council was only committed to the payment of a fixed sum of £3,000 for preliminary expenses, and was not bound to proceed with the work if it proved impossible to pass the necessary legislation.

The two Bills, the Railway Bill and the Loan Bill for £70,000, were introduced and passed in December, 1859, not without serious opposition. The Railway Bill came up for consideration on December 15, the eve of the ninth anniversary of the Province, and Mr. J. Hall moved that its second reading should be taken that day six months, but this attempt to kill the measure was defeated. Public opinion was undoubtedly at the back of the undertaking, but many people thought the responsibility of carrying out so gigantic an undertaking too great for a community of only about 10,000 persons. It must be remem-

bered that in 1860 a tunnel one mile and three-quarters in length was almost a world's record. (The Mont Cenis Tunnel had been started in 1857, but was not finished till some years later.) There was also the uncertainty of what might be met with in cutting through the wall of an ancient crater of large dimensions. Mr. Fitzgerald's opposition has already been noted, and Mr. Godley, in a private letter, published in the newspapers, counselled caution. Nor did the passage of the two Bills end the matter. They had to be reserved for the Governor's assent, and this was later refused on the ground that the Provincial Council was trenching on the privileges of the General Assembly. On the Governor's refusal becoming known, the Superintendent called the Provincial Council together, and carried a resolution asking the General Assembly to authorise the Railway and loan. This time authority was sought to borrow £300,000 instead of £70,000. A public meeting was called at the Town Hall by Mr. T. W. Maude, as Sheriff, and, in spite of the opposition of Mr. Joseph Brittan, it endorsed the railway policy of the Government. Fortified by this support, the Superintendent went to Auckland, where Parliament was sitting, and returned in triumph with authority enabling the Provincial Council to pass the Loan Bill for £300,000, which it did in July, 1860.

Meanwhile, in January, 1860, Mr. Baynes had arrived in Lyttelton and started work at the Lyttelton end of the Tunnel. The start at the Heathcote end was deferred for some months, waiting for plant to arrive from England. But now a fresh difficulty arose. Mr. Baynes had been in Auckland assisting the Superintendent in the passage of the Bills, but soon after his return he threw up the contract on account of meeting some very hard stone, and in November, 1860, it was finally cancelled.

Mr. Julius Haast (afterwards Sir Julius von Haast) arrived at Lyttelton about the same time from Nelson,

where he had carried out a comprehensive geological survey of the country. He had already established a high reputation among scientists and practical men, and the Provincial Government secured his services to report on the probable extent of the hard rock which had led to the abandonment of the first contract. His report, read to the Council on December 20, was favourable, predicting that a good deal of the distance to be driven would be through comparatively easy country, and that it would prove possible to complete the Tunnel sooner and at less cost than had been originally anticipated.

Mr. Baynes and his engineer, Mr. McCandlish, were publicly entertained by the Superintendent on November 30, 1860, prior to their departure for England, and acknowledgment was made of the assistance they had given in passing the Railway Bill and initiating the work.

The Superintendent then proposed that the Provincial Engineer, Mr. Edward Dobson, should continue the work at both ends of the Tunnel, and that later on, when more information had been obtained, a contract should be let for the central portion. This proposal, when submitted to the Provincial Council on December 11, 1860, was carried only by the casting vote of the chairman, and the Superintendent, being disinclined to act on so narrow a majority, invited the Council to join him in praying the Governor for a dissolution. A few days later, on January 4, 1861, the matter was patched up, and the Superintendent was authorised to find a new contractor, and to negotiate the loan, the two propositions to be interdependent.

Shortly afterwards, Mr. Moorhouse left for Melbourne in search of a contractor. In his absence, he lost his seat in the House of Representatives, being beaten by Mr. A. E. White (for Akaroa) on February 13, 1861, but he was subsequently returned for Heathcote. At Melbourne, about April 16, 1861, he entered into a

provisional contract with Messrs. Holmes and Co. (Mr. George Holmes and Mr. E. Richardson), He also made arrangements with the Union Bank there to float a loan of £300,000 at the rate of £50,000 per annum, and on his return to Lyttelton, on April 28, 1861, accompanied by Mr. George Holmes, he met with a great reception from the Canterbury public, as it was recognised that the undertaking had been placed on a sound and promising footing.

On May 16, 1861, the provisional contract and loan arrangements were confirmed by the Provincial Council. The contract sum was £240,500, slightly more than that arranged with Messrs. Smith, Knight and Co., but it included other work outside the Tunnel, and was considered more favourable to the Province. Mr. E. Richardson followed his partner to Lyttelton, and took charge of the work, and on July 17, 1861, the first sod was turned by Mr. W. S. Moorhouse, and the event was celebrated by a banquet, under the chairmanship of Mr. Richardson.

Looking back, one cannot help being amazed at the intrepidity shown by so small a community in undertaking so gigantic a task. One must remember, however, that those were the prosperous days of Canterbury. The land sales, for instance, during the first half of 1862, amounted to £131,655 10s. The finances of the Province were in so flourishing a condition that the Provincial Council (January 10, 1862) decided to purchase and cancel the first year's instalment of the railway Loan, £50,000, thus making the payment out of revenue.

It may be added that Messrs. Holmes and Co. successfully carried out their contract, and on May 24, 1867, the Tunnel was pierced by breaking into a drill hole, and five days later, May 29, a practical opening was made, through which some of the miners and Superintendent Moorhouse passed. The first trial trip of an engine through the Tunnel was made on November 18.

1867, and the line was opened for passenger traffic on December 9, 1867.

Something should be said about the work of Mr. Edward Dobson. In a paper he contributed in 1870 to the Institution of Civil Engineers, describing the Public Works of Canterbury, Mr. Dobson supplied a complete set of drawings and documents relating to the Tunnel. The professional ability shown in these papers was recognised by the Council of the Institution by the award to Mr. Dobson of the Telford Medal and the Telford Premium. Mr. Dobson was Provincial Engineer of Canterbury from 1854 to 1862, and in addition to the work of the Lyttelton Tunnel he engineered the road to the West Coast goldfields, but after the abolition of the provinces, his work in Canterbury came to an end, and for some years he followed his profession in Australia. Returning to Christchurch, he afterwards held the position of lecturer on civil engineering at Canterbury College. He died in April, 1908, at the advanced age of 91.

After his successful conduct of the Lyttelton Tunnel campaign, there could be no other candidate for the Superintendency, and on August 30, 1861, Mr. Moorhouse was returned unopposed.

The new Provincial Council met on October 23. During the session, a Provincial Council Extension Ordinance was passed, increasing the number of members from twenty-six to thirty-five, thereby necessitating a new election for Superintendent and members of Provincial Council, and in the following year, March 31, 1862, Mr. Moorhouse was returned unopposed for his third term of office.

In December, 1860, the Provincial Council had passed the Municipal Council Ordinance, enabling any town which desired to do so, to establish local government. Lyttelton was the first town to take advantage of the privilege, and the election there of a Municipal Council

of nine members was held on February 4, 1862. Mr. W. Donald, R.M., who was returned at the head of the poll, became the first chairman of the Lyttelton Borough Council. Christchurch was not far behind. This town had been gazetted a municipal district on February 1, 1862, and the election of members of the Council took place on February 28, and resulted in the return of nine members in the order given:—J. Hall, R.M., J. Anderson, G. Miles, W. Wilson, W. D. Barnard, E. Reece, J. Barrett, H. E. Alport and G. Gould. At the first meeting, March 3, Mr. Hall was elected chairman.

The agitation which led to the granting of local government to the city of Christchurch had been started by Mr. John Ollivier, who had presented a petition to the Superintendent from the householders of Christchurch. The receipt of the petition was acknowledged by the Provincial Secretary in a letter, dated December 21, 1861, of sufficient importance to be quoted in full. It ran as follows:—

“Sir,—I am directed by His Honour the Superintendent to acknowledge receipt of a petition from the householders of Christchurch, praying that the district of Christchurch may be proclaimed a municipal district.

“The petition will be gazetted at once, and the petitioners may rely upon the Government laying before the Council a claim for a considerable grant of money from the Provincial chest, which the Government recognise as due to the town from the sale of Town Reserves to meet a liability of the whole Province.

“The Government will also be prepared to recommend an endowment of waste lands as a permanent estate for the city so soon as legal doubts, which have been mooted, as to the powers of the Superintendent to reserve, shall have been removed.

“I have the honour to be, Sir, your obedient servant,

“(Signed) THOS. W. MAUDE, Provincial Secretary.

“To J. Ollivier, Esq., M.P.C.”

The important point was the frank admission by the Superintendent of the moral liability of the Province to compensate the city for the sale of its reserves.

It was at first intended that the Government, as soon as it had obtained the necessary power, should reserve 10,000 acres of rural land as an endowment to the city, and also set apart reserves on both sides of the river. Prior to the Provincial Council session of November, 1862, certain proposed country reserves were selected by the Town Board of Christchurch, and provisionally reserved by the Superintendent, but the grant of rural lands was opposed in the Provincial Council, on the ground that such reserves would block settlement, and that a money grant would be more practical. The result was that only Town Reserves were at first granted, and a cash subsidy of £3,000 was paid about April, 1862, and other monetary grants were made in later years. A list of the city reserves will be found in the Appendix, with notes on the special objects to which they were to be devoted.

In November, 1862, the Provincial Council passed the Christchurch City Council Ordinance, granting the city its own constitution. The first meeting of the City Council under this ordinance took place on March 23, 1863, when Hon. John Hall, R.M., was re-elected as chairman.

The most pressing matters with which the Town Board, as it was at first styled, had to deal, were water supply, drainage and lighting.

In February, 1862, the discovery was made of the magnificent artesian water supply which underlies Christchurch, and has since proved such a boon to the community. (A reputed discovery of artesian water was reported on February, 1858, at Mr. Taylor's brewery on the north side of the Avon, but, as the depth at which it was tapped was only about twenty feet, it is probable that the well sinkers chanced upon a spring.) The



CHRISTCHURCH CLUB, 1862.
(The other Building is the Occidental Hotel).
(See p. 226 for present-day view.)



OXFORD TERRACE, ABOUT 1862.
1. Land Office, on site of present City Council Chambers.
2. Provincial Council Buildings.

Town Board obtained a boring plant, and arranged to let it out on easy terms to the public, so as to encourage well-sinking in the city. The Board also sought professional advice about the probable extent of the water table, and Dr. Haast, in his report (July 19, 1863), took Mount Herbert as the centre of the volcanic area of Banks Peninsula, and estimated the average slope therefrom which would gradually decrease as the distance from the centre increased. From these premises, he estimated that at the Market Place, Christchurch, the volcanic rock and lava would be about 500 feet below the surface, which would leave ample room for a good artesian supply before that depth was reached.

The first artesian well in Christchurch was at the corner of Tuam Street and Ferry Road, and on the petition of certain citizens, the Town Board in March, 1864, marked the spot by building the concrete tank which still stands there.

Mr. W. B. Bray was appointed by the Town Board to lay out plans for surface drainage. The general plan adopted (June, 1862) was to keep the level of the streets below that of the adjoining sections, so that the surplus artesian water and the surface drainage could be run down the side channels—a marked feature in the city of to-day. Another feature of the city owes its origin to the first session of the Town Board. On August 18, 1862, a by-law was passed allowing verandahs to be placed over footpaths in the city. Lighting was a serious matter, and, at a meeting, July 6, Mr. Wilson, a member of the Town Board, was responsible for an ambitious suggestion to light the city with twenty lamps. By the following October, kerosene lamps had been introduced, and the City Surveyor was already hinting that a Gas Company would pay good dividends. The hint was taken, and on May 5, 1863, the Christchurch Gas Company was formed. It was then anticipated that the Company would be able to supply gas at 20/- per 1,000

feet. The Gas Company started its active operations by lighting its first street lamp on December 24, 1864.

On November 24, 1862, the Town Board adopted a design for its corporate Seal, the same which is in use to-day. The Seal was engraved in Dunedin, and formally adopted on April 8, 1863.

Amongst other early records is that of the licensing (July, 1863) of the first cab-stand in Christchurch to a Mr. Dunn.

In May, 1868, the city of Christchurch was gazetted a Borough, under the Municipal Corporation Act, 1867, (which gave power to borrow against rating powers), and on June 10, 1868, Mr. William Wilson was elected first Mayor of Christchurch.

Mr. Moorhouse's third term of office was very short—elected in March, 1862, he resigned in January, 1863. He had only retained office in order to see the railway affairs into smooth water, and that accomplished, felt at liberty to divest himself of responsibility and attend to his private business.

CHAPTER XII.

The Canterbury Agricultural and Pastoral Association, and the Canterbury Acclimatisation Society.

The two institutions whose titles appear at the head of this chapter were founded in successive years, and with similar objects. Each in its own department strove to secure the careful selection of such animals and plants as might be introduced to supplement the indigenous fauna and flora of the country.

The Association stood for the commercial side of acclimatisation, the encouragement of the importation of pedigree stock, of prize mangolds, selected grasses, and other fodder plants. The Society undertook the more poetic selection of game and song birds, fish and wild animals, also of useful and ornamental trees, shrubs and flowers.

The Canterbury Agricultural and Pastoral Association was founded on January 23, 1863, and was the successor of two earlier institutions, the first being the Christchurch Agricultural, Horticultural and Botanical Society founded July 10, 1853, under the chairmanship of Captain Simeon. This Society held an exhibition of horses, cattle, sheep and pigs, in Market Square on October 6, 1853, the first show of the kind in Christchurch. The second institution, the Canterbury Pastoral Association, held its first show of sheep at Mr. Benjamin Moorhouse's station at Shepherd's Bush, on the Rangitata, on September 14, 1859. It seems to have been intended by that Association to have held migratory shows at different localities annually, as is done by the Royal Agricultural Society of Scotland.

The show at Shepherd's Bush was a great success. It was attended by a number of sheep-breeders, who marked their appreciation of Mr. Moorhouse's hospitality by presenting his infant son (now Dr. B. Moorhouse) with 100 ewes. The Canterbury Pastoral Association held a second show on August 15, 1860, at Turton's accommodation house in the Ashburton district. Mr. B. Dowling and Mr. E. Fereday were practically the founders of the Association, doing most of the organising work. Incidentally, it may be added that Mr. Dowling won eleven out of the eighteen prizes offered at the Ashburton Show.

On October 22, 1862, a Pastoral and Agricultural Show was held in Christchurch, in a paddock north of Latimer Square, with entrance from Madras Street. Mr. Robert Wilkin was President of this show, which led to the formation of the Canterbury Agricultural and Pastoral Association, of which he became the first President.

The Association purchased fourteen acres of land in Colombo Street south, at £120 per acre (the present Sydenham Park), and held its first show there on October 22, 1863. When the growing importance of the annual show necessitated more accommodation, the Association moved, in March, 1887, to its present grounds at Addington. The Association has always secured the services of a strong and influential committee, many of its members being runholders and farmers. It has established Herd and Stud Books for cattle and draught horses, and by a liberal prize list, has encouraged the breeders of pedigree stock. The annual show, held in November, is one of the most important events of the kind in Australasia. The Association is in a strong financial position, and holds its valuable property at Addington free from debt.

The Canterbury Acclimatisation Society was constituted at a public meeting, held at the Town Hall, Christchurch, on April 19, 1864. Mr. F. A. Weld, after-

wards Sir Frederick Weld, and Mr. Mark Pringle Stoddart were the prime movers in its formation. Mr. Travers had also rendered valuable assistance by lecturing on acclimatisation. The Superintendent of the Province was, *ex officio*, Patron of the Society, and Mr. Weld was elected as its first President.

Prior to the formation of the Society, private enterprise had been at work. It is not on record who first introduced the water-cress, but it is on record that so early as June 19, 1857, the Provincial Council passed a vote of £1,500 to be expended by the Superintendent in clearing the Avon and Heathcote Rivers of this pest. Undeterred by this experience, some enthusiastic fishermen subsequently introduced an even worse pest—the American water-weed—which it was expected would harbour food for trout. Mr. FitzGerald was one of those who had taken a keen interest in acclimatisation. He suggested the introduction of salmon into our rivers. Writing from London, while he was Emigration Agent, to Superintendent Moorhouse (March 18, 1859), he proposed that instead of sending the fish out in tanks, spawn should be sent out frozen. He pointed out that salmon cannot live within forty degrees of the Equator, and require a water temperature of not over sixty degrees. From these premises, he inferred that Canterbury and Otago, with their snow-fed rivers, might stand out alone in the Australasian Colonies as suitable for salmon, and that a great industry might be developed. Mr. FitzGerald's anticipation has not, so far, been fulfilled. The Quinnat salmon has been more or less successfully acclimatised, but with the true Atlantic salmon all experiments have ended with the hatching of its ova and the turning out of the young fish to be no more seen.

Before the formation of the Society various game and other birds were introduced. A pair of English pheasants, turned out on Banks Peninsula in 1850. threw

amazingly, and Mr. Brittan made an early, though unsuccessful attempt to introduce the partridge.

Many of the English song birds were imported in the early days of the settlement. Mr. George Rhodes turned out the first pair of blackbirds at Purau, and the arrival of a family of little ones was duly recorded in the papers. A later importation, it is rumoured, was less fortunate in its results—a consignment of blackbirds arrived, but the members of the Society, alas, were no ornithologists, and the lighter plumage of the hens caused them to be mistaken for thrushes; so the cock birds were turned out in one locality, and the supposed thrushes in another, so that they should not interfere with each others' nesting arrangements.

Soon after its incorporation, the Society decided (December 29, 1864) to advertise its needs in the Emigration Office in London. The prices offered for delivery in Canterbury were “£10 10s. per pair for Black Game, or Grouse; £5 for Partridges; £2 for Blackbirds, Thrushes, and Larks; down to 15/- per pair for Sparrows; also £10 per pair for Hares.” The inclusion of the sparrow in the list of “desirable emigrants” needs explanation. The country was infested then by vast swarms of caterpillars; they appeared in their myriads about harvest time, and marched upon the ripening crops of wheat. In a few hours they would eat through every stalk, just below the ear, thus stripping the crop and leaving the ground littered with the half-ripened grain. Where the nature of the soil permitted, some farmers dug water trenches round their crops to protect them, but in most cases this was impracticable. It was the abundance of insect life—caterpillars, grasshoppers, grubs and beetles which enabled the first pheasants to thrive so marvellously.

When the sparrows had “adjusted the balance of nature” between the caterpillar and the grain growers, they, in their turn, took toll from the wheat fields, and

in February, 1868, their importation was discontinued. Among other early gifts to the Society were silver-grey rabbits, from Sir George Grey, Californian quail and black swan, the latter given by Mr. Wilkin. Sir George's silver-greys were not the only rabbits introduced, and for some years they continued to be turned out in various localities, and were protected by legislation. The Statute Book contains a long series of Rabbit Nuisances Acts, beginning with one passed in 1876, but the damage done by these animals continued to increase till the early eighties, and led to the ruin of many hitherto prosperous settlers. Then, in spite of protests from men with practical experience, came the introduction of stoats and weasels, which were expected to exterminate the rabbit. The introduction of such vermin is now generally regretted. The rabbit nuisance has been brought under control by the use of wire netting, poison and by trapping, but the damage done by stoats and weasels is increasing.

The functions of an Acclimatisation Society have, in these later times, come to be understood to relate to the introducing and rearing of fish, the importation and protection of game and other birds or animals, but the Society at its beginning had a wider scope, and included the vegetable kingdom, from forest trees to flowers and grasses within its field of operation.

The Society started under very favourable auspices: about £600 were privately subscribed, and was supplemented by a Government grant of £1,000 to be used in planting and preparing about four acres of the Domain, then waste land, as acclimatisation gardens. Here the Society established its fish hatcheries. The first trout ova, received from Tasmania in 1867, hatched out successfully, and the young trout were turned out into the rivers of Canterbury in 1869. They grew rapidly, and when fishing was allowed in 1874, the first fish caught scaled 9½lbs. Since then trout weighing as much as 28lbs. to 30lbs. have occasionally been caught.

An attempt was made by the Society in 1868 to introduce the silk industry. The attempt was a failure, as it was found that the worms could not stand the fierce nor'-west winds which tore across the plains. So far as the writer knows the experiment has not been repeated. Since then the rigors of these winds have been considerably abated by the cultivation of the plains, and by the extensive area of plantation. The Canterbury climate is very suitable for the growth of the mulberry, and it is possible the Province may yet vie with the south of France as a silk producing country.

In later years the Society established several herds of red deer in the mountainous districts of Canterbury, notably the very fine herd in the Rakaia Gorge, and was instrumental in turning out chamois amongst the Mount Cook ranges. The chamois were presented by the Emperor of Austria.

The bumble bee was introduced about 1885, as it was found that the red clover required the assistance of this insect to enable it to fertilise its seed. The bee spread over the country with extraordinary rapidity, and the newspaper columns at the time were full of letters recording the arrival of bumble bees at distant parts of Canterbury. The immediate purpose of its acclimatisation was speedily fulfilled, and growing of red clover and cowgrass for seed became a profitable branch of agriculture, but incidentally the bees promoted cross fertilisation of all sorts of flowers and vegetables. An accidental acclimatisation was that of the Californian Thistle, supposed to have been imported with their fodder by a troop of Mexican cow-boys. Large sums of money have been spent in the attempt to eradicate this pest, but lately some pastoralists have asserted that it is a positive advantage in sheep country—affording good feed, particularly in a drought.

The Canterbury Acclimatisation Society still occupies the original site set aside for it by the Provincial Council

more than fifty years ago. It still continues to turn out annually large quantities of young trout into the rivers and lakes of Canterbury, which are now well stocked with fish. Unfortunately a similar success has not attended the Society's effort to protect native game birds and to introduce others.

It must be confessed that a retrospect of the story of feathered game in Canterbury makes sad reading. The native quail, once thick on the plains, are extinct; the kaka and native pigeon, which swarmed on Banks Peninsula, have disappeared along with the bush; duck and teal are still to be found on Lake Ellesmere, but in sadly reduced numbers, and are no longer procurable as food for the people; the pukaki, which formerly blackened the swamp, is becoming a rare bird. Most of this destruction was possibly inevitable; grass fires and settlement exterminated the native quail, and the bush had to be fallen and the swamps drained.

But what has been done to replace the native game birds? We have tried to introduce the pheasant, the partridge, the Californian quail, the Australian black swan, and lately, the Canadian goose. But, unfortunately, the introduction of the sparrow has obliged farmers to make use of poisoned grain, and stoats and weasels have been introduced to kill the rabbits. The result is that Canterbury, to-day, is almost depleted of game. Whether this difficulty can be made good in the future is a question which need not be discussed here, but it may be pointed out that in Leadenhall markets pheasants are often cheaper than fowls, and would, in Canterbury, make a pleasant occasional change even from our celebrated mutton.

The moral of the story of acclimatisation points to the very great care which should be taken in selecting animal, bird or vegetable life for introduction into a new country.

CHAPTER XIII.

THE SUPERINTENDENCY OF MR. SAMUEL BEALEY.

March, 1863-May, 1866.

The West Coast Gold Fields—Opening of first Railway and first Telegraph Line in Canterbury—the Main South Railway, and other public works.

After the resignation of Mr. Moorhouse, there was some hesitation about the nomination of a successor; there were practically two parties at the time, the Moorhouse party and the FitzGerald party, fairly equally matched. Mr. FitzGerald would have been willing to accept another term of office, but declined to risk a contested election. A requisition was presented to Mr. Robert Wilkin, the President of the Agricultural and Pastoral Association, inviting him to announce himself a candidate for the Superintendency, but on his refusal, Mr. Samuel Bealey, who had headed the requisition to Mr. Wilkin, was invited to stand for election, and on March 5, 1863, was returned unopposed. It was early in Mr. Bealey's superintendency that the vague rumours of the discovery of gold on the West Coast began to take definite shape. Though not perhaps strictly a part of the story of Christchurch, the gold rush to the West Coast during 1864 and the succeeding years, was so intimately associated with the city, that some reference to it is unavoidable.

To the early settlers, the West Coast of the South

Island, which lay behind the vast ramparts of the snow-capped Southern Alps, was a terra incognita. It was a land of mystery and romance; through its forest glades the gigantic moa might still be stalking, among its inaccessible mountains might lie a Valley of Diamonds, such as Sinbad the Sailor described. Mr. Samuel Butler, who lived at Mesopotamia, on the eastern face of the great dividing range, felt the spell, and pictured the unknown region that lay beyond, as the home of the Ten Lost Tribes of Israel, with their quaintly original views on religion and morality.*

The Maoris knew something of the country, but jealously guarded its secrets. The finest specimens of the much-prized greenstone came from beyond the ranges. Mr. Leonard Harper, accompanied by Mr. Locke, were the first Europeans to make the traverse. Mr. Harper was persona grata with the Maoris, and in 1857 induced a young Native, Ihaia Tainui, to guide him. They crossed near the head of the Hurunui River by a saddle which they named Harper Pass. They returned with specimens of gold picked up near the mouth of the Teremakau River. Other prospectors followed with reputed discoveries of gold on the Grey River, as well as the Teremakau. Westland was then, and continued till January, 1868, part of the Provincial District of Canterbury.

Fired by the success of the Otago goldfields, which had brought wealth and population to the southern province, the Canterbury Provincial Council offered a bonus of £1,000 to the discoverer of a payable goldfield in Canterbury. The bonus was first claimed by Captain Thomas Dixon for the discovery of gold in the Teremakau, in December, 1862 ("Lyttelton Times," December 20). Captain Dixon sent his application overland by the above-mentioned Ihaia Tainui, who knew nothing of the contents of the letter until after he had delivered it. The young Maori then claimed the bonus for himself,

*Erewhon.

on the ground that his people were well acquainted with the gold deposit and had showed it to Captain Dixon. The Rev. T. Stack, of Kaiapoi, supported Ihaia's claim, but no award was made. The bonus was afterwards claimed by Messrs. Alexander Campbell and Co., in October, 1863, for a discovery at Matiri, a tributary of the Buller, but was never awarded.

Harper's Pass, over the Hurunui Saddle, was for some time the only overland route to the West Coast; Arthur's Pass, discovered by and named after Mr. Arthur Dobson, was not practicable until a track could be formed down the precipitous sides of the Otira Gorge.

In January, 1863, Dr. von Haast discovered the Haast Pass, leading from the head of Wanaka to the West Coast. It is the lowest pass across the Southern Alps (1,716 feet), but too far south of the goldfields to be of service. During May, 1864, Messrs. Browning and Griffith discovered Browning's Pass, from the head of the Rakaia to Hokitika, but the difficulties of road-making proved so great that the route was not adopted.

In his opening address to the Provincial Council, the Superintendent, on August 11, 1864, referred to the probability of important goldfields being opened on the West Coast. Mr. Bealey's anticipation was realised, and by the following December, a number of men were getting payable gold in the Teremakau, and the rush had fairly set in. During the next few months, Christchurch had a strong attack of "gold fever," and on March 2, 1865, the Westland District was officially gazetted under the title of the West Canterbury Goldfield, and a warden, Mr. George Sale, afterwards Professor of Classics, Otago University, and a Resident Magistrate, Mr. W. H. Revell, were appointed.

A practicable road between Christchurch and the West Coast was a matter of urgent necessity. The Harper Pass route was much too difficult to be of any use for the conveyance of merchandise, and it seemed likely that the

whole of the trade of West Canterbury would go to Nelson by sea. This prospect was not all pleasing to the enterprising business people of Christchurch, and the Government was asked to form a road. The need for land communication was accentuated by the dangerous nature of the sea voyage from Nelson. The only harbours near the goldfields were the mouths of the rivers, and the vessels employed in the trade had to be of light draft to enable them to cross the bars. Many lives were lost by shipwreck, the small craft going to pieces on these bars in attempting to make the ports.

The Government, therefore, on March 15, 1865, sent Mr. Edward Dobson and fifty men to form a road viâ Arthur's Pass and the Otira Gorge. Mr. Dobson took with him his son, George, who had recently returned from a prospecting visit to the locality, and who fell a victim to Burgess' gang of bushrangers in the following year.

The road was pushed forward energetically, and on July 15, the first West Coast overland mail arrived in Christchurch, Messrs. L. G. Cole and Co. being the contractors. In September, a dray was taken over the Otira Gorge, and when in March, 1866, the Superintendent, Mr. Bealey, visited the Coast, he was able to travel in Cobb and Co.'s coach.

In September, 1865, Mr. Walmsley, an officer of the Bank of New South Wales, was "stuck up" in the West Coast bush and robbed of gold, and in consequence the Government organised an armed escort to convey the gold from the West Coast to Christchurch. The "gold escort" was quite a picturesque turn-out, and created a small stir as it clattered down the streets of Christchurch or Hokitika, reminding people of the early days of the Australian diggings, and of the objectionably romantic gangs of bushrangers by which they were infested.

After some weeks' drilling the expedition left Christchurch for its first journey, on December 4, 1865: a

strong van, drawn by four grey horses, and manned by an inspector, a sergeant and four constables all armed. The journey occupied four days each way, and for some months the escort crossed and re-crossed the ranges without misadventure. But the Government enterprise did not receive sufficient support from the Banks and other gold buyers, and the gold escort was soon discontinued.

It was in the middle of June, 1866, that Mr. George Dobson disappeared on the West Coast. It afterwards transpired that he had fallen into the hands of certain members of the famous Burgess gang of bushrangers, who mistook him for a Mr. Fox, a gold buyer, for whom they were lying in wait. They were afraid to let him go, and strangled him and hid the body. The gang were captured shortly afterwards, and John Joseph Sullivan confessed and indicated the place where George Dobson's body would be found. The remains were buried at Greymouth between the graves of Whitcombe, the discoverer of the Whitcombe Pass, and Townsend, both of whom were drowned on the West Coast. Burgess, Kelly and Levy were executed at Nelson on October 5, 1866. Sullivan's death sentence was commuted to penal servitude for life.

