

## Daniel Morrison c1812 – 1858

By Mary Skipworth, January 2018, with minor updates 2022

What do we know about him?

Fay Skipworth, nee Palmer (1906-1991), and her cousins around Kaikoura, New Zealand, grew up with stories of their great grandfather having been a sea captain trading on the NZ coast, who lived in early Wellington. He had died prematurely, Fay thought by drowning in a shipwreck. The story had come from Daniel's widow who lived in Kaikoura with her second husband Michael Twomey until her death the day before Fay was born. So, although Fay never met Betsy, Fay's parents and grandparents knew her intimately. But without meaning to rewrite history, stories can get changed as they are retold. It is time for a review.

In the early 1970s, when Fay's husband Ivan Skipworth was investigating her family history he wrote to the Turnbull Library for assistance. They replied : <sup>1</sup>

*In Sherrin and Wallace, ed. Early History of New Zealand, Wellington, Brett, 1890 there is a reference to Daniel Morrison who came to New Zealand on the Aurora, arriving at Wellington in 1840. He does not appear in the Embarkation Register for that voyage which suggests he was either a cabin passenger or member of the crew.*

*In Coastal Traders of the Forties by M.N. Watt, Captain Morrison is mentioned as follows: "About that period (1841) Watt joined the barque Bright Planet 240 Tons (Morrison Master). This boat left Sydney for Port Nicholson on July 8 with a cargo of 400 sheep, 2 horses and sundries. She arrived on July 21, and on August 6 sailed for Thames and the Bay of Islands returning to Wellington on September 18. She was back in Sydney on November 8."*

*In the New Zealand Journal for 1842, 1843, 1844 a number of arrivals and departures for the barque Bright Planet are recorded.*

*Morrison's death is recorded in the Australian and New Zealand Gazette 1st January, 1859 and further details were supplied by the records of the Sydney Street Cemetery and a member of the family with whom we corresponded in 1952. He died on 29th August 1858. The cemetery record is as follows:*

*"September 1, 1858. Daniel Morrison aged 46 was buried in plot No 15a in the Sydney Street Cemetery by the Free Church of Scotland. The officiating Minister being Rev J Moir."*

*His family told us that he was not drowned at sea, but that his ship was wrecked and he died from the result of injuries received then. After his death, the people of Wellington (possibly by public subscription) bought a house for his widow and children, which was situated near the present Kings Theatre.*

The library was very generous with the amount of detail provided in answer to an unpaid query, but prior to digitisation access to information was more difficult. More than forty years later, it is worth having a fresh look at Daniel's history and re-evaluating this information.

Daniel's death registration <sup>2</sup> confirms the age provided in his burial record and adds a birthplace - Scotland. From this record a birth year around 1812 can be calculated. We have no reason to doubt this information, which is likely to have been drawn from documents carried by mariners to establish their credentials.

The next question concerns Daniel's arrival in Wellington. If his name is not on the Embarkation Register for the *Aurora*, why did Sherrin and Wallace associate his arrival with that vessel (see page 3)? <sup>3</sup> No other document has been found to support this assertion, and it is possible that Daniel has been confused with a William Morrison who did arrive on the *Aurora* with his wife and young son. That family disappeared from Wellington quite quickly through their removal to Nelson, but their history can be readily traced and they appear to have no connection with our Daniel. Wallace's list was not particularly accurate - for example it omits Captain John Morrison whose name appears in NZ newspapers before 1845, and maybe he was also confused with our Daniel.

I was close to removing all reference to the *Aurora* from Daniel's story, but paused to reconsider. It is highly unlikely that he came as a cabin passenger because nothing in Daniel's life suggests a man of means. He may have been a ship's captain, but his ships were the smallest of the fleet, and he never got to own his own vessel. But what if he was a member of *Aurora's* crew? She was totally wrecked at Kaipara heads in April 1841. If Daniel was a crew member this could explain how he came to settle in New Zealand. Perhaps we should keep an open mind on this subject.

