

SPRAY SKIMMILK POWDER MANUFACTURE

The composition of skimmilk powder is, as follows:

Lactose	50%
Casein	30%
Albumen	8%
Water	4%
Ash	7%
Fat	1%
	—
	100%
	—

The whole milk supply from the farms is delivered to the factory by tankers and the milk is pumped to a holding silo prior to separation. From the separation stage, the cream is processed for butter manufacture and the skimmilk is used for casein or spray skim powder.

The skimmilk (for powder manufacture) has to be chilled and is then pumped to the insulated silos where it is stored until it is all pumped into the STORK falling film evaporator. Powder manufacture is carried out in two stages:

- (A) Evaporator
- (B) Spray drying chamber

The evaporator operates under a vacuum to prevent any heat damage to the milk. In most cases the highest temperature the milk is subject to is 90°C, but for some types of powder this temperature could be greater. The milk enters the balance tank from the storage silos, and is pumped into the evaporator at a set rate, passing through preheating coils at the vapour section of each separating body. From here the milk enters the plate heat exchangers and then passes down each heating vessel in turn. Each heating body consists of a number of vertical tubes, surrounded by heating jackets and coupled to a separating body from the top of which the water vapours are drawn off the milk and

used to heat the next container in line. Although steam is used on the plate heat exchangers and the first body, the vapour from the milk is used to heat each body in turn. This re-utilising of the heat in the vapour allows for very economical running. The vapours from the final body on the evaporator are drawn off into the vacuum condenser, and condensed by means of 24,000 gallons of cooling water per hour. Approximately 80% of the total water in the milk is removed, and the concentrate milk is pumped into concentrate vats ready for the drying stage. The evaporator concentrates 6265 gallons of skimmilk per hour, with a solids content of 9% to 1022 gallons of concentrate at 45% solid content.

The remaining water in the concentrate is removed in the large main chamber of the STORK spray drier. Hot air at a rate of 40,000 cubic feet per minute is heated by means of a steam heated radiator and is blown into the top of the chamber around the atomizer. There are two forms of atomizer with this unit: one is of the nozzle type where the concentrate is forced under a high pressure from the homogenizer, and the other is a rotating disc of 15" diameter spinning at 5600 R.P.M. Either form of atomizer atomises the milk into minute droplets as they are passed into the hot air stream. The water then evaporates leaving the dried particle of powder to fall gently to the bottom of the chamber. The powder is swept from the bottom of the drier to two discharge ports at each side and the air passes into the twelve cyclones.

The hot moisture laden air from the 12 cyclones is exhausted to the top of the building and out to the atmosphere. Powder from discharge ports and cyclones is transported with cold air to the two transport cyclones, from which it passes through a sifter; then into the 25 ton storage silos of the blending system.

The stored powder is transferred from the blending silos to the 5 ton bagging off bin where it is finally bagged in a semi-auto-

matic weighing machine. The bag of powder is sealed and sewn, then stacked on pallets in the store until it is exported. This machinery can manufacture approximately 3 tons of powder per hour.

MANUFACTURING PROCESSES

Butter Manufacture

The product consists of: Fat 81.5%; Water 16.0%; Salt 1.5%; Curd 1.0%.

Butter is made from the cream after separating the skim milk. From the separator room the cream is pumped to the butter factory, where it enters a holding vat in the pasteurising room. From this vat it flows into a neutralizing vat, and this enters into one of three pasteurizers, each processing 1,000 gallons of cream per hour. In these machines, the cream is heated to 100°C and then rapidly cooled to 11°C: At this stage all undesirable bacteria have been killed and various flavours removed. The cream is then held overnight in three refrigerated holding vats with a total capacity of 20,000 gallons. During the flush of the season, the men commence butter-making at 4 a.m. and cream is pumped into five stainless steel churns until each has 1,000 gallons. This quantity of cream will after two hours churning produce from each churn approximately 2½ tons of butter. During the churning process, buttermilk is drained from the churns, and continual tests are conducted for the water content. After the butter granules have formed, it is washed with chilled water and then salt is added and re churned for even distribution. From the churns the butter is placed on stainless steel tables ready for packing. The packer which operates by pneumatics is completely automatic, apart from an operator who weighs each 56 lb. block and then activates the machine. 300 blocks of butter can be wrapped and cartoned per hour, and they are conveyed to the freezing chambers for chilling. These chambers can hold 7,000 boxes and are normally kept at a temperature of approximately 4°C.

In this department, can also be seen the load out facilities for the finished butter, which after 24 hours chilling is transported to the Taranaki Cool Stores.

This department produces approximately 6,500 tons of butter each season: 5,500 tons of which is exported to the United Kingdom and 1,000 tons is sold on our local market, under our two trade brands "Sunflower" and "Peak of Perfection".

Each 56 lb. box of butter is worth \$15.00 and during the flush period up to 1,300 boxes are made daily. Other interesting items of plant which can be seen in this department include a carton erecting machine, compressors for all refrigeration and water chilling requirements, and the local butter pounding machine which automatically wraps 120 one pound packs of butter per minute.

Lactic Acid Casein Manufacture

The following ingredients make up the product Casein: Protein 84.1%; Water 12.0%; Lactose .2%; Fat 1.5%; Ash 2.2%.

Casein is made from the skim milk after separation. On entering the Casein factory the first machinery to be viewed will be 3 Alfa Laval Separators 2 of which are self desludging and 2 Westfalia separators. They have varying capacities, from 2,800 gallons to 5,000 gallons of whole milk per hour. The total capacity is 19,400 gallons per hour.

The cream is pumped to the Butter factory, and the skim milk pumped to the Alfa Laval pasteurizer which heats the skim milk to 73°C and holds it at that temperature for 16 seconds. This high temperature kills most bacteria and it is then piped into the main casein making room. The skimmed milk is stored in 18 coagulating vats which have a total capacity of 125,000 gallons. As the vats are filling a lactic acid starter is added and this bacteria works on the raw skim for 12 to 14 hours after which it forms into a coagulum, (junket). During the flush months, the months when the most milk is received, work starts at 1 a.m. The manufacturing process is continuous, once the coagulum is

pumped from the holding vats. After leaving the vats, it enters a cooking circuit where steam is injected into the coagulum. Thus it is cooked and forms into curds and whey. This cooked material then flows into a small acidulating vat, where it is agitated, before flowing onto the McKenzie and Ridley de-whey section of the washing machine. Two such machines are running and both are doing the same work. From the de-whey section the curd is held on the nylon mesh belt and the whey flows through the belt and is pumped to whey holding vats at the rear of the casein building.

It is this whey that is delivered to pig farmers to feed their pigs. The curds are then carried on the continuous belt to the first wash. Each of the four washes is identical except that some are termed hot washes and others cold washes. Water is introduced at the bottom of each vessel and the curd is being constantly agitated and washed. The wash water flows through the fine nylon mesh drum at the top of each container and goes to waste. Stainless steel mesh buckets pick up the curd in each section and transfer it to the next wash. At the end of the fourth wash, presses compress the curd as it passes through and excess water is removed.

The green curd, as it is termed, is then conveyed to the drying room where it is fed into three Moea Driers. It passes through the various stages of drying and then is conveyed from the bottom of the driers to the tempering (cooling), milling, sifting, blending, and bagging sections.

Various types of equipment are used in this section and all are working to produce the three meshes of the finished product. These meshes are classified as 30 mesh of which 85% is produced, and the balance of 15% consists of 60 and 80 mesh casein. The Automatic Avery weighing, bagging and sewing machine situated in store room No. 1, will prove interesting to visitors.

Our Casein is stored in 3 store rooms and we have sufficient space for 2,700 tons. In the flush months approximately 600 bags at

70 lbs. each are made daily and for the season approximately 3,400 tons. Each 70 lb. bag is worth about \$25.00 and it is exported to many countries, the major ones being U.S.A., Japan, Germany, U.K. and France.

Casein has many uses — when converted to sodium caseinate it is used in ice-cream manufacture, as an emulsifier in coffee creamers, sausages, luncheon sausage and similar meat products, in pharmaceutical preparations, breakfast cereals, bakers goods and other such products.

In the industrial work its uses are varied and it is used for paper coating, the making of artificial fibres in the textile industry, and is used in latex paints, cements, glues and plastic.

Buttermilk Powder Department

This department manufactures both buttermilk powder and denkavit. Both are used locally for the feeding of calves.

As outlined in the section on butter manufacture, the buttermilk is drained from the churns and it is the buttermilk liquid which is pumped to this department for processing. The buttermilk passes through a concentrator which reduces the water content of the liquid and it then looks like thin cream. From the holding vats it flows over the drum driers. These driers are filled with steam and as soon as the buttermilk flows onto them it is instantly seared onto the drum. After revolving about three quarters of a turn the buttermilk is cut off the rollers by sharp blades which press down on them. The buttermilk comes off in large sheets and can at times look like newspaper billowing out from the rollers. This dry flaky powder is then conveyed to the milling and bagging room where it passes through one of three mills and is then bagged.

If denkavit is being made the process is similar, but added fat and other ingredients are added before it flows onto the driers. This department produces 650 tons of buttermilk powder or denkavit per season, and during flush months 140 bags are made daily. Each bag is worth \$20.00.

General

The laboratory will also prove of interest to visitors as it is here that samples of all our suppliers milk are received to be graded and tested. Numerous tests are conducted so that the factory can be assured of a top grade raw material, and the farmer rewarded for good quality. Tests for antibiotics, sediments, added water and D.D.T. are routine. Machines for conducting these tests can be viewed and explained to interested visitors.

The boiler room is noisy and somewhat awesome at times. The three boilers are like giant kettles, boiling water continually to produce steam which is used in all the manufacturing departments in various machines. The boilers are oil fired and have an output of 84,500 lbs of steam per hour. It is intended to have them gas fired by 1975.

Other ancillary departments include engineers, electricians, carpenters, painters, laundry and garage.

Interesting Facts

Number of suppliers 439; average production per farm 28,000 lbs. butterfat; average production per cow 290 lbs. butterfat; total staff 80; number of tankers 17; radius of collection is 20 miles.

From 100 gals. of milk we can make approximately: 62 lbs. butter, 30 lbs. Casein or 90 lbs. sprayskim powder, 6 lbs. buttermilk powder.

THE CORNEY CREAMERY AND THE MAKETAWA FACTORY

On what is now the property of Mr. Alan Bishop near the junction of Mountain and Durham Roads, Mr. Joe Corney built a small creamery, and in 1892 he was open for business. Undeterred by a lack of practically everything, the little creamery went swinging into action. There were no milk-cans so suppliers brought their milk in large carrying buckets. They were easy, too, as to what a gallon of milk should weigh — ten pounds, eleven pounds, or even more, according to taste.

The following account of Mr. Corney, son of the creamery owner, shows that an early factory manager had no one track mind. He traded in several other things besides butter.

February 3rd, 1893.

Mr. J. Corney in a/c with Mr. W. Corney.		£	s.	d.
1032 galls. milk at 3½d per gall.		13	8	11
84 lbs. wool at 6d. 2 sheep at 10/7		3	3	2
3 calves at 27/1		4	1	0
		<hr/>		
		£20	13	1
9 lbs. butter at 6d.	0	4	6	
2 milk cans at 6/-		12	0	
		<hr/>		
Balance	19	16	7	
Cash lent	16	12	6	
		<hr/>		
		£3	4	1

In March of the same year the following note was appended to all accounts by the Creamery Manager — "I shall be obliged to reduce the price of milk to 2½d a gallon on account of the fall in the price of butter".

From then on the management of the Creamery was in the hands of the "Durham Road Creamery Association" and Mr. W. Corney's first account with them shows a still further drop in prices.

It reads as follows:—

		£	s.	d.
1733½ galls. milk (3.5) at 2d less 1/16d.		14	0	5
To 9 lbs. butter at 6d.			4	6
		<hr/>		
		£13	15	11

Appended Note: "The milk has averaged 2d per gallon of 3.6 per cent."

With that miserable 2d less 1/16d staring them in the eye, the farmers still kept at it, and bit by bit, hacked their farms out of the standing bush, often grassing the paddocks down with the help of coxfoot gathered on the roadsides.

MAKETAWA

At a meeting held in the Norfolk Road Schoolroom on 10th January, 1895, Mr. R. Stevens was elected Chairman. Mr. Stevens introduced Mr. P. F. Rolfe, Chairman of Directors of the Cardiff Dairy Co. Ltd., who gave the meeting some very valuable information on the management of co-operative companies. It was proposed by Mr. R. H. Taylor and seconded and carried unanimously that a co-operative Dairy Company be formed, to be called the Maketawa Dairy Factory Co. Ltd., with a capital of £2000 in £1 shares. It was proposed by the Chairman and carried that Messrs J. Carter, J. Bridgeman, R. H. Taylor, S. Beetham, E. Howell, J. Hunter and H. Sole be the provisional directors. It was proposed by G. S. Beetham that a favourable site between Norfolk and Durham Roads be selected for the factory and a report be made to a General Meeting on 21st January. At this meeting, Mr. Carter's offer of half an acre on the Inglewood side of the stream for Piakau was accepted, the Company and Mr. Carter to pay half survey costs each. Mr. John Kelly, Chairman of Directors of the Lepperton Company spoke at considerable length on the merits of cheese and butter.

We, the undersigned, agree to become shareholders of the Maketawa Dairy Factory Co. Ltd., and to supply milk from the number of cows placed opposite our names.

L. Beetham	20 cows
R. H. Taylor	23 cows
E. H. W. Sudfildt	18 cows
T. K. Wheeler	20 cows
J. Cloud	19 cows
W. Goble	25 cows
Paul Doulnolpi	12 cows
R. Langley	15 cows
N. W. Robinson	17 cows
J. W. Heal	20 cows
R. Stevens	25 cows
Jeremiah Hunter	20 cows
Frank Lever	30 cows
L. A. Bridgeman	30 cows

G. Brown	14 cows
T. Dodunski	12 cows
M. Dodunski	20 cows
Chas Woodey	10 cows
Jose Hodges	20 cows
H. Sole	20 cows
A. F. Heal	20 cows
Ed. Howell	25 cows

Mr. Alfred Perry of Perry and Percival (Inglewood) was appointed Secretary.

At a later meeting the Government expert Mr. J. B. McEwan was introduced by the Chairman and congratulated the Company on the successful way they had started the Company, and gave an interesting address and presented a plan for the proposed butter and cheese factory. In May 1895, Mr. Joseph Brown was appointed to the Directorship in place of Mr. J. Hunter who had left the colony on a visit to England.

At the June Meeting 7 tenders for the building of a Factory were considered and that of Mr. Pickett was accepted at a price of £464. In September 200 butter boxes at a cost of 10½d delivered at the factory was ordered from Henry Brown and Co.

Mr. Townsend was appointed Manager with an annual income of £150. He rented a cottage at 5/- per week. The cottage was built at a cost of £175/10/0. Later he was paid £235 per year, but had to find his own labour and milk. This was amended to £160 and labour was supplied. The Engineer was paid 10/- per day and a labourer 35/- per week and the Secretary received £40 per year.

The machinery installed was:

8 h.p. engine	£100
12 h.p. boiler	£145
De Laval Separator	£85
Heaters	£12/10
Pumps	£5/10

Mr. W. Gyde of Upland Road and Mr. W. J. West, Rugby Road were engaged to install the machinery.

After some spirited correspondence between the Secretary, Mr. Perry, and the National Dairy Association regarding shipping charges, etc., the following sales were made:

L. Kirwan — Hokitika: 8 kegs and 8½d per lb. £17/-/-.

Lovell and Christmas — London 28/10/1895 — 76 boxes, 9½d per lb.

It was reported that a large portion was railed to Wellington at a cost of £2 per ton, and so for the next season it was decided to ship through the local ports at a third of the cost.

A new factory was built in 1936 and in 1938 a cheese plant was installed.

In 1959 a new boiler, at a cost of £2750 was installed.

1966 a new separator at a cost of £3247 was installed.

1967 new pasteurisers at a cost of £6516 were installed.

In 1969 the National Dairy Association would not accept round cheeses and as the change over was estimated to cost \$60,000 or £30,000 it was decided to amalgamate with the Moa.

TARATA CO-OPERATIVE DAIRY CO.

The Tarata Co-operative Dairy Co. Ltd. was formed in 1897 and registered on July 13th of that year, with a capital of 1000 £1 shares. This factory probably took the place of the Patterson Private Dairy which was situated on the Inglewood side of the zig-zag. The first directors were F. W. Court, R. Baxter, A. Neilson, W. Purdon, R. Paterson, W. J. Laurent, and J. Horne.

As with all factories, the objects for which the company was established were:

"The manufacture and sale of butter and cheese and preserved milk, and of ham, bacon, pork, and all other products which can be derived from or made out of cows and pigs, the raw materials for such products, to be provided by members.

That the company be confined to the manufacture of butter.

That whenever any district shall guarantee the milk from 300 cows, the company may erect a creamery. (Such a creamery was later erected at Purangi).

The milk shall be delivered once daily, not later than 9.30 a.m., and that evening milk shall be in separate cans."

Messrs Percival and Perry were appointed Secretary. The factory continued successfully until the depression in the thirties, which hit farmers very hard and in 1938 it was decided to amalgamate with the Moa. Modern methods of collection by lorry undoubtedly also affected the decision.

