

New Zealand Society of Animal Production online archive

This paper is from the New Zealand Society for Animal Production online archive. NZSAP holds a regular annual conference in June or July each year for the presentation of technical and applied topics in animal production. NZSAP plays an important role as a forum fostering research in all areas of animal production including production systems, nutrition, meat science, animal welfare, wool science, animal breeding and genetics.

An invitation is extended to all those involved in the field of animal production to apply for membership of the New Zealand Society of Animal Production at our website www.nzsap.org.nz

[View All Proceedings](#)

[Next Conference](#)

[Join NZSAP](#)

The New Zealand Society of Animal Production in publishing the conference proceedings is engaged in disseminating information, not rendering professional advice or services. The views expressed herein do not necessarily represent the views of the New Zealand Society of Animal Production and the New Zealand Society of Animal Production expressly disclaims any form of liability with respect to anything done or omitted to be done in reliance upon the contents of these proceedings.

This work is licensed under a [Creative Commons Attribution-NonCommercial-NoDerivatives 4.0 International License](http://creativecommons.org/licenses/by-nc-nd/4.0/).



You are free to:

Share— copy and redistribute the material in any medium or format

Under the following terms:

Attribution — You must give [appropriate credit](#), provide a link to the license, and [indicate if changes were made](#). You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.

NonCommercial — You may not use the material for [commercial purposes](#).

NoDerivatives — If you [remix, transform, or build upon](#) the material, you may not distribute the modified material.

<http://creativecommons.org.nz/licences/licences-explained/>

GRIGG OF LONGBEACH

By P. G. STEVENS
Lincoln College.

IN the course of time when the historians of this country are able to view the work of the pioneer farmers in true perspective Grigg of Longbeach will be a strong contender for pride of place in the list of "Great Farmers of New Zealand." The historians will praise him for his foresight in that he saw the agricultural possibilities of a dismal swamp, the national importance of an overseas trade in frozen meat and dairy produce and the need for an independent and contented rural population. They will praise him for the determination with which he backed his foresight; for the enterprise and skill which led him from success to success in his projects, and above all for a stout heart which refused to bow down under disappointments and which treated difficulties as obstacles to be overcome.

Grigg was the greatest constructive farmer pioneer at a time when pioneering was at its zenith.

John Grigg arrived in Auckland in February 1855. He was born at Liskeard, Cornwall, in 1828, was educated at the Naval College, Stoke, and later farmed a property which had been in the possession of the Grigg family for over 100 years. He sold this property in 1853 and sailed for Australia. That country failed to appeal to him and after a short stay he continued his journey to New Zealand and landed in Auckland in 1855.

His first farming venture was at Otahuhu. His various biographers agree that at Otahuhu he grew extensive areas of potatoes with disastrous financial results, but that his hay growing and hay dealing were profitable. He was an important supplier of hay to the army. It is recorded that on one occasion the Government repudiated a hay purchase contract. Grigg, in reply, purchased the whole of the local hay and eventually sold it to the Government for double the original contract price.

Until recently nothing further was known of his farming activities during the 1855-65 period. However, during the past few months a search of the files of the "Nelson Examiner" for another purpose brought to light the following long-forgotten advertisement:

Published in the "Nelson Examiner," Thursday, October 25, 1865:

IMPORTANT and UNRESERVED SALE
of
LEICESTER and LONG-WOOLLED SHEEP
at
AUCKLAND, NEW ZEALAND.

Mr. Alfred Buckland has received instructions from Mr. John Grigg, of Otahuhu, consequent on his leaving the Province of Auckland, to sell in lots, at his residence, on Tuesday, December 12, at noon, the whole of his first-class flock of Leicester long-woolled sheep, amounting to nearly 1500 head, in the following proportions, about

1100 ewes and lambs
230 ewe lambs
119 hog rams
12 aged rams

Nine of the aged rams are imported sheep, from the flocks of Messrs. Sandys, Tremayne and Kirkham, and among them are prize rams from the Royal Agricultural Show of Great Britain, bred by — Sandys Esq. and the Bath and West of England Annual Cattle Show, exhibited by James Tremayne Esq., and one of them recently shorn, cut 24lb. weight of wool.



“The greatness of what man created over-
 shadows even the greatness of
 the man himself.”

