

# PROSPECT

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# Epsom Road Board members

*By Graham Bush*

Until researched and written up for *The History of Epsom*, the Epsom Road Board (1875–1914) was virtually unknown among the tribe of Auckland’s early local bodies. As part of the task of unearthing and writing up its history, it was expedient for me to compile a list of its chairmen and members. While a few of the most prominent, such as Samuel Hesketh, Alfred Worrall, William Bloomfield and John Edgerly were accorded individual recognition in the book, limitations of space precluded the same treatment for the mass of local worthies who served the growing suburb of Epsom in this capacity. Incidentally, 2014 marks the passing of a century since the last board decided that Epsom’s future was best placed in the care of the Auckland City Council, but there are unlikely to be events organized to commemorate that occasion.

As in most other fields, in the writing of history there are both trends and fads, most of which sooner or later pass into obscurity or oblivion. One such infatuation which, of course, transcended the purely historical field, was the compiling of lists: lists of monarchs, presidents or prime ministers, wars, countries, natural events and features, sporting achievements and almost anything else that was listable. It was not history, geography or sociology as such but rather the organized assembling of particular sets of sequential or related facts which were available for the consumption of anyone concerned, be they an established writer or simply an interested individual. This list of Epsom Road Board chairmen and members is hereby put on permanent record in fealty to that tradition. It was compiled from the Epsom Road Board minutes in the Auckland Council Archives and Epsom Highway Board papers in the National Archives.

## *Chairmen*

Andrew, John 1897–99

Beetham, Albert 1875–77

Bloomfield, William R. 1902–14

Cochrane, William S. 1886–92 & 1896–97

Frost, Harry 1915–17

Hesketh, Samuel 1892–94 & 1899–1902

Lawry, Frank 1882–86

Paton, Thomas 1877–82

Wood, Frederick H. 1914–15

Worrall, Alfred 1894–96

The chairman was appointed annually  
by and from the five elected members of the board.

## *Members*

Alexander, C. 1875-77  
Andrew, J. 1889-99  
Atkinson, E. 1895-1900  
Beetham, A. 1875-78  
Bloomfield, W.R. 1902-14  
Carr, R.A. 1899-1902  
Clark, R.G. 1910-15  
Clay, E. 1913-15  
Cochrane, W.S. 1882-99  
Cosgrave, J. 1875-77 & 1878-82  
Crawford, W.J. 1899-1901  
Edgerly, J. 1901-07 & 1908-10  
Edgerly, W. 1915-17  
Frost, Harry 1914-17  
Galbraith, W. 1878-80  
Granger, T. 1904-11  
Heather, A. 1881-92  
Hemus, C.E. 1915-17  
Hesketh, S. 1881-1910  
Jones, E.F. 1910-12

Jones, F.C. 1907-08  
Jones, W. 1911-13  
Lavers, G. 1875-78  
Lawry, F. 1877-86  
McDonald, A. 1903-13  
McDonald, C.S. 1896-1901  
McFarlane, J.B. 1914-15  
McGarry, M. 1886-90  
McIndoe, D. 1878-81  
Neal, R. 1882-88  
Paton, T. 1877-82  
Pemberton, W. 1877-78  
Tyne, T. 1915-17  
Udy, R. 1875-77  
Vaile, H.E. 1915-17  
Waller, G. 1880-81  
Wheeler, J. 1901-03  
Wood, Frederick H. 1912-15  
Worrall, A. 1892-96 & 1899-1904  
Worrall, G. 1887-89 & 1890-95

The five members of the board  
were elected annually, from 1884 always in May.

For those who insist that no list is complete without the statistics it generates, here is a basic selection. In the 42 years of the board's existence, ten men occupied the chairman's seat, with their average tenure being just over four years. The longest in office was William Bloomfield (12 years), while two others, William Cochrane and Samuel Hesketh, each served six years. As regards the 40 members, their tenure averaged 5.25 years. By far the granddaddy of them all was the lawyer Samuel Hesketh, first elected at 32 years of age, and who then served for 29 consecutive years. Five others were also elected for a decade or more. On a speculative note, one wonders how many of the 40 have descendants living in Auckland today?

# J. P. du Moulin and the Stonyhurst subdivision

*By Brian Davis*

*This article gives an account of the life of John Peter du Moulin (1816–1901), a Mt Eden land owner, and the subdivision of Stonyhurst which he developed. The estate encompasses the land at the northern end of the old borough, north from Bellevue Road and bounded by Mt Eden and Dominion roads.*



*John Peter du Moulin  
1816–1901*

Sir George Grey Special  
Collections, Auckland Libraries  
AWNS-19010111-7-6

The Stonyhurst Estate was a 72 acre subdivision which was developed, and its first sections sold, in 1879 by surveyor and militia officer Dutch born John Peter du Moulin. My attention was drawn to this area of Mt Eden when I read an 1887 letter, in the *Auckland Star*, by John Davis, whom I thought could well be my grandfather, giving his address as Stonyhurst, Mt Eden. It was not a name I had heard before although I knew that my grandparents lived in Wynyard Road, Mt Eden, until they moved to Takapuna during World War I. This set me on a search for the origin of the name, and the area involved, which led to the story related below.

Much of early suburban Auckland was surveyed into a series of allotments of some 20 to 50 acres which were auctioned as Crown grants. Two of the northernmost allotments in what later became Mt Eden Borough were purchased in 1845, one by John Kelly who purchased the southern lot 9 while du Moulin gained lot 10.

Kelly was involved with other land purchases in the northern parts of the North Island, particularly with Frederick Whitaker, later attorney general and twice premier of New Zealand. In December 1844 the pair gained a Crown grant for six acres of land in modern day Epsom

and, with Francis Atherton they bought 3000 acres at Matapouri and Tutukaka, and two acres at Kororareka.

John Kelly sold his Mt Eden block in April 1847 to Clement Partridge, who had arrived in the Bay of Islands in August 1839 and was soon involved in land purchases from the Maori in Northland. Partridge moved to Auckland and bought extensive areas of land in Avondale and surrounds. He sold the Mt Eden block to William Bacon in November 1848 for £60.

In July 1855 du Moulin bought the block from William Bacon for £80 and was thus in possession of just over 72 acres ready for subdivision when the climate was right.

### *J. P. du Moulin's family background*

John Peter (Johan Pieter) du Moulin was born on 20 June 1816 in what is now the southwest of the Netherlands, the second son of Dr Jacobus A du Moulin, sometime senior surgeon in the British HM 50th Regiment. Having retired and gone into private practice, in 1833 Jacobus joined the British Army again as assistant surgeon to the 50th Regiment and sailed for Australia on the *Roslyn Castle* which left England on 27 May 1834, arriving in Sydney on 15 August, carrying mainly convicts to Australia. Jacobus and Jane had with them 11 children along with Jane's mother Grace. Little is known of Jacobus's life in Australia, except the story that he worked with the sick and poor in Sydney's slums. He was stationed in Windsor, NSW, to 1837 in Regimental HQ when not in the surgeon's quarters in Parramatta. He died, aged 62, of a bacterial skin infection on 14 January 1839 and his funeral was conducted by the prominent Presbyterian minister the Rev John Dunmore Lang. Lang was the first Presbyterian minister in Australia and the first to visit New Zealand. Jacobus's widow Jane was left with 13 children, nine dependent on her support; she moved to Gippsland in Victoria, possibly following her daughter Sarah. John Peter du Moulin trained as a surveyor in Sydney, working with Felton Mathew who had been town surveyor of Sydney from 1836, employment that was to stand him in good stead when both men later moved to New Zealand.

### *J. P. du Moulin in New Zealand*

Following his father's death John Peter, now aged 23, sailed to New Zealand, arriving in Auckland aboard the *Currency Lass* in 1839.

*The Founding of New Zealand*, the edited account of Felton and Sarah Mathew's journals, noted the need for surveyors. In the first 18 months from his appointment Felton Mathew, the acting surveyor-general, was without any assistance, having to ask his wife to act as his copying clerk. By May 1841 he had obtained three assistant surveyors from Sydney, but they arrived without instruments or camp equipment. His appointment was terminated in January 1842 but by this time he had six assistants, including John du Moulin.

Working without assistants, as noted, Felton Mathew wrote to the colonial secretary in Auckland 18 March 1841 asking that J. P. du Moulin's appointment as clerk and draftsman be approved, noting that he had filled a similar post most satisfactorily with Mathew in Sydney. A salary of £150 per annum was recommended. Four months later Mathew wrote again, seeking permission to draw rations for du Moulin while he (Mathew) was absent from Auckland in the field. Lieutenant Governor William Hobson's approval is noted in the margin in the reply.

In her autobiography (written when back in England in the 1870s) Sarah Mathew described a trip to the top of Rangitoto in the spring of 1841 accompanied by Captain Rough the harbourmaster, Captain England, who was killed in the Wairau affair, and 'our young friend John du Moulin who was indeed at that time one of our family'.

Felton Mathew's appointment as acting surveyor general was terminated in February 1842, he being replaced by Charles Whybrow Ligar. The staffing situation in the survey office was no better and when Ligar wrote to the colonial secretary in June 1842 seeking another draftsman he was told that he could not, now, employ more staff but if another new draftsman was to be employed Mr du Moulin was first in line.

Clearly there were comings and goings in the survey office with staff being laid off and then later re-employed. This concerned du Moulin who wrote to the colonial secretary in March 1844 making a claim for re-employment, noting his previously very satisfactory record. Ligar commented that du Moulin's claims 'had not been lost sight of' but he could not recommend employment 'at present'. The Colonial Secretary, Andrew Sinclair, carefully noted that if a vacancy occurred 'the Surveyor General will not lose sight of him.'

Since the signing of the Treaty of Waitangi the Crown had retained the right of pre-emption in purchases of land from Maori, but Governor

FitzRoy waived this right in 1844, opening up the land market to settlers and to land speculators. With this new found freedom and realising that his future did not seem to lie in the Government's employment, du Moulin, in October 1844, advertised his services as a land agent and surveyor in Princes Street, Auckland . . .

offering his services to gentlemen who may be desirous of obtaining land in the vicinity of Auckland, either from the Government or by purchase from the natives, in accordance with the terms of the Government Proclamation of the 10th October, 1844. His experience as a Surveyor under the Government, his continued and his perfect knowledge of the northern and central districts of the Island . . . may be found valuable to those who may favour him by entrusting their interests to his care.

Du Moulin also volunteered for service with the Auckland Militia. In April 1845 it was announced that he had been appointed ensign in the Auckland Battalion; at the same time Frederick Whitaker, later attorney general and twice prime minister, was appointed major. It appears that du Moulin simultaneously held a post with the Commissariat Department and hoped to hold both these posts. However the commanding officer and the surveyor who had replaced Mathew, Lieutenant Colonel Ligar, declined the request.

Du Moulin was clearly involved with social life in Auckland. He was riding in the 1847 Anniversary Day races and in 1848 the *Daily Southern Cross* reported:

'A like meed of praise is due to Mr. du Moulin who personated the Lawyer in the 1st piece and Prince Azan in the 2nd. In the latter character he sung a little song with a great deal of taste, and altogether far surpassed what we expected from him.'

### *Marriage and family*

John du Moulin married Mary Teresa Tighe in the Bay of Islands in about 1854; the ceremony pre-dated the keeping of official birth, marriage and death registers in this country. Her father Michael had been a member of the 58th Regiment. He served in the West Indies from 1816 to 1822 and was in Ireland for a number of years; Mary Teresa was probably born there. In 1843 the regiment was sent to Australia but was soon after sent over to New Zealand to quell the unrest among the Maori. The regiment stayed in New Zealand until November 1858



and it is during this time that John du Moulin would have met Ensign Michael Tighe's daughter. The bride's father returned to England with his regiment in that year, but having enjoyed his time in New Zealand returned to this country in 1859 and became an adjutant in the militia. He was promoted to captain in 1860 and major in 1863.

Major Michael Tighe was popular as head of the Auckland Militia, although known as a strict disciplinarian. John du Moulin and his son Louis were among the leading mourners at Major Tighe's funeral in Auckland in 1870, which attracted large crowds lining the streets along with various military units.

Mary's sister Philomena Geraldine married Lieutenant John Parkinson of the 57th Regiment. In October 1860 the regiment had been ordered to New Zealand from Poonah; they arrived in three ships, the second (the *Castilian*) bearing a number of officers including Parkinson. They landed on 22 January 1861, and Philomena was married in Auckland on 31 August of that year.

Roman Catholic records show that John and Mary's son, Louis Eugene, was born on 20 October 1859 and was baptized at St Patrick's Cathedral in Auckland on 30 March 1860 by Fr James McDonald. His address was Eden Cottage and his sponsors 'Captain' Tighe and Philomena Tighe. He was the only child to survive to adulthood. Educated at the Auckland College and Grammar School, he travelled to England, was commissioned as a lieutenant into the Royal Sussex Regiment and in May 1884 was promoted to be superintendent of Gymnasia in Malta. In July he was married to Katie, second daughter of Colonel Henry Bartlett, CB in the Church of the Sacred Heart, Kilburn, London NW6, by the Rev Father O'Donnell. He fought in the South African War and was killed in early 1902. The British press spoke of him in the very highest terms and his commanding officer wrote in regimental orders:



*Louis Eugene du Moulin*  
1859-1902

Sir George Grey Special  
Collections, Auckland Libraries  
AWNS-19020403-8-3



Lieutenant-Colonel Du Moulin First Royal Sussex Regiment fell nobly fighting at the head of his men at Koffyfontein on the 28th January. This gallant officer, who bore a high reputation, not only in the Royal Sussex Regiment, but throughout the army, for his soldier-like abilities and for the deep interest taken in his men at all times, served with great distinction throughout the present South African war, and proved himself to be a most capable officer and a fine leader of men, ever solicitous for the comfort and wellbeing of those serving under him. He leaves behind him a reputation of which any regiment might be proud. All officers will wear mourning for a month from this date as a mark of respect.

New Zealand Government Internal Affairs records indexes show two other children born to John Peter and Mary du Moulin: Mary in 1858 and John Felton in 1862 (but he died in the same year).

### *Land on Great Barrier*

Du Moulin's links with surveyor and land purchaser John Kelly (see earlier) had put him in contact with Frederick Whitaker with whom, in 1846, John Peter purchased a 2000 acre block of land on Great Barrier Island for blankets, clothing, two cows and £10 sterling. However this claim was disallowed by the lands claims commissioners and in compensation John du Moulin was awarded 1000 acres at Blind Bay on the western side of Great Barrier Island in a Crown grant dated 19 January 1864.

In a notice in the *New Zealand Herald* in March 1866 he warned:

CAUTION TO ALL MASTERS OF VESSELS. I HERE BY caution all Masters of Vessels against removing FIREWOOD or other TIMBER from my property, situate in Blind (Okupu) Bay, Great Barrier Island, without my permission. Any vessel so doing, after the date of this notice, will be immediately prosecuted.

However in January 1870 he sold the land to a well known gold miner, Daniel Tookey, for £200.

### *Military career*

John Peter continued his military career as a member of the commissariat staff and served in the war in the north in 1845, in the Taranaki

Land War of 1860 and the Waikato campaign in 1863–64. He seems to have seen more activity in Taranaki as the *New Zealand Herald's* correspondent in Waitara gave a graphic account of his involvement in an armed skirmish from which he was lucky to escape unharmed. His involvement in the Waikato war was much more prosaic; as a senior officer of the commissariat he had to give evidence in court on the quality of a delivery of potatoes and of four cart loads of hay. Perhaps as a result of successful actions he was promoted from lieutenant to captain in November 1864.

### *Gold mining*

With the removal of the capital to Wellington and the departure of the imperial troops after the end of the New Zealand wars, Auckland experienced something of a recession, only increased by the return to town of colonial troops which added to the unemployment. This was turned around by the discovery of gold at Thames. The proclamation of the area as a goldfield under the Goldfields Act of 1866 was made on 1 August 1867 and the town quickly became New Zealand's greatest mining camp, with some 12,000 people. The quartz was of 'phenomenal richness, easily mined, and readily processed by simple machinery.' Auckland investors and speculators floated at least 130 mining companies. John du Moulin was among them, with the first report of his bringing machinery to a claim in the Waiotahi Stream being made in May 1868. The *New Zealand Herald* reported that there had been much material ready for crushing and that workers were preparing for the installation of Messrs Johnson and Du Moulin's machine.