WAITUI CREAMERY

In 1897 a Butter Factory was established on the original Schreiber property on the Rimatauteka Road, to meet the needs of the growing development of dairy farming. The factory used the brand "Rimutauteka" on the white pine (Kahikatea), locally sawn and made butter boxes, but because of the length of the name, it was hard to get on to boxes and was changed to Waitui. The factory closed in 1912-13 when it joined the Moa Farmers' Co-op Dairy Co. Ltd., Inglewood. Humphrey Arnold Prideaux was the first factory manager in 1897 and stayed for two years. Bill Tobeck took over when Mr. Prideaux went to manage the Waiongona Factory, and was there when it closed. Mr. Prideaux afterwards farmed on Bristol Road. His son, Frank Prideaux, now over 80 years of age, an accountant, is retired in Tauranga. He went to school at Kaimata from Waitui. The factory was used as a creamery by Moa Farmers, except for a venture into casein in 1917-20 period and was finally closed down in 1922. Initially a portable steam boiler was used. W. E. Percival who came from Windemere, North England, and was a trained architect, designed many of the dairy factories around the Taranaki district. He went into partnership with Alfred Perry (General Commission Agent, Secretary and so on) about 1897, and was appointed Secretary of Waitui Co-op Dairy Factory. His office was in Moa Street, Inglewood, next to the old Farmers' Union Building. Mr. W. B. Messenger joined Mr. Percival in 1902 after

Mr. Perry left Inglewood. Jack Messenger of Messenger and Kohn, Accountants, is a son. Mr. W. B. Messenger was the third son of Colonel Messenger who fought in the Taranaki Maori Wars (1860's).

George Liseter, who was the second hand at the factory, drove the first lorry at the factory and was afterwards Manager. Others known to be connected with the Waitui factory during its operations were Messrs Simpson, Brittain, and Knofflock.

Local farmers were used as carriers of milk or cream to the Waitui Factory and when it became a creamery only, Charlie Petch carted the cream into the Moa Dairy Company, Inglewood. Owen Paynter, Stratford Motors (now Inglewood Motors) took over cartage from Moa Dairy Company in 1926, as it was now all home collection. Herb Giles collected and carted cream from the Waitui district for railfing from Inglewood to Maoriland Dairy Company in Wanganui, also during this period.

Bristol Road Creamery was opened in 1911-12 on the south side of the Bristol Road, towards the Manganui river from the Everett Road corner. Messrs Parli and McKay were known to be involved in running it for the Moa Dairy Company.

KAIMIRO DAIRY CO. LTD.

The Mangorei Dairy Co. Ltd. had a creamery at Kaimiro on the Lepper Road for a number of years, but at a meeting of suppliers of the Creamery held in the Kaimiro Hall on March 20th, 1923, it was moved by Mr. H. Shoemark and seconded by Mr. L. Gopperth "That this meeting of the suppliers of the Kaimiro Creamery deem it advisable to go in for the manufacture of cheese" — carried.

Moved L. Gopperth, seconded H. Shoemark "That we break away from the Mangorei Dairy Co. Ltd." — carried.

The following were elected to gather information and approach the Mangorei Directors to endeavour to purchase the present

creamery site and buildings in exchange for shares held by the Kaimiro suppliers: H. Baxter, H. Shoemark, H. Judson, L. Gopperth and G. Buckley. L. Gopperth was elected Chairman.

At a following meeting on April 11th, H. Taylor, H. Shoemark, L. Gopperth and G. Buckley were appointed as Provisional Directors. On April 12th each man signed his shares held in the Mangorei Dairy Co. over to the said Company in lieu of the Creamery, buildings and machinery, and also covenanted to sign a joint and several guarantees to the Bank of New Zealand.

A new concrete factory was erected immediately. Mr. G. Gopperth, who was a carpenter was appointed overseer at 4/- per hour and day labour was employed. Mr. Scott was appointed first manager.

In August 1924 it was decided that the Company would accept cream at the factory from any supplier or intending supplier who was unable to deliver milk owing to the condition of the road.

In 1938, suppliers decided to amalgamate with the Moa Dairy Co. but in 1941 the factory was re-opened for 1 year as a war measure.

KAIMATA DAIRY CO. LTD.

Despite the fact that the Moa Dairy Company had an up-to-date creamery at Kaimata in 1912 a number of farmers around Kaimata decided to form their own Company. The new Company was duly registered with a Capital of £4000 in £1 shares.

The originators were: C. E. Dobson, 60 shares; J. Klenner, 30 shares; D. Webster, 40 shares; Fred Bracegirdle, 50 shares; Sam Death, 60 shares; A. Wicksteed, 36 shares; C. Old, 40 shares; G. Capper, 70 shares; W. Burwell, 40 shares.

Mr. W. Messenger was appointed Secretary. An up-to-date cheese factory was erected and later replaced with an improved concrete building.

The Moa continued alongside until the Moa

decided to go in for house separation in the early 1920's when all creameries were closed. An amalgamation took place in 1962 with the Moa but the factory was kept open and the Kaimata brand of "Oaks" cheese was continued until the Dairy Board requested a milk diversion to butter and caseine.

TARIKI DAIRY COMPANY

When the Moa Dairy Company was formed they purchased the Tariki Creamery from Reynolds and Co., and this continued until 1907 when the Tariki Co-operative Dairy Co. was formed, and cheese manufactured. Later on an up-to-date concrete factory was erected on the approximate site of the Sash and Door Mill, and later this was equipped with machinery for the manufacture of either cheese or butter and caseine.

At this time, Midhurst had a Creamery

at the corner of the Rugby Road. In 1913 the Rugby Road and District settlers decided to leave Midhurst and throw in their lot with the Tariki Factory, and the Rugby Road Branch was kept open until the complete Tariki Company amalgamated with the Moa in 1960. Rugby Road was kept open for two years as a cheese branch of the Moa. Mr. Frank Laurence was Chairman at the time of amalgamation and his family had always played a big part in the Tariki Dairy Company. After the Moa took over, the Tariki factory was sold to Linell and Company who were Almond Paste manufacturers. This factory was burnt out about two years ago in a big fire.

The Rugby Road cheese factory was sold to H. D. Brown and Co., Grain Merchants, who manufacture and distribute poultry food. This building has been considerably enlarged.

CHAPTER SEVENTEEN

EDUCATION

According to Wells, in the early days of the settlement, education of the young was sadly neglected. No provision was made for general instruction by the Plymouth or the New Zealand Company or by the Government of the Colony. The district was also too sparsely populated and the people were too poor for private teachers to hope for support in the pursuance of their avocations. The female children of the more wealthy classes attended private instruction while many of the poorer children were taught to read in the various Sunday Schools. Many children however grew up without instruction. In 1857 the Provincial Council passed the Education Commission Ordinance which authorised the Superintendent to inquire into the system of education to be adopted in the Province.

In the early surveys, Education Reserves had been set aside, and the rents received from these had apparently been voted as subsidies to some of the private schools. For instance the farm on the Junction Road on the Inglewood Borough Boundary at present owned by Butler Bros., was originally an Education Reserve but was later freeholded. Also the farm at the top of the Dudley Road, where the Borough water intake is, was an Education Reserve.

In 1868 the Provincial Council passed an Education Ordinance and on 1st July, 1868, was established Taranaki's first ad hoc Board of Education. The first meeting was held on the 6th August, 1868, and the following were present: Messrs H. R. Richmond, Chairman, G. Cutfield, J. Gladhill, T. Kelly, Knight, Upjohn and W. Northcroft, Secretary.

Altogether Inglewood area has had 18 primary schools established and of these 10 remain. They were established in the following order:—

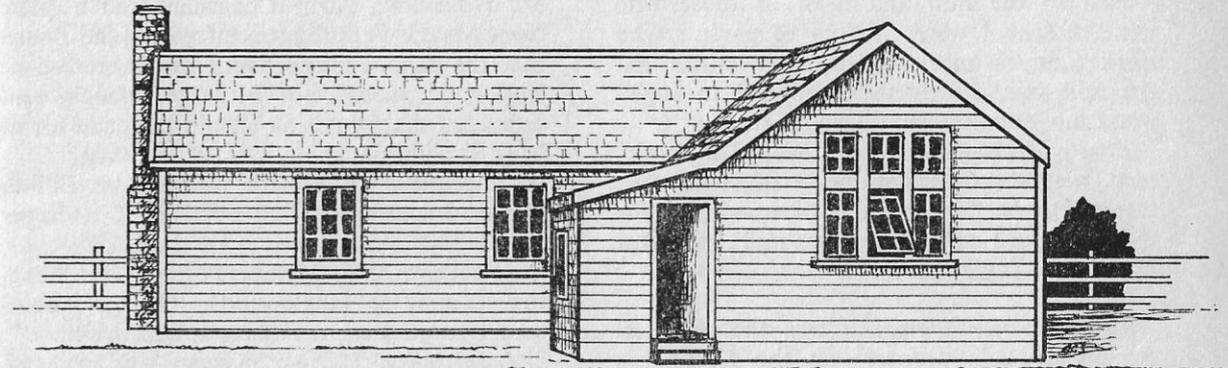
1. & 2. Inglewood and Egmont Village	1877
3. Norfolk Road	1879
4. Waitoriki	1880
5. Waiongona (Consolidated on Lepperton in 1948)	1886
6. Ratapiko	1888
7. Tarata	1889
8. Kaimata	1890
9. Dudley Road	1893
10. Purangi (Consolidated on Matau in 1948)	1895
11. Tariki	1896
12. Kaimiro	1897
13. Durham Road (Consolidated on Norfolk in 1947) (It was opened originally in a cottage and the school was built in 1901)	1898
14. Waitui (Consolidated on Inglewood 1967)	1903
15. Pukeho (Consolidated on Tarata 1953)	1909
16. Everett Road (Consolidated on Inglewood 1939)	1923
17. Derby Road (Consolidated on Norfolk in 1936)	1932
18. Motukawa Road (Consolidated on Tarata in 1947)	1938

NOTE: Schools were established at Tarata and Purangi even before Tariki. This was probably due to transport up the Waitara River.)

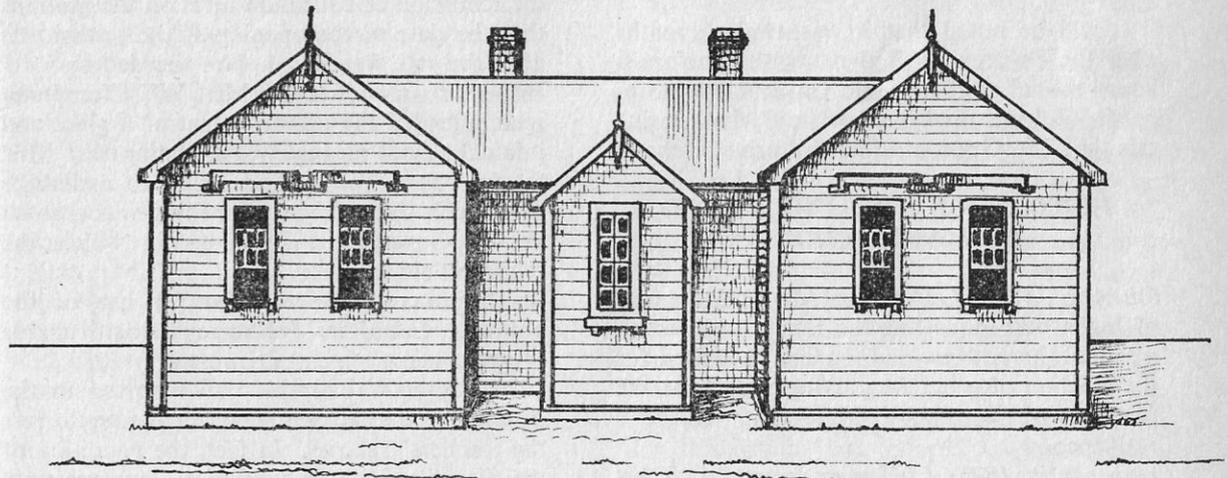
Inglewood District has had five representatives on the Taranaki Education Board: Mr. Harold Trimble for many years, Mr. Arthur Morton, Mr. Rutherford, affectionately known as "Pop", who was on the Board when the High School property was bought, Mr. Dugal Patterson, who became Chairman of the Board about the time the High School was built, and our present member, Mr. Max Bracegirdle, an original member of the Committee of Management of the High School, and for many years a member and Chairman of the Kaimata Primary School.

PRIMARY SCHOOLS

The photos of the original Girls School and the first combined school taken with the pupils and teachers in front were not clear enough to reproduce but by his skill Mr. Alan Stevenson, art master at the Inglewood High School has produced these.



1. The first Girls School situated in Rata Street between Standish Street and James Street facing south. Mrs. Surry, teacher.



2. The first combined school in the same position with Mr. Grant headmaster.

Education and Welbourn

Board Meeting 5th February, 1877. The Secretary reported that repairs had been requested to the school building at Welbourn. He reported that the school building was not the property of the Board but belonged to the mill and most of those who went to school were children of parents who worked at the mill. As they understood that the mill was shortly to be moved to Inglewood no action was taken.

Board Meeting 8th May, 1877. The Secretary was instructed to negotiate with Mr. Henry Brown for the hire of a cottage for the Welbourn school as the mill had now moved to Inglewood.

Editor's note: Welbourn was the name of Parson Brown's property on the Carrington Road above Major Atkinson's property of Hurworth and is where my grandfather, Mr. Henry Brown, started his sawmilling. Welbourn, on Coronation Avenue, New Plymouth, is named after this property.

INGLEWOOD SCHOOL

It will be noted that it was twelve months after the christening of the township before a board school started in the Government storehouse. I have always understood that during this time Mr. Grant conducted a private school.

HISTORY OF THE INGLEWOOD PRIMARY SCHOOL

6th April, 1875: Letter from Mr. G. Robinson of Inglewood requesting the Board to establish a school there. Resolved tenders be invited for the erection of a building at Inglewood for the purpose of a school house and teacher's residence.

20th April, 1875: Chairman to apply to his Honour the Superintendent to provide a suitable residence for a teacher on the Educational Reserve of the Township of Inglewood, in consideration of the Board erecting a school house.

4th May, 1875: Superintendent intimated that Government would build a teacher's residence at Inglewood if the Board built a school house. Mr. William Henry John Tobin, having passed his examination, appointed as teacher of the proposed school at Inglewood.

3rd November, 1875: Chairman read a letter from Mr. G. F. Robinson informing the Board that the school house about to be erected at Inglewood, would not be large enough, and estimated that provision should be made for at least 60 children.

Arrangements to be made with Messrs. Bullot, the contractors for the erection of a larger building.

5th January, 1876: Members of No. 11 Managing Committee (Inglewood). George Robinson, George Taylor, Robert Fred Holden.

2nd February, 1876: Chairman read a letter from Mr. G. Robinson of Inglewood conveying wish of his Honour the Superintendent and members of the Executive that the school should be at once commenced in the Government Storehouse at Inglewood. Agreed. Mr. Tobin sent to take charge.

5th April, 1876: Petition from settlers praying for remission of education rates on the grounds that the date of the opening of the school was after the rate was levied. Not acceded to. Inspector of Schools (Mr. W. Crompton) recommended the establishment of a girls' and infants' school at Inglewood, stating that Mrs. Surrey was competent and willing to undertake the tuition thereof, and that there was a room in the Government Buildings in which the school could be held.

Applications to Government for use of the building. Letter to Mrs Surrey. Board unable to grant her a stipend at present.

(The Secretary had this day reported to the Board that he had not sufficient money to pay the teachers' salaries. In fact, the condition of the Board's finances was most embarrassing. The Bank of New Zealand consented to "honour a few cheques" although there was already an overdraft).

7th July, 1876: Several mothers at Inglewood wrote asking permission to send their daughters

to the Board's school conducted by Mr. Tobin. Reply — "never prohibited" girls attending Tobin's school.

May, 1877: Chairman's report, "The Board is now erecting a girls' school in Inglewood." Forty-eight boys under Mr Tobin, and 38 girls under Mrs. Surrey.

June, 1877: Mrs. Surrey informed the Board that the new school house was complete and applied for desks and bookshelves.

September, 1877: Mrs. Clarke applied through Mr. Robinson for remission of school fees. Granted.

October, 1877: Secretary was instructed to inspect the Inglewood School buildings, paying regard to the proximity of dangerous falling timber.

November, 1877: Secretary to report concerning rent of certain cottages on the Board's Reserve at Inglewood.

Education Act 1877.

This act was passed by central Government in 1877 and came into force 1st January, 1878 and free compulsory and secular education for the whole country came into force. From this date the 9 different Provincial systems of Education legally ceased.

January, 1878: Meeting of householders for election of committees called for 28th January, 1878 in Board Room, Taranaki Institute, New Plymouth.

January, 1878: Inspector W. M. Crompton reported:

Inglewood Girls' School: Has neither chair nor table, nor is there room for them, the school-room is so overcrowded with children. My examination was carried on under adverse circumstances both personal and external. Plain sewing — "best I have seen for neatness".

Examinations on Std. 3 and Std. 4 in Reading, Spelling, Comprehension, and Geography fairly good. (Could not examine further on account of personal suffering).

Inglewood Boys' School: Is changed more than any other by the removal of the elder boys

to work in the bush, and by the introduction of very young children.

Four boys in Std. 4 — up to standard.

Std. 3 — nearly as perfect.

The rest of the school showed that a conscientious master was doing his duty thoroughly well.

February, 1878: Letter from Mr. Robinson, Inglewood, on behalf of the Germans and Danes of the Moa District asking the Board to subsidise a German and Danish teacher, so that the German and Danish children of the district might be instructed in their own language as well as English.

Board unable to entertain the idea.

Committee 25th February, 1878 of the Moa District.

G. F. Robinson.

Rev. F. W. Isitt.

E. Veale.

Application made for enlargement of the Girls' School.

Mr. Curtis of Inglewood applied for a grant in aid of a Public Library at Inglewood — refused.

