

son. When he gave up his position he had made 89 ascents without injury to any member of his parties. As the seasons lasted from only 20th December to 31st March, or later according to the weather, his record of ascents was remarkable. And as a caretaker he was firm yet cheerful and helpful, even when, as often happened, seventy people spent the night in the house and the floors were packed with sleepers.

There were other occasions when Peters' patience was tested. As guide to a woman, he was dismayed when she insisted on taking her puppy to the summit. Its feet grew sore on the scoria and Peters had to carry it in his knapsack to the top and down again. For this he received his usual guiding fee of 7/6, which, in his own words "was a considerable amount in those days". On another occasion he counted 46 people at the summit at one time.

After 1898 Peters did not lose his interest in Egmont. His home at Kaimiro was a stopping place for parties bound for or returning from the mountain. Many have told of the interest he took in young climbers. In all the depth of her shock and grief, the widow of Arthur Ambury, leaving the mountain on a tragic day in 1918, remembers how the "Grand Old Man" of Egmont waited at the radius line and sought to comfort her and to pay his tribute to the younger man who had shared his own affection for the heights.

DUDLEY ROAD

In most country districts the centre of the community is the school and Dudley was no exception. The school was established in 1893 and was under the control of Inglewood until 1899 when the first householders meeting was held and about twenty were present. The following were elected, Messrs Bridgeman, Codd, Douch, Egarr, Hodges, J. C. Surrey and R. G. Surrey. Mr. J. E. Surrey was elected Chairman on the motion of Messrs Hodges and Douch.

The Education Board notified that £3/4/8

In May 1929 district settlers and New Plymouth and Inglewood people gathered to honour the "Father of Kaimiro" on his 77th birthday and to present him with an illuminated address with 75 signatures. Present was one, who as a boy, had been a passenger in Peters' ship.

The Danish sailor who had made Egmont the beacon of his life died on 9th May 1941, aged 90. He had been a full and happy life under the genial shadow of his mountain.

PRESENTATION

TO

HARRY PETERS ESQUIRE

AGED 77

KAIMIRO 29th SEPTEMBER, 1929.

We, the undersigned, your shipmates, fellow settlers and old friends, on the occasion of your birthday, and the jubilee of your residence as a settler among us, wish to place on record our deep appreciation of your many sterling qualities and also your varied and valuable services to the district viz.; as Chairman of the First Moa Road Board, your activities in connection with the Mangorei Dairy Co., the New Plymouth Hospital and Charitable Aid Board, Postmaster at Kaimiro for twenty years, etc. While wishing you many happy returns of the day, it is also our earnest and heartfelt wish that you may be spared among us for many years to come, and that you will continue to enjoy the best of health, and happiness.

had been placed to the Committee's credit as capitation allowance for the quarter. It was reported that the roll stood at 28 boys and 19 girls with an average attendance of 23.5 boys and 16 girls. Apparently Brown's train line on its way across to Kaimiro and the Waiwakaiho, passed nearby, for he applied for permission to use the paddock for timber and this was granted at a price of ten shillings per month.

Some of the old-time farmers on the Dudley and Bedford Roads were: Hodges, Burrows,

Douch, Egarr, Bridgeman, B. and H. Codd, R. G. and I. C. Surrey, Perretts, Goble, Darrell, Riggall, Broadmore, Brereton, Todd, Johnston, and further down Alleman and Kennedy.

On July 6th, 1908, tenders were called for stumping a further three acres of school grounds. Card evenings and other entertainment were frequently held in the shelter shed and about 1909 a new school was built. The community raised money with evenings and added to the first school to make a school hall. A card club, musical society and dance committee were formed, and the hall became a real social centre. In 1958 a school residence

NORFOLK COMMUNITY

It requires a wrench of the imagination to take ourselves back to the 1870's when the Mountain Road was only a muddy track through dense forest, when Durham, Norfolk, Rugby and John's roads were little more than lines in the surveyor's note-book, when every river was a dangerous hazard, and every tree a future removal job.

In 1874, five years before our school was built, W. H. Skinner, the surveyor, described this district as "covered with dense bush and undergrowth, and in parts waterlogged from the continuous rain." The conditions in winter were hard and difficult. There was no escape from the moisture of the Moa Block. It was a decidedly damp locality in its forest clad day, being subject to almost continuous rain and mud.

