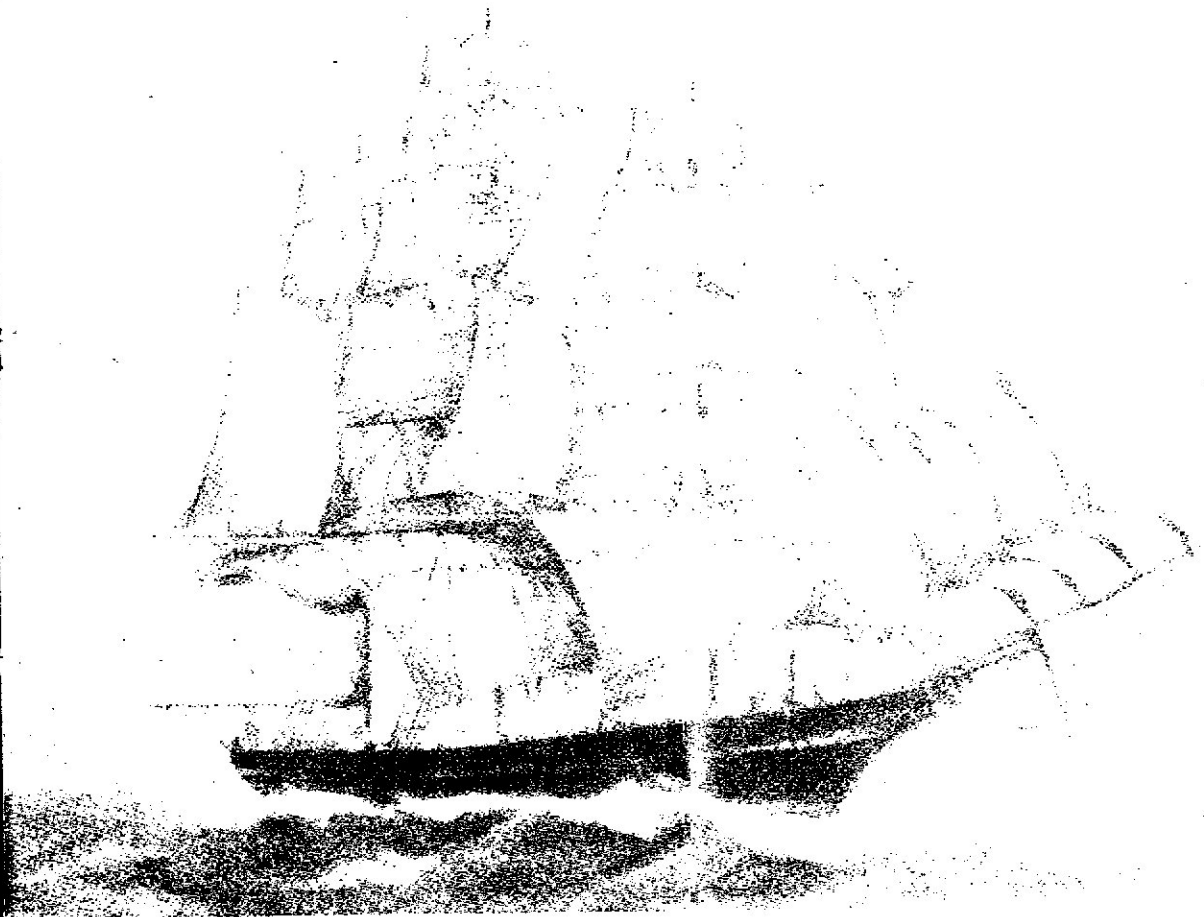


The Story of the Clipper Ship

“DANIEL RANKIN”

1863



**CENTENARY OF ARRIVAL—  
CELEBRATED BY DESCENDANTS**

**DUNEDIN, N.Z.**

**7th & 8th December, 1963**

To Grandad,  
Peace love and Respect D. Rankin

## OWNERSHIP

*This book is the personal pride of*

---

*Descendant of* .....

*Descendant of* .....

*Descendant of* .....

*Descendant of* .....

*who was a passenger on  
Wm. Rankin's famous Clipper Ship,  
"DANIEL RANKIN,"  
1,048 tons, official number 21,567,  
on her record-breaking trip of  
90 days Glasgow to Otago  
Sailed Glasgow . . . 5/9/1863  
Signalled Tairaroa Head 4/12/1863  
Captain Alexander Miller  
"with 155 passengers and cargo"  
Arrived Port Chalmers 7/12/1863*

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Published by the "Daniel Rankin" Centenary Committee.

Edited by Alex. R. Harris, 52 Peter Street, Dunedin.

Daniel Rankin Centenary Committee:

Chairman.—George N. McLeod, "Graybrook," Brighton.

Secretary.—Alex. R. Harris, 52 Peter Street, Dunedin.

Committee.—Mr and Mrs M. D. Wells, Mosgiel; Mr and Mrs Peter Dow,  
Outram; Mrs T. Williams, Christchurch; Mr I. Twaddle, Ocean Grove,  
Dunedin; Mrs I. McNoe, Gore

## THE CHAIRMAN SAYS

"It is with a feeling of humility, yet of deep pride in coming from such pioneer ancestry, that I pen a few words of introduction to this record of their voyage in the 'Daniel Rankin' and their settling in a new land.

"Of the courage and fortitude of these pioneers of a hundred years ago, we can have no possible idea. How many of us today would have the endurance to do what they did? Leaving homes and friends and their own familiar hills, they set sail for an unknown island, already peopled by another race, whose feelings were not too friendly at the time.

"With their few possessions, their loyal wives and their numerous children, they faced untold hardship aboard those early sailing vessels. Many parents arrived in this country with sorrow and loss to cast a shadow over their great adventure, for among the little ones, only the strongest survived. In a previous ship, 29 infant children died.

"From the diary of a 17-year-old boy on yet another vessel, there seemed to be three main topics of interest day by day—the number of knots they made—whether it was a fair wind or a foul—and the captain's sermon, with chapter and verse for his text.

"There lay their source of strength, an implicit trust in God, and a staunch belief in the truths contained in the pages of the great family Bibles which accompanied them half-way round the world, and took pride of place in the best room in their new homes."

GEORGE N. McLEOD,  
"Graybrook," Brighton.

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## PREFACE

In this book I have attempted to place on record some historical facts of those daring pioneers who forsook the land of their birth, and embarked on the clipper ship, "Daniel Rankin," indeed a beautiful ship, which brought them safely to a wonderful new country.

The memory of this ship and her swift passage round the Cape of Good Hope and through the roaring "forties" and furious "fifties" with the whistle and scream of the mighty westerlies in her rigging on many a dark and sobbing night, when the hearts of the exiles were beating low and the spirit of the brave pioneers began to quiver, would indubitably live long in their memories.

Undoubtedly, running down an easting in the little 194 feet, 1,000-ton "Daniel Rankin" with a hard-driving skipper and stony-hearted mates, was a fine bracer for the emigrant bound to a new country which could only be wooed by a clear brain and a strong arm coupled to the stoutest of hearts.

We, who come after, must always cherish the sterling efforts of our forebears who were undoubtedly of the right stock. Grand people.

