

Voyage to New Zealand in the “John
Temperley”

&

Hiikoi to the Kaipara

1865

Journal of James Alexander Pond

Annotated by Neil Fredric, Margaret Gray, Wendy Pond

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New Zealand nineteenth century social, military, and homeopathic history. Voyages to New Zealand 1850-1900. 'John Temperley' and 'Portland' (immigration ships). Crown land grants (Komokoriki). Maaori kaainga in the Kaipara (Waitangi, Araparera); european settlement at Auckland, Riverhead, Ararimu, Kaukapakapa, Komokoriki; Deacon's Inn at Riverhead, Maxwell's sawmill at Ararimu.

Homeopathic doctors and chemists. Military personnel.

British nineteenth century social history of London families at Holborn and St Pancras; trades (dyer, currier); homeopathic practitioners; military personnel.

Atkinson, Major John James, 1833-1897. Atkinson, Eleanor (Ella) Matilda (wife of William Alfred Blundell), 1857-1917. Bonar, Andrew James and Elizabeth Frances. Bonar, John William, d.1879. Bone, William, 1810-1874 (artist). Delattre, Theodore (homeopathic chemist). Drinnan, William and Janet (1820-1906). Dyer, Helena, 1841-1925. Dyer, Samuel, 1850-1924. Epps, George Napoleon (homeopathic practitioner), 1815-1874. Fischer, Carl Frank, MD (homeopathic doctor), fl 1849-1893. Johnston, Laybourn, Susan, 1852-1942.

Laybourn, Margaret, 1853-1934. Pettigrew, William Cowan, 1841-1901. Pond, James Alexander (homeopathic chemist), 1846-1941. Quigley, Mary 1820-1911, Taylor, James. White, William, 1794-1875.

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James Alexander Pond 1846-1941

Neil Augustus Fredric, 1952 -

Margaret Mary Gray (nee Pettigrew), 1939 -

Wendy Rona Pond, 1942 -

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I am sure I need not tell you that Mr Atkinson received us very kindly, nor how cheerful it was when we changed our clothes and sat down by the fire.

Journal of James Alexander Pond, 6 September 1865.

Introduction

This journal records the journey of three young people who sailed from London on the ship "John Temperley" in 1865: Alex Pond age 18, Samuel Dyer age 15, and Ella Atkinson age 7. After three and half months at sea, they reached the port of Auckland, New Zealand, and from here they took a boat up the Waitemata harbour to the river head at Piitoitoi. From Piitoitoi they walked overland following clay tracks churned by bullocks hauling logs between sawmills and harbour landings.

A year earlier, Sam's elder sister Helena Dyer and Capt John James Atkinson had sailed from England on the "Portland". They married on reaching Auckland. It was Captain Atkinson's second marriage. He had been a soldier in Britain's colonies with the 4th West Indian Infantry, and had been stationed in Jamaica, India, and the Gold Coast of Africa (Ghana). Ella (Eleanor Matilda Atkinson) was born in Jamaica in 1857, but her mother died of smallpox when Ella was barely three.

The young Londoner, Alex Pond was charged with delivering Ella and Sam to Mr and Mrs Atkinson's new farm in the Kaipara. On reaching Auckland Alex received advice that Helena was staying at Maxwell's sawmill at Ararimu. Sam and Ella stayed at Piitoitoi, possibly in the care of Mr and Mrs Deacon at their inn, while Alex set out on a treck over the hills to find Helena.

Alex possibly would have followed the bullock tracks from Maxwell's landing at Piitoitoi, up Cobbler's hill, along the 'long' hill, over the 'white' hill, and then descended into the Ararimu valley along Strip road. "Away I went but never did 7 miles appear to me as long as that." Bullock tracks were routed along ridges to avoid the swamps of valley floors and eventually, from high ground, Alex saw the cluster of mill buildings in the Ararimu valley. The mill's two-storied headquarters served Mrs Quigley as an inn and here he found Helena Dyer. "Ellen heard my voice and came running.... It did put me in mind of old times to see her again. I was of course too tired to return to riverhead for the children that day."

The next day, Alex walked back to Piitoitoi to fetch Sam and seven-year old Ella. Alex wrote in his journal, "Poor Ella, the walk was almost too much for her. The hills were so steep and high but she trotted along very well and presently we came in sight of the houses and Ellen coming to meet us. I need not tell you how pleased we were all to meet. We passed the rest of the day in talking over old times and writing home."

Leaving Ella in the care of Helena, her new mother, Alex and Sam set out to walk further north to Mr Atkinson's land at Komokoriki, near the Kaipara harbour. This leg of the journey took them three days in the September mud and rain. They were assisted with great kindness by settlers who were themselves newly established in the district: Mrs Quigley arrived in 1854, Andrew Bonan in 1858, Janet and William Drinnan in 1864. Wayne Ryburn estimates that in 1865 the lower Kaipara had only 150 to 200 settlers at Komokoriki, Kaukapakapa and Helensville. (Note 2.)

After climbing the ridge between the Ararimu and Waikoukou valleys, the two lads descended into the Waikahikatea valley where they received a cup of tea

at Mrs Drinnan's farm in Peak road. Towards the end of the day they waded through the Kaukapakapa swamp and stayed overnight at Bonan's store. The next day they were escorted in the pouring rain by John Bonan over the Waitangi hills, where they fell in with an old man riding a horse. This was a stroke of good fortune for the young adventurers, as the horseman was certainly Reverend William White who had arrived in New Zealand in 1823 and for a time had been superintendent of Wesleyan missions. He spoke fluent Maaori. In 1865 he was living in the Kaipara district in a Ngaati Hine settlement at Puatahi and he would have known the local pathways. He led Sam and Alex down to the Ngaati Rango settlement beside the Makarau river. The people at the paa accommodated them for the night and rowed them across the river next morning.

The last leg of the journey continued in heavy downpours, through steep and rugged country. Mr White led them to a Ngati Whaatua settlement in the lower reach of the Araparera river, and up the valley to the whare of James Taylor who had arrived on one of the Albertlander ships in 1862 to take up lot 9 in the Komokoriki block. (Note 3.) Alex and Sam continued up the valley to the whare on Mr Atkinson's 400 acre crown grant. "I am sure I need not tell you that Mr Atkinson received us very kindly, nor how cheeful it was when we changed our clothes and sat down by the fire."

The Komokoriki block was purchased by the Crown in 1862. It was so heavily forested and ravined that the Albertland Association had rejected it for settlement. Wayne Ryburn observes that only six to eight families moved into the area. (Note 4.) Alex's journal records that Taylor, Atkinson, Laybourn, and Pettigrew were in the valley by late 1865. The Poyner family would probably have been there also as they had arrived with John Atkinson, Helena Dyer, and the Laybourn family on the "Portland" in 1864. A mutiny during the voyage of the "Portland" had required the passengers to ally in support of the captain and so co-operation amongst these Komokoriki settlers would have been already forged.

To this day, forest on the Atkinson block in the gorges of the Araparera river has not been logged. Trees possibly 200—800 years old are still standing. And still today, farmers in the Komokoriki block have to work with thin topsoil and podsolised clay that is boggy in rain and rapidly turns hard in windy and dry seasons. An Albertland settler wrote in 1866, "*I am an 'absentee forty acre man' who after spending a large portion of my means upon a settlement north of Auckland was forced to seek in a southern province the means to live, hoping ever to be able, sooner or later, to return and end my days on my own land.*" (Note 5.) These words echo Mr Atkinson's experience.

For Alex and Sam however pioneer farming was a great adventure, living as bushmen, felling and sawing logs, baking bread, hunting with dogs, eeling, swimming, fencing, splitting posts, rounding up 11 head of stock, milking four cows, and making butter. Two young ladies higher up the valley came often to join Alex in hunting for ferns, dressed in white muslin dresses and kid gloves. Margaret Gray recognises them as her ancestors, the Laybourn sisters, Susan and Meggie. Their mother, Mary Ann Laybourn, had been sent to a French finishing school. They had just arrived in the valley when Alex met them, as the family had been advised that they should delay occupation while some Waikato warriors who had escaped from Kawau Island were at large.

Alex and Sam remained on the farm for three months while Mr Atkinson was away. Alex does not state Mr Atkinson's purpose in leaving, nor that Helena

gave birth to her first child at Ararimu ten days after his arrival at Mrs Quigley's inn. Nor does the journal mention what became of Ella and Sam, so we can assume the account was intended for family friends in England who would have been well acquainted with all this missing news.

There was clearly an affectionate friendship between Alex and the intended recipients of the journal, and the Pond descendants have assumed the journal was written for Alex's family: "Though I have not written it down on the 21st, I do not forget it is Julia's birthday" (23 May). Julia was one of Alex's three sisters who had remained in their parents' home at 9 Orange Street, Red Lion Square, while Alex boarded with his elder brother Benjamin Pond, homeopathic chemist. However, Alex is also writing for friends unknown to us: "Today I have been thinking (as I very often do) whether I have been much missed among my friends and whether my place at the table still stands empty" (15 May). (Note 6.)

The journal records the founding days of our pioneering ancestors, a story not told to the three descendants who annotated the journal.

As the three adventurers trek through the landscape, the journal cuts a timeline through the lives of the settlers. They are caught in their activities, an inn-keeper at Riverhead minding the children overnight; the widow Mrs Quigley converting the sawmill buildings to a waystation; Helena Atkinson waiting at Mrs Quigley's inn to receive her new family and give birth to her first child; Mrs Drinnen at Violet Hill farm making a cup of tea for the two young wayfarers as they descend the Waikahikatea valley; the scotsman Andrew Bonar receiving the two tired young lads after they had waded through the Kaukapakapa swamp; William White on horseback riding through the Kaipara rain and mud with Sam in his saddle; Ngaati Rongo men returning from fishing; James Taylor and John Atkinson in whares for farm homesteads. For descendants of the families who helped the trio on their way, this edition of the journal returns the favour.

Kia Kaha.

The diary's cast

HELENA DYER 1841—1925. Helena was born in 1841, daughter of Helena Maria Hutchings and Samuel Dyer both of Exeter. Her younger brother Samuel Dyer was also born in Exeter, in 1850, before the family moved to the St Pancras parish of London. Helena was around 12 when both her parents died at St Pancras in 1853, leaving her orphaned with her younger brother Sam, aged three. (Note 7)

The 1861 census of London records that at age 19 Helena was living as a niece in the London household of William Bone at 25 Oakley Square, St Pancras. William's wife was Helena's aunt, Josephia Dyer from Exeter. William Bone was descended from the French deBuhun family of Normandy; he was an artist and map-maker; Helena was employed as a map colourist.

In 1862 Helena was christened in Holborn, London possibly in anticipation of the voyage to New Zealand. (Note 8.) We don't know whether Helena and John James Atkinson had courted in London or whether they had a shipboard romance on the "Portland". They married at the Auckland registry office shortly after the

ship's arrival in 1864.

Helena's first child, Lilly Kathleen, was born at Ararimu just ten days after Alex, Sam and Ella arrived at the sawmill. Lilly died a few months later. In 1866 John Atkinson accepted a commission as Adjutant in the Otago Volunteers and took his family to Dunedin where Helena gave birth to a son "Bertie" at Helena Cottage in Kensington. The Atkinsons lived in Dunedin from 1866 to around 1881 when Mr Atkinson mortgaged the farm at Komokoriki and took the family to Invercargill. Helena became the mother of five boys and two girls. She and her daughter Ada Kate registered on the first vote for women roll in 1893.

Helena died in 1925, age 83, in the home of her son at Cromwell, matriarch of a large hapuu with many living descendants. She was described as a kindly sympathetic wife who was most thoughtful for the sorrows of others. (Note 9.) Neil Fredric is Helena's great great grandson.

