

SUMNER



"Our past lives build the present
Which must mould the lives to be"

Early Days • Pioneers • Progress

COPYRIGHT

836

SUMNER

By J. F. MENZIES

*When I fly on wings of fancy,
Back to days of long ago,
See old scenes and well-loved faces,
Heart and mind feel all aglow.
Or recall the wondrous stories
Early pioneers could tell,
Precious, stirring old-time echoes,
That within my memory dwell.*

171-899

2222
J. F. M.
REFERENCE DEPT.
CANTERBURY PUBLIC LIBRARY

SUMNER

Printed by
SIMPSON & WILLIAMS LTD.,
169 St. Asaph Street,
Christchurch.
1941.

65258
3.7.56
REFERENCE DEPT.
CANTERBURY PUBLIC LIBRARY

FOREWORD

This little book will revive many memories of the times spent in the delightful sea and sunshine of Sumner.

It has been mainly written by Mr J. F. Menzies, our Town Clerk, and commemorates the celebration of the 50th Anniversary of the forming of Sumner as a Borough. The information contained within its pages gives some indication of the careful and enthusiastic way in which the writer gathered his historical information.

It is a valuable record, is interesting and readable.

JNO. E. TAIT,
Mayor.

1st June, 1941.

THE PIONEERS

"It is not chance that their achievements last,
Nor whim of fortune that their building stands.
It was for us they strove: we are the heirs
Of all their agony and sweat and tears;
And willing or ungrateful, each one shares
In the vast legacy of toilsome years."

WHEN dealing with local body administration in Sumner over a period of fifty-eight years, with a brief backward glance to the days when the rural sections of Sumner were first surveyed and sold, tribute, in the first place, must be paid to those "who have departed, leaving behind them footprints in the sands of time"; footprints which have definitely led those who followed, to still further blaze the trail and build the road which has gradually developed into a highway of progress. Footprints, too, which have led to a heightened sense of citizenship and the devoting of constant attention to the needs, comfort and interests of the community, under a system which, in short, embodies the aims and ideals of a true democracy.

"Milestones of Progress" may be applied to the resolutions adopted in respect of the institution of the new order of things, whether they be in reference to the building of roads and paths, other improvements, or the establishment of the undertakings which have proved of so much benefit to the people. "Pioneers of Progress" is a fitting appellation for those who have so cheerfully borne the heat and burden of the day. Men, who in the good old British way, have acted as builders under a free and enlightened system, and have so readily fitted in with the general scheme of things, displaying a spirit of enthusiasm and enterprise which has led to undoubted progress.

Sacrifice has meant much to the world, and in this case, the sacrifice of time and money, and the honorary service given as a labour of love for the benefit of the community as a whole, has, or should have, created for them, a monument which will stand for all time as a tribute to their public-spiritedness, depth of vision, and appreciation of one of the finest and healthiest residential areas in the Dominion.

Sumner has been endowed by Nature to an even greater extent than is generally accepted by its own enthusiastic inhabitants. Before coming to reside in Sumner, the writer met an old friend, in the person of a one-time general manager for J. C. Williamson Productions—a gentleman who had circled the globe on many occasions. On being asked where he intended to live on his retirement from business, he replied: "If you had asked me that question two or three weeks ago, I would have said the South of France, or Tauranga, but I have just come back from a visit to Christchurch, and whilst there, visited Sumner. For unsurpassed loveliness, I have not seen anything to equal the views from the hills of that town. The air acted like a tonic, and I felt fresh and fit all the time I was there. I'm going

back to live there permanently, some day." Unfortunately, my friend died some months later.

On another occasion, a gentleman belonging to Los Angeles called at the Council Chambers, and asked if he could see "His Honour the Mayor." Mr W. H. Nicholson, who was Mayor at that time, happened to be in the office, and on being introduced, was greeted with—"Waal, Mister, I just want to say you've got something right here, that's not to be bettered anywhere, unless it is by . . . in California. I've been up on those wonderful hills: I've breathed the purest of air: I've seen in the distance, the mountains covered with their mantles of snow—a wonderful panoramic view—I've seen your firm, safe, sandy beach, cosy homes and happy people, and I guess it's God's Own Country right enough."

The foregoing are two of the many sincere tributes paid to Sumner; but why elaborate? Good wine needs no bush!

BEGINNING OF THE LOCAL GOVERNMENT SYSTEM

"O small beginnings, ye are great and strong,
Based on a faithful heart and weariless brain,
Ye build the future fair, ye conquer wrong,
Ye earn the crown and wear it not in vain."

Before attempting to review the work accomplished by those who undertook the responsibility of local government in Sumner, it might perhaps be as well to sketch briefly the history of the development of local government.

As with much else that is close to us—and local government is of the fabric and pattern of our daily life—its proximity dulls appreciation of its merits. We become so used to the processes and results that only occasionally are we conscious of them, or appreciative of the labour of those connected with its administration. This statement may be held by some to imply defects in an estimate of citizenship, a lack of interest in its privileges and perhaps neglect of its responsibilities. On the contrary, however, it may be claimed that this statement really shows that the people generally are appreciative of the fact that the system is free from major defects, and its administration free also, from graft and corruption.

The record of achievements by local governing bodies in New Zealand pays tribute to the democratic principles on which the system is based, supported as it is, by sound and safe statutory control as to the limit of the financial powers which may be exercised. It has brought to the people, amenities and conveniences perhaps not even appreciated to the full. It stands as a guard over the health, comfort, security and pleasure of the people. It makes for responsible citizenship, and in general, is a controlling force endowed or charged with the duty of maintaining a watchful care over the people and their interests.

The foundation of the present form of local government may be traced to Lord John Russell, who in 1835, prepared and conducted, through the English Parliament, a Bill containing

140 clauses, which, when ultimately passed, became the "Municipal Corporations Act of 1835," and applied democratic principles to local government. (Had I been Scottish, I would perhaps, have claimed that the reform of local government really originated in Scotland in 1833, when the "Municipal Reform Act" of that year became law. It definitely abolished the old system of close corporations. Being merely a "diluted Scot," I will let the statement pass.)

However, we are more concerned with the development of the local body system in the Dominion, and its relationship to the progress made under it, in Sumner, but before proceeding further, I wish to pay a tribute to the Hon. Mr. Parry for his valuable and comprehensive address to the delegates assembled at the Municipal Conference held in Wellington in March, 1940. In referring to the preamble to the Bill, which was passed by the Legislative Council on the 9th day of July, 1844, Mr Parry said:

"The preamble is one of the best of the statements of the real place and purpose of local government in a democratically governed country."

Mr Jordan, President of the Association, in addressing delegates on the same subject, said:

"It sets out the fundamental basis of local government, and shows the prime importance of that institution, as the foundation of our democracy."

The Bill provided as follows:—

"WHEREAS it is necessary that provision should be made for the good order, health and convenience of the inhabitants of towns and their neighbourhoods AND WHEREAS the inhabitants themselves are best qualified, as well by their more intimate knowledge of local affairs as by their more direct interest therein, effectually to provide for the same AND WHEREAS the habit of self-government in such cases hath been found to keep alive a spirit of self-reliance and a respect for the laws and to prepare men for the due exercise of other political privileges be it therefore enacted," etc., etc.

Eighteen months after it was passed, it was disallowed by Her Majesty the Queen, and it was not until the "New Zealand Constitution Act of 1846" became law, that power was given to establish municipal corporations in New Zealand.

However, by the 1853 Constitution Act (England), the 1846 Constitution Act of New Zealand was repealed, and New Zealand was divided into six provinces, and it is from this point we begin to trace the institution of local government in Sumner.

The first reference I have seen to works affecting Sumner, is contained in the Canterbury Provincial Council's Ordinance of 16th March, 1854, Session 2, No. 6, which was passed as an ordinance authorizing the Superintendent of the Province of Canterbury to appoint commissioners to report upon the best means of communication between the towns of Lyttelton and Christchurch.

Messrs W. B. Bray (chairman), H. J. Cridland, E. Dobson, R. J. S. Harman, and Edward Jollie, were appointed and ulti-

mately reported to the Superintendent on the 7th April (vide the Canterbury Gazette of 1st May, 1854).

The report recommends four possible means of communication, viz.:

- (1) A harbour on the estuary of the Avon and Heathcote rivers.
- (2) A road over the hills.
- (3) A tunnel road, and
- (4) A tunnel railway.

It also recommended the further development of the already existent rough Sumner-Lyttelton Road.

Following on this report, the Sumner Road Ordinance of Session IV., No. 7, which was passed on the 10th July, 1855, ran as follows:—

"WHEREAS it is desirable that a public highway should be made from Lyttelton through the Sumner Valley to the Ferry, over the River Heathcote, and that the owners and occupiers of private lands through which such highway shall pass, should obtain compensation for any damage which they may suffer thereby.

"Be it therefore enacted by the Superintendent of the Province of Canterbury, with the advice and consent of the Provincial Council thereof as follows:—

"(1) From and after the passing of the Ordinance, there shall be a public road lying within the distance of one chain on either side of the line drawn on the plan to this Ordinance annexed and marked thereon as the line of the Sumner Road. Provided that such road shall nowhere exceed one chain in width."

Provision was also made in respect of claims for compensation, and the settling of disputes by arbitration, etc.

In the appropriation Ordinance of 1857, appears an item of £2000 for Sumner Road, and £937 was also set aside to provide for amounts which had been expended on the road without the authority of a Bill of Appropriation.

In the Appropriation Bill of 1858 a further sum amounting to £150 was placed on the estimates for the partial metalling and forming of the road.

ROAD OVER THE HILL

Commencing at the junction of Oxford and London Streets, Lyttelton, the original road was set out on a gradient of 1 in 20 to Evan's Pass, a distance of two miles, thence around the head of the Sumner Valley on the western side (Captain Thomas' Road), on the same grade to the point where it ended on a cliff 40 feet in height. A fairly wide track was cut over the whole length, but very little was done in connection with the removal of rock. Many of the travellers between Lyttelton and Sumner therefore, preferred to take the Spur over Mount Pleasant,

and go down through the property now familiar as the golf links.

The distance from Lyttelton to Heathcote Ferry was stated to be eight miles.

Although labour was cheap (the 120 Maoris employed on the work being paid 2/6 a day each with 1/- stand-by time for wet weather), Mr J. R. Godley found on his arrival in Christchurch that the estimated cost of the work had been exceeded, and the bank account overdrawn to the extent of £4,000. He further considered that the road, as laid out, would be of little real value, so the work was stopped, and Captain Thomas was relieved of his position and paid the sum of £500 as compensation.

However, owing to the delay caused through shipping being unable to cross the Sumner bar in bad weather, constant representations were made to the Provincial Council for the completion of a road over the hill.

Finally, as previously mentioned, an Ordinance authorizing the construction of the road was passed in July, 1855. In August, 1857, the road which had cost up to that date, £13,000, and was nowhere less than seven feet in width, was declared available for light traffic.

An opening ceremony was decided upon, the then Superintendent of the Province (the late Mr J. E. Fitzgerald) being the central figure. A procession was formed, with Mr Fitzgerald leading, driving tandem in a dog-cart, followed by vehicles of every description—riders on horseback, pedestrians, and a "band." The "band" consisted of a violin, two triangles, and a drum, made from an oil-barrel. The procession, on passing under the triumphal arch, which had been erected near Day's Hotel, halted for lunch and other refreshment, those who could not go into the hotel, picnicking on the road-side. The procession was later reformed and retraced its steps. On reaching the top of Evans' Pass, it was met by another procession from Lyttelton; the two units combined, and after passing through yet another triumphal arch, halted at Heaphy's Hotel, where a big dinner was held.

What an event to celebrate! And knowing much of the spirit and enthusiasm of the pioneers of the early days, I can realise what a happy celebration it must have been.

Many changes in respect of the road, the control of which was taken over from the Heathcote Road Board in 1890 by the Town Board, have taken place since the day described. The advent of the motor-car brought in its train the necessity for laying down better highways, consequently the "Main Highways Act of 1922) was passed, and on the 26th September, 1923, a Gazette notice was published, constituting certain Highway Districts, Sumner being included in District No. 14, and as local bodies received subsidies in respect of maintenance, and construction costs of all work done on main highways, the road between Lyttelton and Sumner benefited much in this respect. Tar-sealing was commenced; the old zig-zag approach was cut out, and the road widened. Later, and as from 1st April, 1938, the road from the Heathcote Bridge to the Lyttelton Post Office was classified as a State Highway (No. 67); the Government through its Highways Department thus becoming responsible for all maintenance and reconstruction costs.

THE ESTUARY

Some two years ago, a gentleman, at that time a resident in Sumner, knowing of my interest in the early affairs of the town, gave me a copy of the survey plan of the estuary, dated December, 1854, on which is recorded the various soundings taken during the survey. The plan was framed, and now adorns the wall of the vestibule of the Town Hall.

Since then, I have discovered that the survey was carried out as the result of the report of the Commissioners on the 7th April, 1854.

A copy of the report is set out hereunder:—

NEW ZEALAND
GOVERNMENT GAZETTE,
PROVINCE OF CANTERBURY

Published by Authority.

All Public Notifications which appear in this Gazette, with any Official Signature, are to be considered Official Communications, made to those Persons to whom they may relate, and are to be obeyed accordingly.