I desire to thank most sincerely those descendants who have contributed various items. Great pain has been taken to test the veracity of all information recorded, but should any slight inaccuracy occur, I crave indulgence.

Unfortunately, no passenger list could be located, and it is thought that any diaries of the voyage are no longer in existence.

Hence it would be appreciated if great care was taken of the publication which is now in your keeping.

ALEX. R. HARRIS.  
Dunedin.

*Alex R Harris*

THE SAILING SHIP  
"DANIEL RANKIN"

(Lloyd's Register of Shipping, London,  
Vol. 911.)

+30. "Daniel Rankin."  
S. F. Y. M. 67. C. F.  
1,048 tons.  
193.9 feet length.  
34.6 feet breadth.  
22.8 feet depth.  
Built: Dumbarton, Scotland, 1858.  
Owner: W. Rankin.  
Port: Greenock.  
Surveyed for India and Colonies.  
Age: 5 years.  
Classification: "A 1 Lloyd's."

(A sailing clipper built to special surveys.  
Wood sheathed with yellow metal, wooden  
masts and spars.)

SHIPPING NEWS

("Daily Telegraph," Dunedin. Saturday,  
December 5, 1863.)

"Port Chalmers Shipping News, Decem-  
ber 4, 1863: The ship 'Daniel Rankin,'  
from Glasgow, signalled at Tairaroa Head  
with 155 passengers and cargo."

("Daily Telegraph," Dunedin. Monday,  
December 7, 1863.)

IN QUARANTINE

"The ship 'Daniel Rankin,' previously  
reported at the Heads, was towed to the  
lower anchorage early on Saturday, where  
she was placed in quarantine, owing, it is  
believed, through one case of smallpox  
during the passage. No deaths have taken  
place and the passengers are all well and  
healthy and will likely be admitted to  
pratique today or tomorrow."  
Item 4:

OFFICIAL ARRIVAL

("Daily Telegraph," Tuesday, December 8,  
1863.)

"Port Chalmers Shipping News, Decem-  
ber 7, 1863.—Arrival: 'Daniel Rankin,' ship  
1,048 tons, Captain Alex. Miller, from  
Glasgow, with general cargo and 155 pas-  
sengers admitted to pratique. Coleman,  
agent."

CUSTOMS CLEARANCE

(Advt., 11/12/1863)

Ship "Daniel Rankin" from Glasgow  
(Captain Alexander Miller).

The above ship being reported at the  
Customhouse, consignees are requested to  
pass entries immediately.

Arrangements have been made with Mr  
W. Wurm to lighter the cargo at current  
rates, etc.

Frederick Coleman, Agent,  
Stafford street, Dunedin.

"FASTEST TRIP OF THE SEASON"

("Daily Telegraph," Dunedin. December  
8, 1863.)

"The ship 'Daniel Rankin,' from Glas-  
gow, which was placed in quarantine on  
arrival on Saturday last, was admitted to  
pratique yesterday forenoon. She left the  
'tail of the bank' on September 5, made  
the South Channel passage, and experienced  
fine weather and no North-east Trades to  
the Equator, which was crossed on October  
8. Had baffling rainy weather in the Vari-  
ables with fair South-east Trades. Passed  
the Meridian of the Cape of Good Hope,  
November 1. Experienced moderate weather  
to longitude 60 east, then heavy following  
west weather. Sighted the Snares Islands,  
South of New Zealand, on Thursday last  
(3/12/1863). The ship at the time being  
under close-reefed topsails, the wind blow-  
ing a gale from the northward, which veered  
shortly afterwards to the westward to bring  
the ship up rapidly to Otago Heads, which  
was signalled late on Friday, December 4,  
1863.

"On arrival in the Port of Otago, one  
of the passengers, in the name of the whole  
of them, presented Captain Alex. Miller  
with a very gratifying testimonial, con-  
gratulating him on the speedy passage  
(which is the fastest of the season) and the  
treatment received from him and the ship's  
company throughout an enjoyable voyage."

(Note: No ports of call on the voyage of  
these clippers!)

IMPORTS PER "DANIEL RANKIN"  
("Daily Telegraph," Wednesday, December  
9, 1863.)

(Noteworthy items only.)

For Rattray, Dalgety, Limited:

5,252 packages flooring boards,  
500 bags oats,  
885 bags oats,  
1,230 bags oats,  
500 firkins butter,  
60 casks whisky,  
50 casks whisky,  
25 octaves whisky,  
1,289 cases whisky,  
300 casks beer,  
6,851 boards,  
100 firkins butter,  
100 tons coal,  
18 coils of rope, etc.

For Service, Gibson:

72 frying pans,  
72 girdles,  
72 camp ovens.

For Tickle and Co.:

50 bundles wire.

For McEwan, Thomson Co.:

212 camp ovens.

For J. Connell:

25 cases pipes,  
200 cases whisky.

For N. Holmes:

1 case whisky,  
2 cases wine,  
3 cases brandy.

For R. Miller:

3 bales leather,  
3 cases saddlery,  
3 cases harness.

For Morison, Law and Co.:

600 firkins butter,  
quantity fencing wire.

For J. G. Brown:

20 cases goods,  
5 boxes goods,  
39 casks glassware,  
27 bales goods,  
7 boxes, 1 barrel, etc.

NOTE: It is really nice to know that there has been a reversal in Otago's economy whereby we are now able to export many items which were imported in the early days, particularly butter, leather, rope and coal.

"CLIPPER" SHIPS

Clipper ships were the acme of perfection in a highly developed craft of sailing ship building. Their lines were so finely cut that it could almost correctly be said that they were built for speed and not for comfort of crew or passengers. It was not unusual to crowd about two acres of sails on a craft 200 feet long and with a beam of approximately a sixth of the length.

They were sheathed with yellow metal (brass) which saved the cost of copper and prevented fouling and was more easily worked in large sheets. The "Daniel Rankin" was all wood construction but later clippers had steel masts and steel hulls. In lighter winds, stunsails were set on booms on yard arms giving an enormous spread of canvas.

The clipper ships were primarily built for the tea trade from India and later for the wool races and grain races from Australia to Britain. With the opening of the Suez Canal in 1870 and the advent of steamer travel many clippers were relegated to the nitrate trade from Chile and Western South America.

It is difficult to name the most famous clipper ship but those built on the Clyde-side could outsail anything sighted ahead even in light weather.

Running down the easting in one of the the wooden sailing clippers of the sixties, for instance, with bunks flooded, the galley fire out, and the main deck lost to sight for days on end was, to put it mildly not all beer and skittles for the seamen. But when it is said and done, it was from the passengers point of view that the halcyon days of sail left most to be desired. A sea passage in the days of sail was not all "flying fish" weather for the passengers any more than for the seamen; and when the jolly sailormen were "up, up aloft, and the landlubbers battened down below" it was probably the landlubbers who had the worst end of the stick; under hatches, in cramped quarters and stifling atmosphere, listening to all the creakings and groanings of a wooden ship in a seaway, and the monotonous thunder of the seas as they broke over the floating prison, while unable to lift a finger in their own defence and even unable to know with any certainty how the "fight"

VIEL RANKIN" O.N. 21567, BUILT IN 1858 AT DUMBARTON, 1st PORT OF REGISTRY—GREENOCK No. 26/1858;  
NORTH SHIELDS No. 71/1872; 3rd AND LAST, SOUTH SHIELDS No. 55/1874. REGISTERED TONNAGE 1,048.

