

## SECTION II.

### THE SITE OF THE EXHIBITION; PRELIMINARY HISTORY; THE EXHIBITION BUILDINGS.

PROBABLY no Australasian city could have provided such a beautiful site for an Exhibition as that which was selected in Hagley Park, alongside the willow-shaded waters of the Avon, almost in the heart of the City of Christchurch. Certainly no other New Zealand city possessed such an area of level land in surroundings so sylvan, yet in immediate proximity to the busy town. Five minutes' walk from Cathedral Square, the



VIEW OF CHRISTCHURCH CITY, LOOKING TOWARDS THE EXHIBITION BUILDINGS, FROM NEAR CATHEDRAL SQUARE.

geographical and business centre of Christchurch, took one into the cool green parklands where the snowy towers, and glowing dome, and long facade of the great Exhibition Building rose like a palace of white and gold above the oak-trees, and flower-gardens, and fresh emerald lawns; where, through weeping-willow arches and past tall sentry-rows of whispering poplars,

*Avon's stream, with many a twist and twine,  
Steals softly on in tracings serpentine.*

The delightful leafy domain of Hagley Park—one longs to revive in place of this uncomely English name either of the olden Maori place-names of the Avon and the land on which Christchurch City stands, Otakaro or Otautahi—a magnificent heritage of the Christchurch people from their thoughtful progenitors the "Canterbury Pilgrims" of 1850, covers an area of 480 acres. Of this space the portion set apart for the purpose of the Exhibition was about a hundred acres; a spacious and lovely tract of park-land, grassy and tree-adorned, gemmed with a little lake that lent itself admirably to water-sports and pleasantly diversified the ground-contour with its glancing waters; and all looped in by a sweeping bend of the little silver river. All around stretched the City of the

Plains; the city with its tall spires and its red slate-roofed houses and gleaming white walls and stately public buildings of stone, rising through the soft green groves and the rose-gardens; here and there a glimpse of the winding Avon, with its one or two little islands, brimming with beautiful shrubs and flowers, dividing its course; the suburbs that shaded off into pretty English-like country lanes and rich green fields, dotted with homesteads half-buried in their orchards and sheltering plantations; out and far the great Canterbury Plains, and in the western distances the snow-freaked mountains that led back to the Southern Alps. A grand free spread of fair country-levels this, in nowise cramped by enclosing hills. Room to see and breathe; a fresh health-bringing joy-inspiring summer air—a climate that was always of the pleasantest except when an occasional nor'-wester happened to sweep with its dust-clouds across the plains; peeps of cool water-ways and a very Eden of shade and flowers. Indeed, it was a beauty-spot; even New-Zealanders from other parts, very jealous of the attractions and natural advantages of their several provinces, united in praise of the judgment that fixed on sedate, roomy, leafy Christchurch, with its suggestion of a placid Old-World atmosphere, and its plenteous pleasaunces and open spaces, as the properest of sites for the colony's Exposition.



THE "CITY OF THE PLAINS."

A vital consideration was that of convenience of access. Christchurch City lies inland seven miles from its port, Lyttelton. This distance from the port of disembarkation was, however, a matter of little inconvenience, for the railway arrangements were excellent, and passengers, landing from their steamers at the wharf, stepped straight into their railway-carriage and were in the city in half an hour. Lyttelton, always a busy port, gained added importance as a shipping-place during the Exhibition season.

2—Exhibition.

The daily ferry service from Wellington, carried on by the Union Steamship Company, engaged some of the company's finest steamers; in the height of the season, at excursion-times, three or four steamers left Wellington daily for Lyttelton, a matter of a twelve-hours run. This ferry service carried all the traffic from the North Island and many of the overseas visitors. The southern part of the South Island was served by the Bluff-Hurunui Railway section, which carried all the South Canterbury, the Otago, and Southland visitors, and large numbers of Australians who came across to the Bluff from Melbourne. From Sydney several steamers, such as the new turbine liner "Maheno," ran frequent services direct to Lyttelton, landing their passengers there in about four days from the time of leaving Australian waters.

Historically and topographically there was much to interest the visitor in the beautiful and fertile province of which the Exhibition City was the metropolis. An account of the Exposition that found this district its most fitting home would be incomplete without a note or two explanatory of some of the salient features of the Prairie Province, and in brief measure informative as to its pioneering story.

#### THE CANTERBURY PROVINCIAL DISTRICT AND THE CITY OF CHRISTCHURCH.

Canterbury, although the youngest of the several provincial settlements of New Zealand, is the most advanced of any in some important respects. It surpasses its sister provinces in the thoroughness and magnitude of its agricultural operations, in the number of its sheep-flocks—the colony's greatest source of wealth—and in the excellence of its means of access and communication. Unlike the densely wooded North Island, the Canterbury Province was chiefly open tussock land when first settled by white men, and this fact not only minimised the labour of the pioneer settlers, but also enabled the district to be quickly and easily roaded.

The Canterbury Provincial District is about 220 miles in length, north-east and south-west, and averages seventy miles in width; it comprises the central portion of the South Island of New Zealand. Its western boundary is the huge ice-clad chain of the Southern Alps, its eastern the Pacific; its seaboard is about three hundred miles in length. A great portion of the province is flat and gently undulating land—the famous Canterbury Plains. These plains are about two and a half million acres in extent; westward and northward are downs and hills, swelling away in range after range until at last they merge into the glittering barrier of the Alps. The total area of the province is 9,604,045 acres, of which only about half a million acres are forest land.

The Canterbury Plains are the land of grain, and wool, and meat. From Christchurch to the southern boundary of the province at the Waitaki River one passes through a very beautiful country, with many a wayside picture of quiet charm—leafy hedgerows, pleasant tree-groves, with sometimes a church-spire rising behind them, quite after the heart of the artist; gardens a mass of glowing colour, orchards rich with bending clusters of fruit, haystacks and corn-ricks; homesteads embowered in ever-green shelter-trees; fields ripe for harvest or stretching far and fallow to the sun; now and again the whirring windmills of artesian wells; trucks upon trucks loaded with wheat at the station-sidings in transit to the hold of some great London-bound tramp. Everywhere there are evidences that the land is a fertile, kindly one—a grand home for the agriculturist and the flockowner. It is the great granary of New Zealand: of the 206,185 acres in wheat for threshing in the colony at the beginning of 1907, no less than 152,453 acres were in Canterbury; out of 351,929 acres in oats in the colony, Canterbury had 153,462 acres. It also has the largest wool-clip and the largest output of frozen mutton of any district in the colony. At the end of April, 1907, there were 5,126,400 sheep in the Canterbury Province.

Canterbury as a whole enjoys a splendid climate—healthy and invigorating in the

extreme. A summer in some of the more favoured spots of the province is a delightful experience. Observations taken at Lincoln (fourteen miles from Christchurch City) for a period of twenty-one years ending December, 1903, gave the following results: Mean maximum daily temperature,  $61.8^{\circ}$ ; mean minimum daily temperature,  $43.1^{\circ}$ ; mean average temperature,  $52.4^{\circ}$  Fahr. The extremes of temperature were  $98.4^{\circ}$  and  $19.9^{\circ}$  Fahr. The rainfall for the same period averaged  $24\frac{1}{2}$  in. per annum.

Most of the provincial towns are on the line of the Main Trunk Railway, which runs south from Christchurch City to Dunedin; the provincial centres in geographical order north to south are Ashburton, Geraldine, Temuka, Timaru, and Waimate. Timaru is the port of South Canterbury, and is the outlet for a highly productive agricultural and pastoral country. The total length of railways in Canterbury is about five hundred miles. There is a great network of good vehicle-roads serving all parts of the province; the total length of the vehicle-roads in Canterbury probably exceeds ten thousand miles.

The Province of Canterbury was established in 1850 by English settlers sent out by the Canterbury Association, founded in England in 1848 by a number of prominent men, of whom Mr. John Robert Godley was one of the chief moving spirits. A large tract of country inland from Port Cooper was taken over from the New Zealand Company. It was intended by the founders that Canterbury should be a purely Church of England settlement, and the first body of emigrants were all members of that Church, and were persons approved of by the Association, but this exclusive policy was at an early date very considerably modified. The settlement remained under the control of the Association, as directed by a committee of management (of which the Archbishop of Canterbury was president) in England, until 1853, when the whole of Canterbury became a province of New Zealand under the provisions of the Constitution granted to the colony.

Prior to the official settlement of Canterbury, however, a European settlement was established at Akaroa, Banks Peninsula: this was a French settlement, founded in 1840 by the Nanto-Bordelaise Company. The first white settlers on the present site of Christchurch were two Scotsmen, brothers, named Deans, from Riccarton, in Ayrshire; they took up their residence on the Plains in 1843.

The memory of "the first four ships" is cherished by Canterbury people, and with the lapse of the years a halo of adventure and romance is cast around the Mayflowers of

#### The Pilgrim Ships.

1850. The pictures of those old ships and barques, with their whole topsails and their stuns'ls, and other old-fashioned details of rig and build, present a remarkable contrast to the splendid liners which nowadays steam in and out through Lyttelton Heads daily. The pioneer ships were the "Charlotte Jane," 720 tons, Captain Lawrence, bringing 154 passengers; the "Randolph," 761 tons, Captain Dale, 210 passengers; "Sir George Seymour," 850 tons, Captain Goodson, 227 passengers; "Cressy" (barque), 720 tons, Captain Bell, 155 passengers. The first three sailed from Plymouth early in September, 1850, and dropped anchor in Lyttelton Harbour within a few hours of each other on 16th and 17th December; the "Cressy," from London, arrived on the 27th December. Very interesting in these days of record-breaking steam fliers are the logs of the crowded immigrant-ships, telling of furious storms and monotonous calm, of running down the easting in the "roaring forties," of reefing to a rag of sail, of spreading all "kites" aloft until the old hookers looked like mountains of canvas, and of the joy and exultation which possessed all hands when they sailed in through the rocky gates of the long-looked-for haven in the bosom of the hills. The sentiments of those stout-hearted nation-builders were well voiced in a song written by Mr. J. E. FitzGerald (afterwards one of the most brilliant of the colony's public men), a passenger on the first ship. It was called the "Night-watch Song of the 'Charlotte Jane.'" The first verse ran,—

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

And well the Canterbury pilgrim fathers fulfilled their chorused vow,—  
 We'll stand by one another  
 In the land we're going to.

Through those rough old days they sturdily pioneered their way, opening up the great back country for their sheep-flocks and their cattle, and raising in the wilderness a city of uncommon beauty. Tom Bracken's lines on the "Canterbury Pilgrims" come to one's mind as a poetic tribute to the memory of the men and women of the "first ships":—

Though old Albion was dear,  
 They saw a fairer England here  
 Awaiting them, the dauntless few,  
 'Neath speckless skies of sunny blue.

Behold their work! Revere their names!  
 Green pictures set in golden frames  
 Around the City of the Stream,  
 Fulfil the Pilgrims' brightest dream;  
 With them a fairer England grew  
 'Neath speckless skies of sunny blue.



BY THE WILLOWED AVON.

## THE CITY OF CHRISTCHURCH.

Christchurch City is reached from the busy port of Lyttelton by a short railway-line. *En route* the line pierces the Port Hills—a precipitous range of hard volcanic rock—by a tunnel 2,866 yards in length, the longest in the colony. This line, opened in 1867, was the first piece of railway constructed in the colony. Some remarkably picturesque outcrops of rhyolite rock crown the heights around Lyttelton Harbour, which is really the basin of a series of ancient volcanic craters. One notable craggy rock, seen high on the left as the train emerges from the tunnel bound to Christchurch, is a sharp peak called by the Maoris *Te Tihi-o-Kahukura*, meaning “The Pinnacle of Kahukura”—the chief tutelary deity and war-god of the South Island tribes. The pretty suburbs of Heathcote, Woolston, and Opawa are traversed on the rail-run from the tunnel to Christchurch.

Christchurch (population about 68,000) lies on an open plain, and the dead level of its situation renders it difficult to gain a comprehensive view of the city. The look-out gallery at the top of the Exhibition tower, 120 ft., afforded visitors a unique panorama of the city and the plains during the season of the Exposition. The original portion of the city was laid out in rectangular form, two miles by a mile and a quarter. The principal streets are 66 ft. wide, and there are numerous open spaces and parks, the largest of which is Hagley Park. Architecturally, Christchurch is a very sightly city. It has numerous fine churches and public buildings, and well-built business quarters, and many of the private residences in the city and suburbs are very handsome structures, with beautiful grounds.

Right in the heart of the city the Anglican Cathedral, like a sharp taper finger, stands high and central, as if to remind the busy townsmen of its claims upon them and of the ecclesiastical aspirations of the “Pilgrim Fathers” who pitched their tents here amongst the tussocks by the banks of the Otakaro fifty-seven years ago.

The Christchurch streets are mostly named after the bishoprics of the English Church—Worcester Street, Armagh Street, Tuam Street, and so on—and the open spaces, such as Latimer Square, &c., after famous Bishops. Christchurch, too, possesses an aristocratic tone; the culture, high character, and social position of the early settlers have descended to the present generation, who treasure with pride the old traditions, and the wealth of the wool-kings and the big grain-men and merchants has accentuated the old-time refinement of the Church’s bantling.

Churches and bicycles struck many Exhibition visitors as two of the most noticeable features of the city. Nearly every one seems to “bike,” big and little, greybeard and schoolgirl; the dead flat of the place lends itself particularly to this means of locomotion and recreation.