The superiority of this flock has been well established in the Province of Auckland having taken two thirds of all the prizes for which they have competed since 1859, when Mr. Grigg's two imported rams obtained first prizes.

At the Dunedin Exhibition (1859?) the second prize was awarded to the three ewe hoggets shown by Mr. Grigg, and which afterwards brought at auction £95, the first prize being awarded to a fully matured English ewe.

The prize for "General Superiority of Leicester Wool" was also awarded to Mr. Grigg, and the samples shown are now on view at Messrs. Driver and Maclean's store at Dunedin, and at Messrs. Aikam and Wilson's at Christchurch.

The average weight of wool obtained from this flock is higher than that of any other in this province, that of the Ram Hogs sold last year being 15½lb. each; whilst the prices obtained at the annual sale of Hoggets have been higher in each successive year—the last occasion, in 1864, 35 Hoggets averaged nearly £20 each.

No expense has been spared in obtaining the best Rams for crossing that could be procured from Great Britain, and the sires from this flock are admirably adapted for crossing with Merino Ewes, having small heads, and having never received any artificial feeding.

ALFRED BUCKLAND,
Auctioneer & Comm. Agent.,
AUCKLAND.

This is an extremely important contribution to our knowledge of Grigg. That he had been a successful show ring exhibitor since 1859 indicates that he must have founded his flock very soon after he commenced farming in 1855. His success at the Dunedin Exhibition in 1859? indicates that he had travelled afield with his sheep. It was during this 1859-60 trip that he decided to settle in Canterbury. He was probably not aware that Samuel Butler was also in Canterbury at that time and in describing Canterbury conditions to his people in England had written "I was amused at dinner by a certain sailor and others who maintained that the end of the world was likely to arrive shortly; the principal argument being that there was no more sheep country to be found in Canterbury. This fact is I fear only too true." Again a few days later, Butler wrote "As for farming as we do in England, it is invariably agreed that it does not pay; there seems to be no discrepancy of opinion about this. Many try but most men give it up. A number of farms in the neighbourhood of Christchurch seem to contradict this statement but the fact is that these are in the hands of labouring men who have made a little money, bought land and cultivated it themselves. These men can do well but those who have to buy labour cannot make it answer. The difficulty lies in the high rate of wages." Butler, a new arrival, was obviously quoting contemporary opinion. In a very short time Grigg was to show that determination could overcome many difficulties. The advertisement of the sale has some point of interest there. His flock is advertised as "Leicester and Longwool." It would appear that he had two pure-bred flocks—Leicester and Lincoln. Support is given to this by his importations. Sandys and Tremayne were noted Leicester breeders in England, while Kirkham was an equally well known Lincoln breeder.

More important than this it shows the early interest of Grigg in purebred live stock. His motto for all things was "The best pays the best." He was throughout his Longbeach days a lover and skilled breeder of all farm stock including the humble pig, but because of his ambitious and spectacular land development schemes and his extensive cereal growing he came to be regarded as an arable farmer rather than a stud stock breeder.

Grigg bought the first parcel of Longbeach in 1864 but it was not until the end of 1865 that he was free to leave Auckland. Meanwhile his brother, Joseph Grigg, and at least one of his stockmen watched his Longbeach interests.

The early history of Longbeach is of interest. It was outside the "Canterbury Block" the southern boundary of which was the Ashburton River and was administered by a Commissioner of Crown Lands in Christchurch. The block ran south from the Ashburton River to the Hinds River, a distance of approximately eight miles, and inland from the coast for some seven miles.

In 1854 it was leased in two runs numbered 51 and 45 and the next ten years saw quick changes of lessees. Run 51, on the eastern side of the block, was taken up by Field, passed to Fooks and then to Fitzgerald Cox and Co. (later Brown Cox and Co.) in 1887. Run 45 was taken up by Seal and transferred to Moore and Kermodé in 1857. In 1862 the two firms disagreed on the question of boundaries and although no survey of the area existed the case was settled at court in favour of Brown Cox and Co. After the case Moore and Kermodé bought the interest in both runs except for about 3000 acres which went to Ford and Newton. Later in the same year Moore and Kermodé sold their interests to Campbell and Templar.