More than fifty years have gone by since the West Coast gold diggings began, and we are still without railway communication, but as far back as November 21, 1865, Superintendent Bealey announced to the Provincial Council that he had set aside certain lands for a West Coast railway. The idea was probably prompted by the experience of the Government nearer home, where considerable progress was being made in public works. The first railway in Canterbury was opened on December 1, 1863. It was only about four miles in length, and ran from Christchurch to Ferrymead, the first link in the journey to Lyttelton viâ Sumner. The line was built by Messrs. Holmes and Co., the contractors for the Lyttelton Tunnel, and was leased for a time to that enterprising

firm. Messrs. Holmes and Co. were the very capable general contractors to the Government. They also built the telegraph line between Christchurch and Lyttelton, crossing the Port Hills by the Bridle Track, the first telegraph line in New Zealand, opened on July 1, 1862.

But these undertakings were relatively insignificant when compared with the decision of the Government to begin building a Main Southern Railway to connect Christchurch and Dunedin. The contract for the first section, about thirty-six miles, as far as the Rakaia River, was signed by Messrs. Holmes and Co. on May 29, 1865, and ratified by the Provincial Council on June 1. The contract price for this section was £201,000, of which one-half was to be paid in cash, one-fourth in debentures, and the remaining fourth in waste lands, at £2 per acre. The policy of the Government in disposing of waste lands in payment for public works was severely criticised subsequently.

The Southern Railway, like the Lyttelton Tunnel, was a very bold enterprise, and may well have alarmed cautious people. Mr. Rolleston, who was a member of the Government, considered that the time was not yet ripe for so large an undertaking. He had been away on the West Coast when the decision was arrived at, and on his return his loyalty to his colleagues kept him silent: but after the Provincial Council was prorogued he resigned his seat on the executive.

In addition to the work on the railway, the Government made important improvements in Lyttelton Harbour, in anticipation of the opening of the Tunnel. These improvements were carried out under the advice of Mr. Stephenson, and included the two moles (built about 1864), which remain at the present day.

The great activity shown in the prosecution of public works affords some indication of the general prosperity of the Province.

The term of Mr. Bealey's Superintendency came to an end in May, 1866, and he did not seek re-election. It was during his term of office that the foundation of the Cathedral was laid, as will be told in the next chapter.



CHRISTCHURCH CATHEDRAL, 1916.

CHAPTER XIV.

CHRISTCHURCH CATHEDRAL.

Founded 1864. Completed 1904.

The foundation stone of the Cathedral was laid by Bishop Harper, on December 16 (Anniversary Day), 1864, and with it was deposited a Latin inscription dedicating the Cathedral to the Holy Trinity. The clergy and choir assembled at St. Michael's Church, and in a steady down-pour of rain they marched in procession to the open Square. Then, in the heavy rain, the Bishop laid the stone, and the choir sang the "Hallelujah Chorus."

The building of a Cathedral was the central idea of the plan of the Canterbury Association, but it is at least remarkable that it should have been undertaken within fourteen years of the foundation of the settlement, and while the population of Christchurch only numbered 6,423 souls (census December, 1864). The building as it now stands is a striking testimony to the loyalty of the early settlers to the ideals of the founders of Canterbury.

The original plan of establishing a Cathedral and a College together in the centre of the city had been changed. It was, indeed, at one time suggested that the Government should use the Cathedral Square site for its own offices, but a majority of the Council declined to sanction so ruthless a departure from the plans of the founders, and in April, 1857, the proposal was defeated. Then followed the first Cathedral Square Ordinance, passed in December, 1858. Its main purpose was to validate the surrender by Christ's College of certain lands, comprising rather more than three acres in Cathedral

Square; the College to receive £1,200 by way of compensation. At first sight the amount does not appear to have been excessive, even at the current value of land at the time, but it should be remembered that the College also received a grant of ten acres of the Government Domain. The ordinance also provided that Colombo Street should be carried through the Square, at a width of ninety-nine feet, and reserved a site for the Cathedral on the western side of this roadway. But at the instance of Bishop Harper an amending ordinance was passed in November, 1859, transferring the site reserved for the Cathedral to the eastern side of Cathedral Square, in order that the western, or principal entrance, might face Colombo Street. Still another Cathedral Square Ordinance was passed in August, 1864, altering the roadway and boundary of the Cathedral reserve, by curving the road in front of the site, in order to allow the Cathedral to be visible from Colombo Street at a distance.

It was in 1858 that the building of a Cathedral began to be looked upon as a work to be then undertaken instead of a dim possibility for the future. At a meeting of members of the Church of England, held on October 21 of that year, and presided over by Bishop Harper, it was moved by Mr. Justice Gresson, and seconded by Mr. C. C. Bowen, "That in order to meet the growing wants of the diocese, it is expedient that a central Church or Cathedral be erected in Cathedral Square, so soon as a sum of money, not less than £2,000, has been raised." This was a modest estimate of the cost of a Cathedral, but was followed up by a grant passed by Provincial Council (December 1, 1858), of £10,000 for building and enlarging places of worship. The grant was apportioned among the various denominations as follows:—

Bishop of Christchurch (Church of England)	£7,800
Acting Head of Wesleyan Church	.. 800
Acting Head of Presbyterian Church	... 1,000
Roman Catholic Church	... .. 400

From the Church of England grant, £1,000 was set aside for the nucleus of a Cathedral Building Fund. This amount was supplemented by about £700 which had been collected in London chiefly by Mr. FitzGerald while he was Emigration Agent.

Mr. George Gilbert Scott was asked to prepare plans in London. Mr. Scott was recognised as the greatest ecclesiastical architect of the day—he afterwards became Sir Gilbert Scott in recognition of his work in designing the Albert Memorial. It is somewhat characteristic of the pioneers of early Canterbury that, just as before undertaking the Lyttelton Tunnel, they procured advice from the greatest living engineer, so now with their Cathedral, they followed a similar course in the selection of an architect.

It was not till towards the end of 1862 that any serious attempt was made to collect funds for the building. The movement began at a meeting of parishioners of St. Michael's to discuss the necessity of greater seating accommodation. It was then suggested that instead of enlarging St. Michael's, a Cathedral Church should be begun. The plans were available, having arrived from London. The idea was taken up with enthusiasm, and by the end of the year the fund had grown to £10,000, subscribed or promised, and by April, 1863, to £15,000.

The superintending architect, Mr. Robert Speechly, who had been chosen by Mr. Scott, in London, arrived at Lyttelton on September 10, 1864. By that time, the site had been levelled, and all was ready for a start; good, hard shingle was met with at a depth of about twelve feet, and a contract was let for the foundations. According to the original design, a great deal of the interior work, such as the piers, triforium and clerestory, was to have been in wood, but, in accordance with a later request, Mr. Scott sent out by Mr. Speechly amended designs in stone, which were adopted.

Writing to Mr. Selve, on September 15, 1864, just

after the arrival of Mr. Speechly, Dean Jacobs remarked that "the delay, so hard to bear at the time, has been the means of securing two solid and permanent advantages, which would otherwise have been lost, namely, the improvement of the site by the advancement of the west front to a point a little beyond the line of the houses in Colombo Street, and by the diversion of the road and the carriage of traffic so as to leave an open space in front, and, secondly, by the substitution of stone for timber in the construction of the interior."

But the story of the Cathedral did not end with the laying of the foundation-stone; there were many difficulties still to be surmounted before the complete Cathedral could be consecrated on All Saints' Day, 1904. Perhaps it will be more convenient to tell the story in this chapter, rather than allow the reader to gather it piecemeal from the records of forty years.

The foundations were completed in 1865, and absorbed all the funds then available. It so happened that about that period a wave of commercial depression swept over Canterbury, and any attempt to collect further funds had to be abandoned, and for eight years Cathedral Square presented a melancholy spectacle, a target for the scoffers. It was during that period that various proposals to sell the site were put forward and seriously entertained. The City Council wished to acquire it, and on November 4, 1869, Mr. J. S. Williams (afterwards Sir Joshua Williams) moved, in the Synod, that the Cathedral site should be sold, and that the proceeds should be used to build a Cathedral on the site of the Church of St. Michael and All Angels. The discussion was long, and continued at an adjourned meeting on November 8, and the motion was only rejected by a small majority. The same question cropped up in 1871, when on July 21, the Synod, again by resolution, declined to part with the Cathedral site. The following year, the Provincial Council was desirous of purchasing the property, and.

by resolution (December 10, 1872) decided to offer the Synod a sum not exceeding £10,000 for it; an offer which the Synod declined in February, 1873. At last, on September 2, 1873, the Synod found itself in a position to continue the building, and invited tenders for the construction of the nave with a temporary chancel.

Mr. Speechly had left Christchurch, and Mr. B. W. Mountfort had been appointed superintending architect. Thanks to the generosity of the Rhodes family, it was also possible to proceed with the Tower and Spire. The Tower was the gift of the late Mr. R. H. Rhodes, in memory of his brother, Mr. George Rhodes, and the Spire was presented by the children of Mr. George Rhodes.

The late Mr. Mountfort has been sometimes criticised for "improving on Scott" in the design of the Tower, and it is only fair to state the circumstances. The original design for the Tower and Spire, as drawn by Sir Gilbert Scott, was of severe simplicity, almost devoid of ornamentation, and it was at the request of the Cathedral commission, and of the donors of the Tower, that Mr. Mountfort prepared amended designs, the chief alteration being the balconies, which besides being considered ornamental, afforded a fine view from the base of the Spire. The plans were sent home to Mr. J. C. Scott, who had succeeded his father, Sir Gilbert Scott, on the death of the latter. In his covering letter, Mr. Mountfort inquired if Mr. Scott had any "objection to offer to my proposals, as I should not wish to put anything into the work, from respect to your father, to which he might have objected."

From 1873 onwards the construction went on continuously, partly by contract and partly by day labour, and the building was consecrated on November 1, 1881.

Next month, December 5, 1881, occurred the first of the three earthquakes which damaged the Spire. No great damage was done on that occasion, but a stone was dislodged about fourteen feet below the cross, and fell

on the pavement of Cathedral Square. A more serious earthquake took place on September 1, 1888, when the cross fell, and remained suspended by its iron ties, bringing down with it about thirty feet of masonry. According to expert opinion, the damage was occasioned by the form of construction. The heavy cross was attached to an iron rod, which for thirteen feet was embedded in solid masonry, and then connected with a strong iron plate. Four other iron rods were attached to this plate, and anchored some distance lower down the Spire. The result was too great rigidity to stand a severe shock of earthquake. The solid iron cross was replaced by a lighter one made of hollow copper, gilded and set like the pendulum of a grandfather's clock, with a weight and chain attached, which, it was hoped, would swing undamaged in any shock of earthquake. Fire-brick was the material selected for the construction of the upper portion of the Spire, as being more elastic than stone, and the new Spire built on these principles, was completed August 6, 1891, when Bishop Julius laid the topmost stone, making an adventurous ascent in a basket for the purpose.

Ten years later, another earthquake occurred, November 16, 1901, this was the shock which centred at Cheviot. The Spire was again rendered unsafe. It was the brick work this time that proved too brittle and broke away, and for the second time, the Spire had to be taken down, and a new form of construction devised. The material then adopted for the upper portion was Australian hardwood, sheathed with copper, which has, so far, stood all tests. All the expenses of these operations were borne by the Rhodes family.

Returning once more to the main story of the Cathedral, the western porch was built in 1894, after which matters remained at a standstill till the Jubilee year of Canterbury, when a determined effort was made to collect funds for the completion of the Cathedral.



INTERIOR OF CHRISTCHURCH CATHEDRAL.

Mr. C. J. Mountfort had now succeeded his father as supervising architect, and on December 8, 1901, a tender was accepted for the construction of the Transepts. The crusade to raise funds was carried on with such vigour and success, that by January 28, 1902, the Synod was able to undertake the whole work of completion, instead of making the construction of the Transepts a first instalment. The work was finally consummated, when on November 1, 1904, the completed Cathedral was consecrated.

A few particulars may be of interest. The approximate cost of the fabric was as follows:—

	£
Foundation, etc.	7,526
Building over foundation ...	50,525
Tower and Spire, original cost	6,531
Western Porch	1,000
	<hr/>
Total ...	£65,582

These figures were supplied by the courtesy of Mr. C. J. Mountfort.

The grey stone, of which the outer walls are constructed, came from the Cashmere and Hoon Hay Quarries on the Port Hills. It is said to be of similar quality to the stone used in Cologne Cathedral.

There is a peal of ten bells; eight of them were given by the late R. H. Rhodes, and two by the late E. W. P. Miles. There is a quaint story about these bells. They were being rung for the first time, and Dean Jacobs, who was walking with a friend, was roused to enthusiasm at the sound, and tried to express his delight. After three unsuccessful attempts, his friend shouted in his ear, "No, Mr. Dean, it is no use, those confounded bells are making such a din that I can't hear a word you say."

The Selwyn Memorial pulpit, depicting scenes from the life of Bishop Selwyn, is a beautiful work of art, carved in a variety of Canterbury stone; and the Harper

Memorial cenotaph, commemorating the memory of the first Bishop of Christchurch, is also a very fine piece of work. It was designed by Mr. W. J. Williamson, of Esher, Surrey.



SELWYN MEMORIAL PULPIT.

CHAPTER XV.

1864-1870.

Election of Mr. Moorhouse as Superintendent—The Waimakariri—Visits of Sir George Grey and of Lord Lyttelton—Resignation of Mr. Moorhouse—Election of Mr. William Rolleston—Visit of H.R.H. The Duke of Edinburgh.

The elections of a new Superintendent and Provincial Council were held in May, 1866. The Superintendency was keenly contested, the chief opponents being Mr. W. S. Moorhouse and Mr. H. P. Lance, the latter representing the squatters' interest. Mr. W. T. L. Travers also was a candidate, but the contest really lay between the two first-named, and resulted (May 30) in the easy victory of Mr. W. S. Moorhouse for his fourth term of office. The first session of the new Provincial Council was opened on October 19, when Mr. H. J. Tancred was elected as Speaker.

About this time Christchurch was seriously threatened by the vagaries of the Waimakariri River.

The Canterbury Plains are crossed from west to east by three snow rivers, which rise far back among the glaciers of the Southern Alps. In their upper reaches each is a mountain torrent—rock-bound in places—carrying along in its impetuous career vast quantities of shingle and silt, and rolling great boulders along its course. On reaching the plains the streams divide and spread, and the flow of the water is moderated, allowing the silt to settle, and giving the shingle and boulders

time to accumulate. The result is that the bed of the river is gradually raised until it becomes higher than the surrounding country. Then some day, when the river is in high flood, the current breaks its bounds and chooses another channel to the sea. The danger is increased by the introduction of gorse, which grows freely on the riverbeds, and soon becomes firmly rooted and able to impede the travelling shingle. The Waimakariri—a Maori name, meaning “The Water of Winter,” i.e., cold water, is the most northerly of the three rivers. In bygone ages it followed many channels, and there is evidence that a branch once flowed through Christchurch. Its present channel passes about seven miles north of the city, but it must be of comparatively recent formation, for the shingle it carries in its upper reaches has not yet reached the sea.

In a later chapter will be told how the “harnessing of the Waimakariri” became a catch phrase in Christchurch, and a proposal to utilise the power of the river for the production of electricity was enthusiastically supported, but in the quite early days the river was simply regarded as a dangerous obstacle to travellers, causing many deaths by drowning, liable to sudden freshes when the north-west wind blew, and a warm rain melted the snow at its source. To provide for the safety of travellers a ferry was established, but was somewhat intermittent in its operations. For instance, on April 23, 1856, an election for a Christchurch Member of Parliament had to be put off, because the Returning-officer (Mr. C. C. Bowen) was across the Waimakariri, and the punt ropes had been carried away. Later on “White’s Bridge” was built and opened.

In the late fifties and in the sixties, the fear was that the Waimakariri would desert its new channel and usurp that of the Avon, and so pass through Christchurch. It was this fear that prompted Mr. Crosbie Ward to write (“Canterbury Rhymes,” 1860):—

“Christchurch lies a little low,
Hey, hey, the level o’t:
Above the tide a foot or so
Hey, hey, the level o’t.
And when about the town you go.
Sundry indications show
That here a river used to flow,
Hey, and that’s the —— o’t.”

Alarm was first caused by a flood in February, 1859, and an engineer, Mr. Albert Beetham, was sent to investigate, but no practical steps were taken. As the river continued to threaten danger, the Provincial Council, in August, 1863, appointed a committee to advise what measures of precaution would best meet the case. In discussing the report of this committee (September 29, 1863), Mr. Templer deprecated interference with the river, which was breaking northwards, lest any alteration of its course should bring it nearer Christchurch. The Provincial Secretary, Mr. T. W. Maude, promised that the Engineer should be sent to inspect, but added, significantly, that if it became a question as to whether Kaiapoi or Christchurch would have to go first, he would certainly give Kaiapoi the preference.

In the ensuing month of October constant reports of damage and of land being washed away were received.

After that, for a few years, the river remained quiet, but on October 12, 1866, a more serious flood occurred. Mr. E. Dobson, the Provincial Engineer, was sent to inspect, and his report, dated October 17, 1866, was not encouraging. He found that the Waimakariri had broken through its bank about seventeen miles from Christchurch, and was likely to cause considerable flooding, both in the Fendalton River and in the Avon, during the freshes. He did not apprehend any immediate danger of the main body of the stream coming down the Fendalton River, but as the Waimakariri was setting strongly against the south bank, it was probable

that in a few years, by the scouring of the shingle, a very considerable portion of the river would return to its old channel and flow through Christchurch. Mr. Dobson gave it as his opinion that any attempt to divert the river would, even if possible, be a work of great expense and magnitude.

For two years the matter remained in abeyance, but on February 5, 1868, the greatest flood yet experienced began and continued for a day or two. The Avon was greatly affected. There were two feet of water at the Post Office—parts of Cathedral and Market Squares were submerged—the bridges were in great danger—Oxford and Cambridge Terraces were, in places, three to four feet under water. On February 12, 1868, a report was made defining the protection works required, but it was then found that it would be *ultra vires* for the Provincial Council to proclaim by ordinance a district over which to impose a rate for such works, and it would be necessary to bring in a Bill in the General Assembly constituting a Board of Conservation with the necessary rating powers.

Dr. James Hector, the Provincial Geologist, was asked to advise, and his report, dated June 20, 1868, was to the effect that there was reason to believe Christchurch was in imminent danger, and that the works then in existence were quite inadequate for its protection, but that means could be adopted, at moderate cost, tending to greatly reduce the risk, or, at any rate, reduce the probability of damage. Dr. Hector added that there was no reason to believe that the permanent channel ever passed through Christchurch, and that the inundation was due to flood water escaping through the right bank of the river, and trouble was caused by the draining of swamp land, and the construction of surface drainage, which enabled the whole volume of storm-water to find its way rapidly into the river, instead of being absorbed by the extensive swamps. where it was gradually

disposed of by percolation and evaporation. There were two gaps which were points of danger, one leading to the head of the Avon, the other to the head of the Styx. It was by way of the former that the recent flood had come to Christchurch, and by a comparatively small expenditure, involving the construction of an embankment less than half a mile in length, both gaps could be closed. Dr. Hector suggested that the city could be further protected by constructing a storm-water channel to take flood-water from near the Carlton Bridge, along the North Belt, and back into the river near the cemetery, and so in effect diverting a body of water which would otherwise flow through the city.

During the session of the General Assembly which followed, the "Canterbury Rivers Act, 1868," was passed, empowering the Provincial Council to set up Boards for river protective purposes, with rating powers over areas likely to be affected. By resolution of the Provincial Council, December 8, 1868, the above Act was brought into operation over certain lands on the south side of the Waimakariri. The Board was gazetted on February 12, 1869, and consisted of the Mayor of Christchurch (*ex officio*), and five other members. The constitution of the Board was amended by the "Rivers Board Act, 1884," and subsequent amendments. The Board consists, at the present time, of nine members, elected by the ratepayers of nine sub-districts. It collects its rates through the various local bodies.

During the later sixties Christchurch entered on a period of depression, and for some years there is little that need be recorded.

His Excellency Sir George Grey visited Christchurch in January, 1867, after an interval of fifteen years. Time, and perhaps, the absence of his old antagonist Mr. Godley, had smoothed over the ancient feud, and Sir George, who was cordially received, made pleasant reference to the marked improvement he saw in Christchurch,

comparing the city with the Ugly Duckling in Hans Andersen's fairy tale.

Another visit worth recording was that of Lord Lyttelton, who, as Chairman of the Canterbury Association, had done so much to found Canterbury. He arrived in Christchurch on January 25, 1868, accompanied by his son, the Hon. G. S. Lyttelton, and by Mr. Selve Selve. Mr. G. S. Lyttelton was one of the great cricketing brothers, famous in the annals of Eton, and while in Christchurch gave a taste of his quality, making 104 runs, and taking seven wickets in the first innings of a match in which he played for the United Canterbury Cricket Club against the Albion Club.

The party stayed with various friends in Canterbury, and Lord Lyttelton has left on record his impression of the settlement in the form of two lectures delivered after his return Home.

There was about that time a strong movement in favour of the separation of the two main islands of New Zealand, occasioned partly, no doubt, by the difficulties of communication, and partly by the different condition of the countries separated by Cook Strait. The South Island, free from the native difficulty and from the necessity of clearing bush lands, was progressing much more rapidly in settlement than was possible in the North Island. The Provincial Council, on March 17, 1867, passed a resolution in favour of a separate Government for each Island.

Two days before the prorogation of the Provincial Council, Mr. Moorhouse, on April 7, announced his intention to resign the Superintendency. He had neglected his private business, which needed attention; moreover, these were times of depression; wheat had fallen in value, and the revenues of the province were not in a buoyant condition, and the Council, with its shrinking revenue, could not support the forward policy so dear to the Superintendent.

Mr. C. C. Bowen received a requisition to stand for the Superintendency, and, on his declining, Mr. William Rolleston was returned unopposed on May 22, and, on June 9, was elected as member of the House of Representatives for Avon.

About the time that Mr. Rolleston assumed office, the Canterbury railways were at last being taken over from the contractors. This involved responsible work, not only in the adjustment of the accounts, but also in the organisation and administration of the open lines. Mr. John Marshman, who had formerly been the Emigration Agent in London, was made Secretary for Railways. In a letter written to Mr Selfe, dated September 6, 1868,* he said:—"They" (the contractors) "have sweated the Government severely. I admire them for it, shrewd, able men, pleasant men personally, and not one, but several too many for those who are dealing with them." No doubt Messrs. Holmes and Co. wasted few opportunities of making money, but in return they brought to bear a strength and capacity in dealing with their contracts which were invaluable to the province.

A story is told of Mr. Marshman when he was Secretary of Railways. A farmer had telegraphed him that his grain would be ready on Tuesday, D.V., and that he wanted trucks sent. Mr. Marshman telegraphed in reply: "Yes, but if D. does not V., who pays demurrage on my trucks?"

It was on April 22, 1869, that Christchurch welcomed her first Royal visitor, H.R.H. the Duke of Edinburgh, who arrived in H.M.S. "Galatea." The visit had been planned for the previous year, but had been postponed, owing to the attempted assassination of His Royal Highness in Australia, which necessitated the Duke's return to England to recover from the bullet wound. While in Christchurch, the Duke planted the Prince Alfred oak

*In the Hocken Library, Dunedin.

opposite the Hereford Street entrance to the Domain, which still stands as a memento of his visit. Hearing that it was proposed to plant other trees, His Royal Highness volunteered to plant them too, and, in walking across the Domain for the purpose, it is recorded that he sprung three pheasants, which were then becoming plentiful.

The abolition of provinces was then becoming a live question, and in May, 1869, a resolution in its favour, in the Provincial Council, was defeated only by four votes (10-14). Westland had in January, 1868, been separated from Canterbury, and in opening the Provincial Council, October 8, 1869, Superintendent Rolleston announced the umpire's decision in the allocation of debts between the two provinces, viz., Canterbury, £465,831; Westland, £207,036; the proportion being Canterbury 9 to Westland 4.

On the completion of his term of office, Mr. Rolleston was challenged for the Superintendency by Mr. Moorhouse. The election took place on May 2, 1870, and resulted in an easy victory for Mr. Rolleston, who thereafter retained the position unopposed till the abolition of the provinces. Mr. Moorhouse left Canterbury a few months afterwards to take up the position in Wellington of Registrar of Titles, under the Land Transfer Act.

CHAPTER XVI.

1870-1876.

The Museum—The Southern Railway—The New Zealand Shipping Co.—Canterbury College.

The Canterbury Museum was opened on October 1, 1870, its successful establishment so early in the history of the province being due to the untiring energy of Dr. von Haast, who became its first Director. Probably it is in connection with the Museum that Sir Julius von Haast is best remembered, but Canterbury has cause to be grateful to his memory for many other services; those in connection with the Moorhouse Tunnel have already been referred to, but his work runs like a warp and woof through the early history of Christchurch, as an explorer, geologist, man of science, and in the valuable assistance he was able to give to the Acclimatisation and Philosophical Societies. At a meeting of the Colonial Society, in August, 1859, presided over by Dr. Donald, a resolution was passed in favour of establishing a Natural History Museum, and the following year Mr. von Haast, as he then was, came to Canterbury, bringing a collection of mineral and other specimens, which he had formed while travelling with Dr. von Hochstetter.

Dr. von Haast became Provincial Geologist, and his collection of 6000 or 7000 specimens was lodged in two rooms in the north-east corner of the Provincial Council Buildings. The time came when the rooms were required for other purposes, but after calling for designs for a Museum in October, 1864, the Provincial Council allowed the subject to drop

for some years. It was re-opened in 1868, when the sum of £800 was placed on the Estimates to provide a wooden building. Those members of the Council who looked upon the Museum as an unnecessary luxury, succeeded in defeating the grant on the ground that the collection was too valuable to be risked in so inflammable a structure. Mr. Montgomery, who was then head of the Executive, met the objection by proposing and carrying a grant of £1,200 for a stone building (December, 1868.) The Council also voted £150 for show cases, and the grant was supplemented by a sum of £483 11s. from voluntary contributions. A design, submitted by Mr. W. B. Mountfort, was selected, and the Museum was built to accommodate the collection, which then numbered 7,887 specimens. Besides such grants of money as the Provincial Council might pass, and generous gifts from many supporters, the Museum benefited greatly from a somewhat unusual natural endowment. It was in 1866 that the first great deposit of Moa bones was discovered at Glenmark. Single skeletons had frequently been met with at various places in both islands; one, for instance, was discovered fifteen feet below the surface by workmen engaged in excavating foundations for the Heathcote Bridge, in October, 1862, but the Glenmark discovery was something different, an accumulation of *Dinornis* remains packed closely together, which could literally be measured by the waggon load. What was probably the first discovery at Glenmark was recorded in the "Lyttelton Times," of January 14, 1857. Some of Mr. G. H. Moore's men were cutting a drain through a peat swamp, and found three Moa skeletons in good preservation, two of them of great size. The report in the newspaper went on to say that "The lower joints of these two birds appear to be imbedded perpendicularly in the blue clay, as if they had sunk beyond their power of extrication, and the upper part of their frames were found in the peat, which covered them



SKELETON OF A MOA IN THE
CANTERBURY MUSEUM.

entirely. The position of the remains leads to the idea that these birds had all sought shelter from fire under the steep hill, at the spring there, and were overtaken by the fire before recovering from their state of exhaustion."

The explanation suggested seems probable, and would account for the two great deposits at Glenmark and Waimate, each in heavy swamp land. The discovery of the three specimens at Glenmark was followed up by more important "finds" on that estate, and Dr. von Haast in his "Geology of Canterbury and Westland," tells how he, in December, 1866, went there at the invitation of Mr. G. H. Moore. His host generously presented the bones already discovered to the Museum, and supplied labour for further excavations, with the result that Dr. von Haast returned with a large American four-horse wagon loaded with bones. In August, 1867, and again in 1872, other visits were made, and further large and valuable collections of Dinornithic remains obtained. Dr. von Haast was not slow in realising the "exchange value" of this extraordinary find. The *Dinornis* was an extinct bird, peculiar to New Zealand, and nowhere except in Canterbury could its well-preserved bones be dug up from peat swamps in quantities sufficient to fill four-horse waggons. The bones were sorted and assembled into skeletons, with as nice a regard for individuality as circumstances permitted, and many of the skeletons so obtained were exchanged with European and other Museums to the great advantage of the Canterbury collection.

The Director of the Museum was well qualified for this work; he was probably the best known scientist in New Zealand, and was in correspondence with the foremost scientific men of the times, such as Professors Darwin and Tyndall, Dr. Hooker and others, who were interested in the geology, flora and fauna of these islands. Indeed, it is said that one of the Provincial Councillors

querulously inquired who the Dr. von Haast might be "who, as I hear, is using his position as Canterbury's geologist, to build up a European reputation for himself."

In later years, another great "find" of Moa bones was made near Waimate, in South Canterbury. In this instance, also, the skeletons were found closely packed together in a swamp. Captain F. W. Hutton, who was then Curator of the Museum, took charge of them, and by his application and study in their classification, made himself, probably, the greatest living authority on the *Dinornis*, with the possible exception of Mr. Richard Lydekker, F.R.S., of the British Museum.

The Museum and Library were vested in a Board of Trustees, of whom the Superintendent, his Honor the Judge, the Provincial Secretary, the Provincial Solicitor, the Speaker of the Provincial Council, and the Chief Surveyor, were members, *ex officio*, sitting with other nominated members.