The Anglican Cathedral, standing in the heart of the city, is a beautiful church, in the Early English style, from designs by Sir Gilbert Scott, R.A. The foundation-stone was laid in 1864 by Bishop Harper. The height of the tower and spire is 210 ft. The tower, steeple, and peal of bells were presented by the Rhodes family; the font was the gift of the late Dean Stanley, of Westminster Abbey, in memory of his brother, Captain Owen Stanley, of H.M.S. “Britomart,” who hoisted the British flag at Akaroa Harbour in 1840. The pulpit, in marble and alabaster, is a memorial to the first Bishop Selwyn. The cathedral contains several beautiful memorial windows.

Forty years ago the Rev. Richard Taylor wrote, in “New Zealand Past and Present,” “The well-built City of Christchurch has more the look of an old Gothic town than any place in the Southern Hemisphere. This taste is carried out even in the warehouses and private buildings as well as in the public ones; nor is it confined to one section of the community. It seems to be generally agreed that it should be so. Thus the Town Hall, Provincial and other buildings are in unison.”

Many Exhibition visitors found their way out to Riccarton, the most interesting historical spot in the immediate neighbourhood of the city, and the cradle of settlement on the Canterbury Plains. Here is the beautiful home of the Deans's, the "First Family" of Canterbury. Through a beautiful avenue of lime-trees and a little forest of oaks the sedate upper waters of the Avon are reached, where flower-beds, and lawns, and shrubberies, and flax-clumps border the quiet stream. Across the river are rich pasture-lands level as a table, bordered by hawthorn hedges. The soft lawns are shaded by majestic trees, venerable in the half-century chronology of Christchurch—great gums with monstrous boles (one is said to be the first eucalyptus planted on the Canterbury Plains), and spreading oaks sprung from acorns brought from Cape Colony some fifty years ago by Sir George Grey. A stone on the lawn marks the historic site of John Deans' house—the first European dwelling on the Plains. The brothers Deans (John and William) settled here in April, 1843—seven years before the "Pilgrims" came—and named the little Otakaro Stream the Avon, after the river that bounded their grandfather's home in Lanarkshire, Scotland—not, as some have supposed, after Shakespeare's Avon. Riccarton was named after their native parish in Avrshire. The pioneers, after pulling up the river to the present site of Christchurch, navigated the upper part of the Otakaro in a Maori canoe—a task of great difficulty because of the thick growth of flax, "niggerhead," and raupo which then choked the slow-running creek. They built their house here, using "tree-nails," or wooden pins, to fasten it in lieu of iron nails. Between them they had 400 acres of freehold land, and in a few years there was a flourishing little farm in the heart of the wilderness, the butter and cheese from which found a sale as far away as Sydney.

#### THE PLANNING OF THE EXHIBITION.

The first intimation given to the colony of the proposal to hold this International Exhibition of 1906-7 was contained in the Governor's Speech delivered on the occasion of the opening of the New Zealand Parliament in Wellington in 1903. In this speech from the Throne the Governor said,—

"Next year there is to be a great Exposition at St. Louis, and New Zealand has been cordially invited by the United States to exhibit its products thereat. My Ministers consider that good will result therefrom: and, further, that an Exhibition at no distant date on an extensive scale in New Zealand would be to the advantage of agriculture, commerce, and the industries of the colony."

Several months later, when bringing down the Financial Statement for the year, the late Mr. Seddon, then Premier, gave some details of the proposal. "It is now," he said, "some years since the colony promoted an International Exhibition. In several of the large centres industrial exhibitions have been successfully held, and this is a good augury for holding a fair on a scale unprecedented south of the Line. This is requisite if full justice is to be done to the settlement and development of the colony, its resources, and manufactures, its commerce, its grand, unique, and beautiful scenery, and its arts and products. Next year the St. Louis Exposition, to which we propose this colony shall send exhibits, takes place. An Exhibition is also to be held at Cape Town, and an Industrial Exhibition in Wellington: and to hold an Intercolonial Fair in New Zealand in 1905 would be most opportune. It is to be hoped that by that time railway connection between Auckland and Wellington may be effected, and that Christchurch may have complete connection by rail with Cheviot. The selection of the place in which the Exhibition shall be held has given the Government much concern. Finally, we came to the conclusion that Hagley Park, Christchurch, is the most fitting place. There, space is available, the lake and the River Avon lend themselves to gondola, water-chute, and switchback, and, with the electric installation of the city and the electric city trams,

the means of transport are provided. It is now about twenty years since the last Colonial Exhibition was held in the City of the Plains, and, under all the circumstances, I refer the suggestion herein contained to the favourable consideration of honourable members, feeling sure that they will not, through local consideration, object to that which will prove to be of immense value to the colony. The necessity for giving timely notice, and for obtaining shortly the opinion of the House on the matter, arises from the fact that it will be necessary to communicate with the Imperial Government, the Governments of other countries—India, China, South Africa, the Commonwealth, and the State Governments of Australia—and inform them of the time fixed for holding a grand Intercolonial New Zealand Fair."

The Premier's suggestion at that time was not discussed at any length, and it was not received with very great warmth, although it was not opposed, but the following year Mr. Seddon once more advocated the holding of the Exhibition. In his Financial Statement he urged the desirability of holding the Exhibition immediately, as it would follow close upon the St. Louis Exposition and precede the Empire Exhibition in the Mother-country. In his opinion the most fitting place for the Exhibition was Hagley Park in Christchurch.

The project now began to take definite shape; the House voted a sum of £1,000 to meet preliminary expenses, and the Premier, going down to Christchurch immediately after the prorogation of Parliament in 1904, met a large gathering of representative citizens in the Provincial Council Chambers and detailed the proposals of the Government in regard to the Exhibition. He stated that the Exhibition would be upon a scale not previously attempted in the colony, and, after explaining the liability the Government intended to undertake, he appealed for the hearty co-operation and assistance of the people in the colony in general and those of Canterbury in particular in making the Exhibition a success. Upon Mr. Seddon's motion a resolution was carried. "That this assembly desires that the Mayor shall call a meeting at an early date to appoint a committee to deal with the question of the proposed Exhibition."

At this time Mr. T. E. Donne, General Manager of the Government Department of Tourist and Health Resorts, was in America as Commissioner from New Zealand to the World's Fair at St. Louis. At the instance of Mr. Seddon, Sir Joseph Ward communicated with Mr. Donne, requesting him to visit various centres in the United States, also to proceed to London and Europe in order to arouse interest amongst manufacturers and others in the colony's forthcoming Exhibition. Mr. Donne spent some time in London, where he interested a large number of manufacturers and others in the coming Exhibition, and also visited other large British centres on a similar mission. Subsequently he visited the Liège International Exhibition and various European cities in pursuance of his mission. As the result of his visit to the Old World a large number of leading British firms, and also some on the Continent, made arrangements for representation at New Zealand's Exhibition.

The people of Christchurch did not lose much time in setting to work after Mr. Seddon had paid them his preliminary visit. On the invitation of the Mayor, Mr. C. M. Gray, a large meeting, attended by prominent citizens and delegates from local bodies, was held on the 17th November, 1904. After the Mayor, Mr. W. Reece, and the Hon. C. Louison, and other speakers had expressed their approval of the project, it was resolved. "That this meeting hails with the greatest satisfaction the proposal of the Government to hold an Industrial Exhibition in this city within the next two years; and, whilst assuring the Premier of its enthusiastic support and hearty co-operation in carrying the proposal to a successful issue, respectfully requests the Government to furnish the meeting with an indication of the probable scope of the Exhibition, and also a definite statement as to the functions of the Government and the local committee in carrying out the undertaking."



The Government furnished the Christchurch citizens with the desired information, and the Exhibition was soon fairly set on foot, and a large committee was appointed to inaugurate the great undertaking. It had been at first intended that the Exhibition, under subsidy from the Government, should be controlled by the people of Christchurch; but it was ultimately decided that the State should control the finances entirely, and guarantee any loss that might be made. Mr. G. S. Munro (formerly of the Department of Commerce and Industries), at first appointed Commissioner representing the Government, was subsequently appointed Executive Commissioner, and eventually Chairman of Commissioners and General Manager. Mr. E. J. Righton, of Christchurch, was selected from a large number of other gentlemen as Secretary of the Exhibition.

The required legislative authority was given in the New Zealand International Exhibition Empowering Act, providing for the appointment of the Executive Commissioner to take the head of affairs under the Minister, for the admission of exhibits free of duty, and other necessary arrangements. Local authorities were permitted out of their ordinary revenue to defray the costs of collecting and preparing exhibits of the resources of their districts, and the Commissioner was appointed to make regulations for the management of the undertaking. The Christchurch citizens set up over a score of sub-committees to deal with the special features of the Exposition; many of these committees comprised men of high special and expert knowledge of the various departments intrusted to them, and their zeal, energy, and skill were well attested to by the general attractiveness of the big show and the thorough success of the multifarious matters of detail that enjoyed their attention.

After much discussion and several visits of inspection to the proposed sites, the beautiful position in Hagley Park on the Avon's banks was at last decided upon, and thereafter matters went rapidly on. Tenders were let for the erection of the buildings. Messrs. J. and W. Jamieson secured the contract for the main building, and Mr. W. W. Smith that for the Machinery Hall. The architect for the main building was Mr. J. C. Maddison, and for the Machinery Hall Mr. F. J. Barlow.

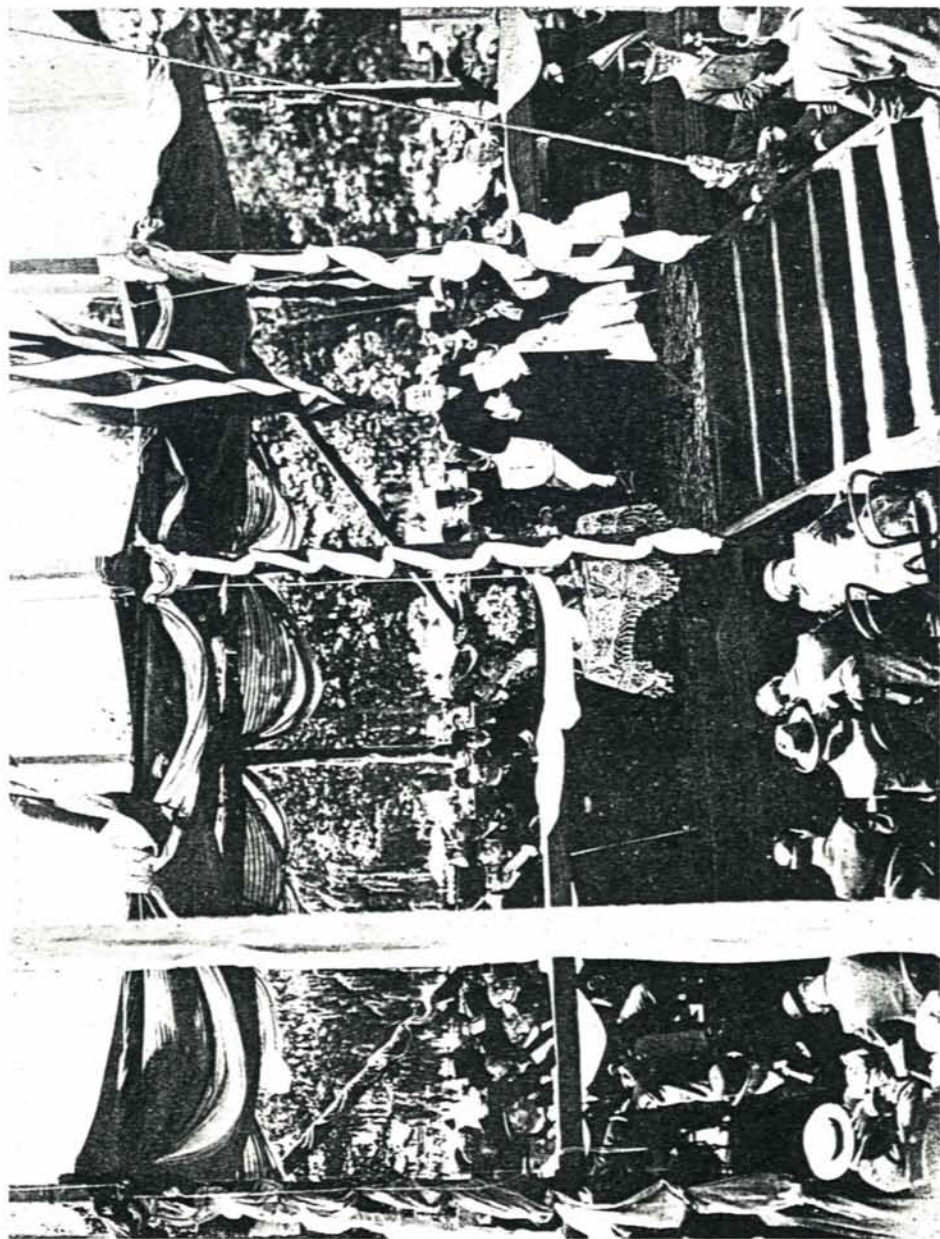
#### LAYING THE FOUNDATION-STONE.

The ceremony of laying the foundation-stone of the Exhibition was performed by the late Premier, the Right Hon. R. J. Seddon, as President of the Exhibition, on Monday the 18th December, 1905—a day that was also observed as the anniversary of the Province of Canterbury (16th December, 1850). A very large gathering assembled in Hagley Park, on a brilliantly sunny day that seemed to augur well for the ambitious undertaking. The meeting was first addressed by the Mayor, Mr. Gray, who sketched the history of the Exhibition movement, and then by the Premier. The foundation-stone, laid by Mr. Seddon, bore the following inscription:—

“This stone was laid by the Right Hon. R. J. Seddon, P.C., LL.D., President of the New Zealand International Exhibition, December 18, 1905. J. & W. Jamieson (Limited), Contractors for the Main Building. J. C. Maddison, F.R.I.B.A., Architect.”

