

THE RETURNED SOLDIERS. FROM DUNEDIN TO WAIMATE.

WELCOME REFRESHMENT AT STUDHOLME JUNCTION.

MEN GLAD TO GET BACK.

One did not need to be told that the men were glad to get back. As they gazed from the railway carriage windows—ay, even on Tuesday evening as they scanned the green slopes of the Seacliff hills from the prow of the transport, just as evening's shades began to fall, and the pilot's boat came alongside, they saw that their "ain countree" was verdant green — so unlike the red sands of Egypt, and the scrubby, grassless soil of Anzac and the Peninsula. Even the splendid reception in Dunedin, lasting all morning, did not affect them to the confession of the homing instinct's, gratification in the way that the sight of the lovely blue bays and green gullies seen from the train windows did. They had "done their bit" for the Empire and New Zealand, and were ready to return as soon as fit and well, but their gratification at the sight of their own dear land again, rich in nature's blessings, and breathing the spirit of freedom, made a "sentimental Tommy" of every mother's son of them.

I saw a young infantryman sitting on the arm of his mother's carriage seat, with his arm round her neck. He was her unblushing baby again. Afterwards, when he had gone out, some talk arose in that carriage about the meals on the Tofua and at the front, and this good lady — a soul with a twinkle in her eye — told the company that her son had declared to her already that if ever she offered him Irish stew (and she was a Hibernian without a doubt) he would throw it at her head. Another soldier, learning that I was a newspaper man, said "You can put in the paper about the great 1915 stew; the soldiers will know what it means."

It seems that every unit on the Tofua drew its ration of stew, but they mostly threw it overboard as soon as drawn. Yesterday morning was no exception to the rule. Moreover, the men were excited, and thought only of their kinsfolk and the release from shipboard. So when they got nothing further to eat — save each a bag containing three apples, two bananas and cigarettes, provided by the Dunedin committee — and had to rely on the dining-car of the train for the next meal, they, like the multitude in the New Testament, "began to be hungry." The "loaves and fishes" turned up at Palmerston about 2.20 p.m., where the astonished refreshment room — but not dismayed — did its best to supply the demands of the inner man of a "peckish" crowd of 500 people, and to give them all correct change for their £5 notes drawn aboard ship that morning. The Minister for Internal Affairs (very appropriately!) was on the train, and to his quick understanding it was soon evident that it would be nightfall before many of the

soldiers — some ravenously hungry after a recovery from enteric and the like — would be able to mollify THEIR internal affairs.

Someone possessing a knowledge of the great and ready heart of compassion in the Waimate community telephoned from Palmerston to the Red Cross Executive here explaining the circumstances and venturing to suggest a provision of refreshments at Studholme Junction, if time permitted. At Oamaru an hour or so later, a telegram from Waimate intimated that the refreshments would be there. Word was passed to the Minister and every other man in the train. This was the form of the stentorial intimation to every carriage: “Refreshments are being provided at Studholme Junction, half an hour up the line, by the Waimate Red Cross, at very short notice. So all be sure to get out on the platform, so the train won’t go without you.” This explained the astonishment of the guard and the Red Cross Executive and others at the way in which the train shot its human freight on to the platform at the usually neglected wayside station.

A remark that gamed currency through the train — some said it came aft from the Minister’s carriage — is worth mentioning. It was this: “They gave us plenty of music at Oamaru, but nothing to eat.” Which was quite true.

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THE WAIMATE MEN.

“**Paddy**” **Sullivan** had a bad run on the ship, only rising from his sick bed a few days before the transport reached New Zealand. Consequently, he looked pale, but was bright. He went with his brother to Studholme.

Spencer, who has to go into the Waimate Hospital for an operation, was looking worn, but was very hopeful of a good recovery as soon as a mistake in surgery had been rectified by the further operation. He went with the Mounteds, and was one of the first of the “converted” to land on Gallipoli, doing 12 weeks there.

Brien was the heartiest-looking of all the Waimate men.

Tobin got off the train at Glenavy, and McGrath at Studholme. Mrs Kiely (Waimate) went to Dunedin to meet Private C. Watt, who, along with Spencer and Brien, were the only ones to participate in

THE WAIMATE RECEPTION.

A big crowd had assembled, and the Brass Band played a lively air as the train drew into the station. Relatives met their soldiers, who were escorted to cars. They were then addressed by the deputy Mayor (Dr Hayes) who extended to them a cordial welcome on the town and district’s behalf. He said that it had often been stated New Zealand had no history, but he declared that this was not so now. These lads who had returned that day had not only made history for this Dominion but for the Empire. (Applause). They had done their duty. They had come back to us wounded and battered and torn. They had fought our battles on Gallipoli’s slopes, and we honoured them for it. (Cheers). They had faced battle at the front,

and now they had to face the battle of life and we owed them a duty. (Hear, hear!) They had fought a great fight for justice, freedom and civilisation and now it was everybody's fervent hope that they would soon be restored to health and strength. (Cheers).