ELLEN Alex recorded in his journal, 2 September 1865, "I prepared to go in search of Ellen... I asked for Mrs Atkins[on] but Ellen heard my voice and came running out. ... I need not tell you how pleased we were all to meet. We passed the rest of the day in talking over old times and writing home" (3 September). Ellen has not been identified in our research and we have meanwhile concluded that Helena Dyer was known to Alex as "Ellen".

SAM DYER 1850—1924. Samuel Dyer, Helena's younger brother, was born at Exeter in 1850 and orphaned at age three. The 1861 census of London records him living in St Pancras at 37 Henry Street in the household of his uncle and aunt, William and Elizabeth Dyer, as their son, together with their daughters Ellen and Jessie and their sons Frederick and Albert. William Dyer also had been born in Exeter; in London he was a smith in an iron and scrap foundry.

New Zealand census records were not kept, so we cannot confirm that Sam accompanied John and Helena to Dunedin. Nevertheless there are clues in other records. In 1875 a Samuel Dyer, sawyer, married Jessie Riddell in Knox church Dunedin. The witnesses were Jessie's father George Riddell, sheep farmer of Dunedin and William Tucker, sawyer of Dunedin. This is the bush-whacking life Alex dreamed of when he and Sam reached the Kaipara in September 1865: "The first thing I wanted to do was to become a bushman and to be that you must be able to fell, to log, to cross cut..." .

In 1876 Sam and Jessie named their first daughter Helen Florence Dyer; in the 1903 Dunedin electoral roll their daughter appears as Florence Helena Dyer, music teacher.

In 1893 Samuel Dyer, machinist and Jessie Dyer appear on the Dunedin electoral roll, living at Forth Street. John James Atkinson and his family had lived at Forth Street from 1878 until 1881 when they moved to Invercargill. The Dyer family remained at Forth St until 1902 when Samuel Dyer is recorded at 76 Harbour Terrace, still a machinist. By 1905 he had become a land agent. In 1919 Sam was recorded at 72 Harbour Terrace while Jessie Dyer was recorded at 689 Cumberland Street. George Riddell, Jessie's father, lived in Cumberland St so Jessie may have been nursing him. Samuel and Jessie Dyer were both living in King Street, Dunedin when they died, Sam in 1924 and Jessie in 1931. Sam had become a wood-turner. They are buried in Dunedin's Northern Cemetery. (Note 10.) This Sam Dyer has many living descendants.

JOHN JAMES ATKINSON 1833—1897 was born in Dublin where his father was a military paymaster serving in the British Imperial army. He married Harriet Matilda Ashe, probably in India, while he was a Sergeant Major in the 2nd West Indian Regiment. Their daughter Eleanor Matilda (“Ella”) Atkinson was born in Jamaica in 1857. Harriet died of smallpox in Nassau, The Bahamas, at age 24, two years after the birth of her son Albert in 1859, when Ella was barely four. We have concluded that John returned to England with Ella, Albert having died; sold his army commission May 1864 as Lieutenant 4th West Indian Regiment; and planned to begin a new life, with £500, as a settler in New Zealand, August 1864.

When Alex and Sam arrived at Komokoriki in September 1865, Mr Atkinson had 11 head of cattle on his farm, but within a year he had taken his family to Dunedin and resumed a military career. (Note 11.) He became a major in the New Zealand volunteer forces, greatly respected by his men and officers. By 1875 he was outspokenly critical of the government's treatment of the volunteer forces and resigned. He moved the family to Invercargill in 1882 where he found employment as a collector and drill instructor. John Atkinson died in 1897 at age 64 and is buried in Invercargill's Eastern Cemetery with Helena beside him. He has many living descendants. Neil Fredric is John Atkinson's great great grandson.

ELEANOR MATILDA ATKINSON 1857—1917. The plucky Ella who walked from Riverhead to Ararimu moved with her new family to Dunedin in 1866, and in 1882 to Invercargill where she is recorded as a music teacher. From these city drawing rooms, Ella returned to pioneering life at Paraekaretu in the Rangitikei district, where she was the organist in the Hunterville Anglican church of St John the Baptist. She must have been a spirited musician: “Mr F. Marshall very kindly lent his harmonium, Miss Atkinson officiated at the organ, and very hearty services were held.” In 1892 she married William Alfred Blundell, a pioneer settler of Hunterville. The *Wanganui Chronicle* recorded, “Miss Atkinson was living about 5 miles out of Hunterville, and it is interesting to note that it took a coach and four horses to get her to Church on the auspicious day – the roads being so bad.”

Ella had two sons; the eldest died in WW 1 and Ella herself died in 1917, age 59. Her grave is in the Rangatira cemetery in Hunterville. She has no living descendants.

SUSAN LABOURN 1852—1942. Adam and Mary Ann Laybourn arrived at Auckland on the “Portland” in 1864 and took up their block at Komokoriki in December 1865. Alex was the neighbouring boy with whom Susan Laybourn and her sister Meggie had “rare fun” hunting for ferns on Mr Atkinson's block, “climbing up almost perpendicular heights and slipping down into the deepest parts”.

At Komokoriki Adam Laybourn held 220 acres in allotments 13 and 15, and parts of 16 and 17. He arrived in the valley with Mary Ann and ten children aged from 13 years to three months; they all survived. The farm house built by Adam and Mary-Ann Laybourn at Komokoriki is the only settler homestead still standing in the valley.

Adam was appointed returning officer and conducted Council and National elections for the Kaipara district. He acted as post master and was instrumental in getting the mail service extended. He did his best to make settlement viable but by 1875 all the Laybourns had left the valley. Ryburn notes that in 1920 Komokoriki still had only one and a half miles of road, none of which was metalled. (Note 12.)

In 1873, when Susan Laybourn was 20, she married her neighbour William Pettigrew. William and Susan celebrated their wedding in the Laybourn homestead at Komokoriki. They left the valley to find work, unsuccessfully in Helensville, and then in Auckland where they raised six children before moving to Opunake where they had three more children. William and Susan are buried at Opunake. Margaret Gray is Susan's great grand daughter.

MARGARET ("MEGGIE") LAYBOURN 1853—1934. Margaret ("Meggie") Laybourn married Arthur Eyre in 1875 and set up house in Parnell, Auckland beside Meggie's parents and Meggie's older sister Susan, three houses in a row: Eyre, Pettigrew, Laybourn. She had seven children. Arthur went to San Francisco after getting into debt and was never heard of again. Meggie is buried in Auckland's Waikumete cemetery as are Adam and Mary Ann Laybourn.

The Laybourn sisters, Susan and Meggie, have many living descendants.

WILLIAM COWAN PETTIGREW 1841—1901. Mr Pettigrew appears in the journal, joining Alex to round up stock. He had arrived on the "Indian Empire" with his brother James Pettigrew in 1862. Laybourn family history says that the Pettigrew brothers went by boat to the Puhoi River, were rowed inland by Maaori guides, then walked the rest of the way to Komokoriki. This was the route to the Komokoriki block taken by Charles Heaphy's surveying party in 1862. That party found the topography so arduous they turned back, and rejected the Komokoriki block for settlement by the Albertlanders (H Brett and H Hook, *The Albertlanders*, Auckland 1927, p.25-26). Margaret Gray is William's great grand daughter. William's brother James Pettigrew went back to Scotland.

JAMES ALEXANDER POND 1846—1941. The Pond ancestors fled from France with the Huguenots following the revocation of the Edict of Nantes in 1685. Alex Pond grew up in Holborn, son of a London dyer who had learned his trade from Henry Pond of Beccles. With the invention of a synthetic (chemical) dye in 1856, vegetable dying arts began to be displaced; Alex and his elder brother Benjamin became chemists.

In the 1861 London census Alex "scholar" and Benjamin Pond "Homeopathic chemist" were boarding with the French Dehorter family, at 24 Devonshire Street, while their sisters remained with their parents nearby in the family home at 9 Orange St, Red Lion Square.

We have no family account that explains how Alex came to be acquainted with the Atkinson family. However, we have concluded he must have known the Dyers of St Pancras. The father of Helena and Sam was a currier, a trade closely related to dying: curriers dress tanned leather for making into articles. St Pancras borders on Primrose Hill, a landmark referred to in the diary. Alex could have walked from Red Lion Square to Grays Inn, from where there was a footway to St Pancras Church, and another footway to Primrose Hill through London's fields. During his life in Auckland J A Pond was a great walker.

Alex's sister Eliza Pond of Holborn and Helena Dyer of St Pancras were baptised on the same day in 1862 at Holy Trinity in Holborn; Alex was baptised in the same church in 1865 immediately before his departure for New Zealand. The 1871 London census records the presence of a Dyer family in Orange Street, indicating that Dyer—Pond family connections continued.

In January 1866 Alex left Mr Atkinson's farm and returned to Auckland to

begin his profession as a homeopathic chemist in association with Dr Carl Fischer, a homeopathic doctor. They occupied premises that bore the sign of the departing Mr Delattre who was to take Alex's journal to his family friends in London. We don't know how the journal came to be passed down to Alex's descendants who farmed at Hinuera, a village in the Waikato. The journal held in New Zealand appears to be a fair copy, which is puzzling because a fair copy would surely be intended for delivery to London. Alex is recorded in the Auckland Rifle Volunteers from 1866 to 1868; the family account says he played the drum and was so short he couldn't see ahead as he marched. He is then recorded in Thames, a gold mining town. His first Miner's Right at Thames is dated May 1868. The Thames miners called him "Dr Pond" on account of his kindness in ministering to them. (Note 13.)

In 1876 Alex married Bertha Coombes, daughter of an Auckland merchant, and in time he became a prominent scientist as the colony's analytical chemist, testing soils for chemical deficiencies, limestone for cement making properties, mud from the Tarawera eruption for resowing pasture, mineral springs at Te Aroha and Waiwera, milk, whiskey, town water supply, and so on. The *Observer* was fond of caricaturing him. He died at the age of 94 with many living descendants. Wendy Pond is Alex's great grand daughter. Bertha and Alex are buried in Auckland's Purewa cemetery. They had one son, Herbert Cecil Pond who rejected a career in chemistry and went farming: with his sons Cecil drained the Waikato swampland.

NOTES

Note 2. Wayne Ryburn, 1999, *Tall Spars, Steamers & Gum. A History of the Kaipara From Early European Settlement 1854—1947*, p.212.

Note 3. The name J Taylor is on the passenger lists for the "Hanover" and "William Miles".

Note 4. Ryburn, p.26. In 1874 the Komokoriki population was a meagre 45 (Ryburn, p.212)

Note 5. Ryburn, pp.26, 27

Note 6. We have been unable to identify the social circle whom Alex was addressing when he ended his diary with the line, "...sincerely hoping that I may see you all out by next October". No member of the Pond family migrated to New Zealand in October 1866. Alex's sister Annie Sophia Pond married Henry Hamblett in London in 1870 and they migrated to New Zealand in the 1870s, bringing their first two children with them. Annie is buried in the Gore cemetery. Alex's nephew Charles Alexander McLean Pond came to New Zealand in 1890 to teach English and Classics at Auckland University. He shortly died in 1893 and is buried in Auckland's Purewa cemetery.

Unresolved entries include, "... but as I have commenced this [diary] for the pleasure of one I had promised to place my adventures ... on paper, I shall often jot down thoughts and fancies. Today I have been thinking (as I very often do) whether I have been much missed among my friends and whether my place at the table still stands empty" (15 May 1865). "It is just a year since I was at Seaton Carew" (18 May). "I cannot forget that it is the birthday of a very dear friend at home" (8 July). [At Ararimu] "I asked for Mrs Atkins[on] but Ellen heard my voice and came running out.

It did put me in mind of old times to see her again" (2 September). Was Helena Dyer / Mrs Atkinson known to Alex as Ellen?

Note 7. London was subject to epidemics of smallpox, typhus, enteric fever, and cholera. The London Smallpox and Vaccination Hospital on Highgate Hill was built in 1846. Most adult smallpox victims were rural migrants.