By a later ordinance of the Provincial Council the control of the Museum was handed over to the Canterbury College Board, then recently constituted. It is entirely supported by provincial endowments, and has benefited by numerous generous gifts, both of money and specimens. The Philosophical Institute, in its early days, made frequent grants of money, and the late Mr. George Gould gave the greater part of the statuary, as well as making other presentations. The Museum also received a generous contribution of specimens from Captain Scott's first Antarctic expedition, as well as from that led by Sir Ernest Shackleton. Another unique gift was that of the largest skeleton of a whale to be found in any Museum. The whale, of the species known as *Balaena Sibbaldei*, or Blue Whale, was stranded on the Okarito Beach, on the West Coast of New Zealand in 1906, and it was due to the energy of Mr. Edgar Stead, of Christchurch, and Mr. Robert Turnbull, of Wellington, backed by private subscriptions. that this enormous

specimen was secured and transported to its present position. It may be added that the whale, when found, was in an advanced state of decomposition, and that the task of "taking it to pieces" was not a pleasant one. The skeleton is estimated to weigh about nine tons, the jaw-bones are twenty-one feet in length, and the entire skeleton measures eighty-seven feet in length.

Sir Julius von Haast died in 1887, and was succeeded by Mr. J. Forbes, who resigned in 1892, and Captain F. W. Hutton was then appointed Curator, a position which he held with great advantage to the Museum until his death in 1905. During his term of office, besides his important work in connection with the Waimate find of Moa bones, he undertook the systematic classification and orderly arrangement of the mass of material collected by Sir Julius von Haast. Subsequent Curators have been Mr. Edgar R. Waite, F.L.S., and the present holder of the office, Mr. Robert Speight, M.S.C., F.G.S.

It is due primarily to the untiring energy of Sir Julius von Haast and the discovery of the Moa bones, and secondarily to the systematic industry of Captain F. W. Hutton, that Christchurch now possesses a Museum which can probably bear comparison with that of any city in the world of similar size and age.

Canterbury, in the early seventies, was going through a transition state, and the following extract, taken from "The Melbourne Leader," of April, 1871, gives the impression of the Christchurch of that day formed by a friendly critic:—

"A nice, clean, comfortable, well-ordered, square city is Christchurch. . . Everything is green-looking and English-like in and around Christchurch. Green hedges, green fields and lofty green poplar trees, with artesian wells here and there, are the features of Christchurch. To that add the best hotels in the Colonies—old English-looking houses, well-built, and cosy and comfortable, with the best of beds and nicest kept tables. The houses

are mostly wood built, the streets clean and well kept. So are all the people. It is easy to see that they are well-selected, first-class immigrants—related, no doubt, many of them, to good families in England.

“A fine high road runs from Christchurch to Dunedin—a three days’ cruise upon wheels. . . . At six o’clock on a gloriously fine morning in midsummer, we got a seat beside the driver on a fine old English stage coach, a real old stage, with four fine horses. It was Christmas time, and what with that and the stage coach, we thought that time had travelled backwards for once, and that we were boys again, and going home for the Christmas holidays. It says something for the place we were leaving that we could leave it with such feelings. There is something of the school and of all its proprieties about Christchurch; but if we ever turn Quakers, we shall, of all the places we know, go back to live there as to a large Society of Friends.”

Evidently the old leaven of the Canterbury Association had not worked out. But the old coaching days were drawing to a close, at least, on the Canterbury Plains. The Main South Railway line was creeping onward to meet another line which was advancing from Dunedin (through railway communication between Christchurch and Dunedin was opened September 6, 1878); and on April 29, 1872, the Superintendent formally opened the Northern Railway as far as Kaiapoi. This line, like the Lyttelton-Christchurch Railway, and the first section of the Main South line, was a broad gauge railway, five feet three inches in width. On the initiation of Mr. Vogel’s Public Works Policy, in 1870, the present narrow gauge was adopted as a standard for New Zealand, and the broad gauge Canterbury lines were converted accordingly, and the rolling-stock sold to go to Australia. Mr. Dobson, the Provincial Engineer, strenuously opposed the change,

and would have liked to have seen the broad gauge adopted as the general standard.

Not only were land communications progressing, but on November 20, 1872, the prospectus was issued of the New Zealand Shipping Company, Ltd., and was followed up by the foundation of that important Company in 1873.

The New Zealand Shipping Company was founded entirely by Christchurch merchants, and its inception was mainly due to the enterprise of Mr. J. L. Coster, then Manager of the Bank of New Zealand. Its headquarters were then at Christchurch, and its fleet consisted entirely of sailing vessels.

During the first three years of its existence the Company despatched 150 ships from the United Kingdom to New Zealand, carrying 28,670 passengers. The first direct steamer, the "Stad Harlem," sailed from London in 1879, but it was not till 1883 that the first line of direct steam communication between England and New Zealand was inaugurated by the New Zealand Shipping Company. The first steamer of that service, the "British King," sailed from London on January 26 of that year. As the business grew in importance, it became necessary to obtain British capital, and the headquarters of the Company were removed to London. Soon after the opening of steam communication, the development of the frozen meat trade became of importance, and necessitated the building of a new fleet, with very great insulated space. Mr. H. P. Murray-Aynsley is Chairman of the Christchurch Board of Directors, a position he has held since 1893. (He was first elected Chairman in 1887, but retired the following year in favour of Mr. Leonard Harper.)

The Provincial Council, on June 16, 1873, passed the Canterbury College Ordinance, a very liberal measure "to make provision enabling all classes and denominations of Her Majesty's subjects resident in the Provincial District of Canterbury, and elsewhere in the Colony of

New Zealand, to procure a regular and liberal course of education, and with that intent to establish and incorporate a College within the said Province." Prior to the passing of the Act, there had been in existence a body called the Canterbury Collegiate Union, which had provided instruction in classics, mathematics, modern languages and certain branches of science. Mr. C. C. Bowen was President, and Rev. C. Fraser, Secretary of this Union in 1872. The new Ordinance was designed to continue and extend the work of the Union, and for that purpose, it incorporated Canterbury College and appointed a Board of Governors, including the Right Rev. H. J. C. Harper, the Bishop of the diocese. The Provincial Council voted money for the purchase of a site for the College, and the erection of buildings.

In the preceding year, the Provincial Council (January 15, 1872) had requested the Superintendent to set aside an area "not exceeding in the aggregate 100,000 acres of purely pastoral land as an endowment for a School of Technical Science, and the other educationary purposes contemplated by the 'Canterbury Museum and Library Ordinance, 1870,'" and the Superintendent had accordingly reserved three blocks of land for the purpose, having a total area of 87,000 acres. Other endowments were made in later years, e.g., on April 13, 1875, a Crown grant of several blocks of rural land, totalling 218,950 acres "as an endowment for schools of technical science and agriculture, and for the promotion of superior education," was placed in the hands of the Superintendent. During the following year, 1876, these lands were transferred to Canterbury College. Again on August 16, 1875, various parcels of land, aggregating 8,089 acres, reserved under Acts of 1854 and 1862 as endowments for a classical school, were placed under the control of Canterbury College. There were other endowments made later for special purposes, such as an area of 5,000 acres reserved by proclamation on December 27, 1877,

“as an endowment for the maintenance of the Medical Department or Faculty of Canterbury College.” The College, not possessing a medical school, this endowment was afterwards applied to the maintenance of a biological laboratory. Additional endowments were provided during 1878 for Boys’ and Girls’ High Schools, the endowment for the latter being 2,578 acres.

The areas that have been mentioned are the principal endowments of Canterbury College, though they are by no means a complete list; they indicate that the educational plan of the Canterbury Association was not lost sight of during the days of the Provincial Council.

By an amending Ordinance, passed in 1873, the properties and the control of the Museum and Public Library were vested in the Board of Governors of Canterbury College. The Museum has been mentioned earlier, but it may be well to explain here how the Public Library came to be associated with the College. The plan of Christchurch, as originally drawn, provided a site for a Mechanics’ Institute, and as early as the middle of 1852, an effort was made to raise by public subscription, the money required to realise this portion of the plan of settlement. The attempt was not successful, and it was not until seven years later, in May, 1859, that a public meeting, held in Christchurch, appointed trustees and officers for a Mechanics’ Institute, which was opened in temporary quarters in August of that year. The site that had been provided by the founders of the settlement was no longer available, but the Provincial Government agreed to make a grant of £500 in lieu of the land, and the trustees used a portion of the money to buy the section at the corner of Cambridge Terrace and Hereford Street, occupied by the present Public Library. An additional sum of £650 was raised by the issue of shares at £5 each, and a small building was erected.

During 1868, the name of the Institute was changed to “The Christchurch Literary Institute,” in recognition

of the fact that the library had outgrown its original sphere. The next step was the transfer of the land, building and library to the Superintendent of Canterbury, "upon trust for the purpose of a public library, to be established and maintained under and in pursuance of the provisions of the 'Canterbury Museum and Library Ordinance, 1870.'" The transfer was subject to a pledge that the Institute would be maintained "in accordance with the usual and recognised standard of a public circulating library and reading-room."

Another part of the original plan of the Canterbury Association was realised on July 19, 1880, when the Governors of Canterbury College opened an Agricultural College at Lincoln. This College was separated from the parent institution by Act of Parliament on January 1, 1897, and is now administered by a separate Board of Governors, one member being appointed by the Governor, three members elected by Canterbury members of Parliament, and three by the Agricultural and Pastoral Societies of the Province.

At the present time, the Board of Governors of Canterbury College has control of Canterbury College (the first block was opened in 1877); the Girls' High School (opened September 13, 1877); the Boys' High School (opened May 18, 1881); the School of Art (opened March 1, 1882); the School of Technical Science and Engineering (opened about 1890); and the Museum and Public Library.

Of these institutions, perhaps the School of Engineering alone calls for special comment. Each of the four large cities of New Zealand specialises in some form of education. Auckland, until recently, had its School of Mines, and has now a School of Commerce; Wellington has its School of Law and Jurisprudence, Dunedin its Medical School and Mining School. Christchurch has its important School of Engineering, one of the three outside Great Britain recognised by the British Institute

of Civil Engineers. The other two so recognised are Sydney University and the M'Gill University (Canada).

The Canterbury College Buildings are all in the Gothic style of architecture; they are built of a handsome hard grey stone from local quarries; the doorways, windows, cornices and other features of the buildings are of white stone, and the combination is very effective. The first block of buildings, including the College Hall, was designed by the late Mr. B. W. Mountfort, and subsequent additions have been in keeping with the original design. It is a pity that more use should not be made of the small-leaved Virginian Creeper instead of so much ivy in covering these buildings—the tender green in spring and the glowing crimson of its autumn foliage would both harmonise with the grey buildings. Many of the Oxford and Cambridge Colleges are effectively draped with the various varieties of ampelopsis.

Under its present constitution, three members of the Board of Governors of Canterbury College are appointed by the Governor, three are elected by Canterbury members of Parliament, six by graduates, three by teachers and three by school committees, and one is elected by the Professorial Board. The present Chairman is Mr. J. C. Adams, B.A., and the staff includes ten professors, four lecturers, with about fifteen assistants, demonstrators, etc.

CHAPTER XVII.

Abolition of Provinces—The four Superintendents.

With the abolition of Provincial Government, an important chapter of the History of Christchurch came to an end. The Act was passed by the Hon. Daniel Pollen's Ministry, but as Dr. Pollen had his seat in the Legislative Council, it devolved upon Major (afterwards Sir Harry) Atkinson to pioneer it through the House of Representatives. The third reading was passed (September 29, 1875) by a majority of forty to twenty-one. Included in the minority was Mr. William Rolleston, then Superintendent of Canterbury, who opposed the measure at all points. There was practically no opposition in the Legislative Council, and on October 12, 1875, the Bill became law, and came into operation on November 1, 1876.

Many years later, on March 7, 1894, a veteran Canterbury statesman, Sir John Hall, K.C.M.G., testified to the splendid work done by the Canterbury Provincial Council. The occasion was almost dramatic, Sir John Hall, in the evening of his life—he was then seventy years of age—was bidding a final farewell to his constituents. It was the close of a political career which had extended over more than forty years. During that time he had filled, amongst many other public positions, those of head of the Provincial Executive of Canterbury, and of first Chairman of the Christchurch Town Board, and of Prime Minister of New Zealand. Speaking then, with the weight and authority of such experience, and with the detachment of one about to pass out of the area of party politics, he briefly reviewed the work of the Canterbury Provincial Council:—"I think," he said, "the work

done in the old Provincial days, and the men who did it, deserve to be held in grateful recollection. The administration, at whose head were men like FitzGerald, Sefton Moorhouse and William Rolleston, was characterised by honesty, ability and intelligent dealing with the difficult circumstances of a new country. I was a member of the first Provincial Council, and of the last. Most of my old colleagues have long since passed away. They would have done credit to any Legislature. Perhaps their parliamentary education would nowadays be considered incomplete. In their days 'stone-walling' was unborn, and deliberate obstruction was an unknown art. Men of ordinary physical powers could do their duty with satisfaction; and the whole proceedings of the Council would compare favourably with those of the august body to which we now look for political salvation. It has been well said that the history and character of a Government may be read in the monuments which it leaves behind. When we consider what our Canterbury Provincial Government has left behind, especially in the matter of public works—when we look at the roads, bridges, harbour works, and even railroads, by which the province was opened up; when we look on the large immigration which was secured; on the liberal education system which was erected, and on the fact, which statistics prove, that in proportion to our available agricultural area, a larger amount of actual settlement was secured, and more agricultural produce was raised than in any other part of the colony, we are justified in believing that the days of the Provincial Government were some of Canterbury's best days. It has been said, and I think with truth, that no part of the Colonial Empire, unaided by mineral wealth, ever made more rapid progress in solid and permanent settlement than did Canterbury in the days of its Provincial Government. I will only add that if the work of other provinces had been as well done

as that of Canterbury, provincial institutions might have remained in existence to the present day."

It has often been asserted that at the abolition of the provinces, Canterbury was made the milch cow of the colony. This is, perhaps, not the place to discuss that question, but in justice to the founders of Canterbury—the Canterbury Association, and the Superintendents and Provincial Councillors who succeeded the Association in authority—some comment on the oft-repeated statement may fairly be offered. Canterbury had adopted Mr. E. G. Wakefield's theory of "sufficient price" for land, i.e., dear land in comparison with other parts of the colony. While under Sir George Grey's regulations, land elsewhere was selling at 10/- or less per acre, Canterbury settlers had to pay at first £3, and later on £2. The result was that the Provincial Council of Canterbury was a comparatively wealthy institution. Now, if we turn to Major Atkinson's Financial Statement of July 31, 1877 (Hansard, Vol. 24, p. 112), the first Financial Statement after the abolition of provinces, we find that Canterbury alone of the provinces was made to contribute a sum, £56,000, to the Public Works Fund for railways (p. 113). A little further on, we find the illuminating passage: "Since the 1st of January, when the Financial Arrangement Act came into force . . . the (land) sales in Canterbury show an enormous excess (over the estimate), while the sales in Auckland, Taranaki, Hawke's Bay, Westland and Otago have proved to be less by £83,000 than the sum estimated." (p. 118.)

Again later on (p. 120) Major Atkinson enunciated two propositions, (1) that the land funds should be localised; (2) that the cost of immigration, roads and bridges was a proper charge against the land funds. Apparently, however, these propositions were to be modified in the present case, for the Colonial Treasurer proceeded to say (p. 123): "We recognise that at the present moment the refund of the charges" (for the

opening up and settlement of the country) "is beyond the immediate power of the less wealthy districts; but, as respects the Provincial Districts of Canterbury and Otago, no such argument can be urged." The meaning of the passage quoted seems to be that as Canterbury had been provident enough to build up out of its land sales a fund to pay for roading, bridging and other local purposes, and as other parts of the colony had not been so provident, and had parted with their lands at 10/- per acre to speculators, therefore Canterbury, which had saved its cake, should share it with other provinces which had been less careful.

If we turn now to a table (p. 125) containing an estimate of the receipts and expenditure of the Land Fund for the year 1877-78 for the nine provinces, we find a somewhat startling proposition. In six of the provinces, it was proposed to expend £82,052 9s. 10d. in excess of the amount raised from land sales, licenses, rents, etc., within these provinces. In the other three provinces, it was proposed to spend £528,369 9s. 10d. less than the moneys received. The details of the latter, omitting shillings and pence, are as follow:—

	Auckland	Canterbury	Otago
Estimated receipts from land sales, licenses, rents, etc.	£120,500	£338,800	£295,100
Estimated expenditure ..	118,880	123,173	182,977
Surplus	1,620	215,627	112,123
	<u>£120,500</u>	<u>£338,800</u>	<u>£295,100</u>

That is to say, it was proposed to expend £215,627 of the land revenue of Canterbury in opening up the lands of other provinces and for the general purposes of the Central Government.

But, striking as are the estimates of the then Colonial Treasurer, the outcome was even more so. The total land revenue from the nine provinces for the first six months of 1878 was £650,068, out of which £458,965

came from Canterbury, this province thus providing more than two-thirds of the land revenue of the colony. The proportion was more than maintained during the second half of the year, and in its report for the twelve months ended June 30, 1878, the Crown Lands Department stated:—

“For the twelve months there have been sold of Town Lands 467 acres, Suburban 2,025 acres, and Rural 828,336 acres. Cash received £1,450,251; scrip £27,228. Of this Canterbury Provincial District represents no less than 554,169 acres rural sold to 4,151 purchasers, and 95 acres of town lands sold to 377 purchasers, realising a total of £1,123,823, or, if stated fractionally, seven-tenths the area sold, nearly seven-tenths the number of purchasers and nearly eight-tenths of the cash realised for the whole of the colony. The more immediate causes of this are: the Crown lands in this district are all open for selection, the extension of the railway system over the plains, the bridging of the large rivers, and practically their annihilation as obstacles to traffic, and the arable lands brought either actually or in prospect within easy reach of a railway station. These facilities and the remarkable advances which have been made lately in agricultural machinery—the double-furrow plough and the reaping machine—have converted the level, grassy plains, which a few years ago seemed destined for ever to graze sheep, into wheat-fields for the London market.”

So far the relative positions of the provinces have been considered merely from the standpoint of land revenue, of which Canterbury contributed more than seven-tenths of the whole amount. We may now turn to the assets and liabilities taken over by the General Government from the separate provinces. The whole position is clearly expressed in a comprehensive statement prepared by the Treasury in Wellington, and dated August 28, 1878. The following figures are taken from that

statement. Canterbury and Otago were the sole provinces possessing railways. The lines were taken over by the General Government, the values being, Canterbury £731,759, Otago £372,522. After these amounts had been credited to the provinces concerned, the net provincial liabilities assumed by the General Government were summarised thus:—

Auckland	...	...	£1,019,581
Taranaki	...	...	112,477
Wellington	...	...	500,697
Hawke's Bay	...	...	119,779
Nelson	...	...	267,838
Marlborough	...	...	32,192
Canterbury	...	...	70
Westland	...	...	340,490
Otago	...	...	1,191,621
<hr/>			
Total	...	...	£3,584,745

Canterbury, with a net liability of only £70, had to take its share in shouldering liabilities of more than three millions and a half incurred by the other provinces. The province, it must be remembered, already possessed, besides its tunnel (part of the cost of which had been paid out of revenue) a considerable mileage of open railways, and more in course of construction. The comparatively great advancement of the province was due not only to the natural facilities for development offered by a flat country, free from bush and from native complications, but also to the prudence of its founders in establishing, and in maintaining in the face of great opposition, the "sufficient price" of land, to enable development to be carried on side by side with settlement.

Let it be added that this chapter is not intended to re-open any alleged grievances of Canterbury. The abolition of provinces may have been a necessary development of the colony as soon as facilities of communication made it possible. What has been written here is intended

solely to secure recognition of the pioneer work of Edward Gibbon Wakefield, carried out faithfully by the Canterbury Association under John Godley, and afterwards defended by Mr. J. E. FitzGerald, Mr. Henry Sewell and others.

In concluding the story of the Provincial Council days of Canterbury, it seems fitting to insert a few notes on the four Superintendents who guided the destinies of the province during that most critical period.

Mr. James Edward FitzGerald was an Irishman, the possessor, perhaps, of the most brilliant and versatile personality of any of the founders of Canterbury.

To use an Irishism, he started his New Zealand career in the Canterbury Association rooms at the Adelphi in London. It was there that he took the lead first, and drafted and carried the somewhat exclusive constitution of the Society of Land Purchasers. He sailed in the "Charlotte Jane," which also brought Mr. Charles Bowen and Dr. Barker and his family to Lyttelton. On the voyage out, Mr. FitzGerald wrote "The Night Watch Song of the 'Charlotte Jane,'" the first of the "Canterbury Rhymes":—

"'Tis the first watch of the night, brothers,
 And the strong wind rides the deep;
 And the cold stars shining bright, brothers,
 Their mystic courses keep.
 Whilst our ship her path is cleaving
 The flashing waters through,
 Here's a health to the land we are leaving,
 And the land we are going to!"

Mr. FitzGerald's landing in Lyttelton—the first of the pioneers to step ashore—has already been described. There is a story which may be apocryphal that Dr. Barker was in the bow of the boat and about to land; in doing so, he bent forward and unconsciously presented a "back," over which Mr. FitzGerald promptly leaped. The story is not confirmed, but it is given as being

characteristic of the man, whose ready Irish wit missed few opportunities.

On arrival in Canterbury, Mr. FitzGerald became the first Editor of the "Lyttelton Times," and, amongst other activities, performed the duties of Immigration Agent and Police Inspector for the settlement.

His career as first Superintendent of Canterbury has been described elsewhere. He was also a member of the first House of Representatives and the first Premier of New Zealand in 1854, and it was greatly owing to his stand in its favour that responsible government in its present form was established in 1856. In that effort, he was ably supported by Mr. Henry Sewell.

After the term of his Superintendency expired, he went to London, as Immigration Officer for Canterbury, and on his return in 1861, founded the "Press" newspaper. For some years later, he remained in politics, but afterwards took the position of Controller of the Public Accounts, an appointment which he still held at the time of his death in 1896. Of him it may be said that he was a real orator, and a brilliant writer, possessing great gifts from which much was expected.

Mr. William Gisborne, in his "New Zealand Rulers and Statesmen," described him thus:—"A thorough Irish gentleman, he was, like his countrymen, quick, impulsive, witty and winning in manner and conversation. There were no rising statesmen of the day in New Zealand of whom greater expectations were formed. The pity of it is that those expectations were not fulfilled. In politics, Mr. FitzGerald has been a brilliant failure; his Parliamentary career has been the flash of a meteor—dazzling for the moment, but leaving no lasting trace behind. . . . Had he possessed more persistency of purpose, he would, if he had devoted himself to Imperial politics, have attained one of the highest positions."

"Punch" in Canterbury, published in 1865 some provincial biographies; in one of them playful reference

was made to the versatility of the first Superintendent. He was described as having "left Great Britain to its fate at the early age of nineteen, finding that the affairs of the Old Country were altogether unattractive, and its resources almost exhausted. He, therefore, embarked for New Zealand, where he practised, day by day, his various professions of Law, Medicine, Architecture, Lecturer on Constitution, and general representative of the working classes."

Probably Mr. FitzGerald reached the zenith of his career and popularity the day that he drove his tandem over the far-famed Sumner Road.

Whatever disappointment may be felt at the failure of his later career to come up to the rosy anticipation of his many friends, early Canterbury owed much to the energy, ability and enthusiasm which he brought to bear in his brilliant youth to help to mould the destinies of the young settlement.

Mr. William Sefton Moorhouse, the second Superintendent, arrived in Canterbury in 1851, but was tempted away for a time to the Victorian goldfields, then recently discovered. He returned to Christchurch in 1853, and took a prominent part in supporting Colonel Campbell in opposition to Mr. FitzGerald in the election of Superintendent for that year.

On the retirement of the first Superintendent, Mr. Moorhouse became a candidate for the position, his opponent being Mr. Joseph Brittan. The latter was a good speaker, and had been prominent in Canterbury affairs, having occupied the position of Provincial Secretary. Mr. Moorhouse made up for what he lacked in oratory by other qualities — he was strong and tenacious, of the bull-dog breed, a good organiser and canvasser, and, after a hard struggle, he defeated his opponent by a substantial majority.

There could hardly have been a greater contrast between any two men than that between the first two

Superintendents of Canterbury. Mr. Moorhouse, by profession a lawyer, was a big, strong, determined man, without much imagination, but a practical colonist with sound and progressive business instincts. His name has come to be indelibly associated with the Lyttelton Tunnel. He was not the originator of the idea, but having once taken it up, he drove it through all obstacles, material or political, with the full force of his character and vitality.

As Gisborne said of him:—"He showed ability, enterprise, foresight, courage and perseverance in working a great idea into a great fact."

During his later term as Superintendent, he was always an advocate of extending and still further extending the railways of Canterbury, and so played an important part in the settlement of the province.

The Canterbury "Punch," in its provincial biographies, published in 1865, from which an appreciation of Mr. FitzGerald's versatility has already been quoted, has this to say of Mr. William Sefton Moorhouse:—"An eminent jurist, navigator, navy and statesman, who has also distinguished himself in the horse-dealing and engineering sciences. The precise date of his birth is not known, but it is probable that he will be borne in triumph at the opening of the Lyttelton and Christchurch railway tunnel, through which he was able to see several years before the rest of the world. It is easier to say what this extraordinary genius is not than what he is. He is not Superintendent, but he has been so; he is not an able seaman, but he has been one; he is not a Resident Magistrate, nor a Justice of the Peace, nor a navy, nor a member of the General Assembly, nor an editor, nor a digger, nor a shipowner, but he has been each and all of these."

"Punch" also furnished him with a crest, a locomotive with steam up, and a motto "Hokus bolus; let us a loan."

As a member of the House of Representatives, he, with other Canterbury members, assisted to force the transfer of the seat of Government from Auckland to Wellington—an important matter in those days of difficult communication. He retired from Parliament in 1870 to become Registrar-General of Lands in Wellington—an office which he held till 1872, and after that was again a member of the House of Representatives. He died in Wellington, in September, 1881. His statue faces the Hereford Street entrance of the Domain Gardens.

Of him the "Encyclopædia of New Zealand" said:—"He was the forerunner of Sir Julius Vogel in his Immigration and Public Works policy, and his energy and zeal enabled Canterbury to lead the way in these respects for the rest of New Zealand."

Mr. Samuel Bealey, the third Superintendent of Canterbury, was born in Lancashire in 1821, and, after taking his Degree at Trinity College, Cambridge, he came out to Canterbury in 1851, and took up land in conjunction with his brother, Mr. John Bealey. He was a member of the first Provincial Council, and held office in Mr. John Hall's first Executive, in 1855.

On the resignation of Mr. Moorhouse, in January, 1863, a requisition was signed by Mr. Bealey and others, and presented to Mr. Robert Wilkin, asking him to stand for the Superintendency. Mr. Wilkin, however, declined, and Mr. Bealey was then urged to come forward himself, and on March 5 was returned unopposed.

Mr. Bealey's election seems to have been a compromise between the Moorhouse and FitzGerald parties. The latter gentleman would not have been averse to another term of office, but stipulated as a condition that he should not be opposed.

The new Superintendent had not the brilliant abilities of Mr. FitzGerald, nor had he the driving force of Mr. Moorhouse; he was, however, a man of education and



“His Statue faces the Hereford Street Entrance of the Domain Gardens.”

sound judgment, and many years afterwards, Sir John Hall, at the Jubilee Celebrations of Canterbury, 1900, paid a tribute to the shrewd common sense and cool-headedness which enabled Mr. Bealey to grapple with the difficulties of the first gold rush to the West Coast — then part of Canterbury — which occurred during his Superintendency.

The record of his term was one of quiet progress; some considerable improvements, for instance, were made in Lyttelton Harbour, but there is no striking event with which Mr. Bealey's name is connected. He was not one, in short, who sought the limelight of publicity, and if, therefore, the least picturesque of Canterbury Superintendents, he left behind him a record as a good office man and safe administrator. After his term of office he was succeeded by Mr. Moorhouse, and retired into private life, returning to England to educate his family. He died on May 8, 1909.

The Hon. William Rolleston, the last of the Canterbury Superintendents, was a son of the Rev. George Rolleston, M.A., vicar of Maltby, Yorkshire, and was born in September, 1831. He was a Foundation Scholar of Emmanuel College, Cambridge, where he graduated with classical honours in 1855, and arrived in Lyttelton in the "Regina," in November, 1858.

Mr. Rolleston became Provincial Secretary in 1863, and succeeded Mr. Moorhouse as Superintendent in 1868, an office which he continued to hold till the abolition of provinces in 1876.

His advent into office was marked by a temporary cessation of the activity that had characterised the Public Works policy of Canterbury during Mr. Moorhouse's term of office. Canterbury land revenue was no longer buoyant, and Mr. Rolleston assumed office as the representative of the party of caution, who had been alarmed at the rapid growth of the Public Works Account in the Provincial Budget. Three years before, in 1865, he had resigned

from the Executive Council because he considered the time premature for the contract then entered into for the construction of the Southern Railway.

Mr. Rolleston was one of the foremost New Zealand statesmen of his time, and his services to the colony in education, land legislation, and many other fields, cannot be adequately described in the short space here available. It is to be hoped that while material is still obtainable, someone will be found to write his life, and do justice to the part he played in the history of the Dominion.

Soon after his arrival in Canterbury, he took up a run near Lake Coleridge, and the Rolleston Range bears his name and perpetuates his memory. He, it was, who bestowed those classic names on the Acheron and Rubicon Rivers, on Mount Algidus and Mount Olympus in the upper water of the Rakaia River.

Later on, he bought a farm in South Canterbury near the mouth of the Rangitata, where he died in February, 1903.

There was a very general desire to recognise the services which Mr. Rolleston had rendered to Canterbury and to New Zealand, and a meeting was called for this purpose on March 18, 1903. At that meeting, the Hon. C. C. Bowen paid a fine tribute to the services of his old friend, but added that the desire to perpetuate his memory was "not altogether on account of his great ability and industry — although they were remarkable enough. Nor was it owing to the long experience Mr. Rolleston was always ready to devote at all times to the country. It was because the people had a conviction of his absolute singleness of purpose in regard to the public services, and the utter absence of self-seeking when dealing with public affairs." The meeting resolved to erect the statue which now stands in front of the Museum, which Mr. Rolleston opened thirty years before. It was unveiled by another old friend of Mr. Rolleston's — Sir John Hall — on May 26, 1906.