The Premier, in his address, said they were that day fittingly commemorating a great event in the history of Canterbury and the colony—the arrival of the first four ships. Not far from the place where they were assembled was a spot known as Pilgrims' Corner, and they might take it that it was so named because the “Pilgrim Fathers” had camped there in the early days. In their highest flights of imagination and fancy those “Pilgrims” could never have realised that such an occasion would be taking place that day—that the event they were there to celebrate could possibly have taken place. One and all must feel deeply grateful to those pioneers who had endured great hardships with true British pluck, and to them they would be ever thankful, and posterity would

ever gratefully remember their efforts. The forest, the plain, and the swamp had been subdued, industry and thrift had prevailed. He referred to exhibitions which had been



THE LATE RIGHT HON. R. J. SEDDON, PREMIER, SPEAKING AT THE LAYING OF THE FOUNDATION-STONE, 1905.

held in the past, beyond and within the colony, and said the New Zealand International Exhibition would be an outward and visible sign to the world of the colony's progress

in fifty years. It would mark its advancement in science, art, industries, education, and an improved and higher civilisation. By the Exhibition an impetus would be given to higher education, secondary education, technical and primary education. Comparisons would be made respecting work done in the universities, secondary schools, and technical and primary schools, and the work of the colony would be compared with that of other countries. The advantages from an educational standpoint could not be over-estimated, and in that respect alone the Exhibition would fully warrant their best efforts. He took the opportunity of thanking the Commissioners and the gentlemen composing the various committees who had devoted their time and energy to the work. The Government felt sure that those gentlemen would continue their labours, and that when it came to opening the Exhibition there would be another gathering unsurpassed in the colony. The Exhibition would, he hoped, illustrate to the consuming nations of the world what New Zealand was as a food-producing country, especially in regard to the frozen-meat and dairy industries, and as an importer of goods. Finally, there was something unique in respect of the Exhibition: there was no proprietary interest;



AT THE LAYING OF THE FOUNDATION-STONE.

there was no one to make money out of it. It was an example of further State development; the State was being assisted by the people, and the result would prove beneficial. He commended the Exhibition to the favourable consideration of those present, and hoped they would all do their best in aid of it by working energetically and harmoniously together, so as to insure that it should be truly representative of New Zealand and of its prosperity and wealth.

Sir Joseph Ward, in a brief speech, prophesied that the gate admissions during the Exhibition season would be fully a million and a half—a prediction that, as it turned out, was more than realised.

The work of erecting the large buildings was carried on with expedition and energy. The Exhibition structure was not, however, erected without some mishaps. A sudden whirlwind on the 20th January, 1906, and a heavy gale in March, demolished large portions of the unfinished building, but in spite of this no serious delay was occasioned in the completion of the work. Considerable differences of opinion arose from time to time between the Executive Commissioners and the committees and Mr. Munro, but all the time the huge structure that was to hold the world's work by Avon's side rose stage by stage until it stood supreme in all its towered majesty of white and gold; and then as the time for opening approached, shipments of merchandise, pictures, and

exhibits of all descriptions began to arrive in the Exhibition City from all parts of Australasia and from the distant Northern lands. Mr. R. Allen, of Christchurch, who had been President of the Canterbury Jubilee Exhibition in 1900, and who was in November, 1905, appointed an Executive Commissioner in association with Mr. Munro, resigned his position in August, 1906, owing to ill health and other reasons, much to the regret of the Christchurch public. Messrs. W. Reece and G. T. Booth, of Christchurch, were then appointed co-executive Commissioners with Mr. Munro, who was appointed Chairman of Commissioners; but during the progress of the Exhibition Mr. Reece resigned. The Mayor of Christchurch, the late Sir John Hall, had been appointed an Executive Commissioner chiefly by virtue of his office, but owing to his advanced age it was not desired to let a large share of the work fall upon him; nevertheless he did much to influence popular sympathy and interest in the national undertaking.

It was early recognised that good music would be a desirable, in fact an indispensable, feature of the Exhibition. Mr. Alfred Hill, the talented young musician and composer, was appointed by the Government leader of the Government Exhibition Orchestra, and accompanied Mr. T. E. Donne, one of the Vice-Presidents, to Australia, and there selected a large number of the members of this orchestra, which so successfully set a new standard of music to New-Zealanders during the season of the Exposition.

Mr. Donne visited New South Wales and Victoria, and his energy and enthusiasm in the interests of the New Zealand Exhibition largely influenced the excellent arrangements made in those States for displays at Christchurch.

Mr. George S. Munro, to whom the Government had entrusted the general management of the Exhibition, was formerly engaged in mercantile pursuits in various parts of New Zealand, and immediately prior to his appointment was Chief Clerk of the Government Department of Industries and Commerce. He brought a useful practical business knowledge to bear on his difficult and responsible task, and did a vast amount of work in a position that presented exceptional difficulties.



**OFFICIAL LIST.**  
**EXHIBITION OFFICERS AND COMMITTEES.**

The following is the Official List of the New Zealand Exhibition, as appointed prior to the opening in 1906:—

**PATRON:**

His Excellency the Governor,  
The Right Hon. William Lee, Baron Plunket, Knight Commander of the Royal Victorian Order.

**PRESIDENT:**

The Hon. the Premier, Sir J. G. Ward, K.C.M.G.

**VICE-PRESIDENTS:**

Hon. W. Hall-Jones	Hon. J. McGowan.	Hon. J. A. Millar.
Hon. J. Carroll.	Hon. A. Pitt.	Hon. R. McNab.
Hon. George Fowlds.	Hon. T. Y. Duncan.	Hon. C. H. Mills.

Hon. W. Pember Reeves, High Commissioner for New Zealand, London.

His Worship the Mayor of Christchurch	His Worship the Mayor of Wellington.
His Worship the Mayor of Dunedin.	His Worship the Mayor of Auckland.

T. E. Donne, Esq., General Manager, Department of Tourist and Health Resorts.

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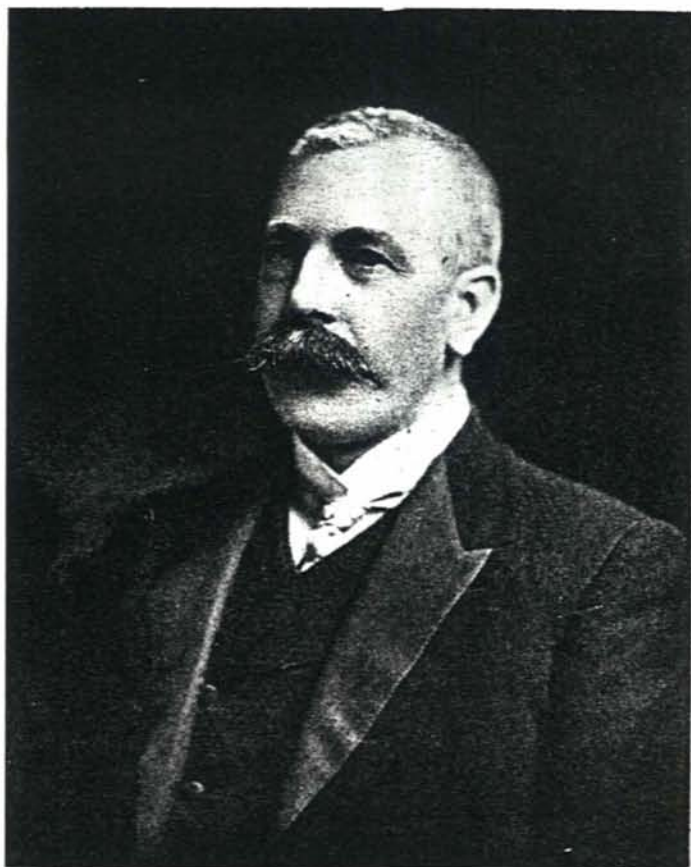
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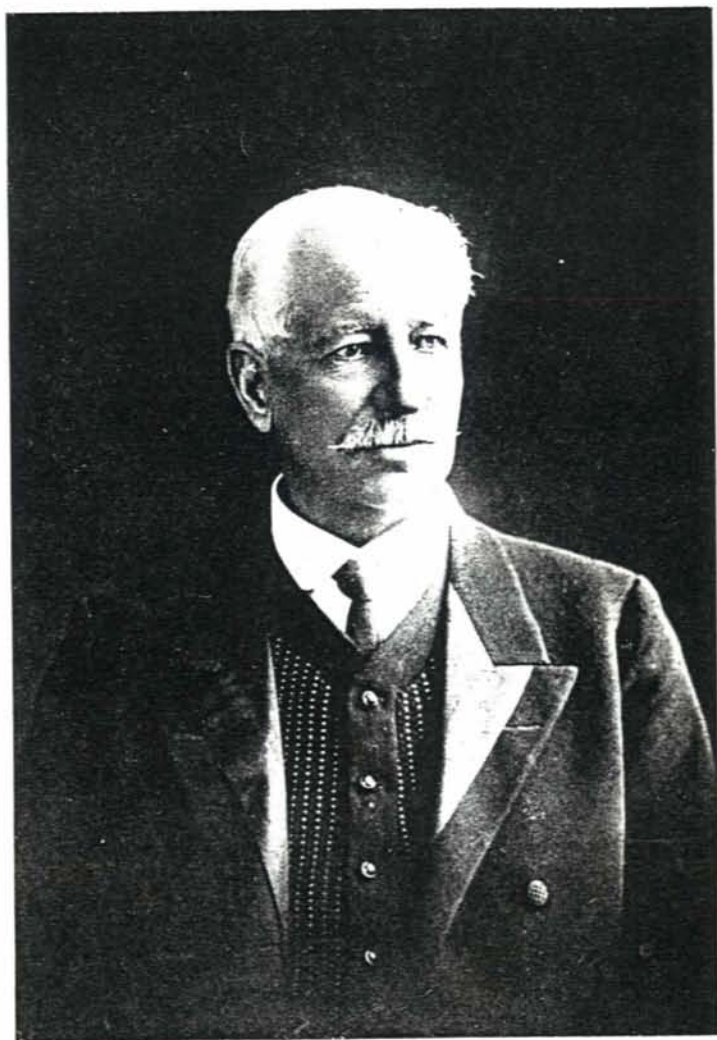


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THE LATE SIR JOHN HALL, MAYOR OF CHRISTCHURCH, 1906-7.



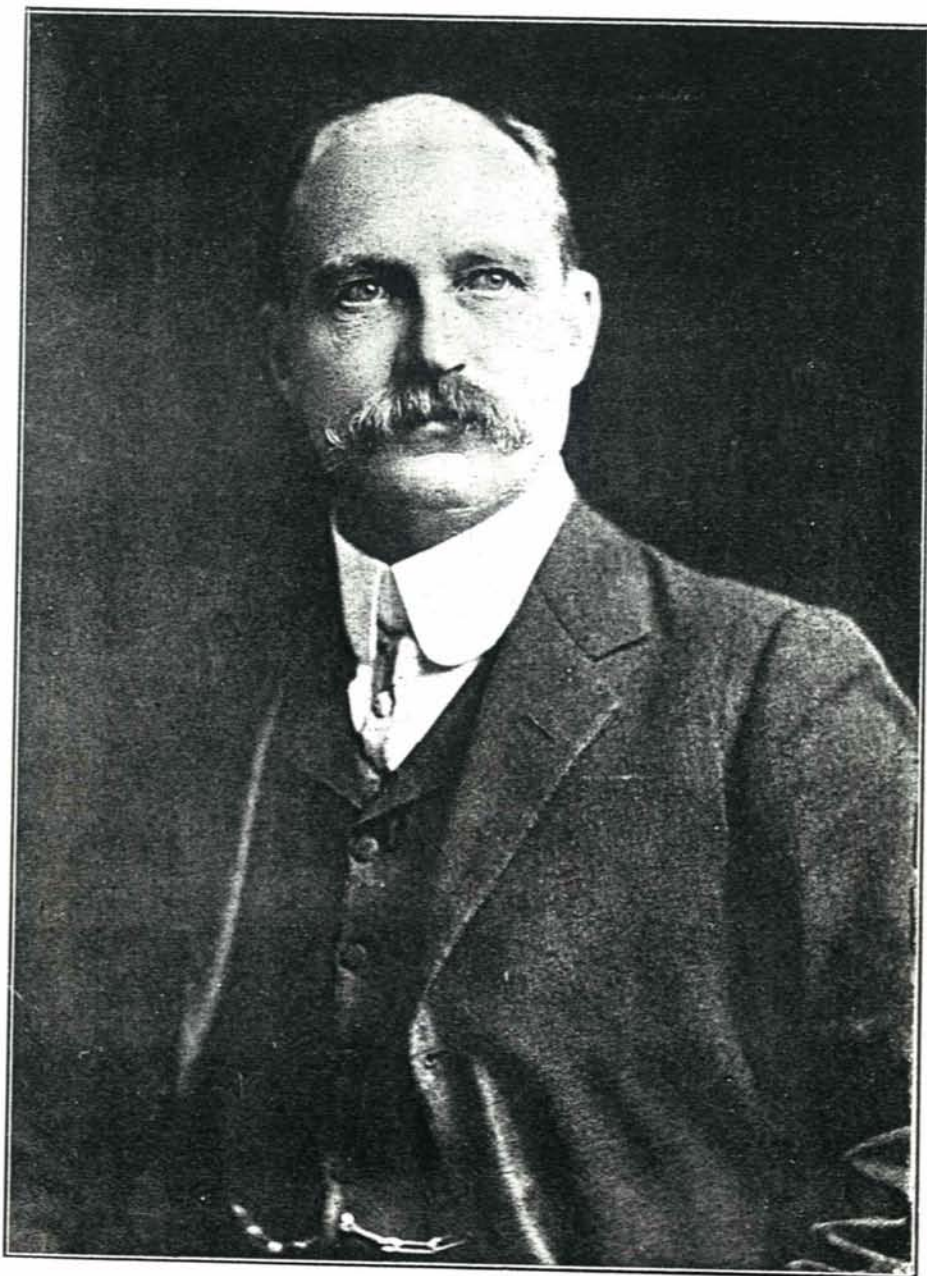
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T. H. HAMER, ESQ., EXHIBITION COMMISSIONER.