By His Honor's Command,

H. G. GOULAND,
Provincial Secretary.

Vol. I. Tues, December 19, 1854 (No. XXVII)

Provincial Secretary's Office, Christchurch, December 17, 1854.
HIS HONOR THE SUPERINTENDENT directs the following Report, received from Captain Drury of H.M.S. "Pandora," respecting the navigation of the Sumner Bar, to be published for general information.

By order of His Honor the Superintendent:

H. G. GOULAND,
Provincial Secretary.
H.M.S. "Pandora,"
Port Victoria,
18th December, 1854.

Sir:

Having at your request, examined the entrance of the Sumner, with a view to determine the possibility of rendering its navigation easier by removing obstacles, or otherwise improving it, I herewith transmit a report, and shall have much pleasure in forwarding you a tracing of the survey in a few days to be attached to this report.

We find the mouth of the Sumner to be situated two and a half miles N.W. of Godley Head, at the southern extreme of a long sandy beach: that the stream in meeting the projection of rocks on its south shore, bends rather suddenly from an eastern to a northern course: from this bend, the bar is one-quarter of a mile and one-sixth of a mile from the outer rock. (These rocks are above water.) It is 400 feet in width, with a depth at low water, springs of not less than 5 feet in the channel: the

soundings on either side of the bar decrease towards it gradually. The narrowest part of the channel within the bar is 150 feet: it is between the elbow and the rocks, but on passing this, where a vessel would turn, there is a space of 400 feet with not less than 9 feet at low water, and in the channel to the Shag Rock 10 to 11 feet.

The deepest water is found on the channel side of the rocks, 24 feet at low water.

The highest water in the bar would be 12 feet in springs, 9 to 10 feet at neaps, the rise and fall being from 7 feet in springs to 5 feet at neaps. The bar is composed of fine sand, the strength of current (I should think) never exceeds 5 to 6 knots.

With due deference to any opinions suggested for the improvement of the entrance, I have after three days' investigation come to the conclusion that any money expended in improving or altering the course of the outlet would be more likely to be detrimental to navigation than otherwise.

Of the number of similar bar harbours on the east coast of Great Britain, attempts at considerable expense, have not only been rendered fruitless, but in most cases engineering has been detrimental to the harbour, and the formations of angular piers, sea walls, etc., have eventually done injury to the cause they were intended to remove by accumulating deposit. Although, in some few instances, by obtaining a considerable scouring power by sluices, and sea-wall diverging towards the embouchure, the effect has assisted in deepening the channel to some small extent, yet such expense and its problematical result would not justify even consideration in this case. However, since some suggestions have been put forward with regard to improvements, and without arrogating any knowledge on engineering subjects, I may simply state what occurs to me would be the practicable results of interfering with the channel as it exists.

The filling up of the rocks extending from the Sumner Beach would form a resisting wall to the stream which would be diverted towards the western elbow, forming an acute-angled channel to the westward. The bar would, by the same cause be nearer the western shore and therefore shoaler.

By looking at the plan, it will be seen that the bar is at present in nearly a central position between the west and south shores, and therefore naturally in the deepest or best position. Therefore, if on the other hand, the suggestion of blowing up the rocks above-mentioned were carried out, the effect would be to straighten the course of the stream, but at the same time, leading it along a shallow beach forming a bar in shoaler water. The only other suggestion I have heard, is the filling-up of the rocks above to narrow the channel there, but I think at such a distance the only result would be to slightly hollow out the opposite embankment, and the effect below would be imperceptible. Any other disposition of the bar would be less advantageous to the port, it being, as I have already mentioned, midway between the west and south shores, and naturally in the deepest site.

I find that this river is not subjected to freshets, as it takes its rise in a swamp in the plains, and being unconnected with the mountain ranges is therefore less liable to changes by

sudden and rapid streams. This is in favour of its navigation, and for such a small embouchure a bar of five feet at low water may be considered as a favourable entrance, and in my opinion, with due care, may be made available for the purposes of transporting cargo in safety from Port Victoria to Christchurch.

Having witnessed the heavy and generally impassable bars along the west coast of these islands, upon which we have lately been employed, and upon which we could scarcely look for an opportunity of crossing in a boat, I may in comparison state that we crossed the Sumner Bar the day we wished to do so: that the following day we were engaged almost entirely upon it; and that two days after (the day it was most convenient to return) we also again crossed it without a break in our open boats. This was viewing it under favourable circumstances, and why should any vessel attempt it under any other, when there is a port within three miles, and judgment upon the feasibility of entry can be ascertained before leaving? It therefore appears to me, that if cargo is wet or damaged, upon the Sumner Bar, it must be due to recklessness.

The bar is certainly exposed to occasional gales, but is exempt in a great degree from the hindrances of the west coast, constituting a continual break even in calm weather.

The great difficulty, however, in this river appears to be getting out, and the danger of being set through the rocks at the entrance, but it is possible in sailing vessels to avoid this, for we find that by keeping close to the north spit, a vessel would not be set through the rocks, but out in the channel.

In conclusion, Sir, I cannot recommend any money being laid out beyond a perch at the elbow, and leading marks over the bar. I consider it as at present an available channel for the transport of goods by decked vessels from Port Victoria, when commanded by competent persons, who are acquainted with it, and should establish the safety of carriage, by enquiries into the character of the vessel, the stowage, and the Master's efficiency.

Throughout these suggestions, I have been desirous of preventing the Province from entailing expenses, which will, I think, appear to you (as to me) of doubtful advantage; but, Sir, it appears to me that this rising Province will not long be satisfied with the present communication between the Port of Lyttelton and Christchurch, and I think the establishment of a small short substantial paddle-wheel-steamer will be found an invaluable (indeed necessary) adjunct to the prosperity of Canterbury, and there is ample room for such a vessel to turn. A small tug would answer admirably.

I also beg to suggest the propriety of appointing a nominal Pilot to the Sumner, in doing so I do not think it necessary that he should be at present a salaried Pilot, but that the nomination should be given to a person who might in consideration of present or future fees and emoluments, hold the situation, and as conservator of the river, to remove snags and other nuisances as occasion requires; he would also place beacons for leading over the bar; he could prevent mischief being done in the discharge of ballast in the river, etc., by being empowered to prevent it.

In connection with this recommendation, I mention Mr George Day's name, whom you appointed to accompany me, and

whom I find an intelligent active man, and who, although occupied on his own account upon other duties, is frequently here, and would be willing, and is quite competent to act, if I may use the expression, as honorary pilot or river conservator.

I have the honour to be, Sir,

Your most obedient servant,

Commander and Surveyor,

BYRON DRURY.

SHIPWRECKS AT SUMNER

I am indebted to Mr Athol Hunnibell for the following review of shipwrecks at Sumner.

(1) 9th January, 1856. Steamer "ALMA."

While crossing the Sumner Bar on January 9, 1856, the small steamer "Alma" struck heavily and sank. The vessel was broken in two, by the attempts to raise her. It was supposed that one of the chains placed underneath the steamer for that purpose, cut through the bottom, as a noise was heard resembling the tearing of a sheet of paper, and immediately afterwards the punts rose.

(2) 23rd October, 1863. Ketch "WATER LILY."

The ketch "Water Lily" went ashore on the Sumner Spit, on 23rd October, 1863, and became a total wreck.

(3) 18th November, 1863. Cutter "CHARLOTTE."

The cutter "Charlotte" of 40 tons register, was wrecked at Sumner about 18th November, 1863, with the loss of all hands. The body of the cook was found in a dinghy on the beach, and later, portions of the wreck, and clothing, recognized as having belonged to the mate of the cutter, were washed ashore. About three days after the loss of the "Charlotte," her hull, floating bottom upwards, and with the mast broken off near the deck, was picked up off Pigeon Bay. It was supposed that the cutter had capsized during the gales which had prevailed. The cutter was owned in Auckland.

(4) 10th February, 1864. Paddle Steamer "AUGUSTA."

On 10th February, 1864, the paddle steamer "Augusta" was stranded on the Sumner Bar. She was eventually refloated, and later sold and renamed the "Eleanor." The "Augusta" was a vessel of 58 tons, and as the "Eleanor," was totally wrecked at Greymouth on March 15, 1866. The "Eleanor" was bound from Greymouth to Hokitika, and was washed up on the north beach, three miles above the river. The "Eleanor" was well known on the West Coast, having been a constant trader for many months.

(5) 4th August, 1864. Schooner "FAWN."

The schooner "Fawn" was wrecked on the Sumner Bar on 4th August, 1864. She was insured for £600.

(6) 8th November, 1864. Schooner "CATHERINE."

The schooner "Catherine," when bound from Lyttelton to the North Island, with a cargo of coal, was lost at sea on November 8, 1864. She was sailed by her owner, Captain J. Taylor. On November 8, the master of the steamer "Mullogh" (now to be seen hulked at Governor's Bay), on a passage to Lyttelton, noticed some hatches belonging to a small vessel, floating some distance outside Lyttelton Heads. Other wreckage was picked up several days later, which was identified as belonging to the "Catherine." The schooner was known to be very shaky. It was supposed that some of her planks gave way. She was deeply laden for her tonnage, having some twenty-one tons of coal on board, with an ordinary stowage of fifteen tons. The dinghy belonging to the schooner was subsequently discovered outside Lyttelton, and no doubt remained as to the fate of the ship.

(7) 18th May, 1865. Ketch "PALINURUS."

On 18th May, 1865, as the ketch "Palinurus" attempted to cross the bar at Sumner, the wind failed when she was over the first breakers. She became unmanageable, and drifted on to the north spit, where she became a total loss. The ketch was laden with coal. The pilot officers stationed at Cave Rock, Sumner, rescued the Captain and crew, who were found to be in an exhausted condition.

(8) 8th December, 1866. Cutter "ELLEN."

On December 8, 1866, the cutter "Ellen" struck on the Sumner Bar, and became a total loss the following morning (9th). The cutter was loaded with flour and bran for Hokitika, and the cargo and wreckage was strewn along the beach.

(9) 24th January, 1867. Schooner "EMILY."

The schooner "Emily" foundered on the Sumner Bar on 24th January, 1867. She was in ballast, and the accident was supposed to have been caused by some defect in her hull. The bar was smooth when the "Emily" sank. No lives were lost.

(10) 23rd November, 1867. Barque "LEVY."

The barque "Levy," bound from Lyttelton to Heathcote with a cargo of coal, foundered outside the Sumner Bar on November 23, 1867. The Captain found during the night, that the vessel was rapidly making water, owing to squally weather. About 4 a.m., finding that the barque was settling, the captain ordered the boat to be launched, and the crew lay-to for an hour, when the "Levy" went down. No lives were lost.

(11) 3rd August, 1876. Ketch "JUPITER."

The ketch "Jupiter" foundered outside the Sumner Bar on 3rd August, 1876. No lives were lost. The casualty was caused through the fluke of the anchor piercing the port bow, and as a result, the ketch filled and sank in about 20 minutes. The "Jupiter" was of 27 tons, built in Auckland in 1860, and was commanded by Captain R. Day.

(12) 13th July, 1886. Schooner "VOLUNTEER."

The schooner "Volunteer" of 22 tons, went ashore at Sumner Bar on 13th July, 1886, and became a total wreck. She was going out when she struck on the Beacon Rock. The casualty was caused through the vessel losing steerage-way owing to the wind failing, the vessel drifting on to the rocks. No lives were lost. The "Volunteer" was a wooden vessel, built at Lyttelton in 1866.

(13) 7th October, 1937. Trawler "MURIEL."

On October 7, 1937, the steam trawler "Muriel" of 148 tons, was wrecked on Sumner Bar, and eventually drifted up on to the beach, where she lay for many months, until finally being broken up where she lay. The "Muriel" was commanded by Captain W. Stephenson and was built about 1912.

(14) 24th December, 1939. "FIFI."

On December 24, 1939, the small vessel "Fifi" was totally wrecked at Sumner. She was of 18ft. measurement, and commanded by skipper S. Haylock.

FIRST LAND-OWNERS AND BUILDINGS IN SUMNER

When Captain Thomas, Chief Surveyor to the Canterbury Association, arrived at Lyttelton in September, 1849, he immediately proceeded with arrangements for the survey of the new settlement, a portion of which included Sumner.

Supplies and timber for use by the surveyors were transported over the Sumner Bar. Some of this was housed in a store erected near what is now the bottom of Clifton Hill Road, the balance going on to Christchurch. This store was the first building erected in Sumner.

In the November following the erection of the store, George Day established his home in Sumner. Mr Day was, at that time, the master of the schooner "Flirt." Later he became the licensee of the first hotel, which he called the "Canterbury Arms." It was erected on a piece of land adjoining the Association's store, remaining there until it was destroyed by fire in 1892.

Mr Jollie was the surveyor chosen by Captain Thomas in 1849 to lay out the rural sections in Sumner. Sumner, by the way, was named after Archbishop Sumner, who at that period was Primate of England and President of the Canterbury Association. In a letter written to Mr J. R. Godley about this time, Captain Thomas referred to Sumner as "certain to be of importance," and as being "of picturesque beauty."

During 1850 and 1851, the Wakefield family purchased a considerable interest in land in the Canterbury settlement, including an allotment of 100 acres in Sumner.