All of these men were prominent pioneers. Field had an interest in a large area of land at what is now Rolleston; Fitzgerald had the Springs station (14,000 acres) which was centred on the present Lincoln College farm. He was the first of the Canterbury Pilgrims to step ashore at Lyttelton, was the first Superintendent of the Canterbury Province and virtually the first Prime Minister of New Zealand. He gave the name Longbeach to the area. Brown was an early arrival in the colony and had Double Corner, a large area of land centred on Waipara. He was one of the party that met Godley on his arrival and showed him over the plains.

Moore owned Glenmark (58,000 acres) in North Canterbury and Wakanui (60,000 acres), a coastal strip running north from the Ashburton River. Templar had Coringa (10,000 acres) which extended along the Waimakariri from the present Christchurch suburbs of Riccarton and Fendalton, while Campbell had an interest in three of the big high country stations, Mesopotamia, Craigieburn and Riversdale. Ford and Newton were stock and station agents.

These men were the giants of their day but their interest in Longbeach extended only to the grazing of a few cattle in the swamp. It was left to Grigg, the visionary, to see the possibilities of the area and to be the leader in its development.

The survey map of 1863 shows the area as impenetrable swamp with the boundaries defined in the rather indefinite terms of that time. The Hinds River ran into the south-west corner of the swamp and then disappeared. Its waters spread themselves over thousands of acres. On the coastal side numerous gullies through the beach cliffs carried the overflow to the shingle beach. A gully which drained the south end of the swamp and which probably flowed almost continuously was also called the Hinds River although it had no direct connection with the Hinds of the plains. Within the boundaries of the swamp there were considerable but variable areas of dry land, areas which in a wet season would be submerged but which in a season of low rainfall would emerge as dry islands. Such was the area that Grigg had acquired.

It is generally stated, and generally accepted, that he purchased Longbeach in 1864. In that year he did buy the freehold of 2000 acres and the interest of the lessees in the remainder of the area. During the next seven years he continued his policy of freeholding by the then popular method of "gridironing." As an example of this we can quote that in one day he bought the freehold of 21 sections of 30 acres

each; 9 sections of 20 acres each, and 4 sections of 50 acres each. It was not until 1871 that he was the owner of the whole area of 32,000 acres.

In 1866 he settled permanently on his property although for some years his wife and family lived in Christchurch. The first house, a sod cottage, was built at the head of a gully close to the south boundary and to the sea.

The cattle fattening policy of the earlier occupiers was at first followed and even in 1865 the Longbeach stockman was buying cattle from the established stations. It is recorded that cattle were brought from as far afield as the Te Waimate Station of Studholme. But Grigg had other ideas and although he continued to fatten cattle on a large scale for another fifteen years, he lost no time in putting his development schemes into operation. In 1867 he grew his first crop of wheat and in 1869 he bought his first sheep—a flock of 5000 Merino ewes which were grazed on the drier parts of the station. This area, long since sold to a Longbeach employee, is still known as the sheep paddock—or more recently as Hopi Marae.

Very soon the whole farming programme became so involved that, at this date and in the absence of reliable records, it is impossible to say of many of the developments when they were started or how long they took. Suffice it to say here that Grigg was always ahead of his time. Studs of cattle, sheep, pigs, heavy horses and thoroughbreds were founded and developed; fat stock were turned off in thousands, ambitious drainage schemes were undertaken, the drying swamp was grassed down and extensive cropping programmes were undertaken.

A brief description of each of the important farm departments between 1865 and 1882 will give some idea of the immensity of the development. The reason for the selection of the year 1882 will become apparent later.

The buying in of cattle for fattening was replaced by a large scale breeding policy which reduced buying to a minor place. A stud of Shorthorn beef cattle was established and a considerable number of imported animals were added from time to time. In addition a stud of Devon cattle was founded and although small in size it was still in existence in 1882.



“The first house, a sod cottage, was built in 1866.”