WILLIAM ROLLESTON.
The last of the Canterbury Superintendents.



COLOMBO STREET NORTH, FROM TOWER OF CATHEDRAL.

The building marked x was the Post Office until 1879.

PART II.

CHAPTER XVIII.

After the abolition of provinces—Retrospect—The freezing process, and its effect on Canterbury—The West Coast Railway.

The Abolition of Provinces Act came into operation on November 1, 1876, and, with the disappearance of the Provincial Council of Canterbury, went the last definite link of the connection of the city of Christchurch with its founders, for the Provincial Council was itself the lineal successor of the Canterbury Association. Henceforward the control of all the provinces of New Zealand was to be vested in one General Government.

The occasion seems fitting for making a short retrospect of the progress already accomplished. The foundation of Canterbury is generally dated from December 16, 1850, and nearly twenty-six years had elapsed since the arrival on that day of the first of the pilgrims. In the interval, representative Government had been established; the city of Christchurch had been laid out and placed under its own municipal control. The settlement had its own Bishop, and had laid the foundations of its Cathedral Church. It had established Christ's College, and had, in Canterbury College, the Public Library and Museum, made provision for the higher education.

Outside the boundaries of the city the settlement had made similar progress—rivers had been bridged, roads and railways constructed. Communication with the port had been established, first by the old Bridle Track,

then by the Sumner Road, and finally by railway through the Moorhouse Tunnel. Thus had the lands been opened up, and opportunity afforded to the country settlers to perform their important part in the work of colonisation.

In one respect, the original plan of the Canterbury Association had not been realised. The settlement was no longer exclusively Church of England. Even before his departure, Mr. Godley had recognised this, and had found it necessary to abandon any religious qualifications, and to open the flood-gates to the general human tide which swept into the channel opened by the Canterbury Association, but, as he said in his farewell speech, he was not sure that the reality was not better than the dream.

Perhaps a comparison may fairly be made between the settlement of Canterbury and that of New England. It was also from Plymouth Sound that the "Mayflower" sailed in September, 1620—a tiny vessel of 180 tons, taking nine weeks to cross the Atlantic. The pilgrims she carried were inspired by strong religious belief. They were staunch Puritans, but unlike the Canterbury Pilgrims, they were seeking a new home free from the persecutions they had undergone in the Home Country. Apart from this feature, there was a strong resemblance between the two expeditions—each was to found a religious settlement in a new country, only roughly explored. In each case, the character of the pilgrims had a lasting effect on the community which followed them, and in each case those who came later did honour to the pioneers. "Forefathers' Day," December 11, is still observed at Plymouth, Massachusetts, just as is in Canterbury our Anniversary Day, on December 16. And in the years to come, it may be that the descendants of the Canterbury Pilgrims will secure the brevet distinction which in America has attached itself to "Mayflower" descent.

With the abolition of provinces, then, the story of the

Foundation of Christchurch may be said to have closed. From now onwards the story is like that of any other colonial city, sharing in the progress and prosperity of the agricultural and pastoral community settled in the country behind it, a story of ups and downs, as the lean years of depression are followed by seasons of prosperity, but in the main, a record of great advancement.

Hitherto the stream of Christchurch story has flowed between fairly well-defined banks, from the time when it rose bright and sparkling from the springs at its source. Like other rivers, it gathered strength and volume as it flowed onwards towards the sea, but, to continue the analogy, after the abolition of provinces, the river had reached the plains, and, like many Canterbury rivers, it broke into numerous channels, full of eddies and cross currents, sometimes separate, but often mingling, dividing and sub-dividing. These channels were continually changing, and spread like a tangled skein across the plains. In other words, the pioneering days were over, and the city, in its fuller life, had broken up into separate communities, religious, educational, political, scientific, social, pastoral, agricultural, industrial, journalistic and others. This story, like the river, must therefore now enter on a new phase, and instead of attempting to follow each separate channel, will merely describe some of the landmarks on the banks of the wider river. An apology is perhaps required for the use of so hackneyed a metaphor; its introduction is intended to prepare the reader for the different methods of treatment which will be adopted in succeeding chapters; the story as a consecutive narrative has ended, and in the pages that follow an attempt will be made to present the main features of some of the more important events* of later years, and to discuss some of the wider

*For information on minor events the reader is referred to the Table of Events, which, for greater convenience, has been placed in the Appendix.

questions in which the people of Christchurch have been interested.

With the abolition of provinces, Canterbury and the rest of New Zealand embarked on a new phase of political life. The outlook of its statesmen and politicians was changed, and became focussed on the promotion of the interests of the colony — or of the party — rather than on those of the separate provinces. Whether the change was beneficial or otherwise need not be discussed; in any case it was a complete subversion of the political history of the country.

It may fairly be claimed that the introduction of the freezing process caused an equally important alteration in the commercial, agricultural and pastoral development of the colony, and in no province more markedly so than in Canterbury. The effect was gradual; it took time on the Canterbury runs to replace the merino flocks with cross-bred sheep. The dairy industry required years to develop; the fruit industry cannot yet be considered to be fully established. It cannot be doubted that the advance in the exports of New Zealand, from about six million sterling in 1881, to about thirty million sterling at the present time, is very largely due to the freezing process. Side by side with the increasing productivity of the colony, there naturally followed a corresponding increase in land values, in shipping tonnage, in freezing and dairy factories, and in fact, in all branches of commerce and industry.

The late seventies and early eighties were years of commercial depression in Canterbury, but a new era dawned, when, on February 18, 1881, Messrs. Patrick Henderson and Co.'s ship "Dunedin" sailed from Port Chalmers, chartered by the New Zealand and Australian Land Co., Ltd. She carried the first shipment of frozen meat to leave New Zealand, 5,000 sheep, of an average weight of 85lbs. She arrived in London on May 24,

after a passage of ninety-six days, and the meat realised 6d. to 7½d. per lb.

The difficulty of dealing with surplus stock had long been a problem for the sheep-farmer. Some of the comparatively early files of the Canterbury newspapers contain numerous suggestions of various forms of meat preserving. The possibility of the freezing process was recognised in very early times. Mr. FitzGerald, it may be remembered, writing from London in 1859, had suggested sending out salmon ova frozen, and ten years later, in 1869, a certain Mr. Pestle, of Victoria, had written to the Melbourne papers, suggesting the shipment of frozen meat to London. At that time, the ammonia freezing process had recently been discovered.

Although the honour of having pioneered the New Zealand frozen meat trade must be accredited to Otago, Canterbury has since outstripped the southern province in the quantity and quality of the stock shipped, and the name of the province has acquired a world wide significance as denoting the best quality, and commanding the highest price.

The pioneer company in this province—the Canterbury Frozen Meat Co., Ltd.—was incorporated in 1882. The conveners of the first meeting were Messrs. John Grigg, John Tinline and J. Macfarlane, and it was due primarily to the energy of Mr. Grigg that the necessary capital was obtained, and the “Belfast” works were opened in 1883. Mr. Grigg, besides being chairman of the Company for the first eighteen years of its existence, threw himself into the enterprise with his accustomed vigour, and chartered several vessels at his own risk. He was not deterred by a loss of about £10,000 owing to the breakdown of the refrigerating machinery on the “Mataura.” His son, Mr. J. C. N. Grigg, was then in residence at Cambridge, and entertained the University Eight at dinner. The piece de resistance was a fine saddle of mutton, to which his guests

—all in hard training—did full justice. At the conclusion of the feast, the host occasioned a good deal of astonishment by announcing that the saddle had come from his father's farm in Canterbury, New Zealand.

The writer recollects visiting the Belfast works in 1884, and being told that the Company could deal with as many as three hundred sheep a day, and it was then considered doubtful if the flocks of the province could continue to stand so heavy a strain. Times have changed since then, and not only has the Canterbury Frozen Meat Co. established two other works, at Fairfield (near Ashburton), and at Pareora, but another company, the Christchurch Meat Co., Ltd., founded in 1889, owns works at Islington and at Smithfield, near Timaru, besides other freezing factories outside Canterbury, and in addition to these, two more freezing works are now in course of erection.

The industry gives employment within the province to approximately 2,500 hands, and, in addition to the value of the meat exported, a very large return is now gained by the scientific treatment of the various by-products.

It is not to be supposed that the inception of the industry was free from difficulty. The first shipments realised extraordinary high prices, such as those already quoted. The result was that many farmers gave up grain growing and went in almost exclusively for raising mutton and lamb. Two things happened, there was a glut of sheep in Canterbury, with which the freezing works were unable to cope, and, owing to prejudice or some other cause, there was a slump in the London markets. Mr. John Bradshaw, in his "New Zealand of To-day," published in 1888, says that hoggets off the shears, which in 1882 were readily saleable at 12/-, realised in 1887 barely 6/-, and that the wholesale price of mutton had fallen by fifty per cent. accordingly. From the same source is taken the following table, which

indicates the important part taken by New Zealand in the start of the frozen meat trade.

FROZEN MEAT CARCASSES.

	New Zealand	Australia.	River Plate.	Falkland Islands.
1883 ...	120,893	63,677	17,165	--
1884 ...	412,349	111,745	108,823	—
1885 ...	492,269	95,091	190,591	—
1886 ...	661,253	66,899	332,927	30,000

This industry, more than any other, has contributed to the present prosperity of Canterbury, and the following figures will give some idea of its importance:—

Canterbury Works.	Capacity per day.	Output for year 1913-1914
Belfast ...	... 5,500	414,104
Fairfield ...	... 4,000	373,622
Pareora ...	... 4,500	285,203
Islington ...	... 7,500	592,515
Smithfield (Timaru) ...	... 5,500	454,602

The total value of lamb and mutton exported from Canterbury for the year ending October 31, 1914, was approximately £2,000,000.

It was on April 15, 1886, that a syndicate was formed in London for the construction of the West Coast Railway, to be called the Midland Railway of New Zealand. Perhaps the story of the West Coast Railway may not be considered to come within the scope of the present volume, but a few notes showing how intimately Christchurch has been associated with the undertaking may be of interest.

The project dates back to the old West Coast digging days, when Westland was a part of Canterbury, and Mr. Bealey, in his opening address to the Provincial Council, November 21, 1865, announced that he had set aside certain lands for a West Coast Railway. Again on January 12, 1867, Superintendent Moorhouse, in proroguing the Provincial Council, concurred in a resolution which had been passed by that body recommending the construction

of a railway to the West Coast, and promised to take measures to carry it out.

A time of depression followed in Canterbury. Mr. Moorhouse resigned, and the Provincial Government was abolished without any definite steps having been taken.

It was in 1884 that a fresh agitation was started, and the West Coast Railway League was formed in Christchurch, under the presidency of Mr. C. C. Bowen. Mr. Alan Scott was sent Home, and succeeded in interesting certain London financiers, and eventually the Midland Railway Company was formed, and a contract made with the New Zealand Government. The later history of the undertaking is well known. The Midland Railway Company failed in its undertaking, and the New Zealand Government stepped in and undertook to complete the line. A contract was let to Messrs. McLean for the construction of the Otira Tunnel, and, on the failure of that firm to carry it out, the Government had to intervene again, and decided to take the construction into its own hands. The work is still proceeding, and it will be for another generation to pronounce a final verdict on the undertaking. Suffice it to say, that by the light of later knowledge, it was perhaps fortunate for Mr. Moorhouse's reputation that he was not in a position to attempt to fulfil that promise made nearly fifty years ago.

CHAPTER XIX.

Resignation of Bishop Harper—Appointment and consecration of Bishop Julius—The Boer War—Death of Queen Victoria—Proclamation of King Edward VII.—The Jubilee of Canterbury—Antarctica.

The time came when Bishop Harper owing to increasing deafness felt that he could no longer do justice to his great charge, and, on August 10, 1889, he resigned his office—his resignation to take effect on March 31, 1890. The Bishop was then eighty-six years of age, having been born on January 9, 1804.

The story of his life has been told by Canon Purchas. The reader will there find the record of an English parish priest, who, in his fifty-third year was not afraid to respond to a call to take charge of an immense diocese which extended over the greater part of the then uncultivated South Island of New Zealand, and who, on arrival, shared with the pioneers the hardships and the dangers of the unbridged rivers, and travelled over the length and breadth of the district committed to his charge. On the first of those journeys, the Bishop was accompanied by his son Henry, who was afterwards Archdeacon of Timaru, and has lately published a volume of his letters written at the time. From these letters may be gathered the very real dangers and difficulties of the journeys the Bishop then undertook. On that first journey from Christchurch to the Bluff, the Bishop had two narrow escapes from death, and was only saved by his magnificent constitution and by his powerful capacity as a swimmer.

But over and above all this stands the portrait of a

man who to the end of an exceptionally long life, could draw to himself the love and affection of little children on the one hand, and of the rough miners on the West Coast diggings on the other.

After his retirement, Bishop Harper continued to live at Bishops Court, and was able to take part in the consecration of his successor on May 1, 1890. He died on December 28, 1893, leaving more than a hundred descendants; one of his younger sons was, until recently, Dean of Christchurch.

The memorial erected in the Cathedral to the memory of Bishop Harper has been described elsewhere.

Upon the resignation of Bishop Harper, the choice of the Synod rested on the Rev. Churchill Julius, at that time Archdeacon of Ballarat, who accepted the call, and was consecrated Bishop of Christchurch, in the Cathedral, on May 1, 1890, by Dr. Cowie, Primate of New Zealand; the Bishops of Nelson, Dunedin and Waiapu, and Bishop Harper, assisting at the service. Bishop Julius was born at Richmond, Surrey, in 1847, and was the son of Dr. Julius. He was educated at Blackheath Proprietary School, and Worcester College, Oxford. After holding the cure of Shapwick with Ashcott, in Somersetshire, and later of Holy Trinity, Islington, he was appointed Archdeacon and Vicar of Christ Church, Ballarat, from whence he was called to the position he still occupies.

Bishop Julius celebrated the completion of his 25th year of office on May 1, 1915. Nearly sixty years have now passed since the first Bishop of Christchurch was consecrated, and it is rather remarkable that there have been only two occupants of the See.

The Boer War was declared on December 10, 1899. For some months beforehand it had been recognised throughout the Empire as inevitable, and New Zealand had been amongst the first to offer a contingent. The Canterbury volunteers for the first New



BISHOP HARPER,
The first Bishop of Christchurch.

Zealand contingent left Christchurch for Wellington on October 5, 1899. (The contingent left for South Africa on October 21). Of the nine contingents which followed, Canterbury sent her share, but one of them, the Third Contingent, known as the "Roughriders," was essentially a Canterbury corps, recruited and equipped by the people of this province. This contingent left Lyttelton, February 19, 1900. So that Canterbury, less than fifty years after the date of her foundation, was already bearing her part in the affairs of the Empire. It is not proposed in this volume to follow the fortunes of the various contingents in South Africa, or to tell of the rejoicing that took place in Christchurch on the conclusion of peace, nor to describe the welcome back extended by Canterbury to the returned contingents.

It was during the South African War that the death of Queen Victoria occurred, and Christchurch citizens will not readily forget the memorial service conducted in the Cathedral on January 27, 1901, nor the Proclamation of King Edward VII., read by the Mayor, Mr. William Reece, on the following day from the balcony of the City Council Chambers, to a quiet concourse of citizens, standing under a sea of umbrellas, in torrents of rain.

Canterbury settlers have always taken a legitimate pride in the story of their settlement—naturally so, for the story is, in some respects, unique. Preparation was therefore begun very early for the due celebration of the Jubilee of the Province. It was the desire of the citizens that they should be represented on the occasion by a man of Christchurch birth as Mayor, and a very fortunate selection was made in the election, unopposed, of Mr. William Reece. He had a strenuous year of office, marked by hard work and indefatigable attention to the affairs of the city, coupled with a tact and courtesy to others, which secured the hearty co-operation of all. It may, indeed, be said that the union of boroughs, which

took place two years later, was the fruit of the entente cordiale he established with surrounding local bodies in the preparation for Jubilee celebrations of Canterbury.

A main feature of these celebrations was provided by the Canterbury Industrial Exhibition, opened November 1, 1900, in the Canterbury Hall. This hall had then just been completed by two Canterbury institutions, the Agricultural and Pastoral Association, and the Industrial Association; some of the cost also being provided by the public. The opening of the big hall, capable of seating over 3,000 people, was very dramatic, when the fine "Jubileæ Ode," written by Mr. O. T. J. Alpers, and set to music by Mr. Maughan Barnett, was rendered by a choir of over 300 voices. The theme was inspiring, opening with a song of thanksgiving and praise, followed by a tribute to the pilgrims, striking a note of pathos in its reference to the quick vanishing of that aged band. In turn was presented a sombre picture of Canterbury, waste and uncultivated, waiting the quickening arrival of the settlers, and, in sudden contrast, came the joyous bars proclaiming the later vigorous life of the province—

"The hum of a busy people,
The mirth of a joyous throng,
The chiming of bells in steeple,
The lifting of voice in song,
Proclaim our pride in achievement,
Our hopes of the great To-be,
Our joy in the pregnant present,
Our golden Jubilee."

Another feature of the celebrations was the great gathering of pilgrims at Riccarton, under the hospitable roof of Mrs. Deans, a re-union continued annually on Anniversary Day by Mrs. Deans, and after her death, by Mr. Guise Brittan, Mr. John Anderson and Mr. R. C. Bishop.

There was one other celebration of the Canterbury Jubilee which must be referred to, and, as it was in connection with this that I was quite unconsciously led to

take part in public life, perhaps I may be permitted to tell the story from a personal standpoint. The explanation may serve also as an apology for the apparently inevitable appearance of the personal pronoun in some of the pages that are to follow. The story begins with one morning in 1900, when I received notice that at a public meeting of citizens, I had been elected a member of the Canterbury Jubilee Memorial Committee, and summoning me to attend its first meeting. I did not know then that by the same post about ninety-nine other citizens had received similar notices. In fact, I did not know what the Canterbury Jubilee Memorial Committee was expected to do, and, drawn by curiosity, I attended the meeting to find out. The meeting was presided over by the Mayor, and there was an attendance of about a dozen. The Mayor explained that the object of the meeting was to elect a chairman. The other eleven members present were in turn proposed, but each had had the forethought to come provided with a valid excuse. Then the whole eleven, with flattering unanimity, selected me for the post of honour, overcoming my protests by sheer weight of numbers. The primary duty of the Memorial Committee, I discovered, was to select some fitting object with which to commemorate the Jubilee of the province, and divergences of opinion began to reveal themselves at once. There were three main divisions among the citizens who were interesting themselves actively in the matter. First came those who advocated something ornamental, such as statuary or a fountain; next those who wanted something with a philanthropic motive, like a home for old people, or a hospital ward; and finally a strictly utilitarian group. In illustration of the line of thought followed by the third division, it may be recalled that one Canterbury borough celebrated the coronation by the purchase of a road roller, on which it sought, and I think, obtained the Government subsidy.

Suggestions came from all quarters before the first

meeting of the Committee. The newspapers, with the best intentions, had opened their columns to the multiplication of new ideas, and by the day of the meeting, the Committee had at least a hundred proposals from which to choose. Thirty or forty members attended, and I began to realise that my position as chairman was no sinecure. No one scheme was likely to have the support of more than five or six members if it had to be put to the meeting. I have presided at many meetings of different kinds since that day, but I do not know now what course I ought to have taken, although it has occurred to me that I might have taken as a precedent my own election to the chair, by first solemnly putting to the meeting ninety-nine proposals, and, after their rejection, declaring the hundredth carried by acclamation. In the end, after many meetings, a decision was reached by a process of compromise, and a Memorial planned which combined a number of separate proposals. The Jubilee Memorial, which now stands in Victoria Square, bears on one panel of its pedestal, the names of Canterbury men who fell in the South African war. On other panels are depicted the arrival of the Canterbury Pilgrims, and the departure of the first Contingent for South Africa, with symbolic figures representing the art, industry and education of the province. The whole is surmounted by a statue of Queen Victoria, under whose rule Canterbury had been founded, and had passed its first half-century. The statue of Queen Victoria is the work of Mr. Williamson, of Esher, and the foundation of the Memorial was laid by His Majesty King George, during his visit to Christchurch as Duke of York, in 1901, and was unveiled on May 25, 1903.

The panel bearing the names of Canterbury men who fell in South Africa was placed in position later, and was unveiled by His Excellency Lord Ranfurly, the Governor, on April 7, 1904, his last public appearance in Christchurch.



JUBILEE MEMORIAL IN VICTORIA SQUARE.

Perhaps it will be fitting to conclude this chapter with an account of the three Antarctic Expeditions which sailed from Lyttelton. In strict chronological order the story should come later, but it is not one which should be associated with the civic development of Christchurch, with which the next chapter is chiefly concerned.

The departure of Captain Scott, R.N., in the "Discovery," on December 21, 1901, for the Antarctic, is an event which will long be remembered in Canterbury. The expedition was organised by the late Sir Clements Markham, himself an Arctic explorer, and at that time President of the Royal Geographical Society. The selection of Christchurch as the base of the research party was due to the New Zealand Magnetic Observatory having been located here, which afforded the scientific members of the staff an opportunity of checking their instruments. The "Discovery" remained for some weeks in Lyttelton before sailing for the Antarctic, and the officers and men made troops of friends, and rarely has Christchurch been stirred to such enthusiasm as it was on that occasion.

This was the first of three expeditions which made their base in Christchurch, the second being the "Nimrod," under the command of Sir Ernest Shackleton, which sailed from Lyttelton on January 1, 1908, and the third, Captain Scott's last and ill-fated voyage in the "Terra Nova," which left Lyttelton on November 26, 1910. The story of each is too widely known to need more than passing reference.

The plan of the first expedition differed from the two later ones in that the "Discovery" wintered in the Antarctic, and Captain Scott had arranged for a relief ship, the "Morning," Captain Colbeck, to follow the next year. On his arrival, Captain Colbeck found the "Discovery" frozen in, and Captain Scott decided to stand by his ship and spend another winter in the Antarctic, so the "Morning" returned alone. Two ships went south next summer, the "Morning" and the "Terra Nova."

and very fortunately, the ice broke up that year, and allowed the "Discovery" to escape. The three vessels returned together, and early in the morning of April 1, 1904, news was passed round that they had been sighted from the Godley Head lighthouse. A great concourse of people collected on the wharves, the Governor, Lord Ranfurly, among them, and watched the three specks on the horizon slowly approaching. For some time, there was a tense feeling pervading the watchers, but at last the signal came "All's well." The enthusiasm excited by that arrival will not readily be forgotten, and is in strong contrast with the sad arrival of the "Terra Nova," on February 10, 1913. She put into Oamaru at 3 a.m., landed two officers, Lieutenant Pennell and Dr. Atkinson, charged with the duty of cabling the Commander's despatch, and silently put to sea again. The two officers came on to Christchurch by rail that afternoon. They were enjoined to silence, and were not recognised, though their identity was suspected, and rumours of disaster were already afloat. Next day, the news of the loss of the entire Polar party was published. Seldom indeed, has a community been so greatly moved as were the people of Christchurch that day. To many of us the loss was a personal one.

This is not the place in which to comment on the splendid heroism displayed by Captain Scott, Dr. Wilson, Captain Oates and their companions, a story read with mingled feelings of pride and sorrow throughout the Empire. Suffice it to add that a memorial is being prepared to be placed in the reserve opposite the Christchurch Council Chambers. It will include a statue, designed by Lady Scott, of Captain Scott, in Antarctic dress, bas-reliefs of his four companions, and on the base will be engraved the splendid message written by the commander of the expedition, while calmly awaiting his death amidst the eternal silences of the Antarctic.

CHAPTER XX.

The water powers of Canterbury—The visit of T.R.H. the Duke and Duchess of York—Electric tramways—Greater Christchurch—High pressure water-supply.

A great meeting was held in the newly-built Canterbury Hall on January 28, 1901, to promote a proposal to “harness the Waimakariri” as a source of power and light. In an earlier chapter it has been told how in the sixties that river was looked upon as a turbulent and dangerous neighbour, endeavouring to usurp the channel of the Avon for the invasion of Christchurch. Since then, the name Waimakariri had changed its significance to Christchurch ears, and like that “blessed word Mesopotamia,” brought visions of hope and brightness. There was something very attractive in the idea of procuring an unceasing supply of power, heat and light direct from one of Nature’s power houses.

The main difficulty—and it applied to all the snow rivers of Canterbury—was the travelling shingle which threatened to descend like an avalanche and swamp any dam and head works which might be constructed. The Christchurch City Council set up a committee to collect information, and unsuccessfully endeavoured to engage a Swiss engineer, Colonel Turretini, to come out and advise. It was said that at the great electrical works at Geneva, the travelling shingle problem also existed, and had been overcome. In the year 1902, the City Council promoted a Bill to enable it to obtain power from the gorge of the Waimakariri, but for reasons which need not be related, it was not proceeded with.

In November, 1902, the Prime Minister, the Right Hon. R. J. Seddon, announced in Christchurch that the Government proposed to take the utilization of the water powers of the Dominion into its own hands. Already there was some doubt whether the Waimakariri was the best source of power available, and Lake Coleridge was being suggested as a better alternative. For some years nothing was done, but in 1910, the Ward Government passed an Act entitled Aids to Water Power Works Act, and brought down a proposal to construct a number of water-power stations in different parts of the Dominion, and Lake Coleridge was selected as the pioneer work to be undertaken. The reasons for the selection were that Lake Coleridge, from its size and altitude, provided a magnificent natural reservoir, and that by means of a tunnel only three-quarters of a mile long, a fall of about 500 feet could be secured, and the water, having done its work, could be turned into the Rakaia River. By this plan, the dangers of travelling shingle, and the difficult construction of dam and intake would all be avoided. The work has since been completed, and the Government is now supplying the City Council with current to be converted into power and light.

Again in April, 1901, special circumstances influenced the choice of a Mayor for the year. Christchurch was to be honoured by a visit from the Duke and Duchess of York — the future King and Queen of England — and it was recognised that the city should be represented by a Chief Magistrate who could be depended on to do the honours of the occasion with credit to the city. The choice fell on Mr. A. E. G. Rhodes, whose family had been settled in Canterbury even before the arrival of the pilgrims.

Their Royal Highnesses, the Duke and Duchess of York, with a numerous and brilliant retinue, arrived at Lyttelton on Saturday, June 22, and at once proceeded

to Christchurch, where His Royal Highness held a levee in the Provincial Council Chambers, and afterwards laid the foundation stone of the Jubilee Memorial, as before mentioned, and in the evening attended a reception given by the Mayor at Canterbury Hall.

The Royal party stayed at Mr. Rhodes' house, "Te Koraha," which had been placed at their disposal, and on Monday attended a review of about 11,000 volunteers and cadets at Hagley Park. Saturday had been a wet day, with sou'-west squalls, but on Monday the review was held under ideal circumstances, a bright, sunny winter day, with a clear view of the mountains, and a hint of frost still in the air. That afternoon a large reception again took place at Canterbury Hall, when a number of citizens had the honour of presentation to their Royal Highnesses. The Royal party left next morning for Dunedin.

It probably was in consequence of my work as Chairman of the Jubilee Memorial Committee that I was asked to come forward as a candidate for the Mayoralty of Christchurch, in 1902. In May of that year I was returned unopposed, and was soon engaged in work in connection with the inauguration of a municipal system of electric tramways, the most urgent project before the City Council at the time. Three privately owned tramway systems were operating in and around Christchurch. Steam motors were used to some extent, but most of the cars were horse-drawn. Various attempts had been made to get the local bodies concerned to take joint action in buying out the companies and electrifying the lines, but progress in that direction had been slow. No fewer than eleven bodies had authority within the tramway area, namely, the Christchurch City Council, the Sydenham, St. Albans, Linwood, Woolston, New Brighton and Sumner Borough Councils, and the Heathcote, Riccarton, Spreydon and Avon Road Boards, and there was the further complication that the Road Boards

named formed portions of the Selwyn County Council. The plan generally suggested was that the tramway system should be controlled by the Christchurch City Council, but local jealousies and suspicions were strong. Similar difficulties had recently been experienced amongst the local bodies of Auckland, with the result that private enterprise was given an opportunity to construct the electric tramways in that city, and to secure a long lease of the service. The contractors were the British Electric Traction Co., Mr. P. M. Hansen being the New Zealand representative.

Mr. Hansen was anxious to secure a similar concession in Christchurch, and visited this city for the purpose, and submitted an offer, which appeared favourable by comparison with the Auckland agreement.

I, as Mayor, convened a meeting of representatives of the various bodies concerned to meet Mr. Hansen. This meeting took place on May 30, and at it was laid the foundation of the present tramway system. After Mr. Hansen had addressed the meeting, he retired, and during the discussion that followed, Mr. Loughnan made a suggestion, which he and I had previously discussed, that a Tramway Area should be created by Act of Parliament, and be administered by a Tramway Board. The constitution of such an authority was a very necessary step even if Mr. Hansen's proposal was to be accepted, a point on which the conference made no definite pronouncement.

Mr. Loughnan's suggestion was cordially agreed to, and a sub-committee set up consisting of the Mayors of Christchurch, St. Albans and Sumner, together with Councillors Loughnan and Gray, with instructions to prepare a set of draft proposals.

The sub-committee lost no time, and a week later, June 6, presented their report to a second conference. The report was a considered scheme, an outline of the

proposed Act, and was cordially received by the conference and passed with trifling amendment.

A Bill was prepared on the lines agreed to, and the "Christchurch District Tramways Act, 1902," was passed by Parliament. It is unnecessary to refer again to Mr. Hansen's proposal; public opinion, which at one time had shown some disposition to regard it favourably, veered round as soon as it was realised that the new Act would provide a strong body capable of initiating and controlling a municipal service, and by the time the Board was elected, Mr. Hansen's proposal found no supporters.

