

BOROUGH OF INGLEWOOD

The main alteration in the boundaries of the Borough of Inglewood compared to the area of the Town Board, were that the western boundary went from the Waiongona-iti out to the Waiongona River, and the southern boundary, from Brooke Street to the Kurapete Stream. The Town Board area had been surveyed in quarter acres whereas the new area in the west, particularly along Rata Street, was surveyed in one acre blocks. This has made subdivisions very difficult. The area of the Borough today is still the same as when it was constituted, namely 703 acres.

Inglewood has always claimed to be a progressive community as will be seen on the foregoing page. Almost immediately the Council had been elected steps were taken to raise a loan to instal a water supply and sewerage in the central part of the Borough plus a sum for making streets in the new area.

The Borough Engineer, L. G. F. Spencer, presented three schemes for the original water scheme, and the one for the Ngatoro was chosen. From this scheme the water pressure reached over 180 lbs. and had to be reduced to about 100 lb. for pipe safety.

The sewerage scheme for the inner area of the Borough, was that of large septic tanks with the effluent finally flowing over large coke beds, before reaching the Kurapete stream. Following the opening of the scheme and to prove the efficiency of such, and also to prove the theory that the water would become re-oxidised after passing over stones, Dr. Valentine walked down the stream a few chains and before quite a large gathering, drank water from the Kurapete stream.

Both these schemes served the town efficiently for many years. Early in the 1940's long discussions took place as to whether the main pipeline of the water supply which had lasted longer than estimated should be relined, and it was finally decided to renew the whole scheme. Mr. R. P. Worley, the engineer engaged, presented two schemes, 1. To continue from the original intake and have full filtration or 2. to

make an intake up at the reserve and bring the water down in low pressure pipes and build a reservoir just below the old intake and use a micro-strainer, and also keep the old intake as an emergency. The latter was decided upon because of the lower annual running costs and a loan of \$65,000 was authorised on 10th December, 1952 to carry out this work.

Baths: The swimming baths were erected in 1909 at a cost of £382/3/6. Seven tenders were received on 18th August, 1909 and the successful one was from Mr. J. Tarry. The baths were officially opened on the 2nd December that year taking only 3½ months to build. Mr. I. C. Surrey was appointed Clerk of Works at a fee of 6/6 per day.

In the late sixties the baths were made shallower and a filtration plant installed.

On September 11th, 1911, a loan of £630 was raised to pay the Borough's share, in conjunction with the Moa Road Board, of new bridges over the Ngatoro, Ngatoro-iti, Maketawa and Waitepuke rivers, together with the approaches and protective work. About this time the Band Rotunda was also built to commemorate the Coronation of King George V at a cost of £228.

In 1912 the ratepayers of the Borough gave the Council permission to raise a loan of £8500 for purchasing the complete undertaking of the Inglewood Electric Light Company, but defeated the raising of a loan for £4000 for the erection of a Town Hall. However, a year later, they authorised the raising of a loan of £3500 to build a Town Hall.

Rating: Rating had always been on Capital Value, and in a poll taken in November 1922, this was changed to rating on unimproved value by 125 votes to 101.

Sewerage: With the population of the Borough increasing and thus taxing the sewerage system, and also concern over subdivisions, it soon became evident to the Council that a new sewerage system was urgently required. After long and thorough investigation it was finally decided to put in a system that would cover

the whole of the area of the present Borough. Oxidisation ponds were decided upon, and Mr. L. Brodie was appointed Engineer-in-Charge. This system, which has been a great boon to the community, cost £88,000. This scheme was authorised in a poll by 253 for and 48 against.

The Council has always tried to make the township attractive and over the years has graded, sown and planted attractive shrubs in the Railway Reserve where it passes through the town.

Over the past few years, in a project to attract residents, the Council has purchased and subdivided areas giving the public a choice of freehold or leasehold sections. This has proved very successful.

Roading: Asphalt of footpaths had been in practice for many years, but it was not till the early twenties that bitumen spraying of roads was introduced to New Zealand. The Waimate County was the first to introduce it and the use spread rapidly. After the sealing of Rata, Matai and Rimu Streets, the minor streets were reformed and sealed progressively over the years. The forming of the Roads Board and the granting of subsidies increased the speed of sealing considerably. Later, the portion now known as Highway 3 became very wavy and it was the intention of the Ministry of Works to relay it. On investigation however, it was found that the amount of foundation in places reached four feet and the penetration coat in places was over 12 inches and so a smoothing coat was put on and has proved most satisfactory.

When the extended sewerage system was installed one of the main leads went down Konini Street, and as this was a very windy street it has been straightened and relaid at considerable cost. This also facilitated the roading in subdivisions.

Domains: Inglewood has about 25 acres in reserves which roughly start on the north-

INGLEWOOD — FROM CYCLOPEDIA OF N.Z. 1908

The Inglewood Borough Council dates from the 8th April 1903, when the first Mayor and Councillors were elected. It has jurisdiction

eastern side of the Borough and follow the Kurapete Stream to the Railway. These reserves were controlled by the Inglewood Domain Board. This Board had the same personnel as the Council. Firstly at meetings we would sit as the Domain Board and then as the Council. This to me seemed a cumbersome way of administration and so during my term of office the Council was successful in having an order in Council gazetted incorporating the two.

The Reserves include the Croquet Green, Women's Bowling Greens, Tennis Courts, Hockey Grounds, Swimming Pool and Grounds and Jubilee and Carnival Parks.

A very successful King Carnival was held — the forerunner of the Greatest Show on Earth, to raise funds to improve the old Football Grounds now known as Carnival Park. Previously these grounds could only accommodate one football field but with the funds raised quite a large hill was removed and another partially. Quite an extensive drainage system was also installed but has not proved very satisfactory.

Another small park (not a Domain or Crown Land) known as Children's Park was owned by the Council. This was in Rata Street on the western side of the Waiongona-iti and was later sold to the Moa Dairy Company to enable it to expand. With the money received from this the property on the corner of Rata and Konini streets originally owned by Mr. W. Lawrence and later Mr. Sid Lawrence was purchased by the Council. Some of this has been subdivided but some has been retained for a park.

Shortly after the Borough was formed the Capital Value of rateable property was £125,214 on which a rate of 1½d in the pound was levied.

The population had increased from 719 in 1901 to 1152 in the 1906 census.

over an area of 703 acres of land, part of Block 4 in the Egmont Survey District. The Borough is intersected by the Government

Railway — New Plymouth to Wellington line — and extends for about a mile on the west side and about a quarter mile on the east side where it terminates at the cemetery.

The total capital value of all rateable property within the Borough is £125,214 on which a general rate of 1½d in the £ is levied. The Borough took over a debt of £600 from the Old Town Board, and in consequence a general rate of one-twelfth of a penny in the £ is levied to cover interest. The Borough includes the whole of the district governed by the late Town Board, and certain areas taken out of the Moa road district, which surrounds the Borough. A loan of £200 was taken over from the Moa Road Board and a rate of one-sixteenth of a penny in the £ is levied for interest charges. Since the incorporation, £101 has been raised for repairing the Waiongona road and £154 for improving the Windsor road; these loans necessitate special rates of one-eighth and one-twelfth of a penny respectively, to cover interest and sinking fund. Some time ago the Council authorised a loan of £14,000 to be raised by debentures in the colony, at five per cent interest; namely for a water supply, estimated to cost £9,000; for drainage and sewerage £3000; and £2000 for general street improvements. The total revenue of the Borough for the year ending March 1905 was £1558; which includes license fees from publicans, auctioneers, carriers and boarding houses amounting to £145. The Borough has a reserve which is leased for a period of twenty-one years, and this, together with the buildings owned by the Borough, brings in a rental of £121 per annum. In the building occupied by Borough Council Offices, there is also a library, which is managed by a local committee. The recreation reserve of 25 acres has been considerably improved and is used as a sports ground. The local Fire Brigade is subsidised by the Borough, and a cemetery of three acres in extent is under the jurisdiction of the Council. The drainage of the Borough is on the septic tank principle. Inglewood is lighted by electricity, under contract with the local company; at first 25 lights were installed,

and the number was increased as required. The Borough Council offices are situated in Rata Street, and in 1906 the members of the Council were: Messrs. W. E. Percival (Mayor), G. W. Bennett, J. W. Winfield, D. H. McDonald, E. Nops, H. W. Tarplee, and F. H. Brown. Officers: Messrs. W. Ogier, Town Clerk and Treasurer, and L. G. P. Spencer, Borough Engineer.

In 1913, ten years after it was constituted, the Municipal Hand Book states:

Inglewood (Borough)

Inglewood is one of the flourishing inland towns of Taranaki, being favourably sited on the railway-line between Wellington and New Plymouth, and about 17 miles from the latter. It is the centre of one of the most thriving dairying areas of Taranaki. The town is in close proximity to Mount Egmont, and as it is well equipped with livery stables, coffee palace, and hotels, tourists contemplating the mountain trip will be well catered for in this direction. There is now good trout fishing in the adjacent rivers. The town is lighted by electricity supplied by the corporation. The corporation has constructed water-works, septic-sewerage, and street improvement schemes, at a cost of about £14,000. The town is well-endowed, and possesses an excellent public library and reading room, public swimming baths, band, fire brigade, gymnasium, and various kindred institutions for the recreation and convenience of the inhabitants. A Town Hall is in course of erection at a cost of £3850.

Town Belt: Area 6 acres, 1 rood, used chiefly for recreation purposes; adjoining domain.

Recreation Reserves: Vested in Domain Board; area 29 acres. Revenue, £126; expenditure, £144. The grounds are being improved as fast as funds will permit, and are used chiefly for football, cricket, hockey, athletic sports, and picnics.

Streets and Footways: There are 9½ miles of

STATEMENT OF STATISTICS RELATING TO THE BOROUGH OF INGLEWOOD AS AT 31st MARCH, 1973

Date of Constitution as Borough	March, 1903
Address of Administrative Offices	Rata Street, P.O. Box 34, Inglewood
Area, Population and Values:	
Area	703 Acres
Population	2140
No. of Electors on District Electors Roll	1156
Rateable Assessments, Number of	768
Capital Value of Rateable Property	\$5,910,470
Unimproved Value of Rateable Property	\$1,121,880
Capital Value of all Properties	\$6,580,650
Unimproved Value of all Properties	\$1,185,240
Date of Last Revision of Values	1st February, 1971
System of Rating	Unimproved
Public Debt:	
Public Debt Outstanding	\$220,429
Accumulated Sinking Fund	Nil
Unexercised Loan Authorities	Nil
Building Permits:	
Value of all Permits for Year	\$468,536
Value of all Permits for Residential Properties	
1974 — 53 Houses, 11 Flats, 2 Town Houses	
Built.	\$346,849
Assets and Liabilities:	
Assets as per Statement of Assets & Liabilities	\$809,316
Liabilities as per Statement of Assets and Liabilities	\$3,256
Employees, Number of	11
Salaries and Wages Paid	\$36,942
Bridges, Number of	2
Total Length in Feet	79
Total Rates Levied	\$67,060
Roads Sealed	8.8 Miles
Roads Unsealed	1.2 Miles
Total (Excluding State Highway)	9.00 Miles

DESCRIPTION OF 1973/74 RATES Levied on basis of the Unimproved Rateable Value.

General Rate	3.34 cents	Sanitation Fee (Dom.)	\$6.50
Water Rate (a)	.15 cents (Min. \$2.00)	General Purpose Loan	.09 cents
(b)	.08 cents (Min. \$1.00)	Water Supply Loan	.76 cents
(c)	.08 cents (Min. \$1.00)	Sewerage Loans	1.2124 cents
Sanitation Rate (Comm.)	.88 cents	Rates struck pursuant to the relative Sections of the Municipal Corporations Act, 1954, and The Rating Act, 1967.	

streets and 7 miles of footways constructed.
Cemeteries: There is a cemetery on the bank of the Kurapete Stream, nicely planted and laid out in walks; managed by Council.

Street Lighting: The streets are lighted by electricity. There are 50 lamps of 32 candle power each, at a total cost of £121/12/2 per annum.

Electric Lighting: The price to consumers is 7d per unit for house lighting, less 5%, and 2½d per unit for motive power, less 15% if paid before the 10th of the month following supply.

Water-Supply: Cost, £8550. Is bought into the town through 3¾ miles of 8 in. spiral steel pipes at a pressure of about 165 lbs to the square inch. The reticulation of the streets is through 6 miles 48 chains of 3, 4, and 5 in. cast iron pipes.

Drainage: Septic-sewerage scheme has been completed at a cost of £2229/10/3. Length of mains 116 chain.

Refuse: Public tip appointed. Removed by council in inner area of the town. Special rate levied to defray costs.

Fire Prevention: Volunteer fire brigade, subsidized by Council. One fire station, with reel, hydrants, manual engine, and sundry other apparatus.

Libraries: The Public Library and Free Reading Room is one of the best institutions of its kind in any town of similar size in New Zealand, rents from endowments being the chief factor in keeping it up.

Municipal Baths: Fresh-water swimming baths, built at a cost of £531/14/11. Size: adults 45 ft. x 25 ft., childrens 25 ft. x 6 ft. Revenue £27/14/10; expenditure, £54/11/8.

Municipal Music: The town band gives open air and Sunday concerts throughout the year. Subsidy, £10 per annum.

Rates: Rating on the capital value. General rate of 1½d in the pound; hospital and charitable aid 1/10th of 1d; water rate 9d in pound on annual value.

Labour: Foreman of works, 12/6 per day, constant; 2 surfacemen, 8/- per day, constant, casual labour, 9/- per day of eight hours.

Representation of Council on Other Local Bodies: Taranaki Hospital and Charitable Aid Board, one member between combined Waitara and Inglewood.

Inglewood Town Board Members

1877-79 Colonel Robert Trimble (Chairman), H. Brown, W. Carter, J. King and J. C. Peach. I. Surrey (elected 1879).

Municipal Lands Other than Recreation Reserves: Endowments of 126 quarter acre sections, producing an annual rent of £115/12/3.

Receipts and Expenditure: The total receipts for the year ended 1912-13, were £12,927, including £2,514 from rates; the total expenditure was £12,634, including £473 spent on streets, footways, and £8391 on lighting and power services, out of loan.

Loans: Excluding amounts borrowed from the Government and repayable by instalments, the amount outstanding on the 31st March, 1913, was £23,950 bearing interest at 5%. The total annual charge for interest was £1148. Included in the Government loans referred to is an amount of £630 borrowed from the State guaranteed Advances Office, involving an annual charge for interest and repayment of principal of £31; the balance of principal owing on the 31st March, 1913, was £621.