10th June, 1878: Enlargement of Girls' school. J. Rowes' tender £100/10/0 (Including dual desks) accepted.

October, 1878: Mr. Tobin transferred to East Raleigh (Waitara) School.

January, 1879: Chairman of the Inglewood School Committee wrote complaining that the Board had neglected to pay the Committee Allowance.

The Chairman said the Board had no funds for the Committee unless it reduced the salaries of its teachers.

February, 1879: G. Robinson and F. Holden appointed Commissioners of No. 11 (Moa) District.

10th March, 1879: The Chairman reported that Mr. Bridgeman had offered a substantially built dwelling house and section of land at Inglewood near the Girls' School and admirably adapted for a teacher's residence for £150/0/0.

This offer was accepted.

14th April, 1879: Mr. Stevens, teacher of the

Inglewood Boys', applied for an addition to the residence — refused.

May, 1879: Applied for a porch — referred back to School Committee.

August, 1879: That the recommendation of the Inspector (presumably to close the school) be adopted and that the teacher thereof (Mrs. Surrey) be given 3 months' notice.

September, 1879: Mrs. Surrey protested and was asked to furnish a list of girls attending. Mr. Stevens still pressing for improvements to house.

October, 1879: Decided to add a room to the residence. Petition asking Board to re-appoint Mrs. Surrey, but Miss Drake was appointed on probation and Mrs. Surrey to Egmont Village School.

November, 1879: Plans and specifications of residence approved.

8th December, 1879: Messrs. Clow & Ainsworth's tender £99/18/0 not accepted but Thomas Rowes' tender for £95/10/0 accepted.

1879 Records: Moa No. 1 District Committee Supervisor. Inglewood Boys' School 588 sq. ft. Inglewood Girls' School 679 sq. ft. Norfolk Road School 520 sq. ft., opened 1st Sept., 1879. Waipuku School 520 sq. ft., opened January 12th, 1880.

3-9 September, 1883: Correspondence re letting the horse paddock adjoining the Girls' School.

1844: Miss Drake — re repairs to school house.

24th March, 1884: The No. 11 Committee wrote requesting the Board to amalgamate the two schools at Inglewood and for that purpose to build a new school.

(Board unable at present to deal with request.)

12th November, 1884: That it be the first charge of this Board as soon as funds will allow to unite the two schools at Inglewood. The position of the buildings to be moved to be left to the suggestion of the local committee.

28th January, 1885: Letter from Mr. E. Howell re fencing.

March, 1885: Board decided to fell the bush at the proper season and "that mill form a fence for next summer".

13th May, 1885: Tenders were received for the erection of a school at Inglewood as follows:

Geo. Hall £545; W. H. Scott £468; Drake & Co. £443; M. Clowe £531; Sorrensen £582; Turner & Stanley £519; I. Fowler £565; C. Clarson £535; Mr. Jas Sanderson, Architect. Thos. Drake & Co. tender accepted provisionally.

Site cleared by contract.

July 22, 1885: The approach, and the grounds around the new school very low and uneven. Board will fill in, and gravel.

September 9th, 1885. The architect reported that the new school was nearly completed.

In view of the amalgamation, Miss Drake (Girls' School) had become assistant to Mr. Grant. Committee asked for a raise in salary for Miss Drake — refused.

October 14th, 1885: Drainage, tanks.

October 28th, 1885: Mr. James Grant appointed Headmaster at £150/0/0 per year and Miss Drake, assistant, at £60/0/0 with use of the old residence at Girls' School.

November 11th, 1885: Committee reported that the old schools and appliances had been taken over (and removed to the new building).

Inspector authorised to get what is necessary.

9th June, 1886: Mr. Laing's tender for earthwork on the site accepted.

28th July, 1886: Fencing.

Board of Health called attention to the damp and unhealthy state of the Inglewood School site.

Miss Drake resigned.

Drainage and gravelling attended to.

Mrs. J. Grant — Sewing Mistress.

February, 1887: Residence repaired.

May 25th, 1887: Committee wrote requesting the Board to provide some means of warming the lavatory at the Inglewood School, which was being used as a class room.

Reply — no funds for providing warming arrangements for the lavatory.

28th July, 1887: The old Boys' School to be offered for sale by auction on Tuesday, 2nd August at Inglewood Cattle sale at 2.30 p.m.

14th September, 1887: Mr. Franklyn informed that the furniture must not be removed as the building only was sold. Mr. Newton King, the auctioneer, wrote 27th September, 1887.

27th November, 1889: Mr. W. Campbell's tender for £50/0/0 for additions accepted. Mrs. Dymond did not occupy cottage and Board took possession.

24th September, 1890: Residence for sale. Sec. 199 Town of Inglewood. Application for enlargement of residence.

14th October, 1891: Cottage and site Sec. 199 sold for £80 to Martha Jane Julian.

13th March, 1894: Inspector and architect to report on necessity for enlargement.

18th December, 1894: Small — agreed to up to £25 and Mr. Hunter's tender of £137 accepted.

January, 1897: Residence to be erected with pantry. Candish & Tuck's tender £266 accepted.

June, 1897: The old residence was sold to Mr. T. Tuck for £21/0/0.

December, 1897: Shelter shed erected — £20/0/0.

March, 1899: Committee informed that Board does not supply swings.

October, 1899: Committee moved for enlargement of playground.

November, 1899: Committee apply for married accommodation.

December, 1899: Architect reports re building infant room — deferred.

23rd January, 1901: Committee apply for enlargement to school — deferred, lack of funds.

7th March, 1902: Board members to visit and consider — sport.

28th May, 1902: Reconsideration.

26th June, 1902: Architect to call for tenders for additions to accommodate 80 children.

27th August, 1902: Tender of Mr. P. Ross of £321/0/0 accepted.

27th November, 1917: Application made for grant for addition.

July, 1919: Plans proposed and application made for additional room.

There were now nearly 300 children attending.

11th February, 1918: The department approved of a grant of £278 for an additional classroom.

27th May, 1927: Messrs. Roberts, Mullholland (Sec.) I. P. Grant, M. Sutherland, and R. B. Sutton, interview the Board members during an

official visit to the school, and asked for a new school building. They pointed out that the school was old-fashioned, many of the rooms obsolete in type, badly lit, and ventilated.

1st May, 1928: Mr. Smith met Messrs. Roberts, Mullholland and Grant when the whole question of a new site and a new school was discussed.

A few days later the committee had secured an option over the land and negotiations for the purchase of this excellent site were completed by September, 1928.

In September, 1929 the Board considered the possibility of consolidating neighbouring schools on Inglewood, and Messrs. Dempsey, Jones, Valintine and White went very fully into the matter — attending meetings of householders, considering costs of conveyances, alterations of staffing, etc.

In July, 1930 application was made to the Dept. for a grant to cover the cost of a fresh air type of building, comprising 7 classrooms. Subsequent letters were received from the Committee urging against indefinite postponement. Mr. Polson, M.P. made strong representation in the House (1930) pointing out that the people in the district had been waiting for some years for a new school in place of the present one which was on damp ground.

It was half a century old and had been condemned more than once.

1932: Arose the question of a district High School which was not approved.

December, 1933: The Board revised its application to 6 rooms — and in May, 1934 received advice that a Government grant was approved.

11th April, 1934: Fire room deleted, estimate cost £4259.

13th March, 1928: Dept. approved the purchase of the new site for the school. The site in Kelly Street of 11 acres, was bought from Mr. A. Franklyn at a cost of £302.

On 12th March, 1934 a telegram was received stating that a grant had been approved to build a modern, fresh air type of school on the new site in Kelly Street at an estimated cost of £4259. This school was officially

opened for use on Thursday, February 14th, 1935, when the chairman Mr. J. Valintine unlocked the doors in the presence of the school children and about 200 parents.

12th July, 1940: Application made to Board suggesting that a luncheon shed be built for those pupils who bring their lunch to school. *22nd October, 1948:* Application for £1 for £1 subsidy to enable the erection of a learners pool at the school was made, and a grant of up to £200 was approved by the Department but owing to War shortages of material, they were not available for use till early 1945. The total cost was £467/9/0, but a grant of £200 was received from the Department.

17th November, 1945: Application for extra classroom supported by the Board and as temporary accommodation, permission was granted to use the cocoa shed as a classroom. So slow was approval that the Board eventually made application for the erection of 2 rooms as a nucleus for a new block.

Approval given 30th May, 1947, not occupied till early 1960. Top of the hill removed, and area for Hockey Ground formed, 15th October, 1948. Application made for extension of lunch room.

INGLEWOOD PRIMARY SCHOOL

November, 1951: Area between blocks, also drive asphalted.

7th March, 1952: Grant of £6906 approved for remodelling and alterations by Henry Brown & Co. Ltd.

28th February, 1956: School Roll 312.

19th December, 1956: School Roll 337.

October, 1956: Present Headmaster, Mr. D. W. Longley died. Successor Mr. B. M. Laird.

7th October, 1957: Tender of £6178/11/1 received from Mr. P. G. F. Butler for erections of additional classroom.

12th November, 1957: Representations made to Department of Education to allow second additional classroom required for growth of school roll, in conjunction with contract already let (for one classroom).

Also included was application for installation

of central heating system estimated at £4700 0s. 0d.

19th November, 1957: Department approved both the second classroom and the central heating installation.

March, 1958: Headmaster now Mr. C. Nolan. *February, 1959:* Work completed on classroom additions and on heating installation.

29th May, 1959: Committee wrote to Board expressing dissatisfaction with efficiency of new heating system.

18th June, 1959: Heating inspected by A. & T. Burt Ltd.

13th May, 1960: Committee letter to Board requesting protection from wind at baths with fencing.

1st June, 1960: School roll now 397.

July, 1960: Committee erected fencing along boundary at baths. Board supplied materials.

18th May, 1961: Tender of £11,678/0/0 received from Brough Construction Ltd., for erection of two additional classrooms.

1963: Headmaster now Mr. P. Davies.

12th June, 1964: Fund raising began for new assembly hall.

7th September, 1965: Tender of £10,955/0/0 received from Brough Construction for remodelling and extension of six classroom blocks.

November, 1966: Work completed on remodelling.

1st July, 1968: Roll 456.

12th November, 1971: Grant approved for construction of unit classroom.

5th May, 1972: Tender of \$15,895.83 received from Henry Brown and Co. for upgrading of administration accommodation.

7th June, 1972: Authority received from Department to proceed with Administration alterations.

18th October, 1972: Approval received from Department for new assembly hall.

28th November, 1972: Tender of \$22,596.66 from McLeod and Keegan for new assembly hall.

December, 1972: Work completed on Administration alterations.

29th January, 1973: Approval for assembly

hall to proceed, received from Department. *31st January, 1973:* Increase in subsidy on hall from \$8000 to \$10,000 announced by Minister of Education.

29th October, 1973: New hall officially opened. *9th June, 1973:* Approval received from Department for second unit classroom.

15th November, 1973: Second unit classroom transported to site.

Present chairman: Mr. D. M. Nelson.

Present principal: Mr. R. T. Hill.

The First Scholars:

At school in 1875.

A complete record of those who attended the first schools in the Inglewood district is not now in existence, but as complete a list as possible of those attending the boys' and girls' schools at Inglewood in 1875 and 1876

has been compiled by original pupils.

Among those who attended the storehouse school taught by Mr. Tobin, one of the most picturesque and admirable characters of the Town's early history are: Messrs. F. Bolt, C. Clark, R. Dobson, T. Hopkinson, C. Hunt, G. and G. Hollis, G. Casper, G. King, J. W. Langley, H. T. Lee, W. Lawrence, H. Luders, F. Petch, H. Petch, A. Smith, C. Smith, R. Surrey, A. E. Surrey, T. Lee, P. Surrey, W. Stanners, A. Taylor, J. Taylor, J. Tilly, W. West, H. Williamson, W. Codd, T. Hellier, D. F. Hellier, A. Intz, H. A. and E. Bishell, A. Fenwicke and H. Carsons.

Among pupils to attend the first girls' school under Mrs. Surrey were: Misses A. Luders, Rose Clarke, Sarah Anne Clark, Mary Jane Hollis, Alice Langley, Stella Langley, Maria Parkins, H. Tilly, R. Williamson, and Maria Langley.

Historical Record Of The Development Of The Inglewood High School As Recorded By D. Kohn

The necessity for a secondary school at Inglewood was first given expression to at a public meeting held as far back as 16th June, 1948, and although the Education Department at that time acquired the site for the present school, no move was made to proceed with building. About that time improved travelling arrangements were made whereby Inglewood and district children were conveyed to Stratford High School by bus instead of by train as formerly.

The present Inglewood High School, however, can claim to have its origin in a public meeting held in the Parish Hall, Inglewood on the evening of Friday, 20th November, 1953, when under the Chairmanship of the Mayor, Mr. R. W. Brown, a gathering of about 80 people representing practically every section of the community of Inglewood and the surrounding districts discussed the necessity of the school being proceeded with without further delay.

had only the choice of sending their children

Mr. Brown pointed out that parents then as boarders to the New Plymouth High Schools or as day pupils to Stratford Technical High School and the fact was that Inglewood really had no affinity of interests with Stratford. Whilst there was no desire to criticise any other High School it was felt that that time had come when Inglewood must press for the establishment of its own Secondary School; otherwise Stratford would be improved and enlarged with the result that Inglewood would be further neglected for many years.

The meeting unanimously adopted a resolution strongly urging the earliest possible establishment of a District High School in Inglewood and resolved that a deputation comprising Mr. R. W. Brown (Mayor), Mr. F. Laurence and Mr. O. Grant (Chairman and clerk of the Inglewood County Council) and Mr. R. A. Rose should wait on the

Minister of Education to present Inglewood's claims.

The support of Mr. Aderman, (M.P. for New Plymouth), the Hon. W. J. Broadfoot (Postmaster General) and the Hon. E. B. Corbett (Minister of Lands), M.P.'s for the Inglewood District, was enlisted and the deputation was invited to meet the Hon. R. M. Algie (Minister of Education) at Parliament Buildings on Friday, 4th December, 1953.

Mr. Algie stated that he was favourably impressed by the facts and figures presented by the deputation and promised that although he would make no hasty decision, he would thoroughly investigate the matter and advise the Inglewood people in due course.

The members of the deputation subsequently attended a meeting of the Taranaki Education Board on the 15th February, 1954, as a result of which the Board expressed itself as unanimously in favour of making application to the Department for the immediate erection of the Secondary School at Inglewood.

Early in March, 1954, the Hon. Minister of Education advised his decision to decline the establishment of a separate High School at Inglewood for the present in view of an earlier promise to allow the roll of the Stratford High School to grow to 650 pupils and to provide improved facilities and extensions, plans and specifications for which were then in the course of preparation.

Inglewood however did not accept this rebuff, but immediately replied to the Minister pointing out that Stratford had already attained a roll of 650 and though it was entitled to the renovations promised this did not justify Inglewood's claim being deferred. This was followed by a schedule of 14 leading questions addressed to the Minister and signed by the School Committee, Home and School Association, County Council and Junior Chamber of Commerce and Mayor.

Following these further representations, Mr. Algie promised to look further into the matter and for some time thereafter his Department concerned itself with the question of bound-

aries between the Schools if a separate Secondary School were to be located at Inglewood.

What became locally known as the "Battle of the Boundaries", waged for some time and culminated in a householders meeting at Tariki on the 8th September, 1954, when the residents and parents agreed that the County boundaries should be adopted as the boundaries for the respective School districts. Ratapiko and Tariki districts had been the "chopping blocks" in this dispute but the majority of residents declared themselves in favour of attending the Inglewood High School when established. Immediately this decision was reached, the Taranaki Education Board applied to the Department for authority to proceed immediately with the drawing up of plans for the new school although there still existed a certain amount of opposition from the Stratford High School authorities. Inglewood's claims and interests were pressed at every opportunity until finally the glad tidings came on 3rd November, 1954, in a telegram addressed to Mr. Brown from the Hon. E. B. Corbett stating that Mr. Algie had approved in principle the establishment of a District High School at Inglewood. To the impatience of the Inglewood people, events moved rather slowly for some time thereafter and although a steady stream of correspondence was directed to those in high places in Wellington, it was not until June, 1955, that the Board was able to announce that it had received sketch plans for the new school.

Up to this time it was contemplated that the School would be established as a District High School which would have involved its administration being vested in the Inglewood Primary School Committee and the Headmaster of the Secondary Department would also have been Headmaster of the Primary School. The Education Board pointed out the advantages of the school being established as a full Post Primary School but recommended that action towards achieving this objective should be deferred until the building pro-

gramme and its attendant problems had been settled.

In the meantime, realising that all the other School Committees in the district were keen to learn of progress to date and prospects of further developments, the Inglewood Primary School Committee called a meeting on the 15th June which was attended by members of primary school committees, headmasters and others interested. Mr. Foggin (Secretary-Manager) and Mr. White (Architect) of the Education Board were present and provided information on anticipated roll numbers, staff, courses, design of buildings etc. The meeting was informed that an assembly hall and baths would not automatically be provided by the Education Department but would be subsidised provided the residents raised a proportion of the cost. Mr. Brown said he already had promises of donations amounting to \$1,200.00 or £600 towards their assembly hall and other amenities and school committee representatives promised to support a campaign to raise an amount of \$9,000.00 to cover the required contribution towards the cost of the Assembly Hall and Baths, plus radio and musical equipment, library books, improvements to grounds etc. In addition, it was estimated that \$2,300.00 would be required for sporting equipment, provision of tennis courts, cricket pitches, etc. and Mr. Brown had been authorised to state that Inglewood's "Greatest Show on Earth" Committee, if successful with their venture that year, would set aside that sum out of their profits for the provision of these amenities for the school.