The Defiance has lately been turning out some excellent stone, in which gold is occasionally seen, though the three leads now being worked have been tested, and demonstrated to be highly remunerative. The holders of this claim have been on the ground for some three months, and anticipate a good return for their labour when the machine of Messrs. Johnston and Du Moulin will be ready for crushing.

In July 1868 there were further reports of Johnson and du Moulin's battery; evidently the fact that the geologically very much younger Thames rocks required crushing to get the gold out (compared with the much older and weathered Otago alluvial goldfields) was being discovered the hard way and a number of batteries were being established.

Newspapers continued to carry reports of the work on the Break o' Day claim on the Waiotahi Creek; the machine that du Moulin had established with his partner Randall Johnson was reported in July 1868 to be more successful than some of the others in the area. As well as batteries there was a need for roadways and tramways and du Moulin was present at the opening of the Moanataiari Tramway in March 1869, by His Honour, the Superintendent of Auckland Province, Mr John Williamson. This was an example of a 'Public-Private Partnership', as we would now describe it, with the Provincial Government coming to help both large companies and individual miners.

At the same time John du Moulin had to manage affairs in Auckland; having to sue a tenant in Auckland for unpaid rent and, on a bigger scale, look after the launching of some of his gold mining companies. As secretary he announced the holding of the first ordinary quarterly meeting of the shareholders of the North Island Gold Mining Company Ltd in November 1869. Their aim was to offer promoters' shares in some eight other gold mining companies, but it was a short-lived affair as the company was wound up early in the following year. In August of 1870 at an extraordinary meeting of shareholders of the Imperial Crown Goldmining Company, with du Moulin listed among the 16 men present, the chairman stated that 'the Directors regret to have to call the serious attention of the shareholders to the financial position of the company.' A merger with the Golden Gate Company fell through, and plans were made to wind up the company.

It was to the west of Auckland that du Moulin looked for another gold mining venture, registering The Northern Light Gold-Mining Company in August of that year. The company had leased 10 acres of land near the present Cutty Grass Track in the Waitakere Ranges. The prospectus stated that there was an abundant supply both of water and of fallen timber for mining purposes. An advertisement in April 1870 for a 58 acre farm at Waitakere with a four roomed house, a garden and 15 acres in grass (all for £90) noted that it was near the company's land, but the company's name does not appear in the newspapers again. Du Moulin and his fellow investors were no more successful with the North Island Gold Mining Company, registering the company on 9 September 1869 but resolving to wind it up only six months later.

The Thames goldfields declined almost as fast as they had grown. New arrivals found that there was little alluvial gold, and others lacked

the capital for the machinery to crush the quartz. In 1869 there were over 600 partnerships of working miners and 320 companies in existence. The first battery 'Great Expectations' had been erected in November 1867 and it set the pattern for the whole field but costs proved beyond the resources of many groups and they were forced to sell out to more wealthy Auckland financiers.

John du Moulin's name continued to appear in the newspapers being involved with various Thames gold mining companies. In January 1871 in the Warden's Court at Thames, du Moulin and Sullivan, directors of the Wakatip Company, and owners of the Wakatip Claim, were plaintiffs in a claim against the Long Drive Gold Mining Company. In March of that year, du Moulin and Clarke were advising shareholders of the voluntary winding up of the Eureka Gold Mining Company. In June 1873 John du Moulin as sharebroker and William Baker, accountant, were seeking to dissolve the Green Harp Gold Mining Company, but next month he was making a statement that

owing to the slanderous and utterly false accusations made against me at meetings of the Green Harp shareholders, and which was the cause of animadversion in an evening paper, I feel compelled . . . to lay before the whole subject of the difficult and unpleasant duty I succeeded in accomplishing . . . in securing the amalgamation with the Beach, Venus and Green Harp Companies.

Two years later du Moulin gave notice of the dissolution of his partnership with J. Friar Clarke as mining agents but assured his friends that he was continuing in that business at his old office, No 5, Insurance Buildings in Queen Street.

He was also active in establishing a company 'The Gold Mining Appliances Company' to provide and install machinery and equipment for making the best use of the quartz goldfields. This company was to be incorporated with the North Island Gold Mining Company which held its first meeting on 2 November 1869 with du Moulin as secretary. His main activity was clearly at the business end of operations in Auckland, rather than at Thames on the goldfields, as he was elected to the establishment committee of the Auckland Stock Exchange in July 1869. He listed himself as a licensed stock and sharebroker at 5 Insurance Buildings, Queen Street, in the 1872-73 Wise's New Zealand Index.

### *Fiji visit*

In February 1876 du Moulin was appointed manager of the Fiji Bank at Levuka in place of a Mr Horton; later, in July, the Bank of New Zealand took over the business of the Fiji Banking Company but du Moulin continued as manager. This was the Bank of New Zealand's first foray into Fiji. In this position du Moulin found himself back in court, but in a complex story there were clearly two sides to the case. As reported in the *Auckland Star*:

The defendant, Mr Du Moulin was accused of having on that occasion, in the hearing of diverse persons, falsely, maliciously, and in a defamatory sense, uttered the false, scandalous and malicious words following:—"I told you Kipper was a thief, and now he is proved to be so. I should not have lost my case the other day . . . but for the damned foolishness of Forwood," (meaning plaintiff) "who had other fish to fry."

However when Forwood gave evidence his counsel asked to withdraw the case. The judge was severely critical of the plaintiff who, the judge suggested, was trying to gain the arrest of a 'respectable and well known citizen . . . as he was about to leave the colony on a visit to New Zealand' and dismissed the case.

### *Stonyhurst estate*

John was still in possession of his 72 acres of farm land in Mt Eden. In 1866 he had advertised 'about 70 acres of volcanic grass land together with a five roomed house on the Whau Road within six minutes' walk of the toll-gate.' This was presumably his two Crown grants. However, with his gold mining and other activities behind him and with subdivision in Auckland advancing, du Moulin obviously decided by the mid-1870s that his 72 acres in Mt Eden were ready for development and subdivision.

As described below the estate was named Stonyhurst, although this name appeared first, as far as I can determine, in 1875 when du Moulin listed his business address as a mining agent at 5 Insurance Buildings, Queen Street and his home address as Stonyhurst, Mt Eden. An advertisement in the *New Zealand Herald* of 3 December 1881 reports on an upcoming auction of 'a well-built and comfortable villa residence

situate at Mt Eden and known as “Stonyhurst”. It contains seven good rooms . . .’. It appears that du Moulin, having given his home that name, used it for the estate he was to subdivide. The Deed Index listing the various transactions involving Allotment 9, which du Moulin had purchased as a Crown grant, indicated that the relevant land was shown in Plans 8 and S94, with a pencilled annotation ‘Blue 8’. A copy of Plan Blue 8 obtained, after an extensive search in Auckland, from LINZ in Hamilton was neatly inscribed with the heading STONYHURST ESTATE. The estate, allotments 9 and 10 section 10 suburbs of Auckland, was defined on the west by Mt Roskill Road (now Dominion Road), on the north by Sunnyside Road, on the east by the eastern boundary of Eden Vale Road and on the south by Albert Avenue (now Bellevue Road).

The first lot sold was a small piece, Allotment 26 (3 roods 33 perches) bordering on Mt Roskill Road sold to an accountant, Thomas George Gummer, in a deed registered on 3 April 1877, for £300. Du Moulin then proceeded to lay out the streets in the new subdivision and define the 40 or so plots of land to be put up for sale.

In a deed dated 15 December 1879 du Moulin and Edmund Bell laid out and dedicated a series of roads: Sunnyside Road, Eden Vale Road (these now forming Edenvale Crescent), View Road, Albert Avenue (now Bellevue Road), Wynyard Road and Sherburn [sic] Road.

Subdivision plans had clearly been drawn up earlier, as in November 1878 Samuel Vaile’s land agent had in a ‘Preliminary Notice’ in the *New Zealand Herald* advertised that du Moulin’s 72 acres of ‘rich volcanic soil’ were for sale, ‘either the whole block or any portion’. Advertisements appeared almost daily through November 1878. However a small news item in January 1879 stating that a Mr J. M. Thompson from Christchurch had purchased Mr du Moulin’s house and grounds for £2000 drew a quick response from Mr Vaile. The land agent pointed out that Mr du Moulin’s Stonyhurst estate at Mt Eden consisted of 72 acres and that Mr Thompson had purchased only 9¼ acres with its house and buildings and that the remainder of the estate was on the market. Mr Vaile was then back in the *New Zealand Herald* advertising 38 choice building sites in the Stonyhurst Estate, Mt Eden, varying from ¾ acre to 3¾ acres in extent. He stated that these allotments were situated in the most healthy district around Auckland, within a mile of the city centre with a railway station only a quarter of a mile away. He

noted the rich volcanic soil and that most lots commanded excellent views. Other agents were advertising land in 'Stonyhurst, Mt Eden' in the following years.

Mr and Mrs du Moulin, having got the process well under way, were reported to be leaving Auckland on the *Fernglen* on 26 February 1880, 'awaiting a favourable change of wind'. In 1881 John and Mary du Moulin were living in Jersey in the Channel Islands, as revealed in the UK census.

The growth of Auckland was noted by the departing American consul in August 1882. He predicted that within 50 years Auckland would spread from the Waitemata to the Manukau and from the Whau to Tamaki. He drew particular attention to the growth of Mt Eden with its volcanic soil, noting that estates such as Kelly's Stonyhurst were now almost completely sold. A few months later the *New Zealand Herald* noted the growth of Auckland visible from the summit of Mt Eden, now accessible by a 'very easy and pleasant road.' The marked increase in population was evident on the western side of the mountain where 'the Stonyhurst, Rocky Nook and Bellwood estates have recently been opened up, and are now covered with handsome dwellings' indicative of a well-to-do population. Demand for land around Mt Eden was likely to increase, making such purchases a good investment.

In November 1882, Vaile and Douglas were advertising 'the unsold balance of the Stoneyhurst Estate' listing 5 allotments in Eden Vale Road, Wynyard Road, View Road, and Albert Avenue. The terms were given as one fourth cash and the balance at 7% for three to five years.

The name Stoneyhurst (spelled both with and without the 'e') was used regularly in the newspapers.

An advertisement in the *Auckland Star* in 1881 noted:

LOST from Stoneyhurst, one Grey Mare, on Monday last, bred by Mr Charles Ringrose, Waikomiti (sic).—A reward will be given to any person returning the same to W. U. Payne, Eden Terrace.

A notice in the *New Zealand Herald* reported:

30 September 1882

Birth.

BLACK.—On September 30, 1882, the wife of William Curry Black, of Stoneyhurst, Mount Eden, of a daughter.



A piece in the *New Zealand Herald* in August 1885 noted:

LOCAL RAILWAY SERVICES In connection with the Helensville branch, there is urgent need for the Kingsland station being shifted nearer the city, or for a new station being placed near the Mount Roskill Road. The dense population now concentrated at Rocky Nook, Mount Roskill Road, Stoneyhurst etc., with the large increase which will speedily come from the cutting up of the Glenmore and other blocks in the same vicinity, call for their convenience being consulted in the matter of communication with the city.

A piece in the *New Zealand Herald* in 1886 read:

MELANCHOLY OCCURRENCE.

A Child Burned to Death.

The Mother also Badly Burned

A shocking case of burning, resulting in the death of a fine little fellow three years old, and in severe injuries to his mother through her efforts to save him, occurred yesterday afternoon in Albert Avenue, Stoneyhurst, Mount Eden.

References to Stoneyhurst were frequent in the real estate advertisements, this one being typical:

16 June 1897

FOR Immediate Sale —Offers Wanted for House, Large Dining-Room with Bay, Drawing-Room. Four Bedrooms, Bath, Kitchen, Washhouse, Gas, City Water, every convenience, perfect order. 7 minutes from Mt. Eden station; Stoneyhurst buses pass the door, allotment 49 by 150ft.—Apply on premises, corner of Wynyard and Eden Vale Roads, Mt Eden.

In April 1887, the name was used in advertisements for the local buses; for example:

PATERSON'S 'BUSES START From Victoria-street to Mount Roskill—8, 8.45, 9.45 (via Stoneyhurst) 10.30, 11.15 (via Stoneyhurst), 12, 1 (via Stoneyhurst) etc

In October 1904 the *New Zealand Herald* reported:

The Mount Eden Road Board held their ordinary meeting last evening, all the members being present . . . . The contractor for night-soil removal waited on the Board . . . . Mr. Metcalfe, C.E., laid before the Board a plan of an intended road on Mr. Gummer's property, part of Stoneyhurst estate. The plan was approved of provided the requirements of the Board as to new roads are fully carried out.

### *Stoneyhurst or Sunnyside?*

In Mt Eden Borough's golden jubilee history in 1956, in a section on residential development the author E. C. Franklin writes:

During the eighties the first subdivision into residential sites was made by Captain du Moulin who had been the chief surveyor for the military forces and had carried out the survey of Auckland in the 'forties. He achieved a considerable fortune by cutting up his large estate called Sunnyside, on the city side of the mountain now largely industrialised. Although the sections were rather stony, they were fairly level and were soon taken up by purchasers.

This was carried on in the Auckland Museum's Street Records list, regarding the naming of Sunnyside Road. They largely repeat the paragraph above, quoting Franklin's history. Searching in 'Papers Past' for 'Sunnyside' turned up many references to the South Island mental hospital, many to a subdivision on Auckland's North Shore but none that referred to the Mt Eden subdivision. One 'For Sale' advertisement in the *Auckland Star* listed a 'four roomed house, skillion etc. replete with every convenience, stable and feed house at Sunnyside Stoneyhurst Mount Eden'. In all I was able to find nearly fifty references to Stoneyhurst in the *New Zealand Herald* and *Auckland Star* between 1878 and 1905. The name Stoneyhurst was being used in Land Transfer records as late as 1919.

### *Davis family purchases*

Of interest to me were the sections that my grandparents, John and Florence Davis, purchased. In a deed dated 16 December 1879, John

Peter du Moulin sold lot 34 on the corner of Wynyard and Sunnyside roads to Mr Henry Medland Shepherd. The new owner's father had arrived in Taranaki from Devon in 1839. Henry was born in 1843, and the family moved to Auckland in 1848 when Queen Street was a swampy gully following the Ligar Canal. During the early days of the Thames goldfields, in the late 1860s, Henry Shepherd was working on the Caledonia battery and later was one of the holders of the Martha claim at Waihi. With the development of the cyanide process for extracting gold in the later years of the 19th century Mr Shepherd was described as being one of the fortunate shareholders in the Waiotahi mine at Thames. In Auckland he was known in Mt Eden as a successful builder. A shared interest in goldmining doubtless led to his meeting John du Moulin. In 1892 Shepherd sold the section, about three quarters of an acre, to my grandfather. In the early 1920s, the family having moved to Takapuna, John Davis sold off two sections on Wynyard Road, retaining a section a little under a quarter of an acre, on the corner of Wynyard and Sunnyside roads. When street numbers were introduced the property became 22 Wynyard Road. This property was retained in the family but was finally sold in 1965.

In 1908 my grandmother Florence Davis (noted in the deed as 'wife of John Davis, builder') purchased four lots stretching from Sunnyside Road to Eden Vale Road and measuring  $2\frac{1}{4}$  acres for £1,742. The land was purchased from Sarah Heighway who had inherited it from her husband John Felton Heighway when he died in December 1898. John Heighway had bought the four sections from du Moulin in January 1883. The conveyance to Florence referred to lots 35, 36, 40 and 41 of Allotment 10, of Section 10 in the subdivision called Stoneyhurst, Suburbs of Auckland. I am not aware of Florence receiving any inheritance at this time and she had a family of six at home, although the oldest (Win) was 22. I suspect that the property was bought in her name to provide another vote in the local body elections.

John and Florence Davis lived in Mt Eden until 1917. Five children were born there, Stanley in 1888, Florence (Dorrie) in 1891, Alan in 1895, Geoff (my father) in 1899 and Gwen in 1904. John Davis became active in local body politics being a foundation borough councillor in 1906 and unsuccessfully challenging the sitting mayor, Oliver Nicholson, in 1912. Although the family moved to Takapuna they did not, at that point, sell any property but retained ownership

and management of a number of houses in the Wynyard Road area. When my mother, brother and I came to Auckland in 1940 we rented three rooms in a house in Sanders Avenue, Takapuna, very close to the beach. Neighbourly relations with the landlady and her three children were sometimes strained, and in 1941 with a German raider at large in the South Pacific my mother gave serious consideration to moving 'inland'. The in-laws and the family solicitor suggested that we move to one of the family-owned homes in Wynyard Road. Plans were well advanced but when my father heard of the suggestion he cabled from Cardiff opposing the move, such were his memories of life in Mt Eden, by comparison with beachside living in Takapuna. My mother dutifully obeyed, my father soon gained a university post in Auckland and joined us and we rented a house in Sanders Avenue, before purchasing one in Brett Avenue, Takapuna.