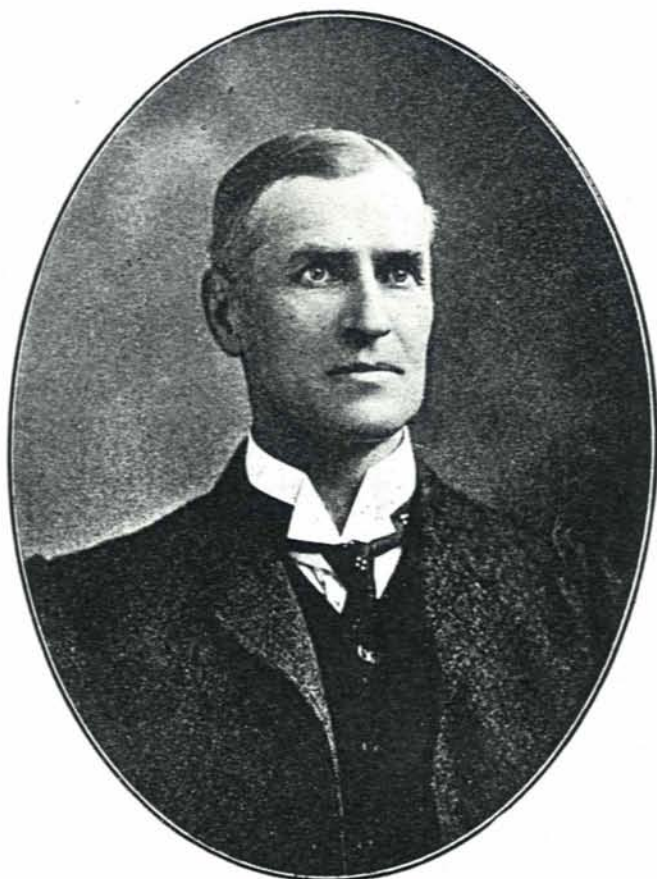
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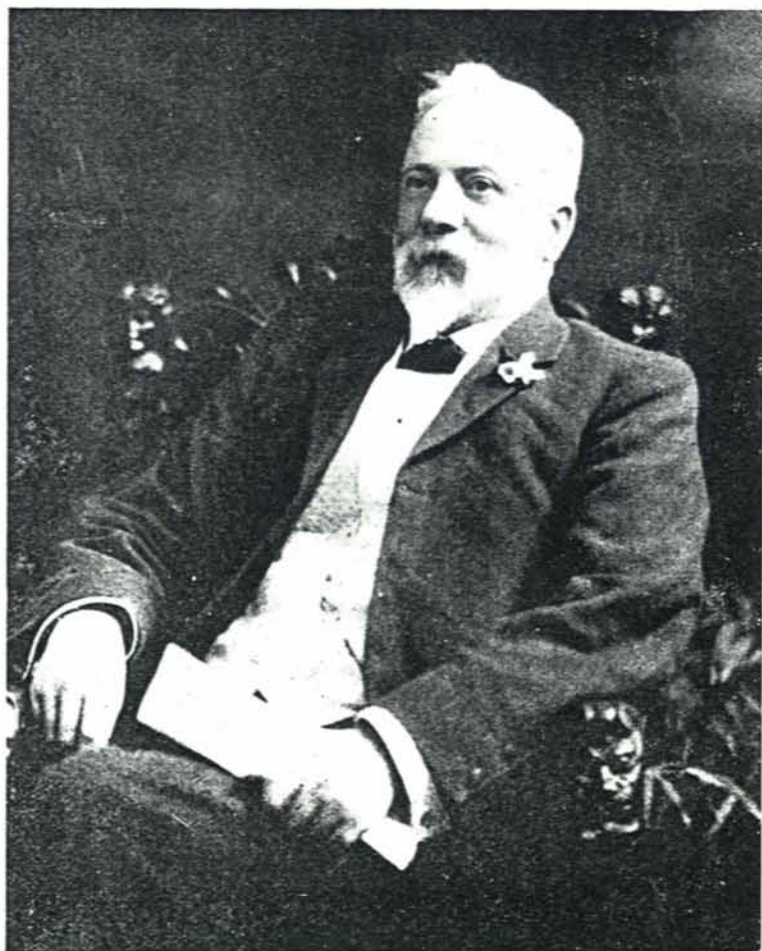
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FOR THE EXHIBITION.



E. J. RIGHTON, ESQ., SECRETARY.



J. A. CASSIDY, ESQ., SOLICITOR FOR THE EXHIBITION.



CHAS. ROBINSON, ESQ., IN CHARGE OF ENTERTAINMENT FOR OFFICIAL VISITORS.

## THE EXHIBITION COMMITTEES.



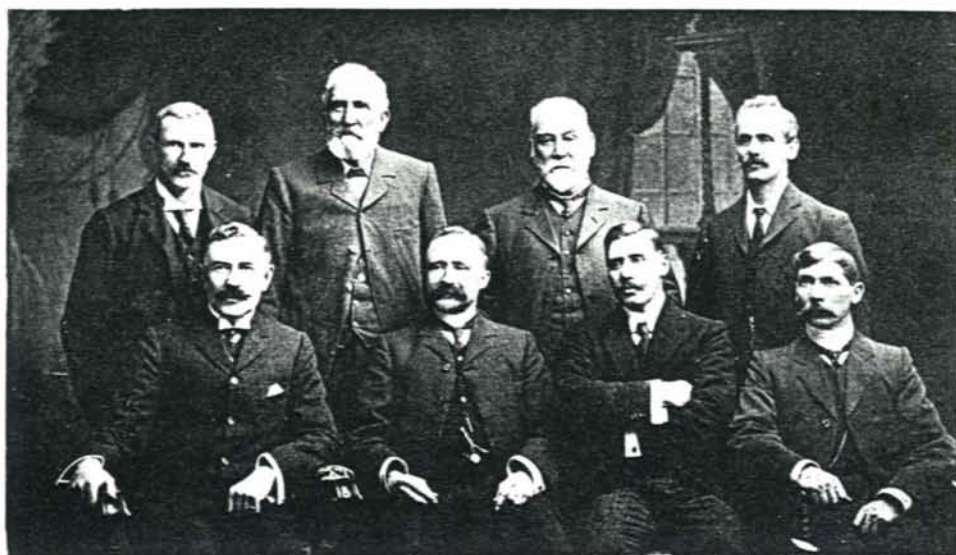
THE EXECUTIVE COMMITTEE.

*Back Row:* J. L. Scott, Professor Scott, Dr. Levinge, A. W. Beaven, R. Buchanan, T. J. McBride, J. F. Grierson, H. Quane, H. J. Marriner, J. Jamieson, W. W. Charters, Hon. H. F. Wigram, M.L.C.

*Middle Row:* R. E. McDougall, J. G. Moore, Dr. Chilton, Lieut.-Colonel Hawkins, G. Scott, E. J. Righton (Secretary of Exhibition), H. R. Rusbridge

*Front Row:* A. Kaye, W. Minson, J. A. Frostick, C. M. Gray, M.P. (Chairman), W. Reece, G. T. Booth, H. W. Bishop, S.M.

*Absent:* G. R. Hart, Dr. Jennings, Hon. C. Louisson, M.L.C., H. Overton, A. E. G. Rhodes, G. G. Stead, J. C. Wilkin.

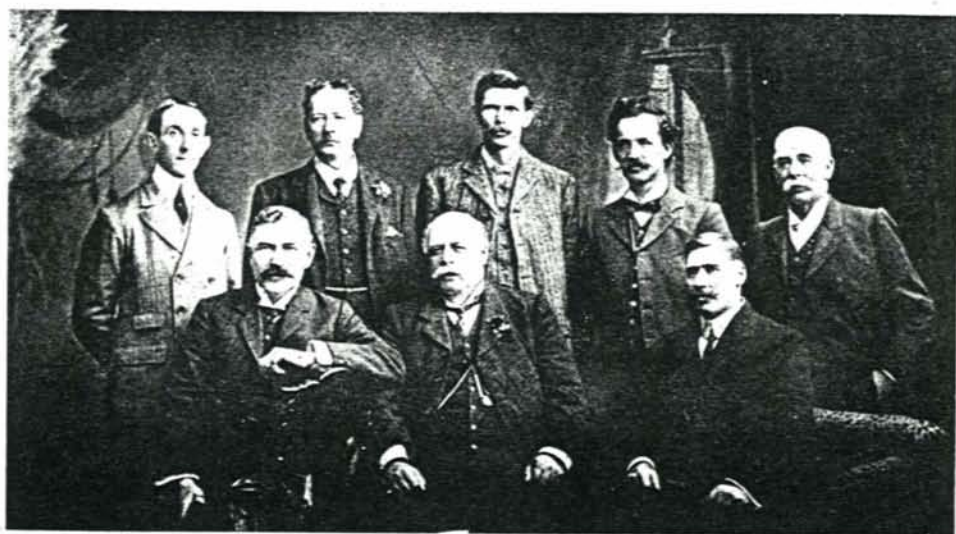


## BUILDING COMMITTEE

*Standing:* F. J. Nott, T. H. Ker, R. W. England, H. R. Rusbridge.

*Sitting:* W. Reece, G. Scott (Chairman), E. J. Righton (Secretary of Exhibition), T. Wallace.

*Absent:* T. N. Horsley, A. D. Dobson.

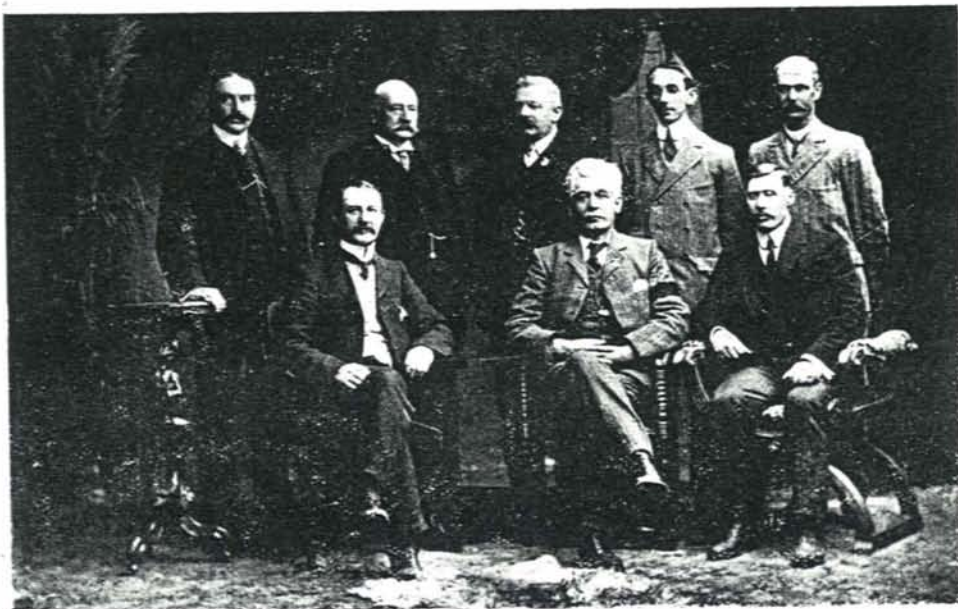


## DECORATIVE COMMITTEE.

*Standing:* P. L. Hallenstein, W. Sey, P. Presants, G. W. Bradley, Thomas Gapes.

*Sitting:* W. Reece, G. R. Hart (Chairman), E. G. Righton (Secretary of Exhibition).

*Absent:* W. Ballantyne, P. Hercus.



## LIGHTING COMMITTEE.

*Standing:* F. H. Chamberlain (Consulting Lighting Engineer), E. C. Ashby, G. Payling, P. L. Hallenstein, H. Pearce.

*Sitting:* A. L. Parrott, A. W. Beaven (Chairman), E. J. Righton (Secretary).