The campaign was launched and meetings were held in the surrounding country districts, the necessary support fulfilling all expectations. No reference to this aspect of the development of the school would be complete without tribute to the tireless effort of Mr. Brown who personally interviewed all the business people in the town and many others, attended meetings in the country and generally aided and encouraged others who supported him in the drive for funds. Within

the first few months the target had been exceeded and donations were still coming in, the Inglewood Primary School Committee acting as trustees for the temporary investment of the funds.

During this time the Education Board had been waiting advice from the Department that approval had been granted to commence building, this being a matter for Cabinet decision as the cost involved was estimated to be in the vicinity of \$154,000.00. Finally the Board was able to advise the Committee that approval had been granted on the 19th October and that the Department had also approved a subsidy of \$8,000.00 towards the cost of erection of an assembly hall. The building programme was duly commenced towards the end of 1955 and proceeded steadily thereafter.

By May, 1956, it was felt that the time had come to press for the establishment of the school with full post-primary status. The Primary School Committee outlined its arguments in favour of this action in a letter to the Education Board which promised its report in negotiations with the Education Department.

The Inglewood Primary School Committee which would automatically become responsible for the administration of the High School if the latter was declared a District High School considered that the rest of the district should be represented in discussions on matters which were already arising relating to setting out and planting grounds etc. and accordingly a meeting of representatives of the committees of all the contributing schools in the district was arranged and held on the 19th June, 1956.

Mr. Foggin (Secretary/Manager of the Education Board) recommended the setting up of a "Committee of Advice" to work in conjunction with the Inglewood Primary School Committee pending a decision on the status of the new school. He suggested that this advisory Committee could conveniently comprise 9 members, representative of the district in proportion to the roll numbers

of the contributing schools, viz:—

Inglewood	3 members
Kaimata, Waitui, Waitoriki and Tarata	2 members
Tariki, Ratapiko and Norfolk Road	2 members
Egmont Village, Kaimiro and Dudley Road	1 member
Inglewood Convent	1 member

This suggestion was adopted by the meeting and arrangements were made for the various school groups to elect their representatives. The meeting also resolved to make strong representations to the Minister of Education urging that the school be established with a full post-primary status, at the same time calling on Mr. T. T. Murray M.P. (late Chairman of the Education Board) for his support in this connection.

Another matter which was exercising the minds of those interested in the new school was that of provision of housing for teachers. Early in 1956 the Housing Division had acquired a block of land within the Borough for State Housing so representations were made to the Hon. Minister of Housing to erect residences on this area and have them declared Pool Houses to the allocation of which school teachers would have preference. Again the support of Mr. Murray and Mr. Aderman was enlisted and with their active interest and regular promptings from Inglewood, the Committee had the satisfaction of finally being informed that two pool houses for teachers would be erected.

The plans for the school had included the erection of two residences on the school site and the Department proposed that these should be built on the main street frontage of the property. For various reasons this was not favoured locally and again the problem and alternative suggestions were presented to the Hon. Minister of Education through the Taranaki Board. A happy solution was eventually achieved when sections fronting on to Kelly Street Extension forming part of a block of land owned by the Forestry Department were made available to the

Education Department on which to erect a residence for the Headmaster and a hostel for lady teachers.

Meanwhile members of the advisory Committee had been appointed and comprised:— Messrs R. W. Brown, D. W. Rowan and A. D. Kohn representing Inglewood.

Messrs D. Paterson and M. T. Bracegirdle representing Kaimata, Waitui, Waitoriki and Tarata.

Messrs C. W. S. Young and F. H. Wickham representing Tariki, Ratapiko and Norfolk Road.

Mr. D. B. Gyde representing Egmont Village, Kaimiro and Dudley Road.

Mr. C. C. Fabish representing the Inglewood Convent.

This Committee met as such for the first time on the 17th July, and elected Mr. Brown as its Chairman. One of its first tasks was to assist the Taranaki Education Board to ascertain particulars of the pupils who would be attending the School at the commencement of 1957 and what the school bus requirements would be in regard to the country pupils. Part of the school grounds by then had been levelled and sown and the committee arranged for the purchase of a small flock of sheep to graze these areas until they were ready for mowing and preparing as sports grounds.

One of the earliest major decisions of the Committee was the selecting of school colours and uniform. With the co-operation of dress-makers and the local drapers and outfitters the present uniforms and attire were decided upon and shopkeepers quickly made arrangements to procure the regulation garments and material.

What is regarded by all concerned as the highlight up to that date in the evolution of the school was the announcement on the 2nd August by Mr. Algie that he had approved the establishment of the new school as a full post-primary school as from its opening date. This decision was received with great enthusiasm and all who had worked in the interests of the Secondary School felt that the author-

ities had finally confirmed that Inglewood's claims merited the highest consideration. In making this announcement, Mr. Algie referred to the help and advice he had received from Mr. T. T. Murray, M.P., whose local knowledge and good judgement had assisted the Department in arriving at its decision.

It would be fitting to record here also the valuable and important contribution made by Mr. Dugald Paterson throughout the development of the school. For many years actively interested in Primary School Administration, Mr. Paterson became a member of the Taranaki Education Board on the death of the late Mr. Rutherford and subsequently became Chairman of the Board. Since the first steps were taken to have a High School established at Inglewood, Mr. Paterson has been an enthusiastic supporter of the project and in his dual capacity as a member of the Education Board and the School Committee he has unassumingly contributed much of his time and energy in dealing with the various problems which have arisen throughout the development and erection stages of the School.

Following the Ministerial decision regarding the status of the School, the Education Board was able to proceed with the appointment of Staff and was able to inform the Advisory Committee that it was recognised as the Administrative body pending its appointment as the first Board of Managers on the opening of the School.

The Committee accordingly proceeded to work in close conjunction with the Board in connection with matters which arose as building proceeded and the school grounds were developed. In due course, members of the School teaching Staff were selected, Mr. C. F. S. Caldwell M.A. Dip.Ed. late of Nelson College being appointed Principal.

The Education Board then arranged a public meeting at Inglewood on 15th November, 1956, at which members and officials of the Board together with Mr. Caldwell and

his first assistant, Mr. T. Sweeney, addressed a large gathering of parents of prospective pupils and the public generally on the courses to be available and numerous other matters concerning the prospects of the new school. From the number of questions asked and answered at this meeting it was obvious that the community was wholeheartedly determined to play its part in the future success of the High School.

During the following days Mr. Caldwell and Mr. Sweeney interviewed and enrolled pupils for the 1957 year and thus, after three years of planning and effort in the preliminary and development stages, the initial action was taken in bringing the School alive as an educational institution.

The School was officially opened by the Hon. R. Algie, Minister of Education on 6th June, 1957, and a bronze Plaque was unveiled to commemorate the occasion.

Since its opening the Inglewood High School has continued to grow and now has a roll of over 400. During the years C Block and the Manual Block have been added. A very fine gymnasium with changing rooms and a gallery for the public has been built. The Gym is used considerably by clubs such as basketball, badminton, hockey, netball, gymnastics and indoor bowls and drama clubs use the assembly hall.

The following have been the Principals of the School. C. F. S. Caldwell: February 1957 to August 1959. J. G. Johnson: September 1959 to December 1965. A. S. Black: February 1966 to April 1968. D. M. Burrows (Acting Principal): 2nd term 1968. J. B. Porter: September 1968 to December 1972. J. D. Smith: February 1973.

Present Committee of Management: Messrs R. W. Brown, Chairman; D. M. Nelson, J. Walker, J. Wellington, Inglewood; G. Long, D. Reeve, Ratapiko, Tariki and Norfolk; R. Kilsby, Dudley, Kaimiro and Egmont Village; D. Pragnell, B. McMurray, Tarata, Kaimata and Waitoriki; M. Lahood, Convent.

PRE-SCHOOL EDUCATION

Two private kindergartens were run in Inglewood prior to the establishment of the Inglewood Kindergarten in 1955. One was begun by Miss Ann Baker at her parents' homestead in Rata Street, and the other by Miss Fenwick at Miss Baker's house at the corner of Cutfield and Carrington Streets.

Inglewood Kindergarten

The present Inglewood Kindergarten had its origin at a public meeting convened by Mrs. H. Longley, and presided over by the Mayor, Mr. R. W. Brown, at the Primary School theatre on Tuesday 15th November, 1955. About 40 people were present. Mr. E. J. Stone (President) and Mr. J. Renwick (Secretary) of the New Plymouth Kindergarten Association were present and outlined aims and rules of the Kindergarten movement, and also spoke of the growth of the movement in New Plymouth. Mr. Stone pointed out that the Government paid a subsidy of £2 for £1 on approved buildings and equipment. He suggested that if the movement was successful they should affiliate with New Plymouth. Mr. Brown mentioned that he thought a kindergarten was necessary in Inglewood and he had for the last two years endeavoured to interest the Junior Chamber of Commerce in such a movement.

It was moved by Rev. R. Fussell and seconded by Mrs. C. Leggott, "That a Free Kindergarten Committee be formed". Carried. The following Committee was elected, Mesdames H. Longley, H. Shearer, H. J. Underwood, J. Scott, J. Paynter, G. Fowler, R. Kay, C. Leggott, and Messrs D. Scott, D. M. Nelson, L. R. Prentice, N. Reesby, and Rev. R. Fussell, Chairman. Membership was fixed at 5/- for members and £5/5/- for life membership. Mr. Stone became the first member, and Mr. R. W. Brown the first Life Member.

Following this meeting, the Committee immediately set about raising funds for the erection of a new and up-to-date building. All methods were used such as Queen Carni-

vals, bottle drives, marts and raffles and finally a section on the corner of Ngaio and Kelly Streets was purchased and plans and specifications arranged. All this took four years and on Saturday 31st October 1959, a fine brick building was officially opened by Mrs. H. Downer of Rotorua, the President of the New Zealand Kindergarten Union, before about two hundred people.

Mrs. Downer explained that in 1956 it was found necessary to halt the building programme to allow for a period of consolidation as teachers could not be trained to staff the school. In 1958, with improved teacher training facilities, building again commenced. This, she pointed out, had delayed the Inglewood Kindergarten which had originally been on the 1956 list. The Chairman of the Inglewood Committee paid a tribute to Mrs. Longley who had convened the original meeting. While awaiting the completion of the new building a Kindergarten had been run by the Committee in Nelson's building as a temporary home.

With hard work by mothers and the Committee, the movement has thrived and at present the rolls are 40 morning children and 45 afternoon children. There are two full time and one part time teachers. There is a waiting list of sixty children.

The present Committee is: President: S. Dodunski. Vice-President: D. Foggo. Secretary: J. Erb. Treasurer: M. Johnston. Committee: J. Grinder, V. Eade, R. Clark, P. Rogers, R. Brouwers, C. Micall, A. Wicks, and J. Gamlon.

The Committee of the Mother's Club which organises the social side is, C. Maindonald (President), G. Cachman (Vice-President), B. Hamilton (Secretary), J. Blackbourn (Treasurer), B. Marshall, J. Brown, F. Joyce, and L. Ingram.

Inglewood Playcentre

The first meeting of the Inglewood Playcentre was held in July, 1973. Most of the

people who attended had been involved with Playcentre in other districts and they now wanted to get more involved with their children's pre-school education. After many fund raising activities and a lot of help from Service Clubs and the community our first session was held in September 1973, in the supper room of the Inglewood Town Hall, using the Brown Street entrance. With a starting roll of eighteen children, ranging in years from 2½ to 5, there is now a roll of 21 and a waiting list.

Playcentres are run and staffed entirely by parents, although we need, and now have the approval of the Education Department. Parents are able to take correspondence courses to help them understand their children better.

There are three mothers who have completed their Assistant Supervisors course and two mothers who are working on it this year. Several mothers are busy completing their Parent Helper Certificate. There are also weekend workshops and Massey courses held in various Taranaki Playcentres, which Playcentre Parents may attend. These help parents to be able to help and understand their children's needs, play and problems. Sessions are held from 9.15 to 11.45 on Tuesday and Thursday mornings. For a roll of 21 children, we are required to have a Supervisor and two Mother Helpers. The ratio of adults to the children is high, as several country mothers stay when they are not rostered for mother help duties.

CHAPTER EIGHTEEN

WEATHER AND LAND FORMATION

Inglewood is 657 ft. above sea level, while Waipuku, just outside the county boundary at 1,125 feet above sea level is the highest point on the railway between New Plymouth and Wellington.

The rainfall has been kept at various points around Inglewood for the Meteorological Society for many years, at Trimble's "Riversdale", W. B. Fussell at Waiongona and C. W. Matthews, Junction Road. I kept a record at "The Kopje" for 55 years, but it is now recorded by the Town Clerk, Mr. A. Smith, at Konini Street. The average yearly rainfall at Inglewood over 65 years is about 90.6 inches. The driest year recorded was 1919 when 67.35 inches fell in 164 days. The following year, 1920, 116.95 inches fell in 163 days. On February 21st, 1935, 10.93 inches fell. A real cloudburst and at Durham Road the railway was washed out, and at Kent Road the Junction Road was washed away, and a new concrete bridge on the Hursthouse Road over the Waiongona-iti was washed away. At our place the bridge held, but the water was out on to Humphries Street. When the river subsided we got 60 cord of firewood out of the river which we sold for 8/- per cord. For that year the total rainfall was 129.01 inches with rain on 165 days. This was the wettest year recorded at Inglewood. Then came that dis-

The Gale at Inglewood — 6th February, 1897

Our Inglewood correspondent writes:— About 3 a.m. on Saturday, the inhabitants of Inglewood and surrounding districts experienced the effects of a severe south-easterly gale. It blew with terrific force in the township, knocking down iron, and even two brick chimneys. Pat Young's verandah, and that of Mr. F. Sutherland were blown down, and Mr. Sutherland had his front windows broken,

astrous week in February 1971, the week that the New Zealand Amateur Athletic Association, Men and Women's Senior Championships were to be held in Inglewood. On the 23rd we had 3.58 inches and on the 24th 13.29 inches. A total of 16.87 in two days. Imagine Jubilee Park! After very strenuous work by a very willing band of workers the grounds were restored and a very successful meeting was held. The worst, of course, was the effect this downpour had on the land after a dry spell. There were numerous washouts and the scars from slips can still be clearly seen on some of the hilly country. In one area just outside Inglewood a great land slide buried about 18 cattle. At Tarata a cowshed was moved several hundred yards by a slip.

On the whole, Inglewood area with its porous soil and the numerous little streams has escaped any very serious flooding with its fairly heavy rainfall.

Late: July 1974 has proved to be the wettest month ever experienced at Inglewood since rainfall records were commenced in 1909.

The fall for July being 592mm or 23.31 inches, with rain on 27 days and the heaviest fall on the 17th of 110mm or 4.33 inches. The previous wettest month was September 1909 when 499mm or 19.64 inches fell.

and some damage was done to the stock in it. The Foresters' Hall, a new building, was nearly blown down, it was just propped up in time to save it going over. The Catholic Church was moved off its piles. It was a very slightly constructed building, and if it were not for the gallery that had been erected some time ago, strengthening the church a little, it would certainly not have survived the gale. The

Catholics should put their shoulders to the wheel, and build a new church, as surely the present church will be blown down some day. The fence at the Police Station was blown down, and several other fences met the same fate. Mr. J. Corney had his orchard destroyed, his trees were loaded with apples, which have all been blown off. The other orchards around the district suffered in the same manner. All Saturday night it blew quite as strong as during the day, and it was impossible to sleep from the roaring of the wind and rattling on the iron roofs. This is the severest storm that has visited Inglewood during the past seventeen years. It reminds me of a typhoon I once encountered in the Chinese Seas, when two poor fellows were blown off the yard-arm, when trying to furl a sail. No help could be given them, and they were lost.

Another gale swept Taranaki in February, 1936 and did considerable damage. I remember seeing a belt of big pine trees about four feet in diameter snap off about 15 to 20 feet from the ground. The old Athletic Hall in Rata Street was flattened. Fences and trees were blown over and damage to gardens was considerable.

FAULT LINES AT INGLEWOOD

While discussing Inglewood's Town Planning, considerable controversy took place over a fault line which passes through the northern end of the Borough and which can be clearly seen on aerial maps. As it passes through my property, I wrote to the Geological Survey Department of the Department of Scientific and Industrial Research, and received the following details, together with the description of faults.

Quote: "Further to my letter of 25th February, I have discussed this topic at length with the geologist who was responsible for the detailed mapping of the Inglewood area — Mr. T. L. Grant-Taylor..

I should perhaps mention as background that the N.Z. Geological Survey has been

Eruptions: Quite interesting formations could be seen when the Borough excavated the main channel for the last big sewerage extension. For about six chains one would go through nothing but liquid sand. This would finish at a creek then there would be boulders till the next creek then liquid sand again and then after the next creek absolutely solid sandstone. This was probably caused by the various flows being covered by ash from what is known as the Burrell Shower.

Formation: Inglewood is quite renowned for the number of conical hills it has. According to authorities they have a core of one or more blocks of andesite. It would appear that large blocks of andesite were dropped from the flowing lava when its velocity started to decrease away from the slopes of the mountain. These blocks would set up eddies around them and thus cause an accumulation of debris around the core. The height of the conical hill after allowing for the ash cover is a measure of the depth of the turbid flow. Quite a number of the hills have been quarried around Inglewood.

studying faults in N.Z. for a considerable number of years, and in 1966 produced a brief statement entitled "Late Quaternary Faulting", which was published as Report N.Z.G.S.7. It has been a common observation that faults can move abruptly at the time of earthquakes, and the displacements can be of an order of from several to many feet, with a maximum of perhaps 20 feet at a single movement. The movement during the Murchison earthquake of 1929 was 14 feet at the point where it cut the road through the Buller Gorge. From a town planning point of view, it is absolutely desirable that buildings should not straddle fault lines, and it is for this reason that Geological Survey has been supplying local authorities throughout New Zealand with information on active faults in their appropriate areas prin-

cipally from the point of forward town planning.