The election of a Tramway Board under the Act took place on January 22, 1903, when the following were elected:—

W. Reece) Representing Christchurch, Sydenham and St. Albans.
H. F. Wigram	
G. G. Stead	
A. W. Beaven	

H. Pearce, Linwood sub-district.

G. Scott, Woolston, Sumner and Heathcote.

A. B. Morgan, New Brighton and Avon.

F. Waymouth, Riccarton, Spreydon and Halswell.

And at the first meeting, on January 29, Mr. W. Reece was elected Chairman.

The Board was very fortunate in its choice of officers. Mr. F. Thompson, who is still Secretary and General Manager, was appointed in February to the former position. In the same month, Mr. F. H. Chamberlain was appointed Engineer to the Board. Mr. Chamberlain, an American electrical engineer of great experience, had just completed some important tramway installations in Australia, and was about to return to America, when the appointment was offered to, and accepted by him. Mr. Loughnan was appointed Solicitor to the Board.

Then followed a period of strenuous work; first in coming to an agreement with the existing tramway

proprietors on the valuation of their property and plant; then in the purchase of a site for the Power House, and defining the lay-out of the tramway system, also preparing detailed plans and specifications for the first contract for construction. This contract, involving an amount of approximately a quarter of a million sterling, was undertaken and carried out by a local syndicate.

Mr. Reece continued as Chairman of the Board till June, 1907, and then after having piloted the undertaking through its first difficulties, resigned the Chairmanship, but for some years afterwards continued his membership of the Board. Successive Chairmen have been Mr. A. W. Beaven, Mr. H. Pearce, Mr. G. T. Booth and Mr. J. A. Flesher.

The advent of the Electric Tramway system has made a great difference to the citizens of Christchurch, enabling them to live at a distance from the city, where they can avoid crowding and enjoy the pleasures of gardens; but the most striking alteration that has taken place is in the growth of hill suburbs at Cashmere, and round Sumner, to the great advantage of the health of the people.

The following statistics are taken from the Tramway Board's report for year ending March 31, 1915:—

Capital Expenditure to close of year	...	£676,232		
Revenue Account—		£	s.	d.
Gross earnings	... ..	142,941	1	0
Rates from Special Area	... ..	2,933	7	0
		£145,874	8	0
Expenditure—		£	s.	d.
Operating Expenses	... ..	78,072	10	6
Interest	... ..	26,924	19	4
Sinking Fund	... ..	2,833	7	0
Reserve Funds	... ..	28,057	10	6
Nett Surplus	... ..	9,986	0	8
		£145,874	8	0

Total route miles (loops excluded)	63
Population served by Tramways ...	86,000
Total number of passengers carried during the year	16,828,269

The successful solution of the tramway difficulty by the constitution of a Tramway Area and a Tramway Board encouraged the hope that the time might be ripe for the amalgamation of the four Boroughs, which really comprised the city of Christchurch. The desirableness of such a union was hardly open to question. The city was, at the time, building a destructor for the disposal of refuse, and was arranging to use surplus power from that source for the generation of electric current. It was also building abattoirs for the city meat supply, and had in contemplation the provision of a high-pressure water supply for household and fire prevention purposes. These advantages, it was obvious, ought to be shared by the adjoining boroughs, which, except in name, were really parts of the city.

The City Council proceeded on similar lines to those which had proved successful at the tramway conference. It set up a special committee, under the chairmanship of Councillor C. D. Morris, to investigate the subject, and to prepare a definite proposition. In addition to the services of the Town Clerk, Mr. H. R. Smith, whose wide knowledge and sound judgment were of inestimable value, an outside accountant of high standing was engaged, and requested to analyse the figures and report upon the financial effect of incorporating the boroughs of Sydenham, St. Albans and Linwood in the city of Christchurch. The investigation undertaken was very thorough. Comparative tables were drawn up, showing the rateable values of the separate boroughs, the net liabilities (after deducting sinking funds), and the value of assets. Some of these assets, such as the river bank reserves, and the city squares, were not interest bearing, while others, the destructor and the abattoirs, for example, called for special treatment, as they would

be used by the incoming boroughs, although they had been provided by the city. Loans raised in connection with these works had to be made a charge upon Greater Christchurch as a whole. The next step was to prepare an estimate showing how amalgamation would affect the rates of each borough. It is not necessary to present the details here, but the estimate showed that the smaller boroughs, Linwood and St. Albans, with their smaller rating values, would derive most benefit financially. Sydenham would gain slightly, and the central ward would have to make good the difference. So much for the financial aspect, which, though important, cannot be made a very interesting subject.

The wider issue was well expressed by Mr. R. M. Macdonald, one of the City Councillors. The question, he said, was not one that should be discussed in terms of sixty-fourths of a penny in the pound. That this view was generally accepted was shown by the voting of the city ratepayers when the poll was taken. The central ward was at a disadvantage from a purely cash standpoint, but it approved of amalgamation almost unanimously. The ideal of a united city appealed to the people, who wanted to see Christchurch thrive and grow. Many citizens had interests both in the city and boroughs. They had their homes in the suburbs, and their places of business in the central area. An important factor in the movement was a desire that Christchurch should rank as the second largest city in the Dominion, a position to which her population entitled her. But the strongest argument for amalgamation was to be found in the fact that it would mean increased efficiency in civic administration. A united Christchurch could afford to employ a skilled staff, it could obtain improved plant, and it could face boldly the problems that were confronting the citizens in connection with water supply, sanitation, municipal markets, the provision of road metal, the municipalisation of lighting, and many other matters.

The effort of all concerned in the preparations for amalgamation was to devise a scheme that would be practical in operation, and free, as far as possible, from suspicion of unfairness. The experience of more than a decade seems to justify a claim that the work done then was sound.

The plan, as finally submitted and carried, was that existing loans for purposes of general utility, such as the destructor and the abattoir, were to be made chargeable on the whole of the Greater Christchurch; the other existing loans to remain charges upon the districts which had raised them, each borough to become a ward in the city. Representation in the City Council was to be arranged as nearly as possible in accordance with population, the central ward to elect six councillors, Sydenham four and St. Albans and Linwood two each.

The poll was taken under the Municipal Corporations Act, which allowed adjoining boroughs to amalgamate after obtaining the assent of the ratepayers by ballot. The voting took place in Christchurch, St. Albans and Linwood on January 22, 1903, and in Sydenham on February 4 following. The result was a declaration in favour of the united city by a great majority, the details being as follows:—

	For	Against	Majority for
Christchurch ...	1,208	72	1,136
St. Albans ...	436	238	198
Linwood ...	590	145	445
Sydenham ...	939	421	518
	3,173	876	2,297

The result was officially announced, and in due course the union of the four boroughs was gazetted.

There still remained one step to secure finally the terms of union, namely an Act to transfer the liability of the special service loans from the central ward to the whole city, and a few months later the City of Christchurch Special Loans Enabling Act was passed by

Parliament. The amalgamation took effect as from April 1, 1903, when the population of the city rose at a stroke from 17,538 to 42,286, made up as follows:—

Central Ward	...	...	17,538
Sydenham Ward	...	...	11,404
St. Albans Ward	...	...	6,607
Linwood Ward	...	...	6,737

42,286

The election of Mayor and Councillors of the enlarged city took place in April, 1903, when I had the honour of being re-elected to the former position. One of the first proceedings of the new Council was to re-name the Belts, which had ceased to be boundaries. The names of Canterbury's four Superintendents were used for the purpose. The East Belt became FitzGerald Avenue—called after the first Superintendent; the South Belt, on which the Railway Station is situated, was named Moorhouse Avenue, to perpetuate the memory of Mr. Moorhouse, to whose enterprise the railway owed so much; the North Belt, on which Mr. Bealey formerly owned property, became Bealey Avenue; and on the west, Antigua Street, the boundary of the city on that side, was re-christened Rolleston Avenue, after the last of the Superintendents. The latter was a particularly happy choice as it is on Rolleston Avenue that the Museum and part of Canterbury College stands, two institutions in which Mr. Rolleston had been keenly interested. It was in Rolleston Avenue, in front of the Museum, that a few years afterwards the statue of the late Superintendent was erected.

The re-naming of the Belts is typical of much of the early work of the first Greater Christchurch Council. The old boundaries had been swept away, and the boroughs, each with its separate staff, required re-organisation under one control—useful consolidating work, but not of interest to the general reader. But if the expectations of those who had worked and voted for Greater Christchurch were to be fulfilled, a beginning had to be

made with the wider programme of municipal administration.

Everything pointed to a High-pressure Water Supply as the first essential to be undertaken. It was urgently required for the sanitation of the city as a preliminary to making it compulsory for every house to connect with the sewer. It was just as essential for fire prevention purposes, as I shall show presently. It was obviously desirable on economic grounds. The owner of each new house built at that time had to provide his private water supply; to do so he had to sink an artesian well, connect it with a hydraulic ram or windmill, and provide storage tanks. Not only was the first expense very heavy, but the multiplicity of wells was causing a great wastage of water, and the pressure of the artesian supply was being steadily reduced.

The City Council adopted the plans prepared by its engineer, and submitted them to the ratepayers, asking authority to borrow £100,000. The proposal was negatived by a large majority (February 5, 1904), many of the ratepayers having spent considerable sums in securing a private water supply, and objected to being rated for the general scheme.

Some years later (June 26, 1907) another loan poll was taken, and this time it was carried. The two plans were identical in principle, in each case there was to be a pumping station at the foot of Colombo Street, the supply being first stratum artesian water. In each case there was to be a reservoir on the Cashmere Hills, from which a main trunk pipe line was to be led into the city viâ Colombo Street. The second proposal only differed in the amount asked for, as the growing city needed wider reticulation. The installation was completed on June 21, 1909, when the pumping machinery was set in motion for the first time.

I said just now that I should be able to show that a high-pressure water supply was essential for

fire prevention purposes. At the time the first proposal was being mooted, the late Mr. E. Smith, the very efficient Superintendent of the Christchurch Fire Brigade, was constantly warning the city of the danger of a great conflagration, and the inability of the Fire Brigade, without a proper water supply, to cope with it. I was so impressed with what he told me, that I asked him to put it on record. I still have his letter, dated December 11, 1903. In it Mr. Smith named eleven large business firms whose premises it would be difficult to protect in case of a serious outbreak. They were all at some distance from the river, and dependent for protection on small tanks, which would soon be pumped dry. The letter could not be published without injury to the firms named, but the general warning was made public. In the five years and six months that elapsed between the writing of that letter and the initiation of the high-pressure supply, six of those eleven establishments were wholly or partly destroyed by fire. A seventh had a narrow escape, the adjoining premises being burnt. In one great fire, the Cashel Street fire, of February 6, 1908, which originated in one of the buildings described as dangerous, the loss to the underwriters amounted to £229,132, apart from private losses for property uninsured. Another fire in one of the buildings named, the Kaiapoi Woollen Factory, in Cashel Street, on November 13, 1907, cost the insurance companies £41,000.

Up to the present time the water supply has met all requirements, although the demand per capita has exceeded the anticipation. Christchurch people, it is found, use more water per head than almost any other similar community; the explanation may be that Christchurch is a garden city, or that its dwellers are of specially cleanly habits.



ROMAN CATHOLIC CATHEDRAL.

CHAPTER XXI.

The Roman Catholic Cathedral--Constitution of diocese
— Appointment of Bishop Grimes: his work and
death—The New Zealand International Exhibition
— Death of Sir John Hall.

The Roman Catholic Cathedral was opened and dedicated by Archbishop Carr, of Melbourne, on February 12, 1905, in the presence of a distinguished gathering, which included His Excellency Lord Plunket, the Governor of New Zealand; the Right Hon. R. J. Seddon, P.C., Prime Minister of New Zealand; Sir Joseph Ward, and Archbishop Kelly, of Sydney. A letter was read on this occasion from Cardinal Merry del Val, Secretary of State to the Pope, conveying the congratulations of His Holiness.

The site of the building in Barbadoes Street was originally set apart for the purposes of the Roman Catholic Church as long ago as 1860. Canterbury was then within the diocese of Bishop Viard, of Wellington, and in August, 1860, this Bishop sent two Marist Fathers—Father Seon and Father Chataigner—to open a Mission in Christchurch.*

About three acres in Barbadoes Street were set aside

*This was the first establishment of the Roman Catholic Church in Christchurch, but there had been a much earlier establishment at Akaroa. The frigate "L'Aube," which accompanied the "Compte de Paris," sent out by the Nantes Bordelaise Company, landed the Rev. Fathers Compte and Pesant in 1840. The story of the French settlement at Akaroa is an interesting page in the History of New Zealand, but does not come within the scope of the present volume.

by the Provincial Council of that day for their use, and on it the Marist Fathers built a chapel, with living accommodation attached. Eight years later, the site was formally conveyed to the Church by deed, dated August 11, 1868, signed on behalf of the Provincial Government by William Rolleston, as Superintendent, and vesting the property in Bishop Viard.

The little chapel, built in 1860, soon proved inadequate for the growing requirements of the Church, and on May 30, 1864, Bishop Viard opened a larger church on the same site, which for many years was known as the Pro-Cathedral. The provision of this building was mainly due to the activity of Father Chataigner. Later on came the constitution of a large South Island Diocese, including Canterbury and Westland, with Christchurch as the centre of its Episcopal See. The movement originated at a session of the Plenary Council, held in Sydney, in 1885, when it was unanimously resolved to petition the Apostolic See to create Wellington into a Metropolitan See, and to create a new diocese, with Christchurch as its seat. The prayer of the Plenary Council was granted, and on May 4, 1887, Bishop Grimes was appointed by the Pope as first Bishop of the new diocese. Bishop Grimes, at the time of his appointment, was Rector of St. Mary's, Paignton, Devonshire. Born in 1842, he was forty-five years of age, when, on July 26, 1887, he was consecrated by Cardinal Vaughan, who at the time was Bishop of Salford. The new Bishop arrived at Lyttelton on February 2, 1888.

Bishop Grimes paid a visit to Europe in 1897, and as a result of an audience with the Pope, he set to work, on his return, to endeavour to arrange for a building more worthy of the Church, to take the place of the old wooden Pro-Cathedral. The Bishop set an example of liberality by personally donating £1,000 to the building fund, and was so well supported by the members of his Church, that a large sum of money was speedily collected. Mr.

F. W. Petre, of Dunedin, was the architect selected, and the foundation stone was laid by Archbishop Carr, in 1901.

The design of the Cathedral is in the Classic style, and is similar to the well-known Church of St. Vincent de Paul, in Paris. The nave has, on either side, flank colonnades enclosing the side aisles, and carrying the entablature of the Ionic Order, on which are supported the dies and moulded work of the Corinthian Order of the upper colonnade, which in turn carries the entablature of the upper aisle, and forms a gallery completely round the interior of the church.

The main dome is carried on four large arches—each supported by Ionic pilasters, four to each side of the arch, the space enclosed forming the Sanctuary of the Cathedral. A central tower rises through the main room, and carries the principal dome to a height of 130 feet.

Externally the front storey and great colonnade are flanked by supporting towers, each surmounted by a copper dome. Entrance to the interior of the Cathedral is gained by three main doors, under the great colonnade of the front, and four under the two colonnades which form the external aisles to the church. The whole of the building is of Oamaru stone, the roof of the external colonnades being formed of reinforced concrete and asphalt, the principal roof of the nave being finished with French tiles. The entire work was carried out by Messrs. J. and W. Jamieson, under contract, and cost upwards of £50,000.

Bishop Grimes held his office for twenty-seven years, during which period he made frequent visitations throughout his enormous diocese, which included some of the roughest country in New Zealand. He was indefatigable as an organiser, and was primarily responsible for the great number of Roman Catholic institutions which were established under efficient management during his

long term as Bishop. He gained, and held to the end, the love and respect of his people, and has left, in the Cathedral, a lasting memorial of a singularly active life. He died on March 15, 1915.

The New Zealand International Exhibition, November 1, 1906-April 15, 1907. The great exhibition, held in Christchurch in 1906-1907, was the largest undertaking of the kind ever attempted in New Zealand. It was promoted by the Seddon Government, and the foundation stone was laid by the Hon. R. J. Seddon on December 18, 1905, almost his last public appearance in Christchurch before his lamented death at sea, on June 10, 1906. Hagley Park was the site selected, and an area of about one hundred acres enclosed and laid out in attractive grounds. The river formed the boundary on two sides, and additional bridges were thrown over it, and a weir built to keep a depth of water suitable for boating. The Victoria Lake afforded space for a water shute, and for the evolutions of a many-paddled Maori war canoe. On the bank of the lake was a Maori encampment—a typical stockaded village of the old time, with its picturesque carved gate posts, and a background of well-grown timber. Certainly no better site could have been selected in New Zealand. The grounds were within ten minutes' walk of Cathedral Square, and were accessible by electric tram, on the one side, and by a railway siding for goods traffic on the other.

The contract price for buildings and appurtenances was £87,732, apart from the cost incurred in the preparation of the grounds.

The veteran Canterbury statesman, Sir John Hall, was induced to come out of his retirement and accept the Mayoralty for the Exhibition year. Sir John had been chairman of the first Christchurch Town Board in 1862, and came forward at a ripe old age to receive and entertain the many distinguished visitors who were attracted to Christchurch.



SIR JOHN HALL, K.C.M.G.
First Chairman Christchurch Town Board, 1862.
Mayor of Christchurch, 1906.

The Exhibition was opened by His Excellency Lord Plunket, Governor, on November 1, 1906, when an ode, written by Mr. Johannes C. Andersen, was sung, the main theme being the welcome given by "the isles of the uttermost sea," to the visitors from the older nations. One of these visitors was the late Sir John E. Gorst, P.C., who returned to New Zealand after an absence of forty-three years. He came as envoy and special commissioner of the British Government.

A detailed description of the Exhibition would be wearisome; there is a strong family resemblance between all such undertakings, but the music provided, and the art exhibition, were both of a very high order.

The collection of pictures, many of them lent by the British Government, was housed in a brick building, which cost £5,000. After the close of the Exhibition, a suggestion was made that the picture gallery should be left standing and used for some public purpose, but popular sentiment would stand no interference with Hagley Park, and the only memento of the Exhibition left standing was the foundation stone, laid by the Hon. R. J. Seddon—a solitary monolith of a great undertaking.

The Exhibition cost the Government about £80,000, some of which was no doubt recovered by increased Customs duties, and by additional tourist traffic, but the value of such an undertaking cannot be measured by the debit and credit accounts of a ledger. The Exhibition was a great advertisement of the products of this country; it encouraged trade with distant lands; and, above all, came the educational value to our own people in the arts and industries.

Perhaps the memory of the Exhibition, which will linger longest, is that of the thronging multitudes which crowded the grounds, which sixty years before had lain a tussock plain.

Sir John Hall did not long survive the term of his Mayoralty. He died in Christchurch on June 25, 1907,

in his eighty-third year. Not quite one of the pioneers, he arrived in Canterbury early enough to secure election to the first Provincial Council, in 1853, in which he represented Christchurch country districts. In the following year, he succeeded Mr. H. J. Tancred as head of the Provincial Executive. He was afterwards appointed Resident Magistrate for Christchurch, and elected Chairman of the first Christchurch Municipal Council. He held, at different times, seats in both branches of the Legislative, and was Prime Minister of New Zealand from October, 1879, to April, 1882, and retired from public life in 1894.

CHAPTER XXII.

CHRISTCHURCH OF TO-DAY.

With the previous chapter this story has come to its end; subsequent events are too recent to be seen yet in their true perspective. It only remains to endeavour to associate some of the memories of the early history with a description of Christchurch as we know it in this year of 1916.

The visitor coming to Christchurch at the present day, must find it hard to realise the tree-less expanse of sand and swamp with which the first settlers were confronted. The other chief cities in New Zealand, Auckland, Wellington and Dunedin, occupy sites of great natural beauty, and were, perhaps, even more picturesque in their original setting of native bush, extending to their sea frontages, than they are to-day. Queen Street, Auckland, and Princes Street, Dunedin, are natural thoroughfares, and, like Lambton Quay, in Wellington, present architectural opportunities comparable with those of Edinburgh itself.

Christchurch is essentially a "city of the plains." If we except the Avon and the wonderful panorama of the Southern Alps, it possessed no natural advantages; it might, as Mr. Henry Sewell remarked, improve on further acquaintance like olives, but special training was needed to appreciate its bare and spacious environment.

Most of the cities of the world, ancient and modern, have grown by chance or accident, rather than by definite design. The Strand, in London, followed the curve of the river bank. Many of the Scottish cities clustered for protection beneath the walls of some feudal castle;

the great cities of the black country have grouped themselves around collieries and blast furnaces. Similarly, chance has settled the growth and development of most colonial cities. Wellington, or Port Nicholson, as it was then called, was originally built on a strip of beach squeezed in between the feet of its precipitous hills and the water-front. The evidence of congestion is still manifest in its narrow and crooked streets. Christchurch is remarkable as an instance of a city deliberately planned and planted on an open plain. The result, in the main, is a city of wide streets, free from congestion, and free from slums. By the forethought of its founders, in addition to other reserves, Hagley Park and the Domain were set aside as a perpetual heritage to the city and province. With the passage of time, Hagley Park has come to resemble a well-timbered English park; the Domain gardens and river banks have been planted, and the waste places of the city and surroundings well cared for. (See Appendix on Domain Board, Beautifying Society and Summit Road Association.)

Perhaps the most striking general impression of the city may be gained by climbing the narrow spiral stairs leading to the balconies in the Cathedral Tower. Southwards the city extends to the foot of the Port Hills, and has already covered some of the lower spurs. A few tall buildings stand out like islands above the sea of roofs, notably the dome of the Roman Catholic Cathedral in the middle distance, and the Express Company's lofty building in the near foreground. The Port Hills form the background on this side. A rocky crag, known as Windsor Castle, stands sentinel to mark the Bridle Track of the pilgrims, and the tunnel of later years. The original yellow tussock of these hills has given place to the green of English grasses. The range terminates abruptly to the north-east in the Sumner cliffs, and beyond lie the blue waters of the Pacific Ocean.

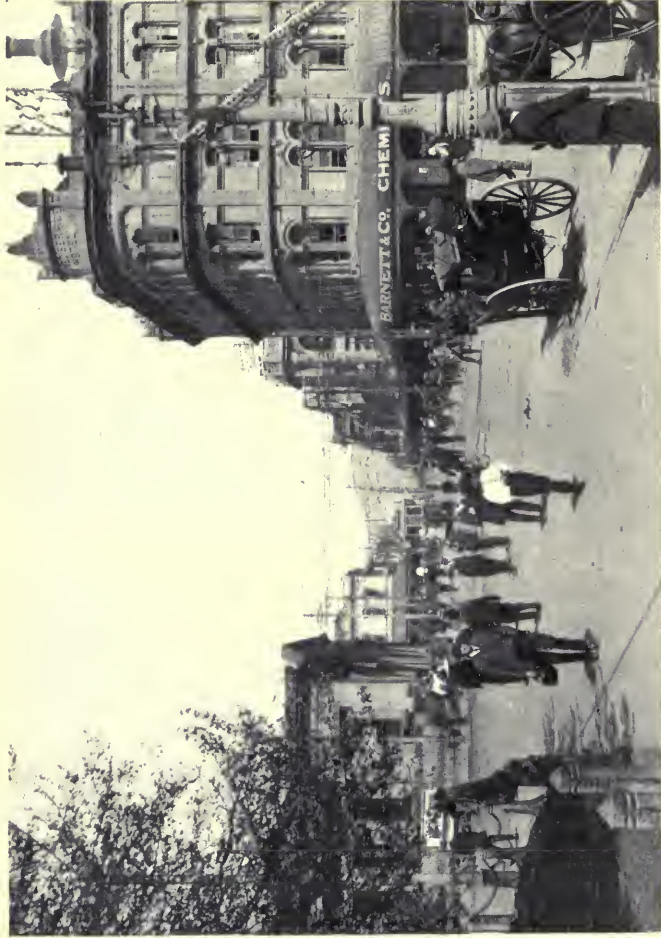
In other directions the building area appears to be

limited, and the curious effect is presented of a city surrounded by forest. The illusion is produced by a wide range of gardened dwellings, each with ample room for the cultivation of trees and flowers. Thanks to its "spacious environment," and an up-to-date tramway service, population has spread over miles of plain, and gardens and orchards are the rule rather than the exception. Along the western horizon extends the great mountain range of the Southern Alps, many of the peaks above the line of perpetual snow. The Kaikouras, one hundred miles to the north, are only visible in exceptionally clear weather, but from north to south extends a magnificent alpine panorama.

A still more comprehensive view may be obtained from the "Summit Road," which runs along the upper slopes of the Port Hills, at an average elevation of about one thousand feet. On one side lies Lyttelton Harbour, almost landlocked amid its volcanic hills, and on the other side is spread the great Canterbury Plain, like a map traversed by the silver skein of the troublesome Waimakariri. Away to the south lies the wide expanse of Lake Ellesmere, famous as the haunt of myriads of wild fowl. To the north stretches the scimitar-like curve of the coast line around Pegasus Bay. From this point of view Christchurch no longer appears to be set in forest; the greater elevation enables the outline of fields and plantations to be distinguished.

Mr. E. F. Knight, the author of "Where Three Empires Meet," saw this view on June 24, 1901. It was a clear winter morning, the day of the Royal Review in Hagley Park, when H.R.H. Duke of York (now H.M. King George), was visiting Christchurch. Mr. Knight was a trained observer, a traveller over many lands, and his description of his impression of the Canterbury Plains is therefore worth quoting in extenso. "One morning," he wrote, "I ascended a hill about two miles from Christchurch, and looked out on what is an object lesson

indeed to one who would know what the industries of the British colonies can achieve. Before me was a vast plain, extending to mountain ranges, which were from forty to a hundred miles distant. The mountains presented a grand appearance, covered as they were half-way down their slopes with snow, and with, here and there, some mighty peak of the still further Southern Alps towering white into the forget-me-not-coloured sky. The plains that thus stretched before me for hundreds of square miles were the famous Canterbury Plains, and as far as my eye could carry these appeared to be richly cultivated; hedges often made of golden-blossoming English gorse, dividing the fields. Pleasant farmhouses, tree surrounded homesteads and pretty villages, were scattered over this flat plain, which I observed was crossed by railway lines and many good roads. It was winter, and there was stubble where the crops had been; but I knew that on that fertile soil are produced enormous crops of wheat, barley, oats, rye, and other cereals; of turnips, potatoes, peas, clover and mangolds, and that here are vineyards where the finest grapes are grown; orchards where every English tree flourishes exceedingly. Last year the yield of wheat alone in the Canterbury district was considerably over five million bushels. A million and a half acres of land have been ploughed and laid down in English grasses. The district is celebrated for the splendid quality of its sheep; on the higher land the Merino predominating, on the lower lands crosses of Lincoln, Romney Marsh, Leicester, and other English breeds find excellent pasture. The development of the frozen meat export trade has given a great impetus to the sheep breeding in this district. Last year nearly two million carcasses were frozen, and the Islington works alone, belonging to the Christchurch Meat Company, can put through six thousand carcasses a day, and can store a hundred and twenty thousand carcasses. Apparently



COLOMBO STREET, FROM CATHEDRAL SQUARE (LOOKING SOUTH).

everything is produced in this wonderful district. There are coal mines here too, quarries of excellent building stone, and fine timber in the hills. Manufactories of all sorts have been established in the district—jam making factories, sawmills, potteries, meat preserving works, and others too numerous to mention here. As one gazes at this great plain, extending from ocean to the snowy mountains, which human industry has made so rich, one remembers, with amazement, that only fifty years ago this was a desolate, uninhabited, swampy wilderness, with fern, and thorny bush, and reeds alone growing on it.”

The city of Christchurch suffers from the absence of any main thoroughfare. A stranger to Auckland unconsciously gains his bearings and sense of locality from the line of Queen Street, but in the absence of any such landmark, visitors are apt to experience great difficulty in finding their way about Christchurch. Everything is on a dead level, and the streets are all the same width, mostly at right angles to each other, and the windings of the river Avon tend to further confuse. Fortunately the Cathedral spire is generally visible, and forms an excellent beacon. Cathedral Square is not only the central site of the city, but the historical centre of Canterbury’s story. Facing the Cathedral stands the statue of John Robert Godley, surveying the edifice of which he and his companions dreamt nearly seventy years ago. Even more interesting, historically, than the Cathedral are the “old Provincial Buildings,” dating back to the early days of the Provincial Government. Not far away, and also on the banks of the river, stand the Municipal Council Chambers, built in 1886 on the site of the original Land Office, where the allocation of the first sections sold by the Canterbury Association took place. To the westward has grown up an educational and residential neighbourhood, not unlike that of an English University city. Amongst the buildings grouped in

this portion of the town are those of Christ's College (surrounding a wide quadrangle), Canterbury College, the Boys' and Girls' High Schools, the Normal School (for the training of teachers), the Public Library and the Museum. In front of the Museum stands the statue of William Rolleston, a fine study in white marble, facing the view of Worcester Street and the Cathedral, of which Henry Sewell wrote in anticipation.

Besides the buildings noted, there are many others of lesser historic importance. The Roman Catholic Cathedral, in Barbadoes Street, with its fine dome, finished in 1905, is a striking testimony to the liberality of the members of that Church. The Government offices in Worcester Street, and the Supreme Court Buildings and Magistrate's Court-house, each of the latter with frontages on the river, are ornaments to the city. The churches of various denominations are too numerous to particularise, but St. Michael's deserves special mention as a fine example of wooden architecture. It was built in 1870, and stands on the site of the first church opened in 1851 in Christchurch, where Bishop Harper was consecrated on Christmas Day, 1856. The Christchurch Club is another interesting specimen of an early wooden building, dating from 1861. The timber employed was heart of black pine (Maitai), of a quality now difficult to procure, and at a recent examination was found to be perfectly sound.

The Post Office and Railway Station call for no special comment, they both belong to what may be called the "middle ages," and will, in time, give place to something more worthy of the city.

Christchurch is well supplied with bridges. They are more numerous to the square mile, which originally comprised the city, than in any other place with which the writer is acquainted. Venice may perhaps compete, but it is confidently asserted that there are more bridges in Christchurch than there are in London. This redund-



CHRISTCHURCH CLUB, 1916.