The best market for the fat cattle was on the West Coast gold fields and within a few years of its establishment, Longbeach was delivering on the Coast as many cattle as any two other Canterbury stations. It was no easy task to deliver the cattle at the two selling points, Greymouth and Arahura. The Longbeach drovers headed across the plains for the Rakaia Gorge, went through the gorge and then crossed the river. Heading north through the hill country they eventually picked up the West Coast road and then continued on over Arthur's Pass and down the Teremakau to their destination. Each mob of about 60 cattle was in the charge of three drovers and the trip took about three weeks. Usually six trips were made each summer. The cattle were Shorthorns with a sprinkling of Devons and the prices they made were good even by present day standards. Average cattle sold for £15 to £18 with the best reaching £20. On occasions fat sheep were taken over the same road but there was no regular trade. In addition, during the summer as many as 100 fat cattle each month were sold. With the approach of 1880 the trade was slowing down and by 1884 it was becoming unprofitable. Grigg, noted for his foresight, had already changed over to sheep and by the early eighties had other developments in view—the export of frozen lamb and mutton to England.

Meanwhile the cropping programme had expanded rapidly. Although year by year figures are not available the acreages for 1879 show what had happened since the first crop of wheat which was grown in 1867.

Crop acreages 1879 (approximately one-quarter of the total estate).

Wheat)	
Oats)	3000 acres
Barley)	
Turnips)	
Rape)	
Mangolds)	1400 acres
Potatoes)	
Peas)	300 acres
Hay)	300 acres

The sheep likewise had multiplied. The 5000 Merino ewes of 1869 had by 1880 developed into a flock of 10,000 Merino and half-bred ewes. Purebred Lincoln sheep were imported in 1872 and a purebred Leicester flock was founded at about the same time. The Shropshire flock, the first in the colony, was founded prior to 1880. Grigg had anticipated the requirements of the export frozen meat trade.

There should be no need to emphasise the need at that time for large numbers of horses, both light and heavy. Both Clydesdales and thoroughbred studs were established. By 1880 there were 400 horses on the place—100 working horses, 50 Clydesdale brood mares, together with three Clydesdale, one Arab and two thoroughbred stallions and their progeny. About 80 horses were sold each year.

Pigs had quickly become an important feature of his farm economy. It was stated in 1880 that 2000 to 3000 pigs were usually kept including some 300 breeding sows. Each year some 500 carcasses were cured on the place but in 1880, because of the low price of grain, 1000 carcasses were handled on the place. The general feeding policy was to allow the sows and small pigs free range over the stubbles and pasture but to confine the fattening pigs in yards handy to the home-stead. Offal from the boiling down plant formed an important item of their feed. Improvement in the type of pig produced was brought about by the importation of Berkshire and Yorkshire boars—"the best pays the best" was the motto.

The intensive stocking of and the extensive cropping of the area had been made possible only by two major development schemes. These schemes were spectacular in their execution and so impressed the public imagination that the grand scale stock-breeding and cropping was relegated to a minor place.

The first of these developments provided for the removal of the water from the swamp and the grassing of the drained areas. In his characteristic manner, Grigg decided on a bed for the Hinds River through the swamp. A coastal gully, somewhat bigger than the others and to the north of the nominal Hinds River mouth was selected. This gully had the advantage of having behind it a strip of dry land which ran well into the swamp. With scoops and horses and shovels a river bed was carved out from the coast inland until the bed of the Hinds flowing into the swamp was reached. The first obstacle was overcome and the Hinds now had a clear course with a direct outlet to the sea. (It is of interest that the present owner of Longbeach, Mr. J. H. Grigg, has the grazing rights of this bed beyond his present day boundaries and pays rates on it as it is not a river bed).

Four miles is probably an underestimate of the length of bed which required complete formation.

Leads or open drains were then opened up through the swamp some into the newly formed Hinds River and others direct to the beach along existing gullies. The work was done at an estimated cost of from £2 to £4 per acre.