The enclosed report is somewhat technical in parts, and for this reason I propose to answer the very pertinent point that you raise in your letter relatively fully.

(1) The fault passes through Everett Park on the north side of Kurapete Valley. The steep north wall of this valley is the fault scarp and the actual fault plane lies along the lower slopes of this valley wall. Near the eastern side of Inglewood it runs parallel to and just south of Lincoln Road where the road climbs the hill, before the fault takes an abrupt swing to run almost due west to the north of the built up area as it existed in 1950. The fault plane could be located in this area with an accuracy of about half a chain either way. In the valley of Waiongona-iti Stream the fault is marked by a definite linear step of several feet in height. This steps up on the northern side. In this area the actual plane of the fault could be located to an accuracy of about two or three yards either way. The fault continues to the west of Inglewood across Lepper Road and the State Highway.

(2) During a strong earthquake there are two different kinds of effects. The first is due to the actual displacement across the line of the surface break. This displacement is often confined to a very narrow zone of a few yards wide, and we are of the opinion that surface displacements outside of a zone of one chain on either side of the fault are likely to be very small. The second effect is that of the shaking of the ground that accompanies the surface break. This shaking would be felt almost as strongly in New Plymouth and Waitara as it would in Inglewood.

(3) There is no record of a movement on the fault line in Inglewood during European occupation of Taranaki. It has however moved many times during the last half million years, and several times in the last 50,000 years. There is every reason to believe it will move in the future, but it is not yet possible to predict dates of future movement on fault lines. The next movement could be a few

years or a thousand years away.

(4) If there is any surface displacement on a fault, any building which crosses the line of displacement will be damaged, but a conventional New Zealand weatherboard house is unlikely to collapse, although it would be severely strained, if the movement were only 1-2 feet. Greater movement could completely wreck a house, and hence the interest in marking the fault lines on maps used for planning purposes.

(5) The fault was first mapped in the 1960's, but collection of information has continued since then and there has of course been a continuous accumulation of knowledge of behaviour of faults.

(6 and 7) There is no alarm intended by asking for the fault to be shown on a district scheme, nor by placing a restricted use zone on either side if this were decided by the local authority in its planning scheme. It is not intended that buildings should be demolished, only that no more be erected in this zone as a safety precaution where a class 1 fault passes through the area."

Late Quaternary Faulting

In the study of late Quaternary faulting, a major problem confronting geologists and engineers is to decide which faults should be classed as active. In making his assessment of the probability of future movement, the geologist is guided by the basic principle that the past provides a key to the future, so that a fault that has moved repeatedly in the past is likely to move with similar frequency in the future.

In making his assessment, however, the geologist is limited by the evidence he has seen in the field. He may observe many different types of evidence of faulting, but the geological record is far from perfect. The deductions are incomplete, and may need revision in the light of later additional evidence.

The geologist can map the positions of faults and can also distinguish a great range of large and small faults. The problem is to devise a

classification that will usefully indicate the magnitude and frequency of past earth movements and so be a guide to the likelihood of future movements.

At places along any one fault, the geologist may be able to estimate the total displacement. By observing the cumulative displacement of flights of river terraces, etc., he can conclude that many faults have moved repeatedly. He can also determine the minimum number and the possible magnitude of individual movements that together are responsible for the inferred total displacement.

By studies of the development of the landscape, particularly of terraces, and by using radiocarbon and other dating methods, the geologist can form an opinion of the relative age of individual surfaces cut by the fault. He can therefore estimate broadly the time at which *some individual fault movements* took place.

Fault, Fault Plane, Fault Zone:

A fault is here defined as a fracture along which relative displacement of the rocks on either side has taken place; the surface of fracture is known as the Fault Plane. Breakage is rarely simple at major faults, and displacement is commonly distributed over a Fault Zone that can vary in width from a few feet to a mile or more.

A fault zone may contain rocks from fault gouge ("pug") to crushed, sheared or shattered rock, but may include substantial areas that have been relatively undamaged by faulting.

In some areas (e.g. volcanic regions) and in some rocks (e.g. superficial gravel deposits etc.), the fault zones are commonly extremely narrow.

Fault Trace:

A *fault trace* is here defined as a visible displacement of the ground surface by faulting.

A fault trace is normally a scarp, trench or fissure. Abrupt surface displacements may take place at the fault plane, or may be spread over the fault zone.

The state of preservation of a fault trace is a useful indicator of its age.

Active Fault:

An active fault can be defined in general terms as a fault that has moved in late geological time, and is expected to move again. A more precise definition is required, however, if a classification is to be developed. Thus an active fault is here defined as one along which there is either evidence of movement since the beginning of the last Glaciation (50,000 years ago) or evidence of repeated movement in the last 500,000 years.

CHAPTER NINETEEN

NATURAL GAS IN INGLEWOOD STREETS

8th February, 1896.

The natural gas in Inglewood has worked a new course by appearing in one of the main streets. For months past, it has been known that there was a large escape of natural gas on Mr. Laing's property, which is within the township, and the primitive attempts that were made to exploit the discovery proved that there was tremendous power lying under the earth there. The other day, the people of Inglewood were surprised to find that the gas

has appeared on the Junction Road, near the schoolhouse between H. J. Julian's hotel and the Recreation grounds. The gas has forced an escape in the earth on the part of the road between the metal and the footpath, and young Inglewood, on their way to school, use many matches in fizzling the escape of it. The Inglewood people, after the polite hint on the part of the gas, should go in for lighting up the town, with the means with which nature has provided them.

OIL

Since the first settlers arrived in Taranaki, oil has always been a hot subject and Inglewood was no exception. Quite a number of bores have been drilled in the Inglewood area even as late as the 1960's and no doubt there will still be intense prospecting carried out. The title deeds of property next to my present residence and facing Humphries Street, where our early sawmill engine shed was, had oil drilling rights endorsed on it. The well that I have most vivid memories of was over in Nicholl's property on the Mountain Road at present owned by Mr. Fred Jackson. Gas was definitely struck. One person had an arm severely damaged in a gas explosion there.

The following are the details of the formation of the 'Inglewood Oil Boring and Prospecting Company (Ltd.)', and its winding up.

A meeting of persons interested in the formation of a Syndicate or Company to bore for Petroleum Oil Gas and other Minerals on Messrs. Hy. Brown's land at Norfolk Road was held at Messrs. Webster & McKellar's Building on Saturday the 2nd of June, 1906.

Present Messrs. C. F. Foote, A. W. Gray, McAllum, L. Steele, W. Teed and Watkins. Mr. Teed was voted to the chair.

Mr. Steele explained negotiations pending with Messrs. Hy. Brown & Co.

Draft agreement was read. Mr. Teed said same must be referred to Mr. Brown.

Resolved that the following gentlemen be Provisional Directors, Messrs. Brown, Gray, McAllum, Furlong, G. Ramson, L. Steele and Watkins.

Resolved that Mr. C. F. Foote be Secretary for term.

Resolved that Meeting adjourn to Wednesday, 6th June, 1906, at same place and time 7.30 p.m.

Meeting further adjourned till Thursday, 7th June, 1906, at same time and place.

Adjourned meeting held 7th June, 1906.

Present Messrs Fromm, Wier, Alvier, Teed, Alexander, Blyth, Tonks, Gray, Furlong, Watkins, Bullo and Foote.

Mr. Teed was voted to the Chair. Minutes of previous meeting read and confirmed.

Proposed by Mr. Alexander and seconded by Mr. Gray, that Draft Agreement as amended with Messrs Hy. Brown & Co., be adopted.
Carried.

Proposed by Mr. Gray, and seconded by Mr. Furlong that the Capital of the Company be £5,000/- in 500 shares at £10/- per share with £5/- called up.
Carried.

Proposed by Mr. Alexander and seconded by Mr. Gray that the name of the Company be the Inglewood Oil Boring and Prospecting Company Ltd.
Carried.

Proposed by Mr. Gray and seconded by Mr. Bullo that Messrs. Alexander's and Alvier's names be added to the Provisional Directors.
Carried.

Proposed by Mr. Alexander and seconded by Mr. Bullo that Messrs. Wilson & Gray be Solicitors to the Company for the time being.
Carried.

Meeting of Provisional Directors held on 7th June, 1906.

Present Messrs. Brown, Alvier, Gray, Watkins, Furlong and Alexander.

Proposed by Mr. Watkins and seconded by Mr. Furlong that Mr. Brown be Chairman.
Carried.

Proposed by Mr. Alexander and seconded by Mr. Furlong that Messrs. Gray and Watkins wait on Messrs. Wilson & Gray to ascertain if they will act as Solicitors.
Carried.

Proposed by Mr. Watkins and seconded by Mr. Gray that the Bank of New South Wales be the Bankers.
Carried.

Proposed by Mr. Watkins and seconded by Mr. Alexander that Mr. Gray's name be added to the agreement with Messrs. Brown & Co.
Carried.

Proposed by Mr. Alexander and seconded by Mr. Atkins that this meeting stand adjourned till next Monday night at same place at 7.30 p.m.
Carried.

Meeting 18th May, 1917 — Present Messrs. Furlong, Watkins and Jamison.

Mr. Watkins proposed, seconded by Mr. Furlong, that the Company be wound up voluntarily.
Carried.

A final payment of 2/4d in the £ was made.

CHAPTER TWENTY

CHURCHES

Establishment of Churches at Inglewood.

The following is a brief history of the establishment of the various denominations at Inglewood.

Church of England

Settlers and immigrants had scarcely begun to clear the site of the township of Milton or Inglewood when that Missioner, always affectionately known as Parson Brown visited the locality to hold services, in early 1875. Many of the settlers were Lincolnshire folk to whom Parson Brown could talk with a knowledge of their local dialect and customs. Many were not Anglicans but this did not deter the "Parson" from administering to them and giving them the necessary encouragement to help them bear their hardship for circumstances were harsh in those days. On October 16th, 1877, the first church was opened for worship. It was a wooden building designed by Archdeacon Walsh of Waitara. The Service of dedication was conducted by Archdeacon Govett and Parson Brown. It was situated where Newton King's garage now stands. At a later date it doubled in size. Until 1892 Inglewood was a combined missionary district with Stratford and services were conducted by Rev. A. English. The first Resident Vicar was Rev. H. Reeve.

In 1896 a Parish Hall was erected next door. This for many years was the "Town Hall" of Inglewood. In 1918 the church was moved in two sections by bullock team to the present site of the Church of England and a vicarage bought next door. In 1922 the present church was erected and dedicated to those of the district regardless of denomination who had given their lives in the First World War. A new Parish Hall adjacent to the Church was

officially opened and dedicated by His Lordship, Bishop Holland on 13th February, 1960 as was a new Vicarage on the corner of Rata Street and Miro Street on 25th May, 1968.

With the settlement pushing south a church was built at Tariki and on 9th March, 1898, St. Phillip's, Mountain Road, Tariki, was dedicated by the Primate of New Zealand, Archbishop Cowie. This church has since been demolished.

The district was further greatly enriched, when in April, 1921, St. John's of Kaimata, a peace offering by the Burwell family and the section donated by M. Mackie was opened.

No record of St. Andrew's would be complete without reference to the wonderful part played by the Ladies' Guild. Year after year they have toiled in raising money for the general fund of the church and missions, by various means, such as bazaars and marts.

The difficulty in finding men to serve on the vestry during the slump and early war years was countered by the ladies who came forward and offered their services. The church was faithfully served by such stalwarts as Mrs. M. A. T. Evans, Mrs. A. Gow, Mrs. E. Crossman, Mrs. C. Feaver, and Mrs. J. Burnip, who all gave their services unstintingly during those trying years.

Lay Readers:

The late Henry Brown, sawmiller son of Parson Brown, was lay reader of the parish for 42 years and many years Superintendent of the Sunday School.

The late A. A. Ward, farmer, Rugby Road, was a lay reader for 25 years, and took numerous services in the Tariki area.

The late O. C. Roberts, ironmonger, was lay reader and choirmaster for many many years.

R. W. Brown, Timber Merchant, was appointed lay reader in 1934. He took services

regularly at Tarata, Kaimata, Ratapiko, and Egmont Village until with improved transport it was decided to discontinue some of these services. He has been people's and vicar's warden for 30 years and synodsmen for 28 years, and lay reader for 40 years.

E. N. Newbold, licensed as lay reader on 16th June, 1956, is still active. He served as a member of the vestry for several years and has been vicar's warden, Sunday School superintendent and Bible Class leader, licensed by the Bishop to administer the Chalice on 8th November, 1968.

W. G. G. Marsh, licensed as lay reader 2nd April, 1962, and still holding this office, has served as vestryman and warden and is at present one of our synodsmen. He was Sunday School superintendent and youth leader for seven years and on 6th December, 1966 was licensed by the Bishop to administer the Chalice.

Historic Communion Vessels:

St. Andrew's, Inglewood, has in its possession a most historic chalice and two patens, one large and one small belonging to the Scaldwell Parish, England and each one engraved "Scaldwell Parish 1839". These were donated by the Scaldwell Parish to St. Andrew's during the time the Rev. Mr. Robinson was Vicar.

On one of her trips to England, my aunt, Miss E. M. Brown, while staying with some friends, met a man who was making an inventory of the communion vessels of England and he stated that he was unable to locate a set of the Scaldwell Parish and so my aunt was able to inform him that they were in her Parish in New Zealand.

Historic Flag:

The flag hanging in the left hand corner of the church by the altar is one belonging to the City of London and flew from the Tower of London during the Battle of Britain. It was secured for us by Major Birt.

The Mother's Union banner was made by Mrs. R. W. Brown. The Communion veil, the pulpit fall and Bible markers on the lectern

were made by Mrs. F. Mantey and Mrs. R. W. Brown.

Memorials in the Church:

The stained glass memorial window depicting the Good Samaritan was donated by the parishioners in memory of the Rev. H. H. Brown. This memorial window to Parson Brown was the main East window in the old Church. It was incorporated in a big frame with a dove at the top. In the new Church it is set in the southern transepts and unfortunately a lot of its beauty is lost.

The altar was donated by the Bracegirdle family in memory of Mrs. A. A. Bracegirdle.

The brass candlesticks were donated by Mr. Tilley.

The circular-backed mahogany chair was donated by Archdeacon Govett and Parson Brown to St. Andrew's at the dedication of the first St. Andrew's on October 16th, 1877.

The set of portable communion vessels were donated by their son and daughter, Peter and Frances Webb, in memory of Mr. and Mrs. F. J. Webb.

The brass lectern was donated by the Brown Family in memory of Mr. Henry Brown, 1843-1921.

A bible was also donated by the Brown family in memory of Mrs. Henry Brown.

The pulpit was donated by the Brown family in memory of Miss Ethel Mary Brown, 1878-1952.

The lych gate was donated by the Brown family in memory of Mr. and Mrs. Frank Brown.

Sanctuary Lamp:

This was donated by the Stimpson family in memory of their mother and father, Mrs and Mr Stimpson.

Memorial Plaque:

As one walks in through the entrance of St. Andrew's, one immediately sees a large marble plaque beautifully decorated and inscribed with the names of all those who gave their lives for their country in the Great War, 1914-1918.

Memorial Pews:

In memory of:—G. F. Oulds, Priest, 1886-1958. E. M. Hammonds, 1881-1923. A. and O. Longstaff, 1903-56 and 1938-52. W. R. Bracegirdle, 1890-1945. J. O. Morton, 1897-1957. N. M. Young, 1921-58. A. A. Ward, lay reader for 25 years, 1859-1937. E. A. Fitzgerald, 1871-1958. M. Crossman, 1887-1953. A. C. Feaver, 1888-1947. A. H. Martin, 1904-1958. Major and Mrs. Leech, 1868-1946, and 1868-1945. E. E. Eaves, H. J. Eaves and F. W. Eaves. W. and C. Laurence and F. R. Brown. T. Austin, 1879-1957. R. N. Simons. R. and S. M. Mounsey, 1876-1953 and 1881-1959. C. A. Coldwell and his father A. V. Coldwell. J. Wilson, 1876-1944. E. and C. Old 1868-1957 and 1876-1959, J. M. Kohn. J. W. Gibson and F. T. Gibson. H. J. Franklyn, 1868-1961.

I do not know the origin of the brass baptismal jug, but it is very old and has probably been with the church since its first dedication.

The font of the original St. Andrew's was a large shell and is now at the Taraki Church as is the original altar.

The Melanesian Cross (in a glass case at the West End of the Church) was presented to the parishioners of St. Andrew's by Mr. and Mrs. Alec Read, of the Kerepei Hospital on the Island of Ugi in the Solomon Islands, as a thank offering for the practical help given in re-establishing the Mission Hospital.

The cross is hand carved from tortoiseshell, and inlaid with mother-of-pearl and was made by a crippled Melanesian, Matthias Manuari.

Catholic Church

The first white man to walk through the Mōa District was the Rev. Father Perzant of the Society of Mary in 1852. He was accompanied by friendly Maori guides through the dense and beautiful Taranaki bush in his walk from Hawera to Inglewood. He found only 40 adherents to the Roman Catholic Church in the whole province.