### *Deaths of John and Mary du Moulin; family wills*

John Peter du Moulin died at his home in Symonds Street on 1 January 1901 of 'senile decay'. The Rev C. M. Nelson of St Paul's Anglican Church in Symonds Street officiated at the burial.

Mrs du Moulin died at the family home in Symonds Street in May 1910, aged 83. The *New Zealand Herald* noted that she had arrived in Auckland in the 1840s, 'shortly after the Heke war' and that she had travelled with her husband during the Taranaki and Waikato wars.

Mary Teresa and John Peter du Moulin were buried in plots 7 and 8, row 32, block 32 at Purewa Cemetery in Meadowbank, Auckland.

I have been unable to find any information on John Peter's will, but Mary Teresa's provided a problem. She stated that she left £300 to her *sister* Philomena Bartlett where the only evidence I have been able to locate stated that Philomena Gertrude Tighe married John Parkinson as noted above. She goes on to bequeath £300 to Frances Bartlett, the sister of daughter-in-law 'Katherine du Moulin, the widow of my son the late Lieutenant Colonel Louis Eugene du Moulin'. She left £500 to her 'daughter-in-law', the said Katherine du Moulin. I can only assume that in 1909, at the age of 82, she (or her solicitor) had confused the surnames of her sister and her daughter-in-law's sister. She left the residue of her estate to be held in trust for her grandchildren, Francis Louis and Katie Mary du Moulin. In her 1909 will she left her furniture and effects to the Auckland Ladies Benevolent Society but in a codicil



*View today from Mt Eden of the approximate area covered by Stonyhurst*

Photo: Brian Davis

in the next year she revoked this clause and left her household effects to her daughter-in-law Katherine du Moulin.

Lieutenant Colonel Louis du Moulin's will left his estate to his wife described in the probate documents as 'Katherine Parrell du Moulin (in the will called Kate du Moulin).

Francis Louis du Moulin, John and Mary's grandson, by then a 29-year-old lieutenant colonel commanding a battalion of the East Yorkshire Regiment, was killed in France on 7 November 1918, just four days before the armistice. The names of John Peter du Moulin and the Stonyhurst Estate are now almost forgotten but they provide a window into the life and times of colonial Auckland.

### **Sources**

Archives NZ in Wellington and Auckland.

'Papers Past'—specifically the *Auckland Star*, *New Zealand Herald*, *Daily Southern Cross*.

<[http://stubbsfamily history.wordpress.com](http://stubbsfamilyhistory.wordpress.com)>.

# Preserving Auckland's volcanic cones

*By Peter Friedlander*

The central part of Auckland, the 'Auckland Isthmus', sits astride eight well-known volcanic cones, a legacy from its geological and historical past, a topography rare in the world, and playing a vital part towards making Auckland a 'liveable city'. Few cities in the world have such an array of recreational spaces which contain hills creating vantage points for marvellous views of their city.

I *love* Auckland's volcanic cones. I am 85, and have lived most of my life among them. In my childhood I lived in Remuera, and I used to climb Mt Hobson with my brother or friends. When I grew up, I married and lived in Mt Roskill, so I climbed Mt Roskill with our children. Then our children grew up, my daughter married and lived in Mt Albert, so I climbed Mt Albert with my grandchildren. Then the grandchildren grew up, and I now live in Three Kings, so I climb the Big King (and other cones) *by myself*.

In former times, a number of the cones (such as Mt Smart and two of the Three Kings) were completely destroyed through quarrying. I imagine that Aucklanders would not tolerate that today. Nevertheless, the cones are under a more insidious threat, such as buildings which block the view of cones. In Auckland a 'good view' from a home or public place is a view of one or more of the cones (being a close second to a harbour view).

In 1998, the Auckland City Council received an application for resource consent to build a high residential building on the slopes of Mt St John. A group of local residents got together to oppose it on the grounds that it blocked the view from the mountain. Their opposition was successful, their vision expanded, and they formed the Auckland Volcanic Cones Society.

In the following years the society has opposed many such applications. Often the applications have claimed that the damage to a cone would be 'minor', but the society has felt that it had to be opposed on the grounds that repeated 'minor damage' over the years would finally be 'major desecration' of that cone. Despite hard work by the society, failure to successfully defend the cones has been frequent.

But there have been some happy outcomes. In 2000, Transit NZ



planned extending the SH20 motorway from Onehunga towards the north-western motorway. Their application for consent involved a large vertical cut on the north side of the Mt Roskill cone which was in the way. This would have defaced the view of the mountain, and the society wanted them to move the motorway a few metres sideways, away from the slopes. When Transit refused, the society took it to the Environment Court, and lost, and then to appeal, and lost again. But then, amazingly, an octogenarian local resident, Austen Bell, found through the internet an Act of Parliament, initiated by Prime Minister Massey in 1915, which gave legal protection to the volcanic cones!

Following this, Transit NZ redrew their plans and moved the motorway further north away from the cone. The result was a cutting done more sensitively. Rather than a straight vertical cut the mountain was 'rounded and sloped' in accordance with the 1915 Act.

For many years my favourite means of exercise was climbing the cones. But in 2010 I had a health setback, requiring x-ray treatment for cancer. It sapped my energy and I thought my climbing days were over. However, over the next few months my energy gradually improved, so I resumed some modest climbing with good footwear, walking sticks and frequent stopping, and eventually one day reached the summit of Big King again.

This improvement eventually led, at the end of 2012, to my resolve to climb thirteen of the cones in the next four months. I had got the idea that, if I did this at age 84, it would somehow be a good publicity stunt for the cones, helping to raise public awareness of their value, and perhaps inspiring others of my age to do the same.

Over the following weeks I climbed and ticked off the 13 cones one by one, namely the eight well-known cones on the Auckland Isthmus, plus Taylor's Hill (Glendowie), and four others just beyond the Auckland Isthmus.

Sometimes I failed and had to try again another day. But finally, on 9 April 2013, I climbed Mt Hobson and had the satisfaction of ticking off the 13th and last cone. I leaned against the trig station feeling good about my achievement, admiring the view as I used to do in my childhood, where it all began.

However, I did subsequently have doubts as to whether I really was doing the volcanic cones any good. I think that people do accept that the cones are important to Auckland. What they don't grasp is that the



cones are under constant threat from various sorts of ‘development’. All the cones with the exception of Browns Island have had some destruction or modification!

While worrying about my misgivings, my thoughts turned to a well-known New Zealander who loved climbing. Though he died a few years ago, he *was* a patron of the Volcanic Cones Society in his lifetime. If he were here now, what would he think of my efforts?

Actually, what I like to *think* he would say is:

“Well done. You *have* actually done a good thing for the volcanic cones of Auckland. You’ve KNOCKED THIRTEEN of the BASTARDS off!”

### *The 13 cones (Maori names in italic)*

#### ***Auckland Isthmus:***

Mt Eden	<i>Maungawhau (hill of the whau tree)</i>
Mt St John	<i>Kopuke</i>
Mt Hobson	<i>Remuvera (the burnt kilt) or Ohinerau</i>
One Tree Hill	<i>Maungakiekie (hill of the kiekie vine)</i>
Big King	<i>Te Tatua (the girdle)</i>
Mt Roskill	<i>Puketapapa (flat-topped hill)</i>
Mt Albert	<i>Owairaka (where Wairaka lived)</i>
Mt Wellington	<i>Maungarei (the hill of Reipai)</i>
Taylor’s Hill (Glendowie)	<i>Taurere</i>

#### ***Mangere:***

Mt Mangere	<i>Nga Haumangere (the hill of the lazy)</i>
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#### ***North Shore:***

North Head	<i>Takapuna or Mangauika (the mountain of Uika)</i>
Mt Victoria	<i>Takuranga</i>

#### ***Otabubu:***

Mt Richmond	<i>Otabubu (the hill of Tabubunui)</i>
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# Two Mt Eden reserves

*By Jeanette Grant*

*Mt Eden has 20 reserves of various sizes, including the Mt Eden Domain itself. This is a quick look at the origins of two very different ones—Potters Park and the Charles Bagley Reserve.*

## ***Potters Park***

Potters Park was named after Frederick Seymour Potter, one of Balmoral's Victorian landowners, who gifted the land to the Mt Eden Borough Council to be held in perpetuity as open space for the citizens of the area. He was a freemason who gave freely of his wealth as a successful businessman and made land donations to various organisations in several parts of Auckland as well as his home borough of Mt Eden. This included an acre of land to the Takapuna Borough Council for a park in 1929—also confusingly called Potters Park. In this he was following his mother's example, for Eliza Potter in her will of 26 March 1906, probated 1 February 1918, declared '... that upon the determination of certain prior trusts mentioned in the said will the residue of her estate should be held upon trust for the Auckland Hospital and Charitable Aid Board or other body corporate or trustees . . .'.

Places for children to play were his inspiration. In 1930 the Potter properties and endowments were entrusted to the Grand Lodge of New Zealand which created the Potter Masonic Trust. The trust's contributions include the new Kennedy Park playground and a sensory playground at the Wilson School in Takapuna.

Frederick Potter was born in London in 1857 and came to New Zealand the following year with his parents William and Eliza Potter and elder brother William, aboard the steamship *Lord Ashley*. In 1859 his father established a coach-building and blacksmith business—Gee and Potter—in which Frederick eventually became a partner. Frederick Potter acquired the title to the land now forming Potters Park in Mt Eden before his marriage to Ellen Barnes. She was a granddaughter of James Pate—a major early landowner in the area—who had purchased this land (Allotment 107) in 1862.

Ellen and Frederick married in 1909, and the Potters lived in a substantial villa called 'Belvue' on the property, which was landscaped



*'Belvue', the farm house, on the site that eventually became Potters Park*

Photo: Auckland Council website

around the house with a sweeping driveway, shrubberies and statues. Ellen died in 1912 shortly after the birth of their first baby. No birth is registered so it must have been stillborn.

In 1919 he remarried—Mary Elizabeth Briddock (1875–1959)—but they had no family.

In 1915 Frederick offered to sell the land to the Mt Eden Borough Council (MEBC) for a sum well below its market value. The following year Potter then offered to donate 7.7 acres of land 'in the interests of the residents and children of the Borough'.

After World War I ended, a contract was let for the laying out of the park. The Monterey pine trees and stone wall on the northern boundary date from Potter's occupation of the site. It was landscaped, and an area of about one acre was set aside fronting Balmoral Road to provide a children's playground. The rockeries, flower beds and play equipment were designed by Mr J. Rogers, the borough engineer, who also supervised the works. Rockeries and flower beds along the Balmoral Road frontage were donated by a bequest from a trust. Shrubs and plants were donated by the Auckland Racing Club as well as several residents. The park boasts some rare palm trees, and



*Potters Park today*

Aerial photo from Google Maps

with the park. During World War II the MEBC had three acres of the park planted in beans, beetroot, lettuce and potatoes which were sold in the Patriotic Shops in the borough. Potter died at Auckland Hospital at the age of 84 on 29 March 1941. He left £8600 to be divided between the Auckland and Whangarei hospitals. Using this financial windfall, the Whangarei Health Board purchased a property in Bank Street which was opened on 14 May 1945 as the Potter Memorial Home for elderly women.

In 1964 children from Mt Eden schools planted 300 saplings to eventually replace a dying stand of pine trees, and in 1969 scouts and cubs planted a further six trees. In 1992, 13 Monterey pines which were among the earliest planted

an Auckland University botanist has identified several palms which he believes do not grow anywhere else in Auckland. Other parts of the park were to be laid out for football fields and cricket pitches.

The park was formally opened in December 1921 by Governor General Lord Jellicoe. Potter continued to live in his family home, but it was eventually demolished in 1938 and the site amalgamated



*In 2007, a 9.5cm high bronze sculpture by John Radford, based on bay villas around New Zealand in the 1900s, was unveiled in Potters Park, Balmoral. Contrary to widespread belief, it is not a model of the Potters' own home.*

in Auckland were examined; one had to be removed because it was dangerous, and four others were found to be diseased. In 1984 the four-metre-high slide which had stood for about 30 years had to be dismantled, following a recommendation from a safety consultant after an accident on the slide, and in 1991 the playground was tidied up and a band rotunda constructed.

In 2007 a 9.5cm high bronze sculpture by John Radford, based on bay villas around New Zealand in the 1900s, was unveiled in Potters Park, Balmoral. Contrary to widespread belief, it is not a model of the Potters' own home.

In 2010, when the Auckland City Council started trialling 'edible landscaping', Potters Park was among the earliest areas to be planted with fruit and nut trees for the benefit of local residents.

### *Charles Bagley Reserve*

If you walk down Mt Eden Road between Watling Street and St Leonards Road, you pass the little 'Charles Bagley Reserve' and its tidy enclave of brick and tile houses. Looking it up on the council website reveals that the reserve at #738 has an area of 478 sq metres split into two by the driveway to the 11 flats at #740. The reserve is valued at \$135,000 and the flats at \$2,500,000. Both are rate free—apart from the standard waste management charge to the flats.

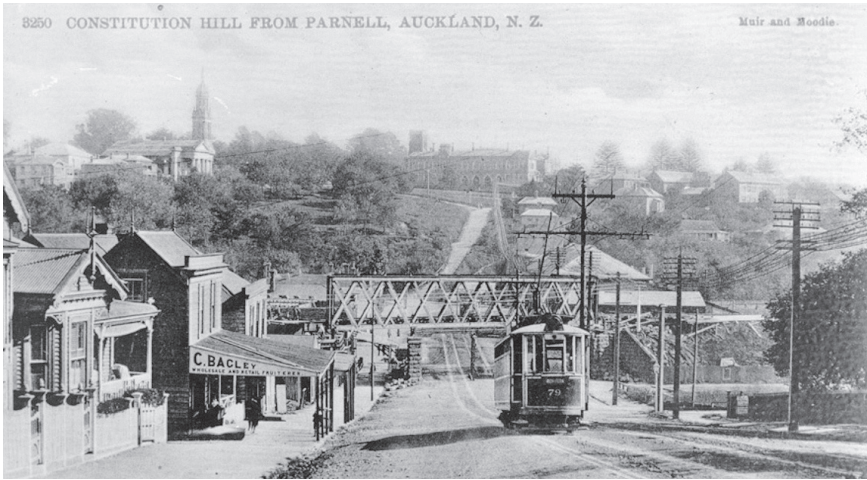
So far so good, but who was Charles Bagley? Searching for him initially only produced references to the reserve, and it was hard to find personal material about him. However I have discovered that he was a successful merchant and public figure a century ago. Recent additions to 'Papers Past' have produced most of this information.

Charles Bagley was born in Brackley, England, in 1849 and married Rose Hannah Miller there in late 1870. They had two sons in the UK before sailing for Auckland on the *Oxford* on 27 November 1876. Ernest Henry Miller Bagley was born in Brackley on 18 May 1871, and died of pneumonia in Auckland on 17 November 1918. Probate records have him as a 'retired fruiterer'. Arthur Bagley, a mechanic, was born in Coventry in 1874 and died in Auckland on 19 July 1926. Both predeceased their father, who died at 26 Wynyard Road, Mt Eden—the home of his widowed daughter-in-law (Ada Teulon Bagley)—on 31 January 1933 at the age of 83. Charles and Rose had two more children in New Zealand—Albert born in 1878 (who may have died young)

and Rose Ettie Amy (aka Rose Amy Hetty), born 1887, who married barrister Charles Ellis Waddington (1890–1953) in 1917, and died in 1960. I have found no mention of grandchildren.

Charles was originally an engineer, and worked at a brick works in Mechanics Bay until at least 1879. He later described himself as a fruiterer and fruit importer.

This photo from the Sir George Grey Collection shows his premises on Parnell Rise.