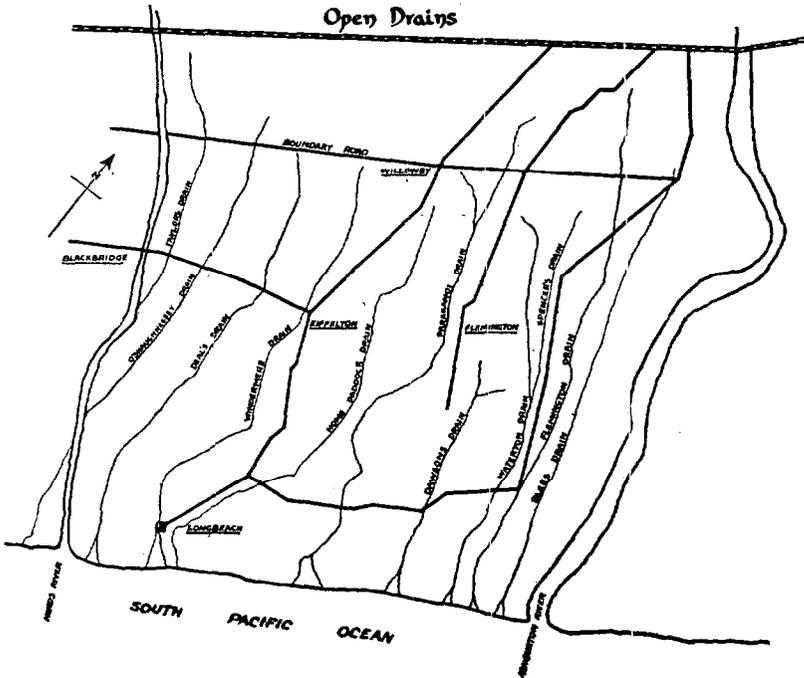
As the swamp dried, grassing down proceeded. The heavy swamp growth of flax and raupo was burned off and grass and clover seed broadcast by hand. Cattle and sheep were allowed to roam freely over the newly sown areas to secure surface consolidation and to trample down the remaining coarse herbage. The total cost of the work must have been heavy. There was no subsidy from a benevolent Government, nor was there a healthy rate fund upon which to draw. Grigg paid his own rates and taxed himself to develop his land.

Meanwhile development was taking place in the domestic life of the station. In the early 1870's the accommodation house at Chertsey was purchased. It was a pretentious wooden building and was moved to Longbeach by bullock wagon, a distance of some 25 miles, with the hazard of the Ashburton River to cross. This was the second homestead and around it developed a village. In addition to the usual farm employees—shepherds, dairymen, teamsters, pigmen, fencers and general hands—a variety of tradesmen found employment. By 1880 when some 150 permanent hands were employed the village was a self supporting and self sufficient unit. It was a very neat cross section of the social organisation of the time. The baker used 1½ tons of home grown and home ground flour each week while along the road was a blacksmith, the carpenter, the saddler and the cover maker. The bacon curer had his own factory and could handle up to 100 pigs a week. Prior to the 1800's an important department was the boiling down plant and the fellmongery. Surplus sheep had no real market value. They were worth just what could be recovered from them in terms of tallow and wool. Hence the importance of the boiling down plant. The tallow was barrelled, the slipe wool baled and both exported, while the offal was fed to the pigs. The number of sheep handled each year varied with the state of the market but in 1880 no less than 2000 head passed through the works. A cooper found full time employment in making casks to hold the tallow.

The total recovery value was estimated at "£14 to £17 per score of sheep".

LONGBEACH

Open Drains



“A river bed was carved out and leads or open drains were then opened up through the swamp.”

The year 1882 was mentioned earlier as an important date in the history of the development of Longbeach. It was the year of the historic Longbeach sale. During the early years of the developmental period Grigg took into partnership his brother-in-law, Thomas Russell. The sole interest of Russell in Longbeach seems to have been a financial one. He took no share in the development or the management of the station. There is no evidence as to the reason for dissolving the partnership in 1882 but farming was passing through troubled times and the prospects for the future—except to men with the foresight of Grigg—were not bright.

In November 1882 the whole of the Longbeach live and dead stock were sold by auction. The sale was held on Longbeach and lasted a full week. The attendance was large and for the week everybody lived on Longbeach and at the expense of Longbeach. Grigg did not hide the fact that he intended to buy freely—he hoped to buy in at least two-thirds of the offering. Needless to say, he was the most important buyer at the sale.

The catalogue was an imposing, bound volume of 225 pages and is of especial interest to-day because it gives an accurate picture of the stock actually on Longbeach in 1882, and this is just fifteen years after Grigg had commenced his work on the “impenetrable swamp.”