The Mayoress (Mrs Francis) met the men at the Junction and accompanied them to Waimate.

Timaru Herald. 16 November 1927 (Papers Past) [13/11/2022]

WAIMATE HIGHLAND PIPE BAND.

The Highland Pipe Band came into being on 5th March, 1903. On that date a meeting was held in the Royal Hotel, when the following were present: — Mr Newbury, chairman; and Messrs Donald, J. McDonald. N. McDonald, J. Cooper, A. R. Cooper, F. Cameron, T. Sinclair, Hogan, White. Lundon, J. Mines, T. Gardyne. Messrs A. R. Cooper and J. Symon were appointed secretary and treasurer pro. tem.

The band started with twelve members, but four had left within the first month of chanter practice, so that it was not until 4th July, 1903, that the band gave its first public performance.

Shortly afterwards the following officers were elected: — J. Symon, Chief; J. Mines, Drill Instructor; B. Presland, Drum Major; A. R. Cooper, Pipe Major; J. Smith, Corporal; T. Gardyne, Drum Sergeant; A. R. Cooper, secretary; J. Symon, treasurer; and Pipers, Messrs S. Smith, T. L. Smith, F. Cameron, J. McDonald and N. McDonald.

In order to raise funds to purchase uniforms for band members, the lady supporters of the band organised and successfully conducted a bazaar, which was held in May, 1905. Fifteen uniforms of the McGregor tartan type were later secured for the sum of £220. The cloth was made by the Kaiapoi Woollen Mills, and the uniforms, which are still in use, were made by Wm. Waddell, Oamaru.

In 1906 the band journeyed to Dunedin to perform at the Caledonian Sports and subsequently played in association with the Dunedin Pipe Band at the Oamaru New Year gathering.

Being no longer able to devote adequate time to the band, Drum-Major Presland resigned in November, 1906, and was seconded by J. Torrance, who remained with the band until June, 1908. It was during his term as Drum-Major that the band took part in the 1907 Christchurch Exhibition Pipe Band Contest, held under the auspices of the Scottish Society. There the band tied with Ashburton Pipe Band for first place, winning the sum of £40.

On Drum-Major Torrance's relinquishing his position, he was succeeded by Mr E. Clelland, who remained with the band for several years, before Mr A. Segar assumed the position which he still holds.

The band had many practice rooms during the first eight years of its existence, during which they “rang the changes” on St. Augustine’s School Room, Oddfellow’s Hall, Fire Brigade Station, Murdoch’s Building, Arcade, Twomey’s shed, and a shed at the County Council yard.

Becoming tired of gipsying about, the members decided to have a room of their own, and, as they readily secured the assistance of the ladies, who dearly love a kiltie, another bazaar loomed quickly on the horizon, so that, in a short time, the band had a room of their own. Thanks to the efforts of the Pipe-Major, a piano was purchased from the Bristol Piano Coy. This instrument has been a great asset during the various functions held at the hall. In 1925, the hall was enlarged at a cost of £100, so that the band now possesses everything it could wish for.

Owing to Mr A. R. Cooper, the Waimate people have had the pleasure of hearing that fine Scottish soprano, Jessie McLachlan, who was ably assisted by Messrs McLinden, Young and Buchanan. On the first occasion the heavy rain prevailing did not prevent the filling of the hall to the doors. The rain came in torrents during the performance, and, owing to the number of perforations in the roof of the old building, many people in the audience put up their umbrellas. The Pipe-Major later secured the services of the Canadian Kiltie Band, which played on the racecourse during the progress of the Studholme Mounted Rifles annual sports, and in the evening of the same day at the Oddfellows’ Hall.

With the exception of an interregnum of twelve months, Pipe-Major A. R. Cooper has been actively associated with the band for twenty-four years, and for varying periods has held the positions of Pipe-Major, secretary and treasurer.

In 1919, J. Borthwick was elected Pipe-Major, but shortly afterwards relinquished the position owing to his transfer to another location.

The band now have in contemplation the renewal of their uniforms, which have done duty for over twenty years. The members of the band who served in the Great War are J. Sutherland, **H. B. Sullivan**, W. White. J. Borthwick. A. Fyall, E. Lothian, E. H. Jamieson, F. Martin, J. Duncan; and W. White paid the Supreme Sacrifice.