Note 8. It was customary for English people to be christened before they embarked on the perils of a sea voyage: Alex Pond was christened at Holy Trinity, Kingsway on 30 April 1865, a week before he set sail aboard the "John Temperley". The "Portland" departed on 28 May 1864: Helena Dyer was born 4 July 1841 and christened 30 March 1862 at Holy Trinity Kingsway, Holborn. Alex Pond's sister Eliza Charlotte Pond also was christened 30 Mar 1862 at Holy Trinity Kingsway, Holborn (born 12 July 1842). In the 1861 London census Helena is recorded in the household of William and Josephia Bone (Josephia was Helena's aunt) in Somers Town. For Helena to be baptised in Holborn, she would possibly need to have been in the parish for 'a suitable amount' of time. So who was she living with? The Pond family lived in Holborn and Alex was born there. So there is circumstantial evidence for Helena to have been acquainted with Alex and Eliza Pond.

Note 9. Obituary of Major John James Atkinson, *Southland Times*, 5 November 1897.

Note 10. His death certificate records that he was born in Exeter, the son of Jane and Samuel Dyer, that he married Jessie Riddle in Dunedin at age 27, died at King Street, Dunedin at age 76, a wood turner, father of three sons and three daughters, was buried by a minister of the Congregational church, and had been in New Zealand for 53 years, that is since ca 1871. Could 1871 be when he arrived in Dunedin, his earlier adventures being unknown to his family? Could Sam have stayed on the Komokoriki block until 1871 to fulfil the requirement of 5 years of occupation? (see Note 11)

Note 11. Ryburn, p 13. In 1864 land was set aside at Komokoriki under the '40 acre' system (Wasteland Act 1854) of free grants of land to people who emigrated at their own expense. The settler was required to remain on the land for five years before it became freehold. John James Atkinson must have been granted freehold, since in 1881 he mortgaged his Komokoriki block and then sold it to Outhwaite in 1882.

Note 12. Ryburn, p.188

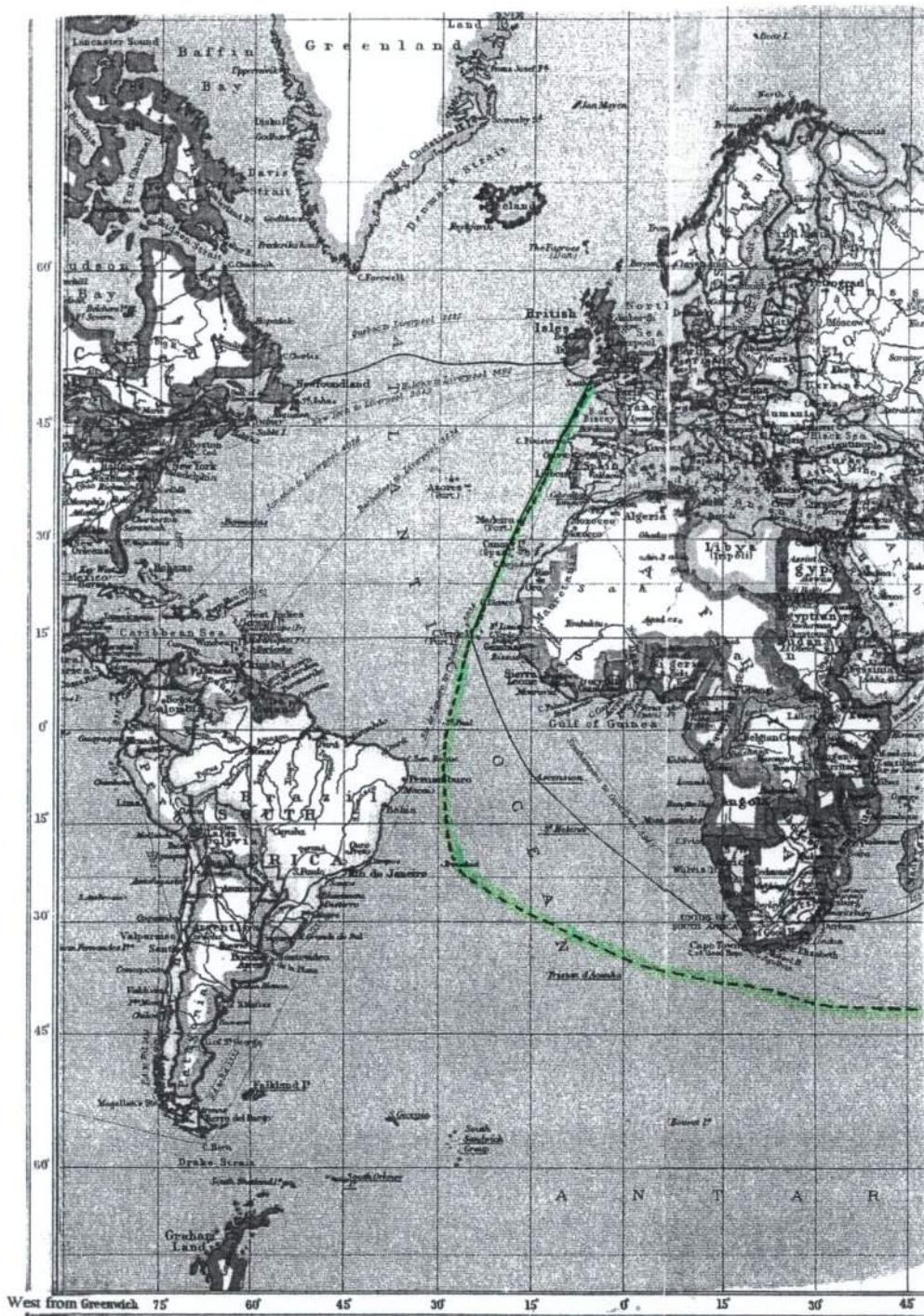
Note 13. Philip Hart, Biography of James Alexander Pond, unpublished ms, 2013.

Journal of James Alexander Pond

Annotated by Neil Fredric, Margaret Gray, Wendy Pond

Part I

Voyage to New Zealand in the “John Temperley”





VOYAGE TO NEW ZEALAND

Diary of James Alexander Pond

May 8, 1865 - London - September 1, 1865 - Auckland

Monday 8th May, 1865

After going through the usual routine of disappointments in the proposed time of sailing, I have got clear of Gravesend in the "John Temperley" bound for Auckland, New Zealand. All "Good Byes" are said and now I leave my native land perhaps never to return, or if I do, I cannot expect to see all those I have bid adieu to. We were towed down from Gravesend and about 10 o'clock we all turned in, happy yet sorrowful to leave dear ones in England, with the hopes of brighter prospects in another land.

Tuesday 9th May

We have had a fearful storm of lightning, thunder and rain in the night while just off Deal; so severe was it, that one poor fellow near me wanted to know whether we were going to Davy's Locker. Today we have been getting acquainted with each other and trying to get down Channel,

3.

Gravesend, London. Village on the south bank of the Thames estuary, a common departure point for emigrant ships. **John Temperley**, Captain Ralph R Liddle, departed Gravesend 8 May 1865, arrived Auckland 30 August 1865, 114 days; 8 May 1865. **Deal**, Kent. Town on the east coast of England. Here the **John Temperley** crosses the Goodwin Sands, north of the Strait of Dover. **Channel**, the English Channel between England and France, 350 miles long from the North Sea in the east to the Atlantic ocean at Lands End in the west; 9 May 1865.

which is very difficult against an adverse wind. Not being able to gain aught by tacking we stood in and anchored off Folkestone, where we all wrote letters to our friends.

Wednesday 10th May

Made the Isle of Wight off which we tacked several times but could only hold our own.

Thursday 11th May

Still off the Isle of Wight gaining nothing though a stiff breeze is blowing, a good sea running and most of the passengers down with sea-sickness.

Friday 12th May

Almost all in their berths with sickness, amongst them, Miss Andrews and poor Sam who is very ill. Only 5 of us appeared at dinner and were very merry at the others' expense.

Still off the Isle of Wight.

Saturday 13th May

A lovely day and all on deck getting over their illness. The wind more in favour and

4.

Folkestone, Kent. Town on the south east coast of England, in the Strait of Dover; 9 May 1865. *Isle of Wight*, Hants. Island on the south coast of England, in the Channel, 10-12 May 1865. *Miss Andrews*, Mary Andrews may have attended to the little girl "Ella" (Eleanor Matilda Atkinson) during the voyage; their names appear side by side in the passenger list, see note 31 August 1865. *Sam*, Samuel Dyer, younger brother of Mrs Helena Atkinson, see 16 & 18 May, 2 & 3 September 1865. James Alexander Bond and Samuel Dyer appear side by side in the passenger list. On arrival in Auckland, Alex (J.A.P.) was responsible for delivering Ella and Sam to Mr and Mrs Atkinson. The diary records their arduous overland journey from Riverhead; 12 May 1865.

here we are at last off the Bill of Portland after having passed St Albans Head. The sea wonderfully calm. Not a ripple on the water except here and there a cat's paw. Our poor Quartermaster is suffering from palpitations of the heart and is not expected to live. A smart shower has cooled the air and brought a lovely night.

Sunday 14th May

This day has its end the same as others but it is indeed different from any I had anticipated. I thought each day would be exactly like the other but in this I am mistaken for at 10 AM the bell was tolled for Church and most of us attended. The captain read a great part of the Church Service and then a short Sermon from Ps 65^{ch} 5^{vs}. We dined and passed the rest of the day in singing, reading and talking. This evening is indeed beautiful, so calm, and a glorious sunset.

Monday 15th May

The day a little rougher than any we have had, but yet fine. It is true that this diary I

intended for actions rather than thoughts, but as I have commenced this for the pleasure of one I had promised to place my adventures, (tame as they may be) on paper. I shall often jot down thoughts and fancies. Today I have been thinking (as I very often do) whether I have been much missed among my friends and whether my place at the table still stands empty.

Tuesday 16th May

When I woke I found we were tossing about more than I had yet felt and on going on deck I found we were in a chopping sea, with a good breeze and as might be guessed very few appeared at breakfast or dinner. Poor Sam is very ill and though I have held out pretty well I was forced to succumb to the force of circumstances and admire a seat to leeward.

Wednesday 17th May

A little better today. It has been very gusty and the sailors have been doing nothing but unfurl and clew up the canvas, the spray

6.

one I had promised, Alex's social circle in London is not known to his descendants, see also 8 July. *place at the table*, in the 1861 London census Alex and his elder brother Benjamin Pond, homeopathic chemist, are boarding with the Dehorter family at 24 Devonshire Street near Red Lion Square. On the first leaf of the diary Alex has recorded his name and address: James Alexander Pond, late of 6 Orange St, Red Lion Sq., London; 15 May 1865.

every now and then breaking over the passengers to the immense fun of those who had escaped.

Thursday 18th May

We are now on the broad blue Atlantic, the waves being very different from those we have yet seen for there is a great swell on. They are broad, and long as the eye can reach. I have been amusing myself again with my telescope, scanning the horizon and glancing at passing ships. Perhaps it may seem strange that I have written nothing about our lady passengers but I have not seen any to chat with until this evening when I had a very quiet hour's conversation with three who were recovering from sickness. We have got the anchors up on deck and hope they will stop there till we get to Auckland. Sam is very much better and on deck, to watch a beautiful sunset. I have been pacing the deck for a long time tonight thinking of all. It is just a year since I was at Seaton Carew.

7
Seaton Carew, Durham county. Coastal resort with firm sands and excellent bathing. In early summer 1864 J.A.P. would have traveled from London to Seaton Carew by rail, a journey of possibly six hours, or by coaling steamer, or by coach; 18 May 1865.

"A Whale, A Whale", such were the words which woke me from a delicious sleep on the forecastle this afternoon and this is the first time I made my acquaintance with the Leviathan of the deep. Little I saw of him except his spouting, but even that was a curiosity.