In 1878 the Taranaki Education Board asked for tenders for the erection of a school and teacher's residence as they were pleased to call it. They accepted the lowest tender, as usually happens, that of Mr. Snell, for £485. The "residence", though it was good for its day, must have earned a few less high-falutin' names from Headmasters' wives who had to cope with its inadequacies through the years.

It all looked good on paper, a school built on an education reserve to the Education Board — a small shed in an unstumped, log-covered clearing in dense forest to the

was built which ensured the continuance of the school, and after petitions, a new school was built in 1960. At a public meeting held on Tuesday 20th March 1962, letters were read from the Education Board and the Minister of Internal Affairs, that the old school and hall were to be the property of the district plus a grant of £200 towards moving the hall and school. This was achieved and the two combined and relined, renovated, repainted, at a cost of about £300, made a good convenient hall. Rents were fixed at 5/- for table tennis, 15/- for card evenings, and 25/- for dances and wedding receptions, with 5/- for crockery and 5/- for heater.

settlers. And of course, the same mixture as before, mud everywhere.

When all was ready, they advertised for a "male teacher" and appointed Mr. Oldfield on three months' probation. He opened his little school on September 1st, 1879, with a roll of 47 pupils, had an average daily attendance of 31, and got £125/10/- a year. His last act as far as we are concerned was to write to the Education Board in December 1879, asking that the lower windows of the school house be frosted. Were the children too quizzical?

In 1880 the Board did a switch, Mr. Oldfield went to Wortley Road and Mr. Donnelly, from Wortley Road, came to Norfolk. The Inspector's report for this year says, as an interesting item, not especially of Norfolk, that torn school books should be lent to children of small incomes for home lessons, that the attendance of the Norfolk Road School is good, that the spouting round the teacher's residence is badly put and useless, that the paint on the building is of an inferior quality, that the back doors of the teacher's residence are warped.

A Narrow Escape

The following is an extract from the report of the Inspector of Schools, 1898.

"In some districts where the trains can be used for the free carriage of children, fewer schools are established along railway-lines. As until quite recently, the present number of ordinary trains did not run on Tuesdays and Fridays, regular use of the railways could not be made, but now greater facilities are offered. Take for instance Norfolk Road and Tariki. The morning train from town arrives at Norfolk Road about 9.30 and an evening train arrives at Tariki, a little after 4.00 and could be used for the return journey. Now, if there were no school at Norfolk Road, the pupils could be taught at Tariki at a diminished cost to the Board. As the school is established, the question becomes more complicated. At Norfolk Road, the attendance is falling off, so that, in time the question I have raised, may be considered by the Board."

Fate took a hand however, and the roll went up again, so there was no more talk of closing the school. In 1936 the consolidation of the Derby Road School increased the roll and it increased again with the consolidation of the Durham Road School in 1947, bringing the roll to 107. So that their children wouldn't have to grow up "not knowing nothing" the early Durham Road settlers met at J. Bridgeman's home on April 9th 1898, to discuss building a school.

First Committee of Management: J. Hart, W. Laurence, W. Corney, O. Druse, J. Simpson.

First School Committee: W. Corney (Chairman) J. Simpson, (Secretary) J. Bridgeman, W. Laurence, J. Mischewski.

... One committee member was paid 30/- to build a "wee hoose".

... School cleaners were paid 15/- per term.

At first the school was a fosterchild of the Inglewood School as they appointed the first teachers — Miss K. Smith (temporary) followed by Miss Hodgkinson.

The deep ruts in the surface of Durham Road were a great source of entertainment to the children and there was fierce competi-

tion amongst them for possession of the deepest one. With the improvement in roads and transport, on May 26th 1947, the consolidation of Durham Road School with Norfolk took place.

A new classroom was obviously needed, and this, the nucleus of the new school, was built in 1948. A further room was added to this in 1952. It was in this year too, that a B type Dental Clinic was built in the grounds. Once it was truly in, the parents, (if not the children) sighed with relief, and left all further dental arrangements in the lap of the Gods. Before this time, both parents and children had had to spend many hours in travelling and waiting in Inglewood.

