



Job Wain was born in London, November 1836, the eldest son of a soft-goods merchant. After leaving school he entered the office of James Macandrew, with whom he embarked for New Zealand in the ship *Titan*, in September 1850.

During the years 1851-52 he was engaged at farm work on Mr. Macandrew's property at Mornington.

In December 1852 he left for Australia to try his luck on the goldfields. After passing a few years in Australia he returned to Dunedin, where, in 1857, he found employment with Mr. George Duncan, who was at that time the proprietor of the Commercial Hotel.

In 1859 Job Wain entered into partnership with Wilson to buy the livery stables previously conducted by Duncan in Rattray Street. The firm of Messrs Wilson and Wain lasted four years and in 1863 Job Wain opened a hotel in Manse Street, and conducted it for about 12 years.

In 1860 he married Catherine Jenkins of Dunedin and they had three sons and four daughters.

Between 1885-88 he was engaged in railway contracting, his chief works being the construction of the Manuka Creek tunnel, and the permanent railroad from Clarksville to Lawrence.

In 1878, Mr. Wain erected in Princes Street, the handsome hotel which still bears his name [now known as the Mercure Hotel], and six months after its completion he retired into private life. After five years, much of which he spent in travel, he returned to the management of his hotel. In 1888 he finally retired to a finely situated block of land in Opoho.

For 12 years he was connected with the Dunedin City Fire Brigade which was a purely voluntary organisation. For seven years he was its captain. A short time before he retired from this position

the City Corporation, in recognition of his long and valuable service, presented him with an illuminated address, a gold watch and chain, and a silver tea and coffee service.

The Dunedin City Fire Brigade has two stations and two reelhouses. The central station is situated in the Octagon. It is built of brick and plaster, is two stories high, and has furnished private apartments for the captain, sleeping quarters for the firemen, accommodation for the apparatus, and a six stall stable for the horses. The other station is in Great King Street. It is a single storey wooden building, with room for a ladder carriage and a hose reel, and stabling for a horse. The two reel-houses, each with 500 feet of hose, are in Princes Street South and Arthur Street respectively. The plant of the Brigade is a thoroughly efficient one, and includes one Shand-Mason engine of thirty man-power having two seven-inch cylinders; two hook and ladder carriages, each with two 43-foot sets of ladders; one horse reel; a telescope ladder, ninety feet in length, and said to be the largest in the Australasian colonies. In addition to this a stretcher on wheels, with kit complete, the property of the St. John Ambulance Association, is kept at the central station for the use of the Brigade. The city being in possession of an efficient gravitation water service, giving a pressure varying from 150 to 180 pounds to the square inch in the lower levels, no chemical engines are employed. There are two firebells—one over the Town Hall and the other at the Great King Street station, and the locality of a fire is indicated by the number of tolls. Thus one toll represents South Ward; two tolls, High Ward; three tolls, Bell Ward; and four tolls, Leith Ward. The city is also supplied with the Morse system of fire alarms, there being upwards of thirty boxes, in various parts of the town. The system was inaugurated as early as 1877, Dunedin being the first city in the Australasian colonies to acquire it, and is personally superintended by the captain of the Brigade. The Dunedin City Fire Brigade consists of the captain, two foremen, one engine keeper, fifteen firemen, and three drivers, and has an honourable name for the fearless and expeditious manner in which it fulfils its hazardous and important duties.

Job Wain died on 18th September 1922 and is buried in the family plot in Dunedin's Northern Cemetery.

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