Disputes and readjustment of interests took place between the members of the family from time to time, and in respect of the Sumner allotment of 100 acres, it was not until 1864

that a Crown grant was issued for Rural Section (2) in favour of the Rev. G. Cotterill of Christchurch, and C. E. Elliott of Nelson, as trustees in the Wakefield Estate.

The area extended from a point 66 feet from high water mark, in a south-westerly direction, to a line between what are now Dryden and Colenso Streets, and from Heberden Avenue to the Sumner-Lyttelton Road, thence via what is now Nayland Street (the original road to Lyttelton) to the north-western boundary of the section on which "Haeremai" boarding-house, extends a welcome to Sumner.

Felix Wakefield commenced the survey of this area into town sections in 1864, calling it Wakefield Town.

On January, 1871, two and a half acres between Day's (Richmond Hill) creek and "Haeremai" corner were leased for a term of 21 years to C. J. Foster, a solicitor and Doctor of Law, of Christchurch.

In December, 1873, the learned gentleman purchased two and a half acres on the eastern side of the creek. In the month of June, of the same year, Frederick Day of Sumner, coach proprietor, purchased two roods at the corner of Morten and Grafton Streets ("Sunleigh" Flats property). Two properties in which interests are still held by relatives of the deceased purchasers were bought about the same time, namely, the properties administered by the Estate of Eliza White, and W. G. Terry (Wienn's).

In June, 1851, a Mr Burrell Parkerson of Dereham in the County of Norfolk, bought 100 acres from the Canterbury Association. It was bounded on the west by Wakefield Avenue, on the east by Heberden Avenue, and subject to a margin of three links it abutted on to R.S.2. The south-western boundary was just about where Park Street now is.

The Parkersons built a house on the property, but sold the whole area to H. B. Johnstone in 1864. Mr Johnstone had the area subdivided calling it "Johnstoneville."

The Rev. G. Cotterill who had resigned from the trusteeship in 1865, purchased in the following year, an area of 50 acres, known as R.S. 204. Today, this area includes part of the Sumner Vale Farm, the School for the Deaf property, and what is officially known as Ocean View Terrace Subdivision. The reverend gentleman had a house built in England in sections, and on its arrival here it was erected on the property. Mr Edward Dobson was also an early buyer, and with his area of 50 acres taken into account, the whole of the flat area and a small portion of Richmond Hill had been sold. His purchase was Rural Section 152 running from the Marine Hotel corner, to where the Masonic Hall stands, and extended up Richmond Hill to a point near where the Golf House now is. His house ultimately became part of "Morten's," now the Marine Hotel.

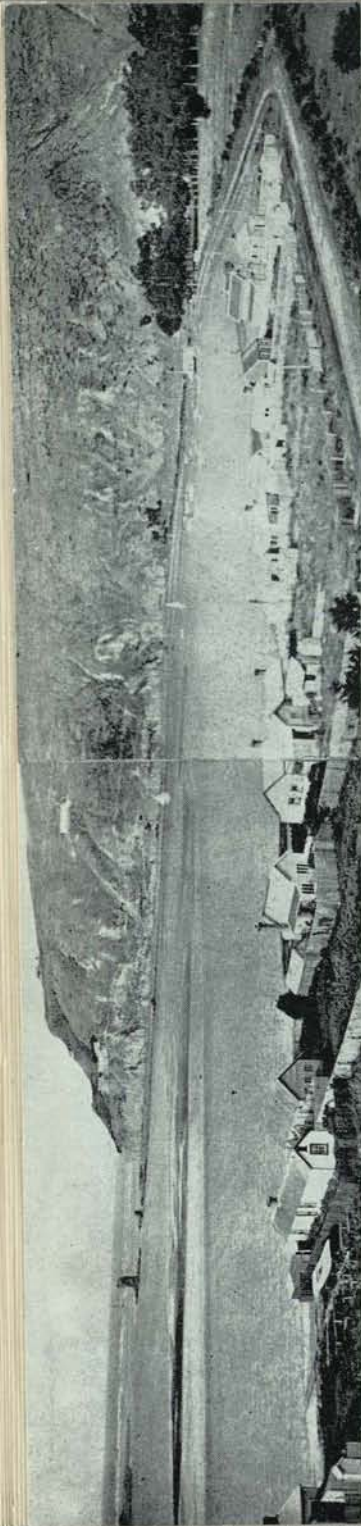
Reserve 69. By Crown grant, dated 20th September, 1855, this Reserve was vested in the Superintendent of the Province, James Edward Fitzgerald, on the 23rd of December, 1868. He conveyed it to the Church Property Trustees pursuant to the Public Reserves Act, 1854, to hold upon trust for a site for a church, parsonage, schoolhouse and cemetery for members of the Church of England of the district for the purposes set out or any of them.



Fashions of yesterday; Sumner Gala, January 23, 1909.



An early view of Clifton and the Pier, 1910.



Top: A view of Redcliffs. Bottom: Launching of the "Aid", February 25, 1909.

WAYWARDEN AND TOWN BOARD CONTROL

On the tenth day of April, 1856, the Provincial Council passed a "Road Ordinance" at its sixth session. This was assented to "by His Honor the Superintendent on behalf of His Excellency the Governor" on the 26th of April in the same year, the preamble stating:

"WHEREAS it is desirable to make provision for the construction and repairing of roads and drains within the Province of Canterbury, BE IT ENACTED, etc.," then followed 43 sections containing the powers necessary for the enforcement of the provisions under the Ordinance, the Superintendent was empowered to establish road districts upon a petition from rate-payers, and an officer termed a Waywarden was to be elected under the provisions of Section 5. His duties were set out in Section 6 of the Act, Section 7 created him a corporation, he could "sue and be sued, implead and be impleaded in Law and Equity."

Rates, goods and chattels purchased from the proceeds of rates, were to be his property for the time being. He was required to keep true minutes of the meetings of ratepayers, and to account for all monies received or expended by him, but the Superintendent of the Province could either inspect or cause to be inspected his minute-book and accounts. He was responsible for the compilation of the Rate-payers' Roll.

A Returning Officer, who was appointed by the Superintendent, conducted the election of the Waywarden on the 30th December of each year and the votes were required to be recorded between the hours of "twelve and three o'clock in the afternoon."

The system of voting was provided for in Sections 19 and 20 of the Ordinance; in brief, the Returning Officer was to ask the name and place of residence of the voter, if he had already voted and then for whom he desired to vote. He was then, in the presence of the voter to write the name in a book "to be provided for the purpose."

On the 6th June following the passing of the Ordinance a Mr J. Brittan (apparently the Provincial Secretary) was appointed Returning Officer for the election of a Waywarden for the Avon and Heathcote district, and Mr Peter Kerr was declared elected on the 30th July, 1856.

The ordinances passed by the Provincial Council were repealed from time to time, and finally in 1872 the Canterbury Roads Ordinance defined the Heathcote Road District, which included Sumner.

In 1875 the provinces were abolished, and with the passing of the Counties Act in 1876, the Selwyn County was created. As it included the Heathcote Road District, Sumner thus had two parent bodies, namely, the Road Board and the County.

The Town Districts Act of 1881, which came into force on the first of January, 1882, provided the means for the next move. This took the form of a petition which stated, "that at a meeting held in Sumner on the 11th day of January, 1882, it was resolved that the area described therein" should be formed into a Town district."

The forty-seven petitioners prayed as follows:—

“TO HIS EXCELLENCY THE GOVERNOR OF
NEW ZEALAND

“In the matter of the Town District Act 1881 and all other Acts affecting the same.

“THE PETITION of the undersigned householders resident within the District in the petition more particularly described SHEWETH that at a meeting held at Sumner in the Heathcote Road Board District in the Provincial District of Canterbury in the Colony of New Zealand on the eleventh day of January one thousand eight hundred and eighty-two.

“IT WAS RESOLVED that the area or District herein described should be formed into a Town District under and by virtue of the above Act and which said area or District will be fully identified by the description following (that is to say)—commencing at the south eastern corner of the Rural Section No. 744 thence north westerly along the south west boundary of said section to the south western corner thereof thence north easterly following the western boundaries of said Section 744 and 144 to the south east corner of Section 20722 thence north westerly following the south west boundaries of Sections 20722, 152 and 20723 to the south western corner of Section 20723 thence north easterly along the north west boundary of same section to its point of intersection with the south boundary of Section 418 thence westerly following said south boundary of section 418 to the south-west corner thereof thence south westerly along the south east boundary of Section 158 to the south east corner thereof thence westerly and along the south west boundary of said Section 158 to the south west corner thereof thence north easterly along its north western boundary to a point thereon intersected by the south west of Section 410, thence north westerly along the said south west boundary of Section 410 to its south west corner thence south westerly along the south eastern boundary of Section 261 to the south eastern corner of that section thence north westerly along the south west boundary of Section 261 to the south western corner thereof thence north easterly to the south eastern corner of section 262 thence north westerly along the south west boundary of Section 262 to the south western corner thereof thence northerly southerly and easterly following the road forming the northern boundary of Section 309, 158, 418, and No. 2 and along the road or foreshore bounding said Section No. 2 on the north and north-east to its junction with the base of the hills thence southerly following the road forming the easternmost boundary of said Sections 2 and 144 to the north boundary of said Section 144 thence along that boundary to the north east corner of Section 204 thence south westerly along the south east boundary of Section 204 to its junction with the Lyttelton and Sumner Road and thence following that road to the commencing point as the same is shown coloured green on the plan hereunto annexed and marked “A.”

“YOUR PETITIONERS therefore pray:

- “(1) That the area or District herein defined may be formed into a Town District by virtue of the Town Districts Act 1881 and all other Acts effecting the same.
- “(2) That the name or Title of the said District shall be **The Sumner Town District** and that of the Board the **Sumner Town Board**.
- “(3) That your Excellency will declare five as the number of Commissioners to constitute the proposed Town Board.
- “(4) That the first election for the said Town Board shall be fixed for as early a date as possible and that such election shall take place at the Sumner schoolroom within the said District.
- “(5) That the first meeting of the proposed Town Board may be fixed to take place as soon after the first election as circumstances will permit and that such Board hold their first meeting in the said schoolroom and at the hour of 7.30 p.m.
- “(6) That your Excellency will be pleased to appoint **George Leslie Lee** of Avonside, near Christchurch, Esquire, to be Returning Officer under the said Act and to carry out the preliminary provisions of the said Act. (Mr Lee was appointed Returning Officer on 15th February, 1883).

“AND YOUR PETITIONERS will ever pray.”

On the 30th January, 1883, the petition was forwarded to the Colonial Secretary through H. Wynn-Williams, the member for the District, and on the 15th of February of that year, vide Gazette 1883, page 200, Sumner was constituted a Town District.

At the first election any householder in the district was qualified to act as a Commissioner, but in respect of subsequent elections Section 16 of the Town Board's Act 1881 provided that “No person shall be qualified to be elected a Commissioner unless he shall be rated for the purposes of this Act at an annual rental of ten pounds at least.”

Section 17 dealt with the qualification of an elector and Section 18 contained the following interesting provisions:—“Every elector shall be entitled to vote at every election of Commissioners according to the following scale that is to say: (a) If his rateable property whether in one or more tenements is valued on the Valuation Roll at less than fifty pounds he shall have one vote. (b) If such property is so valued at not less than fifty, but less than one hundred pounds he shall have two votes. (c) If such property is valued at not less than one hundred but less than one hundred and fifty pounds he shall have three votes. (d) If such property is valued at not less than one hundred and fifty pounds but less than three hundred and fifty pounds he shall have four votes. (e) If such property is valued at three hundred and fifty pounds and upwards he shall have five votes.”

The first meeting of the newly elected Board was held on Tuesday the 20th day of March, 1883, in the Sumner school room at 7.30 p.m. Present at the meeting were: Commissioner Wiggins, Wheeler, Graham, Duckworth, and Hayward.

On the motion of Commissioner Hayward seconded by Commissioner Duckworth, Mr C. L. Wiggins was elected chairman of the Board; Commissioner Wheeler was elected treasurer, and a Mr Tolan was asked to become the first clerk.

A committee to draft by-laws was formed consisting of Commissioner Wiggins, Wheeler and Graham. Thus began local government in Sumner. (Mr Wiggins was the father of our respected townsman Mr H. L. Wiggins of Head Street). As will be seen from the foregoing, five Commissioners formed the Town Board. They were to hold office until the day of the next election.

Commissioner Hayward resigned in February, 1884, and Commissioner Duckworth died in March, 1884. A Mr Cambridge succeeded Mr Hayward, and Mr Appleby (who had witnessed most of the signatures to the petition praying for the establishment of the Town Board) filled the vacancy caused by the death of Mr Duckworth, and as thus constituted, the Board remained in office until September, 1884, the statutory month in each two years for the election of Town Board members. Mr Wiggins held office as chairman from March, 1883, to September, 1884, and from that date until June, 1891. Mr Wheeler occupied the chair, Mr A. Tolan was clerk from March, 1883, until November of that year. He was succeeded by a Mr Watson who resigned in December, 1888. Mr C. E. Wiggins was clerk until 30th September, 1890, when he was followed by Mr Crawford.

"BY THEIR WORKS SHALL YE KNOW THEM"

Hard to the plough their hands they put
And where so ever the soil had need
The furrows drave: and under foot
They sowed themselves as seed.

