

## TE ONE POTO OR TAYLOR'S MISTAKE

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

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

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

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

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

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

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

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

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

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

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

## EDUCATIONAL

With acknowledgment to G. F. Allen, Esq.

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