

CHAPTER VIII.

THE CLUTHA OR MOLYNEUX DISTRICT : INCIDENTAL : RIVER MOLYNEUX : SURVEY : EUROPEAN SETTLERS BEFORE IMMIGRATION : WILLCHER AND RUSSELL : INCH-CLUTHA AND NORTH SIDE OF MOLYNEUX : BALCLUTHA : SOUTH MOLYNEUX, SOUTH CLUTHA, AND CATLINS.

THE Molyneux, or Clutha District, as it ultimately came to be called, was one of the first rural districts to be settled. The vivid descriptions of this part of the country given by the surveyors and others had attracted particular notice, and it was held by many that it should have been the centre from which all partitions of the settlement of Otago should have radiated. Its position as the heart of the selected block; the lay and extent of its fertile area; the immense stretch of country around to the south and west; the comparative ease with which internal communication could be opened up; its copious water supplies in all directions; together with its genial climate, were attractions hard to resist.

Others held that a great mistake had been made in the location of Dunedin, and that the Clutha was the proper site for the town. The land was superior, being more level than that at Dunedin, and the area more extensive. A powerful objection was the want of a good harbour, and the liability to sudden floods was urged, but it was maintained that both could be overcome by a moderate outlay of money. No efforts were spared to further their proposals by those holding these views, but the difficulties ultimately proved insuperable, and Messrs. Kettle and Tuckett's selection of the site of the chief town and port of the settlement completely justified.

The River Molyneux, upon which so many vain hopes were rested, was so named by Captain Cook on March 4th, 1770, out of compliment to the sailing master of his exploring vessel, the "Endeavour," Robert Molineux, or Molineux. The name was not spelt with a "y," and was pronounced "Moli-nooks," as it is still in England to-day.

Its Maori name is the Matau (right hand), because, on entering the river in a canoe from the bay by the old entrance, the steerer had to turn the prow to the right to paddle up that branch instead of the Koau (the pied shag bird) branch. The name "Clutha" was bestowed by the surveyors, and is said to be the Gaelic for Clyde.

Hawkesworth Edition of Cook's first voyage says nothing about naming the Molyneux River, but Sydney Parkinson, draughtsman to Sir Joseph Banks, on board the "Endeavour," in his book says:—

"On the 4th March, 1770, after having been beat about with adverse winds for nearly a week, by the favour of a breeze from the north we again got sight of land, which tended away to the south-west, and appeared to be of great extent. We had a continual rolling swell from the south-west, and saw the appearance of a harbour, which we named Molineux's Harbour, after the name of our ship."

Cook says:—"This day we saw some whales and seals. At half an hour past one o'clock, we saw land bearing W. by S., which we started for, and, before it was dark, were within three or four miles of it. During the whole night we saw fires upon it."

This shows that, even at this early date (1770), there were Maori inhabitants at Molyneux Bay.

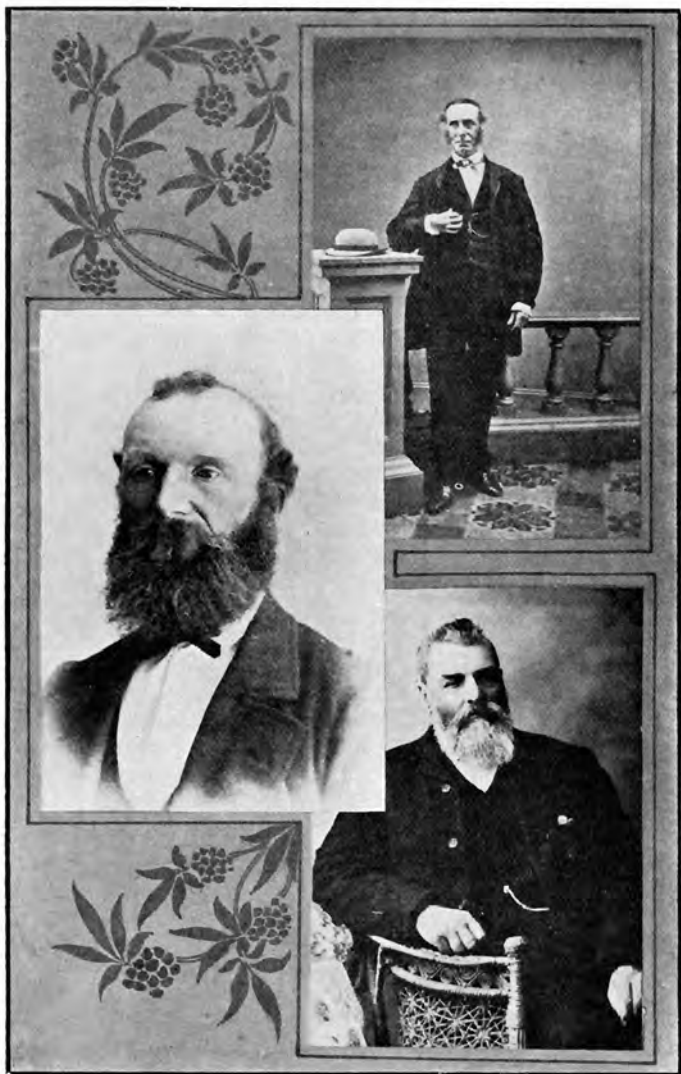
The Molyneux has a course of 220 miles from Lake Wanaka to the ocean, and drains about 8,248 square miles of country, including the Aspiring group of mountains and the extensive glaciers and icefields of that region. The water discharged by it into the ocean is considerable, exceeding many of the largest rivers in the world, and is variously estimated at from 1,674,000 cubic feet to 1,690,000 cubic feet. "The first sight of this mighty river," says one of the early settlers, "was a most beautiful one. The waters were clear for fathoms towards the banks, showing the white pebbles and bright water weeds, but lost in the depths of the centre, and showing on its ripples the blue-black sheen only seen on snow-fed rivers, recalling the words of the patriarch Job: 'Blackish by reason of the ice wherein the snow is hid.'"

The first white man to ascend the river in a boat was Bill Palmer, who, in 1839, had established a whaling station at Toutook (Tautuku) for Johnny Jones. Some years later he persuaded his Maori crew to go up the River Matau, as they called it, in a whaleboat with him.

and they went as far as Tuapeka Mouth. The Maoris did not want to go, as they believed that there was a hostile tribe of natives living up the river, towards the Lakes, who would enjoy a feed of "long pig." Palmer was not afraid, and took with him a gun and a quantity of powder and shot, to shoot birds for food, or, if necessary in self-defence, to shoot the cannibals. The Maoris took hinaki (eel-pots) to catch eels, which were plentiful in the river, and a lot of sharp-pointed korari (flax flower stalks) and other straight sticks, which they used for spearing birds. The birds, strangers to the human enemy, stood still until the Maoris got near them, when the adroit hunters threw the sticks with such unerring aim that few birds escaped. They took a long time going against the stream, but the return journey was of short duration. They did not see any strange human beings on the trip, neither real nor mythical, so it is presumed that the natives were at the Lakes, and the Taniwha dead.

A short distance north of Coal Point, Molyneux Bay, is Measley Beach (Waikaro, meaning Mussel Water). About 1838 a couple of war canoes, filled with a war party, landed there, the occupants suffering from measles, a new disease imported by the Europeans, and very fatal to the Maoris. The party managed to draw up their canoes above high-water mark, and camped, making temporary shelter whares. It was reported that every man died, and the remains of their bones and the canoes were seen as late as 1850 by some early European settlers.

In April, 1846, Edward Jollie, Andrew Wylie, and A. C. Wills, surveyors, had a contract to survey land at Port Molyneux. They chartered the brig "Bee" in Wellington, put stores and instruments on board, went to Nelson, where they engaged men to assist, then sailed for Port Chalmers, then known as Koputai, where they arrived about the end of May. The party numbered twenty, and included three women and one child. Having landed some passengers at Port Chalmers, they sailed for Molyneux Bay, but the weather was so bad that the brig ran to the Bluff for shelter. After two days the weather improved, so she returned to Molyneux Bay, where she anchored four miles from the mouth of the river. Snow was falling, and the surf was heavy, but the party landed safely. Soon afterwards they were visited by Messrs. Thomas and Harrison, who had a survey contract on the northern side of the river, Jollie's party being on the south side. They,



MR. ALEX. BROWN
1850—"Eden."

MR. JAS. MCNEIL, SEN.
1849—"Mooltan."

MR. SAM. YOUNG
1849—"Mary."

i.e., Thomas and Harrison, had chartered a schooner to take their party and stores to the Molyneux, had arrived safely and landed instruments and men, except one man. Night came on, and the landing of the stores was deferred till the following day. During the night it came on to blow, and the schooner had to run for it, but she did not come back. Thomas and his party were without provisions, and lived as best they could by catching wild pigs. Jollie had a good supply of food stuffs, so lent them what they wanted. Several months afterwards, the man they had left on board, "Old Jim," came back and reported that the schooner had to run as far as Akaroa. The captain refused to return, and landed him and the stores at Akaroa. Jim had no money, and, before he could get a vessel to go to Molyneux, the cost of living, storage charges, and other expenses had absorbed the selling value of the stores, so that he had nothing to bring back with him. Jollie's survey occupied the party a little over a year, and was finished about the end of June, 1847. Then they all went to Dunedin, intending to go to Wellington. Several weeks passed before an opportunity offered, but at length two schooners arrived in Port Otakou. Wylie, Wills, Gollan, Pelichet, and Jollie took passage in one and arrived safely. Most of the men went in the other, but never reached port. The vessel called at Akaroa, but after leaving was never heard of again.

The European settlers at the Matau before immigration set in were very few. Mr. Tuckett mentions only Harrison, Thomas, and Wylie as farming there, but there were also Willeher (generally spelt Willsher), Russell, and a few others, whose names cannot now be procured. Of Willeher and Russell the following particulars have been gleaned:—

During the New Zealand land boom in 1839-40, one Thomas Jones, merchant in Sydney, became a large operator. He claimed to have purchased from the native owners 307,000 acres of land, of which 256,000 acres were in the Molyneux district. A syndicate was formed, stock purchased, and the brig "Portenia" chartered to convey a party to the Molyneux. Besides Jones himself, she carried George Willeher, William Bessant, Conning, and Thomas Russell. Willeher represented Jones as resident agent, Bessant represented two men, Cruikshanks and Cohen, who belonged to the syndicate, while Conning represented an area of 7,000 acres purchased from Jones.