During the period the Sumner Town Board was in existence, much in the way of preliminary foundation work was accomplished, despite many real difficulties, and lack of funds with which to carry on the work.

An evidence of this may be seen in the records of the meeting held on 18th May, 1883, when the treasurer reported "That he had failed to make arrangements to form an overdraft with the manager of the Colonial Bank, but the chairman had advanced £25 with which an account had been opened with the Bank of Australasia, enabling accounts amounting to £13/10/6 to be paid."

Although the Board held its first meeting on the 20th March, 1883, requests and complaints made their appearance in a very short time.

The question of straightening and cleaning the outfall creek from the Valley area caused quite a long discussion on the 20th April, as did also the matter of sand-drifts. Owners of land abutting on the creek were invited to contribute to the cost of widening and straightening same. At the same meeting, the first written complaint was received, a Mr S. Smith complaining that a flock of geese was of great annoyance to him.

The clerk was instructed to write to the owner. Various questions in connection with the creek cropped up from time to time, such as the overflowing of same; a nuisance being created by the house drainage led into it, and the necessity for an outfall thereto.

Finally, at the last meeting but one of the Board held in May, 1891, Commissioners Tait, Kitson and Gilchrist were appointed a sub-committee to go into the matter of plans for the proposed drain at the south-east end of Nayland Street.

It is perhaps interesting to note that after a lapse of 50 years, the names "Tait" and "Kitson" are still prominent in local body work; Mr J. E. Tait being Mayor of Sumner, and Mr H. Kitson, Chairman of the Christchurch Domains Board, and a councillor of the Waimairi County Council. They are also chairman and vice-chairman respectively of the Christchurch Suburban Local Bodies' Association.

THE ESPLANADE

On the 18th May, 1883, Mr Appleby asked permission "to take clay from the Board's Reserve for the purpose of forming an esplanade in front of his sections." The request was granted and on 15th June, 1883, Mr Crawford was authorised to set out the levels. Prior to this, the Heathcote Road Board had formed a portion of the road. On the 14th of December of the same year, the Board informed Mr Appleby that it would proceed to find the balance required for the work under "The Roads and Bridges Construction Act" when he forwards a guarantee from the owners of the property abutting on the Esplanade that they would find two-thirds of the cost, subject to same not exceeding £16 per chain." The job was evidently completed on 25th September, 1885, because on that date a Mr S. L. Bell's offer of £4 per annum to keep the Esplanade and Morton Street in front of his property clear of sand was accepted.

FIRST RATE STRUCK

On the 15th of June, 1883, the first rate of 3d. in the £ was struck under the provisions of "The Rating Act 1882." The rate was for the period ending on the 31st December, 1883, and was payable in one sum on the 16th of July, 1883. At the next meeting, 29th June, it was reported that insufficient notice had been given of the intention to strike the rate, and the whole matter had to be gone over again on 16th July.

ROAD MAINTENANCE

Road maintenance was evidently done by contract in those days, for at the meeting held on the 29th of June, 1883, a Mr W. Lawson's tender "to keep the roads in repair" was accepted. His son and daughter, Mr C. A. Lawson and Mrs E. T. Chitty, still reside in Sumner.

FIRST BY-LAWS

The by-laws "which had been legally prepared" were confirmed at a special meeting held on 14th December, 1883, and it was ordered "That two copies be written out—one to be sent to the Colonial Secretary—the other to be filed with the Board's papers."

BATHING FACILITIES

An attempt was made by certain parties in 1884 to obtain the Lyttelton Harbour Board's consent to erect bathing sheds near Cave Rock. The Board refused the request and was thanked by the Town Board for so doing, at the same time it asked the Harbour Board for the lease at a pepper-corn rental of Cave Rock, the foreshore surrounding same and the whole of the foreshore running eastward from the landing-stage to White-wash Head.

The Town Board, at the same meeting, expressed the opinion "that the best place for a bathing site was between the east end of the Esplanade and Whitewash Head," later the site of Bell's Baths, and now Reserve 4002.

The opinion then expressed, namely, that the area would be better under the control of the local authority in whose district it was situate, was later confirmed. Section 34 of "The Reserves and Other Lands Disposal and Enabling Public Bodies Empowering Act of 1901" definitely vesting in the council, eleven acres of foreshore from a point nearly opposite "Haeremai" Boarding-house, to its junction with Heberden Avenue as Reserve 3549.

Further powers over this area, and the unformed portion of the road between the Esplanade as at present laid out, and the Reserve, were given to the Council by "The Sumner Borough Empowering Act of 1936" which provided that the Council could close a specified area of the unformed portion of the Esplanade, lease same, and the portion of the Reserve lying between the said area and high water mark, and erect buildings thereon.

Perhaps some day "when the war-drums beat no longer, and the battle flags are furled," up-to-date bathing facilities and paddling pools may be erected on the area described herein.

Following this, Section 108 of the Empowering Act of 1919, vested Cave Rock and a marginal area containing in all three roads 19 perches, being part of Reserve No. 2507, in the Council.

The Reserves and Other Land Disposal and Public Bodies Empowering Act of 1915 gave authority to the Council to purchase the Sailing Club's Jetty and surroundings, the Pier at Sumner, and the site of the old (Bell's) baths from the Lyttelton Harbour Board at a price to be assessed. The amount of the purchase money was ultimately fixed at £1818, and a loan was arranged with the Harbour Board for this amount. The term of the loan expired in 1936, when the balance then owing £1200 was renewed at 3½ per cent with a Sinking Fund at the same rate which under normal conditions should be sufficient to pay off the indebtedness on the 1st January, 1957. The Act also pro-

vided in respect of these properties that the Council should have the control and management of same, and might raise and expend monies in the same manner as in the case of authorised works.

Scarborough Tea Rooms Property. Section 23 of "The Local Legislation Act 1934," gave the Lyttelton Harbour Board power to sell this property containing one rood, twenty-eight perches, being Reserve 4344 to the Sumner Borough Council. The price agreed upon was £380 payable in instalments over a period of 20 years, with interest on unpaid balances at the rate of 3½ per cent per annum. The Council to enter into possession on 1st April, 1935. The sale was made subject to an existing lease of fourteen years dating from the 1st March, 1928. The lease will therefore expire on 28th February, 1942.

DEDICATION OF ROADS AND STREETS

JOHNSTONE TOWNSHIP

The Deed Poll dated 15th May, 1873, recites: "That all roads in Johnstone Township dedicated by him are coloured yellow on plan. St. Leonard's Square is 506 x 502 links exclusive of roads. The square itself is coloured blue.

The Wakefield Township roads were dedicated by Deed Poll of 13th May, 1873. Another document dated 17th June, 1874, contained further references to Dryden Street. The Reserve between the two townships is three links wide.

When the Town District was constituted both townships lost their separate identity and became part of the Town Board's area. As a result of this, it was decided in 1884 to connect the streets between the two districts, and the owners of the sections concerned, were advised accordingly.

ST. LEONARD'S SQUARE

Like the Hon. Mr Parry, the Commissioners of those days had evidently an appreciation of the necessity for recreational facilities and physical welfare, for in the minutes dated 29th May and 3rd June, 1885, it is stated "That all monies received for the sale of clay be set aside for laying out and fencing the Square, as a recreation ground and gardens, and that Mr J. Hines' tender of £4 for clearing the Square be accepted.

When one looks back over the eight years, during which period the Town Board functioned, and reads of its accomplishments, one must in all sincerity express appreciation of the earnest and conscientious endeavours and success attending the efforts of the members whom I have earlier referred to as Pioneers of Progress. For example—apart from what has already been mentioned, and ordinary routine work—levels were taken, datum stones fixed, Hardwicke, Stoke, Bury, Euston, Head and other streets were built up with clay, formed and metalled; a quarry and pound site were established; a tramway, and even a railway were discussed. Much thought was given to, and quite a lot of money spent on the provision of a water supply. Paths were constructed, and the drainage of the area commenced.

BY THE WAY

At one meeting of the Board it was seriously resolved "That authority be given for the purchase of some law-books, as certain ratepayers had not paid their rates, whilst another had claimed 8 per cent on an unpaid account, and that one pound be spent on poisoned grain, to be given to ratepayers." All in one breath, but what happened to the ratepayers?

In the records of another meeting the minutes solemnly aver, that four hundred and fifty feet of "HOES" was purchased for fire fighting purposes.

CLIFTON

"The ocean with its vastness, its blue green
Its ships, its rocks, its caves, its hopes, its fears,—
Its voice mysterious, which who so hears,
Must think on what will be, and what has been."

The residential portion of this favourite area, the subdivision of which was completed in 1906, is contained within the boundaries of R.S. 418 which extend from Nayland Street, via the Zig Zag, to the southern boundaries of the sections facing Victoria Terrace. The western line is the eastern side of Cliff Street.

This rural section, containing fifty acres, was granted by the Crown to Alfred Charles Barker of Christchurch, Esquire, on the nineteenth of September, 1856, for the sum of one hundred and fifty pounds.

The views from the heights of Clifton, both in respect of variety and beauty, would perhaps be hard to surpass anywhere. Far away across the bay towards the north east, appear the Kaikouras, both seaward and inland, probably one hundred to one hundred and twenty odd miles distant. Capped with their snowy mantles and peeping over the foothills may be seen on the extreme right, Te ao Whekere (8,516 feet); a run of similar peaks bears to the left where Manakau (8,562) slightly lords it over his fellows. Mt. Saunders, which has been stunted in growth (having only attained 7,058 feet) has for his neighbour, Tapunae-nuku (9,462 feet). From the point of outlook on Clifton, Tapunae-nuku ("The footsteps of the Rainbow") seems smaller than Manakau, but the sixteen miles difference in air line gives this effect. The constant change in the moving clouds provides these peaks with perpetual beauty, but above all is the "sparkle" to be seen on a clear frosty morning or the exquisite beauty when the dying sun, sinking beneath a north-west arch, bathes these well known landmarks in a bath of colour, enhanced by the shadows and haze slowly creeping over them as night falls. It was of such as these that the late Thomas Bracken wrote

"Rising to the gates supernal
Pointing Godwards through the blue,
Where the summer's sunny splendour
Tips them with a nameless hue,
And the gusts of winter gather
Snow and sleet and mist and cloud
Weaving many a curious mantle
Many a quaint fantastic shroud.

"Oh! the mountains of New Zealand!
Wild and rugged though they be,
They are types of highest manhood,
Landmarks of a Nation Free."

Towards the west with Rapanui (Shag Rock) standing as a sentinel at the opening to the less protected waters beyond, a peaceful sight greets the eye when one looks down on the "White Wings" dotted over the sheltered bay. From the heights above, the flowing sails bending to the action of the breeze, with the craft rising and falling as the water dictates, would almost cause one to imagine that there on the estuary below were huge sea birds. Outboard motors darting here and there like spaniels barking annoyance at the intrusion of these sea birds on their domain, whilst the more stately launches appear as retrievers ready to pick up the spoils. All, however, establish the fact, that this is an ideal playground for aquatic sportsmen.

Looking eastward, we
"See below the glorious beaches
Glistening brightly in the sun;
And the multi-coloured costumes, of
The bathers as they run
Out towards the crested wavelets,
Breaking fast in surf and spray,
As they meet receding waters,
From the beach of Sumner Bay."

Further on Whitewash Head stands out, seaward of Scarborough Park. Here the South Pacific Ocean, backed by an easterly gale belies its name and one sees the mad fury of its riderless white horses restrained by the sea-worn rocks, fail in their attempt to encroach upon man's domain, or, perhaps on another day, when the clouds are flying high and the sea is like the proverbial mill-pond, we may join with Ernest Currie in saying

"And where so e'er my body be,
My heart remembers still
The purple shadows on the sea
Low down from Sumner hill."

In times of peace the view after sunset may be described thus:

"Then as night the day succeedeth,
Out towards the sea we gaze,
Steamers pass with lights abounding
Moonbeams dance upon each wave.
Glory in the bright reflections,
Hovering over sea and sand,
See o'er hills and in the valleys,
Twinkling lights like fairy land."

REDCLIFFS

Where the cliffs are red and broken and steep,
And the hills in the background high;
Where the land-locked waters lie stretched asleep,
And the sea-birds circle and cry.

In the early seventies this portion of the Borough became known as "Watsonville," being named after Alfred Claypon Watson, one of the pioneer land owners. The name was changed to Clifton in 1897, but when application was made for a postal agency, the department objected to the name, a post-office named Clifton having previously been established in Southland. In 1898 the district became known as Redcliffs.

The first land transaction I have been able to trace to this area is in respect of R.S. 158 which included what are now Pratt Street, Bay View Road, a portion of the Rifle Range area, and the area fronting Monck's Bay up to Cliff Street. It contained one hundred acres and was sold by the Canterbury Association on the 6th of September, 1851, to George Heath, "heretofore of Romney Terrace, Greenwich, in the County of Kent, but now of Sumner," for £300.

Another lot of one hundred acres extending from Monck's Spur to "The Cutting" being Rural Sections 261 and 262, was sold by the Association on the 30th of August, 1852, to the "Reverend John Storer of Horton Hall, Birmingham," for the sum of three hundred pounds.