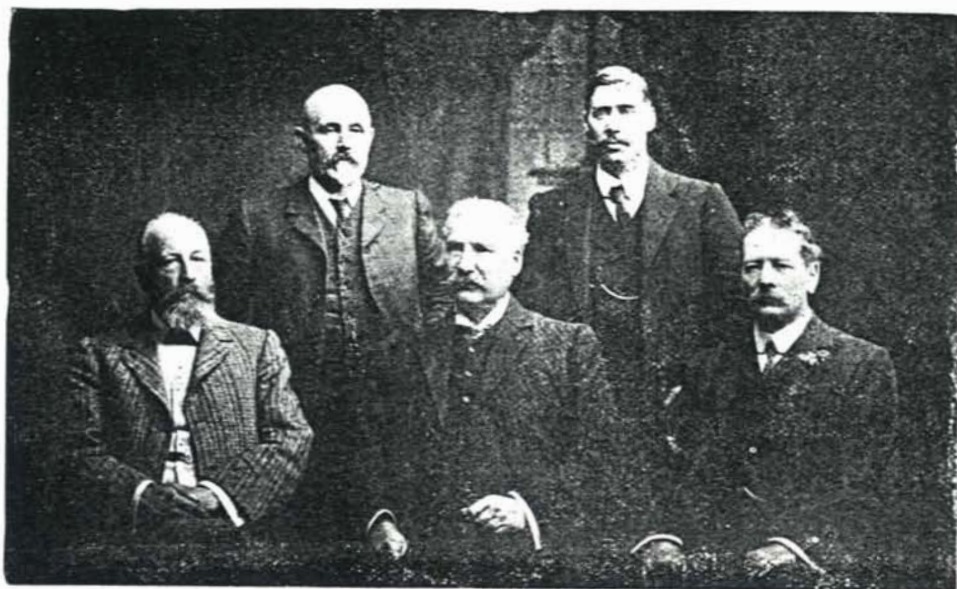


## SANITARY AND HYGIENIC COMMITTEE.

*Standing:* T. C. Hement, W. Neate, T. Danks, E. Cuthbert, J. Falkinder

*Sitting:* Dr. Goulburn Gibson, Dr. Jennings (Chairman), E. J. Righton (Secretary of Exhibition).

*Absent:* C. B. Chick, A. D. Dobson, Dr. Finch.



## SPACE COMMITTEE.

*Standing:* J. L. Scott, E. J. Righton (Secretary of Exhibition).

*Sitting:* J. Coles, T. J. McBride (Chairman), W. Sey.

*Absent:* R. E. McDougall, J. G. Moore, E. C. Brown, A. G. Howland.

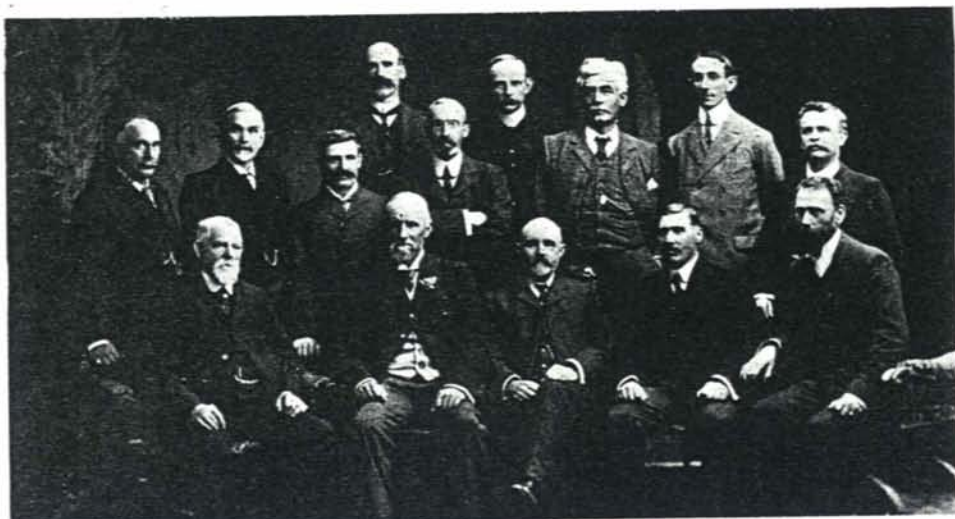


## TRANSPORT AND HOUSING COMMITTEE.

*Standing:* T. Clarkson, J. O. Jameson, B. P. Manhire, C. E. Cross, E. Jones, W. H. McDougall, C. H. Winny.

*Sitting:* C. R. Beadel, H. D. Carter, H. J. Marriner (Chairman), E. J. Righton (Secretary of Exhibition), Supt. E. Smith.

*Absent:* G. Palmer, I. Gibbs, S. K. Sleigh, J. A. Cassidy.

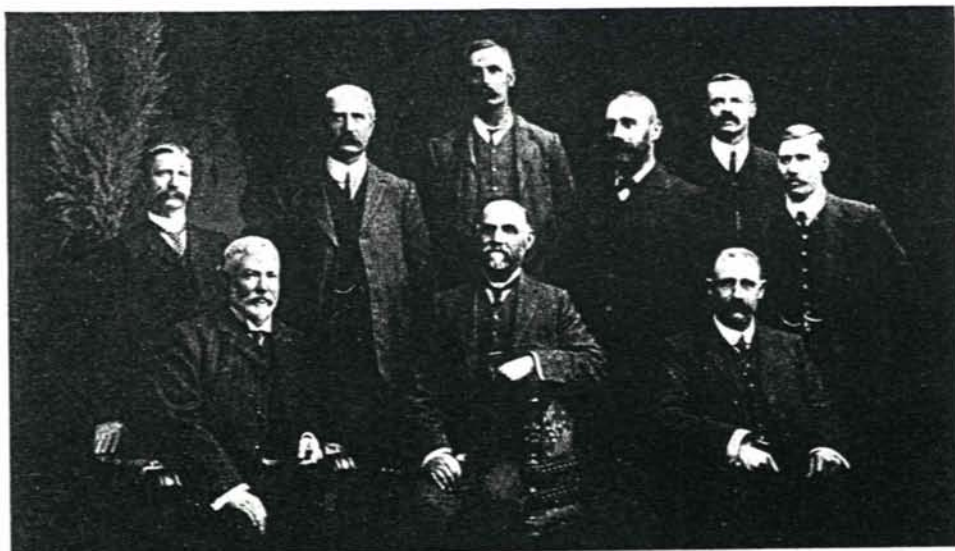


NEW ZEALAND MANUFACTURES COMMITTEE.

*Standing:* E. H. Hughes, A. Henderson, R. Hayward, W. Moor jun., W. F. Hilson, J. Mitchell, A. W. Beaven, P. L. Hallenstein, R. O'Brien

*Sitting:* A. G. Howland, G. H. Blackwell, J. L. Scott (Chairman), E. J. Righton (Secretary of Exhibition), H. D. Pine.

*Absent:* P. Hercus, J. C. Wilkin, R. E. McDougall, J. Ccles, J. Moir

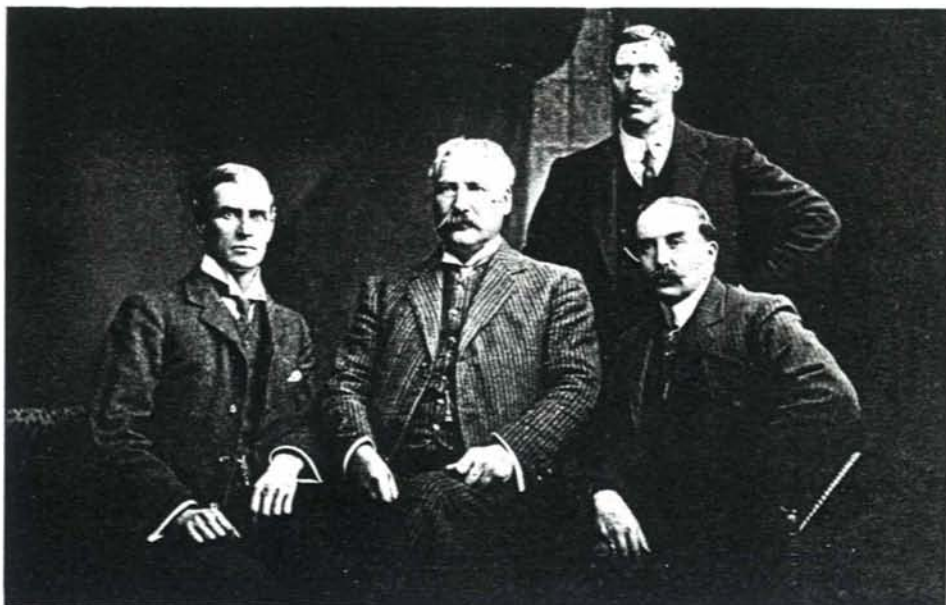


AGRICULTURAL AND PASTORAL COMMITTEE.

*Standing:* G. W. Thomas, R. Reid, F. Archer, A. H. Turnbull, James Henderson, E. J. Righton (Secretary of Exhibition).

*Sitting:* D. D. Macfarlane, H. Overton (Chairman), E. G. Staveley.

*Absent:* Dr. Levinge, W. Reece.

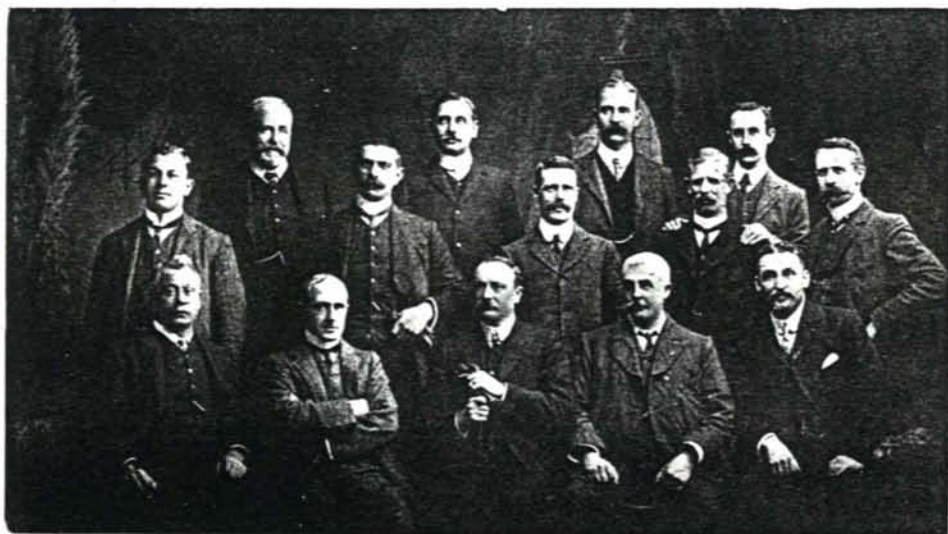


## MACHINERY COMMITTEE.

*Standing:* E. J. Righton (Secretary of Exhibition).

*Sitting:* G. T. Booth, T. J. McBride (Chairman), F. H. Chamberlain.

*Absent:* John Anderson, Professor Scott, T. R. Wright, G. Croll, J. Duncan, A. W. Beaven.



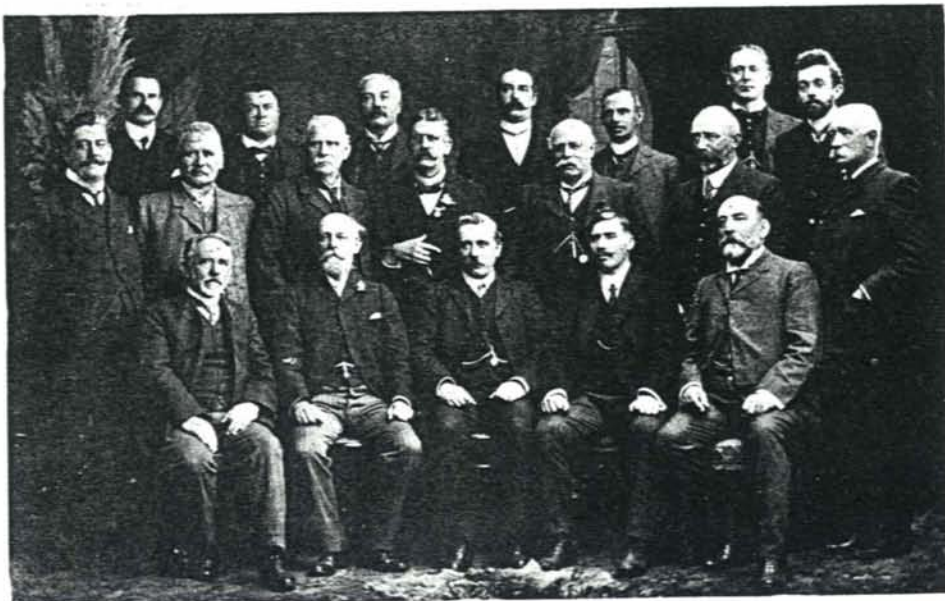
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*Sitting:* Major F. B. Cresswell, Lieut.-Colonel Cooper, Lieut.-Colonel Hawkins, C.M.G. (Chairman), Captain S. M. McGee (Secretary), Lieut.-Colonel C. T. Smith, M.L.C.

*Absent:* Lieut.-Colonel Jowsey, C.M.G., Major H. S. Hobday, Captain A. W. Jones, Lieut.-Colonel R. H. Rhodes, M.P., Lieutenant G. E. Rhodes, A. Gundersen.





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*Sitting:* F. C. Gerard, A. Kaye, J. A. Frostick (Chairman), E. J. Righton (Secretary of Exhibition), F. Graham.

*Absent:* W. Devenish Meares, R. C. Bishop, R. A. Horne, J. J. Dougall, F. C. Raphael.