Charles and his family prospered financially and socially. The following account of his eldest son's wedding appeared in the *Observer*, 11 June 1898:

A very pretty wedding was celebrated on May 16th at the residence of the bride's parents, Wynyard-street, the contracting couple being Miss Ada Gray and Mr Ernest Bagley, Parnell. The ceremony was performed by the Rev. J. Milne, M.A. pastor of St Andrew's. The bride looked very dainty in a pretty white silk brocaded lustre, handsomely trimmed with lace and chiffon, orange blossom wreath and rich Brussels net veil (that was worn by her mother on her marriage). She was attended by her two sisters, Misses Minnie and Alice Gray and Miss Ettie Bagley, sister of the bridegroom. All wore white silk dresses made in the Empire style and looked very quaint and pretty. They also carried exquisite



bouquets, gifts of the bridegroom. The duties of groomsman were performed by Mr Arthur Bagley, the brother of the bridegroom. The bridegroom's present to the bride was a valuable diamond triple ring and to the bridesmaids, handsome gold initial rings. After the ceremony the bridal party and guests were photographed, making a very pretty group. Then after partaking of afternoon tea, the happy couple left amidst showers of rice and good wishes to spend their honeymoon at Rotorua. The bride's travelling dress was a heavy serge costume with picture hat to match. The young couple were the fortunate recipients of many pretty and useful presents.

From 1901 Charles was chairman of the Mt Roskill Roads Board, and faced a real controversy in his early months. In 1899, Michael Corcoran (born c.1828), an ex-goldminer and publican, had retired from all but his land holdings, which included some valuable Queen Street property, to his 17-acre dairy farm in Royal Oak. In October 1901, through a city land agent, Corcoran sold six acres of his land holding to a man named G. Rainger. On 1 November 1901 these six acres were transferred to the General Trust Board of the Anglican Church to serve as a new site for the women's home which had been started in Parnell in 1884 by Mrs Eliza Jane Cowie, wife of the then Bishop of Auckland. The existing site of the home had become too limited for the purposes of the institution, which was set up 'to receive young women desirous to return to virtuous living'. The home provided shelter and the opportunity for single mothers (some as young as 15) to be reinstated into society 'without the ineradicable brand affixed'. They were expected to remain for six months, the intention being to change their living habits and to teach skills of sewing, laundry and household work.

However, these six acres were relatively close to two schools: the public one at Three Kings, and a boy's school at the Pah Homestead run by Anglican minister Rev Percy Smallfield. To have a 'home for fallen women' so close seemed unconscionable to many. An informal meeting of residents was called by circular in the district, and was held 18 November 1901.

The chairman of the Mt Roskill Road Board, Charles Bagley, referred during the meeting to 'a transaction so discreditable to the persons concerned and the more so as in this case they were clerical gentlemen'. He was particularly concerned as to the 'vile diseases' from



such an institution, in a district which at that point had no drainage. Corcoran then informed the meeting that Rainger:

... got the land from me by misrepresentation, he appeared to have been an intermediary in its purchase, the real purchaser unknown. I had no idea the land was to be used as a home for fallen women, I am satisfied it will be detrimental to the district, and am prepared to refund the purchase money, and to cooperate cordially in any action that may be taken.

By July 1902 there were definite signs that the Anglicans would go ahead with building the new facility at Mt Roskill, despite all the protests and letters. The road board called for a public indignation meeting on 26th July at the board's offices. Bagley informed the meeting:

When first the scheme was heard of by the Board in November last, the Board protested to the trustees of the new home, and Archdeacon Calder replied that the institution to be erected would be called a 'laundry,' and that it was not proposed to import an army of prostitutes in the district, but that they proposed to help those who, for the time being, were unable to help themselves. The Archdeacon, continuing, said that the Trust Board had managed a laundry in Parnell for many years, and had not found that the morals of the borough suffered in consequence, nor did he anticipate that the Epsom district would suffer from the advent of the home.

Lawyers were consulted, and the Anglican authorities asked not to put their women's home in that particular district. By the time of the road board's formal meeting in 27 November, it all seemed to be sorted out. With the board's lawyer Samuel Hesketh, Bagley, Hull and the Rev Smallfield met the bishop, 'who without giving any guarantee led us to expect another site would be selected and was to reply early'.

Finally on 11 September 1903, the general trust board was able to sell the property to John Peet—who would go on to serve in the district on the school committee, as well as road board chairman, and die in office in 1922. Peet Avenue, now through the site, was named after him. The trust board purchased seven acres at Otahuhu, which became the site for the well-known St Mary's Home, still in existence and a fondly admired part of the Otahuhu district.

In 1905 Bagley gave detailed testimony to the House of Representatives about the problems of his fruit importing business. Some of his comments may sound rather racist to modern ears but others are extremely practical and it may have been his influence which saw many of them put into practice. Here are a few extracts:

The Islands are a natural country to grow fruit in, but it is allowed to get into any shape or form —practically the fruit is shaken off the trees into the cases. If you could get and send an inspector there, who properly understood the growing, packing, and grading of fruit in the Cook and Society Islands, it would be of great assistance: you would be able to get oranges from nine to ten months in the year, and it would become a profitable industry... , but if a man was sent round the country to instruct these men in the growing, grading and packing of their fruit the money expended would be recouped very shortly . . . . I think I am safe in saying that 50 per cent of this fruit sent from the Islands to Auckland is thrown into the dust-cart as soon as it gets here, and that which is left will probably only keep a week; and I claim that if it was properly managed by some gentlemen who were capable, and thoroughly understood the whole management from the growing to the packing, we should have fruit for nine months in the year, and it would keep sixty days with probably only 10 per cent loss.

23. You realise that the European has to take a certain position in the community; he may be a married man with a family, and he has to enter into competition with men that live in many instances little better than pigs, and what you want done is to insist that these men shall be clean in their quarters, &c. ? —Yes.

24. Would you not go further and say that, as in this country we pass laws seeing that reasonable wages are paid to workmen and reasonable conditions surround their homes, it is not fair that these men should be called upon to compete against Chinese in trade, who live under such conditions as no European could possibly live under? —Yes. What I really said was that they should not be granted a license until they could prove that they lived properly and their conditions were the same as Europeans.

28. Mr. Bollard.] Have you had any experience of the fruit-fly? —Yes.

29. Do you think it could live in this country? —There is great doubt about it; *but I would sooner that it should be kept out than risk it living here.* It has been experimented on, but it has only been done under experimental conditions.

In 1911 a potentially very significant event for New Zealand occurred. A January article in the *New Zealand Herald* stated that the Mt Roskill Road Board was advocating a meeting of all Auckland local body authorities to look at the issue of town planning for the city. A town planning conference and exhibition was later convened at their request, and the chairman, Mr Bagley [sic] of the Mt Roskill Roads Board explained that they were seeking ‘some comprehensive piece of reform . . . in order that Auckland should be the most beautiful and best laid out city in the Dominion’. Arthur Myers, the recently elected MP for Auckland East, seized this opportunity to present his Town Planning Bill which aroused nationwide interest and controversy—over such aspects as the threat to local body power and the prospect of individual rights being subordinated to officialdom. Caroline Lomax Miller, in her 2000 thesis on town planning, presented a detailed and fascinating picture of the varied reactions to his proposal.

On 5 April 1911 a new town planning committee, which had emerged from the original conference, met under the chairmanship of Mr Bagley. The meeting resolved not to pursue Myers’ bill as cabinet minister George Fowlds had intimated that a bill covering the whole of the country would be introduced in the next session of Parliament. However his 1911 bill was finally withdrawn, as the changes suggested would have nullified its intent.

On 21 October 1911 Bagley appeared as the chairman of the Mt Roskill Road Board when an Act of Parliament validated the agreement by which the Waikowhai Park was established. On 15 October 1850, land had been granted to the superintendent of the Wesleyan Mission in New Zealand ‘. . . for the support and maintenance of the school therein recited as established at the Three Kings . . .’. It was a portion of this Waikowhai reserve which was in 1911 set aside as a public park.

His report for the year 1912 mentioned the building of 60 new houses in Mt Roskill at a cost of £5600 each, and an increase of ten miles of new roads. The capital value of the district was then £½ million with a debt of £7000. In an interview with an *Auckland Star* reporter he said:

During 1912, the cutting up of land for closer settlement has been going on apace. Roding operations have been in progress on no less than 13 estates, varying in size from 10 to 100 acres. Most of these are being cut up into sections of one-fifth of an acre.

On 1 May 1913 Bagley was elected to the Auckland Harbour Board as the representative of the combined district of the boroughs of Newmarket, Onehunga, Ellerslie Town Board, and the Epsom, One Tree Hill, Remuera, Panmure, Orakei, Mount Wellington and Tamaki West road districts.

On 27 April 1914 he travelled abroad with his wife and daughter and was in Norway when World War I started. On his return in the *Makura*, an account in the *Auckland Star* of 30 November 1915 quotes him as saying:

“The praises of the Dominions, particularly of New Zealand, were sung wherever we travelled in England. At the great recruiting meetings in London and elsewhere the insistent note was ‘follow the lead of the colonies . . .’ We were fortunate in having a passport from New Zealand,” said Bagley, “for it was always respected. If there was one pleasing feature in our experiences more than any other, it was that we came from the Dominion.” Commenting on the war in general, Mr Bagley said that whilst he agreed with the Government in regard, to the wisdom of preventing young men of military age leaving the country, he was very sorry it had to be done. Perhaps after all, it would be better to have conscription. The old sentiment of volunteers being better than pressed men, was, in his view “all moonshine. Where did we get our men in the days of Trafalgar, the Nile?” asked Mr Bagley. “Volunteers? No. Many of them driven on board the ships, which built the Empire with the gun and sword. Did they not do their duty? Yes . . .”

The Bagleys suffered a tragic loss in 1918 with the death from pneumonia of their eldest son Ernest.

In 1920, the *Feilding Star* reported that in Charles Bagley’s view, England was a ‘good place to be out of’.

A well-known Auckland resident Mr Charles Bagley returned last week after an absence of eleven months on a visit to the Old Country. His wife, unfortunately, was taken ill in England, and

died at Ockley after being bedridden for five months. Mr Bagley enjoyed his brief stay at Honolulu on the way Home, and also called at Vancouver, the roads of which, he states are certainly an object-lesson. Calgary, Toronto, Montreal, (Quebec, and the Niagara Falls, were all in turn visited. They crossed to England in the *Olympic* [66,000 tons].

#### THE POSITION AT HOME.

“England,” he said, “was in a very unsatisfactory condition, more particularly in respect to food. We had to pay 5s 6d for fish per lb. meat 2b 6d per lb., eggs 5½d each, when we left, yet you could go into any shop and seem to be any particular scarcity of anything. We were supposed to have only 6oz of sugar per week. Beyond that you could not buy at any price, but you could go into any shop and buy as many sweets as you wanted, made with boiled sugar at 2d per oz. The Government’s excuse was that if they did not let them have sugar to make sweets it would throw a great number of people out of employment. During the railway strike we passed through Oxford. No doubt England was dangerously near a revolution, and the way the Government dealt with the coal yesterday was, to say the least, very funny. The way unemployment money was doled out was just absurd. A man was started to work in a small town we stayed in. After working a week, he appealed to the Council for a rise in wages. His reason was that he was paid 5s a week more for being out of work than for working, and he asked the Council if they thought he was a fool or an idiot. It will take some careful handling to keep England from serious trouble. Money is very plentiful. Profiteering is no name for the way money is being made. There is a terrible day of reckoning coming financially and otherwise, and in my opinion England is a good place to keep out of for the present.”

Charles followed his own advice and spent his retirement in New Zealand. However, he did not totally escape public service as the *New Zealand Herald* of 3 October 1921 has his name among those appointed to a board to control the One Tree Hill Domain. The *Auckland Star* of 12 July 1928 had a long account of a controversial proposal to the minister that the One Tree Hill Domain Board be vested in the One Tree Hill Road Board. Feelings ran high over quarrying and charges

set by the domain board for water which might be obtained from a bore sunk by the road board.

. . . Mr. M. H. Wynyard, one of the nominees of the Minister of Land on the board, spoke of One Tree Hill as providing the finest example of Maori earthworks and battlements in New Zealand. Mr. Charles Bagley, as a member of the [Mt Roskill] board for nearly forty years, brought it under the notice of the Minister all that had been done by the Domain Board in making it the finest domain in the Dominion. The Minister, in reply said he looked upon One Tree Hill in conjunction with Campbell Park, as the finest city park in N.Z., and he thought as one generation followed another the people of Auckland would look on this possession in a different way from the way they did to-day. He would not express a final opinion. He had only a few minutes to look through the records before leaving Wellington, but he knew it had been correctly stated by the deputation that no complaint had reached the Government concerning the manner in which the park had been managed. With reference to the removal of scoria, he personally, and the Government generally, agreed that every effort should be made to prevent the disfigurement of the scenic volcanic cones round Auckland.

**MR. CHARLES BAGLEY.**

A resident of Auckland for over half a century, Mr. Charles Bagley, died this week, aged 83 years. He was a man who, during a long residence in the city, devoted a lot of time to honorary work on public bodies. For many years Mr. Bagley lived at Epsom, but latterly he had resided with his daughter-in-law, Mrs. A. P. Bagley, of Wynyard Street, where his death occurred. Mr. Bagley was born in Brackley, England, and learned the engineering trade. He came to New Zealand about 56 years ago, and after a few months in the Waikato came to live in Auckland. He established a wholesale fruit business, and chartered a sailing vessel to trade between Auckland and Fiji. He went to live at Epsom 40 years ago, and was for half that period chairman of the Mount Roskill Road Board. He was also a member of the Auckland Harbour Board for some years. He was appointed a life member of the One Tree Hill Domain Board, in the work of which body he took the keenest interest. Mr. Bagley was also a justice of the peace. As a young man, when a resident of Parnell, he was keenly interested in yachting, and for some years he was president of the Manukau Yacht Club. Mrs. Bagley died 14 years ago while on a visit to England. Three sons predeceased their father, who is survived by a daughter, Mrs. C. E. Waddingham, of Grafton Road.

*Obituary in the Auckland Star of 4 Feb 1933*

A 1934 *Auckland Star* item commemorates a legacy he left the city. The *Auckland Star* of 16 May 1935 carried an article titled:

**PUBLIC SPIRIT; AUCKLAND CITIZENS' MUNIFICENT GIFTS TO CITY.**

Mr. Charles Bagley, who died in 1933, left, subject to a life interest, properties in Grafton Road for the erection and maintenance of alms houses for free occupation for British subjects over 60 years of age.

[note it says properties—plural.]

The National Archives have a reference to his daughter-in-law Ada challenging the will in 1933-4. She did not die until 1956, and



*Charles Bagley Reserve in 2014*

Photo: Jeanette Grant

Charles's daughter Hetty died in 1960, so the money probably did not become free from legal entanglements until then. However, I have not yet found exactly how the 1933 Grafton Road legacy became the Mt Eden Road Bagley Reserve.

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# Epsom Memorial Arch—Anzac Service

*By Marvis Fénelon*

From the time I was a little girl I recall my father keeping a vigilant eye on the state of the archway at Ranfurly Road. It was created as a simple yet touching memorial from the natural scoria/basalt rock of the area and dedicated to the boys of Epsom, who gave their lives in the First World War. Whenever it was becoming overgrown my father would contact the council to have the matter rectified. After his death, my caring for it, and for those fine young men whose names are inscribed on the two plaques, was to place a simple box hedge wreath on the archway every Anzac Day.

Several years ago, when Louis and I were going to be overseas at that time, Helen and Eric Laurenson very kindly placed it there for me. Later, I mentioned to Helen that I had been thinking how fitting it would be if we could have a memorial service there each Anzac Day. She agreed, and said she was sure the Historical Society would be pleased to see it come to fruition. My thoughts had originally been prompted by the growing



*The service in progress, Anzac Day 2014*

Photo: Eric Laurenson

interest and respect being shown by the younger generations towards their forebears, who had sacrificed so much for their future wellbeing . . . and then suddenly, there appeared at the archway something like 30 handmade poppies stuck into the ground with ice block sticks. A year or two later another simple ivy wreath appeared. It was obvious others also cared, so I proceeded to turn my idea into a reality.

It took a fortuitous chance meeting with the other wreath-laying family, and patient door-knocking at churches, kindergartens, primary, intermediate and secondary schools, to solve the biggest mystery of all—the handmade red poppies from the Ranfurly Care Centre. My intention had been to have the service at Marivare and to associate it with nearby St George’s Church, but for some considerable time they had temporary ministers who all suggested I should wait until the permanent person arrived. It was a long wait, but eventually I met up with Martin Day, who talked it through and suggested the group of local ministers could well be interested in the proposal. Helen gave me the name of an older Baptist minister she had known in the district so I rang the office and left a message for a younger Jeff Whittaker. He was certainly ‘heaven sent’ and although busy preparing for the Christmas Carols at Marivare was very interested in being involved.