YEAR.	NAME AND SHIP.	LOCALITY.
1841	Morris, Hy. ... ..	Wellington
	Morris, Samuel... ..	"
1840	Morrison, Daniel, 'Aurora' ... ..	"
1840	Morrison, Hugh, 'Blenheim' ... ..	Wairarapa
1842	Morrison, William ... ..	Nelson
1844	Mortley, Joseph ... ..	Wellington
1842	Morton, H. ... ..	"

From Sherrin and Wallace's list of Settlers to 1845<sup>3</sup>

Given his occupation, we also need to consider whether our Daniel arrived in Wellington as a crew member on another trading vessel. Crew lists are very difficult to locate, and even should a list with his name be found, it would be almost impossible to prove it was the correct Daniel Morrison.

As it happens, there was another NZ mariner named Daniel Morrison, who died in Lyttelton in 1851. The coroner's report<sup>4</sup> indicates that this other Daniel was aged 35 (so born about 1816), and master of the 10 ton cutter *William and John*. This coincidence of names is a valuable reminder of the caution needed in evaluating every piece of evidence for its relevance to a story.

To obtain further information about Daniel's career, New Zealand newspapers were searched on *Papers Past*<sup>5</sup> for Daniel, Dan, or D Morrison, and Captain or Capt Morrison, or simply Morrison master, up to the end of 1858. [Ship's tonnages are listed from Morris' *Index*<sup>19</sup> as newspaper reports vary for the same vessel]

39 references were found to D Morrison from 1850 onwards, but none earlier. The vessels included the schooner *Edward Stanley* 30 tons (1849-50, capsized and foundered), the cutter or sloop *Maria Josephine* 34 tons (July 1850), cutter *Fisherman* 15 tons (Nov 1850), schooner *Salopian* 40 tons (Jan 1851), schooner *Matilda* 25 tons (May 1852), schooner *Henrietta* 70 tons (June 1852), schooner *Mary Jane* 40 tons (Apr 1853-Feb 1856), schooner *Hannah* 30 tons (Sep 1856), schooner *Harry* 22 tons (Sep 1857, wrecked), schooner *Jane Peata* 22 tons (Jan-Mar 1858).

I am unable to determine which Daniel Morrison was the master of the first three vessels in this list.

The results for Captain Morrison refer to quite a different class of much larger ship, trading across the Tasman and occasionally to England : *Bright Planet* 200 tons (1842), *Regia* 180 tons (1845), *Robert Syers* 400 tons (1848-53), *Drover* 174 tons (1854-58). I do not think any of these records apply to our Daniel Morrison, neither can I find any evidence to suggest that John Morrison and Daniel Morrison were related.

Through 1841 and 1842 numerous Morrison shipping notices all relate to *Bright Planet*. Most supply no forename or initial, but some state "John Morrison" making it clear that this was not our Daniel. On 8 Jan 1843 *Bright Planet* sailed for Sydney and did not return to New Zealand.

The name Morrison does not appear again in NZ shipping notices until 1845 when the *Regia* (180 tons) arrived in Auckland from Sydney and London, and again it is John Morrison's name which occasionally occurs in *Regia* notices. Similarly the *Robert Syers* visited in May 1848 from Sydney, with John Morrison the master.