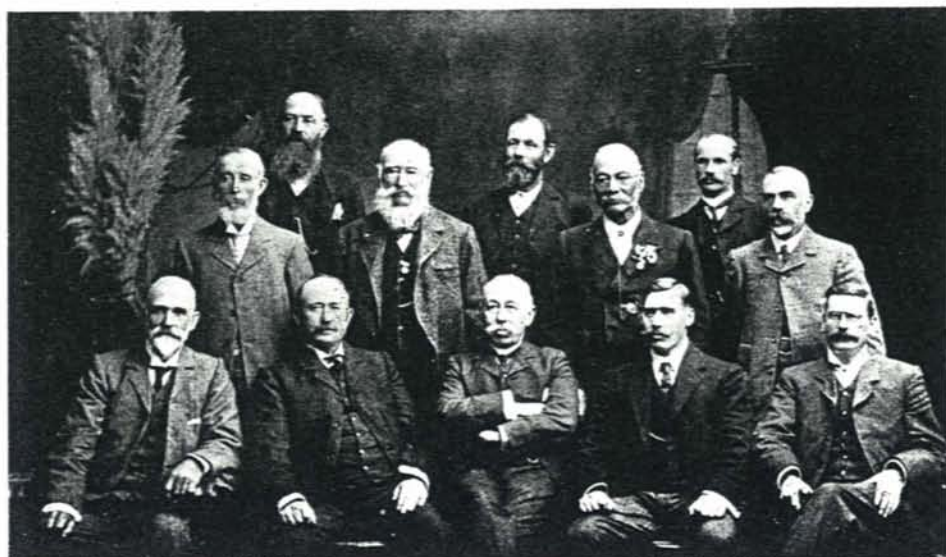


FINE ARTS COMMITTEE.

*Standing:* N. L. McBeth, W. Sey, P. Presants, E. J. Righton (Secretary of Exhibition), L. Balfour.

*Sitting:* A. Evans, W. M. Gibb, J. Jamieson (Chairman), H. R. Smith, McGregor Wright.

*Absent:* J. Horsley, S. L. Thompson.

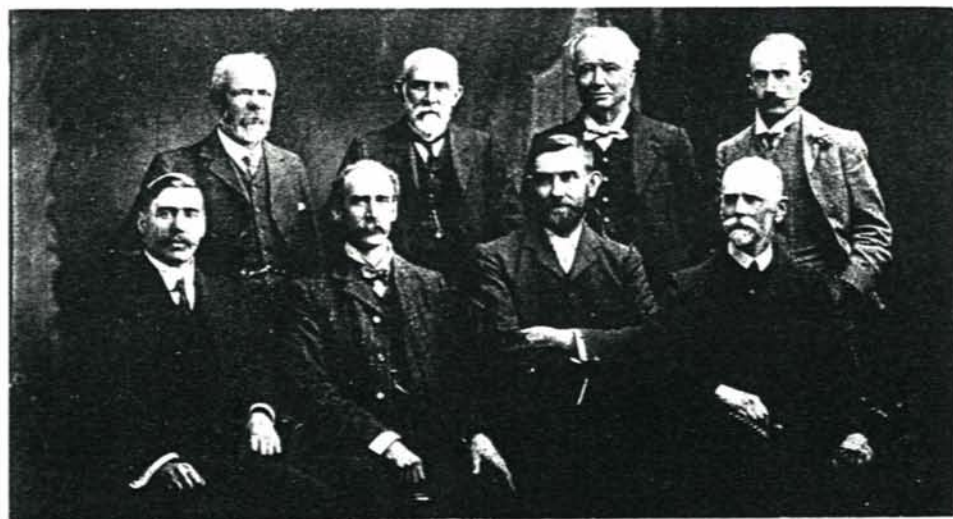


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*Standing:* J. G. Davis, J. B. Armstrong, H. P. Murray-Aynsley, W. Lawrence, Dr. C. J. Russell, A. W. Buxton, H. Cotterill.

*Sitting:* A. E. Lowe, W. Jones, Dr. Levinge (Chairman), E. J. Righton (Secretary of Exhibition), A. R. Ragg.

*Absent:* H. J. Beswick, H. J. Jekyll, H. G. Ell, M.P.



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*Standing:* F. Waymouth, A. R. Bloxam, Hon. C. C. Bowen, M.L.C., J. Drummond.

*Sitting:* E. J. Righton (Secretary of Exhibition), E. R. Waite, F.L.S., Dr. Chilton, M.A., D.Sc., F.L.S. (Chairman), Dr. Cockayne, Ph.D., Cor. F. Bot. Soc. Edin.

*Absent:* J. J. Kinsey, E. F. Stead.

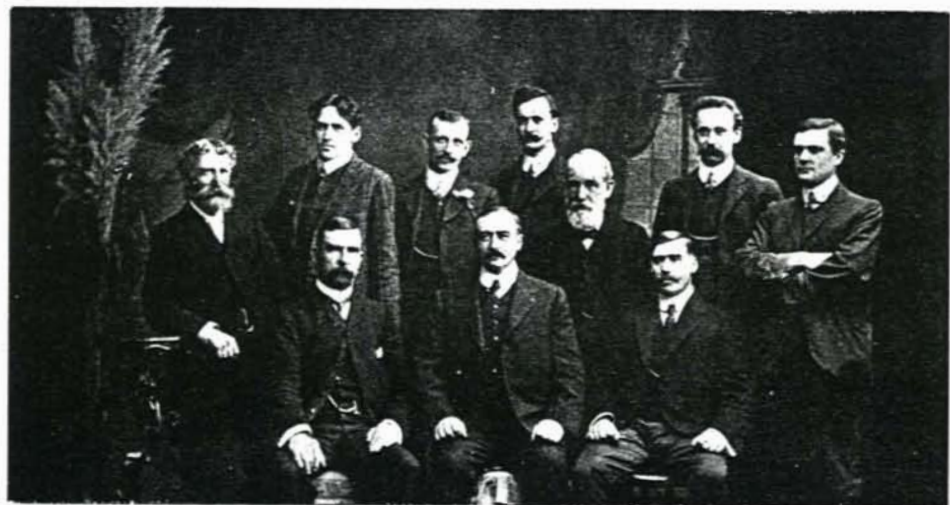


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*Standing:* J. Maddren, W. Darlow, T. R. Wright, W. Congreve, A. J. Black, T. Clarkson, O. Von Sierakowski, G. W. Bradley.

*Sitting:* C. B. Cogan, R. Buchanan (Chairman), E. J. Righton (Secretary of Exhibition).

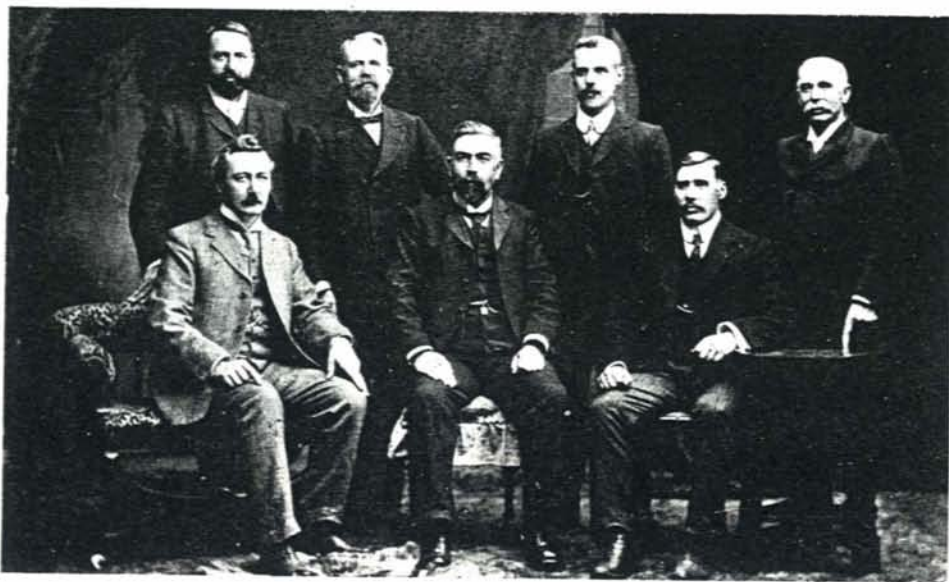
*Absent:* A. Pepler, C. A. Seager.



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*Standing:* T. G. Strange, A. C. McIntyre, A. Wilkin, G. Bünz, T. Crook, E. Bartley, S. Webb.

*Sitting:* A. W. Fielder, G. W. Bennett (Chairman), E. J. Righton (Secretary).



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*Sitting:* A. M. Owen, W. W. Charters (Chairman), E. J. Righton (Secretary of Exhibition).

*Absent:* J. C. Mitchinson, W. Minson, C. D. Morris.



## HOME INDUSTRIES COMMITTEE.

*Standing:* C. D. Morris, E. Meikleham, H. D. Pine, Miss Gibson, M.D., J. Mitchell, Miss Colborne-Veel, J. Jamieson, E. J. Righton (Secretary of Exhibition).

*Sitting:* J. C. Adams, Mrs. C. H. Croxton, W. Minson (Chairman), Mrs. Gardner, E. Hardcastle.

*Absent:* T. Kincaid, G. W. Russell, E. C. Brown, W. H. Cooper.

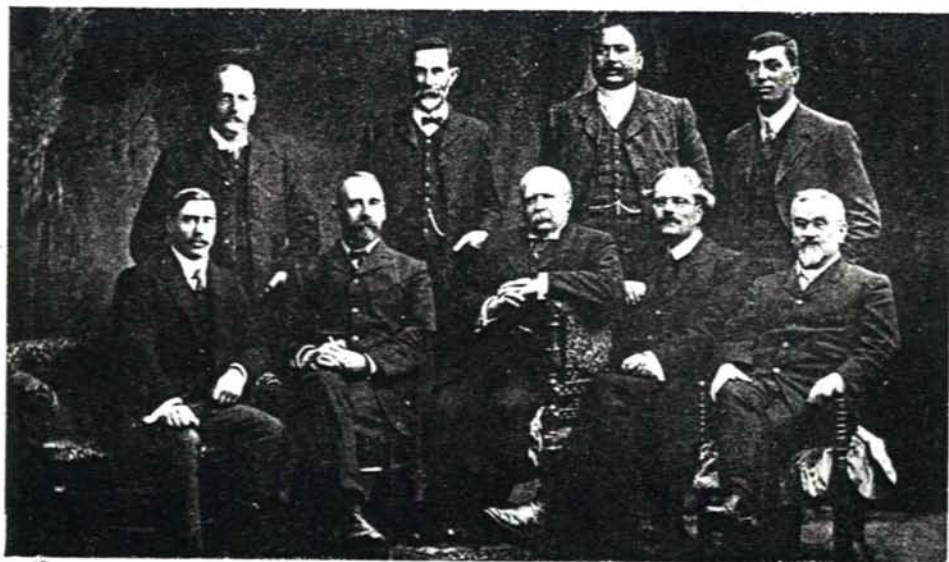


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*Standing:* J. L. Scott, W. Minson, R. English.

*Sitting:* Dr. S. C. Farr, Professor R. J. Scott (Chairman), E. J. Righton (Secretary of Exhibition).

*Absent:* Professor Bickerton, Dr. Chilton, H. R. Rusbridge, Dr. Evans



MAORI COMMITTEE.

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*Sitting:* E. J. Righton (Secretary of Exhibition), A. H. Turnbull, H. W. Bishop, S.M. (Chairman of Committee), A. Hamilton, Professor Macmillan Brown.

*Absent:* J. F. Wachsmann.



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*Sitting:* C. T. Aschman, J. F. Grierson (Chairman), E. J. Righton (Secretary of Exhibition).



## A GROUP OF COMMISSIONERS

*Standing:* T. Knowlton (Canadian Commission), R. Broadbent (Canadian Commission), E. Nicholls (Victorian Representative), A. W. Despard (Canadian Commission), A. A. Longden (Art Representative, British Commission), E. J. Righton (Secretary of Exhibition), H. Durie (New South Wales Representative).

*Sitting:* W. A. Burns (Executive Commissioner for Canada), G. T. Booth (Executive Commissioner of Exhibition), Captain Percy Atkin (British Commissioner), W. Reece (Executive Commissioner of Exhibition), H. J. Scott (South Australian Commissioner).

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(Of which photograph was not obtainable.)

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Rhodes, A. E. G.	Quane. H.	Wigram, Hon. H. F., M.L.C.
Allan, R.	Stead, G. G.	Charters, W. W.

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	Murdoch McLean.	O. Nicholson.
	D. Goldie.	W. R. Holmes (Secretary).

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F. J. Brooks.	F. J. Brooks.	T. B. Insall.
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W. F. Mason.	Joseph Barugh.	— Valder.
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F. W. Wilkie.		

*Wanganui.*

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C. E. Mackay.	C. M. Cresswell.	G. Boyd.
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J. B. Murray.	F. M. Spurdle.	J. T. Muir (Secretary).
— Neilson.		

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*Nelson.*

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C. King.		

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D. J. Evans.	T. W. Bruce.	J. Thompson.
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W. J. Caulfield.	A. J. Saville.	Frank J. Munson (Branch Secretary).
W. H. Harris.	J. L. Munson.	
C. N. Greenland.	F. F. Munro.	

*South Canterbury.*

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The Mayor of Waimate.	Chairman, Waimate County Council.	The President, South Canterbury Chamber of Commerce.
The Mayor of Geraldine.		The Committee South Canterbury Chamber of Commerce.
The Mayor of Temuka.		R. Leslie Orbell, Secretary.
The Chairman, Levels County Council.	The President, Timaru A. and P. Association.	
The Chairman, Mackenzie County Council.	The President, Waimate A. and P. Association.	

*Dunedin.*

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James Hazlett.	H. F. Nees.	W. O. Bridgeman.
William Fels.	W. Davidson.	R. Fergusson.
Jesse Haynes.	Dr. T. M. Hocken.	James Allen, M.H.R.
D. McPherson.	T. W. Whitson.	D. Tannock.
L. W. Hacris.	James Walker.	R. Findlay.
A. Moritzson.	P. Pattullo.	G. McDonald.
J. Binsley.	Jesse Timson.	R. Langlands.
Jos. Braithwaite.	P. C. Corless.	