The following is a summary of the offering:—

Sheep	6218	Crossbred
	312	purebred Shropshires
	236	purebred Leicesters
	3468	purebred Lincolns
	10,234	Total Sheep
Cattle	1690	Station cattle
	516	purebred Shorthorn beef cattle
	25	purebred Devon cattle
	2231	Total Cattle
Horses	179	draught horses
	235	light horses
	8	Thoroughbred horses
	422	Total Horses
Pigs	460	breeding sows and litters
	260	fattening pigs
	8	boars (4 imported)
	728	Total pigs and suckers
Implements	13	only Reaper and wire binder
	3	" Grass mower
	10	" Seed drill
	3	" Grass seed stripper
	2	" Hayrake
	24	" Plough
	6	" Roller
	17	" Harrows
	4	" Hay loader
	13	" Dray

Complete "Plough Camp" (Galley—dining and sleeping huts).

(This last item is another example of the "minor" developments. The working teams were seldom at the Homestead but were kept handy to their works in "camps". The men were accommodated in wheeled huts and the camp followed the teams around the Station. Thus there was the "Plough Camp," the "Drilling Camp," the "Reaping Camp" and such others as the jobs of the moment demanded.)

Total sales amounted to £35,000.

For some years prior to the sale Grigg had been selling land. Farm areas usually 100 to 150 acres had been sold at prices ranging from £9 to £15 per acre—a very reasonable price in view of the improvements Grigg had carried out. Many of these farms were bought by Longbeach employees—men regarded by Grigg as sound farmers and likely to do well on farms of their own. Grigg believed that the country must have a prosperous, contented farming population and he was prepared to give practical application to his beliefs. We now have no indication of the number of employees he started off on a piece of Longbeach but even to-day many of the Longbeach farms are in the hands of the descendants of men who worked on Longbeach.

Some 11,000 acres had been disposed of by 1882 and about that year a further 4000 acres were sold. The land retained was approximately the area between Hinds River and the main road to the Homestead—the Willowby-Longbeach Road. This was one of the original very wet areas. It was at about this time that the first complete survey of the area was carried out.

The excitement of the sale had hardly subsided before Grigg was on the job with fresh developments on his now reduced acreage. He had always believed in the future of dairying in New Zealand. In 1883 he instructed his son, J. C. N. Grigg, who was then in England, to buy some of the best dairy cattle he could find. His suggestion was Holsteins but his son, after touring the continent, decided on Dutch Friesians. One bull and six females arrived in New Zealand in 1884. The comment of the father was brief: "They are certainly the best dairy cattle I have ever seen." For a long time it looked as though, for once, Grigg was wrong. There was no local demand for his cattle and during one of the depression periods he actually exported the original cattle to Australia. By that time he had a herd of their progeny. This dairy herd became important in the Longbeach economy. Then followed a belated appreciation by dairy farmers of their value as producers and soon Longbeach Friesians were to be found in all dairying districts. In addition many animals were exported. The present



The present homestead built from bricks used in the 1891 homestead.

Longbeach herd contains only direct descendants of the original Dutch importations and these cattle were the only Dutch Friesian cattle to come to New Zealand.

The area of land which had been retained was still wet despite the open drains. The problem of further drainage was tackled in the characteristic Grigg manner. In 1886 a brick-maker and his family arrived on the station. He immediately prospected for clay suitable for brick making and found plenty in what is now the Eiffelton part of the district. A small kiln was erected and in this kiln were made the bricks for the big kiln. By 1889 the big kiln was completed, even to the installation of steam driven mixing machinery. With a complement of ten men the kilns were soon turning out a batch of field drain tiles, each fortnight. During the early years as many as 40 miles of tiles were laid in one year. By 1900 when the work was almost complete 150 miles of drains had been laid involving the use of close on 1,000,000 tiles, and draining approximately 9000 acres. In addition tiles were supplied to farmers who had bought land from the estate.

Brickmaking had not been neglected—in fact one of the first jobs of the brick maker was to build himself a brick house. In 1891 a new and imposing homestead was built and about the same time many of the farm buildings were replaced in brick.

