The New Zealand International Exhibition, 1906-7.

SECTION I.

INTRODUCTORY.

EXHIBITIONS, the landmarks of industrial progress, are a product of only a little over half a century. A vast advance in human endeavour was made at one stride, a new era in the world's onward march was opened, when the first International Exposition of Arts and Industries was conceived and carried out. It was the first attempt to epitomize the triumphs of peaceful arts, to present in microcosm the results of civilisation, the sum of modern science and skill as embodied in its manufactures, its machinery by which the utilities of a complex modernity are produced, and its arts and crafts that beautify the public building and the home. An exhibition has been well called an "industrial census." Its international character introduces an element that makes for peaceful intercourse, for mutual knowledge, and for a better understanding amongst nations of each other's peculiar gifts, each other's pitch of refinement and talent of invention. Each country sees the best that its neighbours and its rivals can put forth, the choicest products of its workshops, its factories, its studios. Everything that is won from the earth or manufactured on its surface is brought before the eye—a museum of human skill and energy, the world in little. This has been the guiding scheme of every World's Exposition since the great London Exhibition of 1851, and its apotheosis was the St. Louis Exposition of 1904. Ex-President McKinley, of the United States, in one of his last public addresses, pithily summarised the scope and results of exhibitions. "Expositions," he said, "record the world's advancement. They stimulate the energy, enterprise, and intellect of the people, and quicken human genius. They go into the home. They broaden and brighten the daily life of the people. They open mighty storehouses of information for the student. Every Exposition, great or small, has helped to some onward step. Comparison of ideas is always educational, and as such instructs the brain and hand of man. Friendly rivalry follows, which is the spur to industrial improvement, the inspiration to useful invention and to high endeavour in all departments of human activity."

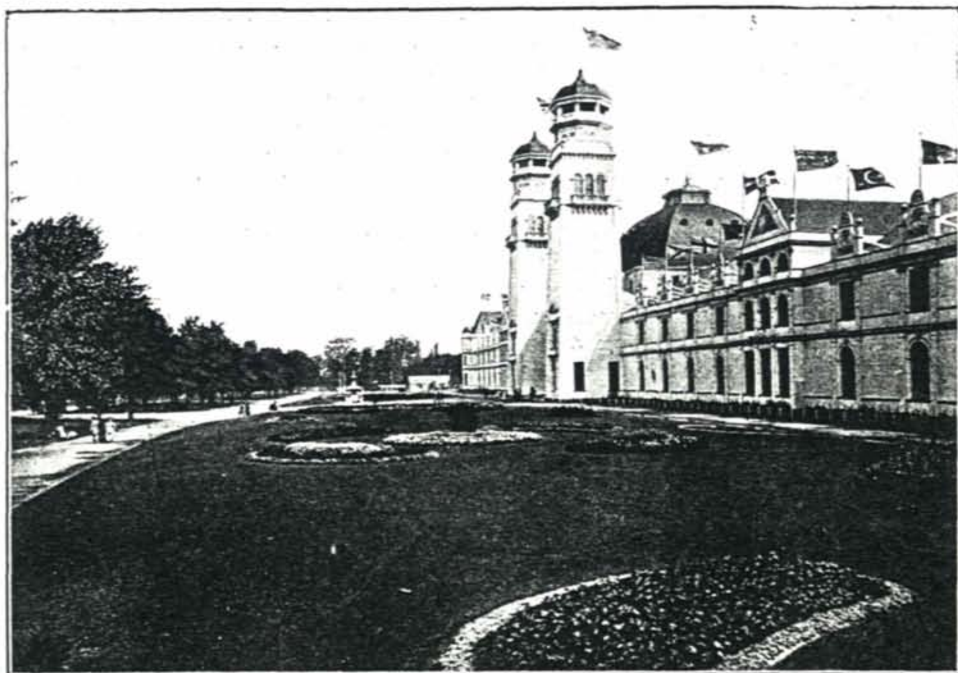
These words may be applied in all their exactness to our New Zealand International Exhibition of 1906–7. For, though it failed in large measure of being international in scope, it focused for us the enterprise, the education, and technical advancement of our

own English-speaking peoples; it broadened the views of colonists; it helped to a better understanding of our fellow-States of the Empire. In every sense it "broadened and brightened" the people's life. It is well for us occasionally to take stock of ourselves and learn a lesson from the big outside world that can teach us so much. The value of such an exposition as that held in Christchurch in the summer of 1906–7 cannot be gauged in figures. Its mere financial success or failure is not of prime importance. We have to regard not only its high educational value to ourselves, but its undoubtedly great use as a solid advertisement for New Zealand products and manufactures, as a trade-bringer and a means for fixing, if only for a brief period, the attention of the outside world upon the individuality, the *ego* of this new country, the special trend of the genius that animates its people, and the expression in concrete form of its progress in useful industries and in the arts and the amenities that soften life and sweeten man's feelings towards man.

As a waymark on the short pilgrimage of human endeavour in this part of the Empire, the Exhibition of last summer served us well. It summed up for our own people, as well as for those from over the seas, the results of sixty-six years of colonisation, the country's natural wealth and capacity of output, the range and quality of its manufactures, and the advances made in applied arts, in education, and in matters of social betterment. By it we were enabled to take measure of ourselves, and gauge our powers and possibilities for the coming years. By consent of the visiting world, of official delegates from overseas, and of colonists who have travelled and seen something of Expositions and World's Fairs, it was an Exhibition that gave New Zealand reasonable ground for satisfaction. As a compendium of the colony's achievements in the solid world of work, it was complete and creditable. Regarded in the mass, it was a wonderful record of progress for a land that only three generations ago lay in the hands of the cannibal savage. Taken in detail, it was encyclopædic of the raw material and the manufactured products that constitute New Zealand's wealth; it showed how a new wild country was made fit for civilised man; it epitomized the story of our nation-making. And on its æsthetic side, the collection of pictures and of other gems of art brought from the Old Country opened up to many a New-Zealander a new and delightful world in painting and in the finer and more delicate handicrafts.