I had previously spoken to Linda Fraser from the Greenwoods Corner Community Group about the growing interest in an Anzac Service at the Ranfurly Road archway, so she suggested a meeting at her home, to which I invited Jeff, and the next phase took off to a great start—with much enthusiasm, camaraderie, and excitement—the very spirit in which those young chaps had taken leave of their families and headed for the unknown.

With strong support from group members we held a special gathering at the Epsom War Memorial at 11.00am on Friday 25 April 2014. Jeff and Linda arranged the format of the service, and historian George Bowen spoke about WWI, I related how this Anzac Service came into being, and as part of the RSA ‘Fields of Remembrance’ White Crosses Project, Gordon Ragg, who has had kind assistance from local industry to produce the crosses, supervised the planting of 28 in the grounds of Marivare Reserve. Dr Barbara Smith has researched all 28 names on the archway and we envisage that by 2018 the majority of those names will be represented by family members at the Anzac Service that year.

My father, Leonard Worrall Cooper, was born in a cottage in Ranfurly



*Four generations at the Epsom Memorial Arch*

*Catherine Fénelon, Mavis Fénelon, Florence Cooper (sister-in-law of Josiah), Sue-Ellen Fénelon, Hayley Erwen (baby), Amelia Erwen (in front)*

Photo: Fénelon family

Road in 1902, and his elder brother Josiah in 1896. Josiah's name is inscribed on the memorial arch at Ranfurly Road and he is buried at the St Sever World War I Cemetery in Rouen, France. We have visited the cemetery on several occasions and already three of our grandchildren have been there, in fact, two have been there twice. It is now, however, enough for me to see with pride and much love, his name inscribed on the plaque on the memorial arch, and recall the stories of Josiah and my father sitting beneath the Marivare oaks eating bananas with their father, when they were little boys.

When Louis, our daughter Catherine and I visited the Somme we stayed with Bryan and Roger Bartley's daughter Susan in Arras, and drove each day to various parts of the area.

A three day visit was the most we could handle. The enormity of the situation and the emotion it evoked is beyond description—especially when we reached the Menin Gate (a huge edifice) at Ypres, and then surveyed the Tyne Cot Cemetery near Passchendaele. The most heart-warming thing, however, was to find that every name on those graves and memorials was being afforded the respect and honour deserved.

Every monument and every cemetery was beautifully planted and presented, and no matter where the district, or its size, those monuments and cemeteries were enfolded in the daily comings and goings of the inhabitants, exactly the way this special memorial honouring our young men is placed within the daily round of this district.

Josiah and Leonard's father, Albert, was from the Worrall family who owned a farm near Greenwoods Corner, and their mother Amelia was one of the Bushell farming family from Howick, with her maternal side of the family arriving in Auckland in 1847.

Amelia was a competent businesswoman with businesses from Mt Albert, to Greenwoods Corner to Onehunga, and her racehorses grazed on the land which was later used for Epsom Teachers College. Josiah and Leonard were both accomplished riders, with Josiah enlisting as a driver and Leonard, with encouragement from family friend Colonel Soar, joining the Mounted Rifles.

Amelia and Albert had three sons, Harry, Josiah and Leonard, who attended Epsom School and St George's Sunday School where they received books as prizes for good attendance. One of their older cousins, Charles Montgomery, was a boarder at St John's (later to become King's College) in Pah Road and walked from there on Saturdays to spend exeat weekends with the family at their home in Ranfurly Road.

Louis and I have been in Golf Road for 51 years, and now the seventh generation of this old Auckland family, our grandchildren Amelia, Hayley and Alexander, are growing up in Market Road, and Sebastian and Charles in Raurenga Avenue.







*Facing page and above: A selection of photos from the Anzac Service at the Epsom Memorial Arch, 25 April 2014* Eric Laurenson & Helen Wenley

# The trouper and her trooper

*By Helen Laurenson*

Every photograph, even a nameless one, tells its own story and can be interpreted in a variety of ways. Sometimes it can serve as an indicator of social customs or fashion, but occasionally there is a clue that makes it possible to identify the people, places or events pictured, and to consider the context in which that moment in time was captured long ago.



Because the A & P Showgrounds are known to have been on their Epsom site for more than a century, Trevor Le Claire who lives in South Auckland, and who once owned a second-hand shop, contacted our society in 2013, and kindly sent us a large mounted but unframed photo (380mm x 300m) with the caption ‘Champion Lady Rider Auckland A.&P. 1916’, which has subsequently featured in one of our newsletters.

Who was this mysterious ‘Champion Lady Rider’ with shadowed face, who rides with style and ease over the jump, and what is the name of her handsome mount?

Thanks to ‘Papers Past’ the story of horse and rider begins to take shape. The horse was ‘Gaiety’ and the rider was Ida Alice Adams who was born in the Waikato district early in July 1894. In March 1908,

when she would have been nearly 14 years old, she first appears in *Auckland Star* results for the 5th Annual Show of the Waikato Central A.&P. Association at Victoria Park, Cambridge. From 12 entries in 'Girl rider under 17 years in divided skirt (Open to girls and horses who have never won a prize in any show)', Ida Adams came third. In the 'Supplementary class: Girl rider under 16 years in divided skirt', Ida Adams won first place from five entries.

But Ida could turn her hand to other skills. In that same year, Ida Adams of Maungatautari, Cambridge, won 2s 6d as a consolation prize for completing the last line of a limerick in the third limerick competition organized by the *Observer*.

By 1911 and 1912 Ida was competing at shows in the Waikato, Rotorua, Thames Valley, and Te Aroha, taking awards for her horse 'Gaiety', a dark brown hunter, and coming second as Champion Lady Rider. At the Dominion Show in December 1913 in the category 'Best Lady Rider, divided skirts, to ride over fences. Open to ladies who have never taken a first prize at the Auckland Show: Miss Ida Adams (Cambridge) 1, Miss Rose Hellaby (Remuera) 2, Miss Hilton (Eureka) 3.' There is an interesting note for all who know of the late Rose Hellaby as a philanthropist, gardener and member of a prominent Auckland family, who bequeathed her home to the city which it overlooks, the Rose Hellaby House at Waiatarua in the Waitakere Ranges. 'Miss Hellaby's horse stumbled at the first jump of the double, and the rider fell forward on the animal's neck. Before she could recover, the horse took the second jump in fine style. Miss Hellaby managed to hold on, and made a splendid recovery, for which she received an ovation from onlookers.'

In 1914 as Ida tied for second place in the category 'Champion Lady Rider over hunting fences' the judges commented that the winner was separated from the other two by less than half a point. 'They had never seen more graceful lady riders in a show ring.'

Ida had a busy and very successful year in 1916. The action photo we have been given was taken on Saturday 2 December at 'People's Day' at the Epsom Showgrounds, where brilliant summer weather attracted great crowds, most of whom, according to the *New Zealand Herald*, wore white. But it is clear from the photo that our 'Champion Lady Rider' Ida Adams was clad in traditional dark colours, as befitted her status as an experienced young horsewoman, then aged 22.



Earlier in the year, in February 1916 at the Northern Suburban Agricultural and Horticultural Association at Takapuna,

Miss Ida Adams by winning five first prizes, proved herself the most successful horsewoman at the meeting. Her horse 'Gaiety' won first prize in the 'horse suitable for a trooper' category.

In March at the Waikato Central A.&P. Association Show,

Miss Ida Adams added to her long list of successes by dividing with Miss Maggie Briggs the honour of best lady Rider and taking the special prize of a saddle valued at 7 guineas for the best equipped lady . . . Miss Adams gained in addition with her horse 'Gaiety' the Auckland Racing Club's special prize of £10 for Lady's Hack and Best Walking Hack.

In that same month at the Cambridge A.&P. Show she was among the riders who agreed to accept ribbons instead of cash prizes. Her prize money, three guineas, with that of the others, was added to the net profits and divided between the 'Belgian and Servian [sic] Relief Funds', as World War I fighting continued on distant battlefields.

Among the first five volunteers from Cambridge to enlist for that war had been Trooper James (Jim)

Wallace Watson, together with his cousin, Corporal Thomas Wallace Phillips. Jim, the eldest son of the late Mr. J. Watson of Capetown, Africa, and Mrs W. Watson of Puke-rimu, was born on 8 June 1894. Aged 20 years, he left from Wellington with the Main Body of Auckland Mounted Rifles in mid-October 1914 and arrived at Suez, Egypt, on 3 December. He fought at Gallipoli, and in the Sinai, was twice wounded and fell victim to malaria. When his cousin, Tom, was wounded in the



*The first five volunteers from Cambridge. Jim is front row (r.) and cousin Tom Phillips is in the back row (l.)*

Cambridge Museum website. <http://cambridgemuseum.org.nz/Military/ww1/ww11st5sldrs.htm>

Dardanelles on 8 August 1915, with a shattered left arm and shrapnel in his neck, hip and leg, Jim Watson, his cousin, looked after him for two days on the beach until he was evacuated. Sadly, Tom died

of his wounds in October 1915. Awarded the Military Medal in Palestine in 1918, Jim arrived home from Egypt on the *Ulimaroa* in August 1919 as a second lieutenant, after five full years of service.

It seems very likely that Jim Watson and Ida Adams knew each other before he left to serve overseas, for Maungatautari had its own primary school and they were both the same age. But Ida kept on with her riding and by 1920 had sold 'Gaiety' and was riding 'Te Aro'.

'Gaiety' briefly stole the limelight during the Prince of Wales' visit to New Zealand in 1920. The *Observer* reported in May that

the horse 'Gaiety', which had the honour of carrying the Prince of Wales over one jump at Riccarton, Christchurch and spilling him at another [a brush fence], is quite a celebrity. He was the property of the late Mr [Hugh] McCarthy and Miss Ida Adams of Cambridge, the champion lady rider, who trained and rode him in many show events for some years. 'Gaiety' in her skilled hands is a highly intelligent performer, and most docile with the lady, though not so clever with a stranger up. The horse as well as the popular lady champion has won many 'firsts' at agricultural shows and is a splendid 'lepper' [sic].

In December 1922 the engagement of Lieutenant J. Wallace Watson was announced to Ida, the only daughter of Frederick Henry William Adams & Anna Marion Adams (née Tracey), with both families living in Maungatautari, a few miles south east of Cambridge, where her father was a farmer. Ida married James (Jim) on 28 April 1925 in St Andrew's Church, Cambridge, when they were both 30 years old. She wore ivory crêpe de chine with a silver over-dress and a Brussels lace veil.

Ida and Jim farmed together at Maungatautari, until retiring to Papatoetoe in 1953, living a quiet life at 20 Victoria Road, where their modest Huntly brick and tile home still stands. There is a photo of the 50th reunion of the Auckland Mounted Rifles on the steps of the Auckland War Memorial Museum in 1964, but only a few men are named. As we scan those ranks of aged survivors we are aware that Jim is probably among those veterans, but sadly we do not know which one he is—another photograph for consideration!

Ida Alice died at her home from a heart attack on 14 July 1981 aged 87, and Jim died on 13 October 1986 aged 92 years. Jim's death notices mention his late wife Ida and also his three younger brothers, 'Frank, William and the late Jack', but Ida's lists only Jim, her husband, so it



*Members of Auckland Mounted Rifles at their 1964 reunion gathered on the steps of the Auckland War Memorial Museum*

Auckland Mounted Rifles site—Reunion 1964  
<http://www.nzmr.org/auckland.htm> (accessed Feb. 2014)

would appear that Ida and Jim had no living children. Perhaps that is why the mounted photo, ‘Champion Lady Rider Auckland A.&P. 1916’, forlorn and stripped of its frame, appeared in Trevor Le Claire’s South Auckland shop and prompted him to phone the society. Any descendants would surely have been very proud of Ida’s achievements as a young horsewoman and of Jim Watson’s military service, as in 2014 we commemorate those turbulent years of change of a century ago. We honour them both.

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# Amy Maria Hellaby

## A remarkable businesswoman 1864–1955

By *Valerie Sherwood*

Born at Birkenhead, Cheshire, England, on 3 February 1864 to Elizabeth (née Bishop) and her husband John Briscoe, who was a master cabinet maker, Amy Maria Hellaby was the fifth of six children. By 1868 she was the only surviving child of the family, her mother and five siblings having succumbed to diphtheria. Following her father's second marriage, to Isabella Alexander, the little family emigrated to New Zealand in 1872, sailing on the *Great Britain*, on which Anthony Trollope and his wife were fellow passengers. They proceeded to Waitangi, Chatham Islands, at which time John Briscoe became master of a sailing vessel which traded between the Chatham Islands and New Zealand ports.

Living at Waitangi was a lonely time for the eight-year-old girl, whose stepmother was occupied with the running of Mangoutu House, the island's beachfront hotel, now the site of Hotel Chatham. It was also a dangerous time. Although Te Kooti and most of his 300 fellow prisoners had fled from the island four years previously, some had remained, joining the local Maori who were remnants of the 1835 Chatham invasion by Taranaki tribes. There was an element of unrest among those who were adherents of Te Whiti. Having tried unsuccessfully, via marches and general intimidation, to drive Europeans off the island, they intensified their campaign. When word of their intention to kill all Europeans residing at the Chatham Islands reached the alarmed settlers they gathered together in one large house to defend themselves. However, after a period of three weeks the tension eased and people returned to their homes and everyday lives.

In carrying out her proprietorial duties in the hotel, serving liquor, mostly rum and whisky, to the islanders, Mrs Isabella Briscoe brooked no nonsense. She ran an open but strictly controlled bar, so firmly that she was recognised by the locals as being a tough lady, and endowed by her customers with the appellation 'Mother Hellcat'.

For the eight-year-old Amy, the long days were filled by helping her stepmother where she could around the hotel, and playing in solitude, restricted to a small area on the sandy beach immediately outside

Mangautu House, mainly intent on shell gathering. Recognising that this was not an ideal life for a child, the Briscoes made the decision to send the little girl to board at St Mary's Convent in Ponsonby, Auckland, for her education. For the following ten years this meant being away from her family for 47 or 48 weeks annually. To return to her home in the school term breaks was not practicable, as transport involved travelling on a journey of over 600 miles each way via sailing ship. Loneliness on the island was replaced with the loneliness of the long year away from her parents. Apart from the company of fellow students, though, the great advantage in attending St Mary's School lay in gaining a sound education, an appreciation of Christian virtues and an awareness of the refinements of society. She entered fully into school activities, receiving particular praise for her dramatic talents which were noted in the *New Zealand Herald*. As she came to the end of her schooling, in 1882, the Briscoe family departed from the Chatham Islands to take up residence on the mainland.

A short three years later, in 1885, Amy Briscoe became the young bride, at age 20, of Richard Hellaby, aged 36, a well-established butcher who, with his brother William, had founded the retail business of R. & W. Hellaby in 1873. On the occasion of the couple's marriage the Hellaby staff demonstrated their appreciation of their employer by presenting him with a heartwarming address and a very valuable time-piece. Richard was a tall strong, man, unafraid of hard work. Though he was known to have an existing cardiac condition, the legacy of suffering rheumatic fever in childhood, Richard has been described as a very energetic man, a veritable dynamo, who was dedicated to the success of the business.

The union between Amy and Richard was a highly successful one. Not only did they produce a family of three daughters and three sons, but Amy's committed interest in the business gave her a close knowledge of the administration of the now thriving meat company. She had also assumed responsibility for the wellbeing of the five children of Richard's brother William and his wife Rosina Hellaby, who had died tragically within weeks of each other in November 1900. To accommodate the large family, plans were made to build a substantial home in Mountain Road, Epsom. Then suddenly, on 20 June 1902, less than two years following his brother's death, Richard was struck down with a fatal heart attack. Though the family were desirous of a private funeral, it proved





*Amy Hellaby and her family c.1905*

*Standing (l to r): John "Jack" (1866–1955); R. S. "Syd" (1887–1971);*

*Amy E. "Nellie" (1880–1953); F. A. "Fred" (1892–1963)*

*Seated: Amy (1864–1955); Freda (b.1902); M. L. "Mimza" (1899–1971)*

to be one of largest held in Auckland for many years and demonstrated the widespread respect in which this popular man had been held. A large number of beautiful floral emblems surrounded the Purewa graveside at which the impressive service was conducted by the Rev Sommerville. Supporting Amy and the family was the presence of her father, John Briscoe, who rode in the second carriage of the long cortege.