List of Voyages made from September, 1863, up to time of loss of Vessel.

Date		Port of Departure		Port of Arrival in U.K.		Master's Name
From	To					
4. 9.1863	17. 1.1865	Greenock	to various ports abroad, then back to	North Shields	North Shields	Alexander Miller
10. 2.1865	19. 3.1866	North Shields	" " " "	"	London	Alexander Miller
1. 6.1866	6. 2.1867	London	" " " "	"	London	William Hartnell
4. 5.1867	12. 5.1868	London	" " " "	"	Greenock	William Hartnell
19. 6.1868	11. 6.1869	Greenock	" " " "	"	Liverpool	William Hartnell
12. 8.1869	8. 8.1870	Liverpool	" " " "	"	London	William Hartnell
21. 9.1870	4.10.1871	West Hartlepool	" " " "	"	Hull	William Hartnell
6.12.1871	9.10.1872	North Shields	" " " "	"	Liverpool	Alexander McNab
8. 1.1873	3. 1.1874	Cardiff	" " " "	"	Nieu Diep	Alexander McNab
5. 2.1874	18. 7.1874	Nieu Diep	" " " "	"	Hull	Alexander McNab
1.12.1874	14. 8.1875	South Shields	" " " "	"	London	Alexander McNab
Voyage—		London to various ports abroad				Joseph Scorfield
26. 8.1875	7.11.1875					Sopwith

In this voyage the Master, A. McNab, died at Rio, 12.3.1875. The then First Mate, John Edwards, was promoted Master.  
Ordered by cable dated 12.11.1875 from Quebec to have gone ashore at Matane and will probably be a total loss.  
Port dated 26.11.1875 "DANIEL RANKIN" ashore at Little River has been condemned and is to be sold; materials landed.

was going while the ship continued to thrash its way through the high south latitudes towards southern New Zealand where the sighting of Stewart Island was a climax to be looked for.

### JOHN AND MARY HARRIS—1870

John Harris and Mary Neilson, of Kilbirnie, Ayrshire, Scotland, were married at Kilbirnie, Scotland, on June 21, 1861, by the Rev. James Ferguson.

With their daughter, Elizabeth, 4-5 months of age, they emigrated to Otago on the sailing ship "Daniel Rankin," arriving in Otago Harbour on December 7, 1863.

John Harris served his time as an engineer in the Glengarnock Iron Works, Dalry, Ayrshire, and came to New Zealand as an engineer for Johnny Jones, firstly at Dunedin, where the family lived in Heriot Row. He later moved to Cherry Farm, where Johnny Jones had a water-powered flour mill on the river (just near the bridge on the present North Highway). He later installed a flour mill at Shag Valley.

In 1867 he returned to Dunedin and installed a flour mill in Princes Street, south of Police Street, and worked there. In 1873 the family, including four children, went to Sydney to catch a boat to New York. They then lived in San Francisco for two years.

In 1875 they returned to Scotland to see their folk and then returned to New Zealand in the vessel "Cartsborne," in 1876. They obtained a farm on the South Dunedin Swamp extending from Reid Road to Helena Street. They had trouble with the cows getting lost in the bog near the site of the Macandrew Intermediate School. In 1879 they moved to "One Tree" between Owaka and Clinton. This was part of the Brugh run, which was split up then.

Numerous waterwheels were constructed on the Owaka River to grind flour, oatmeal and operate chaffcutters. In his later years he moved down the valley to Owaka Township and was a Councillor on the Clutha County Council. He died at Owaka in 1914. His wife was the sister of a Glasgow doctor who later became a Glasgow City Councillor, a professor at St Mungo's College of Physicians for 20 years and "enjoyed



Mr and Mrs John Harris, Alex Harris, Kate Sharpe, Mary Hewson and Elizabeth Dick. Elizabeth Dick was five months old when she embarked with her parents in 1863.

world-wide travel when he was between 75 and 90 years of age, saved a few thousand to pay for putting the turf over himself."

The first generation Harris descendants were as follows:

- Elizabeth (Mrs Randolph Dick, Kilbirnie, Scotland, April 3, 1863.
  - Alexander Neilson, Heriot Row, Dunedin, June 8, 1865.
  - Mary (Mrs Hewson), Heriot Row, Dunedin, 1867.
  - Kate (Mrs J. Sharpe), Heriot Row, Dunedin, 1869.
  - Jean Black (Mrs J. Johnstone, Heriot Row, Dunedin, 1871.
  - John, Reid Road, Dunedin, 1877.
  - Archibald Neilson, Reid Road, Dunedin, 1879.
  - William Montgomery, Owaka, 1880.
  - Maggie (Mrs J. Ewart), Owaka, 1882.
- Long live their memories.

### MALCOLM McLEOD

Malcolm McLeod, a passenger to Otago on the sailing ship "Daniel Rankin," was the son of John and Elizabeth McLeod, of Oa, Islay, Western Hebrides, Scotland. At the age of 12 he "shipped" away from home and went to live with an aunt in Glasgow, where he learned the trade of carpentry and building. When he arrived in Otago on December 7, 1863, he first

\* Malcolm McLeod is your

\* John and Elizabeth McLeod  
your great grandparents.

great Uncle. His parents were

John & Elizabeth McLeod of Oa Islay Scotland.



Malcolm McLeod, 1910.

worked for Mr James Macandrew for a time and then went to Cottesbrooke and Deepdale for Mr J. Bruce. In company with Mr J. M. Samson he later carted timber from Rock and Pillar, through the Styx, Linnburn, and over the Raggedys to the Manuherikia goldfields at Alexandra.

He later took up coastal farm land at "Greybrook," Brighton, and was also engaged on bridgebuilding on the Brighton to Taieri Mouth road. He brought out his mother, Mrs Elizabeth McLeod, and his sister from Islay, Scotland, in 1869. He married Jane Hamilton McIntosh at Brighton and after farming "Greybrook" for several years, in 1877 he bought 400 acres of "Maoriheads" tussock and swamp from Francis McDiarmid, who had previously bought it for a Mr Ward in the United Kingdom but who unfortunately died on the voyage to New Zealand. The land became known as "Wardlands" and was drained, cleared and developed by the McLeods into an excellent farm. When the McLeod cattle were driven across from Brighton to the Taieri, the bullocks made

Brighton, and Jack (Oamaru), and five daughters: Mrs Elizabeth Sutherland, Miss Janet Hamilton McLeod, Mosgiel, Mrs Margaret Anne Dippie, Barnego, Balclutha, Miss Flora McLeod, Mosgiel, and Mrs Helen Islay Wylie, of Port Molyneux and now of Abbotsford, Green Island.

Malcolm McLeod passed away at "Wardlands," on December 28, 1926, at the age of 91 years, and his wife passed away on July 20, 1946, at the age of 90. Both are buried at West Taieri on the knoll overlooking the land they loved so well. Thus we have another artisan who was able to successfully turn his hand to the land and achieve a reasonable degree of prosperity by dint of great endeavour in times which often gave meagre remuneration for hard work.