The first resident priest in New Plymouth was Father Tressalet S.M., 1860. It was 15 years later that the ship "FRITZ REITER"

brought a small band of Polish Catholic settlers. They landed at Hokitika but soon made their way to Taranaki and Inglewood. Many built homes in what was soon known as German Street, now James Street. Many of them were allotted land at Ratapiko. They soon built a small church on the corner of Carrington and Standish Streets. This was replaced by a new church in 1899. In 1889, Father McKenna was appointed priest at New Plymouth and he took a great interest in the Inglewood part of his parish. In 1906 the Oddfellows Hall on the corner of Richmond and Carrington Streets was purchased for a school and Sisters of the Mission travelled by train each day from New Plymouth to give the children a sound Christian education. It was July 16th, 1906 that the Sisters spent the first night in their new convent in Richmond Street, in a cottage purchased for £375.

In 1910 Inglewood was made a Parish with Father McManus as Parish Priest. Under Father Forrestall the present school in Standish Street was built in 1926 and a new Convent was built later, on the corner of Rimu and Carrington Streets.

Salvation Army

The Salvation Army became established in Inglewood in June 1886 under Capt. Johnnie Newbold and for many years had a large following and was ably supported by such stalwarts as Mr. and Mrs. Arthur, Mr. and Mrs. Burkitt, Mr. and Mrs. Bancroft, and Mr. and Mrs. Mackinder. They built an Army Hall and residence in Standish Street. Their street meeting was always well attended. At the diamond jubilee meeting in 1946 Brigadier C. Bracegirdle assisted by his wife conducted the celebrations. Brigadier Bracegirdle was converted at Kaimata 40 years earlier and was a soldier and bandsman before training to become an officer.

There has not been a resident officer for a number of years.

Who will ever forget old Ensign Buick plodding his way around all the roads in the community selling the "Warcry".

Gospel Chapel

Brown Street, Inglewood.

The section on which the Gospel Chapel is built was purchased from Messrs. Harwood and Kay Ltd. in December, 1954.

The Chapel was constructed with voluntary labour, mainly that of local brethren. It was officially opened on the last Saturday in February, 1956, by the Mayor, Mr. R. W. Brown. The late Mr. R. Laidlaw of Auckland, leader of the Brethren in New Zealand and Mr. James Burt of Auckland gave addresses from the Bible. The Chapel is used by those known as Open Brethren for Worship, Bible teaching and Sunday School work. The senior men responsible for its functioning are Mr. N. Bracegirdle, Mr. L. Reeve, and Mr. E. Aish.

Methodist Church

Or The Combined Primitive Methodist and Wesleyan Church

The first Wesleyan services were held at Inglewood in 1875, it being part of the Waitara circuit. A committee of the New Plymouth Wesleyans comprising Messrs. Taylor, Hooker, J. E. George, Hill, T. Holden, E. Okey, E. Neale, appealed for funds for a church at Inglewood. In 1875 a section was purchased in Rata Street for £65 and in 1876 a church at a cost of £240 was opened for worship. A local preacher, M. J. Jackson, (already mentioned in settlers notes) greatly assisted in the services. In 1895 a new church was erected on the Rata Street property. In 1900 the first married minister, Rev. A. Ashcroft, was appointed and in 1906 a parsonage in Konini Street was purchased. A Primitive Methodist church, rival church to the Wesleyan church, was erected in Rimu Street (date not recorded) in the early settlement of Inglewood. These two churches amalgamated in 1913 and since has been known as the Inglewood Methodist Church.

Inglewood District has provided three clergy who have risen to be President of the Method-

ist Synod of New Zealand; Rev. Larsen, Rev. Peterson and Rev. Petch. In 1956 the property facing Kelly, Brown and Maire Streets at one time occupied by Surrey's timber yard was purchased for a site for a new church and parsonage. The property in Rata Street was sold to the Post Office for future expansion.

At the quarterly Board Meeting, Rev. Christian reported having moved into the new Parsonage in Kelly Street, on 23rd December, 1958. He realised this to be a great event in the history of the Inglewood Methodist Church and expressed his gratitude. At a later date the Parsonage was officially opened by Rev. G. Peterson, President of Church and an old boy of Inglewood.

At a Board Meeting in May 1959, it was reported that the church site next to the Post Office had been sold to the Government for Post Office extensions and it was officially decided to build a new church rather than endeavour to shift the present one.

At the Board Meeting held on 12th April, 1961, Rev. Christian reported that the new church in Brown Street would officially be opened on 23rd April, 1961. The last service in the old church would be held at 11 a.m., when Rev. B. M. Chrystal, President of the Conference would officiate, and the new church would be opened by Mr. and Mrs. L. Sutherland at 2 p.m., and the first to enter would be Mrs. and Miss Pollard.

On a vote taken on 30th June, 1970, Union with the Presbyterian Church was approved and on 28th October, 1970 the final meeting of the Methodist Church was held, and from then it became the United Church.

Presbyterian Church

The exact date of the commencement of Presbyterian services in Inglewood is not clear, as for many years it was a Mission Station connected with Eltham. However the foundation of the First Presbyterian Church in Inglewood reads as follows:—

*"This foundation stone was laid on
4th August, 1902
by His Excellency the Governor,
the Rt. Honourable
the Earl of Ranfurly, K.C.M.G."*

This church was a wooden one built in Cutfield Street and on 16th December, 1926 a smaller concrete one was built in the front and was opened by Mr. J. Parli. In 1910 Mr. Curtis gave a section and a manse was built

PRESBYTERIAN CHURCH

PARCHMENT: Dated 16th December, 1926

In 1901 services were commenced at Tarata. In 1902 Sunday School work was begun. The original Church was opened in 1903. In 1906 Tarata Church was built. In 1908 services were held at Waitui for the first time. In 1910 the Manse was built on a section given to the congregation by Mrs. H. B. Curtis. In this year the debt remaining on the church was extinguished. In 1913 the first Communion Roll in connection with the congregation was compiled showing a total of 23 Communicant members. In that year senior Bible Class work was begun and in 1914 a Junior Bible Class was formed. In 1915 Messrs Alexander Lindsay, John Prosser, and James Roberts were ordained as Elders forming the original Session. From 1914-1918 the members of the congregation actively assisted in providing comforts for men engaged in the Great War. For some years the need had been felt for a hall to be used for Sunday School and social purposes. Various schemes were proposed to fill that want and in 1923 the management committee first entered into negotiations for the building of this new Church so that the original building might be used as a hall. Difficulties were encountered and overcome, and thanks largely to the splendid efforts of the Ladies Guild, the sum of £425 is now in hand as the nucleus of a fund for the payment of the building which is to cost £1180. The session today consists of

on the Junction Road, a few chain outside the Borough. In the 1960's a new manse was built in Totara Terrace. A memorable service was held in the Knox Church by the Rev. F. Ralph on the 29th November, 1970 at 7.30 p.m., this being the last service to be held in the Knox Presbyterian Church, Cutfield Street, prior to the congregation uniting with the Methodist congregation to form the United Church. The Church was packed to capacity for this historic occasion.

Mr. J. H. Boyd (Missionary-In-Charge), Messrs A. Lindsay, George Tait, and James Roberts (Session Clerk). The management committee are Messrs Farquar (Secretary), Simcock (Treasurer), McLean, Larson, G. Yeates, Henderson, and members of Session ex Officio. At the first annual meeting of the congregation, the Treasurer's statement showed the revenue for the year as £170. Last year it was £437. The Communion roll today contains the names of 90 members.

Tarata Presbyterian Church

On Sunday, 21st November, 1901, the first Presbyterian Service was held in the Tarata School at 2.30 p.m., with Mr. Thompson, B.A. conducting the service. (Mr. Alex Thompson was the father of Mr. Don Thompson whom people will remember was a stock agent in the district for many years.) At a later meeting it was decided to canvass the district with a view to building a church. Miss Hird donated a section and Mr. Atkinson was engaged to survey it off. Several furnishing gifts were also graciously accepted. At a meeting on the 27th October, 1904 it was finally agreed to erect a church 40 ft. x 16 ft. to hold approximately 40 adults, and the tender of £119 from Mr. Gaustad was accepted. An organ was purchased at the cost of £10 plus freight £2/17/0, plus £3/6/0. Services are still conducted at Tarata.

CHAPTER TWENTY ONE

MEMBERS OF PARLIAMENT

Inglewood has had two Representatives of Parliament.

Colonel Trimble, V.D., J.P.

Colonel Robert Trimble was born near Belfast, Ireland on 11th August, 1824, and was educated at Belfast Grammar School. He went to the United States some time in the forties. During the Civil War he supported the North and worked day and night and in person and purse for the success of the cause. At the close of the Civil War he rendered active assistance to the liberated slaves, and in recognition of his services received a silver medal. He returned to Liverpool and worked consistently for Free Trade and the Abolition of State Churches and for a National Secular system of Education. In February 1875, he and his family left Liverpool for New Zealand and about that time he was promoted to the Rank of Colonel. On arrival in New Zealand, Colonel Trimble, took up land near Inglewood and was one of the earliest settlers. He took an active part in local affairs and was the first Chairman of the Inglewood Town Board and also the first Chairman of the Taranaki County Council. Colonel Trimble was elected to the House of Representatives for the district of Grey and Bell from 1879 to 1881 and for the Taranaki Electorate from 1882-1887. He afterwards became a Judge of the Native Land Court. In 1850 Colonel Trimble married the eldest daughter of Alderman Abel Heywood of Manchester. He died at his residence "Riversdale", near Inglewood on 5th September, 1899. He was survived by his wife and a grown-up family of four sons and three daughters.

Mr. Henry Brown, J.P.

Mr. Henry Brown, born in Lincolnshire, England in 1842, was the eldest son of the Rev. H. H. (Parson) Brown and Mrs. Brown. He was educated in England and on the continent. He came to New Zealand with his parents in 1859. He started sawmilling up the Carrington Road on Parson Brown's property of "Welbourn" in 1862, and when the railway reached Inglewood in 1877, moved his mill to the corner of the Mountain Road and Hursthouse Road. He served in the Volunteers during the Maori disturbances for four years and received the New Zealand War Medal. He was elected to the House of Representatives for the Taranaki Electorate from December 1896 to the same month 1899, in Sir Harry Atkinson's Government. Always interested in the welfare of the community, Mr. Brown was elected to the first Town Board of Inglewood and later was its Chairman for several years. He was founder of the Inglewood Electric Light Company with Mr. Richardson and he was Chairman of that Company until it sold out to the Inglewood Borough Council. He was a member of the first Taranaki County Council and held a seat on that body for about eight years. He was a lay reader in the Church of England at St. Andrew's, Inglewood, for 42 years. In 1867, he married a daughter of Mr. John Brooking and they had one son and one daughter. He died at his residence in Rata Street, Inglewood, in 1921. During Mr. J. Gibb's term as Mayor, the Council planted a rimu tree on the Reserve in appreciation of Mr. Brown's service to the Community.

CHAPTER TWENTY TWO

The Trimble Family

What would your thoughts have been if you had been Mrs. Trimble when she and her husband, Colonel Trimble, landed on the beach at New Plymouth in 1875? If she had a diary I haven't read it. So we must imagine her feelings and thoughts as she followed her idealistic husband into the wilderness. They must have loaded on to ox wagons their sons and daughters, their hundreds of books, and their many valuable possessions. And many possessions they did have, for they brought just everything with them, being of the opinion that there would be nothing to buy in New Zealand. The valuables included, as the maids who polished them could tell you, brass, copper, pewter and silver ware, delicate Shelly China, teasetts, mirrors and pictures. And of course there were books, and books and still more books.

Colonel Trimble would have been an interesting man in any age. An Irishman, born in Belfast, he lived in Manchester and Liverpool, but went to America in the 1840's where he apparently saw Negro slaves, and thereupon determined to work "both in person and purse" towards their liberation. This he did from Liverpool with such success that after the American Civil War was over, he was sent from America a silver medal in recognition of his services. This energetic man was a J.P., a magistrate, a trusted leader of the Liberal Party, a fighter for free trade, for the abolition of state churches, for a national secular system of education.

However in 1875, the New York firm which he represented in England, was dissolved, and the versatile Colonel looked round for something else to do, packed up, and came to New Zealand. The Trimble family brought with them a Mr. Deacon and Mr. Alfred Marshall, who also settled in this district.

The Moa Block was wet, it was lonely, but

it had plenty of trees, and Colonel Trimble, after buying 136 acres of the Moa Block, obtained another 2000 acres for the purpose of setting up a saw-milling business. His first house was built where the Inglewood Marimoto Home now stands, and his mill was by the stream nearby. Successive Inglewood doctors lived in this house afterwards, and Dr. Nutting is said to have discovered the pit, where the pit sawn timber was cut. The Colonel sent to England for an experienced foreman for the mill, and he obtained the latest equipment. He sent the first load of timber to go by rail from Inglewood to New Plymouth, 5,000 feet, to construct a Government building there. But for some reason the enterprise did not prosper, and the mill was abandoned.

His next home was a large eight-bedroomed structure built on Mountain Road, and it is here that the family lived "with a packing case of books in each bedroom" as a girl who worked there said.

Even though the mill had shut down, the Colonel still found plenty to do in his new community. He became a member of the Inglewood Town Board, and first Chairman of the Taranaki County Council. In 1879 he represented Grey and Bell in Parliament. And from 1881 he represented Taranaki. At the time of the Parihaka War he drilled the Inglewood Volunteers, and later he became Judge of the Native Land Court.

The sons of the family were Alfred, Heywood, Montfort, Harold and Shirley, and the daughters were Nora, Ellie and Jessie (Malone). This was a family which grew up in the atmosphere of books in their dozens, hundreds and quite possibly thousands. It was Heywood Trimble who collected the valuable Walt Whitman Collection, which was given by his daughter, Mrs. Stewart, to

the Dunedin Public Library. This collection is well known to collectors in England and America.

Montfort Trimble gave to the Turnbull Library some 200 volumes dating from the 14th to the 17th centuries. Montfort was a good linguist and these books are in Latin, German, Italian and English. It was however the three children, known affectionally as Miss Nora, Miss Ellie and Mr. Harold who lived here all their lives, who are most intimately connected with the Norfolk district. Harold Trimble, like his father, was a public spirited man, and was deeply interested in education. For many years he was a Chairman of the Moa Road Board, Dominion President of the Justices of the Peace in 1929, and Chairman of the Board of Managers of the Stratford Technical High School. He gave, in 1926, a valuable library to this school. For many years he was Chairman of the Norfolk Road School Committee, and was, for a long time, a member of the Taranaki Education Board, and also held the position of Chairman of the Board.

There are many stories about Mr. Harold and of his great interest in the school children. It was he who started the children in calf rearing. He would walk from one child's home to the next to see how their calves were coming along.

He also inspired them to make gardens at home, where they grew carrots. He walked to each home and delivered the manure and seed. It was a grand afternoon when the judging took place, and a man from New Plymouth came out in a motor car, and all the competitors rode round to look at the judging, when they should have been in school. Miss Nora, took upon herself the rather unusual task of keeping the weather reports of the district from 1885 till her death in 1943. And there were many lovely stories about Miss Ellie. I like this one. She stayed one night at an hotel. The place was

lit by electricity, but Miss Ellie, being a strong personality would have nothing to do with these modern fol-de-rols. When the maid came in the morning she found the light still burning and pulled it off. "Oh," said Miss Ellie, "I wondered what that untidy bit of string was for". Miss Ellie also taught Sunday School — and what an exciting teacher she was, the Bible stories springing to vivid life when she told them. This is a story with a moral. If the letters and papers and magazines and photographs and the three sugar-bags of stamps collected over a period of seventy years had not been burned on a three-day long bon-fire, what a lot of history would have been saved.

— E.C.

I well remember visiting the Trimble homestead when "Old Mrs. Trimble, Mr. Harold, and Misses Nora and Ellie lived there. Looking back we thought they were quaint but not old fashioned. Miss Nora always rode her bike into Inglewood while Miss Ellie came by horse; side saddle and riding skirt complete, and hitched her horse up at the hitching post outside the Post Office after giving it a drink at the trough opposite, at the foot of the fire bell tower. Progressive? — yes. There wasn't a school Board that Mr. Harold wasn't on, and I doubt if there was a book published, historical, scientific, non-fiction, that wasn't read. Miss Ellie was a foundation member of the New Plymouth Flying Club and used to cycle all the way down and back whenever there was anything important on. I well remember my father hiring a taxi and taking us down to the first air pageant and sure enough Miss Ellie was there, and she went up in a "MOTH" on a stunt flight, and I did envy her! Nose diving, rolls, looping the loop and all. She didn't feel too well afterwards and had a rest in our taxi but was soon ready for another flight.