*Southland.*

W. B. Scandrett (President).	A. F. Hawke.	R. A. Anderson.
J. A. Hanan, M.H.R. (Vice-President).	A. Sinclair.	G. W. Nichol.
W. B. Hunt.	Hon. H. Feldwick, M.L.C.	J. C. Smith.
J. E. Watson.	J. Callender.	James Milne.
C. S. Longnet.	J. C. Thomson, M.H.R.	R. Allen.
J. Crosbie Smith.	H. A. Massey.	H. Seifert.
L. W. Raymond.	R. McNab, M.H.R.	W. G. McHaffey.
	M. Thompson.	W. Handyside.

## EXHIBITION OFFICIALS.

The following were the principal Exhibition officials besides Mr. G. S. Munro, General Manager:—

Director of Finance, Mr. D. G. Clark.	Director of Art Unions, Mr. Alfred Evans.
Secretary, Mr. E. J. Righton.	Director of School Excursions, Mr. C. J. Adams.
Director of Entertainments, Mr. Tom Pollard.	Inspector of Selling Concessions, Mr. G. A. Crouch.
Director of Admissions, Mr. J. U. Collins.	Registrar of Awards, Mr. J. W. Perry.
Cashier, Mr. William Stephens.	



## THE EXHIBITION BUILDINGS AND GROUNDS.

## A GENERAL VIEW.

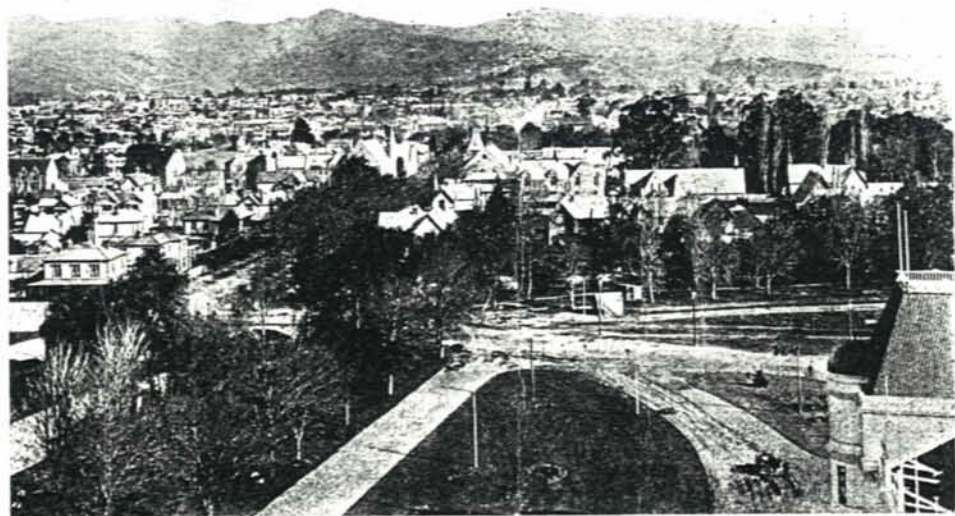
## DIMENSIONS AND COST OF THE BUILDINGS.

"HAERE-MAI!" in letters of fire that blazed out afar by night and shone in a glitter of gold by day welcomed one to the big Fair. The Maori's cry of greeting has long ago been adopted into the white New-Zealander's tongue, and it came as a pleasant poetic invitation—one that savoured of the soil—to see the words blazoned on high over the great main entrance-way of the Exhibition. "Haere-mai" shone out by night long before one reached the Avon bridge that admitted to the park grounds, and it met the eye again painted above the turnstile entrances at the bridgeway. Perhaps the best impression of the great size and the general architectural grace of the buildings was that to be gained from some distance outside the main entrance—at any rate at night. Though the belt of trees along the Avon's banks concealed the lower part of the buildings from view, the towers glittered aloft in a glory of golden light; the greeting-words were clearly outlined in electric lights, and the curve of the dome became more beautiful even than by day in its line of fiery radiance standing out against the blue-blackness of the night sky. At the summit of each tower an electric star glittered in more than starry brilliance. Below, the trees in leafy thickness of shadow, and between their trunks and branches twinkled the thousand lights of the Palace of Arts and Industries. The gorgeous blaze of the frontal towers found reflex on the quiet waters of the Avon, where hardly a ripple rose to break the picture of gold and fire that painted its placid mirror-face. Within the grounds, where scents of unseen flowers rose from the park beds and where a cool fountain splashed and tinkled, the full blaze of the facade made the entrance-way and the flanking lawns nearly as light as day.

Enchanting as the picture was by night, broad daylight, while revealing prosaic details that the darkness and the electric light etherealised, enabled one to more fully appreciate the extreme beauty of the Exhibition-site. The centre of the Exhibition Buildings was a bare half-mile to the north-west from the heart of the city—Cathedral Square—yet the general surroundings were country-like and altogether delightful in the days of the brilliant Canterbury summer. The front of the Exhibition Buildings—a quarter of a mile of front—ran parallel with the long tree-shaded thoroughfare, Park Terrace, and with the course of the Avon that ran between. On one side of Park Terrace pretty dwellings and twining rose-gardens; on the other the little river, hardly moving, under its swaying willows. The main entrance, opposite Kilmore Street, was through a decorative gateway, where turnstiles clicked and registered the number as one passed in, then over the river by a bridge that was in itself a piece of ornamental architecture. The river-course here was just due north and south. The southern end of the grounds—that way lay "Wonderland"—was reached by another gateway. At the northern end, fronting the Machinery Hall, a narrower entrance-way—for foot-passengers only—gave access from the tram terminus to the grounds; this way was covered in right up to the Exhibition Buildings.

The main-entrance bridge crossed, the visitor found himself in a beautiful park, with the great white front of the buildings lifting in snowy walls and towers from cool lengths of green turf and brilliant flower-plots. The Avon brimmed to the feet of the overarching willows, and by the waterside grew ferns and clumps of New Zealand flax, ti-palms or cabbage-trees, swishing bamboos, and arum lilies gleaming white amidst their great cup leaves. Inside the belt of willows grew groves of fine English oaks and elms, planes, chestnut, and sycamore, in full leaf during the Exhibition season, and casting a delightful shade over the gently sloping riverside and the smooth grassy lawns. It

was a pleasant little woodland scene, made more pleasant still by many a bright group of femininity in all their glory of summer-time attire. Then the flowers and the flower-beds—masterpieces of harmonious colour. It was from the Exhibition tower that the garden-scheme was seen at its best. The lawns were dotted with about forty flower-beds of various decorative shapes, containing geraniums of the prettiest varieties, pansies, asters, petunias, lobelias, white and yellow violas, marguerites, and heliotropes. Then along the immediate front of the main building, running its whole length, there was a beautiful fringing flower-bed, relieving the bareness of the foundations, and containing some of the finest varieties of geraniums and dahlias and many ornamental shrubs and conifers. An enormous number of plants had been set out by the gardeners, totalling somewhere near a hundred thousand. The flower-garden scheme was seen at its glory



CHRISTCHURCH CITY. FROM THE EXHIBITION TOWER.

in February and March, when the general effect of the landscape gardens was the admiration of visitors from all parts, and, in particular, of some of the best-known Australian horticulturists. Some of the most beautiful of these lawn-gardens were the beds of scarlet geraniums, the yellow calceolarias, the violas, much used as edging as well as bed-plants, the pansies and phlox, the ivy-geraniums, and the rich crimson nasturtiums, which made an eye-delighting ornament on the south side of the Canadian Court and in other parts of the grounds.

A large fountain stood in the centre of the grounds, opposite the main entrance, and dividing the wide pathway in its course. Looking right and left from here the eye took in the whole grand sweep of the buildings, from the Machinery Hall on the right with its noble arched roof, to the handsome white pavilion of the Canadian Court near the extreme left end of the main building. The great dimensions of the building and the

commanding height of the towers and central dome now began to be grasped. The whole length of the front, including the Machinery Hall, was 1,310 ft., or almost exactly a quarter of a mile. Two lofty towers rose in graceful columns on either side of the main entrance; these were each 160 ft. high. Between them rose the burnished curve of the great dome, and below the dome lay the main entrance, approached by a wide and stately row of steps; on either flank were lofty fluted columns. The French Renaissance style had been adopted for the architecture of the front elevation, and in its snowy coat of stuccoline the building seemed, when first its gleaming front met the eye through the half-concealing trees, some palace of white marble all too fine for such an ephemeral purpose as that of a five-months exhibition.

The trees that so beautified the Exhibition grounds also from many points of view served another useful purpose: they mercifully concealed, or only half revealed, as one entered by the main avenue, the ugly huge tank-like structure of the Cyclorama, which by some inexplicable error of judgment had been permitted to stand nearly on an alignment with the front of the buildings, instead of being relegated to a position somewhere in the rear. This was the one bad blot on a scheme of design and architecture that was generally in fine harmony with the natural surroundings.

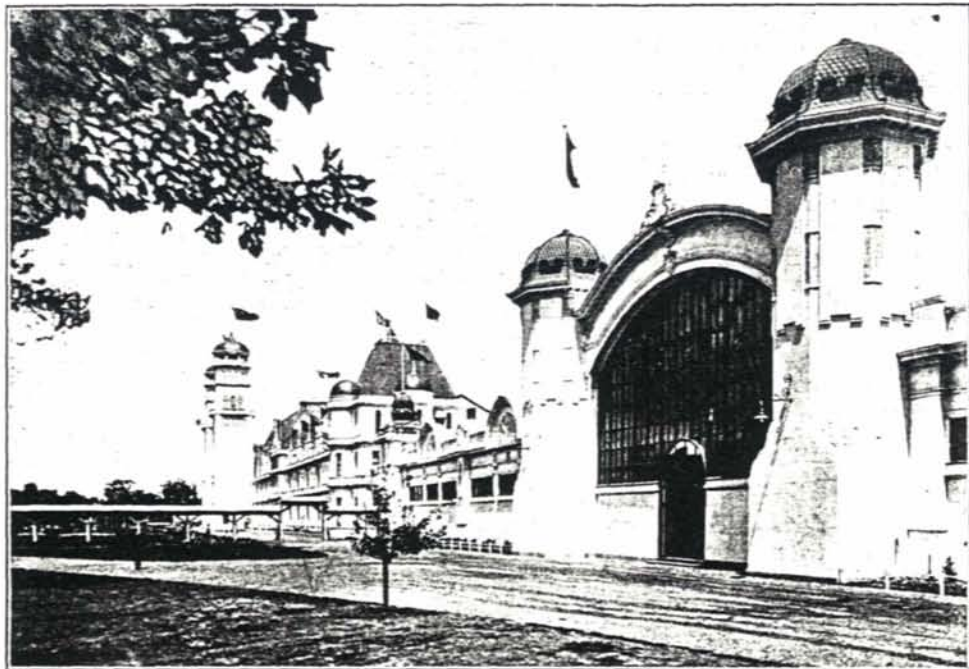
Before entering upon a detailed description of the interior of the buildings, particulars as to the dimensions of the Exhibition structures generally can best be given here. This data includes the cost of the various buildings and annexes, as well as measurements and quantities of the principal materials used.

The Exhibition was housed in the largest building that has ever been erected in New Zealand. There was under cover about 14 acres, including the Main Building,

**The  
Main  
Buildings.**

the Machinery Hall, the Concert Hall, Art Gallery, and Fernery. The Main Building, commenced in December, 1905, and finished in September, 1906, absorbed over 2,000,000 ft. of timber for its framework alone; the timber used was rimu (red-pine) from a Westland mill, specially cut for the Exhibition. It rested upon wooden piles 8 in. square; about 25,000 of these piles were used. The roofing of the Main Building took 225 tons of galvanised iron. The skylight of the roof covered about 100,000 square feet, consisting of 11,000 squares each containing 10 ft. The glass used was rough plate about  $\frac{1}{4}$  in. thick, from the glass-works at St. Helen's, Lancashire. In addition to this the side lights occupied 15,000 square feet. The guttering round the building and between the annexes covered two miles, and 12,500 ft. of ridging were used. Between 40 and 50 tons of nails were used in fastening the timber together, and 70 tons of paint were used on the outside of the building. Over 500,000 ft. of piping (mostly for storm-water purposes) were used, and between 5,000 ft. and 6,000 ft. of high-pressure water-pipes. 17,000 square feet of ruberoid were used in covering the large dome and the two lofty front towers. Each tower was 160 ft. high and 28 ft. square at the base. The southern tower was fitted with an electric lift, conveying people to the top of the tower from which there was a magnificent view extending over the whole of Christchurch and the plains—from the Alps on one side to the ocean on the other. The strikingly white and bright appearance of the buildings was due to the use of stuccoline, with which the whole of the outside was covered. The stuccoline was placed on in plates, each modelled, and cast to the shape required, on the grounds; they absorbed about 200,000 casks of plaster, 40 bales of hemp, and 50 casks of stuccoline. The cornices, parapets, and pediments were constructed of stamped steel, with a total length of 12,000 ft. The safe anchorage of the large frontal towers was given special attention to by the Public Works Department, as, when in course of construction, the building had been struck by a gale and partly demolished. Thirty tons of railway metal, about 5,000 ft. of Australian ironbark timber,  $2\frac{1}{2}$  tons of wire rope, and 300 tons of shingle and soil for filling up, were used in anchoring the towers.