Russell's status is not specially known, but the likelihood is that he was another purchaser from Jones. He remained in the colony till his death, which occurred in Dunedin many years ago. He had been awarded 100 acres in place of his original claim of thousands of acres, and he lived all along in hopes of getting further concessions—hopes which were never realised.

The voyage was a tempestuous one, and all the stock perished except one cow. The party landed near the Kororo Creek, and Willeher was so disgusted with the failure of the expedition that he remained in New Zealand. He secured a section of some twenty acres of land at the mouth of the Kororo, and the bay near Port Molyneux is called Willeher Bay after him. He and Russell were saved from being eaten by the Maoris by the Maori Queen, Mata Makariri (frost), whom Willeher married, with whom he lived many years, and about whom many funny stories are told.

Makariri was not blessed with an angelic temper, and when a dispute arose she vented her spleen by throwing everything out of the whare—pots, pans, furniture, and bedding were all sent flying. When she got over her ill-temper, she quietly put them all back in their proper places. Sometimes Willeher ill-treated her, and then she would swim out to a large rock near the beach which is still called Makariri's Rock. Makariri had no children of her own, but adopted the eldest son of Hermoni Rakiraki, a well-known Maori chief, known by the early settlers as Ben Lakitapu. Ben as a child was subject to uncontrollable fits of temper, and, when they came on, Makariri, instead of slapping him, used to strip him of his solitary garment, throw him into the river, and quietly walk along the bank smoking her pipe to watch him flounder ashore, but ready at any moment, should occasion require, to plunge in to his assistance. She could swim like a fish herself, and determined to make Ben a good swimmer too.

On one occasion she won a wager made by the crew of a small boat that she would swim a mile with a lighted pipe in her mouth. She accomplished the feat with ease, coming out of the water to claim her prize with her pipe alight and laughing heartily at having beaten the pakeha.

Various stories are told about the number of cattle landed by Willeher's party, but the generally accepted story is that only one cow which happened to be in calf was saved. The calf happened to be a bull calf, and from

this small beginning a herd of some 600 cattle sprang up. The bull afterwards strayed away down south, and his remains were found near Wyndham. How he had managed to travel safely such a distance has been regarded as a puzzle, and it is said that his hoofs when found measured nearly a foot in length. The cattle were all a dark red colour, with a white stripe down the back. In about the year 1855 Willeher arranged to send his cattle to Clydevale to graze, and, in 1859, disposed of them, leaving the colony without telling anyone where he was going.

In 1880, a lady well known in Otago, Mrs. Joseph Maitland, was on a visit to the Old Country, and was making some purchases in a shop in London when she remarked to the shopman that the goods were for exportation to Otago. "Pardon me, madam," said a well-dressed, gentlemanly-looking man, "I overheard you say you came from Otago; do you know the Clutha?" - On being answered in the affirmative, and names being exchanged, the man turned out to be Mr. Willeher. His land was afterwards purchased by the Hon. Thomas Mackenzie, who sold part of it to the people of Clutha as a recreation ground.

The following account of Willeher and others, giving a slightly different reading, was published in the "Southland Times" in 1889, and was entitled "A Scrap of Early History":—

"A copy of a letter has been handed to us for publication by a gentleman from Sydney at present in Invercargill. It may be interesting to our readers at this day, having been written forty-nine years ago (1889), and was probably the first letter written by a settler in Otago. The epistle was evidently written with a pointed stick and a dark red fluid, probably the juice of the tutu berry. It is very much faded, many of the words being quite illegible. Mr. Cohen, to whom the letter was written, was afterwards the manager or other officer in a bank in Melbourne, where he died many years ago. He never came to New Zealand; had he done so, and brought the rabbits with him as advised, what a deplorable condition the country would have been in when the first Scottish settlers arrived. The writer of the letter was engaged by the person to whom it was addressed to settle upon and improve several thousand acres of land at the mouth of the Molyneux River (Molyneux Bay), purchased from the New South Wales Government, early in 1840. For this

the writer was to receive certain moneys, and also a portion of the land so improved. Owing to the conditions not being fulfilled, neither of the parties received the land, the claim being disallowed by the Land Commissioners at Auckland a few years after, subsequent to the control of matters pertaining to land being transferred from Sydney to Auckland in 1841. The writer of the letter was killed by natives at one of the South Sea Islands in 1841. Some of the foregoing particulars, so says our informant, were obtained from an aged lady, resident in Sydney, the widow of one of the persons spoken of in the letter; a lady under whose hospitable roof and encouragement a portion of the opera "Maritana" was written, and who arrived in Sydney at a time when Melbourne, Adelaide, Brisbane and Auckland were not yet in existence. The letter was written before envelopes were invented, being a double sheet of paper folded up into letter shape and sealed with wax.

"There were originally four persons who settled at Molyneux Bay, bringing with them the stock mentioned in the letter, in the ship 'Portenia,' Captain Morris. Of the cattle, only one cow was landed. Fortunately this cow was in calf, and with much joy to her owner, Mr. Willcher, the calf was a bull. From this beginning a herd of 600 head was eventually raised. Some of the goats and pigs that were landed strayed into the bush. These pigs probably formed the nucleus of the wild pigs at present in the southern portion of the Middle Island. For some years there were wild goats about the Nuggets and Catlins River, but being sought after by subsequent settlers for their flesh they have decreased out of existence. The names of the original settlers were Thomas Russell, Robert Conning, Mr. George Willeher (acting for Thomas Jones, merchant, of Sydney), and T. W. Bessant (acting for Cruikshanks and Cohen, of Sydney). Of these, Russell and Willeher obtained grants of land. Bessant and Conning resided there about twelve months, and, being disgusted with the solitude and privations forced upon them, returned to Sydney at the first opportunity. Russell died about fifteen or twenty years ago in Dunedin; Willeher left for England about twelve years ago, and it is not known whether he is still alive. Until the Lower Molyneux and Inch Clutha were settled by farmers or graziers these intrepid pioneers endured a hard life for ten or twelve years. They lived on potatoes and vegetables

grown by them; for meat they shot the wild pig, pigeon, &c., whilst fish was relished as a luxury. A whaler putting into the bay once in twelve months or so provided them with a taste of flour, tea, and sugar, and received in exchange potatoes, ducks, and other wild fowl, money having for a time gone out of use with these two primitive settlers. Russell's grant about two miles south of the township of Port Molyneux is now owned by the Wilson Brothers, and evidences are still left of the early settlement. Russell was a stone-mason, and built a chimney to his house which is still standing, and on one of the stones of which he cut the date '1840.'

"The letter is as follows:—

"Molyneux Bay,

"Monday, July 6th, 1840.

"Dear Cohen,—Here we are, and have been since Sunday week, after a passage of four weeks exactly (from Sydney), during which we experienced all kinds of misfortune. In the first place, on leaving Sydney Heads we popped into the midst of a heavy gale of wind, which lasted four days, and destroyed twenty-eight head of cattle. You can imagine the state the hold was in—the dead cattle all rotting. The people had to cut them up and heave them overboard. As you may suppose, our provision for the stock was soon wasted, and we were at our wits' end to find food for them. I am sorry to say poor Billy and one of the pigs died, and one of the goats dropped her kid. Russell lost one goat and two pigs. We are now all on shore with our stock, and some of the things, but they are not all landed yet. By the by, you may guess what a harbour it is when I tell you you must bring all your things in ironbound casks, except the small cases you can carry. I have had to unpack all mine, and find the iron has destroyed all the (illegible). Now, I must tell you, the land is, by everyone's account, and I think so too, everything you could wish, and when Jones gets his piece, as he says he will, the place will prosper. The land here is covered with a thick bush, and all around the place is the same, but by the river all tremendous hills and dales with nothing but grass and flax upon them. You cannot imagine how beautiful the country looks. Russell and I penetrated a long way back yesterday and found some splendid trees (indistinct, may be grass), and the whole country watered by small bits of brooks. I

must tell you the chart is no more like the place than you. There is no island in the river, but a bar thrown up by the sea, and impassable for any boat. Jones is a man of no enterprise or the place would soon be valuable; we have been a week here now, but instead of laying out a town he is fuddling about on board ship for fear his wine would be drunk in his absence. However, we have got our houses at the only landing place, and it, of course, will be the town. My goods are all at the tent, and I have got a house nearly finished. I have a small stream of water at the door. I do not think he intends measuring the land now, but talks of sending a surveyor down, and plenty more people; but as long as he will measure the water frontage we can do the rest. Of course, I cannot tell you the bounds, nor can Conning sign the deed (as we have not got the land yet), but you may rest assured I am on the lookout, and will take pretty good care of them all. I like Russell and Conning very well indeed. Conning is a hard-working fellow; Russell is a schemer. The captain no doubt will speak bad enough of the bay, so I will only say look at the best side of the question, as a sailor of course looks to the safety of his ship, and not at the land. If we could get a craft from 60 to 80 tons we should do splendidly, and I hope some day or other we will. Russell says: 'Never mind, the hills are as good as the dales, and the dales as good as possible.' The whole country is covered with flax. Mr. Jones says he will get a piece here, and if so we shall soon——. There is a very heavy surf here, but a whale boat can always manage to land. Should you get a boat, it must be a whale boat——. It is good holding ground for a ship, but the bay is quite open. Our stock are all running about, and find such food that they will not eat anything that we have to give them. As for the weather, it is not at all cold, though winter time.

"In our excursion yesterday we shot a tremendous dove ——, it was the size of a fowl ——, and we had him for supper. When you come, please bring —— a cap as I always wear a collect —— head and a pair of strong shoes. You could not do better than bring the cattle and some rabbits, another billy goat, &c. We must get a cutter, and if, by and by, we should be able to get a brig or schooner from Home, it would be a fortune about here, for Johnny Jones has too much of his own way. We went to Rubucka Island, where Bloody Jack lives.