As a 38-year-old widow, Amy was charged with the responsibility of both caring for her large family and stepping into the role of overseeing the continued success of the Hellaby business. Such was her independent spirit and strength of character, forged in her experiences of childhood, that she did not shirk from either, but rather moved forward as a confident and competent businesswoman. Though of

medium height and build, her erect carriage gave an impression of dignity and command. Despite the endeavours of speculators to take over the business, Amy determined that the company, which employed more than 250 people, would not merely survive but thrive and provide a future for her sons and nephews. At this time, in addition to the retail division, the company shipped canned beef to the Pacific and was the largest exporter of frozen meat in New Zealand.

The mansion planned by Robert and Amy Hellaby was under construction in 1901. It fell on Amy to see the project through to fruition. Graced by the name *Bramcote*, after a grand Hellaby home in England, this residence was designed by architect A. L. Ferneyhough and completed late in 1902.

With the assistance of Richard's trustees Amy kept a close eye on the company, ensuring that any decision making was undertaken with her own approval. Changes included the disposal of less profitable assets and consolidation of the business. In a major move, it was found advantageous to move the abattoir from Westmere to Westfield. In Queen Street, an impressive six-storey office block was erected. With Amy's informed oversight the company forged ahead, where possible following the plans which Richard had earlier formulated for its success.

Also brought into action were plans which the couple had made for the children's education and upbringing. These included regular voyages to Europe. But when war broke out in 1914 adaptations to their future plans were implemented. Amy sold her beloved home, *Bramcote*, and moved to London, taking her two remaining unmarried daughters with her. There she provided a home base for her sons and nephews, now servicemen, when they returned to London on leave from duty on the Western Front.

Although she had ensured that she was leaving the Hellaby business in sound hands, on her return to Auckland she found that, inevitably during the war period, profits had declined to a degree. The following year, however, saw the profits handsomely restored, though further adjustments were made in following years. With Amy's presence on the governing board, the enterprising company moved forward, taking advantage of the post war economic opportunities. Sons John and Frederick and their cousin Arthur trained in the family business, and once there were younger members of the family ready to assume responsibility for the meat company, Amy chose to shed some duties, though she remained as a director of the company until her death.



In 1919, with the children now mature, changed family circumstances led to Amy planning another home which would suit her circumstances. Though smaller than the last, a substantial brick house at 542 Remuera Road was designed by R. K. Binney. Despite difficulties which arose when costs of the project were grossly over-run (there was a threat of censure by the Architectural Society), she lived happily in the home in her retirement. One resident to enjoy owning the home in subsequent years was banker David Richwhite.

Amy Hellaby was a generous benefactor, but chose her particular charities carefully, approving only those which met her own exacting standards. Her discerning attitudes and the fortitude and resilience she displayed in her life may well be attributed to the experiences endured in her childhood. In the rare position of a woman engaged in business management in the male-dominated society of the era, Amy commanded respect as a natural leader who made an indelible mark in the world of business.

In 1933 land subdivision in Mountain Road, Epsom, created a new street, resulting in a change of address for the grand old home built for Amy and her family. Now standing proudly in the street known as Omana Avenue, the property once known as *Bramcote* was renamed *Florence Court* and today is the venue for lavish private entertaining, and occasionally as a film location (see cover photo).

Amy Hellaby died in her 92nd year at the Mater Misericordiae Hospital at Mountain Road, Epsom, just a stone's throw from this grand home, on 7 April 1955.

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# Writing off a regiment

*By John Adrian Speer 1904–87*

*The following account of events in Auckland in 1944 was written by Lt J. A. Speer RN, and found among his papers by my cousin, his daughter Rosemary Speer, of Mt Eden. This account solves a minor family mystery—why my father, Gunner E. R. I. Clarke of the 9th Heavy Artillery, was discharged on 31 October 1944, well before the end of the war:*

—Jeanette Grant (née Clarke) Ed

North Head, that inoffensive looking mound commanding the entrance to the Waitemata Harbour, has been an historic place ever since the Russian scare in the 1860s. Hitherto, the hard core of Auckland's defences lay to the south, or least it was thought that was the direction an attack would come from—the good old British principle that the war you expect and train for will always be like the one you've just had.

In any event, with the Japanese southwards tide stopped at Guadalcanal, and Adolph on the defensive in Italy and everywhere else, North Head was stiff with soldiers and its mixed bag of ex-naval guns, continuously manned. The 9th Heavy Regiment was on guard, and the ladies and gentlemen of all ranks were doing their duty with zeal and determination. And while North Head with its apparently large corps of officers was the headquarters, there were branches, so to speak, at Whangaparaoa, Hotutapu, Bastion Point and a lonely little bunch on the summit of Rangitoto. They were all called up on the telephone from the Fire Commander's post on the top of North Head—to make sure they were still awake as much as anything, because keeping awake and being fed had become the regiment's chief business.

However, to be fair, it must be said that about once a month or so the regiment would let Auckland know what it was for by having a practice shoot, and back luck for the natives of Devonport and Cheltenham who left their windows closed, as anyone who has had the job of extracting slivers of glass from the bedroom carpet can testify.

But in High Places, it was decided that more goodies were in store for the 9th Heavy. Some old discarded 9.2 inch naval guns had some years before arrived to be mounted at Whangaparaoa and on Waiheke Island.\* The task of building the emplacements, magazines, etc was entrusted to the Public Works Department which sure could do things

in a hurry in wartime. At the head, the regiment had an officer who among other things was the regimental photographer, but having many times seen the emplacements and the underground ammunition store, a great cavern as large as a church at Whangaparaoa, I was interested to see the official photographs taken during my year at North Head, and to note that in twelve months the guns had been moved in the direction of the emplacements—perhaps six feet. They could not have been mounted—ever—and presumably were returned to H. M. Gunwharf, Chatham Dock Yard, England.

Naturally the navy wanted a small share of the huge area of real estate, and ironically it was the zeal of the coastal artillery men which created the excuse. Coastal guns, when aiming to miss, were deadly, as happened to an innocent and unfortunate fisherman at Lyttleton early in the war, and later at Wellington Heads when a trawler was hit and sunk. Therefore as friendly vessels were apparently to be at the receiving end of the army's shot and shell fired with a complete lack of good manners by naval guns donated by the Royal Navy, it was thought only fair that our wartime navy should have some say in the choosing of the target.

Thus it was that naval officer Commander R. P. Nisbet DSE and two bars, RNR, was appointed to North Head as Extended Defence Officer (XDO) and those of us whose duty it was to keep watch and ward over the Nation's controlled minefields became Assistant Extended Defence Officers (AXDOs). There was nothing much issued in the form of standing orders, but it was understood that we were to use our nuts and 'stop those silly buggers shooting up our own ships'. A truly naval order—simple and direct, but no-one told us how. But the chance soon came to obey it.

HMNZS *Leander* having suffered heavy damage in action off Guadalcanal, and being now repaired, was doing trials and testing equipment in the Hauraki Gulf in plain view of everyone in the defence area off Whangaparaoa. Each evening she would steam in over the various indicator and guard loops and eventually over the mine loops, and so into Shakespear Bay where she used to anchor for the night. She would identify herself to the Port War Signal Station (PWSS) on Tiri Tiri, and the information would be telephoned to Auckland and relayed to the gunners at Whangaparaoa. Simple enough, you may think. But fate was lying in ambush, just waiting for the AXDO at Whangaparaoa.

Having finished her trials, the *Leander* told no-one that important fact, nor did she announce her intention of doing a final speed trial over ten miles of the course into Auckland. Not having identified herself to PWSS she came charging in towards the loops so fast that I just had time to bawl an order down the voice-pipe and have the mine loops set to 'safe' before the ship reached the outer cables. But this was too much for my opposite number of the army who was getting several sets of orders at once over as many phones—the most demanding apparently coming from the bellicose Major Hicks of North Head.

Observing that the crews of Whangaparaoa's 6 inch guns had 'closed up' and were training them on the *Leander*, I asked the officer what all the fuss was about—as if I didn't know.

"Unidentified warship approaching at high speed," he said. "We've got to fire on her."

"Oh God, give me three minutes," I prayed, "just three minutes and she'll be into the channel and out of their arc of fire."

"Look soldier, I as XDO, formally identify that ship as the cruiser *Leander*," I said and with an aside to my telephone watch-keeper, "Wilson, log what I've just said! And further," I continued to the subaltern, "the *Leander* has eight 6 inch guns and if you open fire on her, she just might fire back and we may all be blown sky high, and how will you explain that to Major Hardy?"

He didn't answer. Instead, he was mournfully contemplating the high stern wave of the cruiser fast disappearing towards Auckland. The War of Guns was over and won without a shot being fired. The War of Words was about to begin.

"What the hell's going on up there?" asked the XDO over the telephone. "Major Hicks is looking for blood and wants yours for interfering with one of his officers."

"It looks as if we're all going to have fun then, doesn't it Sir, but when they all cool down I expect they will realise I could do nothing else. Meantime Sir, could you ask *Leander* when she gets alongside, why she didn't reply to the challenge from PWSS?"

That question was answered later, but meantime the head-hunters were out and naturally I kept mine down.

If I were asked what characterises the NZ officer or civilian official more than anything else, it is his ability to dream up an excuse to inspect somebody or something. So what to busy people would be but a storm

in a teacup, which the *Leander* faux pas clearly was, suddenly, on the following Monday became the occasion of a cavalcade of brass-hats in cars all the way from Auckland to the eastern end of the Whangaparaoa Peninsula. So, many brass hats wearing field boots and spurs appeared and began, as it is called, to ‘examine the problem on the ground’—obviously unaware that the ‘problem’ had for several days been happily secured alongside at the Devonport Dockyard. They peered, then questioned the Army Duty Officer; they looked suspiciously at me; they looked around and they saw nothing except the Hauraki Gulf and a couple of old guns. The conference, if that’s what it was among those present, was also attended by a naval officer called SOO who made some attempt at an interrogation but fortunately for me, was led away by dear old XDO bless his heart, and I was left to Cdr Christie RN, the Controlled Mining Officer who inquired “were mines set to ‘active’?”

“No Sir,” I replied, “SOO has issued orders . . .”

“God in Heaven!” the CMO went on, “Reports of enemy submarines off Cape Brett and controlled minefields set to ‘safe’! What a country!” Then the martial gentlemen went off to lunch at the battery mess—except the NCOs who took off back to Auckland. They had work to do.

But a very fierce looking warrior stayed behind in the FCP. He had a bristling military moustache and eyebrows and an impeccable uniform with the insignia of a colonel thereon, a green cap-band and green gorgets. He seemed fascinated by our high powered telescope. I could tell who the others were, but this one was a new experience. It appeared he was the CO of the NZ Dental Corps. I guess they don’t have telescopes in dental surgery.

Eventually all the minefields were blown up as being too costly to maintain, and the AXDOs were withdrawn to North Head where they kept watch around the clock and an eye on the signal staff—generally a soul destroying way of spending the time. Others thought so too, and we gathered from the odd remark overheard in the mess, which we XDOs shared with the 9th Heavies, that dark rumours were being whispered abroad that the ever silent guns might be sent back to the museums whence many had come in 1940. But the halcyon days sped by, nothing happened, and the 9th Heavies began to breathe normally. Then it happened. XDO told me to see him in the cabin (which we called our rooms—naval terms usually drew tolerant smiles from our

opposite numbers). He had received from the commodore a signal, positively Churchillian in tone: “N.O.C.A. to X.D.O.: Let me have”—I read—“by 1700 tomorrow Thursday, your appreciation of the fixed defences of Auckland now required.”

As I gave him back the message, he said, “You’re wondering why I’m showing this to you. The reason is first, that having been poking around the whole area in your days off, you know better than I do where everything is, you’ve been in the army and are also a lawyer and should be able to write an appreciation. And there’s another reason. I’m bidden to a party on board the *Salamanca* tonight, so have the report ready for me by—say 0900 tomorrow—right?”

“Aye Aye, Sir,” I said, but “Gawd! Will I be popular!” was what I thought.

After he’d gone, I realised I could hardly use the FCP and its eloquent charts and maps as the army would become very curious, so it was a case of studying mental images of things seen and heard, a process which aided brevity. As usual, the first draft was too long. But the job was essentially done and all draft copies destroyed by bunging them down the toilet.

The commander read the result carefully, said, “Good,” sealed the envelope and rang the regiment’s transport officer for a Don R—Dispatch Rider—to take the envelope and deliver it personally to the commodore’s Wren secretary to be typed. He was to wait for a reply. So off the soldier went across the harbour by the vehicular ferry and put-putted out to combined HQ at Mt Eden. [See ‘Out of sight, out of mind—the bunker’, *Prospect*, vol. 2, 2003.]

When he brought the document back, little did he realise that he was virtually carrying a return ticket to Northern Italy. The effective part read:

In my opinion, the only fixed defences now required in the Auckland area is one examination gun and one examination searchlight to be manned by Naval personnel and sited at Fort Takapuna.

It was signed and despatched as before. The best way to avoid disclosing dodgy information is to forget all about it. Neither XDO nor I bothered our heads about the fateful document for some days. Then during my watch he appeared and suggested I go down to the mess with him to morning tea.

“But I’m on watch, Sir.”

“Watching for what? The gash barge?” and he added in an undertone, “Would you believe the war’s over?”

With that cryptic remark I followed him out and down the hill.

“You’re an appalling chap, you know, Speer. No manners at all!”

This was a bit startling, but I caught the twinkle and let him go on without interruption. “For months now, you’ve broken bread with our hosts here. You’ve eaten their salt, enjoyed the inhospitality, been waited on by their stewards and slept soundly in their beds, had their protection! And now, what have you done? Stabbed them in the back, that’s what you’ve done. I’m ashamed of you.”

“Am I allowed to know what’s happened?” I asked.

“That report of yours which I signed has put this lot on the beach, that’s what happened. Let’s go in and look at the wreckage.”

The ante room was a square room and filling every armchair were as desolate, silent, brooding lot of ‘scrubbed hammocks’ as ever the human eye looked upon. And on the notice board was the reason; the gist was that the regiment was to be put on a ‘care and maintenance’ basis immediately and all personnel not required were to be discharged to the mobilisation camp at Papakura.

The colonel swallowed his tea and observed “I’m not going to stand for it! I’m going to see the general. Have my car brought here Watson.” This to the transport officer.

But the colonel’s foray across to GHQ was futile. The Combined Chiefs of Staff had had enough. For a considerable time and doubtless under pressure from above, they had been trying to get from Auckland’s General Bell a report which would justify a considerable reduction in manpower and expenditure but without success. The general was good at rearguard actions and eventually they asked the commodore (NOCA) who was actually in operational command of the city’s defences a very straight question. So the general could do nothing for the hapless colonel. All that was left for him to do was to obey. What defences did he want?

A day or so later, XDO remarked casually that he was off too—to navy office as Naval Control of Shipping Officer, Wellington.

“Sir,” I said.

“Yes?”

“You’ll be seeing Bubbly Jock, Sir. Would you mind putting the hard



word on him to put me in the next overseas draft? He has ordered me not to make another application.”

“I’ll do my best.”

Soon afterwards, as I was seeing him off, I remarked that there was one item of unfinished business still unsettled between us.

“Oh, what’s that?”

“Did you ever find out from *Leander* why she didn’t answer the challenge that morning last summer?”

“Oh, yes. I remember now. Her observer flew into town in the ship’s duck (walrus) with the keys of the confidential book locker in his pocket. So they couldn’t make the reply for the day.”

Now that, I reflected, was naughty.

But on such trivial events sometimes hangs the fate of nations and of men.

\* The author, not being a gunner, was in error here. According to John Mitchell, ‘The 9.2 inch guns at Whangaparaoa (and Stoney Batter, Waiheke) were not discarded ex-naval guns, but the latest Mk XV model fresh from the factory, in the latest model power operated turrets. They were completed (in 1945!) and fired a number of times in Territorial training in the 50’s before being sold for scrap in 1959. They were state of the art during the war, being able to fire a 380 pound shell with pinpoint accuracy under radar control at up to 38,000 yards—way over the horizon. At a rate of 2 rounds per minute per gun (x 6 across the two batteries) they could put 12 huge shells a minute into any 100 yard grid square from the tip of the Coromandel to Matakana. Some of the other guns were fairly old, but nonetheless very capable and far from obsolete.’