The band now consists of the following members: President, —Mr F. Pollock; vice-presidents, Messrs P. Hunter, J. H. Mitchell and T. Twomey; Drum-Major, A. Segar; Pipe-Major, A. C. Cooper; Sergeant, J. Borthwick; secretary and treasurer, A. Dobbs; and Pipers J. Bain. R. Smilie T. Ramsay, R. Wilson, R. H. White, **H. B. Sullivan**; and Drummers A. Fyall, G. Campbell and R. Baxter.

Kaikoura Star. 5 January 1931 (Papers Past) [November 2022]

HOGMANAY.

The Scots were abroad on New Year's Eve to welcome the coming and speed the parting year, and there was the squirling of bagpipes by Mr Paddy Sullivan, and visits were paid to the homes of brither Scots, where toasts were honoured. Old Mac, frae the hills o' the Clarence, and wee Davy from the glen, were there, adorned in attractive feminine attire. J.K. also looked most becoming in a pink gown of fashionable material, while there was a returned soldier and a "commercial," a gay lass from Fassefern with her guid man in fashionable flapper attire, not forgetting the lass wi' the tartan. They sang, they joked, and had a merry time, parting with kindly sentiments.

Here's tae the year that's awa',
We'll drink it wi' aye and wi' twa.
Happy we've been a' thegither,
Happy we've been aye an' a'.
The merry party closed with the
Scots' famous song:
Should auld acquaintance be forgot
And never brocht to min',
Should auld acquaintance be forgot
For the days of auld lang syne.
It was a graun Scots nicht the nicht.
Hooch, aye!

Southland Times. 31 March 1920 (PP) [13/06/2022]

FATALITY AT RAKAHOUKA.

MATAURA ISLAND FARMER KILLED.

About nine o'clock last night the Inspector of Police received telephone advice from Mr James Milne, of Rakahouka, that a motor fatality had occurred opposite his farm. The car contained Messrs C. Carnie and G. Sullivan, both of Mataura Island, and the latter was thrown out while the vehicle was rounding a corner and killed. The details are meagre. The body was brought to the morgue. An inquest will be opened to-day.

Mr George Sullivan was born in England and for many years served before the mast as an A.B. in the merchant service. He came to Southland from Waimate when the Edendale estate was cut up for closer settlement, taking up a section at Ota Creek. After disposing of his section there he dealt extensively in draught-horses, taking some shipments to the Melbourne market when trade was booming in draught horses in Victoria. After several years in the horse business he bought a farm at Mataura, close to the second bridge. Mr Sullivan was well known throughout the Eastern district, and was acknowledged to be one of the best

judges of Clydesdale stock in his district. By his second marriage, contracted late in life, he leaves a widow and several small children. His family by his first wife are grown up.

Mataura Ensign. 31 March 1920 [04/11/2022]

SOUTHLAND FARMER KILLED.

INVERCARGILL. March 31.

About 9 o'clock last night the Inspector of Police received telephone advice from Mr James Milne, of Rakahouka, that a motor fatality had occurred opposite his farm. The car contained Messrs C. Carnie and G. Sullivan, both of Mataura Island, and the latter was thrown out while the vehicle was rounding a corner and killed. The details are meagre. The body was brought to the morgue. An inquest will be opened to-day.

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Mataura Ensign. 1 April 1920 [15/11/2022]

Further particulars were received by the Invercargill police yesterday in regard to the death of Mr G. Sullivan, a farmer of Mataura Island, who was killed as the result of a motor accident at Rakahouka on Tuesday evening. The deceased, accompanied by a friend named James Carnie, had been to Invercargill and to the Wallacetown stock sale. Then they motored to Ryal Bush in order to see Carnie's son and left about 4 p.m. in a four-seater Ford car on the return journey to Mataura Island. Carnie was driving. When they had proceeded about a mile past Mr J. Milne's farm at Rakahouka the front tyre came off when the car was turning a corner and both the occupants were thrown on to the road. The car capsized and Sullivan was pinned underneath. Carnie succeeded in releasing his friend, and obtained assistance, but Mr Sullivan had sustained injuries which proved fatal. An inquest will be held on Saturday.

Timaru Herald. 31 March 1920 (PP) [13/06/2022]

FATAL FALL FROM CAR.

INVERCARGILL, March 30.

A motoring fatality occurred at Rakau South this evening. While a car containing C. Carnie and George Sullivan of Maitaura Island, was rounding a corner, Sullivan was thrown out and killed. Mr Sullivan was a well-known horse dealer for many years, and was one of the best judges of Clydesdale stock in the district. He leaves a widow and family.