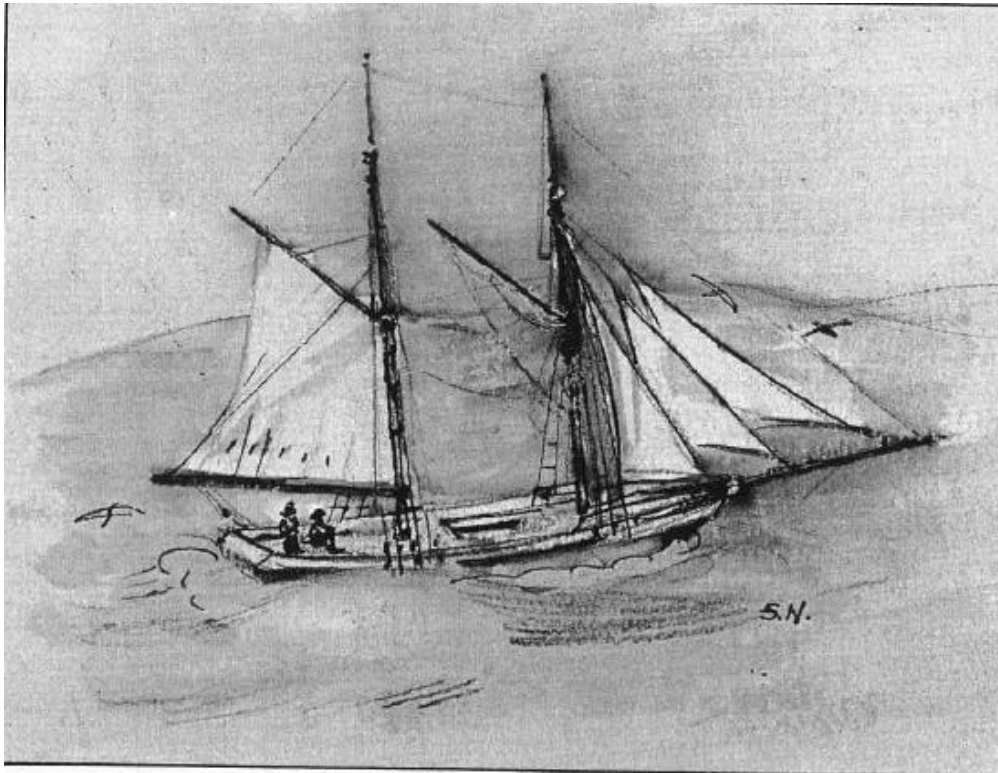
On 15 Sep 1847 Morrison, master of the cutter *Catherine Johnstone*, is mentioned for the first time, sailing from Wellington for Taranaki. Note that our Daniel had been married in Wellington in July that year. After several postponements she sailed on 1 Oct, and was back in Wellington on the 14th, sailing north again on the 20th. Regular sailings under Morrison's command are reported until March 1848. Watt<sup>20</sup> continues the story in his chapter 25 "Chequered last days of *Catherine Johnstone*" : *She left Wellington under Capt Morrison on the evening of March 27<sup>th</sup> 1848. At the heads she met a fresh north-west gale and anchored in Worsers Bay to wait for a change. On Tuesday morning, the gale increasing in violence, one of her mains parted and she was driven on to the rocks. The mail she was carrying was recovered and sent back to Wellington. She was refloated with casks, repairs took nine months, and she re-entered southern trade with Armstrong the master.*

There were no further relevant shipping notices until January 1849 when Morrison took command of *Fisherman*, Captain Watson, her previous skipper, having suffered a fatal accident in heavy weather.

I am reproducing the story of the *Edward Stanley*<sup>6</sup> here, although unable to confirm which Daniel Morrison was involved. Thomas Taylor had been the regular master, but on 5 May 1849 Taylor sailed for Wanganui and Morrison commanded the return trip to Wellington on May 12. Morrison took the north bound journey on May 23, but Taylor had the helm through June. Morrison appeared again on 21 July and was engaged continuously till 26 December when the *Edward Stanley* arrived with Watt in command. [Taylor and Watt were the owners] Apparently Morrison was back at the helm for the fateful trip to Nelson in early January 1850.

On 3 January 1850, the "Edward Stanley" with Daniel Morrison master, left Wanganui for Nelson in ballast with a crew of four and three passengers, J. Nixon Esq. of Nelson, G. Taylor, who formerly resided in Wanganui and a Mr Duncan of Wanganui. When off Croixelles on the following afternoon about 10 miles (16km) from shore with the wind blowing very strongly from the WNW, the vessel was struck by a heavy sea which threw her on her beam end and shifted the ballast. It was immediately seen by those on board that there was no chance of the vessel righting as she immediately began to settle down, and the only possibility of escape was by a small dinghy which the vessel carried. The little boat was therefore instantly launched, but, being driven under the mast as it lay over the side, she filled with water. The boat had then to be drawn up the side of the sinking vessel and launched a second time, fortunately with better success. Five of the people on board then stowed themselves in the bottom of the boat, and the captain took his place at the stern with one paddle, and one of the men at the bow with the other. Their object was to keep the bow of the boat to the wind and let her drift before it. Any change from this position in such a sea would have led to the boat being swamped and the drowning of all her passengers. For about four hours the boat was in a most helpless position. Those who were sitting in the bottom were kept busy baling out the water with their hats as it came rushing over the gunwales. At last, by aid of the wind and the set of the tide, the boat most fortunately drifted into Croixelles Harbour, where in the smoother water, the crew were able to put her about and pull for the shore. But it was still necessary for the captain to hold his blue shirt over the stern to prevent her from being swamped by the waves. On reaching shore the party were treated very kindly by the Maoris, and as the schooner "Catherine" was there loading timber, she was chartered to take the survivors to Nelson, which they reached on the following Sunday morning.