Within, there was the Main Hall, 71 ft. square, surmounted by a very beautiful dome, the summit of which was 90 ft. from the floor. On the north of the hall there was in one corner the entrance to the offices occupied by the Chairman of the Executive of Commissioners and his staff; further on, a passage led to the rooms set apart for the Minister in Charge of the Exhibition. On the south side was the entrance to a suite of furnished rooms occupied by His Excellency the Governor. North and south of the hall again were the main avenues, each 90 ft. wide, with a gallery above, 20 ft. in width, running all round them. Passing into the Main Building, westward from the entrance hall, was the Main Corridor, 200 ft. in length and 52 ft. wide. On each side of the corridor were offices for the Telegraph Department, Post Office, Police, Customs, and other Departments, and archways gave access to other parts of the Main



THE EXHIBITION BUILDINGS : MACHINERY HALL ON THE RIGHT.

Building. At the far (western) end of the corridor was the large glass front of the section devoted to the Fernery. Along the western side of the Main Building ran a great corridor, 1,000 ft. in length, traversing the whole of the building from north to south. Westward of this corridor again were various annexes, running 280 ft. back from the Main Building.

North of the Main Building, and making a continuous frontage with it, was the Machinery Hall, a large and handsome structure. In style it was distinct from the Main Building. The facade stretched for over 300 ft. parallel with the river front, and consisted of a fine arched central entrance, with a well-

**The  
Machinery  
Hall.**

proportioned tower on each side; connected with this by bays of plainer work were four semicircular pediments surmounted by finials and graceful corner towers. The deep frieze was ornamented with decorative modelling repre-

senting the rose, the thistle, and the shamrock, and New Zealand's badge, the fern-leaf. An immense semicircular roof spanned the centre bay. The roof-beams were semicircular, and the clear span of 80 ft. is said to have been the widest yet spanned by a round wooden roof. Each roof-beam weighed nearly 5 tons, and took about 2,000 ft. of timber. Lighting was obtained by long rows of windows, 7 ft. high, extending along the whole length of the building. On each side of the north bay there were four small bays with 55 ft. clear span and with a height of 17 ft., lighted by continuous rows of skylights 7 ft. long. These bays gave a clear space of 316 ft. by 305 ft. Ventilation was obtained by means of ventilating-ridging along each ridge and a semicircular louvre running along the crown of the central roof.

An important annexe was the Art Gallery of brick, specially designed to give the maximum protection from fire to the valuable contents, which consisted chiefly of the splendid art collection from England. It stood at the rear of the Main Building. The walls, built of solid brick, were strengthened at intervals by buttresses on the outside, and asbestos slabs were used in the ceiling. Externally the design of red brick was relieved by mouldings of white stuccoline; four towers supported the corners. The gallery was entered from the western corridor of the Main Building. Passing under an entrance archway, visitors gained the large gallery, and thence had access through the connecting archways to the series of twelve separate galleries devoted to the collection of oil-paintings, water-colours, portraits, landscapes, black-and-white drawings, sculpture, and other departments of the British Government's Arts and Crafts Exhibit. The central galleries were 65 ft. long, 40 ft. wide, and 20 ft. high, and the ten smaller ones, five on each side, were 35 ft. long, 25 ft. wide, and 17 ft. high. Light was obtained by means of continuous rows of ceiling-lights 20 ft. wide.

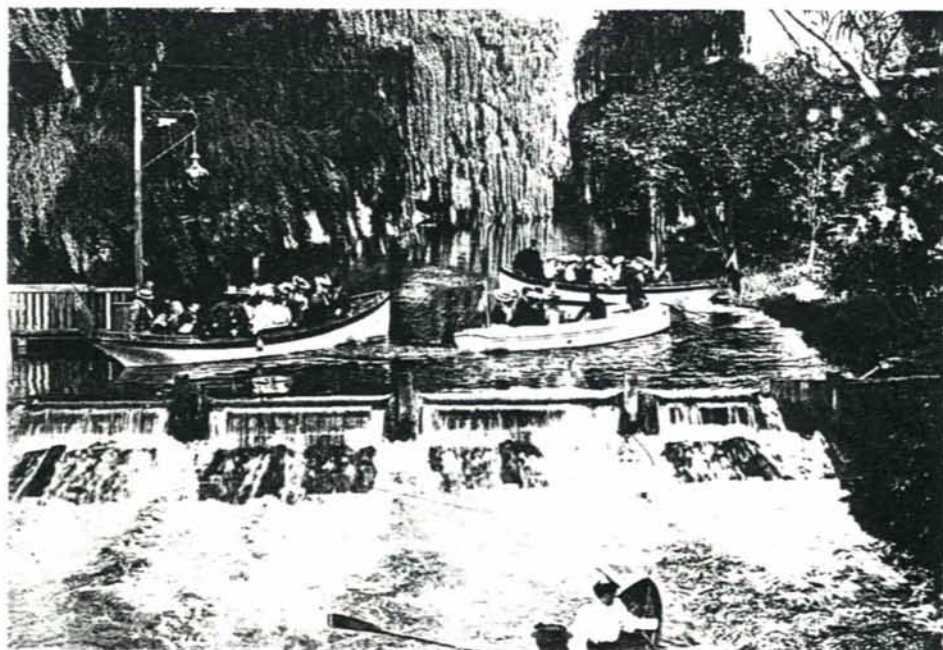
The Concert Hall was erected at the rear of the Main Building, and was connected with it by a short corridor. The hall measured 150 ft. in length by 52 ft. in width; the auditorium was 150 ft. by 52 ft., the dress circle 50 ft. by 50 ft., and the stage 52 ft. by 40 ft. The dress circle accommodated 350 and the auditorium downstairs about 1,100. The hall was fitted with electric lights, was lined with stuccoline, and was furnished with a full suite of dressing-rooms; the front of the dress circle was handsomely flowered. In the Concert Hall was erected the Exhibition organ, which cost £3,235, and which has now become the property of the citizens of Christchurch. In the colonies there is only one larger—the great organ that stands in the Melbourne Town Hall. The organ is a splendid instrument of the latest design and the highest efficiency. The initial movement is electric. When the key is depressed by the player the circuit is completed, and a series of pneumatic movements is set in motion at the other end of the cable, which eventually causes the pipes to speak. The capacity of manipulation is 66 revolutions per second, a rate, of course, which no human being could achieve. Another remarkable fact is that the organ need not be in the room in which it is played, and need not even be in the same street. In fact, it could be played from a distance miles away if necessary. This is explained by the fact that there is electric connection between the console or keyboard and the organ, and the console is detached and can be moved at will. The electric current is taken by cable from the console to the organ, and distance is immaterial. The blowing is done electrically by means of a motor, a belt, and a fan making about 5,000 revolutions per minute. The keyboard contains four rows of keys and sixty-three stop-keys, and is provided with several appliances that assist correct and rapid manipulation by the player.

Amongst the other structures of importance were the specially constructed Fernery, the pavilions at the main entrance (Kilmore Street) and the Armagh Street (southern)

entrance, the covered way to the Machinery Hall from the Avon Bridge, and the temporary bridge over the river at Kilmore Street.

Outside, in the rear of the Main Building, was the Aquarium, a handsome little white building fronting the Victoria Lakelet, and devoted to the Marine Department's exhibit of living fish in glass-fronted tanks.

The Main Building, the Concert Hall, and the Fernery were designed by Mr. J. C. Maddison. Messrs. J. and W. Jamieson were the contractors for the Main Building and for the three extensions made to it when it was found that the first dimensions would have to be exceeded. Mr. F. J. Barlow was the architect for the Machinery Hall and the Art Gallery. Mr. W. W. Smith was the contractor for the Machinery Hall, and Messrs. Moore Bros. constructed the Art Gallery.



AT THE DAM ON THE AVON.

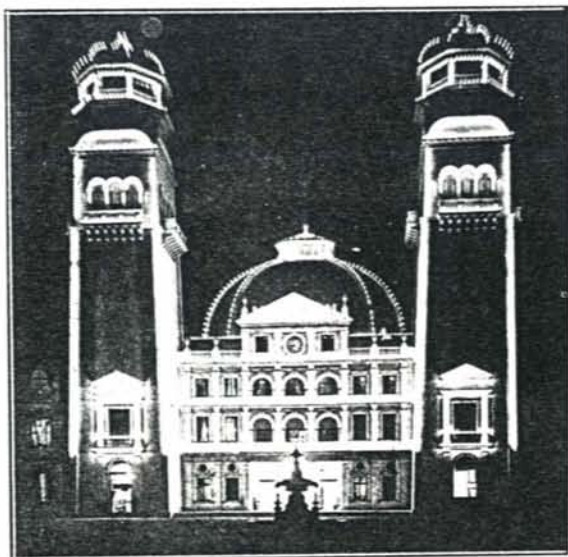
The buildings, including the galleries, gave a total floor-space of 476,500 square feet. Of this area the corridors, avenues, and offices absorbed a large proportion, leaving about 300,000 square feet available for exhibitors. The British Government took up 23,760 square feet, Canada 21,000, New South Wales 10,000, and Victoria about 6,800 feet. The prices for space ranged from 2s. to 2s. 6d. per square foot, and a sum of £20,000 was realised by the sale of space to exhibitors.

#### THE LIGHTING OF THE EXHIBITION.

The lighting of the Exhibition was on a scale of fitting proportion to the size of the buildings. The central towers at night shone out far away across the plains and out at sea like a great lighthouse. The outside of the building was completely outlined with a chain of electric lights, and high over the main entrance the Maori welcome, "Haere-mai," blazed out in letters 5 ft. long. Approximately sixty miles of electric-

light wires and more than twelve miles of gas mains and connections were used in illuminating the building, which was said to be lighted better than any preceding Exhibition held in the Southern Hemisphere. In the grounds every opportunity was taken of making a display of ornamental lighting. The shores of Victoria Lakelet and the precincts of Wonderland, when fully illuminated on a calm summer night, were a fairyland of lights.

The electric lighting was supplied by Messrs. Scott Bros., of Christchurch. Including the requirements of side-shows and private exhibitors, the lighting furnished by the firm ran into nearly 300,000-candle power. Outside the building, covering the dome and outlining the entrance, were 1,700 8-candle-power frosted globes. Five arc lamps, each of 1,000 c.p., were hung along the main front, and four more of these blazing lights illuminated the front of the Machinery Hall. The grand entrance hall was illuminated with two rows of 55-c.p. frosted meridian lamps round the cornices under



THE EXHIBITION BUILDINGS BY NIGHT.

the dome, and at the top of the dome hung a ring of twenty 55-c.p. meridian lamps. Round the walls there were eight two-light brackets and four three-light brackets of oxidized copper. To light the annexes there were sixty-eight 1,000-c.p. arc lamps, and for the Agricultural Hall eight lamps of similar power. In the Art Gallery there were twenty-eight arc lamps fitted with concentric diffusers, the effect of which was to enable the shades of colour to be seen almost as clearly and as naturally as in daylight. In the Fernery there were thirteen 55-c.p. meridian lamps, similar to those hanging in the dome of the entrance hall, and in addition 250 miniature coloured lamps. The grounds were lit up by means of seventy arc lamps, totalling 70,000-c.p. The lights used in lighting the Art Gallery, annexes, grounds, and outside illuminations comprised 1,500 8-c.p. incandescent lamps, 165 16-c.p. incandescent lamps, 196 50-c.p. meridian lamps, and 160 1,000-c.p. arc lamps. To light the side-shows 3,000 8-c.p. lamps and thirty 1,000-c.p. arc lamps were used. The steam-power required to generate the supply was 650-horse power.

Gas furnished about half the illumination at the Exhibition. The Christchurch Gas Company supplied altogether about 300,000 c.p. distributed over the Grand Hall, Machinery Hall, and annexes. A brilliant and well-diffused light was maintained. The gas lighting was particularly effective and brilliant in the Machinery Hall, where 84,000 c. p. was furnished by clusters of lamps, totalling eighty-four. In the Concert Hall there was the largest concentrated light in the Exhibition—a great 1,600-c.p. sun light, which was supplemented by three Humphrey lamps each of 500 c.p. and seven Welsbach lights each of 70 c.p. The stage was lit up by white, red, and blue lights of 4,000 c.p. A total of nearly four hundred lamps were used by the Gas Company to illuminate the building—this in addition to the great number of lights supplied to private exhibitors.

The designs of the lighting of the Exhibition were prepared by Mr. F. H. Chamberlain, engineer to the Christchurch Tramway Board.

The contract prices for the different buildings were as follows :—

Main building—					£
Principal contract	..	..	..	..	25,453
First extension	..	..	..	..	8,517
Second extension	..	..	..	..	18,032
Third extension	..	..	..	..	1,260
Machinery Hall	..	..	..	..	9,570
Concert Hall	..	..	..	..	5,297
Art Gallery	..	..	..	..	4,998
Fernery	..	..	..	..	1,089
Lavatories	..	..	..	..	2,889
Kilmore Street bridge				..	448
Sewer-connections	..	..	..	..	157
Water-supply	..	..	..	..	729
Lighting contract, gas	..	..	..	..	3,385
Electric light and power—					
No. 1 contract	..	..	..	..	4,608
No. 2 contract	..	..	..	..	1,300
Total	..	..	..	..	£87,732

Landscape gardeners did a great deal to enhance the natural beauties of the Exhibition-site. It was in the beginning of August, 1905, that the work of transforming the grounds along the frontage of the buildings commenced. This area was about 10 acres in extent. After Mr. Pearson, the Tourist Department's landscape gardener at Rotorua, had laid out the general garden-scheme, the bedding-out of the flowers in the gardens in front of the buildings and along the river-bank was successfully carried out under the superintendence of Mr. William Campbell and Mr. W. Jones, of Christchurch. As Mr. Campbell's time was much taken up with the laying-down of the sports ground and other work, the superintending of the planting devolved chiefly on Mr. Jones, who fulfilled his mission exceedingly well.