The next sale by the Association was dated the seventeenth of November, 1852. It comprised R.S. 309 and contained fifty acres, the price being £150. The purchasers were William Sefton Moorhouse, Benjamin Mitchell Moorhouse and Thomas Carter Moorhouse, all of Lyttelton. The area extended from "The Rock" near Moa Bone Cave, to a point opposite Pratt Street and was bounded by the sea on one side and the Main Road to Lyttelton on the other. On the 4th of September T. C. Moorhouse purchased the shares of his brothers, paying them one hundred pounds each.

In September, 1856, the Crown sold R.S. 410 which included a further portion of what is now the Rifle Range and the eastern side of Monck's Spur to Alfred Charles Barker, of Christchurch, Esquire. The fifty acres contained in the area cost him one hundred and fifty pounds.

The selling of the areas fronting the Main Road having been dealt with and Mr A. C. Watson not being one of the original purchasers, it may be of interest to review his connection with the area which was named after him for some years.

Lots 261/262 were sold by the Rev. Storer to Watson on the 29th of August, 1872, the consideration being £400. The reverend gentleman thus receiving one hundred pounds on the original purchase price of the one hundred acres which he had held for twenty years.

Lot 410 containing fifty acres which had originally been purchased by A. C. Barker in 1856 for the sum of one hundred and fifty pounds was sold to Mr Watson on the 22nd of August, 1872, for three hundred and seventy-five pounds. Watson held these areas until the time of his death, which occurred in 1882; letters of administration being granted to John Stanley Monck, of Sumner, farmer, in November of that year as attorney for Charles H. Watson of Winchfield in the County of Hants, England. Mr Monck, acting under his authority, sold the property referred to herein to Robert Fisher Tomes of Woolston, gentleman, in 1883. Lots 261/2 realized £2,400 and lot 410 £850.

The one hundred acre block, R.S. 158, was sold by Heath to McCormack in October, 1860. McCormack sold to Mellish in July, 1868, who eight months later (23rd March, 1869), sold to the late Mr Monck after whom the bay ultimately became named.

Some time elapsed before the surveys were proceeded with and it was not until 1887 that the subdivision of "Watsonville" was completed.

In June, 1889, the Town Board, which had previously prescribed what had to be done in connection with the metalling and drainage of the proposed roads, was waited on by a deputation, the members of which complained that the Board was putting the syndicate to "enormous expense" by insisting on the spreading of grit on the footpaths and sides of streets and the metalling of the blind road leading to section 72. A compromise was ultimately reached, the Board agreeing to delete the reference in the specifications to grit on the understanding that the syndicate would provide more clay where required.

At a later meeting, July, 1889, it was decided, "That owing to drainage difficulties, the road fronting lots 82, 83, 84, 86, 87 and parts of 81 and 85, in all 6 chains 80 links in length, be left unformed and that the Engineer be authorised to draw a plan of Watsonville on the Town Board's map."

On the 28th October of the same year it was resolved, "That the streets having been formed in a satisfactory manner that datum stones be set in position and the plans of Watsonville accepted."

Drainage difficulties in Watsonville seem to have been a constant source of worry to the Town Board, culminating in it asking the owners of sections, in July, 1890, to contribute towards the cost of forming a drain "of a permanent character."

The cost of "stabbing" three chains with totara was estimated to be £30 or with matai or birch £23. It was ultimately agreed "that if the owners of the sections who would derive benefit from the proposed work would contribute £15 a chain, the Board would find the balance."

The minutes are silent as to the fate of this proposal, but evidently it was either not gone on with or proved unsatisfactory because at the Board meeting held on St. Patrick's Day, 1891, seven tenders were received for "A. The building of stone walls at Watsonville main drain; B. Quarrying and supplying stone for same." The day proved fortunate for the only two representatives of the Emerald Isle tendering, O'Malley getting the wall building job and Cleary the contract to supply the stone.

As the district developed its needs received careful and considerate treatment from each succeeding Council. In the accounts of the Waterworks loan in 1894-5 an interesting reference is made to the expenditure of money for waterworks purposes at Watsonville. Frequent items appear in the minutes in regard to maintenance work. In 1906 Sumner's first big loan was floated, £13,000 being raised. Of this amount £816 was set apart for contingencies, £1,550 was allocated for paying off liabilities incurred in connection with the completion of the waterworks, repairing and strengthening Shag Rock reservoir and in the purchase of an oil engine. Of the balance remaining £4,000 was expended on metalling, asphaltting footpaths, kerbing and channelling in Redcliffs.

In 1909 a portion of the £4,000 loan raised in January of that year was used to lay a pipe drain, fill in the ditch and extend the culvert at Monck's Bay. The main drain in Redcliffs was also enlarged. Augusta, William, James and Slater Streets and Estuary Road, which had been metalled under the 1906 loan, each received another 20 yards of metal to the chain. The footpaths in these streets were also screened.

Redcliffs was the first portion of the Borough to have electric light and power installed. In June, 1917, there were 81 consumers which number increased to 157 by July of the following year, when a poll authorizing the installation of electricity in the Sumner area was carried. On the 31st March, 1919, the revenue from the sale of electricity was £660/11/6. In 1928 sales to consumers amounted to £4,097, and at 31st March, 1941, private consumers paid £7,180, despite the fact that although these are days of rising costs, lighting and power charges have been reduced since 1928, the former from 5d. to 3d. nett, and the latter from 1½d. to 7-8ths of a penny per unit.

Gas at Redcliffs. A poll was carried to reticulate Redcliffs with gas in August, 1920.

SUMNER BECOMES A BOROUGH

During the year 1889, the question of having the Sumner Town District declared a Borough, was discussed. At the beginning of 1891, the proposal assumed definite form by the preparation of a petition which read as follows:—

IN THE MATTER of "The Municipal Corporations Act 1886"

TO HIS EXCELLENCY THE RIGHT HONORABLE WILLIAM HILLIER Earl of Onslow of Onslow in the County of Salop, etc., etc., Governor and Commander in Chief in and over

Her Majesty's Colony of New Zealand and its Dependencies and Vice Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY

THE HUMBLE PETITION of the undersigned Resident Householders of that portion of the Colony of New Zealand which is hereafter described

SHEWETH

1. That your petitioners are resident householders in that portion of the Colony of New Zealand hereafter described that is to say All that parcel of land commencing at a point at high water mark on the northern side of the Christchurch and Sumner Road which point is in a line with the western boundary of Rural Section Number 866 thence following the western boundary of that section to the south west corner thence following the eastern side of the Mount Pleasant Road to the south west corner of Rural Section Number 247A from thence following the northern and eastern side of the said road to "Zig Zag" thence following in an easterly direction the northern boundary of the Borough of Lyttelton to a point true north of Trig Station M thence following the eastern boundary of the said Borough to high water mark in Gollan's Bay thence following the coast line round Godley Head Taylor's Mistake Sumner Heads to the "Cave Rock" from thence following along the southern shore of the Heathcote and Avon Estuary to the starting point.
2. That a plan of the said parcel of land is hereunto annexed and marked "A."
3. That the said parcel of land comprises the Town District of Sumner and a portion of the Heathcote Road District.
4. That the said portion of the Colony described as aforesaid comprises one continuous area contains six and three fourth square miles and has not within it any two points more than six miles distant from each other.
5. That the rateable property in the said District will yield on a rate of one shilling in the pound on the annual value thereof or of three farthings in the pound on the capital value thereof an annual income of not less than two hundred and fifty pounds exclusive of subsidies and grants.
6. That your petitioners are desirous that the said portion of the said Colony so described as aforesaid may be constituted a Borough under the provisions of the Municipal Corporations Act 1886.

YOUR PETITIONERS THEREFORE HUMBLY PRAY THAT Your Excellency will be pleased to constitute the said portion of the said Colony so described as aforesaid and delineated upon the plan hereto annexed a Borough under the said Act.

AND YOUR PETITIONERS will ever pray, etc.

This document was signed by one hundred and three resident-householders, the signatures being witnessed by James Crawford. The petition after having been publicly notified as being

open for inspection for the statutory period, was forwarded to the Hon. Colonial Secretary by Mr C. E. Salter, barrister and solicitor of Christchurch, on the 21st of February, 1891.

On the 11th of May, 1891, in reply to the request made by the Colonial Secretary that Mr Salter should suggest some suitable person for appointment as Town Clerk and Returning Officer, also a convenient day of the week for the election of a Mayor, six Councillors and recommend a day of the week, house and place for the first meeting of the Borough Council, Mr Salter replied submitting the name of Mr Crawford for appointment as Town Clerk and the name of Clement Lester Wiggins for appointment as Returning Officer.

With regard to the election of a Mayor and Councillors, Mr Salter suggested that Saturday would be a convenient day, "because many ratepayers resident in Christchurch would be able to attend and vote." That the Sumner Town Board Office in Hardwicke Street would be a convenient place and that Tuesday evening a convenient time for the first meeting of the Borough Council. By proclamation, these arrangements were fixed and the appointments made on the 23rd of May, 1891. Saturday, the 20th of June, was appointed as the day on which the first election of six Councillors should be held. Saturday, the 27th of June, was fixed as the date for the Mayoral election. Tuesday, the 30th day of June, 1891, at 8 o'clock in the evening was set down as "the time and the Sumner Town Board's Office as the place at which the first meeting of the Sumner Borough Council shall be held."

The proclamation of Sumner as a Borough reads as follows:

Proclaiming Borough of Sumner, County of Selwyn, under
"The Municipal Corporations Act, 1886."
(L.S.) ONSLOW, Governor.

A PROCLAMATION

WHEREAS by "The Municipal Corporations Act, 1886," the Governor is empowered, by Proclamation, to declare any portion of the Colony of New Zealand to be a borough under the said Act, from and after a day to be named in such Proclamation:

Now, therefore, I, William Hillier, Earl of Onslow, the Governor of the Colony of New Zealand, in pursuance and exercise of the powers and authorities vested in me by the said Act, do hereby proclaim and declare that the district described in the schedule hereto shall be, and the same is hereby constituted as from the first day of June, one thousand and eight hundred and ninety-one, a borough under the said Act.

And I do further proclaim and declare that the name of such Borough shall be the Borough of Sumner, and that the boundaries thereof shall be those described in the Schedule hereto.

SCHEDULE

All that area in the Provincial District of Canterbury, situated in the Survey Districts of Christchurch, Sumner, and Pigeon Bay, bounded towards the north-east by the Estuary of the

Heathcote and Avon Rivers, and by the ocean from a point due north to the northernmost corner of Section No. 866, Block XVI, Christchurch Survey District to Godley Head;—thence towards the south generally by Lyttelton Harbour to the Borough of Lyttelton; thence towards the west and south-west generally by the said Borough of Lyttelton to the Mount Pleasant Road, near the south-western corner of Section No. 274a, Block II, Sumner Survey District; thence by the eastern side of the said Mount Pleasant Road to the Christchurch and Sumner Road; thence by that road to the northernmost corner of Section No. 866 aforesaid; and thence by a line due north across the said Christchurch and Sumner Road to the Estuary of the Heathcote and Avon Rivers.

Given under the hand of His Excellency the Right Honourable William Hillier, Earl of Onslow, of Onslow in the County of Salop, Viscount Cranley of Cranley, in the County of Surrey; Baron Onslow, of Onslow in the County of Salop, and of West Clandon in the County of Surrey; Baron Cranley, of Imbercourt Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same; and issued under the Seal of the said Colony, at Wellington, this twenty-second day of May, in the year of our Lord one thousand eight hundred and ninety-one.

P. A. BUCKLEY.

God Save the Queen!

The first Council of the Borough of Sumner, which met on the 30th day of June, 1891, was constituted as follows:

Mayor, J. M. Wheeler, resigned, 3/11/91.

Mayor, F. Pratt, 4/11/91 to 15/12/91.

Mayor W. Hayward, 16/12/91 to 26/12/92.

Councillors: J. S. Monck, W. A. Carpenter, F. Pratt, Jas. Tait, W. Hayward, A. N. Gilchrist (resigned 22/9/91), J. C. Hughes (elected 22/9/91), and W. Kitson (elected 23/11/91).

With the course set and riders in the saddle who knew something of its difficulties and the hurdles to be faced, the race for municipal progress began. The receipts for the first year amounted to £614, the payments to £768. Assets amounted to £129, and liabilities to £81.

Despite the effect of two economic depressions, the spectre of unemployment with its accompanying horror of some of our people reaching a point below the breadline, high rates of interest, and low valuations, a ghastly epidemic and the disorganisation and after-effects resulting from the war of 1914-1918, much was accomplished by the first and succeeding Councils of the Borough of Sumner.

Gasworks, waterworks, electric light and sewerage systems were established, a fire-brigade was organized, a town hall obtained; roads and paths were constructed and an effective street lighting system installed.

Other amenities were also provided for the benefit of residents of the Borough and visitors thereto. The result: Sumner is today the only self-contained local body in the Metropolitan area.

SECESSION OF MOUNT PLEASANT

On the 20th September, 1930, Messrs Harper, Pascoe and Buchanan, solicitors of Christchurch, forwarded a petition to the Minister of Internal Affairs praying for the exclusion of the Mount Pleasant area from the Sumner Borough and its inclusion in the Heathcote County as a separate Riding. Out of sixty-six ratepayers in the district fifty-four signed the petition personally, and three by their duly authorised agents.