Mr. Jones went to see him. It was about five miles from the Port. He was ill, but talks of calling on us when he gets well. He engages to defend Jones in his purchase, and gave him to the chief to come with us. He holds a court, and went off to the — in a major's uniform and attended by his soldiers. You will hardly be able to make this out, but I can get no pen or ink, and am very busy as my goods are coming ashore, but as there is no knowing when the brig will sail I was in a hurry to write. I shall very likely write to Mr. Ellard, but as the land is not measured yet, have nothing to tell him. I forgot to say there is a clerk of Johnny Jones' living with Bloody Jack, and there are no natives at Molyneux, so of course we have no assistance; but I do not mind that, as they understand money so well as to prefer it to anything else, and will do anything here for a handkerchief. I could say a deal, but cannot put in a letter. Come as soon as you can and persuade as many as you can, for the place wants people more than anything. Do not forget to look out for my letter and give my brother a paper or two. Relying upon soon seeing you, I am, with best respects to Mr. and Mrs. Cruikshanks, &c., &c.,

“Yours truly,

“T. W. BESSANT.”

“Morris says he promised to write from Port Nic. (Wellington), and will do so. I expect to see you next trip.

“Russell and Conning want you to put a paragraph in the paper about the place; they intend doing so. Jones has a store here, and you should get one too, for we shall have callers from all the places about here. Here comes the boat. Good-bye.

“Should you have a store, buy plenty of spirits. I intend making a survey of the harbour, and going up the river to have a look at the land. I hope you will be able to make this out, but can hardly do so myself. I shall write by the first ship that we see and take it out (the letter) in the whaleboat.” (This letter was addressed to W. H. Cohen, Mr. Cruikshanks, Pitt Street, Sydney.)

Inch Clutha was very early settled, Mr. Thomas Redpath being the first settler. He was a passenger by the “*Ajax*” in 1849, and must have settled in the district in that year or early in 1850. He owned what was called the

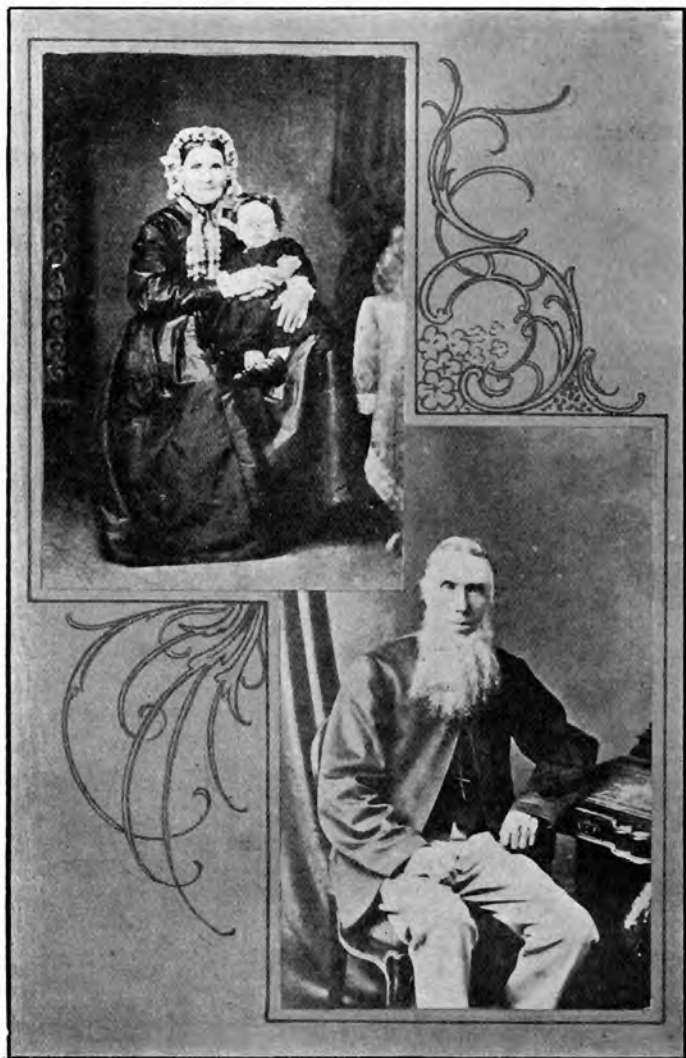
Balmoral Estate, and for some time was the only settler at the top of the Island. He had a boat in which he ferried people across the river. The first church services in Inch Clutha were held in his cottage, and were attended by some twenty or thirty people.

In about 1858 he established a store at Otanomomo, on the Puerua Stream, with a general assortment of goods. Small craft came up the river with goods, and near the store was a high tree which Redpath used to climb to see if any boats were in sight. This was the first general store in the Clutha district, and for a number of years Redpath acted as receiving agent for all stores arriving from Dunedin for the settlers. All produce from the surrounding parts was taken to the store for shipment outwards, or for disposal to Redpath. He was the first, south of Dunedin, to own an entire horse, "Prince," and Robert Christie was employed by him as groom.

About the same time as Redpath came, or very shortly afterwards, a man named Ramage settled on the Island, but, being a sailor, he did not remain long. One McHardy took up some land, but did not settle. The next settlers were Messrs. F. S. Pillans and William Ferguson, who had come out in the "Mooltan," and about the same time Shepherd, who was the first policeman in Dunedin, also took up land. His daughter was the first white child born in the Clutha district.

In 1850, Mr Archibald Anderson leased the North Molyneux run, extending from Lake Tuakitoto to Manuka Island, and embracing an area of some 30,000 acres. He afterwards bought 2,000 acres, extending from the present railway bridge over the Molyneux to the Lake. He came once a month to the district to see how things were getting on. His first visit was made in company with John Shaw and a man named Powell. They were on foot, and, when they were crossing the Toko Plain, darkness came on. They lost the track, but ultimately struck the river at Manuka Island. Following the river down, they arrived opposite Redpath's and crossed in his boat. Mr. Anderson afterwards bought the Balmoral Estate from Redpath at £2 an acre. On one occasion the "Geelong" came up the river as far as his place and took the whole family on board. For four years Mr. Anderson had a ferry boat on the river, crossing people at a charge of 6d. per trip.

Other settlers on the Island at that early date (1850-1854) were Mosley, Willocks, James Wright, and Mitchell.



MR. AND MRS. ROBERT ROBSON
1851—"Columbus."

and a little later Bowler and Davie bought McHardy's place, while in 1858 or 1859 Messrs. Grigor, Barker, Smaill, and Darling settled down. In 1857 a section was taken up on Inch Clutha by the Clapeotts, Henry and Frederick, but from accounts received it must have been a little before this that the Clapeotts settled on the Island. Frederick Clapeott says that they were the first to get flour overland from Dunedin, but it was too expensive a way.

On the north bank of the Molyneux were a Mr. Boswald or Buswell, who afterwards sold out to Smith Brothers, and Joseph Maitland, who owned the Crescent Estate. In 1855 the only European settler at Kaitangata was John Lovell, who, for a while previous, had his sheep grazing on Lovell's Flat, so named after him. As his was the only house between Tokomairiro and Iwikatea (Balclutha), Lovell was put to a good deal of expense and inconvenience by visitors, who often consumed all his provisions. On shifting to Kaitangata, he built his house near the Maori Kaik, which was at the junction of the Kaitangata Creek with the Matau, on its eastern bank, where there was some native bush.

On the 4th of February, 1856, he had the misfortune to lose his only son, John, by drowning in the Clutha River. This young man attempted to cross the river by swimming his horse. He had failed to make the ferryman hear, so, as he had previously crossed by swimming, he evidently determined to do so again. The river was in flood, and he was washed off his horse and drowned. The body was afterwards recovered and buried on the point above the division of the waters, but some years afterwards the remains were transferred to the Northern Cemetery, Dunedin. Mr. Lovell went to the Home Country, but returned in 1864 to Dunedin, where he died.

Mr. and Mrs. Twiss were the first white couple settled at Lovell's Flat, their house being a noted place of call on the road to Clutha. They afterwards shifted to Milton. In 1857, William Aitcheson took up land close to Kaitangata, and about the same time the Frazers settled in the Tuakitoto district. Mr. James Frazer, sen., was a member of the Tuakitoto Road Board, and took an active part in forwarding the welfare of the district. In 1858 W. H. S. Roberts lived close to Kaitangata, but in 1859 shifted to Tapanui, where he stocked Ardmore Station with sheep and cattle. He afterwards owned the Conical

Hills Station, and was for three years at Waipahi, afterwards residing at Oamaru.

William Henry Sherwood Roberts was born at Tenby, October 16th, 1834; therefore was 76 years old in October, 1910. His father was descended from an old Worcester family, and was a captain in the Honourable East India Company's service, in the Bombay Native Infantry Regiment. His mother was a niece of the great Highland Chieftain, Cameron of Lochiel.

On January 9th, 1855, W. H. S. Roberts left London on the barque "John Philips," and landed in Nelson, New Zealand, on May 5th, 1855—a long voyage of four months.

On the 23rd April, 1856, Mr. Roberts left Nelson on horseback for Otago, in company with Messrs. Young and Davidson, travelling all the way overland, though the country was quite without roads or bridges except near the towns. In many parts there were no tracks or marks to guide a traveller; therefore, on hilly country the route was found by instinct, and on flat lands or plains by the compass, as at sea.

Travelling to see different parts in the Middle Island, Mr. Roberts did not reach Dunedin till June 2nd, 1856. It was then only a small village, eight years old. The streets had not been formed, and a limpid stream, known as "The Toita," crossed Princes Street on its way to the harbour. From Dunedin to the Molyneux at Iwikatea (a bone scraped clean from the flesh), now Balclutha, there was a sledge track, but it was quite impassable for wheeled vehicles. Mr. McNeil kept a ferry boat on the Molyneux, behind which horses were towed, and which was a great convenience to travellers, who were sure of a good meal, if they ground wheat in the hand-mill first, and paid for the food.

From Balclutha to Murihiku, or Southland, there was no track. Travellers were told of certain landmarks, such as Moa Hill and Popotunoa Wooded Cone, and were to keep to the ridges and avoid the swampy gullies, and so by exercising their "bump of locality" they found their way, with few exceptions.