Being particularly an epitome of the industries and arts of the British-peopled countries, the Exposition might have been styled an "Empire" Exhibition with more justification than an International one. It contained a magnificent art collection from England, a great variety of British trade exhibits, and a valuable and educative British Governmental display illustrative of sociological science, specialised instruction and technical training, geography and exploration, meteorological science, photographic art, and the Imperial army and navy. From Canada came a splendid exhibit representative of the natural wealth and the industries and manufactures of the great Dominion displayed in the largest and most decorative Court in the Exhibition. The Australian States sent State exhibits, and the South Sea Island groups under the British flag gave of their tropic riches. The only important parts of the British dominion unrepresented by official exhibits were India and South Africa. Business firms from many parts of the European world were represented either directly or through their New Zealand agents; and the general result of the efforts made to secure a wide representation in arts and industries was that there was housed, in the largest building yet erected in New Zealand, an aggregation of products and manufactures worth approximately half a million sterling, besides an art collection worth some £150,000 more. The buildings that contained these examples of the world's work, the highest products of her technical science and her artists' inspirations, were not only of great size, but were of much architectural grace—a palace in white and gold, as one saw it from its tree-bordered front—and the site was probably the most beautiful that could have been obtained for an

Exhibition in any part of Australasia. Set down in surroundings that were of singular sylvan charm, yet very near to the heart of a large city, in one of the most beautiful and fertile provinces of the land, and favoured by a climate that breathed health and pleasantness, the Exhibition of the summer of 1906–7 was attended by all the circumstance that wrought success. It was open for five and a half months, opening on the 1st November, 1906, and closing on the 15th April, 1907, and the registered



A VIEW OF THE EXHIBITION BUILDINGS AND GROUNDS, FROM THE NORTH.

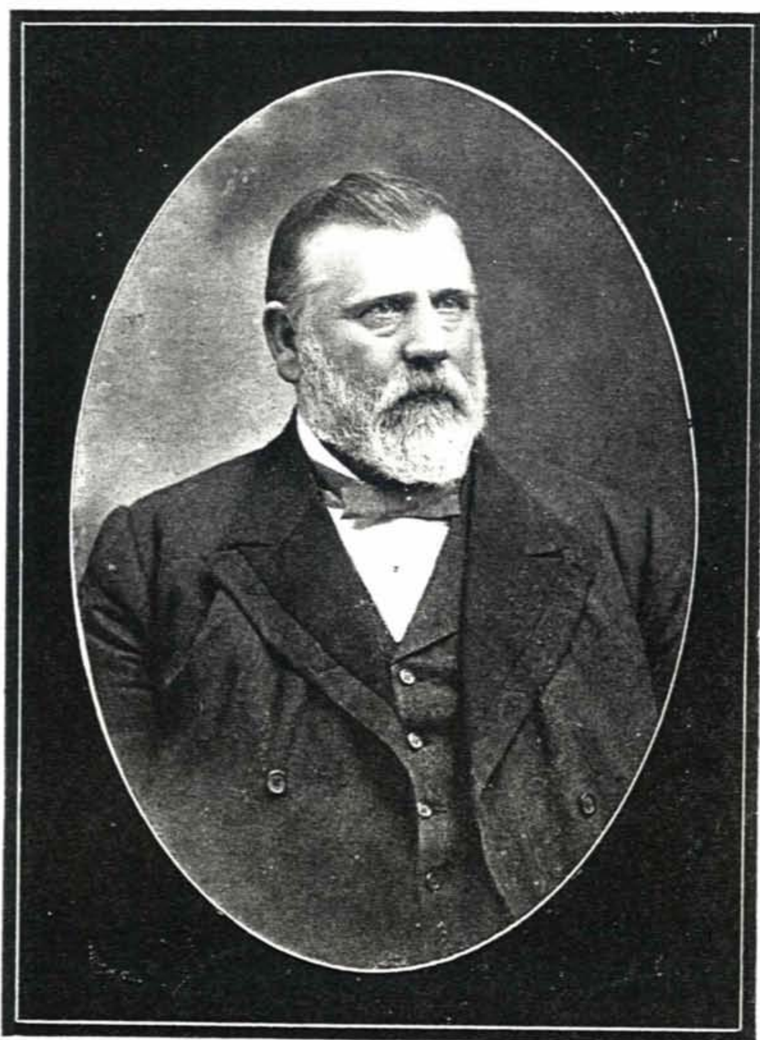
admissions totalled close on two millions. Government and people co-operated in the common endeavour to make it a credit to their country, and a practical demonstration of national well-being and successful enterprise in all the peaceful arts. The actual financial loss on the Exhibition, guaranteed by the Government, was considerable, as was expected; but it was, after all, a loss that was really a gain to the State, for the deficit was far more than counterbalanced by the benefit to the revenue in the form of increased railway receipts, in Customs duties and other returns, besides the direct general gain to the community due to the arrival of large numbers of visitors.

The Exhibition had its faults and shortcomings, but it marked a distinct advance in our national life; it denoted the development of a broader note in our national character; and, alike in our outlook upon the world and in our standard of importance in the eyes of the rest of the Empire, it came as a distinct impetus to virile nationhood, and helped to a rather more exact realisation of our value as a civilised State than New-Zealanders had heretofore grasped.

In the light of after-events too, it has its historical significance as a not unfitting prelude to the change of our national denomination from "Colony" to "Dominion," a titular elevation that may not increase our yield of wool or butter, but one that will at least give this new land added dignity and mana in the old lands of the North.

The prime credit for the inception of the Exhibition belongs to one who is now no more with us, and whose untimely removal by death was the one fact that brought up regretful recollections on the day of the opening of the Exhibition—the late Richard John Seddon. During the three or four years before his death Mr. Seddon many times pointed out that the time was opportune for the holding of such an exposition of arts and industries as would fittingly mark New Zealand's progress as a producing and manufacturing country, and win for her some measure of international notice; and it was his enthusiasm and optimistic advocacy of the project that set the Exhibition fairly on its way. At the opening ceremony the one feature needful that the assembled multitude missed was the bluff, cheery presence of the masterful Premier, whose vigorous personality had animated every important gathering in the colony for more than a decade past. But Mr. Seddon left a worthy successor, and to the statesman who followed him as Premier, the Right Hon. Sir Joseph Ward, there fell the duty of seeing the arrangements for the Exhibition through the final stages and safely launching it on its brief period of life.