As "Edward Stanley" had gone down so quickly, the survivors escaped with nothing other than the clothes they were wearing. A subscription was opened for clothes for the crew and for a small present to the Maoris for all the kindness which they had shown. Captain Morrison and the crew returned to Wanganui on 15 January with the schooner "William and Horina".



Schooner "Edward Stanley" - built 1847

The loss of the *Harry* in September 1857 under Captain Morrison's command fits well with the family suggestion that a shipwreck was at least partially implicated in Daniel's death the following year, albeit from consumption. The story is told in this article from the newsletter *Tainui Trading Post* April 2017:<sup>7</sup>

### TAINUI HISTORICAL SOCIETY

#### **LOCAL SHIPWRECKS—SCHOONER "HARRY"**

The schooner *Harry* made her first trip to New Plymouth in 1856, arriving on 18th April from Wellington under Captain Carman, with one passenger and a cargo of rum, brandy, merchandise, sheeting, weights and scales, tea kettles, pit saws, spirits of tar (in tins), sad irons, one case slops, vinegar, boxes of candles, saddlery, mattresses, and 7,300 bricks. Next day the 30 ton gross schooner sailed for Wellington in ballast. She was back again in July of that year. About the 13th June 1857 she returned, this time under Captain Sancto, from Nelson, via Aorere, with three passengers, seven packages for the Commissariat and 4,000 bricks. She sailed for Wellington on 15th June with 17 tons of potatoes. On September 12th she arrived from Massacre Bay under Captain D. Morrison and anchored not far from the brig *Polly*. Early in the morning

of the 13th, after the wind had swung round from the south-west to north-east to north-west and the gale was rising the *Harry* got underway and not without difficulty kept her offing in the shift of wind, and made for open sea. For some time nothing further was heard of her as arrivals from both north and south brought no news of having sighted her, and when almost a fortnight had passed she was given up for lost. It was not until a month later on 17th October, that the schooner returned, arriving from Nelson, and the full story of what had happened became known.

In her effort to keep off the land her sails were carried away, she became leaky and unmanageable, and in this condition she drifted up the coast. As it was impossible to get into the Mokau River which was then close under her lee Captain Morrison put her ashore the following day at Tongaporutu on a sandy beach so enabling all hands to escape with their lives. The tide left the *Harry* high and dry after she grounded and the men put up a tent in the bush close to the wreck and took ample provisions with

them. At that time they were unobserved by the Maoris who had kept indoors owing to the inclement weather. Once they were spotted, however, there appears to have been friction and misunderstanding between the parties which was eventually put to rights by the intervention of the Rev. C.H. Schnackenburg, Wesleyan missionary stationed on the Mokau River.

First reports received were those given by the crew on their return from Tongaporutu when it was stated that the Mokau natives had behaved badly to the shipwrecked mariners though previously they had been hospitable to all travellers. This was put down to a recent sentence of six months' imprisonment with hard labour on two of the natives and which they considered out of proportion to the offence committed. Though, as the sentence was concurred in by the Native Assessor Poharama and all had confidence in his judgment and discretion, it was assumed that it was well deserved. Charges of theft of articles from the wreck were alleged by Captain Morrison and counter-charges by the Maoris that the articles were given to them by the captain. But as Captain Morrison left Taranaki without attesting to the truth of the depositions drawn up for him from his own statements by the authorities, the matter was therefore terminated as it was and the complaint was considered fully answered.