Council:

Mayor: G. Young, J.P. (Honorarium, £35.)
Councillors: R. Fawcett, J. Gibbs, W. H. Humphrey, F. Spurdle, H. W. Tarplee, G. H. Taylor.

Chief Officials:

Town Clerk and Treasurer: W. Ogier.
Electrical Engineer: H. Scott, A.M.I.M.E.

Statistics — 1960:

Rates collected £14,557.

Wages Paid: Professional £4,106.

Others £4,504.

Total £8,610.

Roads — sealed: 6 miles 68 chains; metalled: 2 miles 36.5 chains.

Sealed or paved footpaths: 6 miles 64.5 chains.
Kerbing 31.5 chains.

1 concrete bridge 37 feet.

1 footbridge 42 feet.

Population 1901, 719.

Population 1956, 1682.

1881-82 H. Brown (Chairman), W. Carter, J. King, J. C. Peach and G. S. Kennedy.

1882-84 H. Brown (Chairman), W. Carter, J. C. Peach, G. S. Kennedy, H. W. Marsh, J. R. Lever (Elected on Resignation of W. Carter).

1884-86 H. Brown (Chairman), W. H. Franklyn, J. C. Peach, H. W. Marsh and J. R. Lever.

1886-88 J. C. Peach (Chairman), W. H. Franklyn, G. S. Kennedy, H. W. Marsh and R. H. Suisted.

1888-1890 J. C. Peach (Chairman), T. Drake, W. H. Franklyn, G. S. Kennedy and H. W. Marsh.

1890-92 J. C. Peach (Chairman), A. Lamb, H. W. Marsh, R. Collins and G. S. Kennedy.

1892-94 W. H. Franklyn (Chairman), H. Brown, H. Clough, O. M. Curtis, G. S. Kennedy and P. H. Carstens (elected 1893).

1894-96 H. Brown (Chairman), H. Clough, P. H. Carstens, H. W. Tarplee, F. E. McKenzie and H. J. Julian (elected 1895).

1896-98 J. C. Peach (Chairman), F. H. Brown, H. J. Julian, C. O. Smith and H. W. Tarplee.

1898-1900 T. Taylor and C. O. Smith (Chairmen), F. H. Brown, H. J. Julian, R. S. Matthews, H. W. Tarplee and J. Peach, Dr. T. W. A. Valentine and B. H. Nicholls (elected 1900).

1900-02 Dr. T. H. A. Valentine (Chairman), A. C. Nicholls, F. H. Brown, G. Haslett and H. W. Tarplee.

1902-03 B. H. Nicholls (Chairman), F. H. Brown, A. C. Nicholls, G. Haslett and H. B. Curtis.

Inglewood Borough Council

1903-05 B. H. Nicholls (Mayor), G. W. Bennett, H. B. Curtis, A. C. Nichols, H. J. Julian, F. H. Brown, H. W. Tarplee, Dr. Harding (elected 1904).

1905-07 W. E. Percival (Mayor), G. W. Bennett, J. W. Winfield, H. W. Tarplee, F. H. Brown, E. Nops, D. H. McDonald.

1907-09 H. B. Curtis (Mayor), G. W. Bennett, G. Young, F. H. Brown, J. W. Winfield, D. H. McDonald, A. E. Surrey.
1909-11 H. B. Curtis, J. W. Winfield (1910-11) (Mayors), R. Fawcett, G. W. Bennett, G. Young, J. Gibbs, H. W. Tarplee, A. E. Surrey.

1911-13 G. W. Bennett (Mayor), R. Fawcett, G. Young, J. Gibbs, A. E. Surrey, H. W. Tarplee, F. Spurdle (elected 1913).

1913-15 G. Young (Mayor), R. Fawcett, W. H. Humphrey, G. H. Taylor, F. Spurdle, H. W. Tarplee, J. Gibbs, T. L. Parkin (elected 1913).

1915-17 G. Young (Mayor), R. Fawcett, T. L. Parkin, F. Spurdle, S. Huston, R. Buckley, A. Paterson.

1917-19 G. Young (Mayor), A. V. Coldwell, A. B. Gamlin, T. L. Parkin, R. Fawcett, J. R. G. Sutherland, R. Buckley.

1919-21 J. R. G. Sutherland (Mayor), A. B. Gamlin, T. L. Parkin, A. Paterson, R. Fawcett, J. Gibbs, F. Spurdle, R. J. Frewin (elected 1920).

1921-23 J. R. G. Sutherland (Mayor), A. B. Gamlin, R. J. Frewin, W. H. Eagar, R. Fawcett, F. Spurdle, D. T. Eagar.

1923-25 J. R. G. Sutherland (Mayor), D. T. Eagar, R. J. Frewin, S. R. Darlow, R. Fawcett, W. H. Eagar, F. Spurdle.

1925-27 S. R. Darlow (Mayor), F. Fawcett, D. T. Eagar, R. B. Sutton, J. W. Winfield, F. Spurdle, W. H. Armstrong.

1927-29 J. W. Winfield (Mayor), F. Spurdle, R. B. Sutton, I. P. Grant, W. H. Armstrong, B. Larson, J. R. G. Sutherland.

1929-31 J. W. Winfield (Mayor), F. Spurdle, R. B. Sutton, W. H. Armstrong, I. P. Grant, J. Gibbs, B. Larson.

1931-32 J. Gibbs (Mayor), E. H. Braybrooke, E. Crossman, B. Larson, F. Spurdle, R. B. Sutton, G. C. Tait, R. B. Young (elected 1931), L. Butler (elected 1932).

1933-35 J. Gibbs (Mayor), F. Spurdle, R. B. Sutton, E. Crossman, E. H. Braybrooke, W. G. Ladbroke, L. Butler, N. B. Peters (elected 1933).

1935-38 J. Gibbs (Mayor), F. Spurdle, E. Crossman, E. H. Braybrooke, W. G. Ladbroke, N. Peters, O. E. Paynter.

1938-41 R. B. Sutton (Mayor), F. Spurdle, W. G. Ladbroke, N. B. Peters, W. J. Smith, E. H. Braybrooke, G. H. Peters.

1941-44 R. W. Brown (Mayor), R. B. Sutton, W. J. Smith, G. H. Peters, W. G. Ladbroke, H. S. Drake, A. T. Cattle.

1944-47 R. W. Brown (Mayor), J. G. G. Aagaard, A. T. Cattle, B. Clough, J. K. Hammonds, G. H. Peters, W. J. Smith, A. C. Feaver (elected 1945).

1947-50 R. W. Brown (Mayor), B. Clough, J. K. Hammonds, H. Julian, H. Patterson, G. H. P. Peters, D. A. J. Rutherford.

1950-53 R. W. Brown (Mayor), J. K. Hammonds, L. G. Kohn, T. Nelson, H. Paterson, G. H. P. Peters, W. G. Ritchie, B. J. Fabish (elected 1953).

- 1953-56 R. W. Brown (Mayor), J. K. Hammonds, B. J. Fabish, G. H. P. Peters, H. H. Webb, L. G. Kohn, S. J. Slater, D. R. Crone (elected 1955).
- 1956-59 R. W. Brown (MMayor), M. R. Waite, L. S. Bates, G. H. P. Peters, L. G. Kohn, D. R. Crone, I. Laurence.
- 1959-62 R. W. Brown (Mayor), M. R. Waite, D. R. Crone, L. S. Bates, G. H. P. Peters, I. Laurence, R. R. King.
- 1962-65 R. W. Brown (Mayor), G. H. P. Peters, D. R. Crone, R. R. King, J. D. Morrison, N. H. Drake, P. Julian.
- 1965-68 R. W. Brown (Mayor), D. R. Crone, P. J. Curd, N. H. Drake, P. Julian, J. D. Morrison, J. B. Valentine.
- 1968-71 R. W. Brown (Mayor), D. R. Crone, P. J. Curd, C. E. Hale, P. Julian, J. D. Morrison, B. H. Orchard.

Library and Mechanics Institute

In the original survey of Inglewood the land between Richmond Street and the railway and back as far and including the original part of the Fire Station was set aside for the benefit of a Public Library and Mechanics Institute. The rent from all this land went towards the cost of running the Library.

The original Town Hall, Library and Fire Board Office (previously Government Store and for a time school buildings) was on this property. With the building of the Parish Hall (between Newton King's garage and Brown's Timber Yards), Pennington Hall (where the present concrete works are in Kelly Street) Foresters Hall and later the Druids Hall, this building was altered and had in front a stationers and book shop. One went down an alley way to a side door which gave entrance to the Library on the right hand side, and the Borough offices on the left.

On 17th September, 1923 a poll of rate-payers was taken and permission was given by 119 votes to 8 granting the raising of a loan of £5,000 for the erection of a new Library — such building to include Municipal Offices. The only alteration made to this building has been the transfer of the offices to where the Board Room was to give more sun and light to the office, and the Board Room taking the place of the old office. It is hoped to make

- 1971-74 D. R. Crone (Mayor), C. E. Hale, B. H. Orchard, J. D. Morrison, (Mrs.) D. I. Kohn, V. P. Stachurski, R. J. Austin.

Inglewood Borough Council

TOWN CLERKS

- 1903-05 R. Ellis.
- 1905-14 W. Ogier.
- 1915-19 C. E. Hamerton (Acting).
- 1914-30 E. E. Olsen.
- 1930-57 J. A. Ross.
- 1958-61 R. G. Cox.
- 1961-69 R. Stewart.
- 1969- A. J. Smith.

improvements to the library this year. The Borough pays rent to the library for the use of its buildings.

Formation of the Library

We, the undersigned subscribers to the Inglewood Public Library declare that it is our intention to establish a Public Library in the Town District of Inglewood, in the County of Taranaki.

1. The name of this institution shall be "The Inglewood Public Library".
 2. Its purposes are the maintenance of a Public Library, and of a free Reading Room, in the Town District of Inglewood.
 3. The value of the books already in the possession of the subscribers to the library is about £160.
 4. The names of the first Trustees for the Management of the Library are: Harold Trimble, Hubert William Tarplee, Samuel Oliver Spurdle, David Allen, Edwin Henry Petherick.
 5. Successors to the original trustees shall be appointed in the manner prescribed in the by-laws of the Library.
- By-laws for this or any other purpose may be made or altered, at any General Meeting of the subscribers to the Library.

Given under our hands at Inglewood, this ninth day of September, 1897.

Edwin Henry Petherick
Joseph Clark Peach
Henry Brown
Thomas Drake
John Date Press

Samuel Oliver Spurdle
Hubert William Tarplee
David Allen
George Sutton Kennedy
George Smith

I, Edwin Henry Petherick, of Inglewood, Journalist, one of the subscribers of the foregoing declaration, do hereby acknowledge execution of the said declaration and I declare the same to have been executed by Edwin Henry Petherick, Joseph Clark Peach, Henry Brown, Thomas Drake, Samuel Oliver Spurdle, Hubert William Tarplee, John Date Press, David Allen, George Sutton Kennedy, and George Smith, the other parties thereto.

EDWIN HENRY PETHERICK.

Acknowledged and declared by the said Edwin Henry Petherick this 11th day of September, 1897, before me

A. S. HOLMES

(Deputy Registrar of the Supreme Court of New Zealand, New Plymouth.

I certify this to be a duplicate of the original document held in the Supreme Court office at New Plymouth on the 11th day of September, 1897, and that the execution was attested before me.

A. S. HOLMES

(Deputy Registrar of the Supreme Court of New Zealand, New Plymouth.

11th September, 1897.

Proposed New By-Laws Of The Inglewood Public Library

1. A General Meeting of subscribers shall be held in January of each year, to receive statement of accounts, to elect a committee for the year, and to do any other business which may be brought before it.
2. The committee shall consist of five persons, who shall also be Trustees for the Library under the Public Libraries Powers Act, during their term of office.
3. The Reading Room shall be open to the public free of charge, at such hours as the committee may appoint.
4. The subscription to the Library is 2/6 per quarter, to entitle the subscriber to take one work at a time, and 6d extra per quarter for each additional book. All subscriptions are payable in advance.
5. Any person residing in the district may become a member of the Library on payment of one quarter's subscription, and signing an agreement to obey the by-laws of the Library.
6. No fresh book or books shall be issued to any subscriber, unless the book or books, last issued, be returned.
7. If any book is written in, soiled or damaged in any way, the subscriber in whose hands it may have been at the time, shall pay a fine equal to the damage done, or replace the book, as the committee may decide.
8. Any member lending any book to a non-subscriber, shall pay a fine of one shilling.

9. Any member proposing an amendment to the by-laws must give notice in writing of the proposed amendment, to the Secretary, at least 14 days before a General Meeting of Subscribers.
10. Subject to the foregoing rule, those by-laws may be amended, repealed, or added to, at any General Meeting of Subscribers.

The Seal of the Supreme Court, New Zealand.

MOA ROAD BOARD

Following the declaration forming the Taranaki County with three Ridings, Moa, Omata, Waitara on the 1st January, 1877, several Roads Boards were formed and the Moa Riding was gazetted as the Moa Road Board. It ranged from the Waiwakaiho River in the west to Tarata in the east and adjoining the Waitara Road District in the north and Tariki Road in the south. Meetings were held in the Inglewood Library. Elections were held annually for the board.

The first minute book of the Board has been misplaced but I understand the first Chairman was Colonel Trimble. The second minute book records that on 28th April, 1888 the Board consisted of W. D. Thomson (Chairman), A. Bishop, E. Codd, J. Brown, W. Davis, N. Gernhoefer, F. L. Parkin, R. Stevens, and E. Vickers with N. Schumacher as Secretary-Treasurer and R. H. Davies, Engineer. The second half of a Government loan was received — £6,000.

The following month Messrs. Davies and Gernhoefer did not seek re-election and W. Old and A. Baker were elected to take their place. With annual elections the composition of the Board changed rapidly.

At a special meeting of ratepayers on 11th May, 1889, the proposal that a special rate of not more than 3/4d in the £ be levied was defeated by 29 to 23.

The principal work of the Board was always the forming and metalling of roads. The method used mainly when settlers requested the metalling of their roads was for the owners of land on such road to agree to a special rate. It was also frequently offered by the land owners to deliver free metal from streams passing through their properties provided the

Board formed the road and spread the metal. See list of loans taken over by the county.

An effort was made in 1897 to obtain a £1 for £1 subsidy in the event of the Board raising £750 loan for the metalling of the Egmont Road South, but was not successful.

Following numerous complaints re the state of the Junction Road an endeavour was made to get it declared a main road and thus be County Liability — unsuccessful.