Exhibitions of an international character have their drawbacks as well as their benefits, from an industrial standpoint. In a young country like New Zealand, whose recently established manufactures are steadily working their way up from humble beginnings, it is of supreme importance that such goods as can be advantageously made within the country should have a reasonable degree of protection from competition with imported articles made in lands where labour is cheaper and where the cost of production is less. The exploiting of such a country with foreign manufactures that can well be done without is often disastrous to struggling local industries. But, apart from common necessaries, there are a great many lines which local enterprise in a new land is obviously unable to supply, and these, it was seen, were very well represented in the outside exhibits in the big Exposition. In those classes in which New Zealand manufactures were largely represented, there was abundant proof that the people of the colony would be none the worse for patronising the locally made article to the complete exclusion of the foreign goods. New Zealand's woollen manufactures, boots and shoes, foodstuffs, tinned goods of every kind, and many other articles of common requirement, are of the first quality, admirable in every respect, and are deserving of the support of New-Zealanders not merely from patriotic considerations, but also on the even more practical ground that they are good, that, in fact, they are better than the imported article. Good honest material, good workmanship, and attractive finish are the three chief requirements of a manufactured article, and a careful inspection of the New-Zealand-made goods of all kinds assured one that they were in every way quite up to the mark. The buyer of a New Zealand article, too, has the satisfaction of knowing that his purchase is not the result of sweated labour—that it comes from a factory or a workshop where there is no inducement to "scamp" work, and where the sanitary conditions of labour are immeasurably superior to those in foreign lands; in short, he knows what he is getting and he is willing to pay a fair price for it. The very excellent show of New Zealand manufactures was therefore a most gratifying feature of the Exhibition, and, in comparison with previous exhibitions of industries and arts in the colony, it was a practical demonstration of remarkable progress. In more complicated manufactures, such as mechanical appliances of various kinds necessary in the work of the farm and the bush, there was abundant evidence that New Zealand is advancing rapidly towards the stage when she will be able to supply her own wants. Of the splendid workmanship of the New Zealand engineering workshops, both State and private, there was convincing demonstration. The locomotives exhibited as turned out in the establishments of the New Zealand Government Railways were a revelation, in solid quality of work and finish, to many who had imagined that New Zealand was still dependent on foreign artisans for her railway-engines. The magnificent models of the huge engineering works



THE LATE RIGHT HON. R. J. SEDDON, P.C., PRIME MINISTER.

Founder of the New Zealand International
Exhibition, 1906-7.

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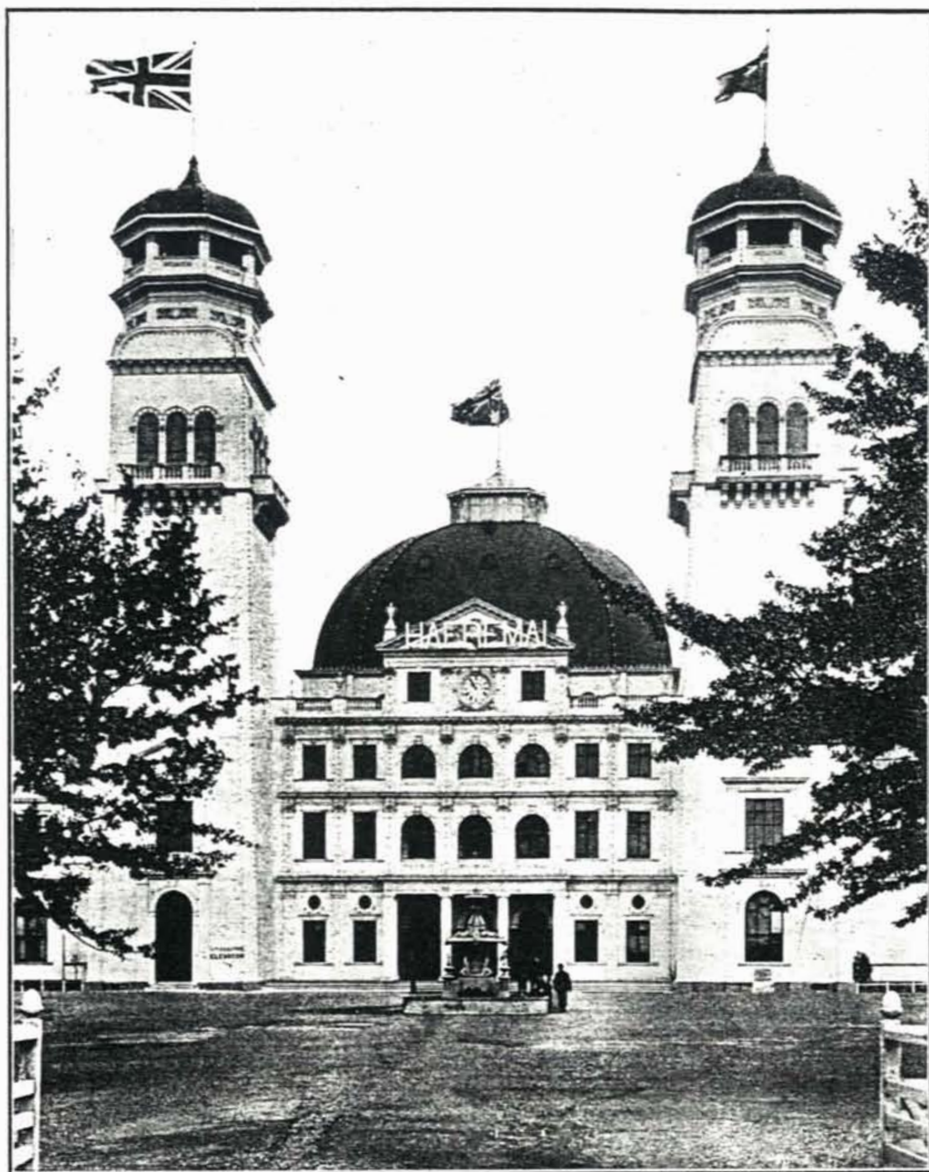
carried out by the Government in railway-building in this wild new land showed, too, that in skilfulness of design and excellence of construction New Zealand is in no way inferior to America or to any other great engineering country. The necessary material in the form of iron and steel has to be imported at present, but New Zealand, as was abundantly demonstrated in the Mines Court at the Exhibition, has her own immense stores of raw material; and when the iron-ores come to be worked, and her never-failing supply of water-power is utilised for the generation of electricity, the colony will begin to take rank as a great manufacturing country, perhaps the greatest in the Southern Hemisphere. New-Zealanders may well be pardoned for these proud anticipations; there is no reason at all why they should not be realised to the full.