Mr. Roberts lost his cattle run in Southland by "The Land and Lease Ordinance, 1856." In 1859 he, together with Mr. J. S. De C. Baigrie, bought the sheep run on the Pomahaka, and imported sheep from Nelson and Australia to stock it. They gave the station the name

of Ardmore. In 1863 Mr. Roberts purchased Mr. Baigrie's share, and he left the colony. On October 22nd, 1867, Mr. Roberts married the only daughter of Captain Peter Williams, who had been in New Zealand since 1829. Miss Williams was born at Port Chalmers in 1850. Her mother was also a very early colonist, having arrived at Waikouaiti in March, 1840, with her first husband in the barque "Magnet," belonging to Mr. John Jones.

—In 1871 the Provincial Government proclaimed the best portion of Ardmore Run into Hundreds, for sale in alternate sections for cash and deferred payments, which action ruined Mr. Roberts, with an immediate loss of over £30,000, compelling him to sell out. He retired to a farm at Waipahi, where he remained till November, 1878, when he removed with his family to Oamaru, where he still resides.

Other land-holders about Tuakitoto and North Molyneux were David Forsyth (1859), James and John Ormiston (1856-59), John Dunbar (1859), Andrew Chapman (1858), and Messrs. Trumble, Westland, and Hutchinson, but whether any of these actually settled on their land the writer cannot find out. Coming back to Inch Clutha, we find that W. S. Mosley, already mentioned, first took up a section at the beach, near the mouth of the Molyneux River.

When coming to his selection he chartered the "Endeavour" (Captain Sinclair) to take his family to Port Molyneux. Several times the little schooner reached the Nuggets, but when the captain saw the rocks he refused to approach near the land; so the Mosleys were taken ashore by the Maoris, with whom they stayed for a week, at the end of which Mr. Mosley engaged a Maori named Kai Kora to take them in a whaleboat back to Dunedin.

On arriving at his destination, the Maori refused to stop, although a high sea was running, and on the return trip he was drowned. Mosley had given him 16/- and a gun for the passage, and when his body was found the gun was found tied to it.

Mr. Mosley then secured the loan of a pair of bullocks and a sledge from Mr. Valpy to go overland to Clutha. This was the first bullock sledge to go from Dunedin to Clutha, and a toilsome trip it was. When the party reached Tokomairiro it came on to rain, so a rough tent was made with cabbage trees for the women and children,

while the men walked about all night trying to keep themselves warm. When the Clutha was reached, they crossed in Redpath's boat, and remained with Redpath for a fortnight, at the end of which two Maoris took them to the Port.

At first and for some time they lived in a four-roomed cottage, built by a Mr. Burrell, who had left some time before. As all their things were on the "Endeavour," they had not much to eat, and were forced to subsist on pigeons and wild pigs. Sometimes they were able to buy potatoes from the Maoris, paying 2/6 for a bucketful. Mosley then dug up a piece of ground for potatoes and wheat. Three months later he got the Maori Chief to go round and tow the "Endeavour" into Willcher Bay. The Maoris then assisted to carry the things to the house, and matters were much improved.

The next year (1853) the Mosleys shifted to Inch Clutha, where a house was built near the edge of the bush, afterwards known as Mosley's Belt. The work incidental to the making of a home steadily proceeded, and soon a smiling homestead took the place of the dreary-looking bush. Bullocks were broken to harness, and often sold as high as £62 a pair. By and by, when horses were introduced, Mosley sold all his bullocks and bought three horses, paying £95, £85, and £75 for them. These three were mares, and in a few years Mosley had a goodly number of horses, which he was able to dispose of at high rates. From 1862-1869 Mosley was a member of the Provincial Council for the Matau District.

The first marriage in the Clutha District was celebrated in 1854 on the Island, the contracting parties being William Mitchell and Katie Lindsay; Peter Ayson, jun., proclaiming the banns in Andrew Mercer's kitchen at Awakiki Bush.

Balclutha, called by the Maoris Iwikatea, was not settled for some time after the first settlers came to Port Molyneux, Inch Clutha, and East Clutha. In the beginning of 1852 there was no habitation of any sort where the town now stands, but in the end of that year James McNeil, who arrived in the "Mooltan," and who had been settled at Blanket Bay, near Dunedin, arrived, and for some time his bark hut constituted the town. All around was a flax swamp—great, big, flapping flax, ten or twelve feet high—while a short distance up the river was a lagoon, six or seven feet deep, surrounded by flax.

Early in 1853 McNeil established the first ferry. He had two suitable boats built in Dunedin, brought by sea to Port Molyneux, and taken up the river to his site. These were the only means of conveyance at this point until about 1857, when the Government established a ferry and built an accommodation house, both of which were leased for a term to John Barr, but instead of paying any rent he was allowed £50 a year and rations for keeping them, his duties being to assist in crossing people and stock.

The accommodation house was built by John Hardy, who employed Messrs. Girard, Mills, and Butler on the job. It was the only Government accommodation house between Dunedin and Invercargill, until one was built at Popotunoa, and another at Mataura Falls.

James McNeil owned fifty acres of land round about his hut, fifty acres were attached to the accommodation house, and John Barr owned a hundred acres. The next hundred acres were owned by Alexander McNeil, the next hundred by John McNeil, while Andrew McNeil owned Inverciel. So far as can be ascertained these were the only settlers about Balclutha at this date.

When crossing cattle by means of the boats the stockmen often had considerable trouble. They had to drive the cattle up where the groin is now, tie one or two to a boat, and drag them across the river, when the rest would follow. Very often some were drowned in the passage, and still oftener during the night the cattle would swim back, and next day the work would have to be done over again.

Somewhere about 1861 the first punt was built. It was a sort of dug-out boat and extremely dangerous, but a little later was replaced by a bigger boat with a stage over it. While James Nicol, John Butler, and others were working at it a serious accident was averted by the coolness and promptitude of one of the employees. In fixing the cable, the men had a boat, the only one on the works. One day, two men, Marshall and Thomson, were employed, when Marshall fell into the river. Thomson at once pulled off his boots and jumped after him. As he neared Marshall he called out: "Now, Marshall, if you do as I tell you, I shall take you out; if not, I won't. Put your hands on my shoulders and rest so, but don't on any consideration catch my legs, or we'll both drown." The advice was followed and both landed safely a considerable distance below the punt, where McNeil's hut was.

Accidents in connection with the punt were quite common, and the Provincial Government in 1866 decided to build a bridge, the contract for which was let on the 21st August, 1866, to William Murray, for the sum of £13,580 6s. 8d., but it cost nearly £17,000 before it was completed. The site had been selected in 1864 by an engineer named Greenlaw, but the work of erection was not proceeded with till 1867. The bridge was 679 feet long, with a width of 14ft. between the railings, supported by eight centre and eight abutment pile piers, two of the spans being 40ft. each and six 15ft. each. The eight centre spans were 80ft. each, while the piers were each composed of thirty-eight piles—thirty-one being 16in. square and seven being 18in. square—secured on the up-stream side by three screw piles 18in. in diameter, as fenders. The platform was suspended by twenty galvanised iron wires, 4½in. in circumference. Near the north end there was a drawbridge, which was 27ft. 6in. in height, to allow the steamer to pass. On the 8th of October, 1868, the bridge was opened for traffic, but during the great flood of 1878 it was partially washed away. The Government then erected the present bridge, which was built on cylinder piles.

From 1858 to 1861, as settlement increased, many changes took place. John Barr sold out of the Ferry House to Thomas and Woods, and afterwards opened a store where the Import Stores are now, he himself going to reside at Te Houka on a farm which he had purchased from one Thomas Martin. In 1859 a sale of cattle took place at Balclutha—the first event of any importance. The stock, fifty head, belonged to Willcher, and had been grazing on Archibald's run at Clydevale. They were put in a stockyard, where John Dunne's house now stands, and there they were disposed of by Mr. Reynolds. Of the values obtained little information can be gleaned, but it is said that some of the cows brought £25 each. In 1861 another big auction sale took place, Mr. R. B. Martin being the auctioneer.

In 1861, James Rattray began business as a blacksmith, the first in Balclutha. His shop was where McEwan's shop is now, but at first trade was dull. Some little time afterwards it rose by leaps and bounds till, during the diggings, Rattray was kept working day and night. A set of horse shoes cost 25/-, and other work was in proportion.

After the diggings, in 1861 and 1862, new settlers arrived—Tuck, Battricks, W. Ford, J. Melrose, W. Hope, J. Sharp, George Bain, Crawfords, and Ludlow being amongst the first. Peter Mason arrived shortly afterwards, while Jack Finn, one of the first boatmen on the river, also settled there. No doubt there were others, but the absence of reliable information makes it difficult to enumerate these.

John MacKewan was the first baker in the town, and he was followed by John Algie. MacKewan's residence was known as Joek's Lodge, and was a favourite resort. MacKewan was the first photographer in the Clutha. Dr. Garland was the first medical man, but he remained only a very short time. A year or two after the diggings broke out Dr. Gibson Smith settled in the town, and resided there till his death. He was a man of wonderful personality, a great sportsman, a splendid judge of a horse, and, above all, a great and good physician. He was deservedly popular, his name being almost a household word throughout the Clutha District. No matter at what hour he was sent for he would at once leave to attend rich and poor alike. He had two grand horses, "Sovereign" and "Jacob," it being on one of these that Sir George Grey rode when making his tour of the district in 1867.

A good story is told about the doctor's man, McAuliffe, who was a bit of a character. One night he had been indulging a bit, and as he rubbed "Jacob" down was heard soliloquising thus: "I am a fool, and I know it, and, 'Jacob,' you are a fool, and know it; but your master is a — fool and does not know it." In 1869 Dr. Smith married a Miss Williams, a friend of the Maitlands at The Crescent, near Stirling.

Mr. Robert Grigor, who arrived at Inch Clutha in 1858, and who was licensed as a surveyor in 1861, was the first surveyor in the Clutha. In 1862 and 1863 he surveyed the rural land up the river from Greenfield to beyond Tuapeka Mouth. He then surveyed the Ferry Reserve into quarter-acre sections, a sale of which boomed the place for a time, the upset price being £12 10/- each, some, however, going up at auction to as high as £50. Some time after this he started in business as a stock and station agent, but on the death of his partner he retired from it.