It is now well known that the first shipment of frozen meat left the colony in the "Dunedin" about mid-February 1882. The ship was chartered by the New Zealand and Australian Land Company and the carcasses aboard were mainly from their Otago stations. It is not generally known that Grigg also had Longbeach sheep aboard. Of his shipment three Shropshire cross lambs and two wethers were consigned to his son, J. C. N. Grigg who was in residence at Jesus College, Cambridge. These were duly delivered at Cambridge, were carefully thawed out and cooked. It so happened that J. C. N. Grigg was entertaining the Jesus College rowing eight at luncheon. Two cold hind-quarters of the Longbeach sheep were on the table and were so popular that most of the guests had three helpings. They were surprised men when informed by their host that the lamb they had enjoyed so much was from Longbeach, Canterbury, New Zealand. It is indeed fitting that the first man to try Canterbury lamb in England should be the son of the man who during the next few years was to do so much and to take so many risks in establishing a frozen meat export trade for New Zealand.

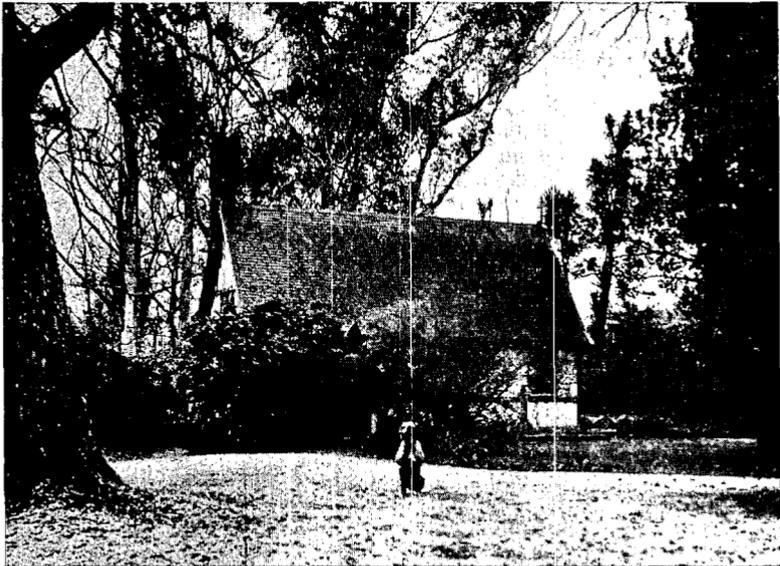
Meanwhile Grigg had not been idle. In November, 1881, he convened a meeting of those interested in the export of frozen meat. This meeting resulted in the formation of the Canterbury Frozen Meat Company. Grigg was elected the first chairman of directors—a position he was to hold until his retirement from active life in the late nineties. As an executive and a leader he supported always the "open door" export policy—that farmers should be allowed and encouraged to export their own frozen lambs rather than sell them to export companies. About 1883 he chartered the sailing ship "Mataura" to take his own lambs to England. This ship had already made one successful trip but on this occasion the temperatures were allowed to rise too high and the whole shipment of some 4000 carcasses was lost. This was a severe blow for not only did it mean the loss of the value of the carcasses but involved a payment of 2½d per lb. for freight. No insurance could be obtained at that time to cover a cargo of meat. However, neither this loss nor the unprofitable condition of the trade in the early days curbed the enthusiasm of Grigg. Even though in some years boiling down was more profitable he fought for the export of the frozen carcase.

His own farming policy underwent a major change. He had already anticipated the requirements of the trade by the importation of the Shropshire Down sheep. He now increased his flocks at the expense of his beef cattle. Not only did he increase the sheep numbers but also he changed his breeding policy. The Lincoln cross which had been so popular was replaced in large part by Leicester cross breeds. In 1895 he sold the Lincoln stud as a complete flock, as the emphasis was now on carcase and not on wool. The ewe flock became Leicester crossbreds and these, mated to Leicester and Shropshire rams, produced the lambs which were to establish Prime Canterbury lamb on the English market. His sheep increases were just as spectacular as the other projects he tackled. In 1882 he had 13,000 sheep, in 1893 over 30,000, and in 1894 over 37,000. His sheep figures at this period become very involved as he embarked on a large scale lamb fattening policy. He was a regular buyer of good quality store lambs and in addition leased at least four light land properties for the express purpose of breeding store lambs which were fattened on Longbeach. It is recorded that just after Christmas, 1893, there arrived by rail and road and from all directions some 50,000 lambs which had been bought for finishing off on Longbeach. It is recorded also that in one season he bought 80,000 sheep and lambs for shipment to London. His selling figures must have been fantastic at times. In one day he drafted 4400 Longbeach lambs for the works and the average carcase weight for the line was over 42lb.