### *Postscript*

Several interesting items appeared in the media in March 2014. For example, on 11 March 2014, the *Rodney Times* had a front page article headed ‘World War II mines discovered off coast’. It stated:

One World War II mine has been made safe off the Whangaparaoa Peninsula and the Royal New Zealand navy will be checking three more in coming weeks. Practice scenarios became a little more real during the multi-national mine counter measures exercises held off the peninsula when American, Australian and Japanese dive teams stumbled over the explosive relics . . .

Two mines were discovered during a routine Autonomous Underwater Vehicle (AUV) operation conducted by the United States Navy

as part of the international Mine Countermeasures Exercise hosted by the Royal New Zealand Navy. Seven loops of 16 mines and two guard loops of Mark 1 Controlled Buoyant Mines were laid in the Whangaparaoa Passage between the peninsula and Tiri Tiri Matangi Island over a fortnight in September 1942. These controlled mines would have been exploded from navy bunkers at the end of the peninsula if enemy ships were spotted in the Whangaparaoa Channel.

Lieutenant Commander Trevor Leslie said: “At the moment we have dealt with one of them which has been made safe. We are going to be diving on the other three in the next few weeks to check their state because we haven’t actually done detailed analysis dives on those yet . . . . These mines were swept in 1944 and sunk to the bottom of the ocean . . . . Since then technology has advanced and they’re now within the range of civilian divers and boaties. So we’re just out here making sure everything is safe for everybody.”

The navy says that because of their age and condition any remaining World War II mines are unlikely to be dangerous, and therefore the mines will be left where they are sitting on the seabed. However, staff recommend caution if divers come across a mine, and any such discovery should be reported to the harbourmaster or the Royal New Zealand Navy.—Ed



*Lt J. A. Speer RN, 1944??*

Photo: Rosemary Speer

# Introducing Captain William Ross: an ‘Epsom Salt’

By *Hugh Laracy*

William Ross is not a conventionally important figure in New Zealand or Pacific history. He did not exercise official authority; he was not central to dramatic events; he did not initiate marked or enduring changes. Accordingly, he gets but passing mention in any of the history books, and that rarely so.<sup>1</sup> Nevertheless, given the length and constancy of his acquaintance with the Pacific Islands, and the fact that he left behind an extensive written record of his activities (even if they were routine in their way) makes him a highly significant figure. For his story illustrates some of the crucial realities of ordinary life in the region, and many of the lights and shades within broader historical narratives, especially commercial ones. After all, between 1876 and 1918, Ross made upwards of 70 trading voyages from Auckland to the Islands. At the end of 1916 he sold his schooner *Ysabel*, which he had owned for 22 years, but his involvement with Pacific affairs continued for several more years. In 1919 he made a lengthy visit to England. Later, at some time in 1933/4, after spells of living in Mt Eden and Remuera, he and his family began living at 29 Great South Road, adjacent to the northern end of the suburb of Epsom.<sup>2</sup> He thereby illustrates a comment made in the *Auckland Observer* on 6 November 1915: ‘... Epsom is now a favourite retiring resort for old seafarers and they are known as Epsom Salts’.<sup>3</sup> As for Ross, when he died in 1939, the *Auckland Star* lauded him as the ‘Doyen of the trading fleets of the South Pacific’.<sup>4</sup> All of which raises questions: who was this man; where did he come from; and how did his career develop?

William Ross was born at Cockerney, near Inverness, in the north of Scotland, on 21 July 1850. Then, in 1862, his parents shifted southwards to the busier town of Dundee, which thrived on trade with the Baltic ports. There, the young William ‘took great interest in walking about the Docks’. Not surprisingly therefore, in October 1866, he signed on for his first voyage as a seaman. That was to Russia, and was followed over the next three and a half years by a voyage to Norway and two to India. Then, in June 1870 he joined the *Loch Leven* for Melbourne, and

did not return. Indeed, he noted in his diary that ‘few aboard intended to return’.<sup>5</sup> In his case he spent three years coasting in Australia, as well as labour-recruiting voyages between Queensland and Melanesia. Then, in April 1873, he came to New Zealand. There he engaged in coasting and in voyages to the Chathams until the portentous year of 1876 when he left in the *Flirt*, owned by the trading firm of McArthur and Co, to take cattle to Samoa (which was then in a phase of political turmoil<sup>6</sup>) for the plantation being set up by Frank Cornwall, formerly a printer for the London Missionary Society. The *Flirt* then proceeded to the Gilbert Islands to recruit labourers for Cornwall’s operation.<sup>7</sup> Before setting out, Ross later recalled that: “I now considered Auckland my home port, but had often longed to go on an Island voyage—I was now to get [more than] 40 years of them”.<sup>8</sup>

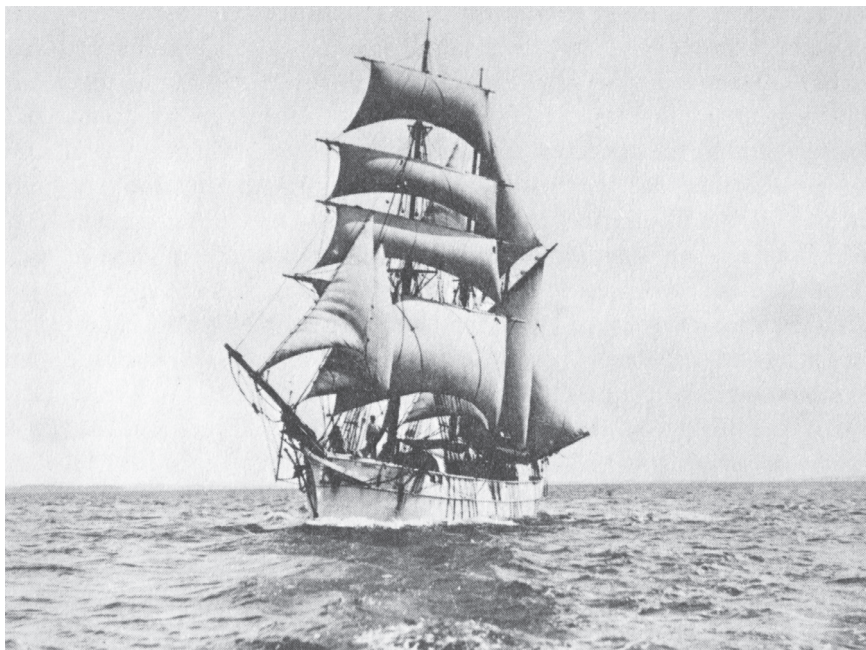
Then, early in 1878 he qualified for his certificate as mate, and began a year of coasting in New Zealand. In May 1879 he joined the brigantine *Myrtle* as chief mate ‘and commenced 41 years service in the South Sea trade’, where his main destinations would be Tonga, Niue and Samoa.<sup>9</sup> Another advance occurred for him early in 1881, when he obtained his master’s certificate.<sup>10</sup> Later that year, after he returned from Tonga, the owners, Lane and Brown, sold the *Myrtle* to McArthur and Co, and replaced it with a schooner they had built to compete with steamships, which were starting to come into service. This vessel, the 46-ton *Cygnets*, captained (and part-owned) by Ross, demonstrated its abilities by winning the trading schooner race in the Auckland Anniversary Regatta on 29 January 1882, and again in 1884. It might also have done so in 1883 but a trip to Fiji delivering timber, two to Tonga and one to the Cook Islands, from where he returned with a cargo of oranges, stymied sport that year.<sup>11</sup> Having the regatta on 29 January was expedient for mariners: for not only did it approximate to ‘Waitangi Day’ (6 February) but it also commemorated the setting up of the Auckland Province in 1852.<sup>12</sup> But, more practically, January, February and March were the hurricane season in the Islands, so shipping was greatly curtailed in those months. 1884 was also a significant year for other reasons: on 21 October Ross was married and soon afterwards the *Cygnets* was sold to Tungī the chief of the Ha’apai group in Tonga (whose Vava’u rival, Tupou Maloki—also known as ‘Wellington’—was thereby prompted also to buy a schooner in order to compete with him!).<sup>13</sup>

As for Ross, after a month’s honeymoon at sea, work prevailed—as it

would for years to come! But the patterns changed. Many years later he lamented that 'In 1880 Auckland firms were trading with the Gilbert, Marshall and Caroline Groups. We have since lost the whole of that trade'.<sup>14</sup> For his part, in March 1885 he was commissioned by McArthur and Co to venture as far north as the Marshall Islands in the *Myrtle*. Eight months later he returned, to be met by his wife and a new-born baby. In his diary he noted that this was 'McArthur's last venture north of Samoa', because of restrictions imposed by Germany, which had claimed the group in 1884. A month later he was off to Melbourne with a load of timber, but this time with his wife and four-month-old son.<sup>15</sup>

By then he must also have been prospering, for in 1886 he bought a share of the 60-ton *Olive*, which was often used by McArthur and Co, who sold him their share in 1890. But it was also available for hire to others, notably Arundel, the phosphate industry pioneer, who used it to bring guano fertiliser to New Zealand.<sup>16</sup> A notable incident, however, had occurred in 1889, following a precedent experienced shortly before by a German schooner from Samoa. In Ross's case a party of nearly 40 Wallisians who had fallen out with the French regime on their island invaded the vessel and demanded to be taken to Samoa. Ross could not but comply. The English consul there, Colonel de Coetlogan, objected strongly; but expediency prevailed. So the Wallisians stayed, and Ross returned to trade in Tonga and Niue.<sup>17</sup>

However, with business expanding, there was a developing need for a larger vessel. So, in 1892, with the completion of a charter to the firm of Vines and Utting (who had bought out McArthurs) and an attractive offer generated by its speediness, Ross sold the *Olive*.<sup>18</sup> The replacement was notable. It was the *Southern Cross III* of the Anglican Melanesian Mission, which was finding it too small for its operations in the New Hebrides and Solomon Islands. A three-masted schooner of 180 tons with an auxiliary engine, Ross had it refitted and, with unabashed disdain for such devices and to the criticism of the insurers, took out the auxiliary engine. So, on 13 March 1894, when it left for Tonga and Niue (which from 1898 were to be its only objectives), it was the last purely sail-powered Island trading vessel operating out of Auckland. By then it had also been re-named *Ysabel* and refitted as a barquentine.<sup>19</sup> In another notable evolutionary development, in 1906 he took on a partner, Arthur Tindall, to act as business manager. For 22 years Ross sailed the *Ysabel*. That is, until 1915 when, thinking of



*Barquentine Ysabel, Captain W. Ross, inward bound*

Photo: from 'Melanesians at Mission Bay' by R.M. Ross

retiring, he sold it. Fittingly, to endorse the opinion of the *Auckland Star*, given his mistrust of auxiliary engines, it was destroyed by fire near Tahiti in 1927.<sup>20</sup>

Routinely, under Ross, it had carried much the same cargoes as its predecessors. For instance, the *Olive* left for Tonga in 1890 with:

25 tins cabin bread, 20 kegs beef, 22 cases meat, 23 cases soap, 55 pieces kauri timber, 59 packages general machinery, 6 sacks flour, 1 package oakum, 1 case confectionary, 1 cask gunpowder, 4 casks nails, 13 drums oil, 1 case hardware, 4 sets of buckets, 1 case tinware, 25 kegs white lead, and packages of general merchandise.<sup>21</sup>

Incoming cargoes conspicuously comprised coconuts and fruit (especially oranges), amidst much else. In 1890, after nine months away, the *Olive* returned with a cargo of cotton, fungus, arrowroot, and pearl-shell; as well as passengers from Niue, from where a number of young people came for schooling. Guano, agricultural phosphate,



was another valuable import item from time to time from the Phoenix Islands, even before the major deposits on Banaba and Nauru were discovered.<sup>22</sup>

The inherited itinerary of the *Ysabel*, however, was notably reduced in 1907 when Niue was dropped because of competition from Samoa-based but New Zealand registered vessels, the *Maori* and the *Dawn*, manned by lowly-paid Chinese and carrying only one certified officer. Henceforth, the operations of Tindall and Ross were limited to Tonga, mainly to the northern islands.<sup>23</sup>

As for Ross, the outbreak of World War I delayed retirement. So, in 1916 and 1917 Tindall and Ross bought two cutters, the *Janet* and the *Kiwi*, to operate in Tonga; and in 1917 the Auckland-based *Moonah* to service them. An upshot of that was that Ross inadvertently broke recent additional War Regulations by employing an 'alien' named Carl Mollerstrom on the *Moonah*, for which offence he was convicted and fined £5.<sup>24</sup> Already, though, in 1915 he had gone to Wellington to brief the Defence Minister, Sir James Allen, on Tonga and on the disposal of assets held there by the DHPG, the big Samoa-based German trading firm. They should, he had advised, be liquidated by auction. But already Tindall and Ross had purchased the stock and premises of the DHPG trading stations in Ha'apai and the outlying northern islands of Nuiiafo'ou (Tin Can Island), 'by many considered the richest coconut island in the whole Pacific', and Nuiatoputafu.<sup>25</sup> Later, on 24 July 1916, he hoisted the British flag at Ha'apai, celebrating the event with a champagne supper 'to mark the end of German commerce in Tonga, their last post in the Pacific'.<sup>26</sup> In a somewhat complementary gesture, in January 1919 he wrote a letter to the editor of the *Auckland Star* solidly countering a suggestion that Samoa should be handed over to American control, stating:

It must be remembered that this will be the final settlement of national boundaries in the Pacific. Regarding the question of whether New Zealand should control Samoa, I have no suggestion to make; but I am firm in my conviction that the British flag should fly there.<sup>27</sup>

The final phases of the commercial re-arrangement process, however, came in 1920: in June at an auction in Nuku'alofa. There, the Australian firm of Burns Philip outbid Tindall and Ross for what was the bulk



of DHPG holdings. Then, in October, Tindall and Ross sold their holdings to the new Fiji firm of Morris Hedstrom (of which Tindall became a director); but did so without regrets. As Ross noted in his 'Diary':

I found long ago that sailing a ship over the sea, even during hurricanes and storms, is easy compared to the responsibilities of managing a business.<sup>28</sup>

A product of his retirement years, the 'Diary', which blossomed into a 285-page typescript, was written during 1926 and 1927. During that same phase of life, he also became something of a public figure. He campaigned vigorously to have navigation lights built at North Cape and at Three Kings;<sup>29</sup> and conspicuously maintained his association with yachting, not least through the Auckland Anniversary Regatta Committee of which he became the longest serving member. In 1929 it was noted that he had 'witnessed every regatta since 1873'. And in 1931 he was lauded for 'having attended no less that 56 of them'.<sup>30</sup> Then, on 28 June 1939, three weeks short of his 89th birthday, he died. He was mourned by his wife Annie (née Palmer), two sons and three daughters. After a funeral service at his home, he was buried at Purewa.<sup>31</sup>

A puzzling note about him has, however, more recently arisen. Religion scarcely features in the records of Ross's life. But in a volume of poetry published posthumously in 2002, Kendrick Smithyman, whose father was acquainted with Ross, recalls him handing out tracts in front of the Waverley Hotel.<sup>32</sup> He also left an intriguing puzzle in his 'Diary': setting out for Tonga on 28 March 1899 one of his passengers was 'a lady writer looking for something to write about in the Islands'.<sup>33</sup> A strong surmise suggested that she might have been Mary Stuart Boyd, author of *Our Stolen Summer* (1900) and who later founded the League of New Zealand Penwomen, but research proves otherwise. Neither Ross nor the newspapers identified her.<sup>34</sup>

Finally, though, it seems proper that Ross should have the last word, if only to show that he also had a talent for putting an opponent in his place. In 1915, in a letter to the editor of the *Auckland Star* lamenting the closing of the graving dock on Auckland Harbour (near the foot of modern Albert and Hobson Streets), he concluded by saying dismissively:

I do not think I shall trespass on your generosity any further, chiefly for two reasons: one is that Mr Virtue treats this matter in too flippant a manner; secondly, the well known impossibility of dealing with a person who pays little regard to accuracy.<sup>35</sup>

Clearly, verbal subtlety with a sharp edge was not beyond an ‘Epsom Salt’.