In those early years sheep were a good price, ewes being £2, and wethers about 10/- each, but on the diggings breaking out wethers sold at £2 and £3, while ewes became

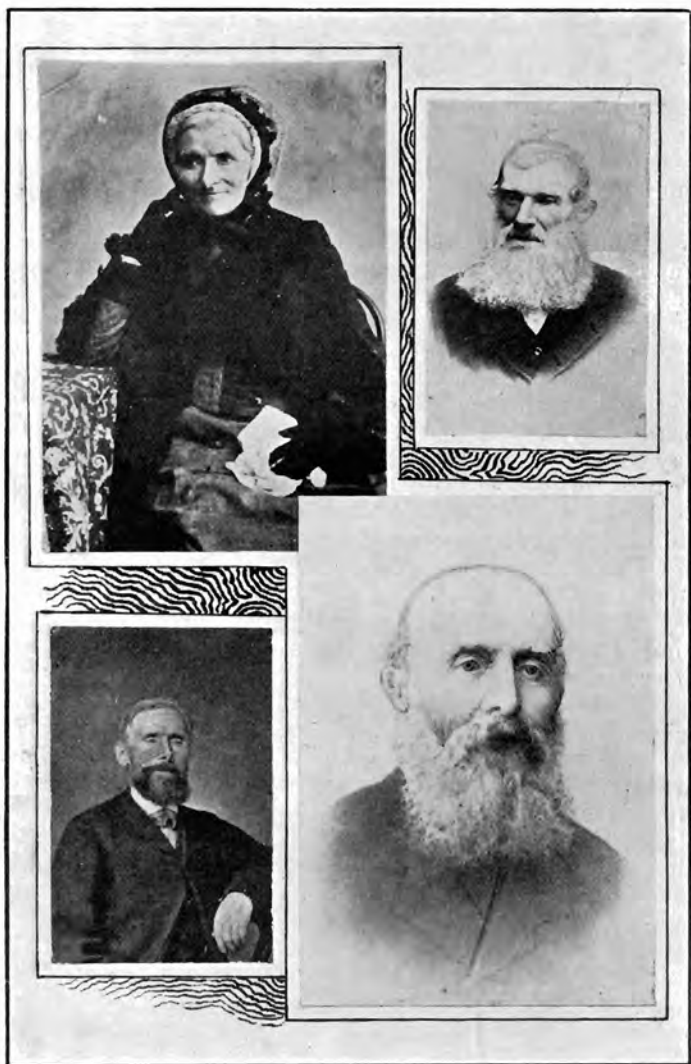
cheaper. During the latter part of Grigor's time in business good ewes sold as low as 1/3 each, and thousands of mixed cattle at 30/- a head, calves thrown in.

A Mr. Hawkins was the first butcher. If he went home later than usual he used to open the door, throw his hat in the room, and cry out: "Is it peace or war?" If the hat were thrown out, he knew it was war; and, vice versa, when he would enter.

Tom Latta, an Australian, had a brewery in the town. Facing the main street, he had built an open shed in which he left his beer. If anyone wanted beer, he could take a bucket and have it filled for a shilling. If Latta was not present, people just helped themselves, leaving the shilling on the cask. When the street was being gravelled there were about a dozen drays at the job, and every time they passed the drivers had a drink. Towards the end of the day they were incapable of much work. In 1863 the old Crown Hotel was built for the Battrick Bros., the carpenters being A. Henderson, W. Nicol, James Dunnnett, and J. Sinclair. A year or two afterwards the Newmarket Hotel was built for R. Smith by Craig & Gillies, of Dunedin.

The Bank of Otago was the first institution of the kind in the place. It was opened by a Mr. Dalgleish, and afterwards managed by a Mr. Christie. Gradually the town increased in size and population. A church and school were erected, but these matters are dealt with elsewhere. Up the river, on the north side, were settled Messrs. R. Paterson and R. Moir, while towards Te Houka Hunter and Harvie had a farm at the upper end of Balclutha Flat, and Duncan and Robert McNeil were settled about a mile up the river. In about 1865 John Low, who arrived in the ship "Nelson," 1862, started business as a saddler in the town.

Thomas Martin, who had bought a farm from Edwin Meredith, was the first settler in Te Houka. He sold to John Barr, as previously mentioned, and in 1860 Robert Robson settled at White Lea. Robson was noted for his Lincolns, his merinos, and his thoroughbred horses, winning many prizes. He secured the highest prize for grains ever offered in New Zealand, £30 and a gold medal, for best 500 bushels of malting barley. In 1863 William Dallas bought land in Te Houka, 300 acres costing £1 an acre. The timber for his house cost £1 per 100ft. at the Glen Sawmills, and a further 15/- per 100ft. for carting



MRS. ROBERT SUTHERLAND
1851—"Clara."

MR. ALEX. GORDON
1851—"Clara."

MR. JOHN ROSS
1851—"Clara."

MR. JOHN SHAW
1852—"Maori."

it to Te Houka. The bricks for a chimney came from Tokomairiro, and when completed the chimney cost £40. Later on, Messrs. Wilson, Duncan McNeil, the Moffats, Houlistons, and a few others settled in the district.

James Wilson arrived in Otago in 1860 by the ship "Bosworth." On arrival he leased a one-roomed house in the North-East Valley at 10/- a week. His first work was harvesting for a man named Hastie at 6/- a day and found. He was then employed at East Taieri for about twelve months, when he shifted to Tokomairiro, where his wages were £60 a year. When the diggings broke out he went to Gabriels, where he was pretty successful. He then bought a team and began carting, paying £100 for one horse and £90 for another. Flour was £20 a ton, the cartage to the diggings costing at first £50 a ton, but afterwards dropping to £20. Oats cost 15/- a bushel, and bran 15/- a bag. After settling at Te Houka, Wilson took an active part in public affairs and church matters, being a member of the Clutha Road Board and a deacon in the Balclutha Church during the incumbency of Mr. Morice.

The Houlistons arrived in 1860, and along with the Moffats took up land in 1863. Adam Houliston brought the Moffats from the Taieri in a bullock dray as far as Milburn, where they were snowed up for three days. They had to engage a three-horse team to assist to bring them to the Clutha. After settling down, Adam and his brother started sod fencing for the neighbours, the price at first being 21/- a chain, but it soon came down to 16/-. He then followed the threshing mill and continued this occupation for thirty-two years, after which he took up a section at Kakapuaka. The price for the first steam threshing in Te Houka was £1 per 100 bushels, or £5 a day, but in Houliston's time the highest charge was 14/- per 100 bushels. Mr. Houliston, sen., was a member of the Te Houka Road Board and a deacon in the Balclutha Presbyterian Church. The Te Houka Road Board district extended from Balclutha to the Waiwera stream, the members of the first Board being: Messrs. Robson (chairman), Telford, McNeil, James Wilson, and William Dallas (clerk). Some years later the Ashley Downs Board was joined to Te Houka, and the combined districts were worked under the name of Te Houka and Ashley Downs Sub-divisions.

In 1858 the runholders up the river on the north side were: Archibald Anderson, from Balclutha North to

Stoney Creek; Pillans, at Manuka Island; Maitland, at Pukepito; George and William Shand, at Greenfield; across the Tuapeka River were George Shand at Evans Flat, Bowler and Davie, while James Smith held ground about Gabriel's Gully, where Musgrave and Murray also had a run; then at Waitahuna, Mr. Cargill, of Dunedin, had a run. In 1863 the Government had three surveyors out, being under the impression that, if the runs were cut up, the diggers would settle thereon, and in about eighteen months some 60,000 acres were surveyed. When the auction sales came on the miner was outbid by the moneyed man, and so things remained as they were.

In giving the details of the settlement of South Clutha, or the South Molyneux, as it was generally called, it may be as well to state that three divisions will be made, the first extending from the old Jetty Shed at the Port Molyneux township to Hilly Park, on the right hand side of the Port Road; the second from the mouth of the river up the river bank district; and the third from about Hilly Park past and including the Awakiki Bush to the Puerua stream. The land had been first surveyed from Port Molyneux up as far as Pomahaka, the base line running up past Puerua behind Willowmeade, then down to the stream and up Steep Hill, all land being mapped out from this line, but for convenience sake the sub-divisions will be made as stated. A number of selections had been made in the Home Country in 1847 by intending settlers, and these will be given. In many cases selections were made, but the original selectors did not settle in the different districts, in others the original settlers are unknown, so it has been thought advisable to give in some instances the original selectors, and in others the original settlers where known.

The only communication with Dunedin was by open boats, which landed settlers and goods at Willeher Bay, but records are not available from which to obtain the names of passengers. Custom-house documents, as well as those of the shipping agents, have long ago disappeared, and the newspapers are scant in information. The only entries found are in 1849, February 18: "Cutter, 'Catherine Johnston,' 10 tons, Armstrong, for the Molyneux. Passengers: Mr. Ramage, Mrs. Hastie, and Mrs. Shepherd." Same day: "Cutter, 'Mercury.' Passengers: Mr. Chalmers and others." In the advertisement announcing her sailing, the agents state: "The fine fast sailing cutter,

'Catherine Johnston,' 20 tons burden, has room for a few passengers and goods." On March 3rd the following entry appears: "Cutters, 'Catherine Johnston' and 'Mercury,' for the Molyneux. Passengers: Messrs. Fuller, Redpath, &c." In March, 1849, George Hay, with his wife and family, the Chalmers, and some others, came to Molyneux in the "Jumping Jackass," Captain Teraki, with a Maori crew. This boat was clinker built, no nails, but just made with hoops for binding. The "Rhadamanthus," another small craft, brought Redpath and others. The Hays were welcomed by the Maori Princess, Makariri, who plunged into the water and carried John Hay, then a baby, to the shore. Then they lived in a tent for some time, but shifted to where Dunn's place is at what is now Romahapa, where they stayed for about six months, then went back to the beach for three or four years.

During their residence there, Mr. Hay and his son William cleared an acre of ground on the left side of the Kororo Creek, planting two crops of potatoes and one of wheat. Looking at the place now, one would think that it was all virgin bush. When new settlers arrived fires were lit on the hills at Coal Point, and when these were seen the Maoris or other settlers would set off to bring the new arrivals across the river, and soon all would be sitting round regaling themselves with potatoes and fish. In about the year 1853, George Hay purchased Fuller's property at Hilly Park, then called Addington, but more of this anon.