Friday 19th May

A fine day but so calm that there is not a ripple on the water. The ship rolling on the water like a huge, fat, porpoise, the sails idly flapping and all so still.

Saturday 20th May

A repetition of yesterday only there is a breeze getting up and we are beginning to move through the water. I have no news to tell except that our Quartermaster's health is improving.

Sunday 21st May

Dawned like one of the beautiful Sundays we were so fond of at home and dear old Warlingham. It seemed so real when the bell rung, to see all wending their way to church,

8.

Warlingham, Surrey. Rural village in the chalk downs, south of the market town of Croydon. The Waikato swampland purchased at Hinuera in 1908 and farmed by J. A. Pond's son H. Cecil Pond was named "Warlingham". Walnut and chestnut trees were planted along the driveway to replicate a place in Warlingham (*pers.comm.*, Nancy McLaren, J.A.P's granddaughter); 21 May 1865.

The three Epps brothers John, George Napoleon, and James were leading homeopathic practitioners of London. Their practices were in Bloomsbury, but they owned land and house on Warlingham Common. Dr George Napoleon Epps (1845-1875) was Alex's uncle; he married Ann Charlotte Bacon, sister of Alex's mother. In 1859 he purchased "The Paddock" in Warlingham; in 1861 his wife and daughter were visitors at "Meadow Cottage", Warlingham. See 2 September.

all so still, our little town sunk down to a quiet Sunday's repose. The Captain read a short sermon from 105^{ps} 23-24^{vs} which seemed to rivet the attention of all; though it seemed rather novel to see everyone now and then hold on to the seat as the vessel rolled, or start to their feet to prevent themselves from falling.

While at meals sometimes we will see our plates taking a gentle stroll on their own account, the knives and forks following, while the mugs bring up the rear, to pitch their contents in your lap.

Monday 22nd May

A smart breeze blowing and we skipping along at a glorious rate, making as much as 8 or 9 knots per hour. This evening while quietly writing I was startled by a commotion on deck and on running up I found we were surrounded by porpoises on every side. The harpoon was fetched and preparations made to catch one, but by the time all was ready our fishy friends had taken the hint.

9.

porpoises, J.A.P. possibly included small dolphins with porpoises. *Delphinus delphis* was commonly seen in the Mediterranean and temperate Atlantic waters; 22 May 1865.

Tuesday 23rd May

The breeze rather dropping off, but not the excitement respecting our fishy companions who however keep at a very respectful distance to the sorrow of our harpooners.

Though I have not written it down on the 21st, I do not forget it is Julia's birthday.

Saturday 27th May

A calm! The broad waves rolling along and lifting the vessel in a glorious style. A turtle was seen, asleep on the water and a boat got out to catch it. After rowing quietly up (Capt. Matchell) a cabin passenger fired and hit it. It sunk but when it rose, he fired again and they rowed up and secured it. It proved to be a small one, which the cabin passengers enjoyed.

Sunday 28th May

Mustered on the poop at 10.30 am. Read the service and a sermon from Revelations 1;15. The wind rising and a stiff breeze expected We are now off Gibraltar.

10.

Julia Emily Pond was Alex's younger sister, born 1851 in Holborn, London. The 1861 London census records her, age 9, scholar, at 9 Orange St in Finsbury with her parents James Alexander and Frances Sophia Pond, and her three older sisters, Elizabeth Harriet Shop woman, Eliza Charlotte Embroider, and Anhie Sophia Artiste; 23 May 1865. **Capt. Matchell**, Captain R.S. Machell, late 62nd Regiment, was accompanied by his wife Lucy H Machell (NZ Herald, 31 August 1865, Shipping Intelligence, p.2). Penciled on the first leaf of J.A.P.'s diary are the words 'Major Whitmore Capt Machell aide de c[amp] to Govnor'; 27 May 1865. **Gibraltar**, an island occupied by Britain on the south coast of Spain, at the entrance to the Mediterranean Sea; 28 May 1865.

Monday 29th May

A little adventure worth recording happened early this morning. At about 2.30 am while going ahead with all canvas spread a squall caught us and thrust the ship back at the rate of 10 knots per hour, at the same time a wave deluged the forecastle and pound down our hatch. The ship rolled heavily and everything seemed to have new life imparted to it. Bottles were knocking their heads together; two water bottles were dancing a polka; while the tin cans and hook pots were jingling a sweet and charming melody. While I took this in at a glance I became aware of an interesting episode which was taking place near me. One of my fellow passengers being frightened at the clatter and fearing that the ship was going down, had made a dash to escape from his berth, but in the hurry had run to the wrong end and was vainly beating against the sides of the ship. He soon however gained the deck to find the wind had thrown us back and split one of the sails. Meanwhile, I had made a spring from my berth to save the two water bottles who were then

"setting to partners" but landed on the deck where two glass bottles had come to grief, causing a very unpleasant feeling in my foot which began to bleed freely. My friend now returned and fully stated that "he was never so frightened before in all his life" much to the delight of all who were awake.

Tuesday 30th May

A good stiff breeze blowing carrying us on our course direct viz. S.W. by W. $\frac{1}{2}$ W. We frequently sight homeward and outward bounders, but I do not think we shall speak to one until we pass the line.

Wednesday 31st May

The vessel making 7 and 8 knots per hour. The heat is sensibly increasing plainly showing we are nearing the tropics for the sun is nearly overhead. Our ship is gradually showing a different appearance as each one begins to put on light clothes.

Thursday 1st June

The fine weather still continues. This

morning I took my first sea-bath on board, in a large tub. It was really jolly and I mean to continue it every morning on the voyage, if possible. I cannot get at the large chest in the hold as it is stowed away with the cargo.

Friday 2nd June

We are dashing along at a glorious rate as much as 9 or 10 knots an hour. One of our fowls not admiring the close confinement he had endured, took French leave and went over the side to have a bath. The last time he was seen he wore a sorrowful look and was heard to chant "Home Sweet Home".

Saturday 3rd June

A fine day and all well. The breeze still lasts, so are moving ahead.

Sunday 4th June

A splendid day. The Captain read the latter part of his last Sunday's discourse Rev. 1^{ch} 15^{vs}. Flying fish have been seen several times, but this evening one flew on board which a sailor secured. It was a beautiful fish rather like a pilchard, a blue back and

delicate wings or rather fins.

Monday 5th June

The weather is perceptively getting warmer; we could hardly bear to sit in the sun today. White coverings for hats are now becoming very general for all the passengers.

Tuesday 6th June

A live "flying fish" was caught this morning and placed in a pail. It looked very beautiful. Today it is a month since we left Deal and the sailors have now finished working the "dead horse" as they are always paid a month in advance. They commemorated the day by making a large canvas horse, dragging him round the deck running him up the yard arm and cutting him away, he was soon astern. They were all very merry tonight.

Wednesday 7th June

A clear morning and about 7 am there was a cry of "land ho" and away on the lee bow we could see a light blue cloud which proved to be the island of "St Antonio" one of the "Cape de Verde's". We were about two miles

14.

lee bow, the side sheltered from the wind. *St Antonio*, island off Cape Verde, the westernmost point of Africa, 7 June 1865.

away from it at 7 pm and could get a fine view of it. It is one immense pile of rock reaching 7,000 feet high. We could see about 20 miles of the coast line. There is no house as people on the side of the island we were on, but it is said to be very fruitful in the grape. There were clouds floating about half way up the mountain and when the sun shone on them and threw their shadow on the rocks it was very pretty, but at sunset it was grand. We saw it when the moon (a full moon) shone on it, but the breeze getting up, we soon left it behind.

Thursday 8th June

A smart breeze carrying us along well. We are now in the trade winds and have been for the last week; therefore we may expect to run along now. Today we were surrounded by thousands of fish. Bernit, Albacore, Dolphin and porpoises all preying on the poor little flying fish who were flying in all directions often to be caught by the birds when out of the water, or snapped up by the fish when they flew back. Several of us were out on the jib boom trying to catch them but unsuc-

Bernito, bonito, *Sarda* spp., Spanish name, often marketed as tuna: J.A.P. possibly saw *Sarda sarda*, the Atlantic bonito. *albacore*, *Thunnus* spp., Portuguese name for a kind of mackerel (tunny), often marketed as canned tuna, *dolphin*, French name for small, beaked cetaceans. *porpoise*, French name generally for short snouted cetaceans; 8 June 1865.

cessfully. In the evening however five were caught though only two were secured owing to the height they had to be pulled up.

Friday 9th June

Tasted of the fish that was caught yesterday, and find it very nice it being much like mackerel only larger the two weighing 15 lbs. After the salt meat we have had it was delicious. Caught one today.

Saturday 10th June

A fine bright day and good breeze carrying us well towards the line which we expect to make in about five days if this wind holds out.

Sunday 11th June

Another calm and quiet Sunday as I hope all the rest may be. At half past ten o'clock the bell tolled for church and we were soon in our places. After the service the Captain read a short but excellent discourse from Matthew 14^{ch} 27^{vs} "Be of good cheer. It is I; be not afraid". We saw and exchanged signals with a homeward bound just before dinner and now there is another on our weather bow.

Monday 12th June

A most unpleasant day. This is the first time we have experienced tropical rain. We are near the line and have lost the trade winds but are fighting along for the S E Trades.

Tuesday 13th June

Still in the Doldrums we may get out of them tonight or not for three weeks. Every few minutes brings a change of wind or a squall of rain, so that the yards are continually being shifted and the sails furled and set. Or else we have a calm.

Wednesday 14th June

We are in the S E Trades and spinning along at a glorious rate. We got the change of wind last night. Caught a fine Beneto last night.

Thursday 15th June

A fine day, we are moving along well and hope if this lasts to be off the Cape shortly. Had the fish for dinner which was very good. Very like mackerel only a little firmer.

Doldrums, The Atlantic ocean in the vicinity of the equator where calms and baffling winds prevail; 13 June 1865. *Beneto*, "very like mackerel", bonito; 14 & 15 June 1865. *Cape*, Cape of Good Hope, southern coast of South Africa, rounded 20 July 1865; 15 June 1865.

Friday 16th June

Tacking against the trades and making the best of our way to the line. This morning we had an accident which we fear will be severe. An elderly lady was walking on the main deck, when a spar fell from the main mast, severely cutting her head.

Saturday 17th June

Sad indeed will be my diary if I have to crowd in such sorrowful incidents. This morning one of our fellow passengers died. He was a married steerage passenger very ailing and had come out for the benefit of his health. He has failed gradually since he left England. Two sailors sewed him up in canvas with two iron bars at his feet, and at 6 pm the Captain read the Burial Service, the corpse being placed on a board with a flag over it against an open port-hole. As the service went on, the remains of the poor fellow were launched into the deep. It was a solemn affair and will not be forgotten by us.

Sunday 18th June

A rather gloomy morning. At 8 bells we sat down to breakfast and at the same time the order was given to "about ship". All passed on quietly and we were rising from table when we heard a terrible commotion on deck. Of course we all rushed up and then heard the cry of "man overboard". We jumped up on the poop and saw him swimming in the wake of the ship with a life buoy under his arms. The order was given to lower away the lifeboat and soon strong arms were pulling towards the man. The boat soon returned and after a little difficulty the boat was got up. The man was knocked off the "jib boom" by the flying jib. Service held as usual and last Sunday's discourse finished.

Monday 19th June

A fine warm day but such slow work in getting to the line. Still a long way from it, the S E Trades baffling us completely. Trouble seems to follow us continually. Today, one of the girls was struck by "sun stroke" and was very ill for some time. Sighted a homeward bounder.

Tuesday 20th June

A splendid day. At about 10 am we sighted what was supposed to be a steamer, but my glass soon showed it to be an island. It proved to be the Island of Saint Paul. It was very small not half a mile long and nothing but rocks, with the sea breaking over them while flocks of birds darkened the air all round the island.