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  27. AS, 31 January 1919.
  28. AS 11 October 1920; 'Diary', p.269.
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  30. *Ibid*, 31 January 1929, 24 February 1931.
  31. *Ibid*, 28 June, 1 July 1939.
  32. Kendrick Smithyman, *Imperial Vistas Family Fictions*, Auckland, 2002, pp.88, 111, 154. There are hints of Baptist connections in the records.
  33. 'Diary', pp.171–2; AS, 28 March 1899.
  34. I am grateful to Margaret Edgecumbe and John Webster for this information.
  35. AS, 30 March 1915.
- 

## A misleading date: Alfred Cucksey and his Mt Eden store

*By Lisa Truttman*

It doesn't pay to always take a photograph at face value. Certainly, they are a valuable resource in the quest to find out more about the past. But sometimes, putting a photograph over and above documented evidence creates a series of errors.

In 1989, the Mt Eden Borough Council commissioned author Faye M. Angelo to put together a book on the area, *The Changing Face of Mt Eden*. In it, a photo was included, showing Cucksey's Corner, on the corner of Stokes and Mt Eden roads. The original wooden Cucksey's Building is shown, with 'Est. 1873' inscribed above the wrap-around verandah.

Angelo went with that as the date for the building; so did the researcher who compiled the Mt Eden/Maungawhau Heritage Walks brochure early last decade, an error repeated in the latest reprint, and in 2013 repeated again in the journal *Prospect*, produced by the Epsom & Eden District Historical Society. All done in good faith—except that it is wrong.

Another example of the 'Established date' thing can be found clearly across the façade of Millar Patterson Metals Brasscraft Ltd on Halsey



*Cuckseys Building*  
[www.waymarking.com](http://www.waymarking.com)

Road, just opposite Victoria Park in Freemans Bay. That declares 'Established 1903', when actually 1903 is when the business began close to Britomart Place, whereas John Stewart Millar began leasing the Halsey Street site from 1919–1920.

This isn't to say all dates on buildings are wrong. It just pays to check, even by looking at old *Wises Directories*, before rushing into print and spreading the error further.

As for Alfred Cucksey and his buildings . . .

On 27 September 1867, the clipper ship *Siam* docked at Queen Street wharf, after a voyage of 105 days from England. Aboard was Alfred Cucksey,<sup>1</sup> brother of Henry Cucksey, 'Instrument Music Seller and Publisher' of 202 Queen Street, well known at the time for his Cucksey's Music Saloon, 'established 1863'.<sup>2</sup> Henry himself had been in business 13 years in London before he arrived in Auckland, taking over 'Mr Webb's Royal Harmonium and Pianoforte Saloon' in Queen

Street,<sup>3</sup> while Alfred later boasted 10 years' experience before arriving in New Zealand 'in the London trade'.<sup>4</sup> Henry and Alfred's father was James Cucksey, who later died in Kent, England, in 1870 aged 64.<sup>5</sup>

Henry's first wife Eliza died in October 1867, and was buried in Symonds Street Cemetery together with an infant child.<sup>6</sup> Henry remarried, to Annie H. Irwin, in 1870.<sup>7</sup> (Annie may have already been a widow. In 1890, she was applying for assistance from two grown sons by the surname of Irwin.)<sup>8</sup> In 1873, Henry Cucksey became part of a 'Political League' in the city,<sup>9</sup> after a number of years of on-again, off-again reports of his running for office, either on the city council, or the fading provincial council. Later that year, he shifted from Queen Street to the junction of Queen and Wakefield streets.

By April 1868, Alfred Cucksey was being praised by the newspapers for his doormats made from flax fibre, on display at an ironmonger's store in Shortland Street, and at Alfred Cucksey's first store at 138 Queen Street.<sup>10</sup> Around this time, Henry Cucksey was living in Nelson Street, where some items were stolen from his house.<sup>11</sup>

Alfred Cucksey married Margaret Catherine Williams in 1870.<sup>12</sup> In 1871, Alfred was living in Nelson Street, where a daughter was born on 16 December. Between 1868 and 1873, he apparently spent time at Thames. A report in the *Grey River Argus* at the time<sup>13</sup> may have erroneously named his brother, when in fact it was more likely Alfred's discovery.

It is reported that Mr Cucksey, the music-seller in Auckland, has made an important discovery in respect to saving gold by a new method of treating tailings. The new plan is said to be most effectual in saving the finest gold in the smallest quantity. Mr Cucksey is about to apply for a patent so as to secure some benefit from his discovery.

Whatever happened, Alfred clearly returned to his flax after that. In June 1873, at the opening of the Auckland Markets on the Market Reserve (present day Aotea Square), Alfred exhibited his flax working as a local industry,<sup>14</sup> winning first prize for his flax mat at that exhibition, and at the New Zealand Agricultural Society's show in November that year.<sup>15</sup> In March 1874, he took over a grocery and provision store in Wakefield Street.<sup>16</sup> His brother Henry had returned to England in 1875—and by 1879 was producing 'Cucksey's Miraculous Mixture', a

‘Celebrated Conqueror of Bronchitis, Diphtheria, Neuralgia, Headaches, Sore Throats, and All Diseases of the Throat’. In Auckland Alfred served as an agent for the medicine, selling his brother’s mixture from the Wakefield Street store.<sup>17</sup>

On 29 March 1881, Alfred purchased Lot 4 of 11 of Section 6, Suburbs of Auckland, at the corner of Stokes and Mt Eden roads, from John Batger.<sup>18</sup> In mid April, he advertised for tenders ‘for the Erection of Shop and Dwelling House at Mount Eden’.<sup>19</sup> In July that year, he advertised his Wakefield Street store for lease, with immediate possession,<sup>20</sup> and by August 1881, he had moved his business to the new store in Mt Eden.

Alfred Cucksey begs to inform his numerous friends that he has Removed from Wakefield-street to his New Store on the Mount Eden Road, near Smith’s Stables. All Goods at town prices. First-class articles guaranteed. Families waited on daily. Agent for the Mount Eden Railway Station Coal and Firewood Depot.<sup>21</sup>

So, yes—clearly the 1873 date on the photograph referred to when Alfred Cucksey established his business in the central city, rather than when the first wooden store was built at Mt Eden.

By 1884, Cucksey’s Mt Eden store became known as the Post Office Store, by which time Cucksey advertised for boys to run messages.<sup>22</sup> However, this appears to have been a bit premature. In November 1885, Cucksey led the local community campaign to have a telephone bureau established at his store for public use, a campaign that proved successful when the bureau was set up at his store in June, with the expectation that a post and money order office would be set up soon after.<sup>23</sup>

In June 1901, Catherine Margaret Cucksey died. In 1905, a permit application was approved by Mt Eden Borough Council for Cucksey to build ‘5 new shops’ on his site, and these would likely have been completed by c.1906. ‘Mr A Cucksey’s Block of 5 new shops, corner Mt Eden & Stokes Road, area 132’ x 132’ (4 lengths). Builder Mr. W Firth, Architect Mr Jno. M. Walker. Contract £2830.’<sup>24</sup> This is the Cucksey’s Building we see today.

Alfred Cucksey married his second wife, Charlotte Eleanor Nayler Smith, in 1919. He wasn’t able to enjoy renewed married bliss for long, however; he died at his home, ‘Ravensbourne’, on Mt Eden Road, next to his Cucksey’s Buildings, on 5 September 1922.

An old and respected resident of Auckland, Mr Alfred Cucksey, died at the Public Hospital yesterday morning, in his 79th year. Mr Cucksey was born in Greenwich, England, in 1843, and came to Auckland at the age of 23. Shortly afterwards he spent some time on the Thames goldfield, and on returning to Auckland went into business as a grocer in Wakefield Street. In 1880 Mr Cucksey went to Mount Eden and established the business that resulted in its location being known far and wide as ‘Cucksey’s Corner.’ Mr Cucksey, who was known in the district as ‘the father of Mount Eden,’ retired from active life 14 years ago. He had not been in the best of health for some time prior to his death. He is survived by Mrs Cucksey, one son, and several grand-children. The interment will take place at Purewa cemetery this afternoon.<sup>25</sup>

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8. AS, 8 February 1890.
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18. Deeds Index 2A.1311.
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21. Advertisement, AS, 6 August 1881.
22. *Ibid*, 10 May 1884.
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25. NZH, 6 September 1922.



# Mt Eden misinformation cast in bronze

*By Helen and Eric Laurenson*

*On my daily walk from my office in Mt Eden Road to the Mt Eden post shop I pass a bronze footpath plaque at the intersection of Valley Road and Mt Eden Road outside the Valley Road International Church. The plaque, together with others commemorating heritage sites in Mt Eden, appeared quite suddenly at the time of the subsuming of the Auckland City Council into the Auckland Council and this one bears all the hallmarks of a rushed job, hastily prepared while funding was available. From my limited knowledge it was clear that the information on the plaque was incorrect. Being unhappy that such misleading information should be cast in bronze and therefore leading to confusion for future historians, I asked my wife Helen to research the background to the church site. What follows is the result of her research for which I am very grateful. — Eric Laurenson*

This is the actual wording of the plaque set in the footpath outside the Valley Road International Church, Mt Eden Road.

391–393 Mt Eden Road (Cnr Valley Road and Mt Eden Road)

A schoolroom for the Mt Eden school was on this site until 1907. A Methodist Church was built here sometime during the 1880s–1880s, later known as the Free Methodist Church of NZ. In 1937 they became part of the Valley Road Baptist Church.

The new church building dates from c.1942.

The population of the Mt Eden District had increased considerably during the period 1875–76 as residential subdivision of the original allotments, dating from the early 1840s, began in earnest. Following a request from residents for a day school in the area, the Auckland Education Board agreed, provided £50 was contributed from residents towards the cost of building such a school. A central site on the corner of Valley and Mt Eden roads was then leased by the board from the ‘Reformatory and Women’s Home Trust’, which had bought it for £90. The two allotments 4 and 5, of which the corner site was a small part, had been purchased in August 1856 by William Brown and were subsequently sold on his behalf by John Logan Campbell in 1874. The buyer was Auckland entrepreneur Thomas Morrin who, at about the same time was purchasing land in the Waikato, which would lead to his founding of Morrinsville. Morrin immediately subdivided the

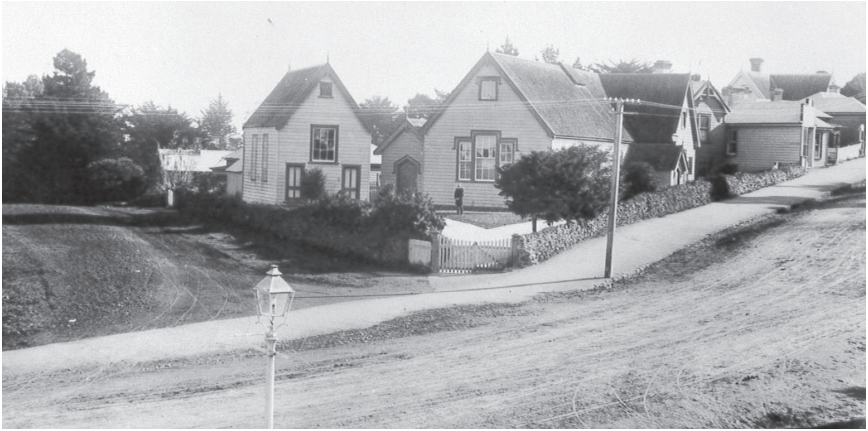
land which extended to Bellevue Road (formerly Albert Road), part of Esplanade Road and Lovelock Avenue.

The Reformatory and Women's Home Trust Board agreed to the Board of Education occupying the land provided that any buildings would be removed should the trustees require to build on or sell the land. The larger part of the wooden building that presently occupies the land on the corner, now owned by the Valley Road International Church, was constructed in 1877 by the Board of Education, at a cost of about £600. An adjoining portion was subsequently erected at a cost of about £270.

Anglican, Wesleyan and Free Methodist churches were permitted by the Education Board to hold services at a rental of 2/6 per week each and these began on Sunday 29 July 1877. A harmonium was purchased by donations from the three groups and was available to any other religious group using the building for its services. **So the first section of text on the bronze plaque is wrong.**

The Anglicans soon had their own wooden building, St Barnabas Church, which had served Maori in the Parnell district from 1848. Moved to its present site on the corner of Bellevue and Mt Eden roads and opened for worship in October 1878, it still serves as the nave of the enlarged church. The Wesleyan Methodists did not continue their morning services in the school building for long, although a joint Sunday School was set up. So by attrition and because of the enthusiasm of its members, the Free Methodists were the main users of the school building as their church. They were linked in a circuit with the United Free Methodist Church in Pitt Street, opposite Union Street.

Meanwhile there were further developments for the Mt Eden School which, under headmaster Percy S. Smallfield, opened on 1 April 1979 on land further down Valley Road, bought from Giacomo Testa in 1878. Realising that their terms of tenure in a rented building on a leased site were tenuous, in November 1879, Free Methodists purchased the section adjacent to their corner location in Valley Road with the idea of building a church themselves. In 1881, in a surprise move, the Wesleyans purchased the site on the other corner of Valley and Mt Eden roads, right opposite the Free Methodists in their rented building. It would seem to be a 'stalemate'. But the Wesleyans had second thoughts and sold the section, not purchasing the present site of the Mt Eden Methodist Church until 1898.



*The Rev John Harding outside the Free Methodist Church of New Zealand, Mt Eden, corner Valley and Mt Eden roads c.1901-2. Behind the transept of the church is a glimpse of the two-storey Manse erected in 1900.*

Auckland Libraries, Sir George Grey Special Collections, no.7-A4323.

Meanwhile the Reformatory and Women's Home Trust were negotiating to charge the Board of Education a higher rent of £25 a year for the land and building, or offering to sell the land to the board, and look for another suitable site for a 'Women's Home'. The site and building had first been unsuccessfully offered to the board for £600. Subsequently the price rose to £800 and was again refused, although it is recorded that the school committee had urged the board to accept. Under Anglican chairman the Rev B. T. Dudley, in 1881 the trust finally decided to sell the land and invest the money until the right opportunity presented itself.<sup>1</sup>

In November 1882, trustees of the Free Methodist Church announced that they had bought the land for £800 and the existing enlarged building for £300 as their church. To partly finance this major purchase totalling £1100, they sold the section they had already bought in Valley Road and two sections which had been part of the school property fronting on Mt Eden Road.

After painting and general alterations, the building was re-opened as a church on 6 April 1884. A separate infant classroom, which can be seen on the left in the photo, was completed at a cost of £81/5/0 on 2 October 1884. A picket fence was erected around the whole site in 1888, and later replaced with a stone wall.

The subsequent story of the Free Methodist Church in Mt Eden is a fascinating one, but too long and complicated for publication here.<sup>2</sup> Suffice it to say that **the third and final statements on the bronze plaque are also quite wrong:**

**‘In 1937 they became part of the Valley Road Baptist Church. The new church building dates from c.1942.’**

In 1943, under Pastor Noel Hunt, the remaining trustees and members of the Free Methodist Church, together with the congregation which now included Baptists, decided to become an ‘open’ Baptist Church and it was known for some years as the ‘Free Methodist Church in conjunction with the Valley Road Baptist Church’. Not until 1966 was the application for affiliation with the Baptist Union, first made in 1943, finally approved by the Supreme Court and the transfer from private trustees to the union completed.

The New Valley Road Baptist Church brick building was completed under the Rev David Jacobsen in 1977 to celebrate the centenary of a church’s existence on that site.

In 1986, by a decision of more than 90% of its members, the Valley Road Baptist Church withdrew from the Baptist Union; it is now the Valley Road International Church.

The wording of the bronze plaque is clearly inaccurate; but corrected, it might well read:

391–393 Mt Eden Road (Cnr Valley Road and Mt Eden Road)

Mt Eden’s first schoolroom, erected 1877, was used for worship by several denominations until becoming a Free Methodist Church (1884). From 1943 the wooden building became the ‘Free Methodist Church in conjunction with the Valley Road Baptist Church’. The Valley Road Baptist Church erected the new brick building (1977) to commemorate the centenary of worship on this site.

### **Notes**

- 1 Mrs Eliza Cowie’s Women’s Home was established in Parnell in August 1884.
- 2 I am writing a fuller history of this church for publication in the Wesley Historical Society *Journal*.

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EPSOM & EDEN DISTRICT  
HISTORICAL SOCIETY (Inc)  
PO Box 29-002  
Greenwoods Corner, Auckland 1347



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