The first selections about Port Molyneux were made in the Home Country in 1847, and were as follow:—John Brown and others selected 50 acres, where the Presbyterian Church now stands, and which now belong to the Presbyterian Church Board of Property; Rev. John McDermid, also 50 acres, afterwards owned by George Balloch, and now by W. Carrick; Wm. H. Cutten, another 50 acres, lying south from the old Jetty Shed, and now owned by James Paterson; David Garrick, 50 acres, lying between Kaka Point and the Pilot Station, now owned by E. McGregor and the Trustees of Jenkinson's Estate, and leased to J. Tilson; Charles Smith and William Mosley, 50 acres each near Kaka Point; while Andrew Mercer selected 50 acres adjoining the site of the old Alexandra Hotel, and fronting the Molyneux River, now owned by Shiels Bros.

When Mosley arrived in 1852, he lived in a four-roomed cottage, which had been built by one Burrell, who is said to have owned a 25-acre section some time before. Burrell was a retired Indian Civil Service man, and a confirmed opium smoker. He had brought a good supply of opium with him, but when it was exhausted he left, as he said he could not live where there was no opium to be had. Mosley afterwards shifted to Inch Clutha, and his property now belongs to the Bates family. In 1848 W. B. and A. D. Fuller made their selection of land near what is now Romahapa, the place being now called Hilly Park, which, as stated, was purchased by George Hay, and is now the property of William Hay. The Fullers and Alex. Chalmers returned to Port Chalmers, where they purchased cattle from one McClymont, and started off down to their new homes, which they ultimately safely reached.

The Fullers were thus almost the first to have stock in South Clutha. After building a house they set to work, doing the hundred and one necessary things which all who started as they did have to do. Winter provisions were an absolute necessity, and for this purpose they went out pig hunting. They soon secured a good supply of pork, but getting it to the house was another question and entailed more trouble than the killing, every bit of meat having to be carried through very rough country on their shoulders. On another occasion, when they were out hunting, their house was burnt, blankets, food, clothing, all being destroyed. They also lost a sum of money. Some time afterwards, Mrs. Hay, raking among the ashes, found a sovereign.

George and William Hay and Peter Ayson cut the Fullers' first wheat crop, which was stacked in a shed where Meredith had his sheep shorn. Afterwards the McNeil Brothers threshed it with flails, the three men working on the board together. The Fullers afterwards owned Popotunoa Run and Pomahaka, the country at the latter place being named by them the Burning Plain, no doubt from the fact that there was a hole of burning lignite on the property. This fire had been burning long before the Europeans came, and the Maoris had christened the place "Tapu-Whenua" (sacred ground).

In 1849 James Smith selected fifty acres at what is now the Cloan Estate, owned by Shiels Bros. In 1851 Edward Cockshutt took up a selection which was purchased by James Brugh, who, in September, 1856, made

his first selection of land, although he had been in the district some years earlier. In 1859 Brugh made further selections, and still later further increased his holdings, all of which are included in the Cloan Estate. Other selectors in 1856 were R. L. Begg and George Hay. Begg's first selections amounted to seventy-five acres, but in 1858 and 1859 he took up other seventy-five acres. In 1860 he leased part of his land to Andrew Lees, who ultimately shifted to the Owaka District. Begg's property passed into the hands of Messrs. Tilson and James Paterson, each securing a part. Hay's selection now forms part of the Hilly Park Estate. In 1857 George Willcher took up fifty acres, now owned by Shiels Bros., and in 1858 Mrs. Janet Dalziel selected twenty-five acres, part of which is now owned by James Tait and part by William Hay. In the same year Robt. Carriek took up seventy-five acres, now owned partly by James Paterson and leased to A. Mitchell, and partly by D. Tilson. In 1860 Thomas Russell took up a section lying a good bit south from the old Jetty Shed, and next to the Domain, while W. Winthrop and James Paterson made a selection near the same quarter. These sections are now owned by D. Tilson and James Paterson, the latter also owning the section taken up by James Thomson in January, 1860.

In March, 1860, Mr. and Mrs. Henry Tilson settled on the property now owned by Alex. Tilson. For some years they experienced a good deal of rough life. Their first house was a rough whare, made of posts, the battens being tied with flax and roofed with thatch. On one occasion, during a gale, it was blown down. Their land cost 10/- an acre, and for a considerable time all the cultivation was done with the grub hoe and spade. All the cooking utensils they had at first were a kettle and a saucepan. Their first cows cost £20 each, and were very poor specimens. The first butter Mrs. Tilson made was churned in a bottle. For company at night they had a little black pig, which camped in the outside corner of the chimney. While sitting sewing Mrs. Tilson often spoke to it, and "Grumph, grumph," was its reply. On several occasions they were hard put to it for food. Once they ran out of matches and had no fire all day until evening, when two Maoris visited them and lit a fire by rubbing two sticks together, so for a change they had their breakfast at night.

During 1860 James Shiels took up 100 acres, lying south-east of Hilly Park. In 1861 he paid a visit to the district to see his property, but did not settle on it until 1864, when, in company with James Paterson and James Tait, he hired two drays to bring his family from Dunedin. For some time Shiels lived in a house belonging to one Doig, but soon set to work to get his own built. The timber was taken from his own bush and sawn by John Tuck, the cost being £2 per 100ft.; the roofing iron cost £40 a ton in Dunedin, while the cartage cost 30/- a ton; dressed flooring boards cost £2 a 100ft. Provisions were dear—sugar costing 7d. a pound, and it was pretty black and sandy at that; tea was 4/- a pound, treacle 6d., butter 2/6, eggs 2/6 a dozen, and bread 1/- a loaf. A woman, a new arrival, was so horrified at the high prices that she exclaimed to the storeman that she could get them for half the price at Home. The storeman turned round pretty sharply and said: "Well, ye had better gang Hame and get them." Shiels was clerk to the Road Board formed in later days, Major Richardson being chairman. On one occasion the Major was late for the meeting, when he excused himself by saying that the day before he had engaged a sailor to work about the place, and, as he was going out, he had told him to kill a sheep. The sailor killed the biggest sheep he could see, and when he, i.e., the Major, returned, he found that the man had killed one of his best rams which had cost £10, and the best of it was, he concluded, "We couldn't eat it."

In February, 1861, James Tait made a selection, now held by James Tait, jun., while in the same year Robert Crawford, H. F. Begg, and William Logan made their selections. Crawford's is now owned by Alex. Tilson, Begg's by James Shiels, and Logan's by one Charles King, of Dunedin. On March 18th, 1861, William Stewart took up two sections of twenty-five acres each, one of which he still retains. He disposed of the second to a W. Curran for a horse. Unfortunately for Stewart, the horse died, so he had nothing for his section. Towards the end of this year Samuel Begg selected 225 acres, all of which now belong to James Paterson, who has let to Adam Paterson, who again has sub-let to A. T. Mitchell.

In the early part of 1862 Alexander Cumming and James Baird took up land, now owned by James Paterson, while about the same time A. C. Begg selected a portion, now occupied by A. Wylie, and John McEvoy took up a

section now owned by Charles King. In the middle of the year James Porteous took up two 25-acre sections, now owned by P. G. Wright, and in 1863 took up other sections totalling 100 acres, part of which is owned by P. G. Wright and part by Joseph W. Hammond. Wright also owns a section taken up by H. Livingstone. In December, 1862, James Scott selected fifty acres, now owned by John McMaster, of Saddle Hill.

From the mouth of the river, up the river bank, the selections were few, embracing those of Messrs. W. Hope, D. McKay, Hislop, Wm. Wilson, D. Dunlop, W. Colville, Hugh Black, Hodge Bros., R. McKinlay, and A. Melville. Hislop, Wilson, and Colville selected in 1861, and their properties now form part of the Otanomomo Estate, while Dunlop's place was recently occupied by James Stevens, who sold to Aitkenhead. Black and Melville also selected in 1861, but Black afterwards disposed of his interests to Melville, who also purchased McKinley's selection of 1862. Of the Hodge Bros., no certain dates can be given, but their property is now part of Otanomomo. Both brothers were killed in the great explosion which took place in 1879 in the Kaitangata Coal Mine. In 1860 W. Hope and D. McKay made selection of what is now the property of Benjamin and Matthew Taylor. Part of Waitutu, lying north-west from the township at Port, and extending along the Puerua stream for a considerable distance, was first taken up by J. B. Clarke in 1856. Clarke disposed of his interest to Lewis, who was the first to mine coal at Coal Point. Lewis sold out to George Scott, and Waitutu is now owned by Barker, who has leased it to one Cowie. McAndrew & Co. had a section of twenty-five acres in this quarter, and it also forms part of the estate.

Coming up the district to what is now Romahapa, we find that in 1848 the Chalmers Bros. selected land at Awakiki Bush, taking up fifty acres at the east end. This selection must have been made in the Home Country, as the brothers did not arrive in Otago until January, 1849, shortly afterwards settling down on their selection. Two small hills in the neighbourhood were called by Nat. Chalmers "Concentration" and "Contiguity." Captain Cargill always objected to the early pioneers taking up land far from headquarters, so when he heard that the Chalmers and others were going to South Molyneux he said: "Nonsense! Church and market, concentration and contiguity; settle on the tens." Chalmers was so tickled

with the idea that he named the two hills thus. The brothers afterwards purchased part of the Moa Hill Estate, Kaihiku, which they sold to Meredith. They also took up the Moa Flat Station, in the Tapanui District. Their selection in Awakiki is now owned by David Dunn's family. In 1849 J. H. Stirling and R. Craig made selections in the bush, the former's place being now in the hands of Miss Spiers, the latter's in those of Irving Dent. Stirling did some clearing, but did not remain long on his land, shifting to the beach, where he built a house about half-way between Erlstoke and Kororo Creek. In February, 1850, Wallace took up a farm which was afterwards owned by James Johnston, and now by Lefevre. In the same year the Archibalds, Thomas, Alexander, and Andrew, settled in the same quarter. They afterwards shifted to Clydevale, and their property at Awakiki passed into other hands, being now owned by Lefevre. It may be stated that Andrew Archibald died at Cheviot House, and is buried at Puerua. During the same year Alex. Swan took up part of the Cheviot House Estate, but did not settle on it. It is said that Andrew McNeil bought Wallace's place in 1851, but whether he did so or only squatted in the bush is uncertain.