Wednesday 21st June

At last we have accomplished that for which we have been striving so long - viz "Crossed the Line". That which has been done in 17 days and is generally passed in 26 days; it has taken us 43 days to accomplish. We crossed it at about 2 o'clock this morning.

Thursday 22nd June

A splendid day. Sun shining brilliantly and a good breeze up which is spinning us along well towards the Cape, which we expect to make in three or four weeks.

Friday 23rd June

A fine but squally day, the occasional squalls

obliging us to reef or rather furl the Royals. Royal Stay sail and flying jib. It is soon over. Lat. 6.23.

Saturday 24th June

Very like yesterday. One squall caught us and the sea broke over the forecastle deluging three or four of us in its way. Lat. 9.

Sunday 25th June

A lovely morning broke out. There was hardly a cloud to be seen this morning and afternoon but a nice fresh breeze is bearing us along well though rather out of our course, as we are running about S.S.W. The Captain after service, read a sermon from Acts 16^{ps} pt 30-31 vs." Sirs, what must I do to be saved? And they said, Believe in the Lord Jesus Christ and thou shalt be saved." It was a very excellent discourse and the day being fine made the sermon impressive. We are now about Lat 11.30.

Monday 26th June

A fine bright day; still running well with a S.E. wind.

Tuesday 27th June

Cloudy and squally weather. A few birds in sight which portend land.

Wednesday 28th June

The roughest day we have had yet. A stiff breeze has sprung up during the night and we have been obliged to furl the Royals. Top Gallant Sails and Jibs. There is a rough sea in which we are rolling and straining. This is the roughest weather we have experienced since leaving England and the passengers find it very difficult to keep on their feet, while it is amusing to see them bringing in breakfast and dinner, the porridge quietly taking a stroll by itself while pieces of pork and beef are striving to surpass their bearers in speed which they often succeed in doing to the amusement of the spectators.

Thursday 29th June

Not quite so much wind, though rather more sea. Passed a barque at 7.30 am and at 8 am tacked and nearly followed the barque which was almost out of sight. When the ship was about to be pumped at 12 noon there were found to be

17 inches of water in the hold and all hands were called to pump ship.

Friday 30th June

The sea calmer, but we are still caught by squalls which keep all on the alert. We are in the vicinity of land.

Saturday 1st July

Sighted land at 10 am which proved to be the Island of Trinidad and the Martin Vas rocks. In all we saw six rocks and islands, though we were not within 10 miles. We saw some more at sunset, but they were only rocks. We are now in Lat. 20-32 and Long. 29.8, only about four days run from Rio Janeiro.

Sunday 2nd July

Cloudy, but fine. The service held in the saloon today. The Captain read a very excellent discourse from Matthew. There has been a collection made for the widow of the poor man we buried and the receipts are 21..17..6 which does not exceed 100.

23.

Island of Trinidad, Martin Vas rocks. Group off the coast of South America, north of Rio de Janeiro, 1 July 1865.

Monday 3rd July

A fine day though at times cloudy. Going in our right course. Today we saw several Cape Pigeons which are very pretty birds. White breasts, with beautiful black and white spotted wings. We are getting ready our tackle to catch them with. It is merely to put a piece of pork on a hook and fling the line overboard and they will soon swallow the bait.

Tuesday 4th July

Still going ahead. We have now numerous visitors in the shape of Cape Pigeons and the wind is blowing fresh from the W.N.W. and as we are going to the S.S.E. it is dead aft. The stern sails are set and it is a pretty sight to see the "John Temperley" race.

Wednesday 5th July

A bright day and the same wind is lessening the distance between us and New Zealand. There was an altercation today between the 2nd mate and a seaman named Cox and in the

height of passion the mate struck the man who retaliated. Cox was sent to the masthead to scrape the mast as a punishment but he came down threw his scraper overboard and refused to work; shortly after he was placed in the storeroom in irons and will be fed on biscuits and water until we get to Auckland, or he returns to duty.

Thursday 6th July

Cloudy but a fair wind. One of the Cape Pigeons was caught today and brought aboard.

Friday 7th July

A very dull day; the wind still the same. A large flock of pigeons, Boobys etc were seen this morning and also an albatross. The wind being fair, stern sails were got out a low and aloft and away we went quite merrily, but about 11.30 am the wind ran round to S.S.E. and we were quickly aback. There was great danger of one of the stern sails being carried away. The yardes were run round and all hands at work to get in sail. It was sharp work but soon done. All the time it was raining heavily and we were

pigeons, pintado petrel, *Daption capense*. *booby*, *Sula* spp., closely related to gannets, so-called because they are absurdly easy to catch. *Albatross*, family Diomedeidae, the world's largest seabirds, a sign that the ship is sailing in southern latitudes; 7 July 1865.

soon wet through. The ship was now hauled up to the wind and ran East by South. Cox has again broken his iron, this being the second time and it is feared that a sentinel must be kept over him.

Saturday 8th July

A stiff wind blowing and the ship running due East. Cox has twice obtained his liberty today by breaking his irons. I cannot forget that it is the birthday of a very dear friend at home.

Sunday 9th July

A lovely day, about the finest we have had for some time. The sun shone beautifully but not at all warm for the heat is sensibly decreasing day by day. We are in the latitude 32 degrees South but it is only like a beautiful autumn day. This is the coldest July day we have yet experienced. We mustered on the poop at service this morning and the Captain read an exhortation from Matthew. "The Lord's Prayer". Cox has got his hands loose today and a sentinel will now be kept with him.

Monday 10th July

A calm still day. Not a breath of wind to be felt. About 11 am a shark was seen astern. The Captain called for a hook and a piece of pork and when it was brought he threw out the bait which was soon taken by Mr Shark. They now tried to get a bowline over him but he broke away, swum round and again took the hook. All tried hard to get him on board but he straightened the hook and again broke away, this time very much torn. He dived and we saw him no more. Cox has been liberated to the satisfaction of all.

Tuesday 11th July

A continuance of yesterday's calm. It never lasts long so we may soon expect a good breeze.

Wednesday 12th July

Had the pleasure of catching a Cape Pigeon today and a good breeze has sprung up which is carrying us along quickly to the Cape.

Thursday 13th July

The breeze which is from the N.W. is freshening. It is a lovely day.

Friday 14th July

Still running for the Cape. We have made over 10 knots today.

Saturday 15th July

We are south of the Cape though a good deal to the Westward and we hope if the wind holds to be round it next week. A very gloomy day.

Sunday 16th July

A bright and glorious day. The sun shining brilliantly. With a few clouds flying about.

Monday 17th July

Still bright and fine but little to write about except that we are moving well.

Tuesday 18th July

Another gloomy day and some rough weather expected before long.

Wednesday 19th July

Still more gloomy and portentious and a gale is looked for soon.

Thursday 20th July

It has broken upon us or in other words, the gale we expected overtook us today. It had been blowing rather heavily all the morning and at 2. pm it commenced. Soon most of the sails were taken in and still we forced through the water, the wind being astern and the sea with us. About 11 or 12 it began to moderate and before morning the wind had fallen to a nice breeze. We rounded the Cape this afternoon at 3 o'clock about 39 degrees.

Friday 21st July

A squally day but we are moving along at a glorious rate doing as much as $11\frac{1}{2}$ knots per hour. The sea is running high yet.

Saturday 22nd July

Cloudy but still a smart breeze carrying us along Eastward. We are many miles east of the Cape now.

Sunday 23rd July

A bright and glorious day, the wind fair and we are rattling along at a glorious rate. At about 10 am we mustered on the poop and the

Captain preached a sermon from Luke 18:13
"God be merciful to me, a sinner".

Monday 24th July

Shortening the road to New Zealand fast.
We are running S.E. by E and expect to run due
East before long.

Tuesday 25th July

A dull day; the wind continually veering. We
are now about 42° east of Greenwich and nearly
three hours ahead of London time. The wind more
settled towards the evening.

Wednesday 26th July

We hope to make Auckland in less than five weeks.
At the present we are moving along well and sur-
rounded by Cape Pigeons in flocks. It is very
pretty to throw a piece of biscuit in the water
and see the birds settle down in the water
and fight and quarrel over it.

Thursday 27th July

A dull day but yet we are moving along at 9 and
10 knots per hour. At about 1.30 pm something

30.

Auckland, Port in the Waitemata harbour, east coast of the North Island, New Zealand. The *John Temperley* moored opposite the town on 31 August; 26 July 1865.

was made out ahead of us, which proved to be an iceberg. It was a grand object. The enormous mass of ice had about 6 pinnacles all glittering in the sun. The sea was breaking over the parts of it and it looked like an island with six mountains on it. We passed near it and in about an hour or two we were out of sight of it. It is very early in the year to see a berg and the look out watch was doubled.

Friday 28th July

A beautiful day, the wind fair and we are moving along at 10 and 11 knots. Later in the day it blew hard and most of the canvas was taken in.

Saturday 29th July

Continued to blow all night but moderated toward morning.

Sunday 30th July

A bright and glorious day, the sun shining beautifully but there is a heavy swell from yesterday's breeze. In consequence of the sea there was no service held today.

Monday 31st July

A fine morning, but towards evening it sprung into a slashing breeze and the ship was nearly stripped of canvas.

Tuesday 1st August

We have had a very rough night. The ship rolling heavily and skipping seas. About 2 o'clock a heavy sea struck the ship, making her tremble and then broke over the vessel covering her decks with about 3 feet of water. It pours down all the hatchways and we got our share of it. Dogs, men, Capstan bars, were all swimming in it on deck, while we below were over ankle deep in it.

Wednesday 2nd August

The breeze still continues at times amounting to a gale. We are running under very little canvas as much as 9 and 10 knots per hour.

Thursday 3rd August

The weather beginning to break but we are encountering very heavy squalls. The Captain is laid up and consequently the responsibility devolves on the 1st Mate. We are now passing

the Island of St Pauls, though 200 miles to the South. In connection with this Island, one of the sailors told me an interesting episode. A ship was bound to Melbourne and neared this island at night time. It was a rough night, the wind blowing from the westward, very heavily. The Captain's wife was ill and at 9 o'clock gave birth to a boy. The Captain would not leave his wife and the mates were both inexperienced. About 11 o'clock the ship was driven heavily against the rocks and shortly after broke up. All were saved except the Captain. Even his wife and child were brought safely to land. There proved to be but little water and all were badly off for food and drink but luckily in a few days they sighted a whaler who bore down and after throwing a quantity of oil overboard to make room, took them safely into port.

Friday 4th August

The weather becoming much lighter and the squalls less frequent.

Saturday 5th August

The monotony of a sea voyage is great but at

33.
St Pauls Island, Island in the Indian ocean. *Melbourne*, city on the south coast of Australia, capital of the state of Victoria; 3 August 1865.

times there happens to be great excitement. Lately we have experienced some rough weather. We have had a birth, and death, and burial; a man overboard; a shark hooked and other peculiar lightening of our monotony but never have I had to write of "fire". This morning while quietly sitting in our hatch we heard the cry of "fire". None could say how far it extended, but that it was in Miss Robbie's cabin in the second cabin and near the magazine and over some whisky barrels. As the word flew from mouth to mouth, blanching faces and causing the utmost excitement, all hurried off to lend their aid. There was a great call for buckets of water and everyone was doing their best to continue a supply. I determining not to be the last, got a bucket, ran up to the forecastle and was soon running back with a fair weight of water, but just as I reached the second cabin, the ship bucked and water and me soon found our level in the lee scuppers, where I was drenched to the amusement of the spectators who had by this time put the ship out of danger. The fire was caused by some red hot, twelve pounder balls, that had been taken down for warmth,

34.

Miss Robbie, Eliza, Jane, Arthur, and Charles B. Robbie are on the John Temperley's passenger list; 5 August 1865.

getting loose and running down the cabins.
which happened to be nearest.

Sunday 6th August

A bright and glorious day, the sun shining
brightly and we moving along gloriously. We
have had another addition to our numbers today,
another boy, a Britain. The Captain held ser-
vice today and read a sermon from Luke 11
"The Prodigal Son".