It was left to the Rev. Schnackenburg to furnish an independent report on the situation and this he did in a long letter to Mr Henry Halse, Assistant Native Secretary,

New Plymouth. Captain Morrison claimed that some of the gear had been carried off by the natives and gave a list of this to the Rev Schnackenburg. However, when the missionary translated and explained to the Maoris they in turn, stated that the goods, (a sail in particular) had been given to them. Morrison requested Rev. Schnackenburg to enquire of Tikipoti what he wanted in cash if he would return all that had been given to them and he stated 'thirty shillings.' An impasse developed and the missionary expressed his indignation by throwing a sovereign into Tikipoti's blanket and Morrison paid the other ten shillings. The Europeans then left with one native guide to return to town and the natives put the sails etc. under shelter. The Rev. Schnackenburg did not consider the Europeans blameless, however, and added that as they had both tent and provisions there had been no need for them to have left the wreck unattended and without a watch, in which case no plunder would have occurred and the crew would not have been under any obligation to the natives. It illustrates the influence of this missionary with the Maoris, that he instructed them to return all the anchors, chains, ropes, sails, etc on board and they made a willing effort to refloat the Harry and get her into the Mokau River for repairs.

The Harry was built at Kaiwharrawharra, Wellington in 1854, was 40ft 3in long, 12ft 3in beam and 6ft depth and owned by John Sancto master and pump maker of Wellington.

This advertisement <sup>5</sup> probably refers to the subscription taken up following the wreck of the *Edward Stanley* in 1850. It should not be confused with the next item, another appeal a few months later for support for Daniel's widow and children.

**TO THE PUBLIC.**

**I**, DAN. WILSON, beg of the Public who con-  
tributed to the Memorial of Dan. Morrison  
that they will oblige me by sending their names to  
the office of this Paper, with the amount of their  
subscription.

N.B.—The amount of money which has been  
paid by me to D. Morrison is £31.

The object of this request is to satisfy the parties  
concerned.

Wellington, August 5, 1858.

**SUBSCRIPTION IN AID OF MRS.  
MORRISON AND FAMILY.**

**T**HE late Captain Morrison has left a Widow and five young children wholly unprovided for; and the undersigned propose that a Public Subscription should be made to meet the case. The sum realized will be carefully laid out for the benefit of the Widow and Orphans, and Captain Rhodes has kindly consented to act in the meantime as Trustee and Treasurer. Subscription papers will be found at the following places, viz., the Union Bank, the Oriental Bank, the Store of Mr. Lyon, and also of Mr. James Wallace, Lambton Quay.

W. B. RHODES.  
JOHN MOIR.  
JAMES MAY.

September 24, 1858.

I have been unable to find any record of the amount raised on this occasion. Information from the family held by the Turnbull library <sup>1</sup> suggests it was sufficient to purchase a house for the widow and children. This would probably be the "residence of Mrs Morrison, Little Ghuznee Street" where she was remarried to Michael Twomey on 29 July 1859. They had 5 children.

Turning now to Daniel's family relationships, he was married in Wellington on 18 Jul 1847 to Elizabeth, daughter of Samuel and Elizabeth COOPER. The Cooper family from Somerset had arrived in NZ in the *Oriental* in 1841, with 6 children including their 9 year old daughter, Betsy, no doubt so named to distinguish her from her mother.<sup>8,9</sup> Although her name is listed as "Elizabeth" in other documents, we have preferred to think of her as "Betsy" to distinguish her from both her mother and her daughter. At the time of her marriage Betsy was only 16 years old, marrying a man more than twice her age.

Daniel's marriage pre-dates the earliest appearance of his name as master in local shipping columns, and this suggests that he worked initially as crew whilst gaining experience and demonstrating to ship owners his ability to take charge of a vessel. His marriage also pre-dates official registration of NZ births, deaths and marriages, and we are fortunate that a record is available from the Wesleyan Chapel.<sup>10</sup>

The appeal for the widow and orphans mentions five surviving children, for each of whom we have some information.