Among the reasons given were the following:

1. "The Mount Pleasant area is immediately adjacent to the County of Heathcote and it is topographically more suitable for inclusion in that County than in the Borough of Sumner.

"It is all hill country and rises to a height of 1,600 feet. Nearly the whole of it is farming land which is shown in the fact that the acreage of it is 626 acres 2 roods 5 perches, approximately, and the number of dwelling houses on it is only twenty-one.

2. "The total area of the Borough of Sumner is 4,876 acres and the capital value of the land therein according to the Government Valuation Roll is £598,902. The unimproved value is £272,465. The capital value of Mt. Pleasant area is £51,106, and the unimproved value £30,695.

3. "The estimated population of the Borough of Sumner is 2,887 and the estimated population of Mt. Pleasant is 80."

Under warrant dated 17th December, 1920, a commission of inquiry was duly constituted, the inquiry being held in January, 1921. A Mr Harper appeared for the petitioners and Mr J. J. Dougall for the Sumner Borough Council.

Under cross-examination by Mr Dougall, a Mr H. S. E. Hobday stated "He had been connected with the Morten estate for about twenty-five years. When the Sumner Borough was formed, Mr Morten owned about two-thirds of the Borough area, and held it for some time afterwards. In 1912, on Mr Morten's death, the whole of the estate was offered for sale, the Mount Pleasant area being cut up for residential sites. The Mount Pleasant road was made, and there were preparations for a tramway to Lyttelton. Several sections were sold but then came the war. If Mt. Pleasant Road were completed he did not think that it would induce closer settlement, as the road was too steep. It was like driving straight up to heaven."

The late Hon. John Barr, M.L.C., then Mayor of Sumner, giving evidence against the proposal of the petitioners, made the following interesting statement, "When witness went to Sumner first, Clifton was a sheep run. The best illustration of the transformation of a sheep run to a residential area was to be found in the settlement of the Monck's Bay's Estate. In 1904 this was Mr Monck's sheep run. It was bought by a syndicate in that year and was cut up into building sections, varying from a quarter of an acre to from three or four acres. It was roaded by the syndicate to the satisfaction of the local authorities. The roads were completed and taken over in 1909. In spite of five years of almost stoppage of building (due to the war, 1914-1918) there were 100 houses there today."

On the 5th February, 1921, the Commissioners in their report to the Governor General recommended "That the prayer



(Douglas Jones, photo.)

Sumner by the sea—from Scarborough.

Sumner, being purely a residential area, is one of the cleanest and most healthy towns in the Dominion,—no smoke stacks, no factories pollute the air or disturb the people. Its background of hills affords space for the hiker; its fresh sea breezes exhilarate young and old, whilst its safe sandy beaches are the delight of all.



"Rapanui" (Shag Rock)



Sumner on the Sands, 1896.

of the petitioners be granted." The alterations in the Borough boundary were gazetted on the 30th March, 1921, and Mount Pleasant became part of Heathcote County on the first day of April of the same year.

CAVES OF SUMNER

MOA-BONE CAVE

Many inquiries have been made during recent years regarding the Caves of Sumner. Te Ana (the Cave) or Moa-Bone Cave, as it is universally known, is perhaps the one which excites the most interest. Explaining the formation of this cave the late Dr. Julius Von Haast wrote as follows:—

"There is no doubt that the Moa-Bone-Point Cave was a pre-existing hollow in the doleritic lava stream, which has been enlarged by the enormous power of the dashing waves of the ocean beating here at one time furiously against the northern foot of the Peninsula."

The appearance of the cave from the days when Dr. Von Haast examined it has materially changed, due of course to road and footpath construction. Reporting on what was found in the cave during the period beginning on the 23rd September and ending on the 9th November, 1872, he said:—

"The entrance to the cave, which is about forty feet from the crown of the Sumner Road, which has here an altitude of 18.59 feet above high-water mark is situated nearly five feet lower or 13.65 feet above high-water. An opening, which is about 30 feet broad by eight feet high is much narrowed by a huge rock, leads into the cave, the floor of which I found sloping down slightly. The cave itself consists of three compartments, of which the first one possesses by far the greatest dimensions, running nearly due north and south, and being 102 feet in length, 72 feet in width towards the middle and about 24 feet high."

From its termination, by a small passage a second cave is reached, which is 18 feet long, 14 feet wide and about 11 feet high; its direction being north by west to south by east; at its southern end a small passage three feet high by about two feet six inches broad, leads into a third or inner chamber, which is 22 feet in length, with an average width of 16 feet and about 20 feet in height, running again like the principal cave due north and south, its floor being about eight feet above high-water mark.

The cave was on the property of Alfred Claypon Watson. Mr Watson readily gave permission for Dr. Haast to conduct his examination. A Mr Edward Jollie suggested the examination of the cave and headed a subscription list for the purpose of meeting the expense. The cost of the work amounted to £32/10/4, of which Dr. Haast paid £6/0/4 (evidently the deficiency), the Canterbury Museum authorities and the Philosophical Institute finding £8 and £5 respectively. In his paper, which covers 30 pages of the Transactions of the N.Z. Institute, Volume VII, and which "was read before the Philosophical

Institute of Canterbury on the 15th of September, 1874," Dr. Haast covered much interesting ground.

In the main the work was undertaken for the purpose of making extensive excavations with the view of finding evidence which would assist in helping to determine the question as to the period the moa became extinct. Several layers of sand and refuse beds denoted different periods of occupation, as did the results from the excavations among the sand hills outside the cave. These layers were referred to by the learned doctor as "kitchen middens." Writing of these he said, *inter alia*:—

"That there was distinct evidence of occupation by moa-hunters and later by shell-fish eaters and that the observations he was able to make at the junction of the 'kitchen-middens' of the moa-hunters and shell-fish eaters demonstrated that a considerable period has passed before the latter appeared on the scene."

He was reliably informed by the oldest Maoris in Kaiapoi that the shellfish-eaters had first been the Waitaha, the first immigrants who preceded the Ngatimamoe, who in turn had preceded the present native inhabitants. He also went on to say:—

"Seeing that these remains are assigned to the remotest period of occupation by the traditions of the natives themselves, the great division existing between the lower, or moa-hunters, and the upper, or shell-beds, with such a line demarcation, goes far to prove that an enormous space of time must have elapsed since the moa became extinct."

It also proved pre-Maori occupation in New Zealand.

Touching on the latter contention, may I digress to point out that this is borne out by Maori traditional history which discloses that there were Polynesian and Melanesian inhabitants in New Zealand long before the great migration. Arrivals by the Arawa, Tainui, Takatimu, etc., canoes found many of the choice spots along the coasts of New Zealand, occupied by "Tangata-Whenua" (natives of a particular locality).

Tikao in his talk with Herries Beattie spoke of the Rapiwai, Waitaha, and Nati-Mamoe, as Maoriori people and an elderly Maori or Maoriori of the Chatham Islands is quoted as having said that when Manuka, one of the Maoriori settlements was raided, the occupants fled to Ohikaparuparu, (between Mt. Pleasant and Redcliffs) and put out to sea, from there in an easterly direction and peopled the land found there, the Chathams.

The name "Ohikaparuparu" has been given two meanings that I know of: one, "Where so and so stuck in the mud," and "The place where sticks were rubbed together to make a fire with which to cook cockles in preparation for a journey." Personally, I prefer the last mentioned as it fits in to a certain extent with the Chatham Islander's story.

To return however to Dr. Von Haast's discoveries and in particular to the objects found in the cave, these are given in two appendices to the paper, i.e., B. and C. Included in the lower or moa-hunters' deposits were bones of the sea-leopard, fur seal, dogs, porpoise, moa bones, portions of moa eggshells, bones of birds and fishes, the tooth of a dog (bored at the base), a needle and an awl made from bird bones, fire light-

ing apparatus made from komaku and pukatea, portions of a fork made from manuka, a portion of a canoe and various stone implements in whole and in parts.

In the upper or Maori, deposits were found, bones of mammals and birds and many objects in bone, wood and fibre, including pieces of a tawa or spear, fernroot pounders, parrot stands, a Putatara trumpet which was used by chiefs to announce their approach, sandals made of flax, fish hooks, a knife made of manuka for use in opening pawa shells, fighting spears and among other things even the portion of a net used for catching whitebait. Most of these articles may be seen in the Maori section of the Canterbury Museum.

MONCK'S CAVE

This cave was not as large as the Moa-Bone Cave and differed from the latter by reason of the fact that it had not been open either as a temporary dwelling place for the Maoris or for exploration by the curious for many years. It was discovered on the 11th September, 1889, and from investigations made it was established that it had been buried for a century or two. It bore evidence of having been occupied by the Maoris but nothing in the nature of skeletons or human bones was found in it. One can thus assume that when the huge slip which sealed it up occurred it had no human occupant.

From the nature of the wood and stone from which the tools and other articles were made it seemed to point to the fact that its last occupants were from the North Island.

The discovery of the cave was made by workmen engaged in road-making. Mr Monck had kindly permitted material to be taken from one of his paddocks for this purpose. A length of 120 feet of spoil had been removed when the opening of the cave was laid bare. A son of Mr Monck was the first to enter it.

It was found that excepting for the decay of some perishable articles and some debris which had fallen from the roof here and there, it was practically in the same condition as it must have been in some hundreds of years before its reopening.

Geologically it was identical with its neighbour "Te Ana," the two being just about half a mile apart. Again, like the Moa-Bone Cave it had three chambers, but of smaller dimensions, although more regular as to size. As to the relics found therein, they seemed to denote that the previous occupants had been keen fishermen, as the following descriptions taken from the report of Mr John Meeson published in the Transactions of the N.Z. Institute Volume XXII will show.

A steer-oar of kauhi $7\frac{1}{2}$ feet in length with a $6\frac{3}{4}$ inch blade, a carved scoop with handle made of totara 15 inches by 8 inches, which had apparently been used for bailing the water out of the canoes. A fishing net poie 6 feet in length; thirty fish spears of bone in sizes varying from 1 inch to 5 inches in length; a number of stone sinkers up to $3\frac{1}{2}$ inches in diameter. Floats of pumice stone, fishing lines of plaited flax, pieces of net; a large number of stone articles was also found: over a dozen stone adzes, some highly polished smoothing stones and a number of greenstone chisels, one shaped to gouge out the wood, a fern root pounder and a very highly finished bone needle 11

inches in length with a perfect eye in it. Handfuls of human hair were also found, some of which was plaited with others wrapped in flax. Feathers of birds were also to be seen. Other articles were evidently made for the ornamentation of the person, chief of these being a very beautiful greenstone pendant which aroused greater interest by reason of the fact that a hole had been bored through it. This fact excited much comment for in those days (1889) it was considered that holes could only be bored in greenstone by using diamonds for the purpose. The well-carved image of a dog four inches in length also attracted much attention, as did a toy canoe and paddle.

Most of these, like the exhibits from Moa-Bone Cave, may be seen in the Canterbury Museum.

RICHMOND HILL CAVE

This cave is situated on the hillside behind the Marine Hotel on the property of Mr S. K. Bassett who when cutting a track down the cliff some years ago found signs of a cave formation. A few feet from the top he came across some decayed flax baskets, shells and later an umu, or Maori oven, which was several feet down in black ash. The roof of the cave was blackened by the smoke of the fires of many years ago. The museum authorities were communicated with. Bones which had been removed by Mr Bassett's shovel were picked up by the museum expert's forceps and were later reported to be the most complete and best preserved bones of a skeleton of the Maori dog (kuri) yet found. Bones of an infant boy and girl were also revealed.

Speculating on the position regarding the cave, Mr Bassett pictures a Rangitira and his wahine occupying it in order to keep watch for any enemy canoes which might come round the White Wash Head from Akaroa or perhaps from Kaiapohia in the other direction, in order that the natives of the Ngati-Mamoe Pa on Mt. Pleasant (Tauhinu-Korokio) might be warned of their approach. Were the parents of the children captured by enemy tribes whilst scouting along the sea front and the young children left with their faithful kuri to perish, or did a slip occur and block the cave so badly that the children and the dog were left to their fate?

Another interesting story told by Mr Bassett relates to seeing two full sized Tuatara lizards about eighteen inches in length fighting down the cliff side. Mr J. H. Thomas who had seen this type of lizard frequently when he was employed in the light-house service has also seen evidence of the frequenting of the Richmond Hill cliffs near the Sumner Bowling Club's premises by these reptiles.

The foregoing account of the caves of Sumner may well be concluded with the following verse.

THE CAVES OF SUMNER

Blow-holes of ancient eruptions,
 Shapen in ages untold,
 Sheltered a race pre-historic
 Home of the Maori of old.
 Bubbles created by lava,
 Pierced by an Architect kind,
 Rhyolite caves of Sumner,
 Fashioned as Nature designed.

Spoilt by the hand of the workman,
 Blasted and shattered and torn,
 Damaged by Pakeha spoilers,
 Beyond what the ages have worn.
 Stripped of all trace of the Maori,
 Shortened again and again,
 Historic old caves of Sumner,
 Only the shells remain.

CAVE ROCK (TUA-WERA)

Published by kind permission of James Cowan, Esq., of Wellington.

The Seal of the Sumner Borough Council depicts this well-known landmark which has been a popular object of curiosity and inspection by visitors and children by the score. Yes, by young and old from all over the Dominion.