CHAPTER TWENTY THREE

IN REMEMBRANCE

THE MEN FROM THE INGLEWOOD DISTRICT WHO FELL IN THE GREAT WAR

1914 - 18

ASHER, J.	DOHERTY, H.	JENNINGS, G.	PAUL, R.
ATKINSON, A. F.	DUFFILL, G. V.	JONES, R.	PAYNE, G.
BASEN, F.	EARLY, W.	KARALUS, G. W.	POTROZ, B.
BATHURST, J.	EGARR, N. S.	KARALUS, R.	PRIEST, A.
BENNETT, H. E. E.	FLOYD, S.	KENDRICK, E.	PRUJEAU, H.
BENEFIELD, T.	FOWLER, J.	KENNEDY, C.	RAYNOR, W. H.
BRIDGEMAN, A. C.	FRANKLYN, H. W.	KIDD, A. P.	RUSSELL, A. E.
BROADMORE, L. F.	FRASER, S.	KIDD, R. G.	RUSSELL, W.
BROADMORE, V.	FOUGERE, L. G.	KIDD, S. O.	RUSLING, H. A.
BROWN, F. R.	GOODWIN, E. G.	KILSBY, B.	RAWSON, C. H.
BUNYAN, J.	GOOSWIM, T. R.	KIMBERLEY, E. H.	RAWSON, S.
BUCHANAN, G.	GUILFORD, C.	KLENNER, J. S.	REEVE, W.
BURKETT, F.	GUILFORD, W.	LANGLEY, D.	SMITH, L.
BURKHARDT, A. P.	HALL, T. B.	LAURENCE, S. T.	SMITH, R.
BURR, J.	HAMBLYN, H. J.	LILLY, B.	SATTLER, C. L.
CARMAN, B.	HAMBLYN, J. E.	LUKE, B.	STORRING, A. N.
CARMAN, H.	HAMBLYN, T. B.	MATHER, K.	STRATFORD, R.
CARTWRIGHT, L.	HAMBLYN, W. C.	MATHER, W.	SYMES, R.
CARTERER, C. F.	HARMEL, A.	MARSH, J. E. C.	TAYLOR, A.
CHAPMAN, A.	HART, B.	MARSHALL, B.	TAYLOR, A.
CHAPMAN, H.	HARRIS, E. J.	MAY, J.	TAYLOR, G.
CHARD, A.	HASLETT, G.	MIDDLEMISS, J.	TAYLOR, H. E.
CHEYNE, J. M.	HENRICH, E. L.	MILES, A. H.	TAYLOR, L. F.
CLARK, I.	HENDERSON, A.	MOLLERY, W.	THOMAS, A.
CLOUGH, G. L.	HENDERSON, S.	MOODY, J.	TODD, D.
COAD, T.	HEAL, A. G.	McRAE, M.	VERCOE, P. F.
CODD, W.	HODGES, J.	NICHOLSON, C. S.	VERCOE, B.
CODD, W.	HOGAN, W. M.	OLD, E.	WALLACE, T.
CODD, H. H.	HOPSON, J.	OLD, H. A.	WARD, C. R.
CORNEY, C. K.	HUNTER, A.	OLSEN, A.	WARREN, L.
COUTTS, C. K.	HUNTER, A. M.	ORR, E.	WEST, A. J.
CUNNINGHAM, L.	INGLIS, R.	ORR, H. W.	WEST, S. E.
CURTIS, K. O.	JAKES, W.	PATERSON, D.	WILSON, C.
DEWHURST, E.	JAMES, J.	PARKIN, H.	YONSTEN, T. E. M.

1939 - 45

ARTHUR, V.	DOUGLAS, J. B.	HONEYFIELD, H. J.	REED, V. W.
ARTHUR, V. M. (Sen.)	DRYDEN, A. C.	HUDSON, B. C.	REARDON, R. G.
BENNY, A. H.	EVANS, C. J.	INSTONE, N. L.	SALISBURY, S. A.
BERTRAND, B. L.	EVANS, J. L.	KNIGHT, G.	SARGENT, F. L.
BRADFORD, A. E.	FRANKLYN, N. E.	KNOFFLOCK, C. G.	SCHULTZ, K. O.
BRIDGE, A.	FRANKLYN, W. J.	LOVEDAY, H. A.	SMEATON, C. R.
BROWN, F. R.	GANNAWAY, A. A.	McKEEN, C. J.	STIMPSON, H. B.
BUDD, B. H.	GIBSON, J. N.	McLEAN, C. J.	THOMPSON, R.
BURCKETT, L. D.	GILLICE, M. A.	MAGEE, A.	WHITAKER, E. B.
BULTER, I. A. J.	GRANT, I. C.	MARSH, F. A. B.	WILSON, R. P.
CARTWRIGHT, J. A.	GRAY, W. J.	NORCROSS, F. A. B.	WINFIELD, C.
CRUSH, R. H.	GREEN, E. H.	ORR, F. E.	WYTKIN, M. N.
DOBSON, E. D.	GUILFORD, J.	OSBORNE, N.	YEATES, W. L.
DODUNSKI, D. B.	HILL, R.	PEARCE, T. L.	

CHAPTER TWENTY FOUR

MILITARY

Throughout the Boer War and the two Great Wars, many from the Inglewood area served with great distinction and quite a number received high awards. One whom the older generation will remember was **Major-General R. H. Davies C.B.**

Colonel Davies as he was known at Inglewood lived on the farm on the corner of Hursthouse Road and Lepper Road, at present owned by the Susans family. Later the farm was carried on by a son, "Dick", a bachelor who died in 1928.

In his book, 'The Story of Queen Alexanders Own', appendix 11, the author Major E. R. Andrews E.D. says:—

This is the story of the highest ranking officer to serve in 'The Regiment' or its predecessor corps — one who is a comparatively unknown figure in New Zealand military history today. He rose, from the humble beginning of a boy on a farm, to qualify and practise for fifteen years in Inglewood as surveyor and civil engineer. As such he pioneered the opening up of much of the more rugged Taranaki hinterland, as well as becoming a most successful amateur soldier. Transferring to professional military status on the eve of the South African War, he had a meteoric career in the field and, in two years, was recognised as New Zealand's most promising soldier. As the following pages show, he held high rank for several years in this country and rose much higher still in the British Regular Army. For these were the days when sheer ability and determination could get a man on in professional life — he did not have to have the backing of moneyed parents and the good fortune to pass numerous examinations in his late teens to ensure a smooth running career for the rest of his life. Here, we have an Inspector

General of the N.Z. Military Forces — without possession either of a "Duntroon Old Boys" blazer, or a maroon and navy diagonally striped regimental tie.

That delightful character, the late Trooper Ted Nops, also of Inglewood, used to relate a story of Davies in South Africa. Major-General John French, the British Cavalry leader (and rightly regarded as the rising star of the British Army) had taken a great liking to the First N.Z. Contingent when they arrived in the field in December, 1899, and had them under his immediate command for some months.

"One day, Captain Davies sent me as personal galloper to General French. Riding over the veldt, he motioned me to ride alongside him. He was in chatty and amiable mood, and admired my horse which, I must admit, was the best I could buy in Taranaki, and rather better than the English hunter the General was riding. He was much surprised to find that I, a Kiwi trooper, had been educated at Charterhouse, and laughed as he told me stories of his own schoolboy days. Then he queried me about Davies and said he was most surprised to find he was not a professional soldier. When I told him Davies was a highly competent surveyor and county engineer, the General said, "Ah, that accounts for it then. You know Nops, I have employed you people on a number of important reconnaissance patrols. Well, Davies' reports are models of accuracy and conciseness and are always clearly illustrated with first class maps and oblique sketches worthy of any military academy. As well, he is a first class Squadron Leader in the field — mark my words, Nops, Davies will go a long way as a soldier". Prophetic words indeed — in 1914, Davies commanded a

brigade of "French's Contemptible Little Army". (Words of Kaiser Wilhelm II of Germany.)

Richard Hutton Davies was born in England on 14th August, 1861, and was educated at one of the smaller public schools, St. John's School, St. Nicholas College, Hurstpierpoint. He came to New Zealand after leaving school, as a cadet on his uncle's sheep run in Canterbury, but later gave up sheep-farming to go surveying in the North Island. In 1884, he married Miss Ida Mary Cornwall, daughter of Captain Cornwall of Bell Block, near New Plymouth, and set up business in Inglewood as a surveyor and civil engineer. Here two sons and a daughter were born, namely Richard Acton (died 1928), Henry Cornwall, and Eileen.

Davies became deeply interested in military training and joined the nearest mounted unit, the Hawera Mounted Rifles, where his powers of organisation and leadership soon became evident. He was gazetted lieutenant (3/5/1895) and a few weeks later, Captain (23/6/95) to command the corps. He formed a branch of the Hawera Mounted Rifles in Inglewood and soon the "Haweras" became the leading corps in the North Island, as the Otago Hussars, under Captain A. Robin were in the south.

On 3rd October, 1899, he joined the N.Z. Militia (Permanent Force) as Staff Officer for instruction of Mounted Rifle Volunteers, with the rank of Temporary Major, but was almost immediately seconded for service with the New Zealand Force preparing for active service in South Africa.

He embarked with the First N.Z. Contingent on the *s.s. Waiwera* on 21st October, 1899, as Captain commanding No. 1 Company. In May, 1900, he was promoted Major and assumed temporary command of the Third N.Z. (Rough Riders) Contingent. On arrival of the Fourth N.Z. (Rough Riders) Contingent, he was appointed to its command in July, 1900, and promoted Lieutenant Colonel, having previously been made a Companion of the Bath (C.B.) for distinguished active service. For a period he commanded the Colonial Mounted

Rifles, a composite force of Australian and N.Z. troops, and was mentioned in despatches in April, 1901. He returned to N.Z. in July, 1901, and assumed command of the Auckland Military District in October. In January, 1902, he was promoted Brevet Colonel and placed in command of the 8th N.Z. Contingent with whom he embarked for South Africa on the *s.s. Surrey* on 1st February, 1902. In May, 1902, he commanded a composite column of British and N.Z. troops, comprising 1st and 2nd N.Z.M.R. Battalions, Thorneycroft's Mounted Infantry and attached troops, and was again mentioned in dispatches in July. He returned to his regular Army duties in N.Z. in August, 1902, and for service in the South African War was awarded, in addition to his C.B., the Queen's South African Medal with clasps for Dresfontein, Johannesburg, Diamond Hill, Relief of Kimberley, and Rhodesia, and King Edward's Medal, with clasps for South Africa, 1901, and South Africa 1902.

He went to his previous appointment as Commander of the Auckland Military District.

Of this period, Mr K. W. McKenzie, Employment Officer of Returned Soldiers and Sailors Imperial League of Australia, wrote from Sydney, in 1937, to R.H.Q., Hawera:—

"I served with the volunteers in Auckland under this officer and to my young mind he was all that a soldier should be. Prior to his regular military days, he was a surveyor in Inglewood and must still be remembered there. He commanded the 6th Infantry Brigade during the grim opening stages of the war in 1914, and was mentioned in dispatches for his conduct and tactical handling during the retreat from Mons. Owing to ill health, he had to retire from the struggle early in 1916, or otherwise would have gone much higher."

In December, 1906, he was appointed Third Military Member of the N.Z. Council of Defence and Inspector General of the N.Z. Defence Forces and promoted to the substantive rank of Colonel. By arrangement

with the Imperial Government, he proceeded to the United Kingdom in 1909 for a year's special training with the British Army. He went with the Premier, the Rt. Hon. Sir Joseph Ward, to the Imperial Conference, 1909, as the Premier's Military Adviser, where an improved system of Empire defence was organised. In South Africa Davies had served under the direct command of the now top generals of the British Army, French, Haig, Ian Hamilton, and others, and this was to stand him in good stead.

The Inglewood Borough Council has displayed in the reading room of the Library, the original photographs presented to Lieut. Colonel Davies C.B. by old members of the 1st N.Z. Contingent who served with him in the South African Campaign, and titled, "FROM INGLEWOOD TO CHURCH STREET, PRETORIA".

**Air Commodore, Sir Geoffrey Roberts,
C.B.E., A.F.C., L of M (US), F.R.Ae.S.**

In October 1928, a young man left his work with Newton King Ltd. (Motor Dept.), Inglewood, boarded the good ship *Rarawa* at New Plymouth bound for Auckland, as the first step to joining the Royal Air Force in London, which had been his great ambition.

Leaving with nothing else but a blessing from the then tiny Royal N.Z. Air Force Command and not over-endowed with cash, on acceptance into the R.A.F. he had ten shillings in his pocket and a return ship fare; something a wise father had insisted on from the outset. This young man was Geoffrey Newland, younger son of Mr and Mrs C. O. Roberts, who lived in Rata Street in the house which since has been a doctor's residence.

After training in England, Geoff Roberts served in the R.A.F. for 4 years in India and there saw the last great days of the British Raj. Following elementary training on the Avro 504K, advanced training was continued on the Armstrong Whitworth Atlas,

an aircraft that appeared to kill more pupils than it trained. The first service aircraft Geoff flew was the famous Fairey Fox, an aircraft years in advance of its time and powered by an American engine. Indian service on the North West Frontier was done in Westland Wapitis and Hawker Harts.

Then came a time of decision. Offered a medium service Commission in the R.A.F. on the completion of five years and a flying job with the then Imperial Airways, and bearing in mind that Geoff was administratively minded and still intent, as from the day he left Inglewood, on carving a niche for himself in Civil Aviation, the way had to be chosen then and there.

He figured he needed business experience for a career in Civil Aviation, so instead of signing on again in the R.A.F. or joining Imperial Airways as a pilot, from which he had been told there was no transfer to administration in the event of loss of licence he joined the Goodyear Tyre and Rubber Co. (G.B.) Ltd., and worked on a night shift in the factory at Wolverhampton. At this time Britain was just starting to come out of the disastrous slump of the '30's. Following factory experience, and board costing more than the piece work rates earned, fortune smiled and there followed with Goodyear interesting work in London and again back in the Midlands.

Deciding to return to his native land Geoff preceded his wife and child to New Zealand travelling via Akron, Ohio, to study the Goodyear Zeppelin set up. Goodyear had also started to make aircraft brakes and tyres.

Be it noted that from his early days in Inglewood and New Plymouth, he never strayed far away from things associated with the internal combustion engine. During the two years after leaving the R.A.F. and leaving for New Zealand he continued flying in the Active Reserve with the R.A.F.

On arrival in New Zealand in late 1936, still in pursuit of commercial experience, Geoff joined Shell knowing full well that that Company would be destined to have a

thriving aviation department. This service was interrupted by the War. On arrival in Christchurch to work with Shell, Geoff immediately joined the Christchurch Territorial Squadron with the rank of Flight Lieutenant.

On September 8th, 1939, the men of that Squadron never went to work. They were called full-time to the colours at dawn on that day.

It is an interesting piece of history that as an R.A.F. reservist, Geoff found himself serving two masters and three weeks before war broke out he was ordered to Singapore by the R.A.F. The dozen or so who received those orders seemed to be the first to break the news to New Zealand that war was imminent. In the final analysis, those with modern experience were retained in the country to bolster the meagre resources of the R.N.Z.A.F.

Early in 1940 Geoff was promoted to Squadron Leader and ordered to amalgamate the Auckland/Wellington and Christchurch Territorial Squadrons into one unit and proceed to an airport under construction at Whenuapai, Auckland. The amalgamation was known as the New Zealand General Reconnaissance Squadron and was New Zealand's first operational squadron ever. Geoff counts this as his proudest moment. A wonderful team of men — all pre-war volunteers — and although the original squadron was subsequently split up, those men could be found everywhere where the R.N.Z.A.F. ensign flew. A solid nucleus of sound citizens.

Ordered to the South Pacific before Pearl Harbour, Geoff passed under American Command and, with the exception of one spell out as a relief from tropical service, served on the American General Staff in the forward operational area. He served wherever units of the R.N.Z.A.F. were brought under U.S. command in the operational areas and the domain he knew moved from the Samoas, Tonga and Fiji right through to the Admiralty Islands, New Guinea and even into the Philippines on one occasion. In Fiji

Squadron Leader Roberts was promoted twice in the field in one month — from Squadron Leader to Wing Commander to Group Captain.

After V.J. day Geoff returned to New Zealand as Air Commodore G. N. Roberts, C.B.E., A.F.C., L of M (U.S.), but before touching down at Whenuapai he had attended two surrender ceremonies on behalf of his country. The first was on H.M.S. Glory in the Rabaul Roads of New Britain and the second in the jungles of Bougainville in the northern Solomons.

Quickly back into civilian life, Geoff rejoined Shell, but soon he was to get his big break, the break for which he had trained himself for nearly 20 years. In 1946 Tasman Empire Airways Ltd., and Union Airways were nationalized and Geoff made application for the position of General Manager of Tasman Empire Airways Ltd. He was successful and he noted that the then Chairman of the Company, Mr A. E. Rudder of Sydney, said it was his commercial experience that got him the job and not the military, although the latter of course had added value to the cause.

Then followed nearly 30 years with T.E.A.L., later Air New Zealand, first as General Manager then as Director, Vice-Chairman and, since 1965, Chairman.

What Geoff Roberts saw as about to happen in the 1920's has come to fulfilment. International civil aviation is established as one of the mighty industries of our time. It has grown up in but one life span and is having an enormous social and economic impact on the affairs of mankind.

Through many vicissitudes New Zealand has her stake in this great industry. Communications are the wonder of the 20th century and supreme in all communications is the one that permits people to meet people anywhere in the world at two days' notice.

As a final tribute to his and his country's contribution to the cause of international civil aviation, in 1973 Geoff Roberts was elected the President of the International Air Trans-

port Association, the top world honour to anybody serving the industry.

Geoff Roberts, who first saw the light of day in Inglewood on December 8th, 1906, attended the Primary School and spent a short time at the New Plymouth Boys' High School.

Geoff was knighted by H.M. the Queen in the New Year Honours of 1973 for his services to aviation and now his title in full is — Air Commodore Sir Geoffrey Roberts, C.B.E., A.F.C., L of M (U.S.), F.R.Ae.S., but is still known as just plain Geoff Roberts, because he rates himself no more than the banner bearer for the wonderful team of people in New Zealand who, in one lifetime, have brought the nation's civil aviation to the state of perfection we see today.

On November 10th, 1934, Geoff was married to Phyllis Hamilton Bird of Newcastle on Tyne, Northumberland, and they have two sons, David and Francis. The family now resides at Wellsford. Lady Roberts has always supported her husband to the full in his ventures. Geoff is now Chairman of Air New Zealand, Director of New Zealand National Airways Corporation, besides being

a director of numerous business firms.