1. Thomas Henry MORRISON was born in Nov 1846 in NZ according to the US census 1900 (image below).<sup>11</sup> This birth pre-dates official registrations in NZ, so unless a baptism can be found we are unable to check the accuracy of the date. Thomas' death certificate names Elizabeth COOPER as his mother, ruling out the possibility that he had been born to a previous marriage. On his death certificate<sup>12</sup> the birthdate has changed to 16 Nov 1847. Ordinarily, I would prefer the date provided by the subject himself in the census, but this seems so unlikely (six months before his parents married) that I suspect a transcription error may have occurred. The NZ family knew that their relative became a Mormon and emigrated to Utah, but had lost contact until recently. FamilySearch Family Tree shows that he had 4 wives and 15 children.

Morrison	Thomas H.	Head	M	M	Nov 1846	53	M	22	
	Emily	Wife	W	F	Feb 1857	43	M	22	11 10

<b>PLACE OF DEATH</b> County of <i>Salt Lake</i> Precinct of _____ City, Town, or Village of <i>Salt Lake</i> Street and No. <i>364 W 6<sup>th</sup> No</i> <small>If in Hospital or Institution, give its name and how long deceased was an inmate.</small>	<b>FULL NAME OF DECEASED</b> (Initials only will not be accepted) <i>Thomas A. Morrison</i> Special Information for Hospitals, Institutions, Transients, or Resort Residents _____ Former or Usual Residence _____ How long resident at place of death _____
<b>PERSONAL AND STATISTICAL PARTICULARS</b> SEX <i>male</i> COLOR <i>white</i> DATE OF BIRTH <i>Nov 16 1847</i> <small>(Month) (Day) (Year)</small> AGE <i>62</i> years, <i>3</i> months, <i>1</i> day SINGLE, MARRIED, WIDOWED, or DIVORCED <i>married</i> BIRTHPLACE (State or Country) <i>New Zealand</i> NAME OF FATHER <i>Daniel Morrison</i> BIRTHPLACE OF FATHER (State or Country) <i>Scotland</i> MAIDEN NAME OF MOTHER <i>Elizabeth Cooper</i> BIRTHPLACE OF MOTHER _____	<b>MEDICAL CERTIFICATE OF DEATH</b> DATE OF DEATH <i>Mar 8 19 10</i> <small>(Month) (Day) (Year)</small> I HEREBY CERTIFY, That I attended deceased from <i>Mar 5 19 10</i> to <i>Mar 8 19 10</i> that I last saw him alive on <i>Mar 7 19 10</i> and that death occurred, on the date stated above, at <i>6:00</i> P.M. The CAUSE OF DEATH was as follows: Chief Cause <i>Apoplexy</i> When Contracted _____ Duration _____ Days

2. Elizabeth MORRISON was born about 1849 in Wellington, NZ as calculated from her age at death, birth not registered. As a young woman Elizabeth went to live in Kaikoura where she had many Cooper relatives. In 1870 she married Edward Oscar PALMER of Kaikoura and had 9 children.<sup>13</sup>
3. Mary Ann MORRISON was born on 2 Aug 1851 in Wellington, NZ [from official registration]. She married Charles Fish FOX in 1869 in the Primitive Methodist Church, Thorndon, Wellington and had 15 children.<sup>13</sup> The Palmer and Fox families were well known to each other.
4. Arabella MORRISON was born on 28 Mar 1853 in Wellington, NZ [from official registration], and died 26 Nov 1853 aged 8 months [Wellington Independent 30 Nov 1853].<sup>5, 13</sup>
5. Daniel MORRISON was born on 5 Nov 1854 in Wellington, NZ [from official registration].<sup>13</sup> Nothing further known, but refer to postscript on page 7 below.
6. Charlotte Cooper MORRISON was born was 16 Jan 1857 in Wellington, NZ, died aged 6 on 20 Jun 1863, Wellington, NZ, and was buried in her father's plot at Bolton Street cemetery.<sup>13, 14</sup>

Two more children have been proposed for this family, both names provided by their nephew Frederick Cooper FOX, a son of Mary Ann (MORRISON) FOX, when he was over 100 years old. No documentation has been discovered in support of either name and I believe they should be put down to elderly confusion. The first was a James MORRISON, supposedly born about 1853. He was said to have travelled to Salt Lake City and become a Mormon. If two brothers had gone to Utah this would be expected to be known in Thomas Henry's family, and the fact that it is not remembered suggests to me that James and Thomas Henry were the same person.