In 1851 Andrew Mercer settled in the district, and from records supplied from the Land Board, 1858 is the date given when he took up part of the Cheviot House Estate. In 1854 there were only five families settled in South Clutha—Messrs. Hay, Brugh, Willeher, Archibalds, and Mercer. Mr. Robert Mercer gives the following particulars of Andrew Mercer:—"Andrew Mercer was a native of Dunfermline, Scotland, and arrived in Otago in 1848 by the 'Philip Laing.' Before leaving Scotland he had entered into partnership with George Ross, and they bought orders of choice of land under the existing Land Regulations. Mr. Mercer was married in Dunedin on the 31st December, 1849, by the Rev. Thomas Burns, to Jessie Munro, who arrived in the ship 'Mariner' in 1849. On retiring from business in Dunedin he removed to his selection of rural land at South Molyneux, making the journey overland on foot, his wife, child, and sister, together with stores, being sent round to Molyneux in an open boat in charge of Antonio Joseph.

The sea voyage was a memorable one, being tedious and fraught with danger. The two ladies were badly bitten by the sandflies, the child, Robert Mercer, of

Dunedin South, also having his face and hands all swollen with the bites. For over a week the ladies put up with the terrible discomforts, but at the end of that time they besought Mr. Joseph to land them. This he did near the Kuri Bush, and no inducement could prevail on them to continue the journey by sea. In speaking of this journey in after years, Mrs. Mercer often referred in grateful terms to the great kindness shown to them by Edmund Smith, who resided in the Kuri Bush District. After a short stay to recruit, the ladies performed the rest of the journey on foot. With neither roads nor bridges they found it a terrible undertaking, and it was no wonder that Joseph reached the Molyneux fully a week before them.

Mr. Mercer's first home in the Awakiki Bush proving unsuitable, he made a second one on a selection called Jessiefield. D. P. Steel took up the next section to it, and for some time they worked both sections together. Mercer was a carpenter by trade, and did a good deal of work building houses for new arrivals. It was said of him that he was a handy and very useful man in the district, assisting in church work, and fulfilling the duties of undertaker, beadle, deacon, elder, and precentor. In 1854 he took up the census in South Otago, doing the work on foot.

On 19th April, 1852, his eldest daughter, Annie, was born, and up to the time the child was eight months old no opportunity occurred to enable the parents to have her baptised. Mrs. Mercer resolved to wait no longer, but set off to walk to Dunedin, carrying her child in her arms. After she had completed the first day's journey heavy rains came on and all the streams were flooded. While crossing one of these she and her child were nearly drowned, but kind Providence protected them, and, after a weary and trying three days' journey, they arrived in Dunedin, where Dr. Burns christened the baby. The return trip was made also on foot, but under somewhat better conditions.

This child, Annie, nearly lost her life on two other occasions, the first happening at Awakiki Bush, when wild pigs attacked her; the second at Jessiefield, when a madman nearly strangled her, it taking the parents all their time to pull him off the child. This madman was one of the first to go to the lunatic asylum in Dunedin, where he remained for over fifty years. Others of the family born in the district were Hector, now in business in Dunedin, and Alexander, now a commercial traveller.

Mrs. Mercer was an ideal colonist. She underwent the trying circumstances of a life totally different to what she had been accustomed, without a murmur, putting a stout shoulder to a "stae brae," and proving herself in every way a meet help to her husband in all the labours incident to settling in a new land. She was as a mother to the newcomers, lodging them on arrival, encouraging them by her cheering words, tending them in sickness, and in every possible way showing a friendliness and readiness to help that endeared her to all. She was of a most charitable disposition, and there are many in Otago who have profited by her counsel and assistance. About 1859 the whole family returned to Dunedin, the farm having been sold to D. P. Steel, while the stock was driven by A. Petrie to the Clutha Ferry, where it was sold at auction by R. B. Martin. The trip to Dunedin took three days, the party being taken in two carts driven by James McIntosh and Sam Barnes.

In 1857 John Shields took up a section in front of the Awakiki Bush, and in 1859 took up another lying near. Both of these are now held, partly by Robert Shields and partly by William Paterson. Part of the Cheviot House Estate was taken up in 1857 and 1858 by D. P. Steel, who also bought Mercer's property, and in 1859 took up part of Underwood. Cheviot House ultimately passed through several hands, Thomas Ord buying Steel out and also in 1861 taking up a section in his own behalf. He then sold to Simpson, who again sold to the present occupier, Gillies McKenzie.

Underwood was sold to Morton & Sons, and is now owned by W. and A. Morton. Andrew Shields, and Weir. D. P. Steel was a member of the Provincial Council of 1860. He was not so well adapted for political life as his colleague, Sir John Richardson, and did not speak much in public, but on committees his services were invaluable. In private life he was much appreciated. He was very highly respected and much missed by his Clutha friends when he left to make his home in Victoria, where he died a few years ago.

In 1859 a goodly number of selections were made, the records giving—James Johnston, at the east end of the Awakiki Bush, now owned by Lefevre; Peter Dunn, owned by Miss Spiers; Alex. Mutch, whose property was afterwards purchased by C. H. Sterndale and then by Irving Dent; David Dunn, in the open land clear of the bush, now

in possession of the Dunn family; W. R. Perkins, who took up part of the Cheetwood Estate; Robert Christie, now in the occupation of R. S. McKenzie; John Dunn, and W. France. Dunn's place passed into the hands of James Johnston, and belongs to Lefevre, while France's property belongs to McVicar.

Robert Christie came to South Clutha in 1854, and was present at the first church service held by Dr. Bannerman. He was employed for some time by James Brugh and Thomas Redpath, then he settled in the Awakiki Bush at Puerua, buying the third part of a 50-acre section from Mr. Strode, the Administrator, at £3 an acre, but through something illegal the Government bought it back at £2 an acre. He then bought seventy-five acres at 10/- an acre. Every season for thirty years he went shearing, and had the pleasure of giving some old identities their first lesson in that art, Robert Grigor, Nat. Chalmers, Judge Gillies, and G. W. Hutchins being amongst the number. Christie was the first postmaster at Puerua, his successors being Thomas Stark, W. Wilson, T. Wilson, and W. Paterson, the last of whom now occupies the position.

The Dunn family were natives of Perthshire, Scotland, all the members arriving in Otago during the 'fifties. David Dunn was a passenger by the "Rajah" in 1853; James, Peter, and Janet arrived by the "Sir Edward Paget" in 1856; and John, with his wife, mother, and youngest brother, George, by the "Strathfieldsaye" in 1858. James was a shoemaker by trade, and shortly after his arrival in South Clutha started in business. He was the first bootmaker in the South Clutha District. He often tanned his own leather, using birch bark for the purpose. For lime, he collected shells at Port Molyneux and burnt them in a small kiln which he built near his residence. Many a time he walked to Dunedin for material, which he carried home rather than depend on the schooners, which were very uncertain in their arrivals. Peter Dunn was an active member of the South Molyneux Road Board, and, like many other early settlers, threw himself with heart and soul into any work that was for the advancement of the district.

France was a very handy man. He built the first lock-up in Dunedin, and often said he was the first man to be locked up in it. He often told the story with great gusto, as if he were pleased with such an honour. Finding him one day blowing away with a pair of bellows at what

he thought was a fire in order to fry a steak, although there was no sign of fire. Mr. Mercer brought him to South Clutha, where he started a smithy in the bush.

In 1860 Daniel McEwan took up a selection in front of Hilly Park, at what is now Romahapa, and owned by W. Watt and others, while in the same year Alexander Anderson, G. S. Brodrick, and Alexander Johnston made selections, partly in the same quarter and partly between the Awakiki Bush and the Main Port Road. Anderson's selection is now in the hands of A. Anderson, lately store-keeper at Romahapa, while Brodrick's and Johnston's are held by R. S. McKenzie.

In 1856 A. S. Begg came to South Molyneux in the schooner "Star," Captain Blackie, who had with him as first mate Charles Hayward, late of Catlins River. Mr. Begg stopped for a short time with James Brugh, until he settled at the Glen. He was not long in the colony when he sent Home for a sawmill and flourmill plant. The flourmill was the first in the South Clutha district, and the sawmill the first south of Mosgiel. During the course of erection the Gabriel's Gully diggings broke out, and the men struck work and went off to the diggings. During their absence Mr. Begg went to Dunedin, where he purchased a bullock dray, and shipped it to Port Molyneux. This was the first wheeled vehicle in the Glen. The sawmill was a primitive affair; there was no big breaking-down bench, the logs being split into pieces which could be put through the breast bench. The mill was driven by a 16ft. over-shot wheel, afterwards sold to Mr. Gilroy, of Stirling, and now owned by Mr. Smith, of Greenfield. The Alexandra Hotel at Port Molyneux was built of timber cut at this mill, and part of the furniture was made at the mill by one John Inglis. The prices for timber were 20/- per 100ft., the hand sawyers getting 25/- per 100ft.

The first flour millers employed by Begg were D. and P. McVicar, and a man named Jimmie. On one occasion, when returning from his work in the dark, Jimmie lost his way. He was missing for a week, when a Mr. Sutherland found him in an old hut in a dying condition, but by good nursing his life was saved. The Beggs had been passing the hut every day, but had never thought of looking in it, as they believed he had left the district. One year there was a splendid crop of wheat, and, as there was no sale locally for the flour, George Begg was sent

with a load of 30cwt. in the middle of winter to Tapanui to try to sell it. When he reached the Pomahaka River it was in flood. Near by was an old stockyard, so he hitched two bullocks to some of the posts, pulled them out, and used them as a stage on the dray to keep the flour above the water. The trip took two weeks, but the flour was all well sold. Mr. Begg afterwards had two teams carting to Miller's Flat, the carting being done in winter and spring. He also started flax-milling in the Glen District, and here it may be said that the first flax-mill in the Clutha was in the neighbourhood of Coal Point, worked by one Mansford. The next was at Port Molyneux, the building having been brought from up the river, where it had been used as a grain shed. The engine was brought from Dunedin by sea in the "Taiaroa," and was pulled into the mill by the schoolboys and men who happened to be about when it arrived. In those days the flax was put into tanks of hot water, but this mode of dealing with it was not a success. This mill was started by Capt. Murray, who had first tried milling the flax on board the "Tuapeka." It was then run by Murray and Miller, and afterwards by Wyllie, Balloch & Co. Cousins and Tosh then started a flax-mill at Balclutha, but when Begg made up his mind to start at the Glen they sold him the machinery. The price of dressed fibre was £28 per ton, but it had often to be sold for from £12 to £14 in Dunedin. Some of the farmers were paid a royalty of 2/6 per ton for the green flax, while others gave it free, being glad to get rid of it. Later on Miller and Brugh started a mill at Barratta Creek, and here a man named Ironside had the misfortune to lose one of his arms, which was caught in a cog wheel.