#### DAME FLORA WRITES

Dunvegan Castle,  
Isle of Skye,  
Tel. Dunvegan 206,  
July 31, 1963.

Dear Clansman,

I have received a letter from Mr Alexander Harris, Secretary, S.S. "Daniel Rankin" Centenary telling me that you will preside over a large Commemorative Dinner to descendants of Peter, Malcolm and Stuart McLeod, of Islay, who landed in Dunedin on December 7, 1863. The descendants of their fellow passengers on this memorable journey will also attend your banquet.

It is a very great occasion and I think it is a fine thing that we should be proud of our forefathers and our Clan and honour the pioneers who helped to build the great city of Dunedin and the great country of New Zealand.

I wish I could be with you to share this great event, and remember with you our common past and the country in which their roots—and yours—and mine are planted.

Scotland is indeed proud of the courageous men and women who left her shores to build the Commonwealth.

God bless you all.

Hold fast,

Yours ever sincerely,



## GEORGE WALLACE

Mr George Wallace was born at Kinross, Scotland, in 1826, and followed the calling of a farmer from his early boyhood. He came to Otago in the "Daniel Rankin," arriving at Port Chalmers in December, 1863, and at once set about securing a holding. His first selection was at Green Island Bush but proved too small for his requirements, and he went to a more extensive place at Halfway Bush where for many years, he laboured early and late, when markets were few and prices anything but encouraging.

He afterwards embarked in butchering at Green Island on an extensive scale, supplying a number of prominent Dunedin butchers. Eventually he transferred the business to his two sons and again took to farming on a smaller scale at Palmerston North but failing health compelled him to relinquish his calling and he returned to Otago Peninsula.

He was of a cheerful but retiring disposition and very much respected.

He was survived by his wife and a grown up family, when he passed away at Portobello, on September 20, 1906, at the age of 80 years. One of his sons had a butchery business at the Maryhill tram terminus and owned the greater portion of Clyde Hill, which was his grazing paddock before it was subdivided into residential sites. Some of the present generation of the Wallace descendants are still in the butchery business in South Dunedin.

(McNab Collection—per courtesy of Miss Mercer, N.Z. Book Room, Dunedin Public Library.)

## STUART McLEOD

Stuart McLeod, son of John and Elizabeth McLeod, was born at Oa, Islay, Scotland, in 1829, and was 34 years of age when he migrated to Otago with his brother, Malcolm, and cousin, Peter, on the ship "Daniel Rankin" which arrived at Port Chalmers on December 7, 1863.

He worked on farms at Brighton, Kuri Bush and Taieri Mouth. Later he moved to Woodside, West Taieri, and for many years was associated with his brothers, Malcolm, Thomas and William, in the proprietorship of the Woodside Dairy Factory.



Mr and Mrs Stuart McLeod at "Granton," West Taieri, 1900. John on trike, Charlie and Mrs Dow. Mrs Baird (absent).

He married Elizabeth Grant of "Granton" farm, and engaged in its management for a long period. "Granton" consisted of 160 acres of rich Taieri land and in addition more land was leased from the Shand Estate. Stuart McLeod, like many others of that ilk, had a long and successful life and passed away at the age of 83 and was interred at the West Taieri Cemetery. The family of four, two daughters and two sons, consisted of Mrs Elizabeth M. Baird, now of Balfour, John Graham McLeod, of Mosgiel, who passed away in 1962, Charles Stuart McLeod, of Timaru, and Mrs Mary C. Grant Dow, of Newton, Outram.

Along with many other descendants of passengers many of his kin are happy to join in the Centenary celebrations.

## PETER McLEOD

Peter McLeod was a young man about 21 years of age when he left his home to travel on the sailing ship "Daniel Rankin" to New Zealand. He was one of the large family of Mr John and Mrs Jessie McLeod, nee Campbell (McQuaig in the Gaelic), of the district of Oa, in the island of Islay in the inner Hebrides.

His father died before Peter was 21 and his mother, brother and sisters decided to migrate to Canada. There appears to have been a mass emigration of the McLeods, for several cousins and an aunt of the same ilk, had decided to leave the island home and come to New Zealand to try their luck. Mrs John McLeod and her sons Dugald, Harry, John and Donald, and daughter Jane, Ann, Mary, Jessie and Minnie went

\* Stuart McLeod is your  
great Uncle.

\* Peter McLeod is your  
great Cousin.



Mr. and Mrs. Peter McLeod, 1913.

to Canada and settled on the land at Seabright, Ontario.

On the advice of his minister, Peter decided to join his cousins and came to New Zealand in 1863.

Reasons for the mass emigration are many and varied, but one given to Mr and Mrs William D. McLeod, when they visited Islay in 1927, was that an epidemic had struck that island affecting both the people and their stock of farm animals. Perhaps the tales of the gold rush in Otago attracted Peter and his cousins, but Captain Alexander Miller of the "Daniel Rankin," advised them to get on the land and stick there.

It is believed that Peter did some contract ploughing before obtaining employment as a shepherd on the property of Sir Francis Dillon Bell at Shag Valley. At this time the dread "Scab" disease was decimating the sheep flocks and Shag Valley was one of the sheep runs affected. There was then no known cure, and drastic measures were taken to prevent the disease from spreading. All affected animals were destroyed and buried. This was the type of work undertaken by the young Scot during his first

years in Otago. He remained at Shag Valley Station gaining experience and eventually became head shepherd. It was at this period that he met and married Margaret Cornwall Muir, who came to Otago in 1849 with her parents, Mr and Mrs John Muir. Margaret was born on board the sailing ship "Cornwall" on the voyage to New Zealand, and, according to custom, was named after the vessel which was her birthplace.

It was at Shag Valley that two of their nine children were born: John and Jessie (Mrs J. E. Pollock). Peter McLeod and his wife Margaret, now acquired their first property — some 25 miles inland from Palmerston, Otago, and proudly and appropriately named it "Islay Downs." Here the other members of their family — Thomas, Margaret (Mrs William Free-land), Jane Ann (late Mrs John Dickson), Peter, William, Catherine (late Mrs J. A. S. Aitken) and Minnie (Mrs J. Trotter) were born.

The nearest school was five miles away, at Green Valley; the roads were poor and visits to town few and far between. Mails were delivered in a private bag, by a mail-cum-passenger coach, which had to come 25 miles from Palmerston. Many exciting tales have been told of the waggoners who had to traverse or negotiate those awful roads—especially the Pigroot.

Peter McLeod proved to be a successful runholder and when his sons grew up he began to look round for more land. He first was interested in some leasehold pro-



"Wantwood," Mandeville, homestead of Peter McLeod.



The log cabin home of Mr and Mrs Dugald McNab (nephew of Peter McLeod) at Sebright, Canada, 1927. Not a nail used in construction.

perty at Wanaka, known as Mount Burke, which was typical high country—rugged, but unfortunately overrun with rabbits. It did not take him long to decide that this property was then uneconomic and he went south.

Just north of Gore, on the Hokonui hills, he found the type of sheep country he was seeking. He first purchased a block extending from Croydon to Otamita; then a block north of Mandeville—now called “Glen Islay.” Between these properties stood the lovely old homestead of “Wantwood.” This block he first leased and later bought, and with this last purchase he linked up the three blocks to form the “Wantwood” Station. Then came a battle waged against the rabbit pest and with Peter McLeod there was no “let-up”—trapping, poisoning, digging and dogging. He was successful and he thus made ample provision for his large family and he had need of all the help they could give in caring for the two large properties of “Islay Downs” and “Wantwood.”