Everett Road Reserve: In September, 1897 the Lands Board was petitioned to have the Everett Road Reserve thrown open for sale as it harboured strange cattle, encouraged blackberries and prevented the sun and wind having free access to dry the road, thereby keeping it very wet and expensive to maintain.

Fortunately not successful.

In 1906 the capital value for rateable purposes was £463,611, on which there was a general rate of 2/3 of a penny in the £, over and above numerous roads with special rates.

The Board in 1906 consisted of H. Trimble (Chairman), Messrs. J. W. Henwood, W. Jordan, W. E. Miles, G. Marsh, G. Turner, A. Chard, T. Chainey and A. Corkill, with Mr. A. E. Atkinson as Clerk and Treasurer.

The price of boulders delivered at the crusher about this time was 3/6 to 4/6 per yard.

Resolution making Special Rate 10th July, 1918.

That for the purpose of providing interest and other charges on a loan of £2,300 authorised to be raised by consent of the ratepayers for the purpose of forming and metalling Everett Road, and building an arch over the

Kurapete stream, the said Moa Road Board makes and levies a special rate of 3d in the £ upon the rateable property of the Everett Road special rating district.

19th March, 1919: Messrs Roebuck and Danks were appointed to erect the bridge over the Kurapete on a charge up basis. Messrs. Roebuck and Danks each received £1 per day and men 16/- per day while on the job.

At the April meeting of the Board the following resolution was carried:

That the Board wishes to express its appreciation of the impartial hearing accorded the Board when giving evidence before the Commission set up re the Inglewood County, and that a copy of the resolution be forwarded to Messrs. Bullard & Wilson.

Power Board: About this time the Moa Road Board was making special efforts to form an Electric Power Board. They attended various meetings in Stratford and finally supported the forming of the Taranaki Electric Power Board.

Toll Gate: At a meeting on 14th December the Moa Road Board, representing the ratepayers of the Moa Road District strongly opposed the proposal of the Taranaki County Council to erect a Toll Gate on the main road through the Moa Road District.

At a meeting of the Board on Saturday, July 6th, 1918, a deputation comprising Messrs. Cornett, A. Morton and Capper, representing the Taranaki County Council, waited on the Board, re the Board merging the Road District with the County. — Thanked for their explanation.

At a special meeting of the Moa Road Board held on September 18th, 1918, the following motions were passed.

Proposed Corkill, Seconded Simpson.

That steps be taken to have petition signed by the Ratepayers to form a new County.

Proposed Corkill, Seconded Hunter.

That the new County be called the Inglewood County.

Proposed Reesby. Seconded Todd.

That Mr. Lysons be engaged to draw up plans of proposed County.

Proposed Hunter, Seconded Simpson.

That the Board's solicitors be instructed to prepare the Inglewood County Bill.

At the October meeting 17th October, 1918.

Proposed Corkill, Seconded Reesby.

That the petition of the Ratepayers be granted and all necessary steps be taken to place before Parliament a bill to form Inglewood County, and that the Chairman Mr. Lyon and the Clerk be appointed to proceed to Wellington to give evidence before the Local Bills Committee.

At a further special meeting on the 19th October it was decided to ask Mr. Wilkinson to introduce the Inglewood County Bill into Parliament and that the Hon. Oliver Samuel be asked to take charge of the Bill when it entered the Legislative Council.

The Board's solicitor was asked to go to Wellington with the Board's delegates to give evidence in the Inglewood County Bill.

The Chairman, and Messrs. Bowler and Stuart were appointed to meet the Stratford County Council re fixing the southern boundaries of the proposed Inglewood County.

14th December, 1918: The Chairman, Mr. Lyon, and the Clerk reporting re their visit to Wellington on the forming of a County, stated that the Local Bills Committee had to delay the giving of evidence, because of the Party Leaders having to leave for London to attend the Peace Conference, but reported that a Royal Commission would be set up early in the new year.

The Commission, appointed by the Government arrived in Inglewood on 21st February to take evidence.

The following comprised the final Moa Road Board: A. Corkill (Chairman), R. Stuart, D. Todd, J. H. Lyon, J. Hunter, A. E. Cowley, T. S. Bowler, J. Simpson and J. M. Hair.

The last meeting of this Board was held on 3rd July, 1920.

New County of Inglewood divided into Ridings, &c.

[L.S.] LIVERPOOL, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers and authorities vested in me by the Counties Act, 1908, and the Inglewood County Act, 1919, I, Arthur William de Brito Savile, Earl of Liverpool, Governor-General of the Dominion of New Zealand, do hereby divide the new County of Inglewood, as constituted by the said Acts, into four ridings, to be called the North Riding, the South Riding, the East Riding, and the West Riding, and declare that the boundaries thereof shall be those set forth in the Schedule hereto:

And I do hereby declare that two members shall be elected for the North Riding, three members for the South Riding, one member for the East Riding, and three members for the West Riding. And I do further declare that Wednesday, the seventh day of July, one thousand nine hundred and twenty, shall be the day upon which the election of the first Council of the said County of Inglewood shall take place, and that Saturday, the tenth day of July, one thousand nine hundred and twenty, at half past ten o'clock in the forenoon, shall be the time, and the office of the Inglewood County Council at Inglewood shall be the place, at which the first meeting of the said Council shall be held.

SCHEDULE.

NORTH RIDING.

ALL that area in the Inglewood County, in the Land District of Taranaki, bounded towards the north by the county boundary from the Mountain Road to the Waitara River, towards the east by the said Waitara River to the Junction Road crossing at Tarata, towards the south by the Junction Road to the Borough of Inglewood, and towards the west by the Borough of Inglewood and the Mountain Road.

SOUTH RIDING.

All that area in the Inglewood County, in the Land District of Taranaki, bounded towards the north by the Borough of Inglewood and the North Riding hereinbefore described from the Mountain Road to the Waitara River, towards the east by the said Waitara River to the county boundary, towards the south by the county boundary to the Mountain Road, and towards the west by the said Mountain Road.

EAST RIDING.

All that area in the Inglewood County, in the Land District of Taranaki, bounded towards the north and south-east by the county boundary, and towards the south-west by the South and North Ridings hereinbefore described.

WEST RIDING.

All that area in the Inglewood County, in the Land District of Taranaki, bounded towards the north by the county boundary; towards the east by the North Riding, the Borough of Inglewood, and the South Riding; and towards the south and the west by the county boundary.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Member of His Majesty's Most Honourable Privy Council, Knight-Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Knight-Grand Cross of the Most Excellent Order of the British Empire, Member of the Royal Victorian Order, Knight of Justice of the Order of Saint John of Jerusalem, Governor-General and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this twenty-first day of June, in the year of our Lord one thousand nine hundred and twenty.

G. JAS. ANDERSON,
Minister of Internal Affairs.

GOD SAVE THE KING!

Arrangements for First Election, &c., New County of Inglewood.

Department of Internal Affairs,
Wellington, 21st June, 1920.

HIS Excellency the Governor-General has been pleased to appoint

FREDERIC ARTHUR LLOYD, Esq.,

to be the person to prepare the electors roll for all the ridings in the new County of Inglewood as constituted by the Inglewood County Act, 1919; also to be Returning Officer to conduct the first election of members of the Council of the said county, and to be Clerk of the Council of the said county for the purpose of presiding at the first meeting thereof.

G. JAS. ANDERSON,
Minister of Internal Affairs.

Declaring a certain Area added to the County of Inglewood to be included in East Riding thereof.

[L.S.] JELlicoe, Governor-General.

A PROCLAMATION.

WHEREAS by a Proclamation dated the second day of March, one thousand nine hundred and twenty-two, and published in the *New Zealand Gazette* of the ninth day of March, one thousand nine hundred and twenty-two, the boundaries of the counties of Clifton and Inglewood were altered by the exclusion of a certain area from the County of Clifton and the inclusion of such area in the County of Inglewood:

And whereas it is desirable that the area so added to the County of Inglewood should be included in the East Riding of that county:

Now, therefore, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, in pursuance and exercise of the powers conferred upon me by section twenty-one of the Counties Act, 1920, do hereby declare that the area included as aforesaid in the County of Inglewood shall, as on and from the first day of May, one thousand nine hundred and twenty-two, be included in the East Riding of the said county, and that the boundaries of that riding shall be those set forth in the Schedule hereto.

SCHEDULE.

EAST RIDING, INGLEWOOD COUNTY.

ALL that area in the Inglewood County bounded on the north and east by the county boundary, and on the south-west by the South and North Ridings as described in the *New Zealand Gazette*, 1920, page 2009.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand; and issued under the Seal of that Dominion, at the Government House at Wellington, this 24th day of April, 1922.

D. H. GUTHRIE,
For Minister of Internal Affairs.

24/4/1922 GOD SAVE THE KING!

INGLEWOOD COUNTY COUNCIL

The Inglewood County was not formed without considerable opposition from the Taranaki County Council and others. At the January 1919 meeting of the Moa Road Board, Messrs Corkill, Hunter, Lyon and

Todd were appointed the Committee to wait on the Taranaki County asking them to withdraw their opposition to the forming of the new County, but without effect.

On January 24th, Messrs G. H. Bullard

The following statement from the first Balance Sheet of the Inglewood County Council clearly shows how the Moa Roads Board raised loans for each road and as was the custom ratepayers on each road were rated accordingly. With the advent of the County, Ridings were rated until, under Mr. Frank Laurence's chairmanship, these were abolished and overall rating adopted. East Riding however has a special rate.

STATEMENT OF PUBLIC DEBT AT 31st MARCH, 1921.

Loans Incribed under "The Local Bodies Loans Act, 1908."

Name of Loan.	Amount.	Date Passed.	Date of Maturity.
17 Lincoln	£ 203 12 4	1st February, 1897	1st February, 1923
18 Dudley West	447 5 4	" " 1897	" " 1923
19 Tairiki East No. 1	151 6 11	" " 1897	" " 1923
20 Junction	1000 13 2	" " 1897	" " 1923
21 Norfolk East	102 18 3	" " 1898	" " 1924
22 Norfolk West	300 5 3	" " 1897	" " 1923
23 Durham East	8 4 1	" " 1898	" " 1924
24 Dudley East	259 16 8	" " 1898	" " 1924
25 Rugby	453 7 11	" " 1898	" " 1924
26 Durham West	154 7 5	" " 1898	" " 1924
27 Dudley West No. 2	15 6 0	" " 1899	" " 1925
28 Kaimata and Bristol	342 4 1	" " 1899	" " 1925
29 Kaimata and Bristol	792 9 1	" " 1899	" " 1925
30 Bedford South	71 16 2	" " 1900	" " 1926
31 Tairiki No. 2	607 8 5	" " 1900	" " 1926
32 Tairiki East No. 2	81 10 0	" " 1901	" " 1927
33 Tairiki and Rataipiko	1557 8 4	" " 1901	" " 1927
34 Kaimata South No. 2	155 4 6	" " 1902	" " 1928
35 Kaimata South No. 2	323 15 0	" " 1901	" " 1927
36 Derby North	238 11 10	" " 1903	" " 1929
37 John	517 15 1	" " 1903	" " 1929
38 Lincoln	154 3 2	" " 1903	" " 1929
39 Lincoln	2056 9 0	" " 1903	" " 1929
40 Manganui No. 2	297 13 10	" " 1905	" " 1931
41 Manganui No. 2	813 6 6	" " 1903	" " 1929
42 Manganui No. 2	720 0 5	" " 1904	" " 1930
43 Manganui No. 2	207 13 10	" " 1905	" " 1931
44 Manganui No. 2	124 12 3	" " 1905	" " 1931
45 Manganui No. 2	230 12 3	" " 1905	" " 1931
46 Manganui No. 2	207 13 10	" " 1905	" " 1931
47 Manganui No. 2	310 8 10	" " 1904	" " 1930
48 Manganui No. 2	150 1 11	" " 1905	" " 1931
49 Manganui No. 2	101 0 2	" " 1906	" " 1932
50 Manganui No. 2	800 14 0	" " 1906	" " 1932
51 Manganui No. 2	82 5 11	" " 1908	" " 1934
52 Manganui No. 2	412 0 3	" " 1907	" " 1933
53 Manganui No. 2	1021 2 7	" " 1907	" " 1934
54 Manganui No. 2	100 12 6	" " 1908	" " 1934
55 Manganui No. 2	257 3 7	" " 1908	" " 1934
56 Manganui No. 2	51 6 1	" " 1908	" " 1934
57 Manganui No. 2	1106 17 5	" " 1908	" " 1934
58 Manganui No. 2	210 14 2	" " 1909	" " 1935
59 Manganui No. 2	251 12 3	" " 1910	" " 1936
60 Manganui No. 2	103 4 3	" " 1910	" " 1936
61 Manganui No. 2	3064 15 4	" " 1909	" " 1935
62 Manganui No. 2	362 19 3	" " 1910	" " 1936
63 Manganui No. 2	101 5 10	" " 1910	" " 1936
64 Manganui No. 2	50 12 11	" " 1910	" " 1936
65 Manganui No. 2	50 12 11	" " 1910	" " 1936
66 Manganui No. 2	50 12 11	" " 1910	" " 1936
67 Manganui No. 2	50 12 11	" " 1910	" " 1936
68 Manganui No. 2	50 12 11	" " 1910	" " 1936
69 Manganui No. 2	50 12 11	" " 1910	" " 1936
70 Manganui No. 2	50 12 11	" " 1910	" " 1936
71 Manganui No. 2	50 12 11	" " 1910	" " 1936
72 Manganui No. 2	50 12 11	" " 1910	" " 1936
73 Manganui No. 2	50 12 11	" " 1910	" " 1936
74 Manganui No. 2	50 12 11	" " 1910	" " 1936
75 Manganui No. 2	50 12 11	" " 1910	" " 1936
76 Manganui No. 2	50 12 11	" " 1910	" " 1936
77 Manganui No. 2	50 12 11	" " 1910	" " 1936
78 Manganui No. 2	50 12 11	" " 1910	" " 1936
79 Manganui No. 2	50 12 11	" " 1910	" " 1936
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82 Manganui No. 2	50 12 11	" " 1910	" " 1936
83 Manganui No. 2	50 12 11	" " 1910	" " 1936
84 Manganui No. 2	50 12 11	" " 1910	" " 1936
85 Manganui No. 2	50 12 11	" " 1910	" " 1936
86 Manganui No. 2	50 12 11	" " 1910	" " 1936
87 Manganui No. 2	50 12 11	" " 1910	" " 1936
88 Manganui No. 2	50 12 11	" " 1910	" " 1936
89 Manganui No. 2	50 12 11	" " 1910	" " 1936
90 Manganui No. 2	50 12 11	" " 1910	" " 1936
91 Manganui No. 2	50 12 11	" " 1910	" " 1936
92 Manganui No. 2	50 12 11	" " 1910	" " 1936
93 Manganui No. 2	50 12 11	" " 1910	" " 1936
94 Manganui No. 2	50 12 11	" " 1910	" " 1936
95 Manganui No. 2	50 12 11	" " 1910	" " 1936
96 Manganui No. 2	50 12 11	" " 1910	" " 1936
97 Manganui No. 2	50 12 11	" " 1910	" " 1936
98 Manganui No. 2	50 12 11	" " 1910	" " 1936
99 Manganui No. 2	50 12 11	" " 1910	" " 1936
100 Manganui No. 2	50 12 11	" " 1910	" " 1936

Loans under "New Zealand State Guaranteed Advances Act, 1909."