Monday 7th August

A stiffish breeze blowing but towards the
evening we got the wind abeam and went away
at a slashing rate doing as much as 12 knots
per hour.

Tuesday 8th August

The wind blowing very heavily and all the
lighter sails taken in. Towards evening it ran
round nearly ahead and a dirty night expected.

Wednesday 9th August

Of all the exciting nights I have passed on
board, I think this last one surpasses all.
When we turned in about 11 pm most of the

canvas was taken off. The wind continued to rise and about 3 am the foresail was stowed. Shortly after the wind fell to nearly a calm and the ship instantly began to roll heavily. Everything seemed to have new life imparted to it. Boxes that had been quietly reposing began to groan, to move and then skid. Long streaks of light were flashing across the sky in an arc overhead while underneath the light was rolling and flashing between the arc and the horizon.

Friday 11th August

A fine breeze has sprung up and is carrying us along well. The day is very dull and gloomy, but we have expected bad weather when we were off Cape Leeuwin, and now are abreast of it. This night is looking dark and heavy.

Saturday 12th August

The breeze still holds good and we are steering East to Auckland. Studding sails were got out but about 5 pm the breeze freshened and split the fore topmast studding sail from bottom to top.

36.

Cape Leeuwin, the south west point of the Australian mainland. Named after the Dutch ship Leeuwin which charted the coastline in 1622. A lighthouse was not built here until 1895-6; 11 August 1865.

Sunday 13th August

"All hands on deck to clear away the wreck". Such were the words which echoed through the ship and brought all to their feet. I was soon on deck and understood the reasons for giving such an order. It was at 7 am when a squall caught the ship causing a strain which broke one of the backstays; the fore topmast then broke, bringing down the fore top gallant mast in two pieces and the fore yarde in the same plight. The rest of the spars were not broken but yardes, sails and rigging were lying or rather hanging on the lee stays and ladder in inconceivable confusion. All hands were now busily engaged in clearing the wreck, the passengers having turned out "en masse". All worked with willing hands and all the sails and dangerous spars were got inboard by 12 noon and then all were called to get the largest spare spar on deck for the carpenters to make a foreyarder of. Again we went to work with a will on the fallen yardes until we were piped to "grog". By 4 pm we had got most in and were then called to "grog". By night all was got in but the foreyarder

which was slung for the night. All was made fast for the night and we then turned in tired with a hard day's work.

Monday 14th August

All busy again and soon the foreyard was on the deck and all hands were knocking off the bands and ironwork to fix on the new yarde at which the carpenters were working fast. The sailors at the same time were up in the foretop making all as secure as possible. At noon we were again piped to "grog". At the same time the mast gave way. There was a fine breeze blowing off the starboard quarter. This has continued and we have therefore had fine weather to secure everything. Also at the time of our accident we were surrounded by a shoal of large black fish, leaping and swimming about.

Tuesday 15th August

The crew at work on the stump of the fore topmast getting ready to hoist more canvas. We hope to be able to get up a fore topsail and foresail, as well as two of the jibs. The

38.

large black fish, pilot whales and other large members of the dolphin family were called **blackfish**. In the cold water latitudes of South Australia, the blackfish were possibly long-finned pilot whales (*Globicephalus melas*); 14 August 1865.

breeze dropping to nearly a calm.

Wednesday 16th August

The lower fore topsail yarde hoisted and the sail set. A fore stay sail, fore topmast stay sail and Innes jib got up. We are looking more shipshape now and when we get our fore yarde up and fore sail set we shall move again nearly as quickly as before. The carpenters have been hard at work on the fore yarde and gave it the last finishing strokes at about 10 pm; a fine night but acalm.

Thursday 17th August

A dull but fine and cold day. The fore yarde was hoisted this morning and fixed and the sail set and secured and we are now beginning to cut a dashing appearance. We are now about 500 miles south of the Australian coast and running towards Van Diemens Land which we hope to sight on Saturday.

Friday 18th August

A fine day and a nice breeze blowing. We have now hoisted all the sails forward that

we can at present.

Saturday 19th August

"Land Ho". It brought us quickly out of our bunks, to feast our eyes on a bit of land as those words were heard. When we went up on the forecastle the land was just visible on our port bow. It was as we expected Van Diemens Land. The sun was just risen and while we were gazing intently on the land a whale rose just alongside us. It lunged about for a few minutes and then departed. This is the nearest inspection of a whale I have seen. We were now hauled up by the wind and by noon had lost sight of the land.

Sunday 20th August

A bright and sunny day, though rather cold. The Captain has been ailing for some time but today he is much better though not well enough to conduct a service. There is not much wind but it is very fine.

Monday 21st August

Close hauled on a bad wind which made it very unpleasant for we are making little progress

and the sea is breaking around us.

Tuesday 22nd August

Still running head on into the wind, but all praying for a shift of wind and we have signs of a fresh breeze. At night about 6 o'clock the ship gave two big rolls, bringing to leeward everything that was loose, as usual. Then it commenced to blow heavily. The water at the time was lit up by large jelly fish. At 10 pm it suddenly ceased to blow and the ship then began to roll in gallant style. A puff of wind then came up astern and the yardes run round and all got in readiness for the fresh breeze but it died off and we had a dead calm. All the evening it had been lightening continually but now it was grand to see it ligtening in one part of the horizon and running a long way round,while the sea was lit up by the phosphorescent jelly fish. I watched it for some time and about 12 it blew a gale, but it was over by 1 am and a calm again.

Wednesday 23rd August

Very little wind and that fair. There were a great many albatross about and several went to work to catch them. About 9 were bought on board - some very large. The smallest was about 7 feet across from the tips of the wings and the largest 11 feet. It was rare fun to see the birds walking about the decks for they cannot rise to fly from the ground.

Thursday 24th August

A good slashing breeze nearly aft and we are averaging about 9 knots. This is just the wind we want.

Saturday 26th August

Sail Ho! was a welcome sound to us, who have not seen another ship for more than 7 weeks and it brought most of us on deck. It was about noon and the ship was on our port beam. We soon made it out to be a small brig which was rolling heavily. We were going very fast so we were soon ahead and she crossed us a long way astern.

Sunday 27th August

Dawned (as usual) bright and beautiful with the same fine breeze. Service was held in the cabin and the Captain read his discourse from Acts 21-33 "For behold he prayeth". Great speculation is being made as to the day of our arrival but almost all agree that if all goes well we shall be in Auckland harbour by Wednesday next.

Monday 28th August

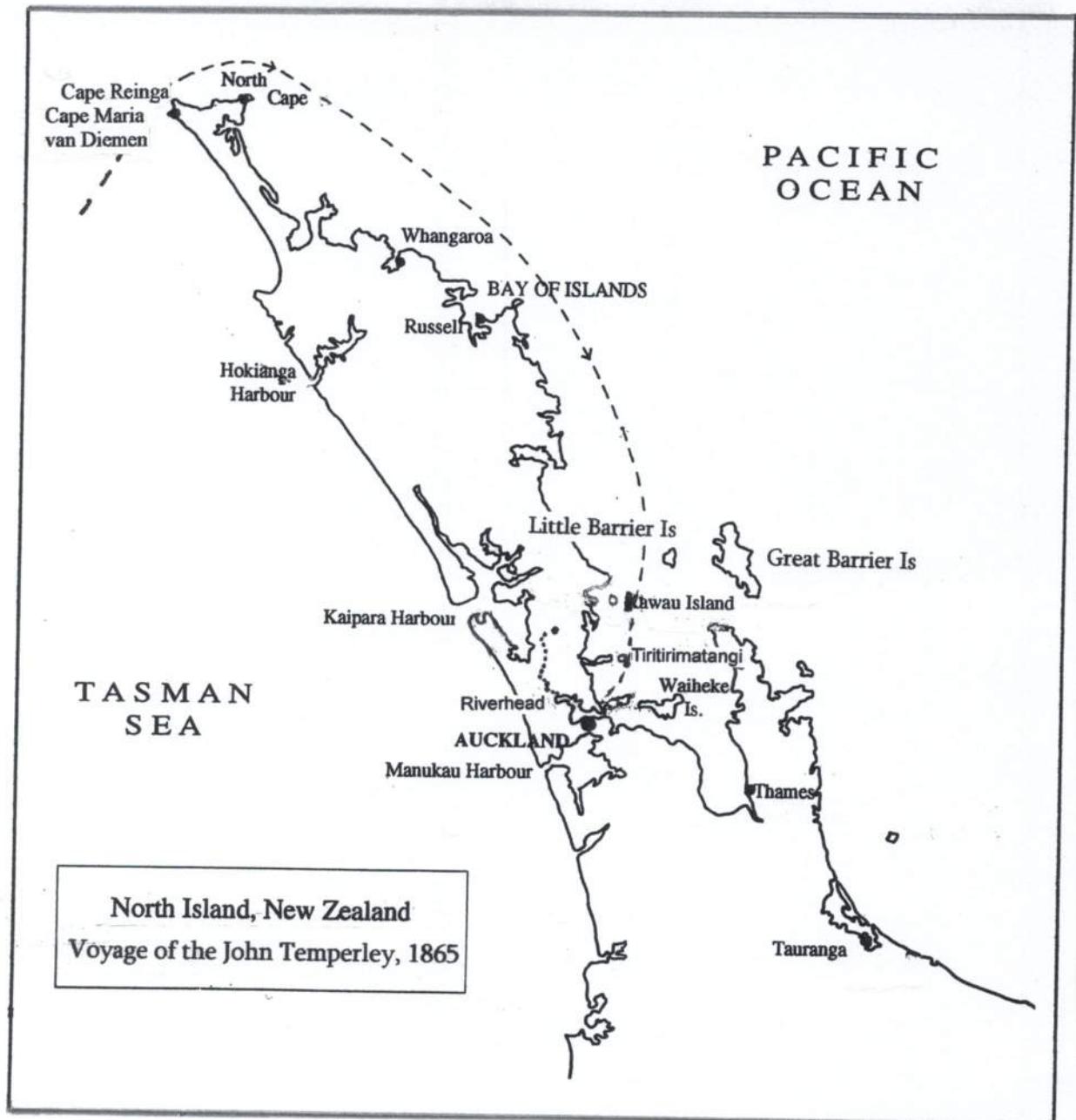
All on deck looking out for land but though the loom of the land is seen, yet we cannot behold "terra firma" strain our eyes as we will. Just as dusk appeared we fancied we could discern a rock ahead, nor were we wrong.

Tuesday 29th August

On deck long before daybreak watching with eager eyes and beating hearts for "the land of promise", "the country of our adoption". About 1.30 am we sighted a large rock in the dim grey light and as the first rosy tints overspread the sky we saw a large pile of rock ahead which proved to be the North Cape

43.

North Cape, The northern most cape of New Zealand is on the east coast of the North Island. In fact, J.A.P. has sighted Cape Maria van Diemen on the west coast; 29 August 1865.



(or Cape Maria Van Diemen). The wind was brisk and fair so away we went and by 8 am were passing the Cape. Now as we flew past the green and towering cliffs we feasted our eyes on the lovely sight. Islands appeared and disappeared as we bounded on toward the harbour, making the foam flash from our bows. Happily the day passed on and we thought not of the night we had to pass but sat about and enjoyed the fresh breeze off the land. As the day waned the breeze began to freshen and about 8 pm we came in sight of the Little Barrier Island. The wind blew right on to it and as we went to wind we had much ado to pass it without touching, but that all passed off well. About 10 pm we sighted a light house which gave unmistakeable signs of the nearness of the port and we went below and turned in.

Wednesday 30th August

About 1 am I was awoken by a hurried trampling on deck and waking Fitz, we dressed and jumped aloft. It was blowing a perfect gale; the lighthouse beaming close on our starboard bow. As we jumped on deck we heard the order

45.