His wife, Margaret, died at “Wantwood” in 1917 and from then on he spent most of his time at “Islay Downs.” His fourth son, Peter, always delicate, died there in 1921, and three years later (March 28, 1923) he himself passed away there in his eighty-first year.

Of his family of five sons and four daughters, only three daughters are living (in the year 1963): Jessie (Mrs Pollock), Margaret (Mrs Freeland), whose son, Norman McLeod Freeland, lives on “Islay Downs,” and Minnie (Mrs Trotter). His eldest son,

John, died at Mandeville in 1950; he had two sons, Dugald and Peter, and six daughters. Dugald died in infancy and Peter aged 36 years. The daughters survive. Thomas Dugald, the second son, died at “Wantwood” in 1931, unmarried. Jane Ann (Jean), Mrs John Dickson, died at Otamita in 1959 leaving three sons, William, Ian, and Colin. Peter, as before mentioned, died at “Islay Downs,” unmarried, in 1921. William David died at “Wantwood” in 1957, leaving a widow and two sons, William and Thomas. Catherine (Kate), Mrs J. A. S. Aitken, died in 1956 at Gore. In 1910, Peter McLeod and his wife revisited Islay, via Canada, for the first time. This was later repeated.

Long live the memory of a worthy pioneer, who arrived in Otago with a fiver in his pocket, or rather five sovereigns, in pursuit of the “Golden Fleece,” gained it and left countless golden memories.

It is of interest to note that some Christian names appear again and again in each generation — Peter, John, Dugald, Thomas, Jessie, Jane Ann and Minnie.

(Contributed by Mrs Islay McNoe in conjunction with Mrs M. A. McLeod, “Wantwood.”)

#### MRS ELIZABETH DICK

Mrs Elizabeth Dick (nee Harris) was eight months of age when she arrived at Port Chalmers with her parents, John and Mary Hay Harris, on the “Daniel Rankin” in December, 1863. The family lived in Heriot Row, Dunedin, for the initial period, while father worked out in the district on engineering work at “Cherry Farm” and Shag Valley installing flour mill machinery for Johnny Jones.

After 10 years in Dunedin she accompanied her parents and family to Sydney, New York and San Francisco for two years, then back to Scotland to see the grandparents, returning to Dunedin when Elizabeth was in her early teens.

She married Randolph Douglas Dick, who had arrived with two sisters and several brothers some years previously, he having been born in Edinburgh. Randolph was engaged in goods delivery for a Puerua



Back row: Joan Dick, Charles Dick, Douglas Winton.  
Seated: Nelsie, Hetty Anderson, Mrs Elizabeth Dick (passenger), Randolph Dick, Jessie Dick.  
In front: Dora (deceased), Ron Dick.

storekeeper when he first met his bride-to-be at "One Tree," Purekireki, out of Owaka.

Farming ventures were tried in the Owaka Valley, Warepa, and later on the Otago Peninsula, and continued through difficult times when there was minimum reward or encouragement despite arduous hours of unremitting toil. To supplement the needs of an ever-growing family it was necessary for the family to carry on the farm while father went bush-wacking in the King Country near Raetihi in the North Island. The family of eight, consisted of two sons and six daughters, Mr Charles Dick, now of Kimbell, Canterbury; Mrs Elizabeth Douglas (M. Winton), Herbert, Otago; Miss Jessie Walker Dick, Goodwood; Mrs Harriet Salter (M. Anderson), of Kaka Point; Miss Mary Nelson Dick, Herbert; Mrs Joan Harris (M. R. O'Connell), Dunedin; Miss Dora Dick (deceased); Mr Randolph Douglas Dick, Dunedin.

During the years spent on the Peninsula, the family were actively associated with the Broad Bay Methodist Church, where for many years father gave faithful service as the "bell-ringer" on all occasions which ensured that all members were regular attenders.

It is understood that Mrs Elizabeth Dick was the youngest passenger on the "Daniel Rankin" and at the time of her demise

in December, 1934, was the last surviving passenger, having reached her seventy-second year.

### COMMEMORATIVE FUNCTIONS

A series of functions have been arranged by the S.S. "Daniel Rankin" Centenary Committee to suitably celebrate the 100th anniversary of our forebears' arrival in New Zealand.

No efforts have been spared to trace all descendants and keep them notified of the functions.

Unfortunately, no passenger list could be traced. Enquiries have been made with the Registrar of Shipping and Seamen, Cardiff, United Kingdom, The Public Records Office, Chancery, London, The "Paddy" Henderson Shipping Line, Glasgow, the Shaw Savill Shipping Company, London, early New Zealand newspapers, Hocken Library, Turnbull Library, and Otago Harbour Board, without avail. The most profitable source of information has again been the Otago Early Settlers' Association (Incorporated), to whom we are deeply indebted and may I mention that every descendant of passengers on the "Daniel Rankin" is eligible for membership of that worthwhile association for a very meagre annual subscription fee.

The functions arranged are as follows:

A children's party, to be attended by possibly 25 third, fourth and fifth generation descendants, at Crawford Lounge, Dunedin, 2.30 p.m., on Saturday, December 7, 1963.

A Conversazione and Reunion at the same time and place, when 20 first-generation descendants and a considerable number of intermediate descendants will be entertained to afternoon tea and after group photographs have been taken they will adjourn to the Otago Pioneer Women's Club Rooms, Moray Place, Dunedin, where they will be entertained to a wool-spinning display on "Granny's" old spinning wheel by a second generation representative, Mrs Christina McKay Wells (nee Harris).

A noteworthy fact is also here brought to mind by the large number of descendants in kilts who are attending, complete with the pipes of Scotland and folk and national dancing.

In the evening on December 7, a banquet is to be held at 6.30 p.m. in the Crawford

Lounge, Dunedin, which it is anticipated will be attended by our Mayor, Mr T. K. S. Sidey, and the Mayoress, and representatives of other organisations. It can be anticipated that this will be a joyous occasion complete with "Troot" and "Turk" and possibly a wee "Doch and Doris" graced with the famous white horse of Islay. The concluding item, naturally, is a thanksgiving Church Service in the First Church of Otago at 11 a.m. on Sunday, December 8, 1963.

#### THE HOMELAND REVISITED, 1927

When my husband and I went for a trip to Islay in 1927 we were able to spend several weeks with other McLeod relatives who were kin of Peter McLeod. I well remember his brothers, Donald, Dugald and John, and his sisters, Annie, Jean, and Minnie, who all settled in Canada, in Winnipeg and Ontario. Auntie Jean is now a McNab and has a large family. At a family gathering there were 39 McLeods present and all were doing very well.

We also went to see the land of our forebears in the Island of Islay, which is in the Hebrides Chain, West of Scotland, but north of Ireland.

Now here is how one gets there: From Glasgow we went to Kyle of Bute then on to Rothesay and on to Tarbert East, where we caught a bus and went to Tarbert West, then caught the ferry boat to Islay.