Name of Loan.	Original Amount.	Principal Repaid.	Balance due at date.
Bristol West No. 2	£ 300 0 0	£ 117 18 0	£ 182 2 0
Manganui Bridge	2700 0 0	522 15 9	2177 4 3
Lincoln Bridge	150 0 0	20 12 8	129 6 4
Lincoln No. 2	110 0 0	14 3 7	95 16 5
Whangarei Bridge	1000 0 0	61 4 2	938 15 10
Whangarei	445 0 0	15 11 6	429 8 6
Whangarei	2300 0 0	33 2 2	2266 17 10
Whangarei	1050 0 0	18 14 10	1031 5 2
Whangarei Bridge and Rimutaka Road	8055 0 0	874 3 8	7180 16 4

Inglewood County Council

Minutes of the First Meeting of the Council held at the Council Offices on Saturday, the 10th day of July, 1920.

PRESENT: Councillors A. Corkill, R. Stuart, J. Hunter, M. S. Cameron, J. H. Lyon, A. E. Cowley, and J. M. Hair (8).

The Clerk read the Gazette Notice fixing the date of the first Statutory Meeting of the Council for the 10th July, 1920, and also appointing the Clerk to preside at such meeting.

The Clerk then read the final results of the election of the first council.

The Clerk then asked for nominations for the office of County Chairman of the Council.

Mr. J. Hunter moved that Cr. A. Corkill be elected Chairman of the Council, Cr. J. H. Lyon seconded, and C. R. Stuart also supported the motion.

There being no other nominations received the Clerk then declared Cr. A. Corkill duly elected as first Chairman of the Council.

The foregoing minutes were duly read and confirmed at the Annual Meeting of the Council held on the 24th day of November, 1920.

ALF CORKILL,
CHAIRMAN.

Inglewood County

There are two main factors which have helped to put the Council in the progressive position which it is in today. These are the Council's policy of extension of sealed roads and the upkeep of its bridges.

As far back as the early 1920's, Council adopted a policy of reconstructing and sealing as much road as revenue permitted, with the result that at the present time approximately 73% of its 187 miles of roading has now been sealed. This has no doubt been of tremendous help to ratepayers as far as farm access and vehicle maintenance is concerned. For the past 22 years ratepayers have been paying a special rate in the east riding so that sealed roads could be extended in their area, and have recently voted for a further extension of five years for this specific purpose.

Bridging too, has been kept up to a high standard. During the past 20 years three major bridges, the two Waitara River bridges at Tarata and Purangi, and the bridge over the Manganui river at Kaimata have been built. The Waikakaiho river bridge on the Alfred Road has also been replaced in conjunction with the Taranaki County. Also the bridge over the Mangamoeahu Stream on the Autawa Road has been replaced with a concrete structure. Three other bridges, one on the Ohareoa Road, one on the Bedford North Road and one on the Hursthouse Road have been replaced with pre-stressed concrete structures which have enabled these

roads to be reclassified from Class III to Class II.

The Council has also, since the early 50's, changed its policy regarding road reconstruction. Before then, most of its reconstruction was done by contract, but since then with an increase in staff and equipment, only major earthworks entailing bulldozing and the heating and spraying of bitumen are let to outside contractors.

Another aspect of Council's work, has been the ability to attract and hold good staff. This is most important. Wilf Goble, August Fabish, Walter Hinch, all worked for over 35 years for the Council, Syd Bridger, and Vic Woolridge worked for 22 years, and many others with 15 years of continuous service. These men and many others have helped considerably to maintain a high standard of work.

In administering rural housing loans, the Council has also played its part in upgrading living conditions throughout the area.

The Inglewood County Council is in a most stable position, and with Councillors of the calibre of those past and present there is no reason why the Council should not progress even further in the future.

Extension of Lincoln Road via Roddy Road to Clarke Road and extension of Everett Road to Te Arei Road, has been carried out.

The following statistics for the years 1960 and 1972 make interesting comparisons.

STATEMENT OF STATISTICS RELATING TO THE COUNTY OF INGLEWOOD
AS AT 31st MARCH, 1960

100 YEARS HISTORY OF INGLEWOOD

Area, Population and Values:				Roads and Highways: Miles of —				
Area	199 sq. miles				Sealed	Metal	Other	
Population	3,340				Surfaces	or Gravel	Surfaces	Total
Rateable Properties, Number of	892	On County Roads	40	97	7	144		
Non-rateable Properties, Number of	65	On Main Highways	37	5		42		
Capital Value of Rateable Property	4,728,035	On State Highways	12			12		
Capital Value of Non-rateable Property	91,260		89	102	7	198		
Unimproved Value of Rateable Property	972,245							
Unimproved Value of Non-rateable Property	16,810							
Date of Last Revision of Values	1956							
Rates and Rating:				Bridges of 25 ft. and over:				
General Rate Levied for Year	5½d in the £					Number	Total Length	
System of Rating	Unimproved Value	On County Roads		32	1,685			
		On Main Highways		11	1,260			
		On State Highways		14	900			
Public Debt:								
Public Debt Outstanding	£57,362							
Accumulated Sinking Funds	£264							
Unexercised Loan Authorities — Rural Housing	£13,775							
Employees, Number of				Constitution of County:				
Administrative and Clerical	3			1	Date of Constitution of County — 1919.			
Engineering	1			1	Address of Administrative Offices: Rata Street, Inglewood.			
Inspectors				23				
Works								

STATEMENT OF STATISTICS RELATING TO THE COUNTY OF INGLEWOOD
AS AT 31st MARCH, 1972

PART I — GENERAL STATISTICS

Area, Population and Values:				Roads and Highways, Miles of:				
Area	202 sq. miles				Sealed	Metal	Other	
Population	2,962				Surfaces	or Gravel	Surfaces	Total
Rateable Properties, Number of	871	County Roads	137.35	38.90	7	183.25		
Non-rateable Properties, Number of	67	State Highways	12			12		
Capital Value of Rateable Property	\$21,655,790		141.35	46.90	7	195.25		
Capital Value of Non-rateable Property	\$355,620							
Unimproved Value of Rateable Property	\$4,336,420							
Unimproved Value of Non-rateable property	\$58,480							
Date of Last Revision of Values	1969							
Rates and Rating:				Bridges, 25 ft. and Over:				
General Rate Levied for Year	2.133c in \$					Number	Total Length	
System of Rating	Unimproved Value	County Roads		44	3,436			
		State Highways		16	1,200			
				60	4,636			
Public Debt:								
Public Debt Outstanding	\$205,417.69							
Unexercised Loan Authorities (Rural Housing Loans)	\$79,000.00							
Employees, Number of:				Constitution of County:				
Administrative and Clerical	3				Date of Constitution — 1st April, 1920.			
Inspectors	3				Address of Administrative Office — Rata Street, Inglewood.			
Works, Including Overseer and Foreman	18				Postal Address — P.O. Box 47, Inglewood.			
Hydatids Control Officer (Officer for two Counties and 2 Boroughs)	1							
					County Towns:			
					Nil.			

PART II — STATISTICS OF PAYMENTS CLASSIFIED AS TO SOURCES OF FINANCE

	Payments for 1971/72			Total
	From Revenue	From N.R.B. & Government Grants & Subsidies	From Loans	
County Roads and Bridges:				
(As per Roads, Streets and Bridges Account)	82,633	115,624		198,257
Other Works:				
Fire Protection	565			565
Housing and Rural Housing	3,921			3,921
Noxious Weeds Eradication	2,043		35,000	3,092
Noxious Animals Destruction	1,372	1,049		3,172
Plant and Equipment Purchases	25,421	1,800		25,421
Dog Registration and Hydatids Control	8,114			8,114
Miscellaneous	1,750			1,750
	43,186	2,849	35,000	81,035
Administration and General:				
Administration	26,621			26,621
Annual Charges on Loans (Excluding Roading Loans)	4,490			4,490
Inspections	1,790			1,790
Miscellaneous	5,263			5,263
	38,164			38,164
Total Payments (as above):				
Roads and Bridges	82,633	115,624	35,000	198,257
Other Works	43,186	2,849		81,035
Administration and General	38,164		35,000	38,164
	163,983	118,473		317,456

MEMBERS OF MOA ROAD BOARD

28th April, 1888 (Earlier record not located).
W. D. Thompson (Chairman), A. Bishop, E. Codd, Joseph Brown, W. M. Davis, R. Gernhoefer, T. L. Parkin, Robert Stevens, E. Vickers.

Secretary Treasurer: N. Schumacher.

Engineer: R. H. Davies.

Meetings held at Library in Inglewood on last Saturday of each month.

Annual Meeting, 2nd May, 1888

New Board

W. D. Thomson (Chairman), J. Morgan, A. Baker, W. M. Old (Junior), E. Codd, A. Bishop, J. Brown, R. Stevens, E. Vickers.

Annual Meeting, 11th May, 1889

New Board

W. D. Thomson (Chairman), J. Morgan, B. Horrocks, W. H. Franklyn, A. Baker, A. Bishop, W. Old, W. Paul, I. Surrey.

In July Messrs A. E. Atkinson and R. Langley were elected to the Board in place of Paul and Morgan.

Annual Meeting, 14th May, 1890

Baker, Bishop (Chairman), Horrocks, Langley, Matthews, Peters, Surrey and Whitehouse.

Annual Meeting, 3rd May, 1893

R. Langley, E. D. Westmacott, H. Peters (Chairman), J. Brown, A. E. Atkinson, C. T. Clark, R. J. Gernhoefer, T. Morgan, W. S. Sutherland.

Annual Meeting, 6th May, 1896

A. Chard, S. Beetham, M. Hopson, J. Brown (Chairman), Haslett, Turner, Morton Haverbier.

Annual Meeting, 6th May, 1899

T. H. Bridgeman, M. Hopson, A. Neilson, H. Trimble, J. Brown (Chairman), Sheridan, Death, Turner, Darnell.

Annual Meeting, 7th May, 1902

A. Chard, G. Turner, H. Trimble (Chairman), A. H. Aiken, Henwood, Sawle, Marsh, Jones, Chamney.

Annual Meeting, 3rd May, 1905

H. Trimble (Chairman), T. Chamney, I. W. Henwood, G. Turner, Jordan, Miles, Chard, Corkill, Marsh.

Annual Meeting, 6th May, 1908

A. Corkill, A. E. Laurence, G. R. Sutherland, C. F. Young, H. Trimble (Chairman), Hoby, Capper, Chard, Chainey.

Annual Meeting, 6th May, 1911

A. Corkill, A. Chard, J. A. Bridgeman, J. W. Collingwood, H. Trimble (Chairman), J. Williams, Laurence, Anderson, R. T. Williams.

Annual Meeting, 2nd May, 1914

G. Capper, H. Trimble (Chairman), A. E. Laurence, A. Smith, Bridgeman, Capper, Shoemark, Williams.

Annual Meeting, 5th May, 1917

T. S. Bowler, A. Corkill (Chairman), J. M. Hair, H. W. Henwood, Hucker, Laurence, Williams, H. Trimble, Hunter.

Meeting of 5th June, 1920

A. Corkill (Chairman), R. Stuart, D. Todd, A. E. Cowley, T. S. Bowler, J. Hunter, J. B. Simpson, J. H. Lyon and Hair.

Last Recorded meeting of Moa Road Board held on 3rd July, 1920.

Inglewood County Council

First Councillors elected 1920:

A. E. Cowley, J. M. Hair, H. Jones, M. S. Cameron, J. Hunter, J. H. Lyon, A. Corkill, J. B. Simpson and R. Stuart.

First Meeting held on 10th July, 1920.

A. Corkill first County Chairman.

R. Stuart elected Chairman 1st May, 1923.

Annual Meeting, 23rd May, 1923

J. W. Grieve, J. Dobson, J. W. Harding, H. Jones, J. Hunter, A. L. Winter, A. Corkill (Chairman), E. A. Laurence, R. Stuart.

Annual Meeting, 26th May, 1926

R. Stuart (Chairman), A. Corkill, J. Hunter, W. M. Willans, J. W. Grieve, E. A. Laurence, H. Jones, J. F. Young, A. E. Cowley.

Annual Meeting, 22nd May, 1929

J. Hunter, J. Stachurski, A. E. Cowley, H. Jones, W. M. Willans, D. A. Brown, A. Corkill (Chairman), R. Stuart, W. Grieve.

Annual Meeting, 25th May, 1932

F. S. Burson, J. Hunter, A. E. Cowley, H. Jones, W. M. Willans, G. W. Gibson, F. Laurence, R. Stuart (Chairman), J. W. Grieve.

16th Annual Meeting, 22nd May, 1935

J. Hunter, J. Stachurski, E. A. Grigg, H. Jones, W. M. Willans, A. Corkill (Chairman), G. W. Gibson, R. Stuart, J. W. Grieve.

19th Annual Meeting, 25th May, 1938

F. Laurence (Chairman), J. F. Duschenski, E. A. Grigg, G. W. Gibson, J. Hunter, H. Jones, W. R. Moir, D. E. L. Rose, F. West.

22nd Annual Meeting, 3rd June, 1941

F. Laurence, G. W. Gibson, F. Bracegirdle, W. R. Moir (Chairman), F. West, H. Jones, D. E. L. Rose, J. F. Duschenski, E. A. Grigg.

25th Annual Meeting, 7th June, 1944

F. Laurence (Chairman), W. Todd, G. W. Gibson, F. Bracegirdle, E. A. Grigg, S. M. James, T. B. Knofflock, H. E. Eichstaedt, A. J. Webb.

28th Annual Meeting, 15th December, 1947

F. Laurence (Chairman), W. Todd, G. W. Gibson, A. M. Coyne, S. M. James, F. West, H. C. Eichstaedt, E. A. Grigg, A. J. Webb.