One of the most creditable aspects of the Exhibition was the useful and informative character of the Government Departmental Courts. This was particularly true of the Department of Agriculture, which had organized a Court that was not only attractive to the eye and interesting to the casual visitor, but had its solid uses for the farmer. As a medium of practical education, of object-lessons in economy and improved quality of production, this Department of State has been of immense value to the man on the land, and its services have done much to overcome the handicap of our distance from the English markets for our produce and the heavy cost of the conveyance of our goods thereto. To those engaged in the butter and cheese industry, to the flax-miller, the meat-raiser, the orchardist, the Agricultural Department has been of immense service, and the Court devoted to an exposition of its methods was a model of what such an organization should be. Other Departments, such as those of the Public Works, the Railways, Tourist and Health Resorts, and Labour, made displays that were each and all educative in their way, and all did useful work in the direction of focusing in their particular spheres the practical advancement and the natural wealth and attractiveness of the country. Another feature of special value was the excellent character of the exhibits made by the various provincial districts in special courts, organized by committees of citizens in the various centres.

To supplement the practical solid side of the Exhibition, there were its decorative and artistic values, its statuary and its fine arts and crafts of every class. Nothing had ever been previously seen in Britain's oversea dominions to equal this magnificent collection, the work of the best English and Scottish painters and other fine-art masters of the day. It was a high education in matters artistic, these rooms filled with oils and water-colours and black-and-white drawings and objects in the arts and crafts class—seventeen hundred of them in all. Day after day one could have spent in these delightful galleries; and no art-loving New-Zealander but felt profoundly grateful for the inspiration that prompted the gathering-together in the Old Land of these works of art for a far-off country. It is pleasant to think, too, that so many of these fine works—oils, water-colours, sketches, miniatures, statuettes, and delicate silver and other metal work—have remained in New Zealand and Australia. More than £17,000 worth of the art exhibits were sold during the Exhibition season, and many of the best pictures have found a permanent resting-place either on the walls of our New Zealand galleries or in the homes of fortunate art-lovers. Then there was the music, "the soul of all things beautiful"—magnificent music of a class that was as fine an education in divine harmonies as the picture-galleries were in the sister-art of painting. There was the singularly picturesque Native section, where Maoris and South-Sea-Islanders lived side by side in a palisaded village, all of the olden times; danced their ancient festive and war dances, and sang their old, old songs—a display that was equally the delight of the ethnologist and the folk-lorist and of the ordinary pleasurer. And there were the amusements in the Exhibition "Wonderland," where sundry shows, some of them heretofore quite new to this country, hugely diverted the sightseers in their

thousands, and furnished a happy foil of easy merriment to the solid uses of the Exposition by Avon-side.



FRONT OF THE EXHIBITION BUILDINGS.

Sufficient this by way of introductory summary to indicate the general scope and lessons of the Exhibition. In the chapters which follow, prefaced as seems fitting by a brief sketch of New Zealand's rise from the day of small things, details are furnished

of the inception and history of the Exhibition, of the site of the buildings, of the inaugural ceremonies, the nature of the exhibits, of Governmental and private, home, and foreign representation, and such other information as seems worthy of record. In compiling this Record of the Exhibition an endeavour has been made to not only present a faithful account of one of the most important events in the latter-day history of New Zealand, but also to preserve an accurate picture of the colony as it was in the Exhibition year 1906–7. The descriptions and illustrations, together with the comments on sundry shortcomings of the provincial and other Courts, will, it is trusted, be found of service to the organizers of future Exhibitions in this the youngest Dominion of the Imperial confederation.

NEW ZEALAND'S STORY.

The Pioneers: Their Day and Their Reward.

Not so very long ago New Zealand was a very wild country, the most inhospitable and dangerous land that any unfortunate sailor could be cast away upon. Its soil was fertile and its shore-aspect pleasant, its forests harboured no beasts of prey; but it was peopled by the most desperately savage of brown-skinned races, the Maoris, who ate human flesh, and cut off many an unwary ship's crew. Eighty or ninety years ago every vessel from New South Wales or further afield that ventured to the New Zealand coasts to trade with the cannibal inhabitants carried guns and small-arms as for a voyage through pirate seas, and lay at anchor with boarding-nettings up. No law but Maori law—the law of tomahawk and musket—ruled in the Islands of New Zealand until sixty-seven years ago, when the mana of the wild new country passed to the British Crown, under the Treaty of Waitangi, signed by most of the great Maori chiefs. Yet for many years after this the white man really only lived in New Zealand on sufferance, the uncertain toleration of his Maori neighbours, who could have swept him from the Islands had a few tribes combined. To-day behold what a few short decades have wrought! Not only have the brown and white races changed places in the domination of Maori Land, but the white has succeeded in hewing and building the one-time cannibal islands into a peaceful, happy, prosperous State, from which the first newness of pioneering has passed.

In other countries these changes have been the slow and gradual accretion of century upon century of a steadily growing civilisation: here the pioneers builded quickly. Men still living saw New Zealand when not a European town or village stood upon its shores, except one or two rowdy bay-townships, where whaling crews came for the three main "supplies" of the rough old whaling-days—wood, water, and temporary Maori wives. Many of the earliest settlers were indeed not a very reputable lot, and if they sometimes lost the numbers of their mess and made a meal for some tattooed Maori, it was perhaps a fate that fitted their deserving. Amongst them were some good stock, the traders for Sydney firms and leaders of the whaling parties, whose names to-day are borne by well-respected half-caste descendants. But they were merely coast-squatters; their concern was with the sea. The men who were to develop the great waste country that lay behind the coast ranges did not come till 1840 and later. English, Scottish, and Irish, they were the best of their breed. It has been said that a nation's best sons are those who leave her to go across the seas for their fortunes; at any rate young New Zealand got the pick of the Anglo-Saxon-Celtic stock in her early settlers, who from 1840 to 1870 sailed half the circumference of the globe in search of a freer and bolder life than the Old Land afforded. And it took a stout heart to seek New Zealand in those days, when the passage from London, or Liverpool, or the Clyde meant a three or four months' voyage in a crowded "wind-jammer," with none of the luxuries of modern ocean travel. But there lay the land of promise that from so far away seemed so fair.