He tackled the export meat industry with the determination which characterised all his work. His early disappointments and his heavy financial losses served only to steady him on his course and to give him renewed vigour to push forward again. In 1900 he founded his last stud flock—the Southdown—with importations from England. Southdown sheep had been in the colony since the earliest days but had been little used. It was not until 20 years after 1900 that they became the dominating influence on the quality of the export fat lamb. Again the foresight of Grigg was anticipating future market trends.

The increase in the sheep population had not affected the extensive cropping programme. The tile drains were doing their job well and despite the reduced total acreage of the farm the peak cropping year was 1894. In that year 5500 acres of wheat were harvested and there were comparatively large acreages of oats, barley, peas and forage crops.

During this time the Longbeach stud flocks and herds and horses continued in popularity. In both the showing and the sale ring the prefix Longbeach was the guarantee of quality. Even with the ambitious undertaking of making Longbeach a model farm on a grand scale and the executive responsibility of establishing an export frozen meat trade, Grigg still had time and energy to devote to public duties. He allowed himself to be nominated as a candidate for the House of Representatives but characteristically refused to do any campaigning. He was elected by a large majority. However, one term as a member convinced him that he did not possess a political outlook and he refused further nomination. Local politics were more to his liking and he was chairman of the Longbeach Road Board in 1872 and a member of the Ashburton County Council which succeeded it almost continuously from 1878 to 1896. At one time or another he served on the local School Committee, the Domains Board and the Ashburton Hospital Board and on the councils of the Canterbury Agricultural and Pastoral Associa-



“Inside the chapel is a brass tablet erected to his memory by his employees.”

tion, the Ashburton Agricultural and Pastoral Association and various Breed Societies. Of most of these organisations he was at some time President or Chairman.

Those who can piece together and visualise the development of Longbeach will have a perfect picture of Grigg the man. To this can be added that he was reputedly an infallible picker of men. He certainly had about him the greatest variety and the biggest number of specialists in the various farm jobs that were ever on one New Zealand farm. This was his permanent farm staff and Longbeach permanent employees developed a habit of being permanent, through good times and bad. There is no greater tribute to the character of a man than that.

It is only to be expected that a man with such varied interests and with such wide contacts would be remembered in monumental form. John Grigg is buried close to the chapel he provided for his people. It is situated in the grounds of the homestead he founded. Inside the chapel is a brass tablet erected to his memory by his employees, and inscribed:

Who laboured for the common good.
Large was his Bounty;
His soul sincere.

A more imposing but no less sincere memorial is that erected by the public of Canterbury in Baring Square, Ashburton, within sight of the main south road and railway. The statue itself is a commanding figure but the symbolism is equally inspiring. A raupo plant is between the legs while one foot rests on a field tile drain. The base of the monument carries on three faces scenes of ploughing, stooking and shearing, while the four corners show the symbols of "Justice," "Prudence," "Fortitude" and "Industry."

But the most impressive memorial and that which would appeal most to Grigg himself is the area which, once the dismal Longbeach swamp, is now divided into some 220 fertile farms. His employees spoke sincerely when they inscribed their memorial tablet "Who laboured for the common good." No man can have a greater memorial than that which Grigg created for the benefit of his fellow men.

John Grigg, born in Cornwall in 1828, died at Longbeach in 1901. For 35 years he toiled unceasingly on his land development schemes and in his wheat fields, amongst his Lincoln, Leicester, Shropshire and Southdown sheep; his Shorthorn beef cattle and his Dutch Friesian dairy cattle; his Clydesdale and thoroughbred horses, and his Berkshire and Yorkshire pigs. He was one of the small band of pioneers who had the courage to venture into the unknown to establish one of our most valuable national assets—the frozen meat export trade.

In conclusion, lest I be accused of describing the development of Longbeach and forgetting the life of Grigg, might I plead in defence that in Canterbury Grigg is Longbeach and Longbeach is Grigg. There were never Grigg sheep or Grigg Friesians; they were Longbeach sheep and Longbeach Friesians. No man worked for Grigg; he worked on Longbeach.

The greatness of what the man created overshadows even the greatness of the man himself.