A relic and evidence of the days when eruptions obtained and the lava flowed down the hillsides towards the sea, the same action, which was responsible for the formation of the caves already described, rounded off the rugged edges and pierced through the bubbles which had formed in the volcanic rock, thus leaving a landmark to provide much interesting theory and conjecture, as does also its Maori name "Tuawera." Tuawera means "destroyed as by fire" and to understand its significance one should read the Maori tradition which follows in much abbreviated form.

In the days of the Maori the area between the Heathcote River (Opaawaho) the place of the outer pa, or outpost, and Taylor's Mistake, Te Onepoto (the short or little beach) was a happy fishing ground for the natives of the Canterbury plains, the ancient name of which was Pakihi-Whakatekateha-a-Waitaha, who sought the mussels, pawa, pipi, karengo (a seaweed which was palatable to the taste of the Maori) and many varieties of fish.

The story of the Rock goes back for two centuries. It was first collected from the Maori and recorded in print by Mr James Cowan, in 1915. The source of the tradition was an old chief of Ngati-irakehu, a section of the Ngati-Tahu tribe; he was the last surviving elder learned in the folk-lore of Akaroa and the Port Hills region.

His ancestor Te Ake lived at Akaroa. He had a daughter by name Hine-ao who was much admired and sought after by many young chiefs. Te Ake, having decided to visit a tribe at the outpost pa took his daughter with him. When the Chief, Turaki-po, saw Hine-ao, whose name means the "Maid of Light" he endeavoured to make love to her, but Hine-ao did not respond and thus greatly angered Turaki-po.

He brooded over his rejection as a lover, and schemed to revenge what he considered an insult to his standing as a chief. Being a tohunga he was a master of makutu and cast a spell over the maiden who died shortly after her arrival home.

After being told by his daughter of her refusal of Turaki-po, Te Ake—who himself was a chief of high rank and a

tohunga—realized that the spell of the wizard had been cast over her and vowed revenge. At first he thought of raising a war party and attacking Turaki-po but ultimately decided to consult with Tautini the great tohunga of the Ngai-tahu. From him he learnt many karakias and acquired spells more powerful than those possessed by Turaki-po. On returning to his home at Akaroa and knowing that his enemy's people would be at Sumner for the summer fishing season he sat on an outcrop of rock on the north-east portion of the peninsula and repeated his karakias and invocation to Tangaroa and Tuhirangi the gods of the sea.

From over the top of Oto Kitoki (Godley Head) he saw the smoke of fires rising and out at sea tiny dots were visible and he knew these to be the canoes of his enemy's tribe. His efforts became intensified and at last he felt that his incantations had been heard and accepted by those to whom they were addressed. His final prayer ended "ki te Po" (to the Night).

The next day dawned in due course and from out of one of the sleeping shelters surrounding Cave Rock came a wahine to start the fires going for a morning meal. A youth next appeared and walking to the edge of the sea saw a huge fish in the breakers. "He ika Moana" (a fish of the ocean) he cried and promptly there was a rush for the water's edge. The canoes were launched, and a dead "paraoa," or whale was found stranded on the shore and then began the feast of the year. Turaki-po, however, was afraid; he felt the influence of a spell. He quietly slipped across the estuary in a canoe and out of the scene.

Another morning dawned and as the sun rose higher and the birds of the air screamed with delight as they flashed down upon the remnants of the whale. A wahine stirred. Rubbing her eyes she gazed at the sleepers surrounding the Rock. None of them showed signs of moving, for death had overtaken them all. She was closely related to Te Ake so she had been spared. "Ha! Kua ea te Mate," exclaimed Te Ake when he was told of what had happened, or in other words he drew attention to the fact that the breath of his enemies had been stilled. His revenge had been completed. That Turaki-po escaped will be regretted by all but such was the power of the Maori tohunga that his suspicions and knowledge of wizardry protected him and prevented his participation in the feast.

"Tuawera" became tapu and was shunned by the Maori people, for had not the sub-tribe of Turaki-po perished there in their sleep round the rock? They had been destroyed as if by fire—Tuawera. And that is the meaning of the name—felled as a tree is felled by fire.

"RAPANUI"—"SHAG ROCK"

The Wide or Great Opening

In his booklet, "Maori Folk-Tales of the Port Hills," James Cowan, to whom New Zealand owes a debt of gratitude for his valuable literary contributions on matters relating to Maori mythology and folk lore which he with others has saved

from oblivion, writing of Rapanui states: "Immeasurably more ancient is 'Rapanui,'" which is the name for Shag Rock, a place-name that could very well be appropriated by some of the nearby residents. It is a far-travelled name, for it was brought by the first Maori immigrants from Hawaiki. It is one of the native names of Easter Island.

Writing to Mr Cowan regarding this statement, I suggested to him that the name might have been given in another way. The Maori was nothing if not imaginative and approaching the opening between the sand spit and the shore he saw the rock resembling the huge stern-post of a canoe with its base extending landwards thus causing him to exclaim "Te Rapanui"—"the great sternpost." Mr Cowan in his reply thanked me for my interest in the matter and the photograph of the rock accompanying the letter and said it was quite possible the name could have been given under the circumstances assumed by me. It is also pleasing to record that the Sumner Borough Council, acting on Mr Cowan's suggestion, decided that in future the low-pressure reservoir, about 100 feet above the rock and the rock itself, should be known as "Rapanui." As such, it is now referred to in official documents and reports.

"TAUHINU—KOROKIO"

In a reference to the Richmond Hill Cave, I mentioned that a pa existed above Mt. Pleasant; "Te Tauhinu-Korokio" it was named by the Maori. As this area was originally in the Borough, perhaps a short reference should be made thereto.

The "Tauhinu" is a stunted shrub of the heath species which grows to a height of from two to three feet and is now gazetted as a noxious weed. The "Korokio" is a small bushy black-branched growth which the Tauhinu, according to Maori legend embraced and smothered. Hence the hyphenated name, i.e., The place where these two plants joined together. The Korokio was also regarded as a noose which made the Maoris slip, Nga koro o te Rore (the noose of the snare).

What a glorious look-out for the Maori, 1,637 feet above sea level, with a spring of clear water close by. First the home of the ancient Ngati-Mamoe, then the garden of the Ngai-Tahu where they grew such vegetable foods as the Korau and the Pora, the sweet roots of which were dried and stored in Ruas (underground pits).

The Maoris believed that part of Tauhinu-Korokio was "tapu" and it is thought that it was either a burying ground, "toma" or a tuaahu (a sacred place used by Tohungas for purposes of incantation, divination, or such occult ceremonies as were associated with the black art of "Makutu").

One well-known, but now deceased Maori, who belonged to Whaka-Raupou, claimed that he was taken suddenly ill when shearing sheep in the neighbourhood of the old time pa and that the illness was probably due to the local tapu. Such, in brief, is the story of Upper Mt. Pleasant, "Tauhinu-Korokio."

TE ONE POTO OR TAYLOR'S MISTAKE

Taylor's Mistake is the week-end "home" of the hut and cave-dwellers who for many years have delighted in surfing, fishing, sun bathing or rambling over the glorious hills with their unsurpassed view of sea, mountain and landscape.

The occupiers of the huts each lease a portion of the coastal roadline (which, by the way, may in so far as actual road is concerned, only be seen on the plans and maps of the Borough), at a nominal fee per annum and during the pleasure of the Council. Huts have been erected in out of the way spots. Some are high up on the sea-sprayed faces of the wind-beaten rocks, from Giant's Eye to the Main Bay. Others are perched perilously near where the white crested waves of the South Pacific Ocean are restrained by the rock-bound coast. Caves near the sea level have been closed in and fitted up to be utilized as "week-end" dwellings. Nestling at the foot of the hills on the eastern side of the Bay, sheltered from the easterly wind, huts of various types may be seen. Others hug the coast-line at "Black Rock," "Little Taylor's," and "Boulder Bay." These are the outposts of the settlement.

The Taylor's Mistake Surf and Life Saving Club has been responsible for many improvements to the Bay during past years and when this organization and the Hut and Cave Occupiers' Association combine in an earnest effort to improve further this increasingly popular area, much may be accomplished. The Bay will then, with its neighbouring freehold lands come into its own.

But what of its name, "Taylor's Mistake"? Who can tell of its origin? I have heard of several explanations. The commonly accepted one is "That a Captain Taylor mistook the Bay for the entrance to Lyttelton Harbour in the sixties." Perhaps we may investigate a little.

A Captain Taylor of the U.S.A. Ship "Volga" (who gave important evidence to the Commissioner appointed by the Canterbury Provincial Council to inquire as to wharfage accommodation for Lyttelton in February 1863, the proceedings of which were duly reported within the following month, was said to have put his ship towards the "Mistake" when trying to enter Lyttelton Harbour during a fog. He is alleged to have seen the danger in time, the "Volga" being brought up by its anchor.

This story is assumed by many to be the true one. Others attach the honour of naming the Bay to an earlier Captain Taylor of the ship "Chrysolite," which vessel is known to have visited Lyttelton in 1861, and which may have visited the port earlier.

Going still further back, the fact can be established that the Bay was known as "Taylor's Mistake" some years before the "Volga" and "Chrysolite" arrived at Lyttelton. My reason for making this assertion is, that in "The sailing directions for Lyttelton, etc.," Vincent's Bay, or Taylor's Mistake was described in the "Southern Provinces Almanac for 1854." The first almanac was issued "in the year of our Lord 1853," and printed by Ingram Shrimpton at the Lyttelton Times Office. At page 30 thereof, the Coastal Sailing Directions for Lyttelton, Port

Victoria, or Port Cooper, appear and dealing with the coast north of Lyttelton, states: "Sumner. The first bay north-west of Godley Head is Vincent's Bay or Taylor's Mistake, so called because sometimes it is mistaken for Sumner, which is the next bay to the west. In the south-east corner of Sumner is a good landing-place for boats with smooth water in any weather."

These coastal directions were compiled by a Mr Wakefield, who knew the locality, and the history of events. In this work, he was assisted by the commander of H.M.S. "Acheron" who had made a coastal survey which appears in one of the old Provincial Government Gazettes of that time.

However, it may be of interest at this stage to note that the barque "Gwalior" arrived at Lyttelton in April 1853. Captain Davidson, commander of the barque, when it left England on its 200 days' journey to Auckland, threw himself overboard on the 16th April, and Mr Taylor, Chief Officer, took command, and brought the barque to Lyttelton. Possibly he may have anchored off Taylor's Mistake.

Who was Vincent? Does it matter? The name has been dropped. Taylor! Weil, the Captains of the "Volga" and "Chrysolite," in respect of their visits in the 60's are ruled out by reason of the quotation from the "Sailing Directions of 1853-54." The acting-captain of the "Gwalior" is a more definite possibility, but whoever it was, his name has been given to the Bay for nearly 90 years, and will probably go down to future generations, unless in appreciation of the beauty and significance of Maori nomenclature, it is decided to perpetuate in this part of Maoriland, the name of "Te One-poto" (little beach) given to the Bay by its original inhabitants.

EDUCATIONAL

With acknowledgment to G. F. Allen, Esq.

Sumner with its ideal environment, in the interests of education was, in the early days, considered to be of unusual advantage to the schoolmaster. That has proved to be true. The first to prospect this field was the late Mr C. L. Wiggins who founded a seaside school for boys after the English ideal. Later his building was used by the late Mr Gerrit Van Ash as a School for the Deaf which he opened in 1880. This pioneer from Holland had fixed ideas so far in advance of the theories of his day. He emphatically condemned the Manual Theory by which the deaf were taught to communicate by signs. He stoutly contended that almost all deaf children could make sounds with their own vocal organs and devised a simple and progressive system by which, through imitation and touch, they could use the breath and vocal muscles to make vocal noises and shape them into speech. The results have been astounding. The fundamentals of his system are in use today. They were developed by his successors, all of whom were members of his staff, Mr J. E. Stevens now in England, the late Mr J. M. B. Crawford, B.A., and Mr T. F. Chambers, all three of whom fully realized the soundness of Mr Van Ash's theory, common-

sensed and utilized it with almost startling results. Mr H. Pickering, the present director, and his big staff teaching each some seven or eight children, are now continuing this great work in the interests of the whole Dominion. It is the centre of the work for New Zealand and each year gathers its scholars from the North Cape to the Bluff. Its scholars, able to lip-read others, and make themselves understood with normal speech, often marry one another and establish homes to rear talking families. Many of them hold positions of trust in the public service and in commercial occupations. They become self-supporting units in our economic world and a credit to the school.

Today, in the Borough, there are two Kindergarten schools, one Catholic school, the Redcliffs School and the Sumner District High School. The public school at Redcliffs opened in 1907 under the late Mr W. J. Kirkpatrick who has been succeeded by the present headmaster, Mr C. F. Pratt. The Sumner School now under Mr H. M. Stevens, was opened on May 1, 1876 with a roll of eight boys and eleven girls, and with the late Mr Andrew Dunnett as head teacher. Its period of development took place under the headmastership of Mr G. F. Allen who was in charge from 1908 to 1931 during which time both grounds and buildings were much enlarged, the first Fresh Air School in the Dominion was opened, a secondary department was added, and a school Dental Clinic built on the grounds.