Even from Nova Scotia some of them came, the founders of the Scottish Highland settle ments of Omaha and Waipu in North Auckland. These sturdy Gaelic people, whose fathers had left the old land for the new across the Atlantic singing their lament, "Lochaber no more, We'll maybe return to Lochaber no more!" and who left Nova Scotia again to brave the perils of long voyages in their little sailing-craft, found here a happier land, where they could preserve the best traditions of their ancient depopulated homes. They were a tribe of Mr. Frank Bullen's dour "amphibious sailor-farmers" of the wild Nova-Scotian coast, transplanted to a more genial climate, and "thawed" by its very geniality. For the Irishman, too, New Zealand offered a less circumscribed and less distressful home. Lady Dufferin's beautiful old song voiced equally the hope of the emigrant crossing the Atlantic and the man who sailed for far-away Maori Land :—

> They say there's bread and work for all,
> And the sun shines always there.

Then, besides the Anglo-Saxon-Celtic immigrants, there was a sprinkling of Germans and Scandinavians, who made good settlers and splendid bushmen. But the new land held for the colonist of the first three decades not only hard, hard work, but the perils of war with a savage race. The Maori—seventy thousand of him—was no degraded blackfellow or "mild Hindoo." He was clever enough to adopt all the practices of civilisation that seemed to him to advance him in his world, but he was fiercely tenacious of his ancestral rights and distrustful of the land-seeking white man. Partially civilised, he relapsed into barbarism, and many times fought the settlers and the Queen's troops. It was not until 1871 that the colonist saw the close of the campaigns that had lasted with little intermission for ten years, and in which ten thousand British troops were for some time employed. That period from 1860 to 1871 was in many ways the darkest and at the same time the most adventurous and romantic in New Zealand's history. Life in many parts of the North Island bore some resemblance to the condition that existed in the New England States in the old Puritan times, when Indian raids and Indian wars perilled the very existence of the white communities. There were alarms and murders, forays and forest-battles, assaults on stockades and redoubts, war surprises and ambuscades without end. Farms were abandoned even in the vicinity of the towns, or, if worked, the hand that guided the plough or milked the cow was ready at a moment's notice to use the rifle. Redoubts and chains of blockhouses guarded the frontiers of the Waikato and other districts bordering the rebel country, and were garrisoned by the colonial forces until well on into the "seventies." It was a rough and history-making epoch; a phase of New Zealand's existence that developed all that was resourceful and self-reliant in her people.

The South Island, where the Maoris are few in numbers, was free from Native wars. Here the pioneering perils were those of the explorer and land-seeker on the lonely tussock plains and uplands where snowy rivers swept furiously down from the white wall of the Alps, the fossicker-out of the lands "behind the ranges," and the gold-hunter who searched the alluvial drifts of Otago and the Wild West Coast. The great gold "rushes" of the early and middle "sixties" had much to do with the opening-up and settling of the South. The Central Otago "rush" came first; then thousands and thousands of adventurous fellows, the pick of young manhood—many from the Victorian and Californian diggings—swarmed to the wonderfully rich alluvial gold-diggings along the long surf-bound littoral of Westland. Some came by sea; many came overland, trudging over the Canterbury plains and climbing to the high passes that here and there cut through the Alps, the glacier-clad roof of the Island, then down by dangerous ways through the immense dark forests and across the roaring icy mountain-torrents that swept many a digger to his death. They were stout-hearted men, these pioneers, who broke into this wild country, and whose little canvas towns whitened many a hitherto-unpeopled

solitude. Like the men of "Forty-nine," whose heroic traverse of America's "Wild West" Joaquin Miller has sung in "The Ship in the Desert,"—

> They saw the snowy mountains roll'd
> And heaved along the nameless lands
> Like mighty billows, saw the gold
> Of awful sunsets, saw the blush
> Of sudden dawn, and felt the hush
> Of heaven, when the day sat down
> And hid his face in dusky hands;
> Then pitch'd the tent where rivers run
> As if to drown the fallen sun.

The era of great gold rushes is over in New Zealand; the industry of gold-mining is carried on in a more soberly scientific manner. But the blue-shirted men of pick and cradle did the country great service in their day. They gave the work of nation-building an impetus that no other body of adventurers could have done, and they left their mark on the story of New Zealand. To-day the settlers of Westland, for example, are a splendid self-reliant set of men, exhibiting to the stranger who travels their rough ravines and forests and grassy river-straths sturdy physical and moral characteristics that are in part perhaps a natural reflex of their grand surroundings, and for the rest good grafting of that fine old stock the miner-pioneers.