31st Annual Meeting, 11th December, 1950

F. Laurence (Chairman), W. Todd, G. W. Gibson, A. M. Coyne, F. West, H. C. Eichstaedt, G. F. Gyde, A. J. Webb and S. M. James.

34th Annual Meeting, 27th November, 1953

F. Laurence (Chairman), W. Todd, G. W. Gibson, S. M. James, A. M. Coyne, W. Jones, H. E. Eichstaedt, G. F. Gyde, A. J. T. Webb.

37th Annual Meeting, 10th December, 1956

F. Laurence (Chairman), G. W. Gibson, W. Todd, F. R. King, S. M. James, V. P. Stachurski, L. J. Bunn, F. J. Stachurski, W. G. Steele.

West Riding By-Election, July, 1958

D. B. Gyde and R. G. Hickford.

40th Annual Meeting, 14th December, 1959

F. Laurence (Chairman), D. B. Gyde, R. G. Hickford, J. V. Elliott, V. P. Stachurski, K. Watson and F. R. King, F. J. Stachurski, W. G. Steele.

43rd Annual Meeting, 12th November, 1962

F. J. Stachurski (Chairman), D. B. Gyde, R. G. Hickford, B. J. Wisnewski, V. P. Stachurski, J. V. Elliott, A. S. West, K. Watson and F. R. King.

46th Annual Meeting 12th October, 1965.

R. G. Hickford (Chairman), K. Watson, F. R. King, B. J. Wisnewski, D. G. Jones, V. P. Stachurski, H. Soothill, A. S. West, J. V. Elliott.

46th Annual Meeting, 23rd October, 1968

R. G. Hickford (Chairman), K. Watson, D. Mander, H. Soothill, B. J. Wisnewski, V. P. Stachurski, A. S. West, J. V. Elliott, D. G. Jones.

52nd Annual Meeting, 18th October, 1971

R. G. Hickford (Chairman), K. Watson, D. Mander, A. S. West, D. G. Jones, H. Soothill, J. V. Elliott, D. R. Morton, H. V. Wellington.

INGLEWOOD DISTRICT RESERVES BOARD — EVERETT PARK

In the original survey, what is known as "Everett Park" was set aside as a reserve probably because of two Maori clearings in it.

In September, 1897 it was recorded in the minutes of the Moa Road Board that the Lands Board was petitioned to have the Everett Road Board Reserve thrown open for sale as it harboured strange cattle, encouraged blackberries and prevented the sun and wind having free access to dry the road, thereby keeping it very wet and expensive to maintain.

Fortunately this petition was not successful.

The Reserve remained more or less unattended but a source of supply for metal for several contractors at a reasonable rate per yard.

About 1919 following agitation that the Reserve be milled a very strong petition originated by Mr. R. J. Bakewell, James Hunter and J. Gibbs (afterwards Mayor of Inglewood) and signed by many hundreds, that the Reserve be preserved and set aside as a Scenic Reserve was successful and in 1920 Sir Robert Stout, Administrator of the Government vested the control of a Scenic Reserve in the Everett Road in a Scenic Board and appointed A. E. Burwell — Kaimata; W. E. Percival — Inglewood; W. B. Messenger — Inglewood; and J. R. G. Sutherland — Inglewood.

The first meeting of the Board was not held until 7th March, 1928, when Mr. J. R. G. Sutherland was appointed Chairman. At a meeting held on 30th April 1929, a donation of £15 was received from the Operatic Society and an offer from Mr. J. Robson to donate timber for necessary conveniences.

A request was forwarded to the Minister, that the Commissioner of Crown Lands, the Chairman of the County Council, and the Mayor of Inglewood, be added to the personnel of the Board. Also an application was

made to the Under Secretary of Lands, requesting that the following clause be inserted in the Warrant of Appointment:

"That the Board may, with the approval of the Minister in charge of Scenic Preservation, make such rules as it deems necessary

(a) Governing trading within the Reserve.
(b) Controlling or limiting the taking of collections within the Reserve for any objects other than the improvement of the Reserve.

(c) That the Board be entitled to make such rules as it deems necessary for the good conduct of the public frequenting the Reserve, and for the protection of the said Reserve; and may, with the approval of the Minister, set apart areas for camping grounds or other purposes and fix reasonable charges for the use thereof.

Mr. C. Deem took over the Secretaryship on 7th March, 1932.

An application was made to the unemployment Committee for free labour for carrying out road formation, clearing frontages and cleaning up the picnic area, and an application to the County Council for the use of its grader at £4 per day.

Messrs F. Bracegirdle and C. Deem were appointed to the Board to fill the vacancies caused by the death of Mr. Burwell and the resignation of Mr. Armstrong.

No meeting of the Board was held between 1935-41 and at the 1941 meeting an effort was made to have the County Council appointed the controlling authority, but on the motion of Mr. C. Deem seconded by Mr. Bracegirdle that the Board continue on the same basis as previously was carried.

Mr. Deem reported that he could not continue as a member and Secretary of the Board as he was now in the Military Forces. He was accorded a hearty vote of thanks for his services to the Board.

At a meeting held in the Borough Cham-

bers on the 4th June, 1941, present were A. F. Waters, (Commissioner of Crown Lands — Chairman), F. Bracegirdle, J. R. G. Sutherland, F. Laurence, (County Chairman), R. W. Brown (Mayor), and J. A. Ross (Secretary). Leave of absence was granted to Mr. E. C. Cooper. A tender of £6/10/- per annum for 10 years was accepted from Mr. R. H. Wilson for the rent of 13 acres at the southern end of the Reserve.

Mr. Bracegirdle donated strainers for fencing.

Regular meetings have been held ever since.

At a meeting in December, 1947, Mr. Deem, having returned from military service was appointed to the Board and continued till his death in 1956.

On the application of the Board in August 1957, the Minister agreed to the changing of the name, "Everett Road Scenic Reserve Board" to the "Inglewood District Reserve Board".

The Inglewood Borough Council offered the Inglewood District Reserves Board the property they owned, then known as Atkinson's Bush, as a scenic Reserve and at the December Meeting confirmation of the area being declared a Scenic Reserve was received, the area being 3 acres, 7 perches, and land in front that had previously been an Education Board Lease of 1 acre 2 rood 26 perches.

The title agreed on, was "The Joe Gibbs Scenic Reserve".

At this meeting word was also received of an area in the Borough and County which had been given to the community by the Trustees of the late P. G. Nops, and had been dedicated as a scenic reserve to be known as the "P. G. Nops Scenic Reserve".

The Chairman reported that now Inglewood had a High School with a new manual block, the Education Department had handed over to the Crown for disposal the old manual centre on the corner of Rata and James Streets and suggested that the Board might be prepared to accept control of this area

together with the building which could easily be used as a hall. — Accepted.

The Inglewood Swimming Club was granted permission to hold a river swim.

November, 1958: the Health Department does not recommend swimming in Everett Park owing to pollution. Decided to test out both pools to see if both are contaminated.

8/7/59: Boy Scouts and Girl Guides given authority to add conveniences to Scout Hall. (Old Manual Centre).

20/6/62: After several years of trying to acquire the bush area on the opposite side of the river to Everett Park, the Board received notice that Mr. T. Bakewell had acquired that portion of land, and was prepared to donate it to the Board to be added to Everett Park. The Board was later notified that the Hon. Minister accepted the area.

Makara Reserve, on the opposite side of the southern end of Everett Park and Burial Ground of a Maori Chief, was added to the Inglewood and District Reserves Board.

6/12/67: Concern was expressed at pollution of the Manganui River by dairy factories, and following a deputation to Moa and the outlining of steps being taken, it was decided to write to Midhurst and Maketawa Dairy Factories to see what steps they were taking to counter pollution.

2/7/70: Discussion on opening the new area of the park for a swimming and picnic area, at an estimated cost of \$1050. The Lions Club intimated that they would be prepared to help. Mr. T. Dickson lost in bush.

10/11/70: Offer by Moa Dairy Co. Ltd. of \$500 towards opening up of the new area accepted with thanks.

25/2/72: Offer of the Lions Club to erect conveniences at the new area in Everett Park accepted with thanks.

Mr. Hair was thanked for the great interest shown by him in the park.

In Everett Park, Inglewood now has one of the best scenic, swimming and picnic areas in Taranaki, if not in New Zealand.

HISTORIC AND NOTABLE TREES OF INGLEWOOD AREA

By courtesy of New Zealand Forest Service,

Forest Research Institute, Forest Mensuration Report 19, 1973 (Unpublished).

Indigenous Historic Trees — Local Interest:

Dacrydium cupressinum, Rimu. Beside Junction Road, Tarata, adjoining the property of B. Hirst. A forest sanctuary was gazetted on 6th February, 1956, described as a unique stand of pole and sapling rimu, and the gazette notice gives the area as 3 acres 31 perches and the location is Section 1 Block XVI Waitara Survey district, Inglewood County. The view of this reserve from the road compares favourably with the best native forest groves seen while travelling over any highway in New Zealand.

Indigenous Notable Trees — Local interest:

Nostegis lanceolata (syn. *Gymnelaea lanceolata*). White Maire. K. Watson, Otoroa Road, Tarata North. Diameter at breast height, 31 inches, height c. 50 ft., spread 60 ft., with a good trunk to 8 ft., in 1970. Well proportioned and epiphytic growth. When visited in May 1973, much of the foliage was dying, probationed and sound, bearing masses of orchids ably because of the dry summer.

Podocarpus totara, Totara. Bush Reserve — Tarata Saddle. Girth at breast height 26 ft., after allowing deduction for rata vine, in 1970. Scars suggest removal of bark by Maoris for making vessels for preserving pigeons in fat. Trunk is rotten down one side.

Exotic Notable Trees — National Interest:

Rhododendron elegans (R. 'Alta Clarence' x R. *cataweense*) Stated to be a pre-1850 hybrid. Not listed in Hillier's Manual (1971). Intersection of Junction and Mountain Roads, Inglewood. A tree with unmeasurable diameter, 20 ft., high, and a spread of 60 ft., in 1973. The base of the tree is so complex there could have been two shrubs originally planted. A low but prominent landmark for the centre of the town.

Exotic Notable Trees — Local interest:

Abies nordmanniana, Caucasian Fir, W. Caucasus. N. Brandon, Kaimata Junction Road, Tarata. D.b.h. 50 in., height 106 ft., in 1973. The larger of two fine trees.

Acer palmatum, Japanese Maple, Japan, Central China, Korea. N. Austin, Kaimata, Tarata. Diam. at 2 ft., 25 in., height 25 ft., spread 30 ft., in 1973. A shapely specimen, having been pollarded.

Dendrobenthamia capitata. (syn. *Cornus capitata*), Himalayan Dogwood. In a small paddock opposite Autawa Road, Tarata. Diam. at 1 ft., 30 in., height 22 ft., spread 40 ft., in 1973. (Besides lakeside path, southern end of main lake, Pukekura Park, is a large tree with girth at 1 ft., 12 ft., x 58 ft., x 55 ft. (rather one-sided) in 1973. Just above 2 ft. the tree divides into 20 trunks.

Larix decidua, Common larch, European Alps and Carpathians. On property leased by R. Webb, Ngatoto Road, Purangi. D.b.h. 28 in., height approx. 105 ft., in 1973. Between some oaks in an old deserted orchard.

Morus nigra, Black Mulberry, W. Asia. G. Mackie, Tarata. Diam. at 3 ft., 20 in., height 20 ft., spread 40 ft., in 1973. A well preserved tree, growing in a paddock.

Picea abies, (syn. *P. excelsa*) Norway Spruce, Europe. N. Brandon, Kaimata, Junction Road, Tarata. D.b.h. 37 in., height 90 ft., in 1973.

Picea sitchensis, Sitka Spruce, W. North America. N. Brandon, Kaimata, Junction Road, Tarata, D.b.h. 35 in., height 113 ft., in 1973.

Populus nigra 'Italica', Lombardy Poplar. At an old orchard leased by Frank Webb, Ngatoto Road, Purangi. D.b.h. 57 in., height 108 ft., in 1973. A large tree well over 100 years old.

Pseudotsuga menziesii, Douglas Fir, W. North America. On Maori land leased by J. George, access via Ngatoto Road, within view of the Purangi Hall. D.b.h. 31 in., height 110 ft., in 1973. A fair sample of a row of 11 trees, the best of the species seen in Taranaki.

Quercus robur, (syn. *Q. pedunculata*) Common English Oak, Europe and Asia. About three quarters of a mile down the Ngatoto Road, Purangi, in a very old and deserted orchard leased by Frank Webb. D.b.h. 57 in., height 103 ft., spread 95 ft., in 1973. A magnificent tree, with several smaller ones nearby. (The larger of two trees at Mrs. J.

S. Church and Miss Anne Fairfax-Cholmley's, Bell Block, was 41 in. x 75 ft. x 80 ft. in 1969. Besides the main path, Brooklands Park, is a tree 35 in., x 63 ft. x 75 ft., in 1973, a lawn specimen with classic habit of spreading oak with its horizontal branches and overhanging the pathway between the Kiosk and display house, Pukekura Park, one is 34 in. x 80 ft. x 65 ft. in 1973, providing greatly appreciated summer shade for this busy thoroughfare.)

Ulmus procera, Common English Elm, West, central and N. Europe. N. Brandon, Kaimata, Junction Road, Tarata. D.b.h. 36 in., height 95 ft., in 1973. (At Brooklands Park, New Plymouth, the larger of two trees near the giant puriri was 34 in. x 85 ft. x 70 ft. in 1973, and at Hugh Thomson's place, Hamlet Street, Stratford, a tree was 32 in. 72 ft. x 55 ft. in 1969.)

HISTORIC TREES WITHIN BOROUGH

Recently a survey of the Borough was carried out by a leading Horticulturist and who recommended that the following trees be preserved as being of a historical nature etc.

Cnr. Matai & Rata Streets	Rhododendron—said to be largest known of its species, Rimu and Totara.
Kelly Street.	Magnolia—stated to be best shaped specimen known, English Elm and Rimu.
Rimu Street	Rimu, Copper Beech and Weeping Elms.
Maire Street	Rimu.
Mahoe Street	Rimu.
Miro Street	Crimson Gum.
Rata Street	Redwood and Silver Birches.
Pukatea Street	Puriri and Rimu.
Konini Street	Rimu and Totara.
Cutfield Street	Larch, Maple, Rimu, Kauri, Redwood and Miro.