The second name provided by Fred was Alice MORRISON born about 1855. Alicetown in the Hutt Valley, Wellington was said to have been named for her. No NZ record of her birth, death or marriage can be found, and the history books tell us that Alicetown was named for a member of the Fitzherbert family. The Fitzherberts were significant landowners and as such much more likely to have their name remembered in this settlement. Fred Fox stated that Alice Morrison married the seedsman Frederick COOPER who would

actually have been her uncle. Frederick COOPER and his wife Ellen did have a daughter Alice, and they lived at Alicetown in later years, which I suggest sufficiently accounts for the mix-up.

Finally we should consider Daniel's parents. His death record says born in Scotland, and that is supported by Thomas Henry's choice of "Scotch Pie Man" for his brand of merchandise. Since Daniel has apparently left us no document naming his parents, the only possibility for identifying them seems to be discovery of a descendant of one of Daniel's siblings who can provide documentation, and who has an identical segment of DNA. But that is a very remote chance. Another possibility is for a male Morrison descended from Thomas to take a Y-chromosome DNA test and find a match with another Morrison family who can identify the Scottish common ancestor.

Certainly, I would discourage any temptation to accept a Scottish Morrison as an ancestor, just because he had a son called Daniel born about 1812. But that is what the commercial genealogy companies tempt us to do with their "hints". I note that Scotland's People database holds records of 5 Daniel Morrison or Morisons who were christened between 1810 and 1814. There may well have been others whose birth records have been lost. It is not appropriate to randomly adopt any one of these as the ancestor.

One such hint has been taken up recently, and crept into a number of on-line trees concerning this family. It refers to a record among the British army Chelsea pensioners of a Daniel Morrison born in Huntly, Aberdeenshire, Scotland about 1812.<sup>15</sup> When I traced the index entry back to British Army Service Records (WO97 at the Public Record Office), I found that that Daniel Morrison was promoted to sergeant major in the British Army at a date when "our" Daniel was already married in Wellington, NZ. These hints pose a huge danger for the reputation of genealogy as a serious study when they are accepted without careful investigation.

I want to end on a personal note. About 15 years ago I took my two young grandsons to the Bolton Street cemetery to find the graves of their 4x and 5x gt grandfathers, Daniel Morrison and his father-in-law Samuel Cooper. We stood on the foot-bridge straddling the motorway which has been carved through the historic cemetery and appreciated what a vast excavation had occurred. We found Daniel Morrison's name on the memorial to all the people whose graves were disturbed, and the lawn covering the vast pit where their remains had been reinterred - a matter of great interest to small boys. Then we found the Cooper plot which narrowly escaped the bulldozers and marvelled at the huge headstone which has stood for more than a century. As we were leaving, the elder brother ran back and plucked a wild rose to leave on his 5x gt grandfather's grave. Hopefully, the visit gave them some understanding that part of Wellington's early history is also part of their history. That's what genealogy is all about.

P.T.O.





Thomas Morrison, the Scotch Pie Man, Salt Lake City, Utah

[I am indebted to Thomas' family for these images]

Postscript: What became of Daniel Morrison junior?

The official registration indicates he was born in Wellington on 5 Nov 1854 to Daniel and Elizabeth Morrison.<sup>13</sup> He would have been not quite 4 years old when his father died in 1858, and is likely to have been alive at that date if there were 5 surviving children as the newspaper stated. I have searched extensively and found no further records for this Daniel. My conclusion is that either he died soon after his father and that both death registration and burial records are missing, or that he was adopted out. I investigated the possibility that his surname changed to Twomey after his mother's remarriage but found no convincing evidence. Another possibility is that he left New Zealand as a young adult.