Press. 31 March 1920 [04/11/2022]

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Southland Times. 1 April 1920 (PP) [13/06/2022]

DEATHS

SULLIVAN.—At Rakahouka, on Tuesday, March 30, 1920 (the result of an accident), George, dearly beloved husband of Mary Jane Sullivan, Maitaura Island; aged 66 years. R.I.P. The funeral will leave the house at 9.30 a.m. (punctually) on Friday, April 2, for the Wyndham Cemetery. Friends please accept this (the only) intimation.—Kingsland & Ferguson, Undertakers.

Waimate Daily Advertiser. 19 April 1927 (PP) [13/06/2022]

DEATH

SULLIVAN.—On April 18th, 1927,
at Kaikoura: Mary, relict of the
late George Sullivan; aged 78
years.

Death reg, as Mary Elizabeth SULLIVAN

Waimate Daily Advertiser. 19 April 1927 [21/11/2022]

FUNERAL NOTICE

THE friends of the late Mrs Sulli-
van are respectfully informed
that her funeral will leave the resid-
ence of her son, Mr Richard Sulli-
van, Hughes Street, on Thursday,
the 21st inst., at 2 p.m., for St. Au-
gustine's Church, and thence to the
Waimate Cemetery.

GEO. W. COLLETT,
Undertaker,

Waimate Daily Advertiser. 23 April 1927 (PP) [13/06/2022]

OBITUARY.

MRS MARY SULLIVAN.

There passed away from our midst on April 18th at the residence of her son-in-law, Mr S. Pluck, at Kaikoura, a very old identity in the person of Mrs Mary Sullivan, relict of the late George Sullivan. Mrs Sullivan was born in Maddern-Church-town, Cornwall, England, and with her husband came out to New Zealand in the sailing ship Blairgowrie, arriving at Timaru in 1875, where the late Mr Sullivan started work constructing the railway line through from Timaru to Studholme Junction. They next came on to Waimate, where they settled, and remained in and around Waimate ever since. There were ten of a family, eight sons and two daughters (one deceased), who are left to mourn her loss. There are also thirty-five grandchildren and two great-grandchildren.

The late Mrs Sullivan was a very strong and warm-hearted woman, doing a good turn and giving a word of good advice to all, and she was loved and respected by all who knew her. She had lived a very strenuous life in the early days, but was rewarded for it all by a peaceful and happy death.

(Sure copy)

Newspaper article re Sullivan Reunion - Unsure of the date??

130 Sullivans reunite

About 130 Sullivans got together in Waimate over the weekend — just over 100 years after their forebears arrived in Waimate from Cornwall to settle.

Just when George and Elizabeth Sullivan arrived here is not certain, but it was soon after their marriage at Penzance, Cornwall, in 1875.

George was a contractor and drove threshing mills around the district. They lived at Roberts' property in Painstown before moving to Hampden to take over the hotel there.

They later moved back to Waimate to live near Knottingley Park before shifting to Hunter. Their last family home was at Noakes Garden opposite the present Waimate golf course.

BARBECUE

On Saturday, descendants of some of their children — George, James, William, Caroline and Thomas — enjoyed a barbecue at Victoria Park before cold weather forced a move to the Waimate Stadium for photographs and refreshments.

It was a family day with

children happily playing with newfound relatives while their parents talked, and talked.

A dance was held on Saturday night.

The family history had new twists as the day went on. Was George's wife Elizabeth Anne Kelly? Someone said she was really Mary Elizabeth Green.

John, or Jock, the eldest son, had no children, nor did Charles or Humphrey (Paddy). Mary died when she was 18.

TRACTION ENGINE

Jock drove the first traction engine from Christchurch to Waimate, in the days when the road was barely a track and there were no bridges.

George left the family home and went to Mātaura in Southland where his son Billy had drawn a small dairy farm in a ballot. Billy left his father to take over the farm, but George died in an accident.

Elizabeth is said to have spent her last years with daughter Caroline in a hotel in Kaikoura, where she died in 1927.

Descendants and relatives

by marriage came from the Waimate district, Christchurch, Ashburton, Blenheim, Pahiatua, Wellington, Dunedin, Oamaru, Auckland and Hamilton.

WAIMATE ORGANISER

Mr Murray Sullivan, who runs a milk bar in Waimate, organised the event with the help of cousin Judith from Ashburton, and local relatives.

"It all started when we were at the funeral of Lyall Sullivan, who died in Ashburton in June," he said. "It seemed the only time the family was getting together was at funerals, so we decided to hold a reunion."

Climb abandoned

Because of wet conditions, the family climb of Little Mount Peel, organised by the Geraldine Tramping Club has been abandoned.

"The tramping club must now push on with its normal programme," said the club captain, Mr Peter Dobson, yesterday. "It is possible, however, that a family climb of Little Mount Peel may be organised in the spring."