Those were the days when canvas still ruled the seas. The immigrant who arrived here after a three- or four-months voyage in a ship or a barque from the Old Land had something of the making of a sailor in him when he landed. He knew all about reefing and setting sail, beating to windward, and "running down the easting"; and knew the intolerable heat and tedium of lying becalmed when the equatorial sun melted the pitch in the deck-seams. Such ships as the "Jane Gifford" and the "Philip Laing" of the Scottish settlers, and the "Charlotte Jane" of the Canterbury Pilgrims were but small craft of the old whole-topsail era; but in later years came fleets of fine clippers, the class of beautiful composite-built stu'ns'l-boom ships that so often raced from China to London with their cargoes of tea. The names of the "Blue Jacket," the "Red Jacket," the "Avalanche," the "Mermaid," the "Cashmere," the "Devonshire," the "Morning Light," the famous Black Ball ships "Lightning" and "Commodore Perry," bring up to many an old colonist memories of the passage of the "Roaring Forties." Later still there came the splendid sailing-ships of the Shaw-Savill and New Zealand Shipping Company's fleets, some of which sailed these seas—but no longer with passengers—up to a year or two ago. The Shaw-Savill sailers brought many passengers out in the "sixties," but it was just after the end of the Maori wars in 1870–71 that Sir Julius Vogel's public works and immigration scheme gave New Zealand its great onward movement, and peopled many a new farming district. Such fine ships as the "Lady Jocelyn"—which more than once made the voyage between London and New Zealand in from seventy-five to eighty days, and which brought out the North of Ireland settlers for Katikati, Bay of Plenty—the "Hydaspes," the "Dunedin," the "Marlborough," the "Blenheim," the "Halcione," and "Euterpe," the lofty-sparred and fast "Crusader," the "Auckland," the "Zealandia," and others flying the Shaw-Savill house-flag; and the handsome painted-port clipper ships of the New Zealand Shipping Company's line of iron fliers—the "Waikato," the "Piako," the "Orari," the "Otaki," the "Hurunui," the fast and lofty main-skysail-yarders "Waitangi" and "Waimate," that powerful sailer the "Turakina"—these and many other sailing-ships brought their thousands of souls out to the new land, through such weather-stress and sea-adventures as seldom fall to the experience of the modern ocean-steamer passenger.

THE NATION'S DEVELOPMENT AND WEALTH.

Those strenuous times of the pioneer seem very remote, so rapidly does life move in a new country. Life in New Zealand is more settled, more pleasant. Indeed, the transformation of the colony from a war-ravaged wilderness into a strong, happy, confident, young civilised State has been nothing short of marvellous in its speed. Peace, a fertile soil, a good climate, and regular seasons of plenty have all contributed to the general prosperity; and it must not be forgotten that New Zealand enjoys another blessing that is an important factor in the satisfactory condition of the colony to-day, a good stable democratic Government, which makes the welfare of the farmer, the worker, and producer its particular concern. The Government recognises that the town could not exist without the country at its back; therefore it does all it can to encourage men and women to go "in back" and grow something, by building railways and bridges and cutting roads for them, by giving them land on the easiest terms possible next to giving it for nothing, by lending money to them on low rates of interest for the purpose of developing and improving their farms; by giving them free advice on farming matters and providing free the services and guidance of specially engaged experts, and by giving them the cheapest of railway freight-rates. Compared with the conditions that surround the calling of the agriculturist in many other countries, the farmer's lot in New Zealand is cast in fortunate places. The producer in the back country knows that he is a powerful unit in the land.

Consider the output of this remote little colony. Little, for its white population is less than a million; but then in a land where the immigrant population has been subject more or less to a process of careful selection nearly every man is of account, an effective contributor to the common wealth. Seventy years ago or so New Zealand exported nothing beyond trifles like the dressed flax-fibre from the *Phormium tenax* (the native hemp), and the pigs that the trading-schooners from Sydney obtained by barter from the Maoris in exchange for muskets and powder, blankets and rum; kauri spars; oil and bone from the whales that abounded around the coasts, and sealskins from the far South. There was just about one other item of account in the "good old days" of the "twenties" and "thirties," and that was "heads." Many a white trader from across the Tasman Sea did business with the canny cannibals for dried tattooed human heads, a curio that found a good market in Sydney. The "head" industry enabled many a brown warrior to earn an honest musket or two or a keg of powder or a bright new steel tomahawk.

But for the Exhibition year, 1906–7, New Zealand exported produce to the value of close on twenty millions sterling. The farms of the colony produced wealth to the estimated value of £20,000,000, of which amount some £15,000,000 worth was shipped to foreign countries, chiefly to England, in the form of wool, frozen meat (mutton and beef), butter, and cheese. Of gold, over £2,000,000 was mined and exported; up to date the colony has produced more than £70,000,000 worth of gold. The country is by no means dependent upon one or two staples. The sheep-runs, the dairy-farms, the grain districts, the forest, the mine, the fisheries, all send their quota. Less than thirty years ago New Zealand relied first on its wool and next on its gold-mines for its commercial well-being. Up to 1880 a slight rise or fall in the price of wool on the London market made all the difference in the world to the struggling little colony. But the refrigerator revolutionised things. Twenty-five years ago some enterprising Otago meat-men, with many doubts and fears, sent the first shipment of frozen mutton to England by one of the sailing-ships of the Shaw-Savill line (the "Dunedin"), fitted with a freezing-chamber. That ship was the pioneer of a great industry. To-day there are more than forty ocean-steamers, ranging from 5,000 to 12,000 tons register, engaged, in part, in carrying frozen mutton, lamb, and beef, besides dairy-produce, to the United

Kingdom. The export trade in meat—the best mutton and lamb in the world—is worth, say, £3,000,000 a year to the colony. The wool that the colony's twenty million sheep carry on their backs is still, as it always was, the commodity of most value—last season's clip was worth more than seven and a half millions sterling—but it is no longer the one big item. Since the old "Dunedin" spread her topsails for the Horn run with that little cargo of frozen carcases a short quarter of a century ago the meat-freezing industry has returned something like £37,000,000 to the New Zealand producers. Then there are the smaller items, such as timber and kauri-gum; the latter, a special product of North New Zealand, and worth a good half-million or more a year, is shipped to America for use in varnish-making. The flax-hemp, another product peculiar to the colony, ranked next to the "heads" in the olden days when the Maori slaves scraped and dressed it with pipi-shells and their masters bartered it to the Sydney trading brigs and schooners; now it stands fifth on the list of the colony's exports. The scream of the flax-scutcher is heard in hundreds of places in the back country, where tons upon tons of the long shining sword-leaves of the *Phormium tenax* are daily put through the stripping-machine of the hemp-mills. The development of the colony's immense mineral wealth has hitherto been chiefly confined to gold and coal. But it has practically every known mineral hidden away in its mountains, only waiting for men and money to work them. Most valuable of all will be its enormous deposits of iron-ores in the South Island, and its titaniferous sands that blacken the ocean-beaches along the west coast of the North Island; when the modes of treatment of these ores are perfected and foundries established, New Zealand ought to be able to produce easily all the iron and steel that it requires.

Constructive Enterprise.—Opening up the Country.