It should also be recorded that Geoff's brother Ken Roberts was academically bright and after a distinguished passage through Inglewood Primary and the New Plymouth Boys' High School, he went to Otago University, where he won many scholarships which took him to England in 1926. He followed science and in a reserved occupation throughout World War Two, Ken Roberts specialised and researched in sulphur. His work brought him closely in touch with the rubber and oil industries. Some of his contributions to scientific development in his time included self-sealing tanks for aircraft, the hardener that makes the efficient use of epiglass possible, synthetic additives to improve the performance of mineral oil and with the coming of high pressure, high temperature jet engines his knowledge was useful in the conversion of such engines from mineral to synthetic lubrication. Another product of his research was vaporised paper, which not only prevented rust but minimised packing of parts susceptible to rust and this had an important application in the tropics. Dr Ken Roberts, now retired, lives in Kidderminster, England.

CHAPTER TWENTY FIVE

RETURNED SERVICES ASSOCIATION

A General Meeting of Returned Soldiers was held in Inglewood Borough Chambers on Friday 9th August, 1918, at 7.30 p.m.

Business: Re forming a Returned Soldiers Club in Inglewood. Proposed by F. Codd and seconded by H. Marsh "That a Returned Soldiers Club be formed, providing that a sum of £300 is raised in four months" — Carried.

The following committee was then elected, L. D. Brown, W. Bracegirdle, O. Bolt, L. Bishop, F. Codd, P. Chapman, R. Beauchamp, D. Gyde, L. Keating, W. Price, and F. Stimson. A committee formed to welcome all returned men on their arrival by train at Inglewood comprised, O. M. Bolt, A. Bailey, F. Codd, N. Orr, Looney and R. Clarke. Owing to the influenza epidemic, and lack of interest, little progress was made, however in June and July, 1919, negotiations were finalised for a Returned Service Club in the building in Moa Street known as Carrington's Fish Market and now (1947) occupied by Mr. John Morris.

The first year's activities are recorded in the report presented to the first Annual Meeting which stated: "In common with a rejoicing world, your Committee desires to express its heartfelt thanks for the successful termination of a War fought for the deliverance of the free people of the world from the menace of military autocracy." Unfortunately the epidemic of 1918 brought death to many returned soldiers who enlisted from the Inglewood district, and whose power of resistance had been reduced by their sufferings in the war. On behalf of the Club, the Executive gives heartfelt sympathy to relatives of these comrades.

The Club was formed by Returned Soldiers to ensure fair treatment not only for themselves and their dependants but also for the dependants of those who gave their lives and

others who, owing to suffering, will be unable to support their dependants.

The elected officers were:

President: Captain H. M. Thomson.

Vice-Presidents: Captain I. Grant, Captain C. Gilbert, Capt. Cameron, Lieutenant Blackburn and Lieutenant Ayling.

Hon. Secretary: N. A. Bailey.

Hon. Treasurer: M. Carmine.

Committee: Messrs. Beasley, F. Codd, P. Chapman, F. Price, C. Miles, H. Henderson, G. Raynor, G. Marsh and A. Gillice.

The Club rooms did not continue for many years, and the late twenties saw many citizens struggling for a living. However, members of the R.S.A. always remained loyal to their comrades and many gave great assistance to their fellow ex-soldiers who had fallen on hard times. There are no further records until 1943 when at a General Meeting held in March, Mr. W. J. Smith presided over an attendance of 40 and cordially welcomed three members of the 2nd N.Z.E.F. From here through to 1945-46, a great deal of effort was put into rehabilitation of ex-service personnel. Also considerable assistance was given to war widows and children and Christmas gifts, mainly of money, were distributed to children of deceased servicemen. During the 1939-45 War years, a group of young people calling themselves "Inglewood Woodpeckers Club" conducted dances and socials and farewells and welcome home occasions. These apparently were very successful functions and at the conclusion of the hostilities all surplus funds were handed to the Inglewood Patriotic Welfare Committee. In 1946 considerable discussion took place regarding the formation of a servicemen's cemetery in Inglewood. The Borough Council kindly agreed to set aside an area in the cemetery extension for this purpose. In 1956, as there

had been no burials in this plot, the R.S.A. relinquished any right over this area. In May 1947, the Borough and County representatives attended executive meetings to discuss provision of a suitable War Memorial. It would appear that a majority favoured some form of Sports centre. June, 1947: Mrs W. J. Smith was asked to convene a meeting of ladies with a view to forming a Women's section of the Inglewood Returned Servicemen's Association. Several meetings were held and at an Annual Meeting on May 20th 1948, the Executive were authorised to form a women's section. Throughout 1948, a tremendous amount of time and effort was put into farm settlement and rehabilitation of ex-servicemen. August 1st, 1949: The first Meeting of the Inglewood Patriotic Welfare Committee. Mr. R. W. Brown was appointed Chairman, and Mr. W. J. Messenger was appointed Secretary. In October, 1954, a Special Meeting in Nelson's Tea Rooms authorised the purchase of Mr. Cardo Evans' property in Rata Street, with the object of providing a Club Rooms and meeting place for R.S.A. activities. The purchase price was £2,500, and moneys were raised by collections from service personnel and general public, plus a loan of £1,000 at 3% from the New Plymouth Returned Services Association. This building served its purpose very well until 1969 when it was no longer attracting sufficient patronage. On 20th March, 1971, an auction was held, the contents realising \$230, which was deposited into the Welfare Account, and the property and building realised \$2,800 and this sum was deposited in the Taranaki Hospital Board for 10 years. Anzac Day Commemorative Services have always been organised by the R.S.A. Executive. In 1960 a Dawn Service was instituted and this has proved very popular with Returned Service people. The mid-morning civic service still attracts a good turnout of many organisations from the district. Members of Inglewood Returned Services Association who have been honoured for service to our organisation:

1951: Mr. J. A. Ross; N.Z.R.S.A. Certificate of Merit, 25 years as Secretary, and M. Badge.

1965: Mr. J. P. Mackenzie; N.Z.R.S.A. Certificate of Merit and M. Badge.

1969: Mr. P. Chapman; Life Membership of Inglewood R.S.A.

1972: Mr. P. G. Kettlewell; Life Membership, New Plymouth R.S.A.

1974: Mr. P. G. Kettlewell; N.Z.R.S.A. Certificate of Merit and M. Badge.

These awards are not granted lightly and Inglewood Sub-Branch are honoured to have had the services of these men.

The Future Of R.S.A.

While R.S.A. must always regard Returned personnel and their dependants as a first priority, the passage of time and the advent of the Welfare State, had encouraged our organisation to look outwards from itself and devote more of its energies to the affairs of the community. A study of the minute books over recent years shows an increasing awareness of the problems of youth and the needs of the elderly, and more co-operation with organisations working towards charitable community projects. In conclusion, N.Z.R.S.A. of which Inglewood Sub-branch is a part, is a unique organisation. Membership cannot be bought or sponsored. Overseas service is the one condition for membership. To achieve our objectives we desire every eligible man or woman to be a financial member. And yet we trust that some day our organisation will fade and disappear for want of members. When that day comes our assets and privileges will revert to the community from which they came and people may say, that not only the wars, but also the peace, have been won.

Women's Section R.S.A.

Formation, May 26th, 1948.

Reason for formation — to help the R.S.A. with fund raising and welfare work, such as organising Poppy Day sales, and to

assist wherever possible and to enjoy social events. Christmas parties are held every year for children of R.S.A. members.

1950: A donation was sent to United Nations Appeal. Parcels sent to England, Greece, Crete and Fiji for Welfare. Donation to Heritage.

1967: Started "Diggers Dinner". Assistance was offered the 'action group' in trying to re-open the maternity home.

1973: Supplied clothes drier for "Marinoto"

1973: Celebrated 25th Birthday and held a Garden Party for I.H.C. Atawhai Appeal — \$50 being collected. Held another Garden Party for Plunket — \$80 being raised.

1974: On June 26th, Mrs. Molly Kay received a 21 year service certificate for her outstanding work for the section and she was made an Honorary Life Member of the New Plymouth R.S.A. and Inglewood Sub-branch. She also

received gifts from the section and the Sub-branch.

Welfare Committee

The present members of the Inglewood Welfare Committee of the National Patriotic Fund Board are: R. W. Brown Chairman, J. Messenger Secretary, J. Mackenzie, N. Tate, R. Hickford and Mrs. D. Reeve.

Inglewood Volunteers

Menion has been made of the Inglewood Volunteers in the Trimble Papers and under Colonel Davies.

Major Arthur Leech V.D. commenced his Military training in 1900 and later took charge of the Inglewood Volunteers of about fifty members. In 1916 he was in command of the XI Regiment at a camp at Waiwakaiho.

CHAPTER TWENTY SIX

DISTRICT COMMUNITIES

EGMONT VILLAGE

In 1868 the Egmont Blockhouse was built in part of the present schoolhouse and did service in the Maori War. In those days Egmont Village was all heavy standing bush, and it was not until 1874 that Mr. Humphries surveyed and planned Egmont Village. Many of the sections were taken up by soldiers of the Maori Wars.

Among the first settlers were the Price family, the Swan family and the Edward Olson family. The Prices and the Olsons both came to Egmont Village on the same day in 1874. They had to cross the Waiwakaiho River at Fitzroy and journey via the Egmont Road as there was no bridge over the river on the Junction Road. The Olson family lived in the blockhouse for a year until sufficient land had been cleared of bush and their home had been built on Egmont Road south. The Price family lived at first in a puna where.

In 1877 the blockhouse became the first school. When a school was built in 1879 the blockhouse then became the teacher's residence and remained so until the present one was built in the first decade of the present century. When this first school was opened only about 5 or 6 acres had been cleared of bush.

When the bush was cleared and farming became general a creamery was established opposite the store. Here the farmers brought milk by horse and dray or cart, the milk was separated from the cream which was then taken to the factory at Mangorei where it was made into butter. The farmers took home the skim milk which was used for the rearing of calves and pigs. This creamery

was in use until the early 1920's when home separation of the milk was introduced.

The Egmont Village hall which still stands was opened on the 23rd October 1893, when the Junction Road, between Egmont Village was almost impassable to wheel traffic, but the contractors were then at work and helped to have it open before the next winter. For many years Egmont Village comprised a creamery, butcher shop and blacksmith on the northern side, a store on the southern side, the school on the eastern side of Egmont Road, and the hall on the northern part of Egmont Road.

Mr. Arthur Morton

A name closely linked with the development of the National Dairy Association is that of Mr. Arthur Morton of Egmont Village, who in several directions has been directly associated with the dairy industry over a long period of years. Mr. Morton was a Director of the National Dairy Association from 1906 to 1941 and Chairman since 1911. Briefly summarized, the other main features of Mr. Morton's career are: Chairman of Mangorei Co-operative Dairy Company from its formation in 1895 until 1923; Chairman of Inglewood Co-operative Bacon Company from its formation in 1899 until 1933; Director of Taranaki Producers' Freezing Works Co. from its formation until 1932, and Chairman from 1910 to 1925; member of Executive of Taranaki Dairy Factories Employers' Union from its formation in 1907 until after 1935; Chairman of Advisory Committee to Board of Trade during period of butterfat

levy (three years); Chairman of Dairy Research Committee, 1935-36; Vice Chairman of Massey College Council representing dairy industry since 1927. A member of Massey College Board since its inception and Vice Chairman from 1927 till 1942 and Chairman for one year till he retired in 1943.

Mr. Arthur Morton, who married Miss Mabel Olson in 1895, took up farming at

Riverlands, Egmont Road in 1893. He originally began farming on Hursthouse Road, but before that had worked for several years in the office of Mr. Samuel, M.L.C., in New Plymouth. Besides the above, he was a member of the Taranaki Education Board and New Plymouth High Schools Board.

For services rendered to the community he was awarded the Jubilee Medal in 1935.

KAIMIRO

Mr. J. Paterson informed me that his father and mother and family came to Kaimiro in 1893 and took up the land the Patersons still occupy. It was very hard in those days to get as far as the present Hall. Goods came out once a week, and Mr. Mackindo, the driver of the wagon, would blow three blasts on a bugle to inform the Patersons he had arrived and Mr Paterson would go down with three pack horses to collect the goods. He said Brown's tramline arrived in 1896 and logs were sold to Brown's for fourpence per hundred super, royalty. The culverts and bridges built by Brown's were of great use to the farmers in opening up the land. The trams went as far as the Waiwakaiho and took timber from as far over as Goppeths. Mr. T. Rawlinson was the driver of the little engine. In 1901 the New Plymouth Sash and Door Company set up a mill below Zimmerman's but the big bush fire in February, 1908 destroyed it.

The school was built in 1897 by Tuck, Candish and Curd, while W. Lightfoot built the chimney. The hall was built in 1909 by Jim Goppeth and G. Cash without charge and was opened free of debt. The logs for the timber for the hall were given by Mr. Peters and cut up by Mr. Beggs at the Sash and Door mill opposite, for nothing. (Apparently the mill had been rebuilt temporarily.)

The original cows in the district were all shorthorn. Schickers, Schdrowski, and Peters had about six each, while John Gibson had quite a few more. The creamery, a receiving station for the Mangorei Dairy Company was built in 1896.

The metalling of the road from Marsh's gate to Kilsby's was started in 1900. Mr. S. Mundt is still farming the land owned by his grandfather.

Mr. Paterson is the proud possessor of an illustrated Bible printed by John Daye, London, in 1573.

THE MOUNTAIN KING

No history of Inglewood and Kaimiro would be complete without the history of Mr. Harry Peters, who guided so many climbers in their attempts on the mountain. Mr. Peters was the father of Mr. Noble Peters, for many years a councillor of Inglewood, and grandfather of Mr. George Peters, also well known resident of Inglewood and many years a councillor — George now lives at Waitara.

Mr. Harry Peters was a Danish sailor who at the age of twenty-four had an unusual

introduction to Egmont. On 11th July 1875 a full-rigged ship with 404 immigrants was nearing the New Zealand coast, 103 days out from Hamburg. Sailor Peters was straining his eyes, for a strict watch for land had been ordered. It was his luck to see the clouds to the east-southeast part for a moment to reveal the snow clad peak of Mt. Egmont. Even that day Peters felt stirred by the magnificent, if momentary spectacle of a graceful mountain welcoming a precious cargo of

settlers to a new land. At Wellington a disagreement and a fight with his superior officer caused Peters to desert his ship. He found a friend and shelter on a Cape Terawhiti sheep-farm. Twice he climbed a high range of hills to look across the wide expanse of Cook Strait and each time he saw the glistening white shape of Mt. Egmont. It had a fascination for him and on 20th September 1875, he arrived by steamer at New Plymouth. The town of Inglewood was being carved out of the bush and Peters helped in the work. Four years later he established his home on part of the so-called "Ironsand Block" of 5,000 acres at Kaimiro. (Note Skinner's survey.) There he was as close to Egmont as a farmer at this time could be and he began a dual career — explorer and active farmer. At first his only visitors were Maoris making periodic hunts for pigeons and his only link with Egmont Village on the New Plymouth-Inglewood road was a track. To bring in stores to his bush clearing he broke in a bull for a pack animal.

Peters sought an easy route to the summit and found it to the east of the Waiwakaiho and in 1885 climbed to the top. This route had been used before, by the Richmond-Atkinson party in 1855 and by Percy Smith's youthful group in 1857, and later by Benjamin Wells, but Peters drew new attention to it by clearing a track in from the radius line and by urging the Chief Surveyor at New Plymouth, T. Humphries, to have the track surveyed. Humphries was helpful, as he had his own affection for the mountain, having climbed it twice in the 1860's. In January 1885 he allotted the surveyor O'N. O'Donahoo to the task and Peters was the guide. Humphries' son Larwill, recorded that O'Donahoo, at the suggestion of Peters, gave the name Humphries Castle to the rocky feature on the northern slope in honour of the young cadet and his father.

Like Dawson on the southern side and at almost the same period, Peters erected a tent near the present Old House site. It was often blown down and damaged, but as often

Peters repaired it. Its use strengthened the call for an accommodation house.

Peters' new track was quickly popular in the autumn of 1885 and there is constant record of climbs, with parties reporting "good footing all the way". A picturesque note was set in April when twelve, riding on horseback from Egmont Village, took their horses to Peters' camp site. They reached the top, but were late back and the report added: "It must have been a pretty sight to have seen the cavalcade threading its way through the masses of the forest, each rider holding a lighted candle". A member of this party was Harry Grayling, aged 11, inaccurately claimed to have been the youngest at that date to reach the summit. (The Atkinson and Richmond boys were nine and ten when they climbed in 1873). Another 1885 event was the first photography from the summit, taken by J. W. Davis on 26th April. His three negatives of the crater were very clear and aroused much interest.

Soon the collection of bottles, with names in, at the summit became a feature. The nature and shape of some of the bottles was indicated in a report of a summit lunch in March 1887: "We filled our pannikins with the frozen snow and poured some spirit upon it. We then set to work to stir it up, in order to bring the mass to a liquid state. It was fully a quarter of an hour before sufficient had melted to make the whisky palatable."

So many horses were arriving at the camp site that the quarter acre grassed clearing gave quite inadequate grazing. In the 1887 autumn, as many as 68 horsemen were counted on Egmont road, all heading for the Mountain. Harry Peters' faith in the advantages of the Kaimiro route was already justified.

With his long flowing beard, strong constitution and patient consideration for those climbing with him, Peters soon became a legendary figure of activity on the northern side. When the mountain house (now the Old House) was built in 1891 Peters became the first caretaker and guide. There he stayed every summer until the end of the 1898 sea-