CHAPTER THIRTEEN

INGLEWOOD VOLUNTEER FIRE BRIGADE

On June 20th, 1894, a meeting of those interested in forming a Fire Brigade was held. 70 to 80 people were present and expressed their strong support. Mr. J. Nathan was appointed Captain and those willing to be active members, appointed, and thus was born the INGLEWOOD VOLUNTEER FIRE BRIGADE. A meeting of the Volunteer Fire Brigade was held in the Reading Room on June 29th, 1894. Captain J. Nathan occupied the Chair. It was resolved that 50 fire buckets be provided, which are to be painted red on the inside and white on the outside, and be placed in different parts of the town. It was resolved that Mr. J. C. Peach be asked for the use of the Wesleyan Church bell in case of fire. It was agreed that a letter be written to the Inglewood Town Board asking to what extent they may be prepared to support the Fire Brigade; also to appoint one of their members as Fire Inspector along with Captain Nathan. The meeting passed a resolution thanking the Board for the use of the room for the meeting of the Brigade.

Superintendents of the Inglewood Volunteer Fire Brigade:

J. Nathan, 1894, Rogers 1894, no records

1895-1903, H. Burgess 1904, T. Taylor 1904-1906, F. H. Rolston 1906-1914, A. Coldwell 1914-1918, S. G. McLaggan 1918-1925, E. Crossman 1925-1945, A. H. Reesby 1945-1961, B. R. Plumb 1961-1963, N. H. Reesby 1973 till present time.

The longest serving member of the Inglewood Brigade was Mr. Hec. Julian who joined on 1/12/24, and had over 40 years service when he resigned in 1965. Mr. C. Reed joined in 1906 and resigned in 1945. In 1904 a hose reel and 200 feet of hose was purchased and the same year it was decided to erect a bell tower on the corner opposite the Post Office where the War Memorial now stands. In 1918 a committee with Mr. G. Young as Chairman, Mr. O. Bolt, Mr. E. Henderson and others organised a Queen Carnival to raise funds for a new Brigade Station. This was built in concrete and still remains as the original portion of the present station. Up to the passing of the Fire Services Act, in 1949, the Brigade was subsidised by the Borough Council.

1919—Model T Ford Fire Engine bought to replace the hand drawn reel.

1955—New Ford Fire Engine purchased.

1959—New Fire Station built.

1969—No. Two Fire Engine purchased.

Inglewood Fire Committee

(Formed Pursuant to the Fire Services Act, 1949)

First Meeting held on the 27th February, 1950.

Committee: R. G. Lamplough (Chairman) appointed by the Minister of Internal Affairs.
B. Clough, G. H. Peters, appointed by the Inglewood Borough.

S. F. Buckmaster, J. A. Harding, appointed by Fire Insurance Companies.

Secretary: Mr. J. A. Ross.

Present Committee: J. D. Morrison (Chairman) and C. E. Hale (appointed by the Inglewood Borough).

A. D. Brown (appointed by the Minister of Internal Affairs).
I. K. Carterer, D. C. McKay, (appointed by Fire Insurance Companies).

Secretary: A. J. Smith.

Estimates: 1951/52 \$1594
60% Fire Service Council
40% Local Authorities.
1973/74 \$5783
15% Government
50% Insurance Companies
35% Local Authorities.

Gold Star

The following received their Gold Star for 25 years service —

	Total years service
Superintendent: E. Crossman	1941 28 years
Fireman: A. Gillice	1937 32 years
Superintendent: A. H. Reesby	1959 33 years

Deputy Superintendent:
H. Julian 1949 41 years
Secretary:
T. Lindsay 1941 31 years

R. and V. Devereux served a long time in the Inglewood Brigade and both received the Gold Star award while serving with the Wellington Permanent Brigade.

LARGE FIRE IN INGLEWOOD — 15th OCTOBER, 1894

Four Buildings Destroyed

A destructive fire broke out in the town of Inglewood about 3 o'clock on Sunday morning, and before the progress of the flames were stayed, 4 buildings — Messrs Vickers and Steven's auction mart, Mr. J. O'D Quigley's chemist shop, Mr. Massick's jewellers shop, and a building occupied by Mr. Rankin (stationer etc.), and Mr. C. Callagher (baker) were totally demolished. Great exertion had to be made to stop the progress of the fire at the south end of the block at M. W. Walker's hotel, and still greater exertions had to be made to stop the devouring element at the Bank of N.Z. at the north end of the block.

The Outbreak

Mr. George Payne, son-in-law of Mr. Quigley, who was sleeping in his father-in-law's premises, was awakened by a noise like the smashing of crockery, and on getting up he noticed that the back part of Messrs Vickers and Steven's auction mart, which adjoined the north side, was in flames. He

hastily made his way to the scene of the fire and finding that any efforts to extinguish the flames by himself would be futile gave the alarm. The Wesleyan Church bell was rung, and the townspeople were thus aroused.

Fighting The Flames

The Inglewood Fire Brigade, under their Captain, Mr. J. Nathan, and several civilians soon set to work to stay the flames, which were making rapid headway despite the fact that there was little, if any, breeze. Owing to the fact that there was no fire apparatus in the town, the Brigade having only been recently formed, this was found a work of some difficulty. However all went to work with a will, and a bucket brigade was formed, water being obtained from a large well at the back of Mr. Franklyn's premises. The flames soon had such a complete hold of Messrs Vickers and Steven's premises that all attempts to salvage from these premises were rendered futile, and the whole of the stock of these popular auctioneers, including the

contents of Messrs Davies and Sladden's office, the Bank of New South Wales, and the office of Mr. R. C. Hughes (Solicitor) were destroyed.

Progress of Fire

The workers then turned their attention to the stock of the buildings on the south side, and salvaged the goods in the premises of Messrs Quigley, Massick, Rankin, and Callagher, the stocks being of course, damaged by the hurried removal. The three buildings in which these businesses were carried on, soon fell prey to the flames, which spread to the corrugated iron sample rooms, next to Mr. Walker's Hotel. Here great exertions were made to prevent the fire igniting the hotel, saturated blankets being spread over the sides and by constantly pouring water over the blankets the hotel premises were, after great exertion, saved.

The North End

A greater struggle, however, took place at the north end to prevent the fire catching the Bank of New Zealand, a one-storied structure which adjoined Messrs Vickers and Steven's auction mart. Had the Bank caught, no efforts could have saved Mr. Franklyn's large general store adjoining, and the block, as far as the Junction Road, which portion included some 7 or 8 business premises. The side of the Bank was draped with saturated blankets and Constable Ryan and several civilians wrapped in wet blankets, mounted the roof, and despite the scorching heat and blinding and almost suffocating smoke, poured water over the blankets to keep the flames back. For over half an hour this work was carried on, Constable Ryan being especially prominent for the plucky way he stuck to the work. On one occasion the blanket in which he was enveloped caught fire, and another time he was almost blinded and choked by a bucket of muddy water which was inadvertently thrown over him. Through his exer-

tions, ably assisted by Messrs T. Tilly, H. Taylor, H. Mace, Geo. Payne, F. Brown, J. McKay, W. Des Forges, the Bank of New Zealand premises were saved, and the fire prevented from spreading further in that direction. Messrs E. Lever, Lerhke, Hill, G. MacKay, F. Tyer, Franklyn and 2 officers of the Salvation Army, and others, ably seconded the efforts of the above mentioned by pumping water and passing it in buckets to those on the roof. Townspeople are united in their opinion, that great praise is due to Constable Ryan throughout the trying ordeal on the roof, and to the others who so ably helped to stop the fire at the north end.

An attempt was made on the south side to stay the flames by jacking Mr. Massick's building into the street, but this was frustrated by the ropes breaking. Messrs H. Brown, T. Rawlinson, J. Nathan and others were conspicuous by their exertions in this direction. After this attempt was blocked the fire ran rapidly along the block as far as the Inglewood Hotel, where it was stopped through the exertions of Messrs Weekes, Beggs, and members of the Fire Brigade and others, whose names could not be obtained.

Messrs Davies and Sladden, surveyors and engineers whose offices were over Messrs Vickers and Steven's mart, lost all, except a safe which was got out safely. Amongst the property lost were several valuable surveying instruments and records. They had no insurance, the policy being allowed to lapse recently on account of an impending dissolution of partnership between Messrs Davies and Sladden. The safes belonging to Messrs Vickers and Steven's, and the Bank of N.S.W. were recovered from the debris after the fire, but in what state the contents were, was not known on Sunday, as they had not been opened.

Mr. Whittaker of Hawera, who had an auction mart of drapery in the Town Hall that day, had a lucky escape. It was his intention to store about £300 worth of goods in Messrs Vickers and Steven's mart that

night, but owing to the premises being locked and everyone away, he stored them at the railway station.

The premises destroyed, with the exception of Messrs. Vickers & Steven's mart, were owned by Mr. Franklyn.

The origin of the fire is a mystery. Constable Ryan states that he passed the block at 12 o'clock on Saturday night and there was no sign of fire then. There had been no fire used in Messrs. Vickers & Steven's mart that day, and the fire broke out in a part where there was no fireplace.

A Coincidence

A striking coincidence is the similarity this fire bears to the recent outbreak at Stratford. Both fires occurred on the west side of the main street, and stopped at an hotel on the south end, and the Bank of N.Z. on the north end, great exertions being made in both instances to confine the flames between these points. Both fires also occurred early in the morning in a mysterious manner.

A large number of town residents visited Inglewood to view the destruction worked by the fire. Mr. Walker, proprietor of the Inglewood Hotel, supplied the workers with refreshments.

Results of Fire

October 30th, 1894.

At a meeting of the Inglewood Fire Brigade held on Tuesday last, the members of the Brigade agreed unanimously to stand or fall with their Captain. Since then Captain Nathan has forwarded his resignation to the Secretary, Mr. Fred Tyer. The Captain, I am given to understand, had a consultation with a prominent citizen of the town, and came to the conclusion that it would be better for him to resign. Under these circumstances he therefore placed his resignation in the hands of the Brigade, stating that if at anytime he could be of assistance they might command his service, also offering to assist the Brigade financially.

November 12th, 1894.

The Inglewood Town Board held its usual monthly meeting on Monday, November 12th. A letter was received from the Secretary of the Fire Brigade asking the Board to grant the Brigade the use of the reading room free of charge, also asking for instructions re placing buckets, and protecting them by by-laws. Mr. Rogers attended the meeting and said that the Captain had resigned, and he as Lieutenant, had come at present. He asked if the Town Board wished the Fire Brigade to resign or give place to some other arrangement. Mr. Tarplee thought that it would be folly to dispense with the present Brigade, and proposed that the Board has every confidence in the present Fire Brigade; seconded by Mr. McKenzie and carried. The Chairman said he would like to see the Fire Brigade put in a satisfactory position. It was agreed to grant the use of the Reading Room once a fortnight until further notice on condition that the room is not wanted for other purposes. Mr. Rogers said he would make enquiries as to the cost of a fire bell, and let the Board know at their next meeting.

8th December, 1894.

Lieutenant Rogers occupied the Chair. The Chairman stated that at their last meeting it was decided not to purchase the New Plymouth fire engine. Since then he had had a conversation with a gentleman who was thoroughly acquainted with the engine. He therefore went to New Plymouth and inspected it. He found it to be out of repair, but the Captain of the N.P. Fire Brigade, Mr. Bellringer, told him that he would have the engine repaired, and he would have a practice parade with it, where Lieutenant Rogers could see the action of the engine for himself. It was agreed that Lieutenant Rogers (now Captain) would, with a few of the Brigade, go to New Plymouth on the day appointed for the practice, and if the engine worked satisfactorily, the Inglewood Brigade would purchase it.

Other Fires

I remember another fire in the same area when a Mr. Paynter, a chemist, suffered from burns when his shop and another were gutted, but on the whole the business area has been fairly free from serious fires, which is a great credit to the efficiency of the Brigade. At one time we had a fire bug when several empty buildings, De Lainey's old furniture factory, a two-storied boarding house in Matai Street and my cowshed and hayshed were burnt down. Most of the serious fires attended in latter years are:—

- 19/12/62 — R. Rumball's shed — Tariki. Fatal.
- 18/10/65 — D. H. Brown & Son — Tariki.
- 3/4/67 — Tariki Store — Complete destruction.
- 6/7/69 — C. Laurence — House, Mangaone Road.
- 11/12/73 — E. H. Linell Factory — Tariki — complete destruction.
- 1/3/74 — Ladbroke and Spurdle Buildings — Matai Street. (See photo.).

CHAPTER FOURTEEN

ELECTRICITY

Within ten years of Thomas Edison patenting his carbon filaments for electric light bulbs, Mr. Henry Brown had the amazing invention installed at his Inglewood Mill so as to enable the mill to work on a 24 hour basis, and he also had his mill at East Road, Stratford driven by electricity, power being generated by a water-wheel. So successful were these ventures that in 1903 arrangements were made to form a Company with a view to supplying electricity both for lighting and motive purposes to Inglewood. This Company was registered in January 1904 with the following Directors; Messrs Henry Brown (Chairman), W. E. Richardson (Managing Director), E. R. A. Howarth (Secretary), Orbell, Thompson and E. Nops. Prior to the forming of the Inglewood Electric Light Company, Mr. Richardson, who lived in the house at present occupied by Miss Longbottom in Miro Street, had a small plant in the Waiongona-iti to light his house.

A scheme was evolved whereby the Ngatoro river was dammed just above the Junction Road bridge and water led by tunnel and open race to a man-made reservoir and then to the turbines in the generating station and so back to the same stream further along. This up-to-date plant was the third generating plant in Taranaki and the seventh in New Zealand.

Tenders were called and Mr. Jim Tarry built the lake and Messrs Frank Standing and Harry Clay built the race.

Mr. G. Capper carted out the dynamos from the Inglewood Railway Station to the power house, in the bullock wagon.

To generate power two "New America" turbines manufactured by the Dayton Globe Co. and two dynamos (a 45 and 75 kilowatt) made by the International Electric

Engineering Company were used.

Power reached the town on February 16th 1905 and street lighting was installed under a contract between the Borough Council and the Company. At first 25 lights, each of 32 candlepower were installed but these were progressively increased. There is no record of which shop or house was first to be lit by electricity but it certainly progressed rapidly.

Charges: It was the intention of the Company not only to supply lighting but to provide motive power, and the Directors had introduced a system of supplying by contract at rates which were considered the lowest in New Zealand. Lighting was charged on a candlepower basis. On this system which was apparently figured out to a nicety as far as how long people would have their lights switched on, the first four lights of 8 candle power, each were billed at 1/- per 8 candle power per month. The scale of charges reduced down to 6d per 8 candlepower lamp when you reached the point of having 28 lamps in your house. These prices were for living rooms. The starting price for bedroom lights was down to 6d while bathrooms and toilets rated only 5 candle power lights, being charged at 3d for each bathroom light and 2½d for the toilet per month. Shops paid 7½d per month for each 8 c.p. light or per meter at the (by today's standards) exorbitant rate of 1/- per unit. There was a special rate for livery stables and another for private stables. A five per cent discount was offered for accounts paid by the 10th of the month. On the rates offered an eleven room home could expect to pay 17/3 per month for electric lighting.