The people's big task of breaking in the new wild country, of clearing away the immense jungly forest and filling its place with pastures for sheep and cattle and with homesteads and dairy factories, is well supplemented by the Government with its great public-works policy. Never was State money better laid out than in the opening-up for settlement of the back country of New Zealand. Just at present the biggest public work under construction is the building of the Main Trunk Railway, which will shortly connect the two largest cities and seaports of the colony, Auckland and Wellington, about 420 miles apart. This line, penetrating the heart of the North Island, where the magnificent volcanic mountains of the Tongariro National Park swell up into snowy altitudes from the high tussocky plateau, will be a triumph of engineering. Nothing, perhaps, indicates the energy and resourcefulness of the colonist more than the manner in which some of these great public works of necessity have been coped with. Such tremendous undertakings as the tunnelling of the Port Hills between Lyttelton and Christchurch, and the erection of the Makohine and Staircase Gully viaducts—models of which were shown in the Exhibition by the Public Works Department—are monuments of perseverance and technical skill. And a yet more colossal colonial work has just been begun, the piercing of the crown of the Southern Alps by a tunnel more than five miles long, the final link in the trans-insular railway from Canterbury to Westland. This enormous work, which will take five years and cost £600,000, will be the greatest national engineering work ever undertaken in Australasia. It will open to railway traffic a comparatively little-known district, at present only reached by stage-coach or by steamer, which, as visitors to the Westland Court and the Mines Court at the Exhibition were able to see for themselves, contains a greater variety of mineral wealth than any other part of the colony. The working railways of the colony —so well illustrated by examples of locomotives and cars and every detail of railway plant and apparatus in the great Machinery Hall of the Exhibition—are a magnificent example of the benefits of State-owned railways and their service to the country com-

munities. The colony's Government railways covered at the Exhibition season nearly 2,500 miles, and the money expended on them up to the end of the 1906–7 financial year totalled £23,504,272. They earned during the year a gross revenue of £3,642,600, and the net profit on the year's working totalled £812,118

The Cities and Towns.

A distinctive and fortunate feature of the colony that the traveller remarks upon is the great number of flourishing small towns, both coastal and inland. Unlike so many older lands, New Zealand's population does not crowd into the large cities to the detriment of the country and country industries. This is, of course, in great part due to the irregular and sea-broken character of the colony. The chief cities—Auckland, Wellington, Christchurch, and Dunedin—have populations ranging from 80,000 down to 58,000; while they are increasing in size their growth is in proportion to the natural growth of the colony, and New Zealand is not likely to see two or three large cities absorbing, say, a third or a fourth of its whole population. Out of a total white population of a little over 900,000, the largest city, Auckland, contains about 9 per cent. Indeed there is no inducement to crowd into the cities and large seaports while life in the country is agreeable in so many ways. And the people find time and inclination also, in the big work of making the wild new country a wealth-producing one, to cultivate the arts and graces, to beautify their villages, and towns, and cities, and make the land a pleasant one to travel through. In environment and in general character each city is a type to itself. Each of the four large centres has an individuality born of the variant conditions under which the several settlements were founded by the pioneers, and which were fostered for many years by the old-time system of separate Governments for each province. The vastly improved means of intercommunication has in these later years tended towards the demolition of parochial jealousy and insular barriers and prejudices, but many of the olden characteristics that marked Christchurch and Dunedin, for example, still remain. Auckland and Wellington are more cosmopolitan than the South Island towns, and their interests are more varied. In the essentials of modern progress the four cities are well advanced. Each city has good electric-car services, for example; in all but Auckland these services are owned and managed by the municipalities.

New Zealand in the Exhibition Year, 1906–7.

A Commercial and Industrial Summary.

Population, 31st December, 1906 (European)	908,726
Maoris (Census, 1906)	47,731
Cook and other Pacific Islands (Census, 1906)	12,340
Arrivals in colony	39,233
Increase in population for year 1906	28,761
Imports, 1906	£15,253,268
Exports, 1906	£18,128,917
Value of principal exports—	
Wool	£6,765,657
Frozen meat	£2,877,073
Butter	£1,562,610
Phormium	£776,106
Kauri-gum	£522,485
Cheese	£342,073

Number of live-stock—	
Sheep	20,108,471
Cattle	1,810,936
Horses	326,537
Output of coal (tons)	1,764,000
Value of output of certain principal factories and works—	
Sawmills	£2,128,766
Grain-mills	£1,058,686
Breweries	£572,579
Bacon-curing factories	£253,937
Grass-seed dressing	£270,028
Gasworks	£386,920
Brick, tile, and pottery works	£216,550
Iron and brass foundries, boiler-making, &c.	£376,527
Engineering-works	£437,036
Printing and bookbinding	£1,067,827
Agricultural-implement factories	£199,741
Coach building and painting works	£294,818
Tanning, fellmongering, and wool-scouring establishments	£1,836,310
Furniture and cabinetmaking	£328,185
Woollen-mills	£397,348
Clothing and waterproof factories	£308,943
Boot and shoe factories	£501,065

Previous Exhibitions in New Zealand.

New Zealand, despite its youth, has held several exhibitions, which, though provincial in character, were excellent in their way as a means of measuring industrial and commercial progress. All the chief cities have at one time or another organized expositions of industries, some of which attracted exhibitors from Australia and other parts of the world.

The first Exhibition held in New Zealand was one at Dunedin in 1865, and was organized by the late Sir James Hector. Even at that early date the Australian Colonies were well represented; the United States sent a display, chiefly of machinery and agricultural implements, and there was an excellent Indian exhibit. In addition there was representation on the part of France, Germany, Austria, Holland, and Canada; altogether about four thousand contributors were represented. The Exhibition was exceedingly well arranged, and was well attended by colonists.

Canterbury's first attempt at an Exhibition was made in 1872. This was when the Canterbury Province had decided to send an exhibit to the Vienna Exhibition. There was an excellent response from the settlers of the province, and the organizers were so well satisfied with the result that the display was placed on view in Christchurch for several days before being despatched to Europe. This little Exhibition was opened by Sir George Bowen, the then Governor of the colony. Eight years later the Canterbury Industrial Association promoted an exhibition of the colony's industries, which, though not a very large display and restricted absolutely to New Zealand goods, was visited by about twenty-four thousand persons during the week it remained open. So good was the display of local manufactures that a Royal Commission appointed by the Government visited the Exhibition and published a very complimentary report.