Cape Maria Van Diemen, named by Abel Tasman in 1642. Western-most promontory at the top of the north island of New Zealand, south of Cape Reinga. *The Cape*, the ship is passing along the north coast from Cape Reinga – Spirits Bay – Tom Bowling Bay to the true North Cape on the east coast. *Islands*, As the John Temperley sails south down the east coast of the North Island, the ship passes the Poor Knights islands, the Hen and Chickens group, Mokohinau islands, *Little Barrier island*, with Great Barrier island further east. *The lighthouse*, on Tiritiri matangi island, was built in 1865 and was the only NZ lighthouse passed by the ship; 29 August 1865. *Fitz*, possibly Andrew Dionysius Fitzpatrick in the *John Temperley*'s passenger list; 30 August 1865.

" 'bout ship". We were quickly at our posts. Soon we were going in the opposite direction. Presently we again heard the former order and quickly resumed our previous course. Look outs were now placed all about the ship and presently we heard the words above the wind "Land on the weather bow." "Let her fall off a couple of points" the Captain called out, but a moment after the boatswain sung out "Land close on our lee bow". All now knew there was danger and quickly we heard the Captain's hoarse call of " 'bout Ship". The ship came up to the wind but as we had so little sail for'ard (through our broken mast) and the wind was so heavy, we could not come round and quickly fell back to leeward just grazing the rocks that had first been seen on our lee bow. We all worked hard and soon happily had our ship out of all danger. In an hour the gale had spent itself and a more wonderful morning never dawned. There was hardly a breath of wind and slowly but pleasantly we made our way among the numerous islands which dot the harbour. Shortly after breakfast we made out numerous houses, churches etc. of the city of Auckland and the suburbs of Parnell. About 3 pm we took aboard the pilot.

46.

Islands in the Hauraki Gulf south of Little Barrier are Kawau, Tiritiri matangi, and Rakino. Islands which dot the channels and straits approaching Waitemata harbour are Rangitoto and Motutapu, Motuihe, and Browns Island with Waiheke and Ponui further east; 30 August 1865. *churches*, The most prominent was St Paul's church spire which stood from 1841—1885 on Britomart Point overlooking Official bay and Commercial bay. St Thomas church at Tamaki (Purewa, Meadowbank) was built in 1844. St Barnabas church on the point between St Georges bay and Mechanics bay was built in 1847 for the Maori congregation. The second St Stephens chapel was built in 1857 at Resolution Point above Taurarua (Judges bay). St Mary's church in *Parnell* was built in 1860 on the headland overlooking Mechanics bay and Commercial bay; 30 August 1865.

Auckland's shoreline 1865

Point Britomart

As the "John Temperley" sailed into the Waitemata harbour, the most prominently developed headland along the Auckland waterfront was Point Britomart, overlooking Commercial Bay, with the Britomart fort, St Paul's Anglican church, Princes street and Symonds street, and the Albert Barracks along its ridge.

In 1840 Auckland had been founded with the raising of the Union Jack on Flag Staff Hill. The headland became better known as Point Britomart, named after Her Majesty's Brig "Britomart" and the Britomart Military Barracks. Citizens flocked to view harbour regattas here. Crowds lay on slopes outside the ramparts of Fort Britomart, above the pohutukawa crested brow of the sheer sea cliffs to enjoy the unsurpassed vista.

Commercial Bay

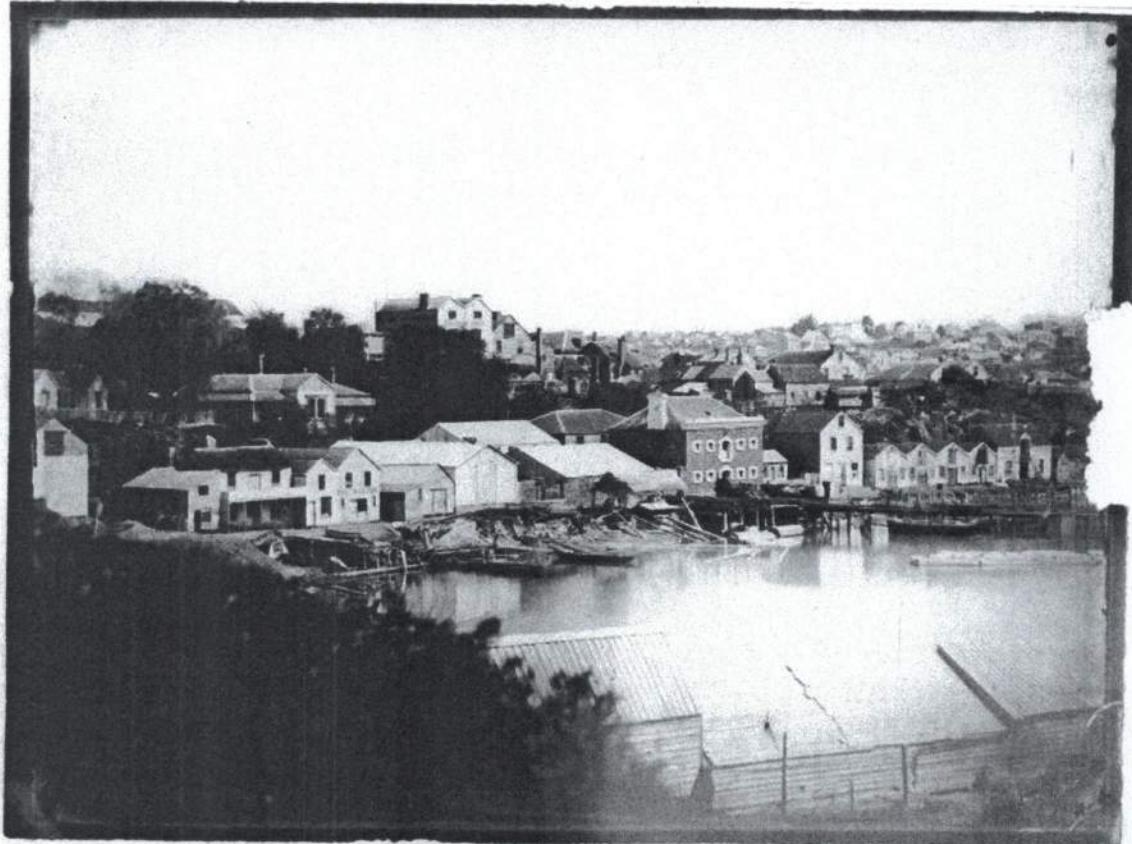
Along the foreshore of Commercial bay, Fort street gave access to the flag staff and military barracks at Point Britomart. Immediately inland, Shortland Street climbed the hill to Princes Street running along the ridge between Fort Britomart and the Albert Barracks. Queen street ran down to Commercial bay alongside a stream, and Hobson street ran along the western ridge (Point Stanley).

(Later, when the British and Imperial troops departed, Fort Britomart was removed, and in 1879 excavation of the headland was commenced to provide spoil for harbour reclamation. Retaining walls were built across the harbour and the sea back-filled to provide land for Customhouse Street (Customs St), Quay Street, and the Auckland railway terminus.)

Churches

St Paul's Anglican church was built on the Brittomart ridge, at the bottom of Princes Street, in 1841. It was demolished in 1885, and its site at Emily Place bequeathed as a small park. At Parnell was the pro-cathedral of St Mary's, and at Meadowbank was St John's Theological College. A new St Paul's church was built in Symonds Street in 1894.

The Jewish Synagogue was built in Princes Street. St Andrew's Presbyterian church was completed in Symonds Street in 1850. St Patrick's Catholic cathedral was built in Hobson Street. The Methodist church was built in Pitt street. The Baptist tabernacle was built in upper Queen Street.

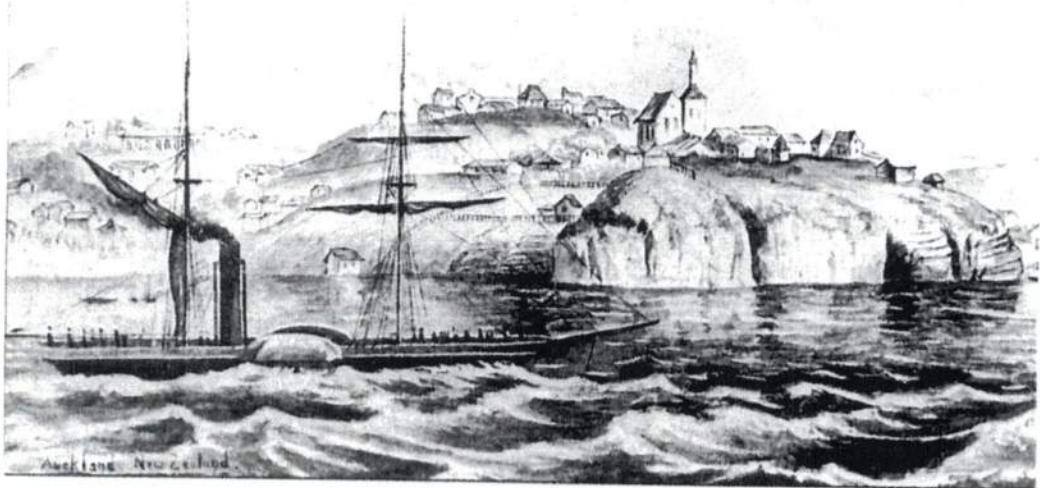


INTAKE - AUCKLAND HARBOUR. View up, of buildings at Fort Britomart

"About 9 am we got up to our moorings opposite the town." (JAP diary, 31 January 1866). View of Commercial Bay, looking west, possibly at buildings along Custom House Street at the base of the sea cliffs. "Intake", Auckland Harbour from the steps at Fort Britomart, ca 1866. National Library of New Zealand, Capt. W G Marvin album, PA1-q-320-87, PAColl-1526. Unknown photographer/

Paddle Steamers on the Waitemata

By March 1865, the Waitemata Steam Ferry Company's paddle steamer "Waitemata" ran to Riverhead every Tuesday and Friday. The fare was 3/- single or 4/- return. In time however the vessel acquired a notorious reputation for being too sluggish, drawing too much water, and for running onto upper harbour mudbanks. The Ferry Company was charged with inefficiency and by December 1865 the vessel was temporarily withdrawn from the Riverhead service. Messers Holmes' new paddle steamer "Enterprise" (No 1) was launched on 3 December 1865 and competed with the P S "Waitemata" on the Riverhead and other runs. Thomas Deacon solved the problem, as far as his own guests were concerned, by running his own boat. In December 1866 Captain Casey's "Gemini" ran from the old Queen Street wharf to Riverhead every Monday, Thursday and Saturday, three hours before high tide and returning by the same tide. (*Riverhead The Kaipara Gateway*, I B Madden, 1966, p62, 64-66 & Fig. p61, 65.) The paddle steamer "Governor Wynyard" passes St Paul's church and the Barracks on Britomart Point. Watercolour by T.S.Jennings ca 1852. (*Auckland by the Sea*, David Johnson, 1988, p.8)



By 5 pm we were anchored just below the North Shore. A few of the passengers went on shore but the boatmen charged 5/- each way.

Thursday 31st August

About 9 am we got up to our moorings opposite the town. At 1 pm Fitz and I went on shore and received our letters. It was very pleasant to receive them and hear all was going on alright. When we got back we had dinner and re-read our letters. About 10 pm I turned in but was woken by Fitz in about two hours who said he wanted me on deck. With no good grace I followed him and then learnt all concerning poor Miss Andrews. I had in the course of the day received a note telling me what to do with the little ones.

Friday 1st September

Hard at work packing up our bags and getting them ashore. Bid adieu to all our fellow passengers who were still on board and went on shore and slept at a Mr Gardiner's house. He was very kind indeed and did everything he could for us.

50.