(See Appendix. See also view taken in 1862, facing p. 130).



VESTIBULE. CHRISTCHURCH CLUB.

ancy may be partly due to the pleasant custom of the City Council some years ago of commemorating the services of its Mayors by building bridges inscribed with their names and date of office.

The commercial and industrial buildings of the city call for no special comment. There are many handsome buildings amongst them, but speaking generally they are useful and substantial, rather than ornate—admirably adapted, in fact, to their various purposes. With a single exception there are no buildings exceeding five stories in height. There is indeed no necessity for economy of ground space with such ample room for the city to spread, and the writer records his hope that ere it be too late, the authorities will take steps to prevent the erection of anything akin to the American skyscrapers to disfigure the city and dwarf its fine Cathedral spire.

The city has its own abattoirs at Sockburn, about five miles away, where meat for local consumption is slaughtered under proper supervision. It has also a destructor to burn city refuse, and utilises the heat to produce electricity for the use of the citizens. This supply of electricity has lately been supplemented from the Government Water-power Works at Lake Coleridge. The waste heat from the destructor is used in warming the water of a fine tepid swimming bath, which was built by the City Council in 1909. This bath has become the headquarters of the Royal Life Saving Society, which is doing splendid work under the care of a very efficient instructor (Mr. Billson).

Another useful institution established by the Government, in 1906, is the Technical College, where instruction is given in the various industries, under the supervision of Mr. Howell.

Hagley Park, north and south, has been the sports ground of successive generations of Canterbury boys, and stands in the same relation to some of those who have

since fought in South Africa, in Egypt and on the Gallipoli Peninsula, as did the playing fields of Eton to many who fought at Waterloo.

In its ample spaces the Park provides grounds for cricket, football, polo, golf, hockey, lawn tennis, bowls, croquet and model yacht sailing. Canterbury in its early days, was pre-eminent at cricket, but its representative players then were men who had learned the game at the public schools and universities of England. The high-water mark of that phase of Canterbury cricket was probably reached in January, 1878, when a Canterbury team defeated the famous Australian Eleven. The match was played at Hagley Park, and it was out of compliment to the cricketing prowess of Canterbury that the visitors agreed to meet a team of fifteen instead of twenty-two, as in the other provinces. The Australian team, captained by Gregory, included such giants as Spofforth (the demon bowler), Murdoch and the two Bannermans, a side which in England almost created a reign of terror. It is only fair to say that three years later, in January, 1881, another Australian team, captained by W. L. Murdoch, took an ample and single innings revenge.

To-day Canterbury is again at the head of interprovincial cricket, being the present holders of the Plunket Shield. But this position has been won by Canterbury-bred cricketers, who have learnt their cricket here.

Besides Hagley Park, Christchurch possesses another famous cricket and sports ground. It is more than thirty years since Mr. F. Wilding, and other good sportsmen, formed a company to provide a first-class sports ground for Christchurch, and since then Lancaster Park has been the scene of all the most important cricket and football matches played in the province. It was here that the final match for the Davis International Lawn Tennis Cup was played in 1912. The Australasians were the holders, and the Americans the challengers. The tourna-



HAGLEY PARK FROM THE AUTHOR'S HOUSE, 1916.

ment was held in Christchurch, out of compliment to the late Captain Anthony Wilding, eldest son of the founder of Lancaster Park, who, with the assistance of Mr. Norman Brookes, the Australian champion, had won the cup for Australasia the previous year. Unfortunately Mr. Wilding, who was then in business in London, was unable for private reasons to come out and take part in the match; nevertheless, the Australasian team retained the Cup. The match won by Norman Brookes from the young American champion, McLoughlin, was possibly the most interesting display of lawn tennis ever seen. On the one side was a veteran player, calm and collected, a past-master of cool strategy; on the other, a marvel of activity, whose overhead smashes possessed the force of a hurricane. Sometimes a rally would be ended by a shot from McLoughlin, which after pitching in his adversary's court, flew like a rocket among the spectators at the top of one of the grand stands; sometimes Brookes having driven his opponent into the wings, would gently drop a short return over the net, while the opponent stood mopping his forehead.

Captain Anthony Wilding's career in the world's history of lawn tennis needs no comment. It may be fairly claimed that he laid the foundation of his success in Christchurch, under the capable tuition of his father. He died in May, 1915, killed at the front by a German shell.

In other branches of sport, Christchurch has been well to the fore. The Canterbury Jockey Club (see Appendix), was one of the first racing clubs in New Zealand, and its beautiful grounds and appurtenances at Riccarton are worth visiting.

The New Zealand Metropolitan Trotting Club has also a fine course laid out at Addington on its own freehold.

Rowing too, is not neglected; there are several clubs, the senior being the Canterbury and Union Rowing

Clubs, each with a large membership and fine boat house and appliances. Richard Arnst, for some years sculling champion of the world, came from Canterbury, as did also W. Webb, from whom Arnst won the world's championship.

There are more motor-cars, motor-cycles and bicycles in Canterbury than in any other province; this is but the natural result of the wide stretch of level country, intersected by good roads, wide and straight. The Canterbury Automobile Association was founded in 1903, and has a membership numbering about five hundred. It has done good work in securing a great improvement in the roads of the province.

Westward of the city lie the Domain Gardens and Hagley Park, the former accessible by three gates on Rolleston Avenue. Fronting the central entrance to the gardens is the statue of W. S. Moorhouse, the second Superintendent of Canterbury. The illustrations in this volume may be left to tell their tale about the present appearance of the Domain Gardens and Hagley Park, but both are rich in old Canterbury associations. A stone at the bend of the river near the Riccarton Avenue marks the first camping ground of the pioneers; an oak near the Acclimatisation Society bridge was planted in 1862 to commemorate the marriage of Prince Albert Edward of Wales with the Princess Alexandra of Denmark; other trees commemorate the visit of the Duke of Edinburgh, and we may picture the Duke and his suite tramping across the rough grass to plant them, and flushing pheasants on the way, and afterwards crossing in a punt to the Acclimatisation Society grounds.

We can dwell in imagination on the cricket match in Hagley Park, in which, Godley relates that Brittan and he distinguished themselves so creditably, and reconstruct the race meeting, with a bullock waggon as a grand stand. The old running track, which lay in a depression in Hagley Park, is now the site of Victoria



ROLLESTON AVENUE 1916.

The Avenue stands on a strip of land originally reserved for a mill race.



IN THE DOMAIN GARDENS, 1916.

Lake, the headquarters of the Model Yacht Club. We can picture Mr. Henry Sewell, in tall hat and shepherd's plaid trousers, marching his associates about in search of a site for Christ's College. We can witness, in memory, the great review held to commemorate the visit to Christchurch of the Duke of York, now his Gracious Majesty King George V., and in the procession of events that followed, the Hon. R. J. Seddon may be seen laying the foundation stone of the International Exhibition. The stone still stands to mark the place once the haunt of eager crowds. We may remember the keen competition for the gold watch which rewarded the millionth person to pass the turnstile.

The estimated population on April 1, 1915, of the four chief cities was as follows:—

Greater Auckland ...	...	117,793
Greater Christchurch	..	87,758
Greater Wellington	...	74,811
Greater Dunedin ...	...	69,158

Christchurch thus being the second largest city in New Zealand. (From "Year Book," 1916).

CHAPTER XXIII.

AND WHAT OF TO-MORROW?

We in New Zealand are still at the beginning of things. A world-wide movement of population is in progress; last century saw the stream setting strongly towards the United States and Canada, but when their great territories are filled up, it is certain that the overflow must be diverted to Australasia. The time may be even now at hand; while these lines are being written, men are already considering the problems which must follow the conclusion of peace—one of these problems is what is to be done for the millions of young men who have been uprooted from their civil employment to fight for their country. Already it is being suggested that some of them should be assisted to make their homes in the distant parts of the Empire, and so help to strengthen its defence.

Let us pause a moment to consider what such an influx of population would mean to Christchurch and Canterbury. The population of the South Island of New Zealand, at the last census (1911), numbered 444,477. Yet the area of this island is almost 8,000 square miles greater than that of England, or almost exactly equal to the combined area of England and Wales. Put in another way, the South Island is carrying a population of eight persons to the square mile, as against 669 persons in England. A century ago England and Wales carried a population of over ten millions, who lived on the land, and did not need to import their foodstuffs; moreover, agriculture was primitive then, grain was sown broad-

cast, and reaped with the sickle. The poisonous fumes of industrial smoke had not yet drifted across the country, and agricultural machinery was still unthought of. Can we doubt that Canterbury can carry as dense a population as England did in the year of Waterloo?

Then it may be that Christchurch may become one of the great manufacturing and commercial cities of these Southern Seas. She possesses all the requirements for such a destiny—a temperate climate, with a greater average of recorded sunshine than falls to the lot of most cities; abundant water supply for purposes of power, and a pure artesian supply for drinking and domestic use; an unlimited extent of level country, lines of communication north and south, presently to be connected with the West Coast; a harbour safe in all weathers, and capable of extension to fit it to cope with the greater requirements of the future. Moreover, there lies behind the city a great agricultural and pastoral district, rich in raw material for the factory and workshop, and with the completion of the Midland Railway there may be opened up new fields of enterprise of which we can only guess. Who can tell what mineral resources may still be hidden in that region of great mountains and forest?

It may be that the installation of the Lake Coleridge water-power works will prove to have been the precursor of a new era of prosperity for the province, of a magnitude we as yet hardly appreciate. My Canterbury readers will recollect that the Government engineers who were responsible for the undertaking told us that if more power were required, it would be feasible to divert the Wilberforce and Harper Rivers into Lake Coleridge. Together, these two rivers probably bring down more than half the water which flows under the Rakaia railway bridge. The lake is a magnificent natural reservoir, mountain fringed, and at an elevation of over 1,600 feet. It needs little imagination to guess what might be done

in irrigation with such a volume of water, at such an elevation, and under complete control. It is surely no exaggeration to suggest that the hundreds of square miles of gently sloping plains which lie between Lake Coleridge and the sea, might be converted into water meadows, and that then there would be water to spare for fruit-growing on the more arid lands as is done in Central Otago. And let us remember, the Rakaia, with its tributaries, is only one of the rivers of Canterbury.

These are inspiring possibilities, and their fulfilment need entail no sacrifice of the beauty and other characteristics of the city. There remains room for additional thousands of workers' homes, each surrounded with its garden and flowers, and with electric power available, there need be none of that pall of smoke which has laid waste some of the fairest of the midland counties in England.

Perhaps it may be thought that the picture presented is too rosy—it is better, I think, to be an optimist than a pessimist. With Mr. Asquith I say: "Wait and see."

In these anticipations I have deliberately refrained from commenting on the proposal to form a "Port Christchurch," with an entrance from the sea at Sumner. Some notes about the proposal will be found in the Appendix, but this is not the place to raise so controversial an issue.

I cannot exercise the same reticence about the Lyttelton Tunnel. It is a standing credit to the enterprise of the mere handful of settlers who built it fifty years ago, but it is not to the credit of the present generation that the passage of the whole commerce of North Canterbury, outward and inward, should still continue to be risked through a single tunnel—an accident, or a few sticks of dynamite, and rail communication between the port and the plains might be interrupted for months, or even years.

Canterbury was founded as an English settlement,

though administered at first by Irishmen. Possibly owing to the superiority of its land and climate, it has since attracted many stalwart Scottish settlers from Otago. Wales is also represented among us. But the essential feature is that we are an entirely British community. One of the lessons of Armageddon is the danger of a mixed population. We can read that lesson in Africa, in the United States of America, even in little Samoa. What has been said about Canterbury applies equally to the other New Zealand provinces. Their days of childhood are over, and each city and each province may be said to have arrived at man's estate, and to have begun to bear its share in the dangers and responsibilities of a great Empire. That share may be comparatively small at present, but when the tide of immigration begins to flow in, it is to be hoped that the rulers of New Zealand will hold the race gate firmly.

These lines are written under the shadow of a world crisis. With the termination of the great war must come many changes — social, economic and political — a new chapter in the world's history is about to be opened. What will be written there of Canterbury and of Christchurch?

THE END.

APPENDIX.

CANTERBURY PROVINCIAL COUNCIL.

Superintendents.

JAMES EDWARD FITZGERALD—July 20, 1853, to October, 1857.			
J. E. FitzGerald	...	...	135 votes
Col. J. Campbell	...	...	94 votes
H. J. Tancred	...	...	89 votes
WILLIAM SEFTON MOORHOUSE—October 14, 1857, to August, 1861.			
W. S. Moorhouse	...	...	727 votes
Joseph Brittan	...	...	352 votes
WILLIAM SEFTON MOORHOUSE—August 30, 1861, to April, 1862. Returned unopposed.			
WILLIAM SEFTON MOORHOUSE—April, 1862, to February, 1863. Returned unopposed.			
SAMUEL BEALEY—March, 1863, to May, 1866. Returned unopposed.			
WILLIAM SEFTON MOORHOUSE—May 30, 1866, to May, 1868.			
W. S. Moorhouse	...	...	1604 votes
J. D. Lance	...	...	891 votes
W. T. L. Travers	...	...	186 votes
WILLIAM ROLLESTON—May 22, 1868, to April, 1870. Returned unopposed.			
WILLIAM ROLLESTON—May 2, 1870, to April, 1874.			
W. Rolleston	...	...	1800 votes
W. S. Moorhouse	...	...	897 votes
WILLIAM ROLLESTON—April, 1874, to abolition of provinces. Returned unopposed.			

Deputy-Superintendents.

CHARLES BOWEN	June 10, 1858	FRANCIS EDWARD STEWART	
CHARLES BOWEN	July 13, 1860		Aug. 7, 1867
ROBERT WILKIN	July 19, 1862	ROBERT HEATON RHODES	
CHARLES BOWEN	Dec. 9, 1862		May 10, 1870
HENRY JOHN TANCRED		HENRY JOHN TANCRED	
	Jan. 27, 1866		Aug. 23, 1871
WILLIAM MONTGOMERY		RICHARD JAMES STRACHAN	
	July 15, 1867	HARMAN	Sept. 2, 1871

Speakers.

September 27, 1853	...	...	CHARLES SIMEON
April 12, 1855	...	...	CHARLES BOWEN*
January 20, 1858	...	...	CHARLES BOWEN (re-elected)
July 29, 1862	...	...	CHARLES BOWEN (re-elected)
May 30, 1865	...	...	JOHN OLLIVIER
October 19, 1866	...	...	HENRY JOHN TANCRED
September 30, 1870	...	...	HENRY JOHN TANCRED (re-elected)
May 29, 1874	...	...	HENRY JOHN TANCRED (re-elected)

Note.—Charles Simeon was a member of the Executive Council as well as Speaker.

*Charles Bowen's first term expired with the prorogation of the Provincial Council on June 30, 1857, and he became President of the Executive Council on July 15, 1857.

CANTERBURY PROVINCIAL COUNCIL (Continued).**Executive Councils.**

September 27, 1853, to October 13, 1854.

HENRY JOHN TANCRED.

William John Warburton Hamilton, Charles Simeon, Harry Godfrey Gouland (appointed March 24, 1854).

October 23, 1854, to May 12, 1855.

JOHN HALL.

Samuel Bealey, Harry Godfrey Gouland, Henry Barnes Gresson.

May 12, 1855, to July 27, 1855.

JOSEPH BRITTAN.

Henry Barnes Gresson, Richard Packer (the records indicate no President in this Ministry).

July 27, 1855, to February 12, 1857.

HENRY JOHN TANCRED.

Joseph Brittan, Henry Barnes Gresson, William John Warburton Hamilton.

February 12, 1857, to July 27, 1857.

RICHARD PACKER.

(R. Packer, Prov. Sec.; President not stated.)

Henry Barnes Gresson, William John Warburton Hamilton (resigned June 13, 1857), Thomas Cass (appointed June 29, 1857), Richard James Strachan Harman (appointed June 29, 1857).

July 27, 1857, to October 3, 1857.

CHARLES BOWEN.

Thomas Cann, Henry Barnes Gresson, Richard James Strachan Harman, Richard Packer.

October 3, 1857, to December 8, 1857.

THOMAS CASS.

(C. Bowen had become Deputy Superintendent.)

Henry Barnes Gresson, Richard James Strachan Harman, Richard Packer.

December 8, 1857, to February 10, 1858.

HENRY JOHN TANCRED.

Thomas Cass, Henry Barnes Gresson, Richard James Strachan Harman (resigned January 27, 1858), John Ollivier

Executive Councils (Continued).

February 10, 1858, to November 8, 1859.

THOMAS CASS.

Thomas Smith Duncan, John Ollivier, Charles Christopher Bowen (appointed May 15, 1858).

November 8, 1859, to November 15, 1859.

RICHARD JAMES STRACHAN HARMAN.

Charles Joseph Bridge, George Arthur Emilius Ross, Augustus Edward White, Charles William Wyatt.

November 21, 1859, to December 21, 1859.

JOHN OLLIVIER.

Thomas Cass, Thomas Smith Duncan, George Arthur Emilius Ross.

December 29, 1859, to February 1, 1861.

CHARLES ROBERT BLAKISTON.

Thomas Cass (resigned July 10, 1860), Thomas Smith Duncan, Robert Wilkin (appointed July 10, 1860), Henry Arthur Scott (appointed September 4, 1860).

February 1, 1861, to December 4, 1863

ROBERT WILKIN.

Thomas Smith Duncan (resigned March 31, 1863), Thomas William Maude, Joshua Strange Williams (appointed March 31, 1863), Hugh Percy Murray-Aynsley (appointed July 22, 1863; resigned November 13, 1863), William Sefton Moorhouse (appointed October 27, 1863; resigned November 17, 1863), Thomas Cass (appointed November 10, 1863).

November 10, 1863, to December 4, 1863.

THOMAS CASS.

Thomas William Maude, William Sefton Moorhouse (resigned November 17, 1863), Hugh Percy Murray-Aynsley (resigned November 13, 1863), Joshua Strange Williams.

December 4, 1863, to June 8, 1866.

HENRY JOHN TANCRED.

Edward French Buttemer Harston (resigned February 10, 1864), William Rolleston (resigned June 16, 1865), George Arthur Emilius Ross (resigned February 22, 1865), Edward Cephas John Stevens, William Thomas Locke Travers (appointed February 12, 1864; resigned June 4, 1864), John Hall (appointed March 22, 1864; resigned March 19, 1866), William Patten Cowlshaw (appointed June 6, 1864), Edward Jollie (appointed June 16, 1865; resigned May 12, 1866), Francis Edward Stewart (appointed February 10, 1866).

Executive Councils (Continued).

June 8, 1866, to October 17, 1866.

HENRY JOHN TANCRED.

Thomas Cass, Francis James Garrick, Francis Edward Stewart.

October 17, 1866, to November 27, 1866.

FRANCIS EDWARD STEWART.

Thomas Cass, Francis James Garrick, Robert Wilkin, George Buckley (appointed November 20, 1866), Thomas William Maude (appointed November 20, 1866).

November 29, 1866, to December 14, 1866.

EDWARD JOLLIE.

Thomas Cass, William Montgomery, Joshua Strange Williams, Robert Wilkin.

December 14, 1866, to March 3, 1868.

FRANCIS EDWARD STEWART.

Joseph Beswick (resigned April 20, 1867), Thomas Smith Duncan (resigned March 26, 1867), Thomas William Maude (resigned February 27, 1867), Robert Wilkin, Joshua Strange Williams (appointed March 26, 1867), George Hart (appointed June 6, 1867), James Alexander Bonar (appointed August 13, 1867; resigned February 22, 1868).

March 3, 1868, to June 4, 1869.

EDWARD JOLLIE.

William Montgomery (resigned May 31, 1869), Arthur Ormsby (resigned June 17, 1868), William Henry Wynn-Williams, George Leslie Lee (appointed June 10, 1868), Andrew Duncan (appointed June 1, 1869).

June 4, 1869, to June 5, 1869.

ARTHUR CHARLES KNIGHT.

John Evans Brown, John Thomas Peacock, William Henry Wynn-Williams.

June 5, 1869, to October 26, 1870.

EDWARD JOLLIE.

Alfred Hornbrook, Robert Heaton Rhodes, William Henry Wynn-Williams

October 26, 1870, to August 7, 1871.

JOHN HALL.

John Evans Brown, Alfred Cox, William Browning Fosswill, Walter Kennaway.

Executive Councils (Continued).

August 7, 1871, to January 2, 1874.

WALTER KENNAWAY.

George Buckley (resigned October 14, 1871), William Patten Cowlshaw, Alfred Cox (resigned August 23, 1871), Arthur Charles Knight (resigned February 17, 1872), Richard Westenra, Joseph Beswick (appointed September 30, 1871), Andrew Duncan (appointed April 8, 1872).

January 2, 1874, to April 15, 1875.

WILLIAM MONTGOMERY.

Edward Jollie, Thomas Ingram Joynt, Thomas William Maude (Ministry re-appointed May 11, 1874).

April 15, 1875, to abolition of provinces (September 28, 1876).

JOHN CRACROFT WILSON.

George Buckley (resigned June 7, 1876), William Miles Maskell (resigned May 2, 1876), John Thomas Peacock, William Henry Wynn-Williams, Arthur Charles Knight (appointed July 1, 1875), Henry Richard Webb (appointed June 3, 1876).

MEMBERSHIP.

There were twelve members of the first Provincial Council. In 1854 the number was increased to twenty-four. In 1857 to twenty-six, and in 1861 to thirty-five.

The membership of the Provincial Council was enlarged again by the Provincial Council Extension Ordinance of 1866, the number of members being increased to forty-four, including five members from the West Coast. The West Coast members ceased to sit in the Canterbury Council at the end of 1867, on the separation of Westland, and the number remained then at thirty-nine until the abolition of provinces. The distribution of seats varied at intervals with the movement of population.

MEETING PLACES OF PROVINCIAL COUNCIL.

The Provincial Council met first in a house in Chester Street, near the river. The building had been used previously as the office of the "Guardian and Advertiser" newspaper. During 1856 the Council moved to a building in Oxford Terrace, opposite the Land Office and behind the Lyttelton Hotel (subsequently known as the Clarendon Hotel). One session during 1858 was held in the Town Hall, and then, on September 28, 1859, the Council met for the first time in its own chamber, now the Land Board room in the Provincial Buildings. The stone chamber which formed the permanent home of the Council was used for the first time in November, 1865.

CHRISTCHURCH CITY COUNCIL.**Chairmen.**

1862-3	...	...	...	...	...	JOHN HALL
1863-4	...	...	...	...	...	JOHN OLLIVIER
1865	...	...	...	...	...	ISAAC LUCK
1866	...	...	...	...	...	E. B. BISHOP
1867	...	...	...	...	...	W. WILSON

Mayors.

1868	...	...	...	...	...	W. WILSON
1869	...	...	...	...	...	J. ANDERSON
1870	...	...	...	...	...	A. DUNCAN
1871	...	...	...	...	...	J. P. JAMESON
1872	...	...	...	...	...	H. SAWTELL
1873	...	...	...	...	...	E. B. BISHOP
1874	...	...	...	...	...	M. B. HART
1875-6	...	...	...	...	...	F. HOBBS
1877	...	...	...	...	...	J. GAPES
1878	...	...	...	...	...	H. THOMSON
1879-1889	...	...	...	...	...	C. T. ICK
1881	...	...	...	...	...	J. GAPES
1882-3	...	...	...	...	...	J. G. RUDDENKLAU
1884-5	...	...	...	...	...	C. P. HULBERT
1886-7	...	...	...	...	...	A. AYERS
1888-9	...	...	...	...	...	C. LOUISSON
1890	...	...	...	...	...	S. MANNING
1891	...	...	...	...	...	C. M. GRAY
1892	...	...	...	...	...	W. PRUDHOE
1893	...	...	...	...	...	EDEN GEORGE
1894	...	...	...	...	...	T. GAPES
1895	...	...	...	...	...	W. H. COOPER
1896	...	...	...	...	...	H. J. BESWICK
1897	...	...	...	...	...	W. H. COOPER
1898-9	...	...	...	...	...	C. LOUISSON
1900	...	...	...	...	...	W. REECE
1901	...	...	...	...	...	A. E. G. RHODES
1902	...	...	...	...	...	H. F. WIGRAM

Greater Christchurch, Constituted 1903.

1903	...	...	...	...	...	H. F. WIGRAM
1904-5	...	...	...	...	...	C. M. GRAY
1906	...	...	...	...	...	HON. SIR JOHN HALL, K.C.M.G.
1907	...	...	...	...	...	GEO. PAYLING.
1908-9-10	...	...	...	...	...	C. ALLISON
1911 (May to July)	...	...	...	...	...	T. E. TAYLOR
1911-12 (July to April)	...	...	...	...	...	J. J. DOUGALL
1912-15	...	...	...	...	...	H. HOLLAND

MUNICIPAL RESERVES.

The Christchurch Municipal Reserves, comprising parks, recreation grounds, endowments and various areas of land connected with the city services, have a total area of some 6758 acres.

Within the City—

Cranmer Square 4-1-24

Latimer Square 4-0-0

Victoria Square 3-3-21

Reserved in the original plan of Christchurch, Victoria Square being then Market Square. Vested in the City Council under the Christchurch City Reserves Act, 1877.

Subsequently the eastern portion of Market Square, now occupied by the band rotunda, was made a reserve for the purposes of a town hall and municipal offices, while the Council was given leasing powers in connection with the western portion, occupied by the Victoria statue, with a view to the establishment of a municipal market. Nothing was done in this direction.

The river bank reserves, the fire brigade station in Oxford Terrace, the Godley statue block in Cathedral Square and various small portions of land used for fire tanks, cab stands and ornamental purposes were also vested in the Council by the Act of 1877.

The Cathedral Square Act, 1883, gave the City Council certain additional land in Cathedral Square for the purposes of a roadway.

Public Parks.

Hagley Park and the Botanical Gardens (495 acres) were reserved in the original plan of Christchurch. They are controlled by a Domains Board.

Linwood Park (21 acres), and St. Albans Park (15 acres 1 rood 37 perches) were acquired by the Linwood and St. Albans Borough Councils before amalgamation, primarily for use as sports grounds.

Sydenham Park (14 acres 0 roods 1 perch), acquired by the Sydenham Borough Council, was originally the show ground belonging to the Canterbury Agricultural and Pastoral Association.

The Jerrold Street Recreation Ground (5 acres) was vested in the Sydenham Borough Council by Crown grant on June 6, 1884.

The Beckenham-Fisherton Recreation Ground (11 acres 1 rood 24 perches) acquired by purchase during 1910.

Victoria Park (189 acres) was originally a quarry reserve, on the slopes of the Port Hills overlooking the city. In 1883 it was converted into a recreation ground, and placed under the control of a Board.

Various Reserves and Endowments.

The more important reserves and endowments outside the city are as follows:—

Bottle Lake, 818 acres, vested in city November 2, 1878, in trust for sanitary purposes, under the Christchurch City Reserves Act.

Bromley reserves (cemetery, small-pox hospital, slaughter-house and municipal purposes), total 76 acres (plus 7 acres of freehold attached to cemetery), vested in city by Provincial Council under Municipal Corporations Reserves Ordinance, 1870.

Cairnbrae endowment, 847 acres, vested in Borough of Sydenham, June, 1882, as "an endowment in aid of the borough funds."

Geraldine endowment, 1998 acres, vested in city as endowment in aid of the borough funds, July 27, 1882.

Lyndhurst endowment, 345 acres, granted to Borough of Sydenham, October, 1882.

Chaney's Sewage Reserve, 1136 acres; of this 936 acres were vested in the city in 1879, and 200 acres in the Sydenham Borough Council in 1884.

New Brighton planting reserve, 516 acres, vested in the city, August 28, 1884, "in trust for plantation purposes."

Rakaia shingle reserve, 100 acres. vested in city, April 19, 1887.

A Provincial Ordinance of December 3, 1862, vested in the City Council the site of the present municipal chamber (sixteen perches) in Oxford Terrace, also the corresponding section on the opposite side of Worcester Street, and two small additions to Market Square.

Other areas of freehold land have been acquired and are being acquired from time to time in connection with the various city services.

LYTTELTON HARBOUR BOARD.

The harbour works at Lyttelton were begun by the Canterbury Association, and the first jetty had been built under the direction of Captain Thomas, agent for the Association, before the first four ships arrived. Its site was reclaimed in later years. A private wharf, known as Peacock's Wharf, was constructed soon afterwards. When the Provincial Government came into existence in 1853 it took over the harbour works from the Association and gradually extended them. The progress made was not rapid, owing to the fact that the transport of goods to Christchurch, and the plains generally, was undertaken mainly by small craft, plying from Lyttelton to Heathcote, via Sumner. But in 1863, when the tunnel works were in progress, the Government decided to proceed with the equipment of the port on an adequate scale, and in February of that year, a Commission was appointed to prepare a report upon the subject. At that time there were two wharves in Lyttelton, the Government Wharf, opposite Oxford Street, and Peacock's Wharf, situated some twenty-five chains further west, beyond the entrance to the tunnel. The Commission made recommendations, which resulted in the construction of a new jetty close to the Government Wharf, and later of breakwaters. Between 1853 and 1876 the Provincial Government spent some £141,000 from Provincial revenues upon the provision of breakwaters and jetties, and the reclamation of the land required for the purpose of railway sidings and stores. After the abolition of provinces, in 1876, a Harbour Board was constituted by Act of the General Assembly, to control the shipping facilities at Lyttelton. The Board came into existence in 1877, and took over the Provincial works, as well as Peacock's Wharf.

The inner harbour has a water area of 105 acres, and can accommodate vessels drawing 30 feet. The depth of the basin is being gradually increased, and the spoil used to reclaim adjacent land, which it is hoped will in the future become exceedingly valuable as a site for factories and stores.

