

His name occasionally appears and his speeches are sometimes reported at meetings of the proprietors of the Company. At page 520 of Volume XI there is a cutting inserted from *The Times* reporting such a meeting. From this it is learned that he opposed the surrender of the Company's Charter.

STEAM NAVIGATION

Perhaps Burnand's most interesting connection with New Zealand is that which brought him to this country in 1852. Through all the volumes there are continual reminders of his practical interest in steam navigation. Wherever there is a reference to it, there is much underlining and more than the usual number of marginal notes.

It will be remembered that the first proposals for the founding of the Nelson settlement embodied the idea of raising the price of land from one pound to thirty shillings per acre, the extra ten shillings to provide for the endowing of church and schools and the promotion of steam navigation. When the history of New Zealand steam shipping comes to be written, his name will come in for honourable mention as one of the pioneers if not the foremost pioneer in this department. Various schemes were put forward from time to time and those interested in early steam shipping will find plans, specifications, and every possible contingency with regard to the introduction of steamers carefully gone into. In Volume IX, on page 234, there are some resolutions printed on the subject with this manuscript note in the margin: 'These resolutions prepared by W.H.B., Esq.'

The New Zealand Steam Navigation Company was at last formed for the purpose of giving effect to these carefully considered plans. It passed with other embryo companies into the Union Steamship Company of New Zealand. He came to New Zealand in 1852 in connection with this project but it does not appear that he stayed very long. In the *Australian and New Zealand Gazette* for 1853 (the successor after some trouble, of the *New Zealand Journal*) there is a reference to the death at Puramakui, Takaka, Nelson, of John Henry Burnand on 4th March, 1854. 'Received news 15th September 1854,' which suggests that W.H.B. had returned to England by that date.

The question of steam navigation led naturally to the subject of coal and to a great interest in coalfields in the north-