Dairy Factory: In 1906 a 40 h.p. motor was installed at the Moa Dairy Co. Factory in

Rata Street. An acute interest in the installation of electric power to supply Inglewood was shown by the Moa Farmers' Co-operative Dairy Company as early as 1901. In the minutes of the Company for that year is reference to the Secretary being instructed to wait upon the Town Board (Inglewood was not constituted as a Borough until 1903) and to advise them that if electric power was installed the company would be in favour of taking power.

A little later there is further reference to the provision of electricity, the Company wishing to know if anything was to be done, adding that it could not wait an indefinite time.

Eventually the Electric Light and Power Company was formed so it is to be assumed that discussions were held with these worthies. It is on record that an inquiry about the provision of power was again made and this was followed on the 17th April 1905 by an extraordinary general meeting of the Company where the suppliers gave their support to the use of electric power, leaving the Board to arrange the details.

A quote was then secured for a 35 brake horsepower motor. Delivery problems were apparently no less irksome in 1905 for the Company's Secretary was directed to write to the Inglewood Electric Light and Power Company asking them to state without delay when the above-mentioned motor was due to arrive in the colony.

Arrive it must have done for 1908 saw the power company's engineer being asked to attend a public meeting about the possible installation of electric power at the Kaimata Factory. Perhaps this was not a practical proposition as a brief entry in May, 1909, relates that the proposal was to be held over indefinitely.

The dairy factory undoubtedly soon became a large consumer of electricity for when the Borough Council assumed control of the electrical distributing, a three year contract was drawn up in which the company was to purchase power at 2d per unit, with

a ½d discount when paid by the 20th of the month.

The minimum usage under the contract was set at £175 per annum. Comparisons are always interesting so it will do no harm to record that in 1905 the Moa's electrical horsepower was 35. By 1970 this had increased more than twentyfold to 808 rated horsepower. With the addition of a powder plant Moa has 420 motors totalling 4013 h.p.

Motive power was later extended to the Inglewood Bacon Factory, Rata Street, Surrey's joinery factory, on Brown and Kelly Streets, Spurdle Bros. and Allen, Coach Builders, Young's Bakehouse, and Coldwell's bone crushing plant in Richmond Street.

Seven years after its formation the Company sold the complete outfit to the Inglewood Borough Council for £8,500. The Council raised a loan for the amount at 5% for 25 years. The Council continued to operate the plant for the next 11 years but demand was quickly outgrowing supply despite the capacity of the generators having been increased to 175 kilowatts. The station operators at this time were Messrs J. Bur-nip, L. Errington and C. McDermott.

In 1923 negotiations were made with New Plymouth to supply power to Inglewood, and this was supplemented by the local station which was finally closed in 1928, having supplied power to the borough for over 20 years. Power was purchased from New Plymouth for 10 years and many will remember the concrete sub-station just east of the bridge over the Waiongona river. This was only demolished a few years ago when the bridge was widened by the Roads Board.

During Mr. Harris's term as engineer, the Inglewood Borough Council was the first to introduce at least two new features to Taranaki in the electrical field. Inglewood was the first power authority in Taranaki to install fluorescent street lighting, an innovation which was soon followed by others.

The electricity department was also the first to design and install pad-mounted berm-side electrical transformers, an idea which

soon found favour with other areas. The bermside units have proved popular in other localities and are generally referred to as the "Inglewood Transformer".

For 66 years Inglewood was a supply authority and a great era in the history of the town came to an end when changing circumstances obliged the Inglewood Borough Council to sell its undertaking to the Taranaki Electric Power Board for \$102,000. With amalgamations over the years, Inglewood had become the smallest supply authority in New Zealand and I still claim, probably the most efficient.

That electrical distribution should come under the shadow of amalgamation was inevitable. Inglewood joined other power authorities in defending its right to distribute power in lengthy submissions to the "Stanton Commission" and survived with others. With the more recent Electrical Distribution Commission created by an act of Parliament with the object of amalgamating many of New Zealand's 74 electrical supply authorities, the writing was on the wall.

It is worth noting that since the Inglewood Borough Council sold its undertaking to the Taranaki Power Board, not a word has been heard of the Commission on amalgamation in Taranaki. Three electrical engineers of the Inglewood authority are still living in the Borough. Messrs. H. Julian, 1940-46, C. Harris, 1948-66, and R. Bennett at present employed by the Power Board, 1967-70.

Taranaki Power Board.

Although the Head Office of the Taranaki Power Board is in Eltham its generating scheme is in the Inglewood County. The necessary procedure for the formation of an electric power district was carried out and a proclamation constituting the Taranaki Electric Power District was gazetted in May 1922.

At the first election held in July 1922, Messrs. T. R. Anderson, G. Sangster, W. H. Were (Stratford County), J. C. Belcher, C. E. McGuiness (Eltham County), W. V. Harkness (Inglewood County) and H. G. Carman (Eltham Borough) were elected to the Board.

Negotiations were entered into with the New Plymouth Borough Council for a temporary supply of power and connection between the two systems was effected near Inglewood in January 1925 and continued until the Board's plant was brought into commission in January 1927.

BOARD MAKES POWER

The success of the Taranaki Electric-Power Board in having a low tariff structure can be attributed largely to the ingenuity and ability of the designer of the Motukawa hydro-power scheme and the foresight of the Board at that time. Several schemes had been submitted to the Board but the one designed by Messrs. Climie & Sons was eventually adopted in April, 1923. It was based upon the fact that between the Manganui River near Tariki and the Waitara River near Motukawa, there is a difference in elevation of some 400 feet. The scheme as developed makes use of 300 feet of the 400 feet available, the headworks being situated on the Tariki Road approximately two-and-a-half miles from the Stratford to New Plymouth state highway. The water is directed through races, ponds, a lake, tunnels and a steel penstock to the power station which is located at Motukawa and thence by the tail race to the Waitara River.

Cost of construction greatly exceeded the original estimates although these had been checked by an independent firm of consulting engineers. The designers had estimated the cost of the scheme to be about \$500,000, but by 1927 when the plant was commissioned, and although all works were by no means completed, the costs had soared to \$830,000. Ultimately when the project was completed the total costs amounted to \$1,025,000 and this brought financial difficulties to the Board and necessitated the striking and collecting of the "Availability Rate".

The Motukawa station was designed to suit the immediate needs of the district at that time and initially two generating sets consisting of 1800 kVA alternators driven by 2,200 h.p.

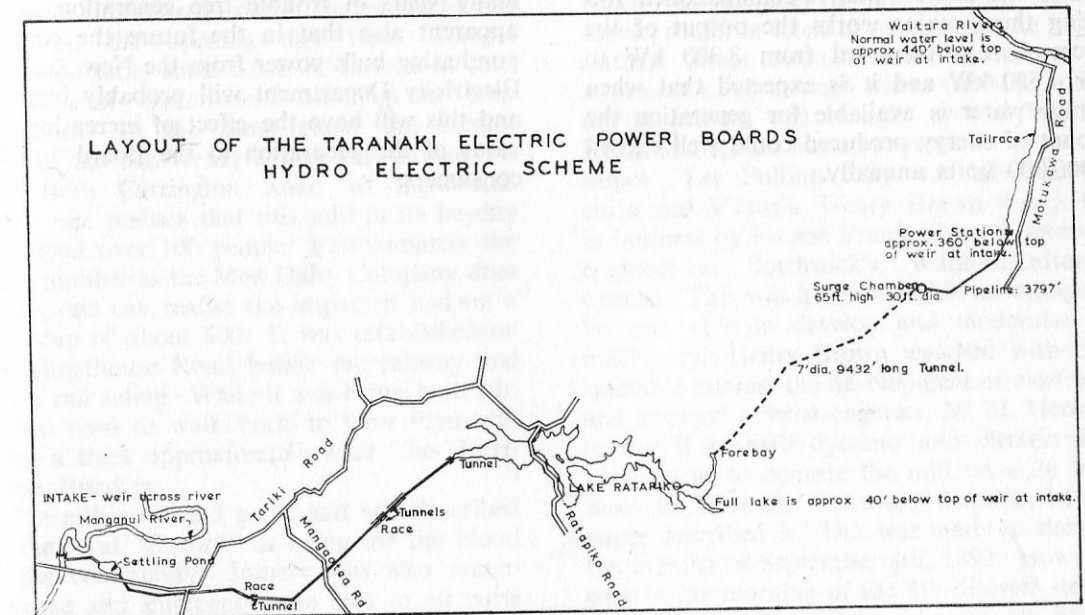
turbines were installed and later, in 1938, when the demand for electricity increased, a third identical unit was added. This well designed and well constructed generation plant rendered excellent service over the years but insulation troubles gradually developed in the windings as they aged, and in 1969, after a series of lightning strikes, the three generators had to be re-wound.

Two years later, there was another major set-back when the district suffered one of its worst floods in history. All three generators were put out of commission on February 25th, 1971, when flood waters swept through the

station and it was not until March 1st that the generating plant operated again.

To increase the capacity of the power station, the Board in 1970 commenced replacement of the three-quarter mile long riveted steel pipe line with a larger diameter spiral welded penstock, and the Board also carried out major renewal works on the Manganui River weir, along the race and at the Lake Ratapiko dam. This work materially reduced the restriction of flow between the intake and Lake Ratapiko, resulting in the race flow being increased from 130 cusecs to over 150 cusecs.

One of the amazing features of this renewal



STATISTICS

	Units Generated	Total Units Generated & Purchased	Units Sold	Consumers	System Demand	Income from Sale of Electricity	Capital Outlay	Outstanding Loan Liability
1928	4,855,260	4,855,260		1,511	1,800kw	\$52,628	\$835,054	\$923,350
1932	10,768,500	10,773,045	8,068,782	2,159	2,630kw	85,918	908,974	915,974
1942	19,829,300	25,468,034	21,536,107	3,180	4,250kw	139,054	972,624	870,248
1952	19,056,560	40,696,770	34,296,202	3,969	7,620kw	217,798	1,286,217	862,666
1962	18,826,704	78,012,415	70,373,022	4,736	14,128kw	693,218	2,513,592	628,885
1972	17,423,508	134,304,941	121,056,476	12,150	23,716kw	1,452,567	4,338,820	888,311

work carried out almost 50 years after the original scheme was evolved was that the consulting engineers in charge of the remedial works did not wish to alter in any way the concept of the original scheme. Even the duplication of the steel penstock had been envisaged by the original designers and they had made provision for a second outlet from the surge chamber which is sited in the hilly country high above the power station. This foresight on the part of the original designers allowed the change-over of penstocks to be effected with the minimum of interruption to generation.

Since the station was re-commissioned following these major works the output of the generators has increased from 3,300 kW to over 4,500 kW and it is expected that when average water is available for generation the amount of energy produced could well exceed 22,000,000 units annually.

The original estimate for this remedial work was \$275,000 but because of increased costs and alterations to the programme during the period of construction the estimates were amended to \$330,000. The amount of the original estimate was raised by floating a loan and the balance of the costs were met from the Boards Depreciation Reserve. Repayment of the loan will be met from the value of the increased generation and there should be no adverse effect on the present low tariffs enjoyed by the Board's consumers. The condition of the headworks and generation equipment are now in excellent order and the Board hopes for many years of trouble free generation. It is apparent also that in the future the cost of purchasing bulk power from the New Zealand Electricity Department will probably increase and this will have the effect of increasing the value of the generation to the Board and its consumers.

CHAPTER FIFTEEN

SAWMILLING INDUSTRY

Colonel Trimble started the first sawmill at Inglewood, situated by all accounts on the flat between Brooke Street and the Karapete. Broadmore and Company started a mill shortly afterwards but from records both had closed by 1880. The Taranaki Herald in reporting the official opening of the railway to Inglewood on 29th August, 1877, states that the first trucks of timber to go out of Inglewood by rail went on the opening day from Colonel Trimble's mill; some 5,000 ft. for use in construction of Government buildings in New Plymouth. In the same paper the Herald reports that Mr. Henry Brown was moving his mill from Carrington Road to Inglewood. When one realises that this mill in its heyday employed over 100 people, approximately the same number as the Moa Dairy Company does today, one can realise the impact it had on a township of about 500. It was established on the Hursthouse Road beside the railway and had a rail siding. While it was being built Mr. Brown used to walk back to New Plymouth along a track approximately where the Hursthouse Road is.