My first impression of Islay was at Port Ellen, where a gigantic white horse is mounted on the White Horse distillery premises. Islay is somewhat barren and rocky in places, but there are some rolling downs and large peat swamps. The peat is most excellent for preparing whisky and some excellent grain for whisky manufacture is grown.

Islay has become famous as a tourist resort, with plenty of beautiful hotels giving very good hotel service.

While at Port Ellen we met several of our clansmen—they were distant cousins of the New Zealand McLeods. We visited two McLeod cousins at Bowmore and found them to be very wonderful and hospitable folk.

Unfortunately our trip to the Isle of Skye and "Dunvegan" had to be cancelled because Bill had contracted a chill—this was very disappointing, but prudence prevailed and we had to cut it out.—M. A. McLeod.



Nicholson family, Canada. Canadian cousins of Peter McLeod when visited by Mr and Mrs W. McLeod of Mandeville in 1927.

#### ARCHIBALD TWADDLE

Archibald Twaddle, of Lethmagow, Lanarkshire, Scotland, was another passenger on the "Daniel Rankin" from Glasgow to Otago in December, 1863. He worked on Taieri farms after arrival and obtained a property at Berwick. He married Jane Laurie Hastie, of Mosgiel, who was born in Edinburgh and came to New Zealand on the "Jura" as a child. Seven sons and one daughter comprised their family which shifted from Berwick to Wai-tepeka at an early stage.

One of Archie's treasured possessions was his violin, which gave the youngsters a good musical background.

The Twaddle family consisted of the following members: Alexander, John, Archibald, James, William, Arthur, Thomas, all of whom became successful farmers and the daughter became Mrs Jane Gilroy. One son, Alex, was an early partner in Bushey Park Estate, where the breeding of Corriedale sheep was his responsibility. Alex's sons became veterinary surgeons as time went on. It may be mentioned that Thomas Twaddle's sons are successful farmers in the Kaitangata district, where they are also the mainstay of the Kaitangata Pipe Band.

Archibald Twaddle, senior, who was never regarded as an "old" man, passed away in his "mid-eighties." A photo of Mr and Mrs Archie Twaddle now hangs in the Otago Early Settlers' Gallery, Dunedin.

## ISLAY, GEM OF THE HEBRIDES

In case any of the descendants of the late Peter McLeod have the good fortune of a trip to the homeland here is a description taken from the official "Guide to the County of Argyll," by George Eyre-Todd, F.S.A. (Scot.), editor of "Scottish Country Life."

Green Islay is one of the most easily reached of all the Hebrides, and the approach to it is by ferry steamer to Tarbert, by car across the narrow isthmus, and by the "Pioneer" down West Loch Tarbert, touching at the Island of Gigha, and across the Sound of Islay to Port Askaig, at the north end of the island, or Port Ellen in the south, remains a delight in itself.

Islay has always been the most fertile of the Hebrides, well worth having and fighting for. It was the headquarters of the Norsemen in the Sudries; Dun Aidh near the Mull of Oa, with its imposing terraces, was their place of judgment, and Craig-an-Eone and Craig-an-Airgid were the places to which the Kings of Man and the Isles came to receive their rents in silver and in kind.

In the reign of David I, Islay was the headquarters of the mighty Somerled, King of the Isles and his descendants, the MacDonalDs of the Isles, had their chief seats there.

When Angus More, the great-grandson of Somerled, obeyed Hakon's summons to join him at Gigha before the battle of Largs he took with him a thousand head of cattle, from Islay, and further tribute was levied from the island before Hakon sailed home.

Angus Og, the son of Angus More, led the island men at the Battle of Bannockburn and by way of reward received the rich lands of Ardnamurchan, Morven and Lochaber. His son, John, was the first of four feudal lords of the Isles and he brought home to Islay as his second wife, a princess of the royal home, the daughter of Robert II.

After the downfall of the last lord of the Isles in 1493, the heirs to his name, from the stronghold of Dunivaig, near Port Ellen, strove to keep possession of Islay.

Sir Lauchlan MacLean of Duart, who attempted to seize the Rhinns of Islay, was defeated and slain in 1598, in a great fight in the north of the island. Following this

the Earl of Argyll, commissioned by James IV, besieged and destroyed Dunivaig. Sir John Campbell, the earl's brother, then obtained the island for a payment of £500 per annum, and established himself there. A century later another Campbell, Duncan from Shawfield near Glasgow, M.P. for the city, purchased the island, and his descendants, the Campbells of Islay, became famous through his published collections of Highland lore.

Today, largely owing to its great deposits of peat, the island is famous for its many distilleries, and tailless trout at the foot of Beinn Bhain. There are excellent golf links along Lochindaal and good hotels at Machrie, Bridgend, Bowmore, Port Ellen, Portnahaven and Portaskaig. Among the sights of Islay are the Big Strand on Lochindaal, the Sloch Mhaol Doraidh, a spouting sea cave on the Mull of Oa, the fine Celtic Cross at Kildalton, the ruins of churches on Texa Island and on Eilean Naomh off Loch Gruinart, and the scenes of the emigrant ship Ermouth on the norwest coast in 1847, and of an American troop transport with the loss of 400 men in 1917.

Jura is separated from Islay by a sound half a mile wide and is renowned for its distinctly shaped mountains, the Paps of Jura. It is as wild as Islay is green and cultivated.

If you go home via Canada it would be possible to contact many descendants of Peter McLeod. His mother, brothers and sisters settled there after emigrating from Islay. At Ora, near Sebright, Ontario, Canada, there are the Dugald McNabs, his nephews. Peter's mother lived there in a log cabin which had no nails in its construction. Dugald McLeod died at Guthrie, aged 78, on June 18, 1908. Also his brother Henry, in 1871, aged 25. Other relatives met in 1927 were: Donald McQuaig (McLeod), Mary, Mrs Ellis, Donald Murray, Donald Ellis, Jean Ellis, Belle Ellis, Sadie Ellis, Mrs Murray, James Murray, Mrs Murray, Jim Kay and other cousins.

At Nicholsons, Obeson, near Brandon, Canada, 23 "McLeods" sat down to a family dinner on August 2, 1927. All were cousins or second cousins of William McLeod and therefore great-nieces or nephews of our venerable friend, Peter McLeod of Islay, later of Palmerston and the Waimea.

(Contributed by Mrs. M. A. McLeod)



### ACKNOWLEDGMENTS

We gratefully acknowledge help from the following sources:—

McNab Collection and New Zealand Room, Dunedin Public Library.

"Daily Telegraph" newspaper, Dunedin, 1863.

Registrar-General of Shipping and Seamen, Cardiff, United Kingdom.

Otago Early Settlers' Association (Incorporated), Dunedin.

Mrs M. A. McLeod, "Wantwood," and many other descendants.

Mr R. McDougall; Mr W. Buchanan and the Otago Daily Times Publishing Department.

John MacConochie, of Shaw Savill Company Limited, London.