North Shore, Devonport wharf at North Head, a volcanic headland at the entrance to the Waitemata harbour; 30 August 1865. **the town**, Auckland. **Miss Andrews**, 'aged 22 years, had been suffering for several days past from inflamed and ulcerated sore throat. On Thursday the inflammation extended...and was the immediate cause of death. She will be buried today at the cemetery in Symonds street' (NZ Herald, 2 September 1865, p.4). She was possibly accompanying Ella as her nanny; **the little ones**, Alex age 18 escorted Sam Dyer age 15 and Ella Atkinson age 7 by sea to Riverhead, and then overland 7 miles on foot to Ararimu. Alex and Sam continued the journey on foot to Mr Atkinson's farm at Komokoriki; 31 August 1865. **a Mr Gardiner**, the Messers Gardener held a block of around 1000 acres at Komokoriki in the Kaipara district (Daily Southern Cross, vol.32, 23 February 1876, p.3); 1 September 1865.

Deacon's Inn

Notice

A PASSENGER, GOODS, and LUGGAGE CONVEYANCE will leave Unthank's House of Accommodation at HELENSVILLE, Kaipara, on TUESDAY Mornings; at nine o'clock, for DEACON'S INN, at the head of the Waitemata, and will leave DEACON'S INN for HELENSVILLE on WEDNESDAY Mornings at 9 o'clock. The conveyance can be employed on any other days of the week, when the trips can be made daily.

For further particulars apply to

ISAAC MCLEOD,
Proprietor
T. DEACON

Or to

Advertisement for Deacon's Inn at Riverhead, January 1865.

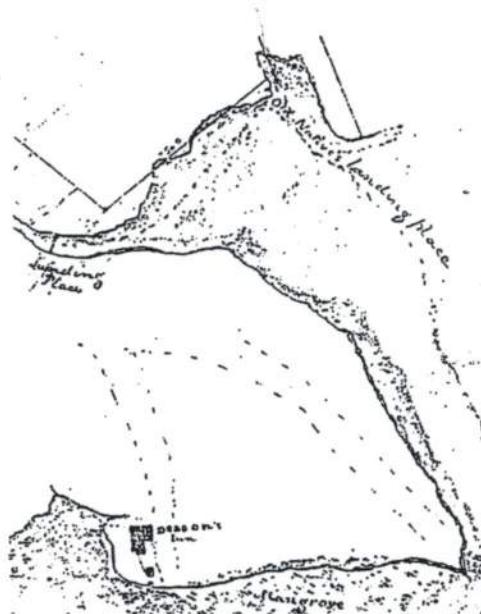
(*The Unknown Kaipara*, T B Byrne, 2002, p388)

Thomas William Deacon settled at Riverhead around 1843 and became its hotelier and storekeeper. William Blake's survey plan 1857 recorded that "Deacon's Inn" was situated on a headland south of the old Maori landing place at the end of Kaipara Portage Road, and north of Harkins Point. The Deacons were noted for their hospitality and it is possible that J A Pond left Sam and Ella here overnight on 2 September 1865.

In 1868 a licence was granted for the "Riverhead Hotel". In 1871 the licence was transferred to Thomas William Deacon. This was the building at the end of Queen Street known originally as "Deacon's Riverhead Hotel", which was destroyed by fire. This hotel was rebuilt as the "Forresters Arms" and more recently refurbished as the "Old Riverhead Tavern".

Maxwell's sawmill at Ararimu was owned by John Logan Campbell. T W Deacon was a personal friend of Campbell and often entertained him at Riverhead. (*Riverhead The Kaipara Gateway*, I B Madden, 1966, p102-104)

Deacon's Inn



8.10 Detail from William Blake's June 1857 survey plan SO1114, showing the Kaipara portage landing-places and Deacon's inn, near Pitoitoi



75

Sp: Mrs. E. Deacon

THOS. WILLIAM DEACON
(1823-1918)
Hotel proprietor and storekeeper



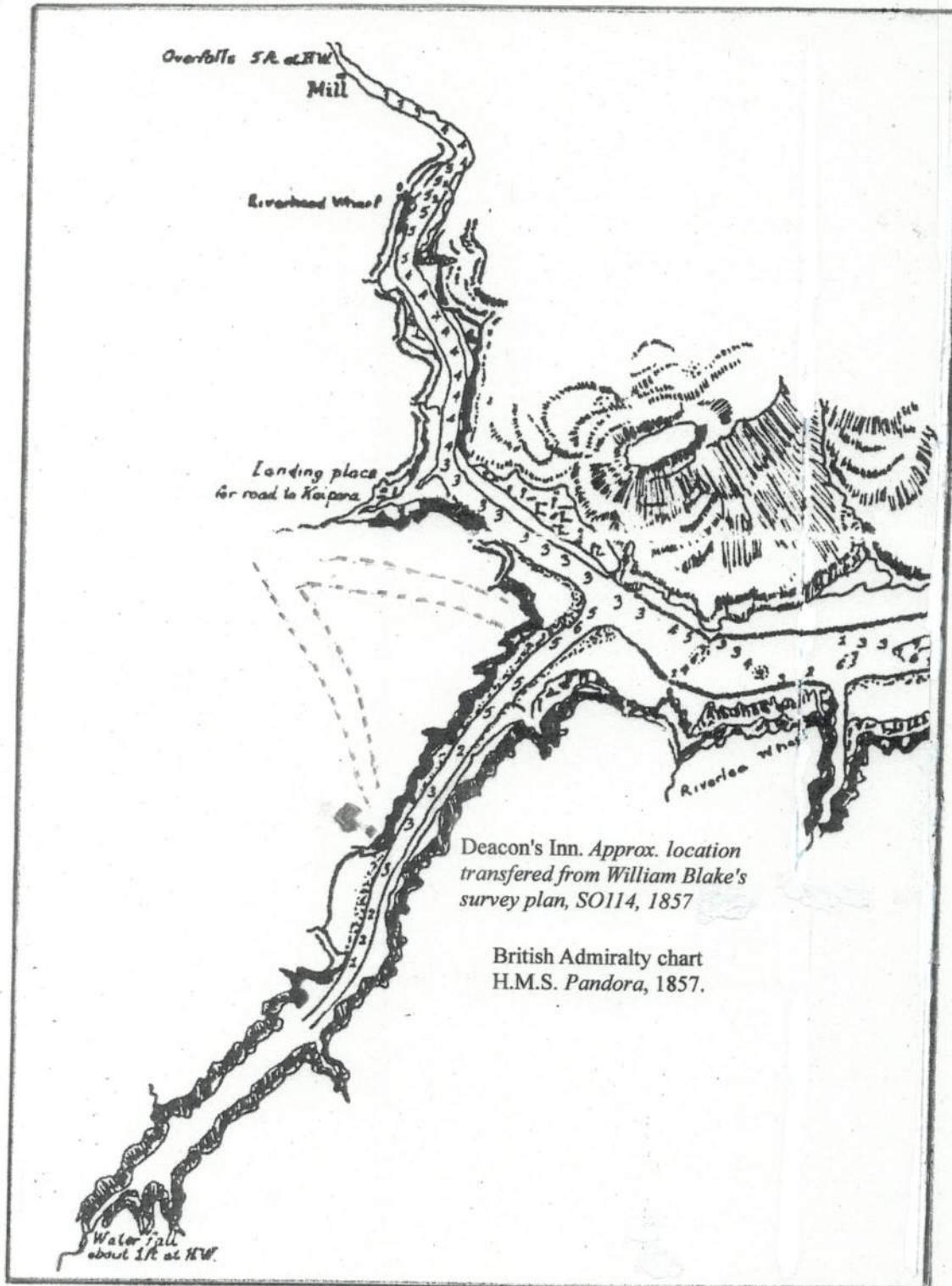
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Sp: Mrs. E. Deacon

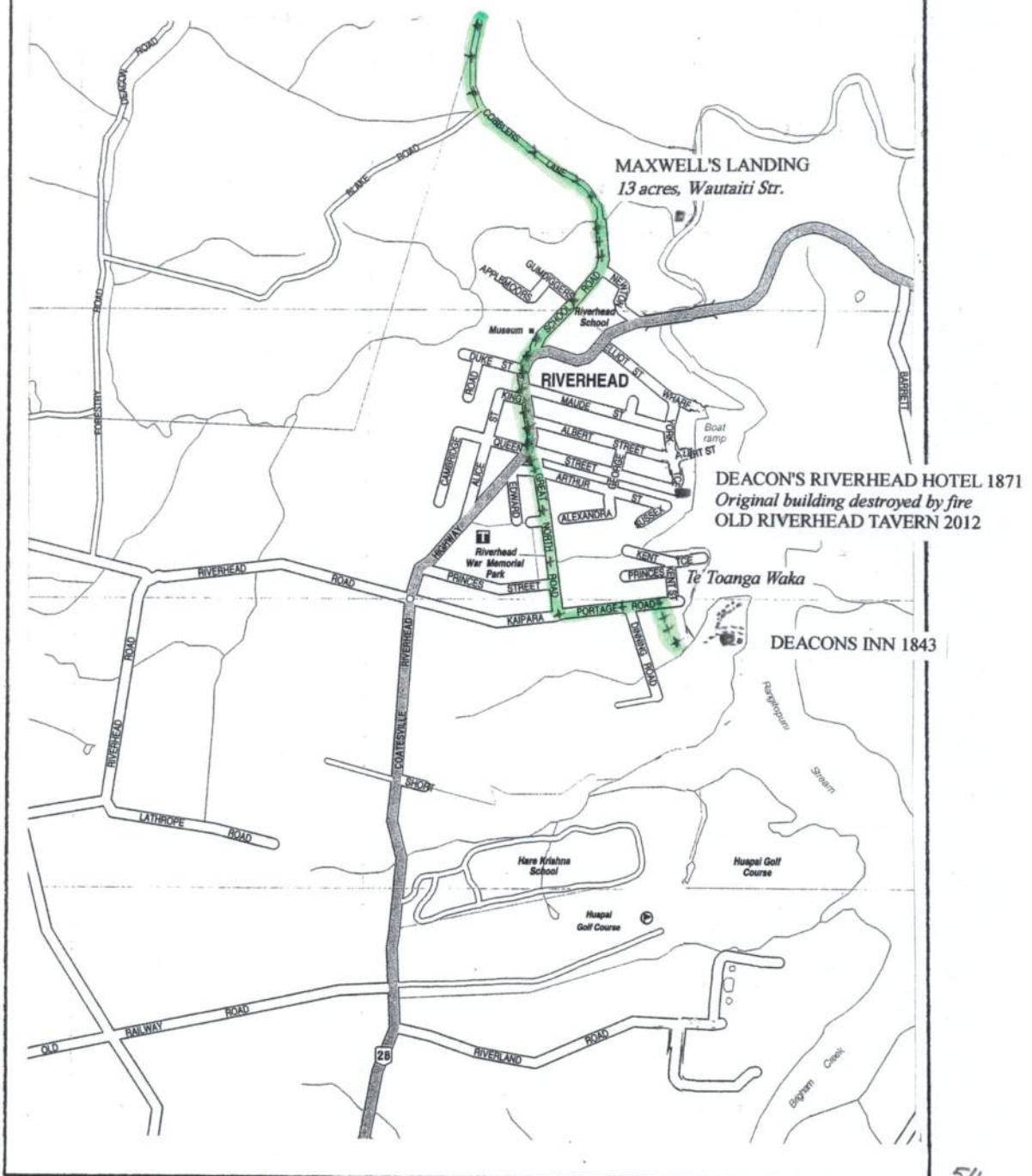
MRS. T. W. DEACON
(1826-1918)
Formerly Mrs. J. Ellis.

Byrne, *The Unknown Kaipara*, 2002; Madden, *Riverhead the Kaipara Gateway*, 1966

52.



Maxwell's Landing



54.

The destination of Alex, Sam, and Ella was Maxwell's sawmill at Ararimu. It is likely that from Riverhead they followed an established track that went via Great North Road and Cobbler's Lane.