The constitution of the Lyttelton Harbour Board has been amended on several occasions. The present Board is constituted as follows:—

- 1 member elected by the electors in the combined district of the County of Waimairi and the Borough of Riccarton.
- 2 members elected by the electors in the combined district of the Counties of Papanui, Tawera, Malvern, Springs, Ellesmere, Halswell, Heathcote and Selwyn, and the Borough of Spreydon

- 1 member elected by the electors in the combined district of the Counties of Cheviot, Amuri, Waipara, Kowai and Ashley, the Mackenzie Town Board, and the Amberley Town Board.
- 1 member appointed by His Excellency the Governor.
- 4 members elected by the electors in the constituent district of the City of Christchurch.
- 1 member elected by the electors in the combined district of the Boroughs of Kaiapoi and Rangiora, and the Counties of Rangiora, Eyre and Oxford.
- 1 member elected by the payers of £3 and upwards in respect of harbour dues on ships during the 12 months preceding the election.
- 1 member elected by the electors in the combined district of the Boroughs of New Brighton, Sumner, Woolston, Lyttelton and Akaroa, and the electors of the Counties of Akaroa, Wairewa and Mount Herbert.
- 2 members elected by the electors in the combined district of the County of Ashburton and the Borough of Ashburton.

The electoral roll used in each election is the one used in the election of members of the County, Road Board or Borough concerned.

CHRISTCHURCH DOMAIN BOARD.

The story begins in 1864 at the time of the foundation of the Acclimatisation Society. This Society proposed to undertake the acclimatisation and cultivation of useful trees, shrubs and flowers, as part of its work. The Provincial Council voted a sum of £1,000 to assist in these objects, and set up a commission "to promote the cultivation and planting of the Government Domain in connection with the objects of the Acclimatisation Society." The commission met for the first time on March 19, 1864; its members were Messrs. John Hall (Chairman), Henry Sewell, B. W. P. Miles and J. R. Hill. The commission was later converted into an advisory board, without much authority, to assist the Provincial Council in the management of its reserve. In case of difficulty, it appealed to the Government; for instance, on March 17, 1868, when it was reported that some of the grazing tenants had allowed pigs and turkeys to be at large, to the detriment of the plantation and permanent pasture, it was "ordered that the Government be written to on the subject." Even in those days, however, the Board did much useful work, particularly by exchange of collections of indigenous New Zealand plants for those of other countries. Among other instances, may be noticed an exchange of this kind arranged in 1869 by Dr. von Haast, with his correspondent, Dr. Hooker, of Kew Gardens. It was about that time also that the plantation of Hagley Park was begun, and the Minute Book, carefully kept by Colonel A. Lean, the secretary of the Board, is a record of the trouble and consideration which was bestowed. It was in 1869 that the trees on the present Rolleston Avenue were planted. The strip of land on which they stand was originally a mill race reserve, situated between the Government Domain and the public thoroughfare. It was intended to convey water from the river at the Armagh Street bridge, and secure a good fall by returning it immediately below the Hospital. This reserve has since been placed under the control of the Domain Board.

The Minutes record the planting in 1870 of the pine plantation near Victoria Lake, and of the avenue leading to the Plough Inn at Riccar-

ton in the same year, and of other plantations which have since become land marks.

Complaints appear in the Minutes of damage by trespass from the Board's neighbours—hares and pheasants on the one side from the Acclimatisation Society, and College boys on the other.

The Canterbury Public Domain Act was passed by the Provincial Council in 1872, vesting the control of the Domain in the Superintendent, with power to delegate. By proclamation under that Act, January 16, 1873, the first authoritative Domain Board was constituted under the chairmanship of Mr. W. Guise Brittan. About that time, the Board began to distribute many thousands of surplus trees amongst the public bodies of Canterbury. The distribution was very wide-spread, extending as far as Temuka. The Board was thorough in its methods, and sometimes enquired before making a grant whether the land on which it was proposed to plant had been properly trenched, and at what distance apart it was intended to plant. The railway came in for large grants of trees to make its plantations.

Another public service performed by the Board deserves record. The Provincial Council, in 1874, proposed to alienate a portion of the Domain as a site for Canterbury College. The Board carried its protest to the length of resigning en bloc, and the Government abandoned the proposal.

After the abolition of provinces, the Canterbury Public Domain Act was superseded by the Public Domains Act, 1881, the Board being thereafter appointed by the General Government.

The question of finance has always been a matter of some difficulty. An attempt was made after the formation of Greater Christchurch to put it on a fair footing, the City Council and Selwyn County Council contributing equal amounts, and the Riccarton Road Board assisting. The Christchurch Domain Act, of 1904, did not provide for finance, but, by the amending Act of 1913, the Board was given power to make levies on certain neighbouring local authorities.

Mr. John Hall was first Chairman of the Board; he was succeeded by Mr. Cyrus Davie, who held office till his death in 1871. The later Chairmen have been:—

William Guise Brittan, July 21, 1871—October, 1874.

R. J. S. Harman, November 3, 1874—September, 1881.

Leonard Harper, September 14, 1881— , 1892.

H. P. Murray-Aynsley, February 8, 1893—January 13, 1897.

Wm. Jacques, January 13, 1897—January 16, 1902.

H. P. Murray-Aynsley, January 16, 1902—February 12, 1906.

H. J. Beswick, February 12, 1906—Still in office.

It is very generally recognised that there is nothing south of the Line which so closely resembles an English Park as does Hagley, and this is due, firstly, to the manner in which the original planting was carried out, but even more to the constant thinning of the plantation. The Board has constantly been accused of vandalism in cutting down trees, but has steadily maintained its policy, and the end has justified its actions.

CHRISTCHURCH DRAINAGE BOARD.

The first Christchurch Drainage Board was elected on December 17, 1875, under the Christchurch District Drainage Act of that year. Prior to that time the various local bodies had controlled drainage matters within their own areas. No sewage system had been established, and the division of authority delayed the adoption of a comprehensive

scheme. The Board was given control of the surface and underground drainage over the whole Christchurch district, comprising an area of some 32,000 acres, extending eight miles inland from the sea. It has provided the city and suburbs with a system of sewers and storm-water drains, worked in conjunction with a sewage farm near the coast. The revenue of the Board is provided by rates, collected through the various local bodies. The Board is composed of twelve members, each member being elected by a sub-district for a three years' term. The total expenditure on works up to March 31, 1916, has been £386,310.

CANTERBURY PHILOSOPHICAL INSTITUTE.

The Canterbury Philosophical Institute (originally the Canterbury Philosophical Society), was founded on July 24, 1862, largely as a result of the efforts of Sir Julius von Haast, then Dr. Haast. The young Society received friendly greetings from Charles Darwin, Tyndall and Hooker, and its members busied themselves from the first in the study of the geology and natural history of Canterbury. It assisted in the establishment of the Canterbury Museum. In 1868 the organisation became affiliated with the New Zealand Institute, and so secured a medium for the publication of papers. The Canterbury Institute has undertaken many important local investigations, and it has been connected, through its more prominent members, with wider spheres of science. Undoubtedly, it has had an influence upon the higher education of the province and of the Dominion, and it has made its contributions to the standard literature of science.

CANTERBURY JOCKEY CLUB.

The first step towards the foundation of the Canterbury Jockey Club was taken at a meeting held in the Christchurch Reading Room on September 13, 1851.

The meeting was presided over by Edward Jerningham Wakefield, and the following Provisional Committee elected:—J. E. Godley, G. D. Lockhart, Hon. J. Stuart Wortley, T. Hanmer, J. C. Watts Russell, E. M. Templar, W. G. Brittan and E. J. Wakefield.

Riccarton was at that meeting suggested as a suitable site for the racecourse.

A resolution was carried "That a Jockey Club, to be called the Canterbury Jockey Club, be formed, and that such Club consist of those gentlemen who shall, before the 15th of October, 1851, intimate their desire to become members, and to pay an entrance fee of one guinea, and a yearly subscription, payable in advance, of one guinea."

The proposed Club did not come into immediate existence, but horse races formed part of the programme at the first anniversary celebrations, on December 16, 1851. Four races were run on a course in Hagley Park, at the north end. There were races again at the two succeeding anniversary days on the same course, and on November 4, 1854, another meeting was held at the Golden Fleece Hotel, presided over by Mr. J. Cracroft Wilson, to consider a proposal to form a Canterbury Jockey Club "for the purpose of encouraging excellence in the breed of horses, promoting the adoption of fair and useful regulations for horse racing, keeping a registry of the pedigree and performances of all racing stock, acquiring and preparing a suitable racecourse, and superintending the details of all necessary arrangements for the above objects." The Club was then formed, and a memorial was

sent to the Governor asking that a reserve should be made for a race-course, the neighbourhood of the present site being suggested.

The rules of the Club, drafted by a committee, were adopted at a meeting on December 2, 1854, and officers were appointed, Mr. J. Cracroft Wilson becoming the first Chairman of the Canterbury Jockey Club, Mr. E. Jerningham Wakefield, Secretary, and Mr. W. Guise Brittan, Treasurer.

No races were held that year, the Club deciding that the usual anniversary meeting should be postponed until the following March.

The Government made the reserve as desired (the present site of the course at Riccarton), and two days' racing were held on March 6 and 7, 1855. The chief race was the Canterbury Cup of 50 sovs., which was won by Mr. G. H. Lee's "Tamerlane" (his colours, yellow jacket and black cap, became famous in after years under different ownership). The General Government by deed dated March 31, 1857, and signed by Governor Gore Browne, vested some 300 acres of land at Riccarton in the Superintendent of Canterbury, in trust for the purpose of a public racecourse, and by the Racecourse Lease Ordinance, passed by Provincial Council in October, 1859, this land, the site of the present racecourse, was leased to Isaac Thomas Cookson, the Chairman of the Canterbury Jockey Club (he had succeeded Mr. Cracroft Wilson, who had returned to India), or to the Chairman for the time being; the rent to be not less than £15 per annum, and the term 28 years. The security of tenure afforded by this Ordinance enabled the Club to proceed with permanent improvements, and in 1860, two members of the Club (Messrs. A. R. Creyke and H. P. Lance) guaranteed the cost of erecting a grand stand, a stone building capable of holding 400 people, which was used for the first time at the meeting in March, 1864.

Railway communication to the course was opened on November 3, 1877, and a telegraph office in 1879, since abolished in the interests of public morality.

By the Christchurch Racecourse Reserve Act, 1878, a Board of Trustees was constituted, with perpetual succession, to whom control of the course was granted.

The totalisator was introduced at the Autumn meeting in 1880.

Space does not admit of detailed reference to the long list of "improvements" by which the Club's magnificent property at Riccarton has been gradually built up since the inception of the Club in 1854, when it was considered necessary to enact as one of the rules a proviso that "bullock drays will not be admitted to the course."

At the Jubilee Meeting of the Club on May 27, 1904, Mr. George Gatonby Stead, the Chairman, took occasion to review the progress made in the fifty years of the Club's existence. In doing so, he paid a well-deserved tribute to the splendid efforts of the several committees which had carried on the affairs of the Club since its inception. The Club in fact, has been singularly fortunate in securing the services of a succession of men of character and capacity to act as stewards and committee men. But it will probably not be thought invidious to single out the name of Mr. Stead himself for special reference.

Mr. Stead was well known as the leading racehorse owner for many years in Australasia. As such he commenced his career in 1877 when, under the racing name of G. Fraser, he won the Derby with "Trump Card." But it is not as a horse owner that he need here be referred to. For more than thirty years he acted as Honorary Treasurer to the Club, and subsequently for some time as Chairman. During the whole of that long period he gave freely to the Club his fine abilities as a business man, and his powers of organisation, and to him is largely

due the wonderful success of the Canterbury Jockey Club. To his knowledge of character is due the selection of the last two Secretaries of the Club—Mr. C. J. Penfold, 1882-1890, and Mr. W. H. E. Wanklyn, 1890, (still in office), who have both proved themselves admirable officers, and greatly assisted in the prosperity of the institution.

THE CANTERBURY SOCIETY OF ARTS.

The Canterbury Society of Arts was founded on July 8, 1880, under the presidency of Hon. H. J. Tancred. The early success of this society was greatly due to the energy and enthusiasm of Captain Garcia, who, besides being a generous patron himself, was an energetic organiser and canvasser. Thanks to his efforts and the support he received from an art-loving public, the Society now owns a fine gallery in Durham Street, in which is housed a permanent collection of pictures, valued at over £5,000, containing examples of the work of many good artists. The surplus assets of the Society over liabilities amount to the substantial sum of about £7,000, and the annual exhibition, usually held in March, is not only of value in encouraging local talent, but has done much to promote art education in Canterbury.

In addition to a large general membership, the Society has more than a hundred working members.

THE CHRISTCHURCH BEAUTIFYING ASSOCIATION.

The Christchurch Beautifying Association was formed in 1897 at a meeting called by the late Dr. Irving. A similar Association had then recently been formed in Dunedin under the title of an "Amenities Society;" its objects, expressed in general terms, were the artistic and scenic improvement of the city, and the cultivation of all that is beautiful. By its constitutions, the Christchurch Beautifying Association was placed under the presidency of the Mayor of Christchurch for the time being, and has since been recognised by the City Council, which has not only made contributions in cash, but has assumed the care and maintenance of many of the plantations made by the Association.

The work done by the Association includes the planting of the river banks and various waste places with trees and flowers, notably the mill island at the Hereford Street Bridge, Barker's Avenue, called after the late S. D. Barker, an active member of the Association; also Victoria Square has been planted with flowers and shrubs, and Rugby Street, Moorhouse and Linwood Avenues with trees.

The Society can also take credit for instituting an active crusade against ugly hoardings, sky signs and other advertising eyesores. Mr. Albert Kaye, one of the original members, is now its Vice-President, a position he has occupied for several years past.

THE SUMMIT ROAD ASSOCIATION.

In the early days of Canterbury, very little attention was paid to the scenic beauties of the Port Hills. These hills—they would be classed as mountains in England—were regarded as obstacles to traffic, to be tunnelled through or traversed by costly roads. The only public reserve then in existence in that locality, now known as Victoria Park, was originally set aside as a public quarry. It was due to the Hon. W. Rolleston that in 1883, the purpose of this reserve was changed, and it became a scenic and recreative reserve under the

control of a special Board. Prior to the advent of the electric trams, there had been some small settlement on the lower spurs of the Cashmere Hills, but by the arrival of electric cars, a great impetus was given to this settlement. It was due mainly to the public enterprise of one of the city members of Parliament, Mr. H. G. Ell, that the people of Christchurch were brought to recognise the recreative and scenic value of the hills so near the city.

It was in 1909 that the Summit Road Association was formed; its aim being to make a carriage road along the lip of the vast crater within which lies Lyttelton Harbour. Partly by the generosity of owners of the land, and partly by public support, the land was acquired and a great portion of the Summit Road has now been made. It runs nearly on a level, swinging round the contours of the hills, sometimes on the side of the plains, with glorious views of the Southern Alps, and sometimes almost overhanging the land-locked expanse of Lyttelton Harbour. Finding its efforts appreciated by the public, the Association has gradually extended its programme, and has secured for the public various public reserves along its line of route. Some of these include the few remaining patches of native bush which still exist as objects of beauty, and give shelter to some of the indigenous birds which are unfortunately fast disappearing.

It is also intended to continue the Summit Road on the Peninsula side of Lyttelton Harbour, and to connect it with that other great volcanic crater which forms the splendid harbour of Akaroa.

It is difficult to over-estimate the value of such an asset as Christchurch possesses in its Summit Road. Older cities highly prize similar possessions; witness the pride taken by the people of Edinburgh in their drive round Arthur's seat. The Right Hon. James Bryce, at that time H.B.M., Ambassador to the United States, and now Viscount Bryce, visited Christchurch in June, 1912. He was driven to the Summit of Dyer's Pass, and shown the panorama of the range extending from the Kaikouras in the north till it melted into blue distance in the southern horizon. Mr. Bryce was a great mountaineer and a member of the Alpine Club. His enthusiasm was unbounded; he stood bareheaded; "I take off my hat," he said, "to that view."

CHRISTCHURCH CLUB.

The Christchurch Club was founded in 1856. The first Minute Book is still in existence, and records a meeting held on March 16, 1856, those present being Captain B. Woolcombe, R.N., and Messrs. John Hall, Edward Jollie and George E. A. Ross.

The meeting was held at a lodging-house kept by Mr. G. B. Woodman, which stood at the corner of Peterborough and Durham Streets, on the site of the present Gladstone Hotel. Captain Woolcombe was elected as first President, and Mr. Ross as Secretary and Treasurer. Various other gentlemen were invited to join as original members, and Mr. Woodman's house was leased furnished.

The Club was founded by country residents, or "squatters," to provide them with a town home during their visits to Christchurch, and soon after its formation an unsuccessful attempt was made to vest the control entirely in the hands of country members. In February, 1858, an acre of land on the corner of Latimer Square and Worcester Street was purchased from the late Mr Samuel Bealey. The money for building was raised chiefly from members, who took shares of £50, bearing interest. Plans for the club house were prepared by Messrs.

Mountfort and Luck, and were approved and accepted at a meeting held on September 21, 1859, the estimated cost being £3,158, and on May 1, 1862, the general meeting of the Club was held for the first time in the present building.

TOWN HALL.

Mr. FitzGerald proposed, in 1853, that a private company should be formed to build a Town Hall, which was much wanted. He suggested placing it on Mr. Wakefield's section where the United Service Hotel now stands—an excellent central position. The proposal fell through for want of financial support. A later attempt to form a company was successful, and a wooden building was erected, and opened on October 1, 1857. It stood where Messrs. Strange and Co.'s premises are now situated, but the name of Town Hall was scarcely warranted, as, except for a subsidy of £300, the cost of the building was provided by shareholders. The Government had the use of a front room, and the privilege of the first claim to the use of the Hall in return for the subsidy. A session of the Provincial Council was afterwards held there, and it was also used for a polling place and for other public purposes. The Hall was rebuilt in stone in 1862-3, and afterwards added to, but was so damaged by the earthquake in June, 1869, that it was condemned as unsafe, and was sold in March, 1871, to Mr. L. E. Nathan for £3,900. For some reason the transaction does not appear to have been completed, and the property was again offered on September 29, 1873, under instructions from the directors of the Christchurch Town Hall Company, Ltd. By this time, the value of city property had increased, and the "Press," on September 30, 1873, announced that "The sale of the Town Hall property, consisting of the freehold land fronting on High Street, the debris of the building and the old Town Hall and adjoining room, took place yesterday. . . . Mr. E. Strange, for Messrs. W. Strange and Co. then bid £7,000, at which price, after a little delay, it was knocked down amid loud cheers. The principal bidders were Messrs. W. D. Wood, Strange, Harris, Oram, etc. . . . The total amount realised by the sale of the property was £7,300, a very satisfactory result as far as the shareholders were concerned."

Since that time, Christchurch has been without even a nominal Town Hall.

THE SUMNER CANAL.

The rivers Avon and Heathcote effect a junction not very far from Sumner, forming a large shallow lagoon, the greater portion being mud flats at low water. The water from this lagoon finds an outlet to the sea at Sumner, but the joint action of sea and river forms a sand bar across the mouth, which at low tide is sometimes only about two feet below water level. Until the tunnel was built, all goods landed at Lyttelton and intended for Christchurch had to be taken across this bar, and much loss occurred in the process.

It was in those early days that certain canal reserves were made, so that instead of discharging lighters at the "Bricks," the goods might be carried on to Christchurch. The construction of the tunnel ended the project, as goods ceased to be lightered since they could be safely carried by rail direct to Christchurch. But in later years an agitation broke out in favour of making an entrance from the sea into Sumner Estuary, and excavating a harbour there. The arguments most commonly used to support the idea were that Christchurch was handicapped as a manufacturing and commercial centre by double handling of its goods at

Christchurch and Lyttelton, and by extortionate "tunnel" rates; that the level land available for business purposes at Lyttelton was too cramped owing to the hills descending so steeply into the sea. That in any case Lyttelton Harbour was becoming inadequate to cope with its trade, and expensive harbour works on a large scale would have soon to be undertaken, and that at present the whole commerce of Canterbury passed through the Lyttelton Tunnel, and would be utterly disorganised if it were to be destroyed or seriously damaged. Another argument often used was that by the sale or lease of the reclaimed land as sites for stores and factories, the Harbour Board could recoup itself for a considerable portion of the expense of construction. No doubt if Lyttelton were abandoned and a new port formed at Woolston or even nearer to Christchurch, the frontages on that part would become exceedingly valuable, but such increases of value would be really at the expense of those who now possess sites and buildings in Lyttelton, which would suffer a similar decrease in value. The arguments used on the other side were that Lyttelton was a natural harbour, easy of access from the sea to vessels of the greatest draught, but that there was no knowing what the cost might be of maintaining the entrance to the Sumner harbour, even if the initial difficulties of its construction were successfully surmounted, and that in bad weather it would be extremely difficult of access from the sea. Opponents of the canal also claimed that by a different arrangement of the wharves and sidings, the capacity of the present Lyttelton Harbour could be increased sufficiently to meet all requirements for a great many years.

It was decided to obtain expert advice from Messrs. Coode, Son and Matthews, whose representative came out for the purpose. His report was claimed as favourable by both sides. It was to the effect that a harbour in the estuary could be formed, but at great expense. The matter then rested with the Lyttelton Harbour Board, a composite body representing various interests. Lyttelton, of course, was represented, and naturally was against the proposal. The Government also was against it, as it would mean the loss of the revenue of the most payable short line of railway in New Zealand. The country districts were against it, as it would mean a large expenditure of money, for which the country would be proportionately liable, while the benefit, if any, would fall to the share of the business people of the city. The opponents of the canal were in a majority, and in 1909, two reports on it were published. The majority report, against the proposal, was signed by five members, and the minority report by four.

This did not end the agitation, and it was then agreed to appoint three commissioners, whose decision should be final. The men selected as commissioners lived outside the province, so would not be liable to be influenced by local consideration. They were men of approved business knowledge and capacity. Mr. William Ferguson, late Engineer of the Wellington Harbour Board, was chairman. The commissioners reported in favour of the retention of Lyttelton as the harbour.

Beaten on the main question, the supporters of the canal are now asking that a supplementary harbour, suitable only for coastal boats carrying timber and coal, should be established in the estuary.

As the question is still in a controversial stage, it is not intended to discuss its merits in these pages. It is probably common ground to both parties that so long as the whole produce of North Canterbury depends for an outlet on a single tunnel one mile and three quarters in length, the commerce of that portion of the province is exposed to grave risk.

SOME CENSUS FIGURES FOR COMPARISON.

	Canterbury.	Christchurch.	Lyttelton.
December, 1856	5,347	710	765
(At this time 70,148 acres of land had been sold in the province, and 1,100 buildings erected. The number of sheep in Canterbury was 220,788.)			
March, 1857	6,230	953	770
(For the first time the population of Christchurch exceeded that of Lyttelton. Dwellings, 1,192; sheep, 276,089. Ages of population: Under forty years, 5,577 persons; forty years to sixty years, 611 persons; over sixty years, 42 persons.)			
March, 1859	8,967	1,443	1,135
December, 1861	16,040	3,205	1,944
December, 1864	32,247	6,423	2,436
(Christchurch figures are for the electoral district of Christchurch city from 1864 onwards.)			
February, 1871	46,801	12,466	2,551
March, 1874	58,770	16,945	2,902
(By this time the Avon, Heathcote and Kaia-poi electorates contained a portion of what properly was city population.)			
December, 1902	135,858	42,286	4,023 .
April, 1915	187,905	58,169*	4,396

(*These figures represent the population of the area under the jurisdiction of the Christchurch City Council. The population of Christchurch including adjacent suburbs in 1915, was 87,756.)

Area of City (31st March, 1915), 5278 acres.
 150 Miles of Streets, aggregating 966 acres.
 Capital Value at Last Valuation, £12,027,372.

SOME OF THE NOTABLE EVENTS IN THE STORY OF CHRISTCHURCH.

The Author desires to acknowledge the assistance he has obtained from a very excellent summary published by the Christchurch "Press" on the occasion of the Jubilee of that Journal on May 25, 1911.

1850.

- | | | | |
|----------|----|-----|--|
| December | 16 | ... | Arrival of the "Charlotte Jane" and "Randolph" at Lyttelton. |
| December | 17 | ... | Arrival of the "Sir George Seymour." |
| December | 20 | ... | Meeting of land purchasers decided in favour of Christchurch as the capital of the settlement. |
| December | 27 | ... | Arrival of the "Cressy." |

1851.

- | | | | |
|-----------|----|-----|---|
| January | 7 | .. | Colonists' Council elected. |
| January | 11 | .. | First number of the "Lyttelton Times" published. |
| January | 18 | .. | Union Bank of Australia opened at Lyttelton. |
| February | 16 | .. | Land Office opened at Christchurch and selection of rural and town lands by colonists commenced. |
| March | 1 | .. | Construction of road between Heathcote Ferry and Christchurch begun. |
| April | 16 | ... | First sale by auction of town sections in Lyttelton and Christchurch on behalf of the Association. |
| June | 21 | .. | Road between Christchurch and Riccarton opened. |
| July | 20 | ... | Church of St. Michael and All Angels opened. |
| September | 13 | ... | Meeting held in Christchurch regarding the formation of a Canterbury Jockey Club. |
| November | 28 | .. | Bishop Selwyn appointed Rev. O. Mathias and Rev. R. B. Paul as his "commissaries." The latter resigned in 1853 on his removal to Wellington, after which the Rev. O. Mathias acted alone. |
| December | 6 | .. | Road from Christchurch to Papanui begun. |

1852.

- | | | | |
|----------|----|-----|--|
| March | 15 | .. | Meeting of Churchmen set up a committee to co-operate with other settlements in obtaining form of government for the Church of England in New Zealand. |
| May | 11 | ... | Society of Canterbury Colonists formed to take the place of the Society of Land Purchasers, which had been dissolved. |
| August | 17 | .. | The first wheeled vehicle (a dray) passed over the Bridle Track. |
| December | 16 | ... | First Anniversary Day celebrated by races in Hagley Park, and by horticultural show. |
| December | 18 | ... | Farewell breakfast to Mr. and Mrs. Godley on the eve of their departure for England. |

1853.

- | | | | |
|----------|----|-----|---|
| February | 28 | ... | Boundaries of Canterbury proclaimed. |
| May | 14 | ... | First weekly market held in Christchurch. The market was visited by "fifty persons during the day." Wheat sold at from 10/- to 12/- a bushel. |

- 1853.
- July 18 ... Christchurch Horticultural, Agricultural and Botanical Society held its first meeting.
- July 23 ... Mr. J. E. FitzGerald elected first Superintendent of Canterbury.
- August 20 ... Election of first representative of Christchurch in General Assembly (Mr. H. Sewell).
- August 31 to
- September 10 ... Election of first Canterbury Provincial Council.
- September 27 ... First Provincial Council opened by the Superintendent (Mr. J. E. FitzGerald).
- October 6 ... Cattle Show held in Market Place.
- October 19 ... Inauguration of St Augustine Lodge of Freemasons.
- 1854.
- June 16 ... First number of "Standard" published. (This journal was continued to March, 1866).
- September 15 ... Meeting at Lyttelton to promote steam communication by water between Lyttelton, Christchurch, Kaiapoi and Akaroa.
- September 27 ... Day of fasting to implore the Divine blessing on the British arms in the Crimea.
- 1855.
- April 7 ... Canterbury Steam Navigation Company formed to provide communication between the port and the plains.
- April 25 ... Coal from the Malvern Hills on sale in Christchurch at £5 10s. a ton.
- May 21 ... Christ's College incorporated by Provincial Council.
- July 10 ... The Canterbury Association Ordinance passed, by which the Provincial Council took over the assets and liabilities of the Association.
- October 10 ... Canterbury Waste Lands Regulations passed by Provincial Council.
- November 8 ... Members of the Church of England, at the suggestion of Bishop Selwyn, prayed Her Majesty Queen Victoria to appoint the Rev. H. J. C. Harper to be Bishop of Christchurch.
- 1856.
- February 7 ... First sale of Town Reserves.
- March 26 ... Mr. Joseph Palmer arrived from Adelaide to open the Union Bank of Australia in Christchurch.
- March 27 ... First wool ship to leave Lyttelton for London direct (the "William and Jane," 498 tons), sailed. She struck a rock on the way out of port, but was got off undamaged.
- September 8 ... Public holiday, with sports, opposite the White Hart Hotel, to mark the conclusion of peace between Russia and England.
- September ... A wayside cross and drinking tank, the gift of Mrs. Godley to Canterbury, were erected on the Heathcote side of the Bridle Track.
- November 7 ... The Provincial Council decided to have the seal of the Canterbury Association converted into a seal for the Province.
- December 25 ... Bishop Harper installed as first Bishop of Christchurch.

1857.

- February 8 ... St. Andrew's Presbyterian Church opened.
 March ... First passage over the Bridle Track of a spring cart with luggage, drawn by bullocks.
 June 19 ... Provincial Council recommended the expenditure of a sum not exceeding £1,500 in clearing the Avon and Heathcote Rivers of water-cress.
 June 19 ... Provincial Council passed first educational ordinance.
 June 30 ... Superintendent assented to an Ordinance authorising construction of White's Bridge over the Waimakariri.
 July 24 ... Foundation stone of Christ's College laid by Bishop Harper.
 August 24 ... Christchurch-Lyttelton road, via Sumner and Evans Pass, opened by Mr. J. E. FitzGerald, Superintendent.
 September 30 ... Mr. FitzGerald sailed for England to take up his duties as Emigration Agent for Canterbury.
 October 1 ... Town Hall opened (see notes in Appendix).
 November 4 ... Mr. William Sefton Moorhouse elected Superintendent.

1858.

- January 6 ... Foundation stone of Provincial Council Building laid.
 May 4 ... Last portion of the Christchurch Town Reserves sold at from £102 to £272 per acre; one acre brought £365.
 May 31 ... White's Bridge over the Waimakariri opened.
 June 20 ... Exports for the half year had amounted to £100,596, and wharf accommodation at Lyttelton was being increased.
 November 11 ... Committee set up by the Provincial Council to consider the establishment of railway communication between Christchurch and Lyttelton.