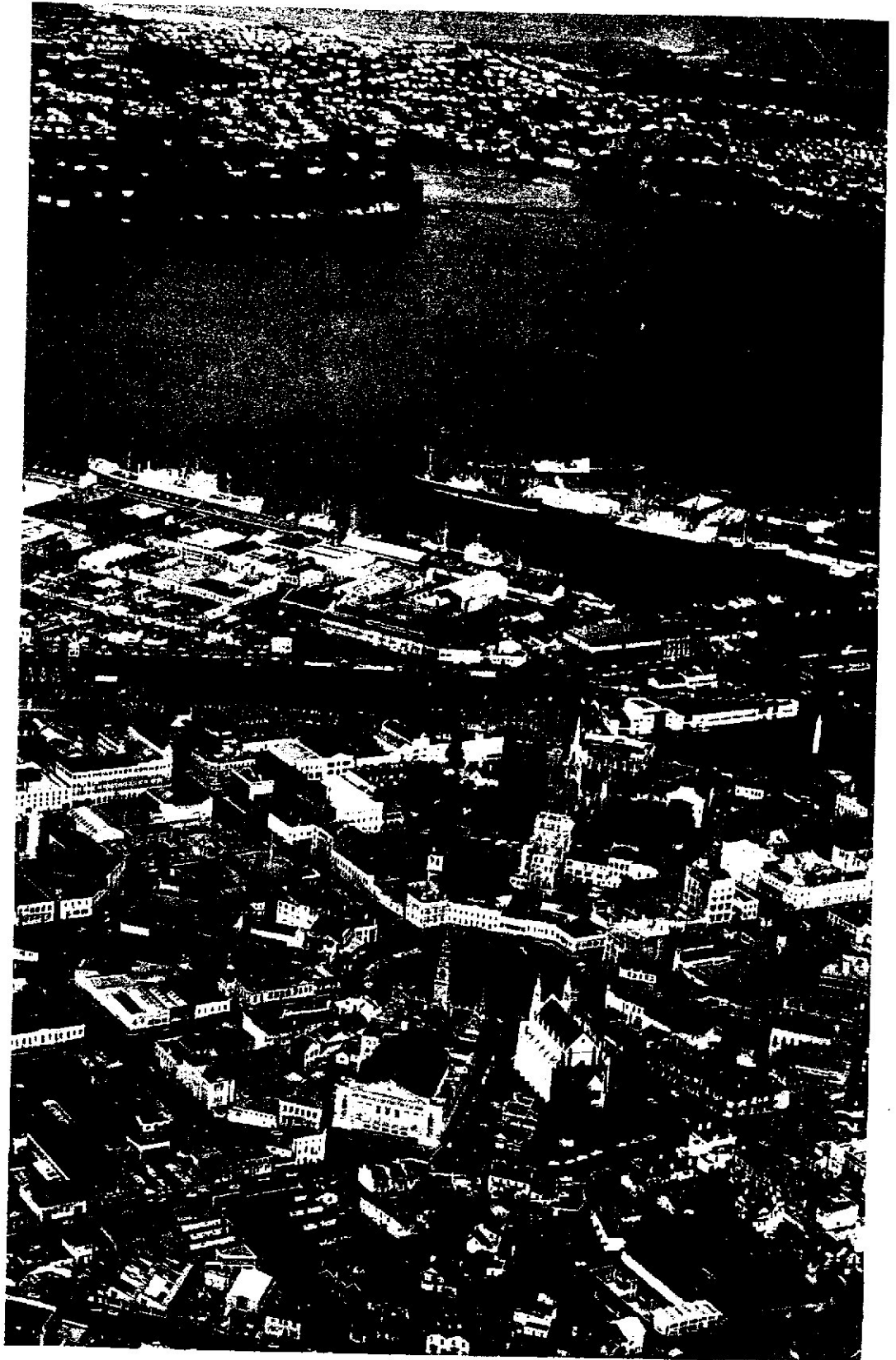
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"Lloyd's Registry of Shipping," 1869. (Vol. 911.)

"Guide to County of Argyll," G. Eyre-Todd.

"The Story of the S.S. 'Lady Egidia' (1860-1960)."



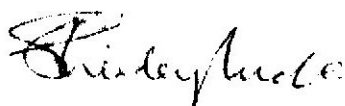




Reproduction of one of McIan's famous prints  
of the Scottish Highlanders (1845)

The following material was largely gathered by George McLeod of Graybrook, Brighton. I have tried to complete what he had begun - which was to record the 5 generations succeeding John and Elizabeth McLeod of Oa, 1 Western Hebrides, Scotland. However, it has been a long process and there are still many gaps, but for those who have sent in family information I decided it was time to put it all together. Thanks to everyone who has helped. I hope you enjoy reading this and seeing where we belong!

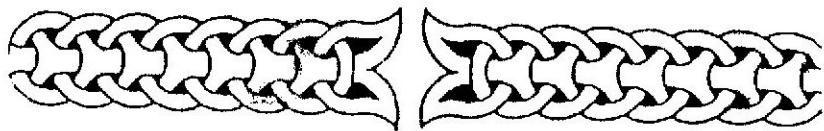
I would especially like to thank George for the many hours of work spent collating names and dates and the assistance and encouragement so willingly given to me. To him I helped him realise a dream - which was to have John and Elizabeth's descendants documented for future generations. This has been a rewarding challenge. Now it is up to you, your family, to continue to keep our tree up-to-date!



Shirley McLeod  
Galloway 3RD  
ALEXANDRA

01 September 1

'People will not look  
forward to Posterity who  
have never looked  
backward to their  
Ancestors'.



FAMILY OF  
JOHN McLEOD (McCUAIG) & ELIZABETH McLEOD (McCUAIG)

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STEWART McLEOD  
b1829 Oa Islay  
d13 Jan 1912 East Taieri  
m ELIZABETH GRANT  
29 Apr 1891  
b1853  
d17 Apr 1934

WILLIAM McLEOD  
b1836 Ireland  
Bachelor

MALCOLM McLEOD  
bc1835 Ireland  
d28 Dec 1926  
m JANE HAMILTON McINTOSH  
b1856  
d20 Jul 1946

THOMAS McLEOD  
bc1843 Ireland  
d30 Sep 1901  
Bachelor

ELIZA McLEOD  
bc1844 Islay  
d11 Apr 1915  
m DUNCAN CAMPBELL  
Port Ellen Islay Co. Argyll  
23 Jan 1862  
b12 May 1839 Islay



C E N S U S   R E C O R D S  
Kildalton Parish  
ISLAY

1841 Census - Port Ellen

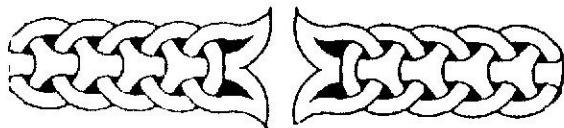
<u>Name</u>	<u>Age</u>	<u>Occupation</u>	<u>Birthplace</u>
John McCUAIG	35	Agricult Labourer	Ireland
Betsy McCUAIG	35		In the Coun
Stewart McCUAIG	11		" " "
William McCUAIG	10		" " "
Malcolm McCUAIG	8		" " "
Thomas McCUAIG	5		" " "
Eliza McCUAIG	2		" " "
William McCUAIG	85		" " "
Cirty McCUAIG	80		" " "

1851 Census - Frederick Street, Port Ellen

McCUAIG Head	50	Married Crofter of 2 acres	Ireland
McCUAIG Wife	40		Argyll, Kild
McCUAIG Son	20	Unmarr Agricult Lab	" "
McCUAIG Son	15		Ireland
McCUAIG Son	13		" "
McCUAIG Dau	6		Argyll, Kild

1861 Census - Frederick Street, Port Ellen

McCUAIG Head	60	Widow	Argyll, Kild
McCUAIG Son	29	Unmarr Farmer of 18 acres	" "
McCUAIG Son	27	Unmarr Joiner	Ireland
McCUAIG Son	23	Agricult Labourer	" "
McCUAIG Dau	15	Dairy Maid	Argyll, Kild



Malcolm and Stewart McLeod, together with their cousin Peter McLeod, sailed from Glasgow on William Rankin's famous Clipper Ship the 'Daniel Rankin' on 05 September 1863. It was a record breaking trip of 90 days under Captain Alexander Muller, carrying 155 passengers and cargo, which arrived in Port Chalmers on 07 December 1863. The Daniel Rankin, a 193.9' sailing clipper of 1048 tons was wooden sheathed with yellow metal, wooden masts and spars and was built to special surveys in Dumbarton, Scotland in 1858.