The mill grew and grew, and was described by the local "Record" as being the life blood of the community. Joinery was also manufactured and shipments were sent to all parts of the country including many direct shipments to Dunedin. Butter boxes and cheese crates

were made as were butter churns. (See report of Moa Dairy Company). It was self-supporting having its own blacksmith shops, where they built their own timber wagons, carts and junkers, a farm of over 100 acres where the draught horses were kept and fed, and numerous cottages around. As the bush line receded, Henry Brown installed a tram line which ran parallel to the present railway, curved round in front of our gate at the end of Cutfield Street through where Scotts tar pot at present is, up through where the Moa boilers are at present and straight up the Windsor Road, and spread out up towards the mountain slopes. The Puffing Billy was affectionately christened Victoria. Henry Brown was joined in business by his son Frank who was assistant engineer at Borthwick's, Waitara, after it opened. This was a considerable advantage as he was able to develop and modernise the machinery. Henry Brown watched with considerable interest the development of electricity and engaged a Swiss engineer, M. M. Hertzog, to install a small dynamo and electric light plant so as to operate the mill on a 24 hour basis to meet the increased demand, as the paper described it. This was ready to start on the evening of September 8th, 1892. However, early in the morning of the 8th disaster struck. It is described in an extra brought out by the Record on the same day:

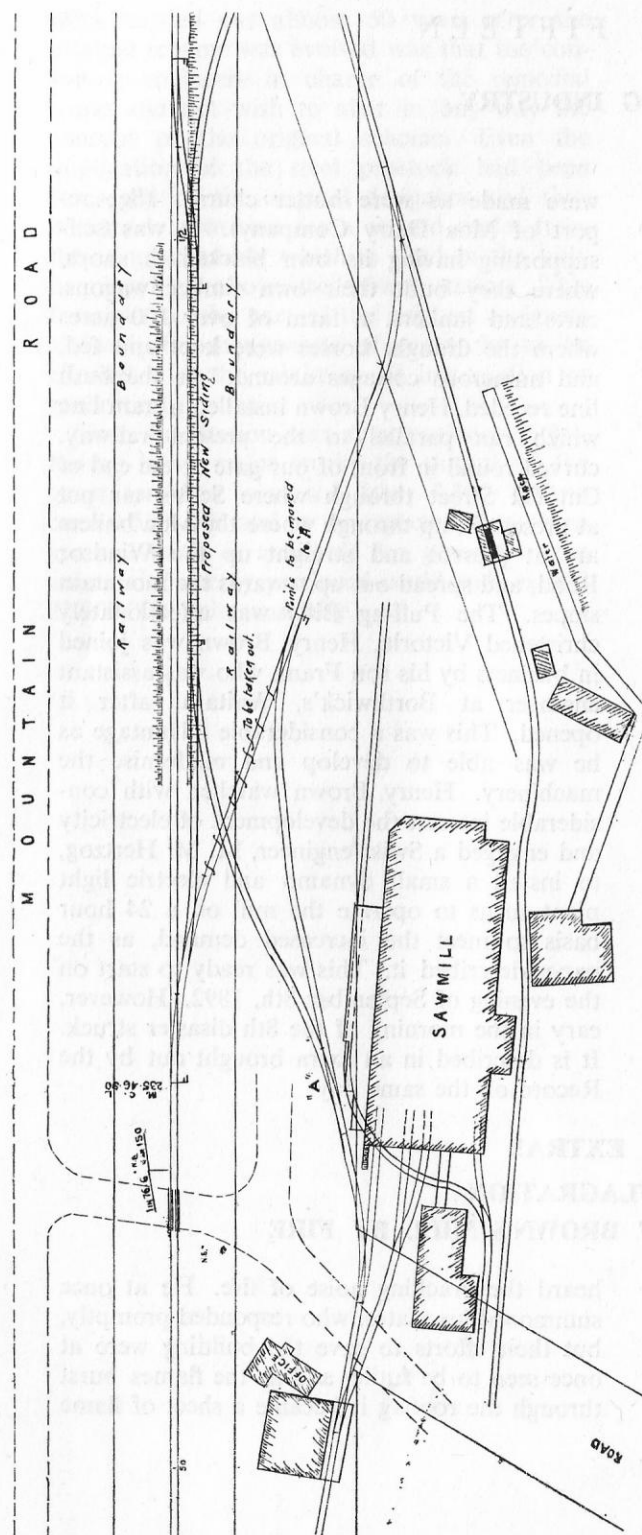
EXTRA! EXTRA!!

HUGE CONFLAGRATION

TOTAL DESTRUCTION OF BROWN'S MILL BY FIRE

Shortly before four o'clock this morning Mr. Henry Brown's mill, on the Mountain Road was discovered to be on fire by Mr. McCormick, one of the employees, who was sleeping hard by in one of the whares, and

heard the cracking noise of fire. He at once summoned his mates, who responded promptly, but their efforts to save the building were at once seen to be futile, and as the flames burst through the roofing it became a sheet of flame



from end to end. The men then directed their efforts to saving the sheds and stock surrounding the mills, and with good results. Mr. Fromm, who was indisposed at the time, left his house and secured the books from the office and the stock of timber was removed to a safe distance from the conflagration. Mr. Brown and his son, Frank, with the men, were soon on the spot, working in the blinding smoke to save property and cool the bearings of the engines. Mr. Foxcroft passed the mill at 2 o'clock this morning, when no appearance of fire was visible. It is still burning.

Widespread sympathy is expressed for Mr. H. Brown in his great loss. After years of struggle he had worked the business up to its present dimensions, and it never had a better prospect since its erection. In fact, an electrician was at work yesterday with lighting apparatus, which was to have been placed throughout the mill, so that the men could work overtime, and thus cope with the increasing demand for timber in this district.

It is to be hoped that the mill will be re-erected almost immediately, as its stoppage is a serious loss to the proprietor, employees, and the district generally.

It is roughly estimated that over £6,000 worth of property has been destroyed, and that nearly a hundred persons will suffer directly or indirectly by the calamity. The origin of the fire is unknown. There are no insurances.

EXTRA! LATER!!

The fire is nearly extinguished. The burning debris is being cleared away, and the engines cooled down. Mr. Hobson and the other carpenters under him, are great losers, their tools having been consumed. It is highly probable that the mill will be erected on the present site. With the splendid working plant, which includes six miles of steel tram, and locomotive, it is to be hoped Mr. Brown will speedily recover his losses, the mill be re-erected and that many years of prosperity will yet be the lot of its unfortunate but popular proprietor.

H. BROWN'S PRIVATE SIDING NEAR INGLEWOOD Scale: 1ch to the inch

THE LATE FIRE

MEN'S GREAT OFFER

It is not a cheering thing for the "Record" to have to chronicle such a disaster as happened to the district on Thursday last. Beginning as it were, to firmly feel our feet in a new and rising district, a calamity of this kind was the last thing we expected to happen to those who have all along been our sterling supporters. There is, however, we are happy to say, every prospect of the mill being at once re-erected. The flood-gates of sympathy have been opened, and Mr Brown will not suffer irremediably. *Already the men have generously offered to give a month's time gratis in assisting to re-erect the mill.* We hope it may not be long ere the works are again in full swing.

The Taranaki Herald and News also recorded vivid descriptions of the fire.

Mill Rebuilt: The mill was quickly rebuilt, but Mr. Brown did not accept the very generous offer of his employees.

While the mill was being rebuilt, Mr. Brown increased the output of his East Road Mill at Stratford to meet timber demand. This mill was driven by electricity generated by water-wheel from a small stream nearby.

To meet the demand for joinery, Mr. Brown built several machines out of timber to tide him over until properly constructed cast iron ones arrived. These lasted for years and a sash moulder and buzzer can still be seen (not in use) at the Ingleswood Joinery Factory. The mill grew rapidly, as will be seen in the photos and continued a further 20 years.

As the bush receded the tram line was extended and a branch line went around Kaimiro to the Waiwakaiho. Mr. Jimmy Paterson, Kaimiro, said the tram line was a godsend to the pioneers, in breaking in their land, as the culverts and bridges of the line were also used by the farmers and were of great assistance. The logs for the mill not only came in by tram. Bullock teams, junkers, and

timber wagons drawn by beautiful draught horses, brought logs from far afield.

An Employee's Description: The late Mr. P. H. Harding, founder of the well-known South Taranaki cabinet-making and furniture firm, who served his apprenticeship at the Ingleswood Mill, recalled in 1963 (the centenary of Henry Brown and Company) that Henry Brown's sawmill and Ingleswood were closely intertwined in his earliest memories. "The Mill was Ingleswood. There was little else there in the way of employment, and it was the mainstay of the community".

His father, Charles Harding, had been employed at the mill from quite early in its existence and was a timber classer. Naturally he knew Henry Brown well as an employer and thought highly of him so much so that he was happy to bring his son into the firm as a young apprentice.

Mr. Harding recalled that when he started work, the mill was a huge concern. Its motive power was supplied by two huge steam engines, coupled together by shafting. The engines were fuelled by the slabs and shavings remaining from the timber being sawn.

Henry Brown was not a man to "make do" and his mill and joinery factory had the best machinery and equipment that was available at the time, said Mr. Harding. And any lack of modern refinements was more than made up for by the skill and craftsmanship of the workmen.

Mr. Harding said that the houses being built at that time were extremely ornate, with much fancy joinery and huge carved gables. These were made by the joiners in the factory, and all were so exactly made that it was simply a matter of taking them to the new house and placing them in position.

"The machinists were wonderful tradesmen", he recalled, and explained the need for first class workmanship. "Young people starting out on life together hardly ever had much money to spare when they got married. They would build a small house and perhaps a couple of years later when they started their

family, they would add on another room or two. The house would gradually be extended further as the family needs made it desirable, and as the financial resources made it possible. So well did the machinists know and do their job that it did not matter whether the extensions were made two or ten years later, the floor of the new rooms would match perfectly with the old. This was because the machinists used steel templates as a working pattern, ensuring that each board was the exact size it was meant to be."

The house into which Frank Brown moved when he was married and which is now occupied by his son, was constructed this way. At first it was just a small cottage, but now it is a substantial family home.

Mr. Harding recalled that Henry Brown and his son Frank were complete contrasts in personality as he remembered them from his days as a youth at the mill. "Henry Brown was a man who was very much respected by his workmen, but we all held him in a certain amount of awe, and to an apprentice he seemed a little unapproachable. But his son was known as "Frank" to everyone and was very friendly and approachable and had a cheery word for everyone."

The joinery foreman under whose tutelage Mr. Harding learnt his trade was a Mr. Hood — "as hard a man as could be". "He was", said Mr. Harding, "Uncompromising in his demand for an exact job. With him, near enough was no use at all. A job had to be right to be acceptable". However this proved to be of immense value to the young men learning the fundamentals of a craft — even if possibly they would not at the time appreciate the unceasing efforts they had to make to attain the necessary standards. In later years many of Henry Brown's tradesmen went on to make a name for themselves in various fields. Mr. Harding said that some established their own businesses, others became noted architects, and all were accepted as craftsmen of the highest class.

"In our apprenticeship, we had to learn everything from beginning to end", said Mr.

Harding. "We had to learn all about the timber and given a job, we would have to take out our own measurements and find out the quantity of timber required, go to the stack, select the best, carry it back ourselves, and then complete manufacture down to the last finished detail."

His earliest memories include the sight and sound of the mill's steam engine, the Puffing Billy, *Victoria*, pulling a load of logs to the mill.

"Tramlines used to be laid up to an area of bush and when that was cut out, the lines would be moved to the next good stand of millable timber. In the country around Inglewood there are many small streams flowing down from the mountain, and these had to be bridged for the tramlines. The bushmen did not worry about complex constructions. They simply felled a couple of rimus to fall across the stream, and these were used as the stringers for the bridge."

He recalled that *Victoria* was not a particularly powerful locomotive, but good use was made of the topography of the country around Inglewood to enable her to operate always at peak efficiency. With the lie of the land sloping down from Mt. Egmont toward the mill, the main thing needed on the way in was a powerful braking system to hold back the laden train. When the cargo of logs had been dropped at the mill, the engine had to struggle mightily to pull the unladen rake of trucks back uphill to the bush.

For many years Mr. Harding remembered, the engine was driven by Mr. Rollison, and then the job was taken over by his son, Fred Rollison, who later lost his life in tragic circumstances. The train had left the bush with a load of logs, but did not arrive at the mill when expected. After a time a search was begun, and the engine was found to have jumped the line and toppled down a bank, the driver being killed in the crash.

Bullock trains and wagons pulled by teams of draught horses were also in use for bringing logs to the mill, and another method in common use was the "Junker". These were simply

a huge pair of wheels, "which," said Mr. Harding, "looked to be about 10 ft. in diameter". The wheels were joined together by an axle and a huge log would be balanced on the axle and be towed from the bush by teams of bullocks. The "Junkers" could be used to bring logs from country impossible for other methods of transport to traverse.

Mr. E. Harvey, now retired and living in Lemon Street, New Plymouth, who was with the firm for over 40 years, recalls that he arrived in Inglewood in 1908 to work for the firm. When he got off the train he inquired of a distinguished looking man with a long white beard and wearing a frock coat (whom he later learnt was Mr. Nicholls) the way to Brown's mill, and was told to follow the railway line. On walking for half a mile he rounded a bend and was quite amazed at the sight he saw before him. He had not realised that such a huge timber industry existed in Taranaki. He is of the opinion that the timber milled around Inglewood was some of the best in New Zealand, especially the rimu.

Brown's, he states, made a speciality of doors and these were shipped to all parts of New Zealand. The doors sold for 16/- each with the best of timber and workmanship.

Probably about the last timber and joinery supplied were for the Inglewood Town Hall, built by Mr. Walter Codd as the contractor.

At the conclusion of the First World War, Messrs. Robson and Fazackerly started a mill at the top of the Norfolk cutting which worked for about ten years, through bush left by Brown's and New Plymouth's Sash and Door Mills on the Surrey Road and Brown's Inglewood Mill.

Pinus: A man of great foresight, Mr. W. B. Fussell, Waiongona, in the early twenties planted the banks of every creek and river on his farm with pinus trees and kept them well pruned and looked after. There were many adverse comments of this, but his wisdom and foresight have been proved.

With the growing shortage of native timber, pinus was beginning to come into its own. Firstly it was used mainly as boxing but with the introduction of preservatives, it quickly grew in popularity. In fact it is now very difficult to get tradesmen to use native heart in construction.

During the Second World War, Mr. W. Valentine, son of Dr. Valentine who was prominent in Inglewood in the early days, had been in the Forestry Unit. After the War, he started a portable sawmilling plant around Inglewood, for a few years moving his plant around to each stand of trees, but in 1951, he set up a mill on his present site and carted logs to the mill. Recently he erected a new and modern mill.

There are a number of smaller mills around Inglewood, but another quite big mill was the Hursthouse Timber Company. It was started by Mr. C. McKay on the Hursthouse Road where he was previously farming.

Other mills are mentioned in the history of the districts around Inglewood. For over 25 years Mr. A. E. Surrey operated a timber yard and joinery factory on the property at present occupied by the Combined Church, and what was the Methodist Parsonage. Later Mr. Standing had a small mill here for a few years and later the Taranaki Electric Power Board had a concrete pole plant here for a year before it was bought by the church.

Inglewood, 1st March, 1878.

PRICE LIST
of
TIMBER AT INGLEWOOD SAW MILLS

	s. d.
Red Pine, Ordinary Building Timber, in quantities not less than 2,000 feet, at the Mill	11 3 per 100 feet
Smaller Quantities, at Mill	12 0 „ „
White Pine, as above	10 3 „ „
Do. do., smaller quantities	11 0 „ „
Lengths over 20 feet, 6d. per 100 feet for every additional foot in length.	
If over 12 inches broad, 9d per 100 feet for each extra inch in width.	
Battens under 6 inches wide, for every inch under 6 inches, 6d. extra per 100 feet.	
Rough Lining Board, $\frac{1}{2}$ inch thick	9 0 „ „
Second-class Timber, at Mill	8 0 „ „

For loading on railway trucks, 6d. per 100 feet extra.

Orders for timber, all heart, as per special agreement.

The Purchasers must unload the railway trucks, and will be responsible for any delay in unloading.

Terms — Cash within the month, less $2\frac{1}{2}$ per cent. on accounts over £2.

HENRY BROWN,

BROADMORE & Co.,

ROBERT TRIMBLE.

N.B.—Prices will be advertised monthly.

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