I have ruled out two other Daniel Morrisons. The first was born in Cork, Ireland in 1854,<sup>16</sup> the same year as our Daniel junior. He came to NZ in 1875 on the ship Hannibal with his wife Mary Bridget, nee McNAMARA and raised a large Roman Catholic family in the Tuamarina / Canvastown area of Marlborough. He died aged 91 in 1945 and is buried with his wife at Havelock.<sup>16</sup> He appears as Daniel Terrence (Morrissy) Morrison (1853 - 1945) in Wikitree, where an attached note explains that the surname was changed to Morrison on arrival in New Zealand.

DESCRIPTION OF DECEASED.		CAUSE OF DEATH.		PARENTS.	IF BURIAL REGISTERED.	WHERE BORN.	IF DECEASED WAS MARRIED.
1. When died.	1. Name and Surname.	1. Sex (M. or F.).	1. Cause of Death.	1. Name and Surname of Father.	1. When buried.	1. Where born.	1. Where married.
2. Where died.	2. Rank, Profession, or Occupation.	2. Age.	2. Duration of last illness.	2. Name and Surname of Mother.	2. Where buried.	2. How long in New Zealand.	2. At what Age married.
(2.)	(8.)	(4.)	3. Medical Attendants by whom certified.	3. Maiden Surname of Mother.	(7.)	(9.)	3. To whom married.
			4. When he last saw Deceased (i.e., before death).	4. Rank or Profession of Father.			4. Age of Widow, if living.
			(8.)	(6.)			(10.)
(1) 1945 1st March	(1) Daniel Morrison	(1) M	(1) Anaemia 5 days	(1) Daniel Morrison	(1) 1945 3 <sup>rd</sup> March	(1) Cork Ireland	(1) Cork Ireland
(2) Waian Hospital Blenheim from Rai Valley	(2) Company Secretary	(2) 91 years	(2) Senility	(2) Morrison	(2) Havelock Cemetery	(2) 19	(2) Mary Bridget McNamara
			(3) Note M. Ivory	(3) Sheen	(3) R. H. Campbell	(3) 70 years	(3) no widow
			(4) 28 <sup>th</sup> February 1945.	(4) Baker	(4) Roman Catholic		

Some online trees suggest that our Daniel junior married Celena or Selina BUTTERFIELD in 1878 and had a daughter Mary Ann with her in 1880. A number of references to Daniel Morrison in Southland newspapers<sup>5</sup> appear to refer to the same man : 1864 (landlord Benmore Accommodation House stabbed in a brawl), 1875 (storekeeper, Purekanui, illegal sale of liquor), 1881 (death of his wife and infant child at Bluff), 1886 (drunkenness at Bluff). At his wife's inquest he was described as being "in middle life" while she was 18, and showed callous lack of concern for her welfare when she was missing for several months. In 1874 he was a prisoner in Invercargill.<sup>17</sup> This man stated he had been born about 1840 in Harris, Inverness, Scotland on his daughter's birth registration.<sup>18</sup> There is no reason to think he was related to "our" Morrisons.

CHILD.			FATHER.
When and where Born.	Name of Child, and whether present or not.	Sex.	1. Name and Surname. 2. Rank or Profession. 3. Age. 4. Birth-place.
19th November 1880 Bay Street Invercargill	Mary Ann not present	female	Daniel Morrison Labourer 40 years Harris, Inverness Scotland

#### References:

1. Letter Alexander Turnbull Library to Ivan Skipworth TL3/1/2 28 Jan 1974
2. Death record Daniel Morrison 1858/1215 accessed at <https://bdmhistoricalrecords.dia.govt.nz> [At Wellington, on 29 Aug 1858, Daniel Morrison, mariner, of consumption, aged 46 years. Informant Wm Jabez Hall, wheelwright, Mulgrave Street. Registered 30 Aug 1858.]
3. Sherrin and Wallace, ed. *Early History of New Zealand*, Wellington, Brett, 1890
4. Archives NZ R23586075, Coroners Inquests - Case Files - Canterbury - Morrison, Daniel 1851
5. Papers Past website <https://paperspast.natlib.govt.nz/>
6. *The Kaiwarra-built schooner Edward Stanley* by A.W. McCormick, Onslow historian, 1982; v.12 n.1: p.7-9,16. [copied courtesy Alexander Turnbull library]
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