Coming again to the settlement, we find that in 1861 Wm. McInnes took up part of the old Lansdowne Estate, other parts being taken up in 1862 by James Porteous, and in 1863 by Donald Henderson. Lansdowne has now been cut up and is in the hands of various holders. Other selectors in 1861 were James Dunn, north of Hilly Park; James McEwan and Robert Chalmers, near the Puerua stream. McEwan's property near Romahapa is now owned by Kilgour & Sons, while Chalmers' is owned by John Shields. In 1862 William Stewart took up what is now McVicar's, Duncan McLennan selected what is now Lefevre's, and Robert Banks took part of the Cheetwood Estate, while John Johnston took up a farm on the right

hand side of the main road, now owned by Mrs. Johnston. George Dunn also made a selection, now owned by Miss Spiers, while John Colvin had a section, now divided between Mrs. Johnston and R. S. McKenzie.

Nearer the Puerua stream, in 1849, C. Brotherston and May Taylor made a selection of part of the Willowmeade Estate, while William Perkins took up part of Cheetwood. In 1858 Dr. Thomas Burns and Edward McGlashan secured the property on which the Puerua Manse now stands, and in September of the same year J. H. Perkins took up a section, adjoining a selection made in 1857 near the Puerua Bridge, and now owned by W. Murdoch. In 1857, 1858, and 1859, Sir John L. C. Richardson took up a large part of the Willowmeade Estate, most of which is now owned by James Lamond, 200 acres being owned by Mrs. Dent.

Sir John Richardson arrived in Otago in 1856, in the "Strathmore." He had paid New Zealand a running visit some years before, and was then so highly pleased with the country that he determined to return to it. As stated, he took up land at Willowmeade, and this was his home till his death in 1878. In 1860 he was elected to the Provincial Council, representing Clutha along with D. P. Steel. He was chosen Speaker of the Council, and in 1861 received the honour of being elected Superintendent of Otago, when he successfully organised the police and other departments, which developed during the sudden gold influx. He afterwards represented Dunedin in the House of Representatives, and later was nominated Speaker in the Legislative Council. He thoroughly identified himself with the settler's life, and was ever ready to help others, especially the new arrivals. Once he received a visit from Governor Sir George Grey, who was touring Otago. Sir John was a man of some literary attainments, and a frequent contributor to the Press. He was of noble disposition and a most enlightened friend of education; foremost in philanthropic movements, and was revered and honoured by people of every degree, having every quality that endears man to his fellow men.

In 1861, behind Willowmeade, William Cadzean took up the land now owned by Mrs. Dent, and about the same time J. Dobson made a selection in the same quarter; this is now in the possession of John Christie. Further up, Peter Hutton and Andrew Fleming made their selections. Hutton's being now owned by the Dent family, while

Fleming's is owned by Mrs. Souness. In 1862, W. J. Murdoch increased his holding by taking up the land near the Puerua Bridge now held by William Murdoch. Other settlers about this time, or maybe a little later, were W. Whytock and A. Ledingham, Whytock's property being purchased by Messrs. Ledingham, McVicar, and D. Dunn. Not far from Ledingham's, A. Henderson had a section now occupied by one Magon.

A very much later settler was Daniel McLaren, who, however, must be classed as an old identity, as he arrived in Otago in 1858. Shortly after landing, McLaren got a job carting stones from a quarry in Caversham. In 1860 he worked for Major Croker at Meadowbank, Clarksville, and when the diggings broke out he set off for them. In 1862 he went Home for a trip, returning in 1863 in the "Silistria." After some ups and downs he found his way to the Clutha, where he worked for Donald Ross at Wharepa, and afterwards for Somerville Bros., fencing and doing odd work. At this time wire fences were coming into vogue, the wire costing 23/- per cwt. After shifting to Puerua, McLaren was surfaceman on the roads, and his account of patching the roads shows the peculiar method adopted. When the roads were repaired the men had to cut flax and tie it in bundles. They then put the bundles into the ruts and holes to help to carry up the drays; when the roads got dry they had to take out all the bundles of flax and fill the holes with clay. The engineer would not allow the clay to be put on top of the flax.

Previous to 1861 there is very little information to be had about Port Molyneux as a township. It was always spoken of as the Beach, as it was in the vicinity that the settlers' stores were landed, and it was not till roads were being made and a river steamer began to ply on the Clutha that the place commenced to advance. A church, used as a school, was built, stores were opened, and it seemed as if Port Molyneux would be quite a flourishing town. On December 5th, 1861, the Port was declared a Port of Entry, Edwin Rich being its first Collector of Customs. On March 7th, 1862, James Pillans Maitland was gazetted as the Collector. The proclamation was cancelled in May, 1866, when a notice appeared that Port Molyneux was no longer a Port of Entry.

The first general store was opened by A. C. Begg, near the mouth of the Puerua, and by 1864 there were two hotels, the Commercial, managed by R. McLay, and the

Alexandra, first by Evelyn Lockley, then by Ancell; three or four stores kept by A. C. Begg, R. L. Begg, Thomson and Mailer, and A. Gault; a baker, Ancell; a shoemaker, C. Finlayson; a butcher, McKinlay; a paperhanger, John Palmer. There was a large number of various tradesmen, carpenters predominating, and it is said that as many as twenty-two carpenters were kept busy building houses. The only brick house in the place was built by Frazer Bros., who leased it to Captain Murray, the bricklayer being one Binnie, his kiln being just in front of the place where the house was built. The first lighthouse keepers at the Nuggets were Cardigan and Cunningham; one Hoggart was pilot, his successor being John Burn, afterwards Custom-house Officer at Dunedin. The first blacksmith was D. McIntosh, who still carries on his trade in the Ahuriri Valley. Among the carpenters were Walter Nicol, now of Kaihiku, A Henderson, late of Balclutha, R. Meikle, of Dunedin, and McKay and Fraser. The police were represented, first by Sergeant Cobden, then by Constables Bailey and Albert.

During 1864 what might be termed a gold rush on a small scale took place, and in July of that year some seventeen miners were at work washing the black sand which had accumulated on the beach. Many were supposed to make some fifteen shillings a day, others from an ounce to an ounce and a half per week. It was believed that a lode of this particular sand might be discovered in the neighbourhood, and a party of miners went prospecting, but their explorations were a failure. It was subsequently supposed that the sand had been brought down by the Clutha River, then thrown on the beach by the tide, and this supposition was ultimately proved to be correct.

For some months the Port boasted of a doctor, a Dr. Cowie, but the inhabitants refused to be ill, and the doctor was forced to shift to other quarters where they were more accommodating. Some of the business places frequently changed hands, and their numbers gradually became reduced. The Commercial and Alexandra Hotels were in turn purchased by John Hartley Jenkinson in 1866, previous to which he had been storekeeping in Balclutha. Brown's store was bought by Brewer & Levison, then by James Paterson, and is now in the hands of Adam Paterson. C. V. Brewer, was the first Postmaster, then

James Paterson, who held the office for over forty years.

The cancelling of the Port as a Port of Entry, the withdrawal of the steamers, and other things combined to divert the trade, and after the great flood of 1878 the prospects of the town were ruined. Many people left, all the stores except Mr. Paterson's were closed, and the place gradually sank to a mere shadow of its former self. But all this is almost present-day history, and is only repeated to show what vast changes may and do take place in a very few years in a young country—settlements once thriving centres now hardly recognisable, others of later day flourishing commercial centres.

The Glenomaru and Ahuriri Districts were not settled till well on in the 'sixties. Donald McDonald is said to be the first who settled in Ahuriri. He had been shepherding for James Brugh for some years before taking up land, his wages being £60 a year, and rations for two children. In 1864 his eldest daughter was married to Walter Nicol, and is resident in Kaihiku District. Other settlers in Ahuriri were Henry Lattimore, William McLean, W. McLay, and soon after them Lyndsay and John McColl Smith. The first church services in the district were held in 1866 in McLay's house. The first teacher was Thomas Roscoe, who was succeeded by a Mr. Quaerina, who was again succeeded by Wm. McLelland, who was transferred to North-East Harbour, where he died. Mrs. Carriek was then appointed to the school, being in turn succeeded by Miss Sherriff. Lately another school has been opened in Ahuriri Flat, the teacher being Miss McKenzie.

Until 1865 the Catlins District was practically unknown, at least so far as settlement is concerned. In that year Simon Saunders took up the first selection in Owakā. Saunders was a master mariner, and a native of Aberdeen. He came from Melbourne in 1861, and was not only the first to take up land in Owaka, but also the first to settle in the district. He took with him two men to build a house, one being a carpenter named Dixon, but they knew so little about timber that they split all ribbonwood trees for the timber. Saunders stayed for three years, when he went back to sea, but was never heard of again, the supposition being that his vessel had foundered with all hands. When he first went to the district in February, 1865, he chartered a small vessel to take his men and chattels, and in July of the same year he took his family

down in the "Nora." Some time afterwards he took two horses overland by a blazed track past where the Owaka Jetty now is.

Between his two trips, another settler, named George Harle, arrived in the district, and shortly afterwards John Smith took up a farm between what is now Logan's and McIntyre's. Other settlers were John Rae, W. Owens, McIntyre, and Charles Hayward. The first sawmill in the district was started by McGlashan, and was the means of bringing a large addition to the population. The first school was put up by subscription, the first teacher being a Mr. Thomson, who was succeeded by Mr. Hungerford. When a new school was erected, the teachers in order were McAndrew, Speed, and, after a long vacancy, Bryant, who was succeeded by the present teacher, Andrew Chesney. The first church service was held by Mr. Bannerman in John Rae's house. Owaka was the last of the out districts to be settled as a separate charge, the Rev. A. McLaren being the first placed minister.