Sumner today, is looking, as the late Mr C. L. Wiggins did, to the establishment of a Seaside Hostel where the children from the country districts of the province may find an educational home before they go on to the University.

THE ESPLANADE

A reference has previously been made herein to the formation of the Esplanade. The road was metalled at the western end from time to time and some tar sealing done. The area between Cave Rock (Tuawera) and Morton Street was tar sealed in October 1926 but little progress was made regarding the completion of the road in its present form from Morton Street to Scarborough Road until early in 1932 when the Council then in office caused the banks of sand gradually creeping in towards the footpath to be removed under the Government employment scheme, and the dry rock wall, which defines the limit of the sixty-six feet of roadway constructed.

The forty-one chains of light rock wall cost £91/10/6. In the following year the wall was "capped" with a cement compo, at a cost of £2 per chain. The formation of the widened road was proceeded with from Stoke Street, the tar-sealing of the centre portion being carried out in 1935. The posts which had been erected on the footpath to prevent vehicles using it instead of the track were removed, to the disgust of the small boys, and the relief of residents, especially those who stumbled home late in the evening.

A Man of Vision. Concerning the improvements made a reference to the remarks of a gentleman who was a candidate

for a seat at the Council Table in 1920 are worthy of reproduction.

Formation of an Esplanade. "The whole of the banks of sand running from the pier to the foot of Scarborough should be levelled, a light stone or rock wall erected just beyond reach of high tide and running the full length of the Esplanade to keep down the driving sand, steps provided at frequent intervals along the wall to permit of easy access to the beach from the Esplanade; the new road to be asphalted."

The laying out of grass plots and gardens was also mentioned. Although the candidate's scheme was not wholly adopted in 1932, credit must definitely be given to the Council of that year for doing the right thing.

Much has been written regarding the removal of all the sand-hills but it surely must be conceded that in leaving a portion of the sand-hills as Nature designed them, the various Councils have wisely left for posterity a glimpse of old Sumner as it was, and at the same time secured for the people cosy nooks and shelter for rest and sun bathing in the hollows, amidst the indigenous grasses of the natural sand hills.

THE TRAM SERVICE

I am indebted to Miss McDougall, Assistant Town Clerk, for these details concerning the beginning of the tram service.

In the early days, the eighties and nineties of last century, the tram service was operated by private enterprise. In 1879 the Canterbury Horse and Steam Tramway Co. was formed but went into liquidation in 1892 and later, with added capital, emerged as the Christchurch Tramways Co. Ltd. A service was run to Woolston and this was later extended to the Ferry Bridge and a steam ferry service connected with it at the Heathcote. The Tramway Co. purchased a steamer "Colleen" to which passengers to Sumner were transferred at the Heathcote Bridge. A fleet of horse drags belonging to the late Mr Wm. Hayward also ran from Sumner, meeting the trams at Woolston.

The Companies held their lines under concessions from the various local bodies through whose district their tracks were laid. The Sumner Town Board first granted a concession to the Sumner Railway Co. on the 21st December, 1886. The railway was not proceeded with, however, as the Public Works Department was not prepared to go on with the work at that time.

Subsequently on the 6th of March, 1888, concessions were granted to the Canterbury Tramway Co. Ltd. to continue their line from Heathcote Bridge to Sumner. The line skirted McCormack's Bay, continued along the Main Road through Redcliffs, along the road under the cliffs at Rapanui and over a wooden bridge at Clifton Bay.

The concessions granted by the Town Board to the Tram Co. stated:—

"That the work be begun within four months and completed within 12 months from date; the Board will keep the piece of road in repair where the line runs from the pump op-

posite the pilot cottage to the terminus of the line for a fixed annual sum of £25; that the maximum fare between Sumner and the Bridge be 6d., and 3d. to the Cutting. There shall be one tram daily to run from Sumner to Town and back in not more than 40 minutes each way and no tram shall take more than 60 minutes to do the journey."

In July 1888, the terms were amended and the Town Board agreed to pay the cost of a new bridge on Nayland Street if the Company would extend the line to Heberden Avenue. The fare between Sumner and Christchurch was to be 1/-. It was not until January 1890, however, that the line was extended to Heberden Avenue.

From this date, until the trams were brought under Municipal control in 1903, the Tram Company and the Town Board and Council had many disagreements in regard to concessions, road repairs, etc.

The concession held by the Company over the central portion of the City was to expire in 1904 and this, together with the Dominion wide agitation for the overhead trolley electric system, was responsible for the formation of a Special Tramway Body. This afterwards became the Christchurch Tramway Board and was created by the Christchurch Tramway Board District Act, 1902. The Board replaced the Companies on 21st January, 1903 and launched its electric trolley venture on 17th May, 1905.

The embankment from Mt. Pleasant to the Cutting was built by the Tramway Board in 1905 and replaced the original line which skirted McCormack's Bay.

It is interesting to note that in that year, it was expressly provided that the journey to Sumner must be made in 60 minutes.

In 1915, the Tramway Board, following a poll held on the "Tramway Causeway Loan Proposal" built an embankment for the tramline between Rapanui and Fisherman's Rock. The cost of the work was in the vicinity of £6,000. Rock for this embankment was quarried from the Board's property at Redcliffs, which is now the site of Te Rae Kura Park.

BELL'S BATH

It is just on sixty years since "Lollie" Bell had his stakes driven and his bath constructed at the Scarborough end of the bay on a portion of what is now the Council's Reserve No. 4002. The exceptionally high tide on June 10th of this year has left the site of the old Baths clearly defined. Mr Bell had a shop in this locality in which confectionery was sold, hence the nickname "Lollie." Under the lee of the Scarborough Hills, with the warming radiation from the cliffs and protection from the easterly wind, Mr Bell considered he had obtained an ideal site when he was granted a lease of the area by the Lyttelton Harbour Board. His bath at that time was nine feet in depth. Past records show that thousands of people visited it at week ends but the influence which perhaps, has been responsible for the disappearance of the sea from Clifton Bay and the Pier,

slowly dropped the sand which was carried in suspension by the waters of the estuary into the bath area and swimming therein became impossible. In desperation he tried to scour the sand out by leading the Sumner Creek into the baths. Little success attended his effort because, after heavy rain, the particles of clay carried down by the creek from the hills to the sea formed a bottom which when trodden on discoloured the water, making clean bathing impossible. Mr Bell finally decided to close down, grieved by the knowledge that his unsuccessful attempt to provide a bath for his patrons, had cost him a considerable sum of money.

THE SUMNER LIFE BOAT INSTITUTION

This Institution came into being in 1898 and to this day has been solely supported by interested local bodies and voluntary contributions. Much could be written of the enthusiasm and success attending the effort of its members over the years intervening from the date of its inception and of the thrilling rescues which have been made during the past 43 years. No fewer than 549 people have been rescued from the sea and much valuable property saved.

Rescue No. 1, a four-oared boat, with "The Aid," launched in 1909 to help, saved 460 lives whilst Rescue No. 2 has brought 89 people ashore since 1930. The present boat has a 21-24 H.P. Parsons engine installed and may also be manned by six oarsmen. The boat is so designed as to eject by means of relieving wells, any water shipped and to right itself if overturned. The late Governor General, Lord Jellicoe, kindly interested himself in supervising the design of the boat on his return to England. The total cost of Rescue No. 2, which has a range of 120 miles from its base, was £2,980, of which amount the Government, then in power, paid £1,250. The balance was found by public subscription.

The dedication service held on the 28th of June, 1930 was conducted by Archbishop Julius. The Mayoress (Mrs W. H. Nicholson) performed the ceremony of christening the boat.

The services of all attached to the institution are given voluntarily and the men under "Skipper" C. Bowman, who succeeded Mr George Hines, after the latter had completed over 30 years' service, in the boats, are trained for every emergency. Some years ago some of the unthinking critics who love to air their views about everything they really know nothing about, accused the crew of joy riding. A well known Christchurch journalist came to the "Rescue," went with the crew on a practice trip and wrote up his experiences, concluding with the following verse.

"Joy riding, in the lifeboat, as have ridden in the past,
Those who nailed the proud tradition of our colours to the
mast,
Whom that tradition kept and spread of British fighting breed,
That counts no cost, nor peril knows, when brothers are in
need.

In that tradition cradled, by that same tradition taught,
Sailing over smiling waters, or with dirty seas athwart."
And despite all such criticism we may all be confident that
"when the waves run high with a tearing crash," when some
frail human beings are at the mercy of the waves, while the
critics are safely ashore, the volunteer crew of the Sumner
Life-boat will be found at the point of duty, Ready aye ready.

For those who go down to the sea in "boats" in Sumner Bay,
the Life Boat Institution provides an insurance against risk.
For those who venture out beyond their depth or their capacity
as swimmers the trained and experienced members of the Sum-
ner and Taylor's Mistake Surf and Life Saving Clubs throw
out the life lines and reel off yards of action (not words) in
order to assist the brother or sister in distress back
to safety. Much of interest and many stirring stories
could be told of the sacrifices and noble work of these
competent and enthusiastic life savers but lack of space forbids.
The people of North Canterbury owe a debt to these. Some day
perhaps, when the clouds of war have been dispersed, the all
clear signal given, and the world, or this part of it in par-
ticular, has settled down to its ordinary stride, thought may be
given to the need for supporting an Emergency Precautions
Scheme of a different nature from that at present before us.
Thus shall we help liquidate what at present looks like a bad
debt or in other terms insufficient recognition of services
rendered by these institutions.

MAYORS OF SUMNER

J. M. Wheeler	June 1891 to November 1891
F. Pratt	November 1891 to December 1891
W. Hayward	1892
Jas. Tait	January 1893 to December 1895
W. Kitson	1896
E. R. Deacon	1897
W. Rollitt	1898
E. R. Deacon	1899
W. Rollitt	January 1, 1900 to July 26, 1904
R. Bradbury	August 9, 1904 to May 2, 1905
F. Pratt	May 1905 to 26/2/1906
G. Mitchell	26/2/1906 to 1/5/1906
C. A. Lees	May 1906 to 1/5/1908
G. Mitchell	May 1908 to 27/7/1908
E. Denham	28/7/1908 to 1/5/1909
E. Denham	May 1909 to 1911
H. J. Marriner	May 1911 to 1913
G. W. C. Smithson	May 1913 to 1915
J. B. Laurenson	May 1915 to 1917
John Barr, M.L.C.	May 1917 to 1923
W. H. Nicholson	1923 to 1935
Thos. Newburgh	May 1935 to 14/3/1938
Jno. E. Tait	23/3/1938 to 1941
Jno. E. Tait	May 1941

TOWN CLERKS

James Crawford	1/6/1891 to 30/4/1905
J. F. Matthews.	1/5/1905 to January 1907
L. A. Stringer.	22/1/1907 to 21/2/1911
S. R. Wright	21/2/1911 to 16/6/1913
C. T. Middleton.	17/6/1913 to 27/9/1915
C. Dash	28/9/1915 to 16/9/1920
W. V. Siddall.	17/9/1920 to January, 1928
J. F. Menzies	1/2/1928

Mr A. A. Cheshire has been Engineer of the Gas, Elec-
tricity, Water and Sewerage pumping departments since
22/4/1918.

Mr G. E. Harper has been in charge of Roads and Streets,
sewerage and water reticulation departments since 23/7/1923.

Miss Margaret McDougall, Assistant Town Clerk and Ac-
countant, has been in the employ of the Council since January
1925.

AT 31st MAY, 1941

Dwellings in Sumner, 1081; Ratepayers, 1172; Rateable
Properties, 1360; Area of Borough, 4,250 acres; Rateable Capital
Value, £919,560; Unimproved Value, £272,725.

Annual rateable value of Borough in 1891 was—£6,005.

Annual rateable value of Borough in 1941 is—£54,138.

Population in 1891 was—614.

Population in 1941 is (approx)—3,600.

EPILOGUE

Two years ago, when I realized that the fiftieth anniversary of Sumner as a Borough would fall on the first of June of this year, I determined to give a portion of my leisure hours to the task of adding to such information as at that time I possessed, relative to Sumner and its early history.

Owing to world conditions obtaining during the past twenty months, extra duties devolved upon me; consequently I have been unable to devote as much time to my investigations and writing as I had hoped.

Several references have therefore been curtailed and others, perhaps worthy of inclusion, deleted.

I trust, however, that what has been set out herein will be regarded in the light of an attempt to place on record, on the occasion of Sumner's fiftieth anniversary as a Borough, facts, which as the years go by, would probably have been more difficult to establish.

Further, it is an endeavour by me to express in my own way, my personal appreciation of what Sumner owes to those whom I have termed "Pioneers of Progress." Men who by their fortitude and courage, wisdom and foresight, have left to those who were to follow on, a generous heritage which it is the duty of all to appreciate and guard.

To those who have assisted me in collecting and typing the data for this booklet, I tender by sincere thanks.

To Mr A. G. Harper, of the Department of Internal Affairs, Wellington, I owe special thanks for his unfailing courtesy at all times, and his generous help in answer to my requests for information.

Long may Sumner flourish.

J. F. MENZIES.

June, 1941.

REFERENCE DEPT.
CANTERBURY PUBLIC
LIBRARY

REFERENCE ONLY
THIS BOOK MAY NOT
BE BORROWED.

7
98
ME