1859.

- April 7 ... Canterbury Rifles organised.
 August 19 ... Lyttelton Chamber of Commerce established (afterwards re-named Canterbury Chamber of Commerce.)
 September 14 ... The Provincial Council met for the first time in its own premises, in what is now known as the Land Board room of the Provincial Buildings.
 October 25 ... Report of Mr. G. R. Stephenson, recommending the line of the present Christchurch-Lyttelton railway and tunnel, laid before the Provincial Council.
 November 4 ... Superintendent assented to the Racecourse Ordinance, by which about 300 acres at Riccarton were leased to the Canterbury Jockey Club for the purposes of a racecourse.
 November 4 ... Superintendent assented to the Public Hospital Ordinance, setting aside five acres of Hagley Park for the purposes of a hospital and appointing a Board of Governors.
 November 19 ... Inwood's Mill on the Avon, at the Hereford Street Island, opened.
 November ... Mr. Ladbrook drove a four-in-hand from Christchurch to Lyttelton, via Sumner.

1859.
 December 4 .. News received that a provisional contract had been entered into in London for the construction of the Christchurch-Lyttelton railway and tunnel.
1860.
 January ... Work begun at the Lyttelton end of the tunnel.
 November 18 ... Messrs. Smith and Knight, the contractors for the Lyttelton Tunnel, repudiated their contract.
1861.
 January 4 ... Provincial Council authorised Mr. Moorhouse (Superintendent) to endeavour to arrange a railway loan and find contractors for the construction of the Lyttelton Tunnel.
 January ... Mr. John Marshman appointed Immigration Agent in London in succession to Mr. J. E. FitzGerald.
 April 29 ... Mr. Moorhouse, Superintendent, returned from Melbourne, bringing with him a provisional contractor for the Lyttelton Tunnel.
 May 15 ... Provisional contract and loan arrangements in connection with the Lyttelton Tunnel approved by the Provincial Council.
 May 25 ... First number of the "Christchurch Press" published.
 July 17 ... Mr. W. S. Moorhouse turned the first sod of the Christchurch-Lyttelton railway at Heathcote.
 July ... Bank of New South Wales commenced business in Christchurch, at Mr. W. S. Moorhouse's premises in Hereford Street, under the management of Mr. C. W. Turner, an old Canterbury settler, who had returned to take charge of the branch.
 September ... Rush to Otago goldfields.
 October 17 ... Christchurch Club opened its present premises with a ball.
 October 28 ... Mr. J. R. Godley died.
 December 7 ... Christchurch Horticultural Society established.
1862.
 January 6 ... Canterbury Commissioners of the Great Exhibition in London despatched Canterbury produce for exhibition.
 February 1 ... Christchurch gazetted a municipal district.
 February 4 ... First election of Lyttelton Municipal Council (Dr. Donald, Chairman).
 February 12 ... Provincial Government accepted a tender for the construction of a telegraph line between Christchurch and Lyttelton.
 March 1 ... The newly-formed Bank of New Zealand opened in Cashel Street.
 March 3 ... First meeting of Municipal Council of Christchurch: Mr. John Hall elected Chairman.
 May 16 ... Death of Mr. E. G. Wakefield in Wellington.
 June 9 ... The Municipal Council decided to light the city with sixty-two kerosene lamps.
 July 1 ... Christchurch-Lyttelton telegraph line opened to the public. (The first telegraph line in New Zealand).
 July 24 ... Canterbury Philosophical Society founded.

1862.

- September Provincial Government arranged to despatch prospecting parties in search of a goldfield.
- October 22 ... Agricultural and Pastoral Show held in a paddock north of Latimer Square, with entrance from Madras Street.
- October 28 .. Meeting of citizens resolved to erect a statue in the city in memory of Mr. J. R. Godley.
- December 26 .. First exhibition of the Christchurch Horticultural Society, "in the public garden, Cathedral Square."

1863.

- January 23 .. Agricultural and Pastoral Association formed, Mr. Robert Wilkin, President.
- February 9 .. Municipal Council decided to sink three experimental artesian wells in the city.
- February 10 .. Court of Appeal sat for the first time in Christchurch.
- March 2 .. City Council held its first meeting under a new Ordinance, which had raised it from the status of a Municipal Council (The Governor's assent to the Christchurch City Council Ordinance was gazetted in February. In April the Council adopted the corporate seal, as used since that time.)
- April Canterbury Agricultural and Pastoral Association purchased fourteen acres in Colombo Street south for £1,560, as a Show Ground. (Now Sydenham Park).
- April The fund for the erection of the Anglican Cathedral had reached £15,000.
- May 5 Christchurch Gas Company formed.
- May 5 .. Twenty-five acres on South Belt bought by Government as a site for a railway station.
- May 6 .. First locomotive engine brought into Canterbury was landed at Ferrymead. The engine was named "The Pilgrim."
- June 23 .. The first cab-stand established in the city for one cab only.
- July 9 ... Two oaks planted in the south-east portion of the town belt in honour of the marriage of the Prince of Wales and Princess Alexandra. The situation was described as the entrance of Christchurch, as all traffic came by Sumner and Ferry Road. The Prince of Wales Oak was planted by the Superintendent, and the Princess Alexandra Oak by Mr. John Ollivier.
- October 1 .. Seventy volunteers left for the North Island to take part in the Maori War.
- October 26 Canterbury Chamber of Commerce removed from Lyttelton to Christchurch.
- November 10 .. Cobb and Co. placed a coach on the Christchurch-Timaru service instead of the cart used previously.
- December 1 .. Opening of the railway between Christchurch and Ferrymead. The line was leased to Messrs. Holmes and Co. It was the first line of railway opened for traffic in New Zealand.

- 1864.
- February 8 ... The Cricket Match between All England Eleven and Canterbury Twenty-two was won by the visitors. English Captain, Geo. Parr; Canterbury Captain, H. P. Lance; Secretary Canterbury team, E. C. J. Stevens. (Scores: Canterbury 30 and 105; England, 137.)
- February 10 ... First artesian well sunk by City Council (81 feet).
- March 15 ... Bank of Australasia opened; W. L. Hawkins, manager.
- March 21 ... The first hansom cab reached Christchurch.
- April 18 ... Opening of iron swing bridge over the Heathcote.
- April 19 ... Canterbury Acclimatisation Society formed.
- May 29 ... Roman Catholic Church in Barbadoes Street opened.
- June 18 ... Ven. Archdeacon O. Mathias died.
- July 19 ... First tree, an oak, planted in Hagley Park.
- August 4 ... First steeplechase at Riccarton. (Run on Mr. Wakefield's farm. Winner disqualified, race re-run on August 10).
- September 16 ... New Town Hall (rebuilt) opened in Christchurch.
- October 1 ... Jewish Synagogue opened.
- October ... Christchurch Hospital placed under the control of the Superintendent, and resident surgeon appointed (Dr. H. H. Prins), under the Hospital and Charitable Aid Ordinance, 1864.
- October 12 ... Canterbury Yeomanry Cavalry formed.
- December 16 ... Foundation stone of the Anglican Cathedral laid by Bishop Harper.
- December 24 ... First street gas lamp lighted in Christchurch. A dinner was given by the Gas Company to the workmen engaged in installing the gas system, Mr. Isaac Luck, Chairman of the Company, presiding.
- 1865.
- January 24 ... The first steam fire engine "The Extinguisher," brought into the city.
- February ... Rush to the West Coast goldfields began.
- March 1 ... Godley Head light first exhibited.
- March 2 ... "Canterbury Gazette" proclaimed the West Canterbury goldfield, on the West Coast. Public meeting in the Town Hall urged the Government to make a road to the West Coast, and establish a gold escort, lest the profits of the diggings should go to Nelson.
- April 8 ... First publication of Canterbury "Punch."
- May 15 ... Mr. E. Dobson recommended the construction of West Coast Road, via Bealey and Otira Gorge.
- May 29 ... Contract signed for the construction of the Southern Railway to Rakaia (Messrs. Holmes and Co., contractors).
- November 21 ... Provincial Council met in the newly-completed stone Chamber.
- December 2 ... Domains Board constituted to control Hagley Park and the Domain.

1866.

- February 6 ... Telegraph communication with Hokitika established.
 March 23 ... Opening of the West Coast road from Christchurch to Hokitika. Cobb and Co.'s coach had traversed the road earlier, reaching Hokitika on March 15.
 June 24 ... Panama mail service opened by the despatch from Wellington of the "Rakaia," 1,500 tons, 400 h.p.
 August 16 ... Cook Strait cable service opened.
 September 24 ... Bank of New Zealand occupied its present premises. The site had been acquired in the preceding March.
 October 13 ... Flood waters from the Waimakariri caused flooding of the Avon.
 October 13 ... Southern Railway opened to Rolleston.

1867.

- January 14 ... Sir George Grey, Governor, visited Christchurch after an absence of fifteen years.
 January 19 ... Caledonian Society formed.
 April 29 ... Public dinner to Mr. Crosbie Ward on his departure for England as Agent of the Provincial Government.
 May 24 ... Lyttelton Tunnel pierced.
 August 6 ... Godley Statue unveiled by Mr. C. C. Bowen, who had been Mr. Godley's private secretary. The statue afterwards was handed by the Superintendent to the City Council.
 September 21 ... Trout ova arrived from Tasmania.
 October 5 ... Southern Railway line opened as far as Selwyn
 October 23 ... Christ's College Chapel opened.
 November 10 ... Death of Mr. Crosbie Ward in England.
 December 9 ... Lyttelton Tunnel opened for passenger traffic.

1868.

- January 1 ... Westland separated from Canterbury.
 January 26 ... Lord Lyttelton, formerly chairman of the Canterbury Association, visited Christchurch, accompanied by Mr. H. Selfe Selfe.
 February 5 ... Flood waters from the Waimakariri came down the Avon and did much damage. Footbridge at Worcester Street washed away.
 March 18 ... Provincial Council passed a resolution in favour of separate administration for each Island.
 May 28 ... Christchurch declared a borough.
 June 10 ... Mr. William Wilson elected first Mayor of Christchurch
 December ... Provincial Council voted a sum of money for the erection of the Museum.

1869.

- January 1 ... Custom-house moved from Lyttelton to Christchurch.
 January 15 ... Foundation of the Supreme Court Building laid by the Governor (Sir George Ferguson Bowen).
 February 5 ... Trout turned out in Canterbury rivers.
 February ... South Waimakariri River Board constituted to guard against encroachments by the Waimakariri.

1869.

- April 22 ... Arrival of H.R.H. the Duke of Edinburgh, in H.M.S. "Galatea." The visit had been planned for the previous year, but had been postponed owing to the attempted assassination in Melbourne, necessitating the Prince's return to Britain to recover from his bullet wound.
- November ... Diocesan Synod negated by small majority a proposal to sell the Cathedral site and use the proceeds to build a Cathedral on the site of St. Michael's Church.

1870.

- February 8 ... Art Exhibition, the first in Canterbury, opened in the newly-completed Museum building. Large collection of pictures from Auckland, Wellington and Dunedin shown.
- August 31 ... Earthquake damaged the Christchurch Town Hall.
- September 23 ... Foundation stone laid of the new Church of St. Michael and All Angels.
- October 1 ... Canterbury Museum opened.

1871.

- June 26 ... City Guards Volunteer Corps formed.
- December 1 ... First Rose Show held in Christchurch.

1872.

- April 29 ... Opening of the Northern Railway to Kaiapoi.
- November 6 ... Foundation stone of the German Church laid. (This Church was fitted with a peal of bells made from the metal of French cannon captured in the Franco-Prussian war).
- November 20 ... Prospectus of the New Zealand Shipping Company issued. The Company was founded in the following year.
- December 10 ... Provincial Council decided to offer the Synod a sum not exceeding £10,000 for the Cathedral site. This offer was declined by the Synod on February 28, 1873.
- December 16 ... First Interprovincial Exhibition in Christchurch opened in the Drill Shed.

1873.

- March 20 ... Death of Dr. A. C. Barker. He was medical officer on the "Charlotte Jane," and for many years was the only medical practitioner on the Canterbury Plains.
- September 4 ... Tenders invited for the construction of the Anglican Cathedral. (Work was begun a few weeks later.)

1874.

- January 9 ... First trout (9½lbs.) caught in Canterbury.
- April 30 ... Public Library opened in Christchurch, under control of the Canterbury College Board of Governors.
- September 8 ... Canterbury College site chosen.
- November 18 ... Opening of saleyards at Addington.

- 1875.
- April 2 ... Mr. J. C. Watts Russell died.
- October 12 ... Abolition of Provinces Bill passed. Came into force November 1, 1876.
- December 17 ... Election of first Drainage Board.
- 1876.
- February 4 ... South line opened to Timaru.
- July 18 ... Mr W. Guise Brittan died.
- November 22 ... Foundation stone of present railway station in Christchurch laid. (The original station was to the east of the new building. An unsuccessful agitation had been conducted in favour of a site in Manchester Street, between Cashel Street and Lichfield Street.)
- December 16 ... Presentation of plate to Hon. William Rolleston, "in acknowledgment of his eminent services to the Province of Canterbury, over which he presided as Superintendent for upwards of eight years."
- 1877.
- February 1 ... Southern Railway opened to Oamaru.
- February 23 ... Lillywhite's All England cricket team visited Christchurch.
- May 24 ... Foundation stone of Post Office buildings in Cathedral Square laid. (The original Post Office was in "Market Square," close to the Cook and Ross Corner." It was from here that the coaches started and distances were measured. The old milestone near the dip in the Riccarton Road marked the first mile in the Southern and West Coast journeys.)
- June 7 ... Canterbury College buildings and new Museum buildings opened by the Governor, Marquis of Normanby.
- December 13 ... First Domains Board appointed.
- 1878.
- January 19 ... Cricket match, Canterbury Fifteen and Australian Eleven, captained by Gregory. The match was played in Hagley Park on January 19 and 23, and resulted in a win for Canterbury by six wickets.
- September 6 ... Railway between Christchurch and Dunedin opened.
- 1879.
- July 9 ... First sod of Little River Railway turned.
- July 14 ... Post Office buildings opened in Cathedral Square.
- December 11 ... First sod turned of tramway line from the railway station to Cathedral Square. The pioneer line of the present tramway system.
- 1880.
- March 1 ... Deaf and Dumb Institution opened at Sumner.
- April 17 ... First championship bicycle meeting in Hagley Park.
- July 8 ... Canterbury Society of Arts formed (Mr H. J. Tancred President)
- August 2 ... Resident Magistrate's Courthouse opened

1881.		
January	29	.. Cricket match, Canterbury Fifteen v. Australian Eleven, captained by W. L. Murdoch, who made 111. Match won by Australian team by an innings and 100 runs.
February	8	... Foundation stone of Jewish Synagogue laid.
March	3	... Sir J. Cracroft Wilson died.
July	23	... Meeting decided to form Farmers' Co-operative Association.
September	15	... Mr. W. S. Moorhouse died in Wellington.
September	24	... Telephone Exchange opened, first in New Zealand.
November	1	... Christchurch Cathedral consecrated.
December	5	... Earthquake damaged the Cathedral spire, dislodging stone-work.
1882.		
April	16	... Messrs. Joubert and Twopenny's Exhibition opened in Hagley Park South.
June	8	... Society for the Prevention of Cruelty to Animals formed in Christchurch.
1883.		
January	26	... New Zealand Shipping Co.'s "British King" sailed from London, inaugurating direct steam communication between England and New Zealand.
December	7	... Industrial Exhibition opened in drill shed.
December	7	... Mr. W. J. W. Hamilton died.
1884.		
July	19	... Young Men's Christian Association building opened in Christchurch.
1885.		
March	25	... Scottish Rifle Corps formed.
March	30	... Hon. Reserve Corps formed.
April	17	... Canterbury Mounted Rifles Corps formed. (This was the time of the "Russian scare.")
December	22	... Moorhouse Statue in Public Gardens unveiled.
1886.		
March	16	... Foundation stone of Municipal Offices on Oxford Terrace laid.
April	15	... Syndicate formed for the construction of the Midland Railway.
May	14-15	... Flood did much damage in the city.
1887.		
January	10	... Tramway to New Brighton opened.
February	14	... Telephone communication between Christchurch and Dunedin established.
March	24	... Canterbury Agricultural and Pastoral Association's new grounds at Addington opened.
March	24	... Municipal Buildings opened.
June	19	... Queen Victoria's Jubilee celebrated.
August	16	... Sir Julius von Haast, F.R.S., Curator of Canterbury Museum, died.

1888.

- February 2 ... Dr. Grimes installed as Roman Catholic Bishop of Christchurch.
 September 1 ... Earthquake damaged buildings and caused fall of top of Cathedral spire.

1889.

- August 10 ... Resignation of Bishop Harper, to take effect on March 31, 1890.

1890.

- January 29 ... First sod of Midland railway (east side) turned at Springfield.
 May 1 ... Bishop Julius consecrated Bishop of Christchurch.
 August 27 ... Great maritime strike started (ended early in November).

1891.

- January 15 ... Australasian Association for the advancement of science opened its session in Christchurch.
 August 6 ... Bishop Julius laid top stone of restored Cathedral spire
 October 29 ... General Booth, of the Salvation Army, visited Christchurch.

1892.

- January 25 ... Mr. H. M. Stanley, explorer, visited Christchurch.

1893.

- December 28 ... Death of Bishop Harper.

1894.

- November 28 ... Sydenham Park (old Show Grounds) opened.

1895.

- May 27 ... Government took over management of Midland Railway.
 November 17 ... Mark Twain visited Christchurch.

1896.

- August 2 ... Death of Mr. J. E. FitzGerald, first Superintendent of Canterbury, and first Premier of New Zealand.

1897.

- January 24 ... Lord Brassey visited Christchurch, reaching Lyttelton in the yacht "Sunbeam."
 February 11 ... Commandant Herbert Booth, of the Salvation Army, visited Christchurch.
 June 21-22 ... Queen Victoria's Diamond Jubilee celebrated.

1898.

- February 26 ... Australasian Swimming Championship meeting, first in New Zealand, held in Christchurch.
 December 1 ... Opening of tramway to Cashmere.

1899.

September	27	...	Chamber of Commerce opposed New Zealand entering Australian Federation.
October	5	...	Canterbury men for First New Zealand Contingent formed for service in South Africa, left Christchurch for Wellington.
November	2	...	Captain Lorraine, aeronaut, killed while making a balloon ascent from Lancaster Park.
December	25	...	Canterbury men for Second New Zealand Contingent, formed for service in South Africa, left Christchurch for Wellington.

1900.

January	12	...	First meeting of Executive Committee of the Canterbury Jubilee Exhibition.
February	19	...	Departure of Third Contingent from Lyttelton for South Africa. This was the special Contingent from Canterbury.
March	14	...	Foundation stone laid of Canterbury Agricultural and Industrial Hall in Manchester Street
May	27	...	Canterbury men of the Fifth New Zealand Contingent formed for service in South Africa, left Christchurch.
November	1	...	Jubilee Exhibition opened in Agricultural and Industrial Hall.
December	17	...	Jubilee of province celebrated.

1901.

January	11	...	Jubilee of "Lyttelton Times."
January	27	...	Memorial services on the death of Queen Victoria.
January	28	...	Proclamation of King Edward VII.
January	28	...	Public meeting held to urge the harnessing of the Waimakariri River.
February	6	...	Death of Dean Jacobs.
February	7	...	Contingent of Imperial Troops sent round the Empire, arrived in Christchurch.
March	7	...	Contingent of Indian Troops sent round the Empire, arrived in Christchurch.
May	9	...	Members of First, Second and Third South African Contingents returned.
June	22	...	Arrival of their Royal Highnesses the Duke and Duchess of York (King George and Queen Mary) in Christchurch. The Duke laid the foundation stone of the Canterbury Jubilee Memorial (a statue of Queen Victoria), in Victoria Square.
June	24	...	Royal Review in Hagley Park.
July	22	...	Scheme for harnessing Waimakariri before City Council.
November	5	...	Death of Mr. John Grigg, Longbeach.
November	16	...	Earthquake damaged Cathedral spire. Shock felt severely at Cheviot.

- 1901.
- November 29 .. "Discovery," in command of Captain Scott, arrived in Lyttelton on her voyage to the Antarctic Continent.
- December 8 ... Tender accepted for construction of Cathedral transepts.
- December 21 ... "Discovery" sailed for the Antarctic.
- 1902.
- January 28 ... Synod decided to complete the Cathedral.
- February 8 ... South Island division of Eighth Contingent sailed from Lyttelton for South Africa.
- April 8 ... National testimonial to Hon. R. J. Seddon presented in Christchurch.
- April 19 ... South Island men of Tenth Contingent left Lyttelton for South Africa.
- May 30 ... City Council's destructor opened in Gloucester Street.
- June 2 ... Rejoicings at proclamation of peace in South Africa.
- June 19 ... Mr. John Deans, Riccarton, died.
- August 8 ... Coronation of King Edward VII. celebrated in Christchurch.
- November 16 ... Arrival of Antarctic exploration relief ship "Morning" (Captain Colbeck).
- November 26 ... Death of Mr. R. J. S. Harman.
- December 6 ... "Morning" sailed for Antarctic.
- 1903.
- January 22 ... Greater Christchurch scheme carried at a poll.
- January 22 ... Election of first Christchurch Tramway Board (Mr. W. Reece, Chairman).
- February 8 ... Death of Hon. William Rolleston.
- February 20 ... Madame Melba visited Christchurch.
- March 25 ... Return of "Morning" from the Antarctic.
- April 1 ... Boroughs of Linwood, St. Albans and Sydenham united to Christchurch, forming Greater Christchurch.
- May 5 ... First meeting of Greater Christchurch City Council.
- May 25 ... Canterbury Jubilee Memorial in Victoria Square unveiled.
- June 16 ... Tramway loan proposal (£250,000) to establish electrical tramway in Christchurch carried.
- August 17 ... Christchurch City Abattoir at Sockburn opened.
- October 24 ... "Morning" sailed to return to Antarctic.
- 1904.
- January 5 ... Death of Hon. W. C. Walker, C.M.G.
- April 1 ... "Discovery," with relief ships "Morning" and "Terra Nova," returned to Lyttelton.
- April 7 ... Farewell banquet to Lord Ranfurly. On same day His Excellency unveiled a memorial tablet on Canterbury Jubilee Memorial, in honour of Canterbury men killed in the South African War.
- June 8 ... "Discovery" sailed from Lyttelton on her return journey to England.
- September 19 ... Paderewski visited Christchurch.

- 1904.
- November 1 ... Consecration of the completed Christchurch Cathedral.
- November 1 ... Christchurch-Invercargill express train service begun.
- November 5 ... Canterbury Jockey Club's Jubilee Race Meeting.
- 1905.
- February 12 ... Roman Catholic Cathedral dedicated and opened.
- April 22 ... General Booth visited Christchurch.
- June 5 ... Electric tram service opened.
- July 13 ... Foundation stone of King Edward Barracks laid by Hon. R. J. Seddon.
- August 27 ... Memorial tablet to fallen troopers, in Christ's College Chapel, unveiled.
- October 27 ... Captain F. W. Hutton, F.R.S., Curator of Canterbury Museum, died at sea on his way back to Christchurch from a visit to England.
- December 18 ... Foundation stone of New Zealand International Exhibition was laid by the Premier, Hon. R. J. Seddon, in Hagley Park.
- 1906.
- April 22 ... Jubilee of Presbyterianism in Canterbury celebrated.
- May 10 ... Installation in Christchurch of Lord Plunket, Governor of New Zealand, as Grand Master of Grand Lodge of New Zealand Freemasons.
- May 26 ... Statue of Hon. W. Rolleston unveiled in Rolleston Avenue.
- June 10 ... News received in Christchurch of the death of Hon. R. J. Seddon: general mourning in the city.
- November 1 ... New Zealand International Exhibition opened in Christchurch.
- November 2 ... Foundation stone laid of Technical College, in Barbadoes Street.
- 1907.
- January 5 ... Death of Mrs. Godley in England.
- April 1 ... Further enlargement of Greater Christchurch by inclusion of Beckenham and Fisherton.
- April 15 ... New Zealand International Exhibition closed.
- June 25 ... Death of Sir John Hall.
- November 25 ... Arrival at Lyttelton of "Nimrod" (Captain E. Shackleton, later Sir E. Shackleton), on voyage to the Antarctic.
- December 24 ... Magnetic survey vessel "Galilee," sent out by Carnegie Institution of Washington, arrived in Lyttelton.
- 1908.
- January 1 ... "Nimrod" left Lyttelton for Antarctic.
- February 6 ... Disastrous fire destroyed buildings in High Street, Cashel Street, and Lichfield Street.
- April 29 ... Death of Mr. G. G. Stead.
- May 5 ... Work on Arthur's Pass Tunnel begun.
- May 14 ... New Municipal Baths in Manchester Street opened.
- July 27 ... Electrical organ used at New Zealand International Exhibition, and presented to the City by the Government, formally opened in Canterbury Agricultural and Industrial Hall Buildings.

1909.

March	25	..	"Nimrod" returned from Antarctic.
May	26	..	Pumps at Cashmere for Municipal high pressure water supply officially started.
July	29	..	New Magistrate's Court opened in Christchurch.
August	27	..	Jubilee meeting of Canterbury Chamber of Commerce.
November	30	..	Mr. W. Crooks, M.P., visited Christchurch.
December	15	..	Young Men's Christian Association's new building opened.

1910.

February	21	..	Lord Kitchener arrived in Christchurch.
May	10	..	Accession of King George V. proclaimed in Christchurch.
May	15	..	Memorial service for King Edward VII.
November	26	..	"Terra Nova" left Lyttelton for Antarctic.

1911.

January	19	..	Mrs. John Deans, of Riccarton, died.
March	31	..	"Terra Nova" returned to Lyttelton from Antarctic.
April	1	..	Further enlargement of Greater Christchurch, 200 acres of Heathcote County being taken into Linwood Ward.
July	27	..	Death of Mr. T. E. Taylor, while Mayor of Christchurch
August	22	..	Public meeting appointed deputation to interview the Prime Minister, asking that the Government should give the City Council the site of the Provincial Council Buildings. The request later was refused.
October	30	..	City Council sat as Cashmere Hills Domain Board for first time, and formally took control of the Domain

1912.

January 1, 2, 3...	..	Davis International Lawn Tennis Cup Match played in Christchurch, Australasia v. America. Won by Australasia.	
April	1	..	"Terra Nova" arrived at Akaroa with news of Captain Scott's Antarctic Expedition.
December	14	..	"Terra Nova" left Lyttelton for Antarctic.

1913.

February	10	..	Lieut. H. L. L. Pennell arrived in Christchurch, from Oamaru, with news that Captain Scott, Dr. Wilson, Captain Oates, Lieut. Bowers and Seaman Evans had been lost in Antarctic.
February	12	..	"Terra Nova" which put in at Oamaru returned to Lyttelton in charge of Commander Evans, with members of Captain Scott's Antarctic Expedition.
February	14	..	Memorial service in Anglican Cathedral in honour of heroes lost in Antarctic.
February	20	..	Citizens authorised loan for distributing electrical power from Lake Coleridge in city and suburbs.
May	12	..	H.M.S. "New Zealand," the Dreadnought presented by the Dominion to the Imperial Government, arrived in Lyttelton.

1913.

- June 2 ... City Council appointed special committee to report on proposal to erect Town Hall. Committee subsequently recommended Band Rotunda site in Victoria Square.
- June 18 ... Agreement signed between City Council and Government, under which the former agreed to take current from Government's Lake Coleridge hydro-electrical scheme.
- October 10 ... Christchurch Electrical Supply Empowering Act passed, authorising City Council to make advances to citizens who wished to install electricity in their houses.
- October 31 ... Strike by Waterside Workers at Lyttelton, in sympathy with the workers in Wellington.
- November 4 ... Conference between employers' representative and Federation of Labour failed.
- November 25 ... Special constables from camp at Addington sent to Lyttelton to maintain order.
- December 11 ... Christchurch Domains Act Amendment Act passed authorising Domain Board to call upon contributing bodies in a combined district to contribute to the Board's funds, and authorising the local bodies to levy rates for the purpose.
- December 20 ... Federation of Labour declared strike ended.

1914.

- April 3 ... Further extension of Christchurch by inclusion of 280 acres of North Richmond in St. Albans Ward.
- May 1 ... City Council received first supply of electrical current from Lake Coleridge hydro-electrical scheme.
- August 5 ... Demonstration of loyalty in Christchurch on receipt of news that war had been declared between Great Britain and Germany.
- August 22 ... Last parade before departure of Canterbury Contingent of New Zealand Expeditionary Force, held in Hagley Park.
- August 24 ... Great patriotic procession and demonstration in Christchurch, and large sum collected for Patriotic Provident Fund.
- September 5 ... Farewell entertainment to members of Canterbury Contingent of New Zealand Expeditionary Force, held in King Edward Barracks. Presentation of citizens' flag to soldiers.
- September 23 ... Canterbury Contingent of New Zealand Expeditionary Force left Lyttelton in "Athenic" and "Tahiti."
- October 29 ... Citizens' Defence Corps formed in Christchurch in connection with the war. Later, took an active part in recruiting movement.
- November 2 ... Act passed constituting Board of Control of Riccarton Bush, 16 acres of land in native plants, presented to the city by members of the Deans' Family.
- December 21 ... Death of Hon. W. Montgomery at Little River.
- December 22 ... Current from Lake Coleridge hydro-electrical scheme turned on for first time.

1915.

March	15	...	Death of Bishop Grimes.
April	16	...	Japanese Trade Commissioners visited Christchurch.
June	6	..	Death of Hon. E. C. J. Stevens.
July	17	...	"Willochra" arrived in Lyttelton with first wounded Canterbury soldiers returned from the war.
November	3	...	Magnetic survey vessel "Carnegie," sent out by Carnegie Institution of Washington, arrived in Lyttelton.

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