In 1882 the first International Exhibition of a comprehensive character was held in Christchurch. This was the Exhibition promoted by Messrs. Joubert and Twopeny; and it, like the recent International Exhibition, had its site in Hagley Park. It was

purely a private enterprise, but New Zealand local bodies gave every assistance to the enterprising promoters, and the Exhibition was opened by Sir Arthur Gordon, the then Governor, on the 10th April, 1882. The Exhibition lasted for fourteen weeks, and was attended by 226,300 visitors. Amongst its attractions was a three-days flower-show.

In 1883 the Canterbury Industrial Association organized another all-colonial Exhibition, which had a successful season of six weeks in the old Christchurch Drill-shed.

Two years later, in 1885, the capital of the colony held its first Exhibition. This Exposition of New Zealand Products, Manufactures, and Industries owed its origin chiefly to Sir Julius Vogel, then Colonial Treasurer, who was always keenly alive to the value of an Exhibition as a gauge of a country's advancement and possibilities. This Exhibition, which was intended to be the first of a series of great Industrial Exhibitions, was opened in Wellington on the 1st August, 1885, and remained open for three months. It was the first Exhibition in New Zealand under State control. It was visited by nearly 133,000 people, and as a purely colonial Exposition was a remarkably successful advertisement for New Zealand's products and manufactures. The buildings of the Industrial Exhibition covered an area of about 83,000 superficial feet, fronting Stout Street and Whitmore Street. There was no attempt made at any display of architecture; the building was constructed principally of galvanised iron, relieved by wooden pilasters, cornices, &c. The Industrial Exhibition was divided into five different departments. The first was textile fabrics, &c., such as (*a*) thread fabrics, (*b*) woollen goods, (*c*) silk fabrics, (*d*) lace embroidery and trimming, (*e*) hosiery, (*f*) clothing, and (*g*) jewellery. The second department embraced raw and manufactured products, forest products, furniture, &c., fisheries, &c., agricultural products (not for food), chemicals, leather, &c. The third department comprised machinery, tools, implements, agricultural apparatus, machines in general, papermaking-machines, carriages, harness, railway apparatus, telegraph apparatus, &c. The fourth department embraced alimentary products, farinaceous products, seeds, bread, fatty substances, meat and vegetables, condiments, fermented drinks, &c. The fifth department consisted of mining apparatus and methods, mining products, metallurgical works, chemical works in connection with mining, &c.

Next came the New Zealand and South Seas Exhibition, held in Dunedin in 1889–90, the largest Exhibition held in the colony prior to the International Exhibition of 1906–7. The object of the Exposition in Dunedin was to mark the jubilee of the proclamation of British Sovereignty over New Zealand, which took place in January, 1840. A number of Dunedin citizens formed a Guarantee Committee, with a capital of £10,000, in shares of £1 each, for the purpose of securing the success of the proposed Exhibition. This fund was subsequently increased to over £15,000. The Exhibition was officially recognised by the Government as the colony's jubilee celebration, and a subsidy of £10,000 was granted by the Treasury. The Government also largely assisted by endowing the Mineral Court, furnishing an excellent Armament Court, and by defraying the cost of bringing out a large number of pictures from England. The Exhibition occupied 12½ acres of ground, the buildings alone extending over 10 acres. The most prominent architectural feature of the main building was a dome 80 ft. high, with a diameter of 50 ft. Amongst the countries contributing exhibits were the United Kingdom, United States, France, Germany, Austria, Italy, Belgium, Japan, Australia, Fiji, Samoa, Tonga, and other Pacific Islands. The opening ceremony, which took place on the 6th November, 1889, was presided over by Lord Onslow, then Governor. Amongst the congratulatory messages which the Commissioners received from all parts of the world was one from the late Queen Victoria, as follows:—

"The Queen heartily congratulates New Zealand on the marvellous progress made during the last fifty years, and on the signs of recovery from the recent temporary depression. She highly values the continued expressions of the loyalty of the people of New Zealand, and hopes that the attachment to the Mother-country, which has been unim-

paired since the proclamation of her sovereignty on the 29th January, 1840, may long continue unimpaired."

There was an excellent and very comprehensive display of the colony's chief sources of wealth and its staple manufactures. From every province good displays were sent, covering every local industry. The Exhibition remained open for 125 days, and was attended by 618,062 people. The receipts were £55,249 and the expenditure £54,670, leaving the Committee with a profit balance of £579 when the Exhibition closed.

In 1895 the Canterbury Industrial Association held an Art and Industrial Exhibition in the Christchurch Drill-shed grounds, where special buildings were erected. This show returned a profit of £2,500.

In 1896–97 an Industrial Exhibition was held in Wellington, lasting two months and yielding a net profit of £1,700.

In 1898 the Province of Otago celebrated its jubilee with an Industrial Exhibition in the Agricultural Hall in Dunedin.

In 1901 Canterbury held its jubilee celebrations, and a Jubilee Industrial Exhibition was arranged by the Canterbury Industrial Association, the purpose of which was to illustrate to the people of New Zealand and to visitors New Zealand's progress, and Canterbury's progress in particular, in arts and manufactures and industries. The Exhibition was held in the new Canterbury Hall, now His Majesty's Theatre, and was opened by His Excellency the Governor, Lord Ranfurly, in the presence of a very large gathering, which included the late Right Hon. R. J. Seddon, Premier of the colony, and Sir Joseph Ward. Nearly all the articles shown in this Exhibition were of New Zealand manufacture. The Government subsidised the Exhibition to the extent of £1,000. The Exhibition receipts totalled £13,700, and the expenditure £10,700. The profit to the Association was £3,000.

In 1898–99 the City of Auckland held an Industrial and Mining Exhibition, which received a Government grant. The Exhibition building was erected in the Metropolitan Ground, a prettily situated green expanse at the rear of Government House, Princes Street. All parts of the colony contributed good industrial exhibits, but the chief feature of the Exhibition was the excellent display of the Auckland Province's great sources of wealth, particularly the gold-mining industry.