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The Centenary of the arrival of the Daniel Rankin was celebrated by descendants of these early pioneers on 31 July 1963. On that occasion, Dame Flora MacLeod of MacLeod wrote:-

".....It is a very great occasion and I think it is a fine thing that we should be proud of our forefathers and our Clan and honour the pioneers who helped to build the great city of Dunedin and the great country of New Zealand ..... Scotland is indeed proud of the courageous men and women who left her shores to build the Commonwealth".

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Stewart McLeod was 34 years of age when he migrated to Otago. He first worked on farms at Brighton, Kuri Bush and Taieri Mouth and later moved to Woodside, West Taieri, where for many years he was associated with his brothers Malcolm, Thomas and William in the proprietorship of the Woodside Dairy Factory. He married Elizabeth Grant of Granton Farm and engaged in its management for a long period. Granton consisted of 160 acres of rich Taieri land and, in addition, more land was leased from the Shand Estate. Stewart McLeod, like many others of that ilk, had a long and successful life and passed away in 1912 at the age of 83. His wife Elizabeth died on 17 April 1934 aged 81 years.

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At the age of 12, Malcolm left home to live with an aunt in Glasgow, where he learned the trade of carpentry and building. When he arrived in Otago at the age of 28, he first worked for Mr James Macandrew and then went to Cottesbrook and

Deepdale and worked for Mr J Bruce. In company with J M Samson, he later carted timber from the Pillar, through the Styx, Linnburn, and over the Range to the Manuherikia goldfields at Alexandra. He later bought coastal farm land at 'Graybrook', Brighton, and engaged on bridge building on the Brighton to Taieri road. He married Jane Hamilton McIntosh at Brighton in 1877, after farming Graybrook for several years. He bought 400 acres of 'Maori Heads' tussock and swampland from Francis McDiarmid, who had previously bought it in the United Kingdom. Mr Ward unfortunately died on the voyage to New Zealand and the land became 'Wardlands'. The McLeods drained, cleared and cultivated the Wardlands turning it into an excellent farm. Malcolm McLeod cattle was driven across from Brighton to Taieri and the bullocks made a string one mile long. Malcolm died away at Wardlands on 28 December 1926 aged 91 and his wife Jane on 20 July 1946 aged 90. Both are buried at West Taieri on the knoll overlooking the land they farmed well. Thus we have another artisan who was able to successfully turn his hand to the land and achieve a reasonable degree of prosperity by dint of great endeavours and hard times which often gave meagre remuneration for hard

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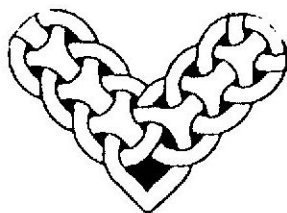
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Malcolm McLeod returned to Islay in 1866 and brought his 75 year old mother Elizabeth and his sister Eliza

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From early Census records the spelling of McLeod was in Gaelic - hence McCuaig - and in some other instances, McQuaig.





*Hold Fast, MacLeod!*

Descendants

<u>Stewart's Family</u>	<u>Page</u>
Elizabeth Melville BAIRD	9,
John Graham McLEOD	10,
Charles Stuart McLEOD	12
Mary Cuthbertson Grant DOW	12

Malcolm's Family

George McLEOD	13,
Elizabeth SUTHERLAND	14
Janet Hamilton McLEOD	14
John (Jack) McLEOD	15,
Margaret Ann DIPPIE	17,
Flora Christina McLEOD	20
Helen Islay WYLIE	20

Eliza's Family

Stewart CAMPBELL	20,2
Duncan CAMPBELL	22
Mary GRANT	22
John CAMPBELL	23
Jessie CAMPBELL	23
Eliza BELL	23
Annie CAMPBELL	23
Charles CAMPBELL	24
William CAMPBELL	24,2
Alexander CAMPBELL	25
Christina CAMPBELL	25



17 May 1987

Brighton No. 1 R.D.  
"Graybrook"

Thank you very much for your letter. Yes I have all the particulars of your family. The main reason I have been held up with our family tree booklet is the Campbell family. Grandfather McLeod's sister Elizabeth married Duncan Campbell and they had 11 children so you can understand what a job it is to sort out that lot, but I am going to Mosgiel to Mrs Kidd and she promised to help me out. We may have to bypass a lot of the Campbell clan as a number are in Australia. I am very pleased your son is interested as so many young ones are not. Grandfather Malcolm and his two brothers William and Stuart your Grandfather came out to N.Z. in 1861 in the ship Daniel Rankin. The three were just lads about 18 to 21 years old and they bought this property that I am on here. It was just when the goldrush was at its height so the three boys carried their swags to the goldfields. I remember Grandfather said they lived chiefly on oatmeal and salt. The three of them talked the 'Galeic' language and they struck a good gold chain and when they returned home after some successful time they had enough money to pay the boat passage for their mother and brother Tom and sister Elizabeth who married a sailor on the ship. His name was Duncan Campbell and the Campbells built a Bungie cottage on the farm here. Grandfather, his two brothers and their mother lived here till they shifted to Woodside where they bought 600 acres for 12/6 per acre. Stuart your grandfather bought 105 acres of land at Outram called "Granton". He married Elizabeth Grant of Grant-a-Cray. He actually bought 155 acres but 50 acres were later sold to Grant-a-Cray farm his wifes parents farm. The Campbells shifted to Woodside with the McLeods getting about 70 acres of the 600. If Max has time when home in England the McLeods come from Islay. He may have a job finding any relations. The main reason the McLeods emigrated was the harsh conditions at the time. I remember Grandfather saying all they had to eat was salt herrings and potatoes. Their cousin Peter also came out with them. He went shepherding to Bells at Shag Valley and later bought a run called Islay Downs. He was very successful and when two of his sons grew up he bought "Wantwood" for them just out of Gore. You may have heard your mother speak of them. Bill and Jack McLeod eventually enlarged Wantwood to be a large sheep station. We knew Jacks family well. Grandfathers mother and your Grandfather are buried at West Taiere cemetery. I will get this family tree all together as soon as I can and will send you all a booklet. Will leave room for you to add any I miss out. Give this drawing to Max. It looks hopeless to find any relations at this time however he may find some one.

Regards

George