In 1960 the old school left the scene. It was bought for removal for £85. In 1961 we find the committee asking for and getting the fuel shed, and new concrete flooring under the dressing sheds. In 1966, the fifth new room, with toilet block and ancillary accommodation, was built, thus completing one of the finest primary schools in Taranaki. Outside it is furnished with playing areas, and beautified by trees, both native and English, and inside its equipment is staggering. On contemplating the amenities of this school, one is forced to the conclusion that its successive head-teachers, Committees, and Home and School Associations must have been blessed with vast energy and extra high ideals.

School Baths:

In January of 1967, a special meeting of the Committee was called to consider the estimates of the new baths. They were estimated to cost £159/14/-. The main pool was to measure 25 metres by 25 feet, and the smaller pool 20 by 25 feet. "We thought we would be among the first to go metric" laughed Mr. Harry West, the go-ahead Chairman of the committee.

These baths were a wonderful and ambitious project, and they probably owe their existence to the then head-master, Mr. Cathro, who spent many hours drawing up plans, specifications and estimates. But baths of this

size, it was learned, must be built to the plan of a registered engineer, and have the approval of the Ministry of Works.

So to work. During June 1968, the committee broke up and removed the old baths — work well supported by parents — says Mr. Cathro's log. Bulldozers, hampered by wet weather, finally finished excavating the big baths by July 16th. By August the floor of the pool was completed, and by mid-September all the wall sections had been prefabricated on the ground, and left to cure for three or four weeks. On February 8th 1969, they were finished, on the 10th they were filled and on the 12th — Splash Down Day. On March 15th came the official opening of "one of the finest pools in Taranaki" as Mr. Bracegirdle, the Ward member said. A sunny day smiled on a good job well done. And what did the frolicking children care that it cost \$3,500? — or that Mr. Harry West and his Committee and lots of Dads had put in 3000 man hours of voluntary work?

Early Days

My parents settled away up the Durham Road early in the 1890's, says Miss F. R. Corney. The bush had been cleared to make a patch where a four-roomed cottage was built. There were no conveniences in those days! When the family started coming along, thoughts turned to schooling for us, so some of the young dads got together and worked to get a school built. The settlers built a room which the Education Board took over later. The school opened in 1898. To help swell the attendance I was sent off before I was five.

As far as I can remember, there were only thirteen or fourteen names on the roll to start with, then others came who had probably had to attend Norfolk. I don't remember who were first day pupils besides myself.

The country at that time was all standing bush, with just a dirt track for a road, and

it depended on the weather, whether it was dust or mud. We didn't go out much, as there was no way of travelling. Before we moved to Norfolk Road, a tram line from Brown's Mill beyond Inglewood, was laid through the top of the farm where we had lived, and crossed the Piakau stream, and further on the Maketawa. This route provided access to Durham School for children from Norfolk Road. The tram rails were made of timber, and the trucks were just flat decks without sides and drawn by a team of about six heavy horses. Bullock teams dragged great logs to the head of the tramline, and these were loaded on to the trolleys and fastened by chains. The bridges over the rivers had no sides, and there were gaps between the flooring timbers of the bridge.

When I was about four years old, a fire swept through the bush above the house. I was not old enough to realise the danger, and thought it a great sight. I shouted with excitement as the flames ran up the old dead trees, and crackled through the undergrowth. Dad went out and watched the doings, he must have been a worried man, for if the wind had changed we should all have had to evacuate.

The Oil Bore

Who remembers the oil bore that we had in 1908? The derrick was erected in Roger Marshall's paddock between Mrs. Dagg's house and the river. For a year the bore was a flourishing concern; then it suddenly and mysteriously folded up. Some say that interested parties overseas paid the Company to close.

These extracts from the Taranaki Herald, January 1908, show that the promoters once had great expectations:

"The drilling at the Inglewood Oil Boring and Prospecting Company's bore has been carried on under most favourable conditions lately. The progress as a consequence has been more rapid. The bore is now down a little

over 600 feet." On February 5th the Herald says "A meeting of the Directors of the Inglewood Oil Boring and Prospecting Company was held last night. The bore is now down to a depth of 928 feet. It was decided to make a first call of £2/10/0 per share payable on March 1st. Mr. McDonald, the Manager, shut off the water at a depth of 700 feet, but has encountered the difficulty again."

Norfolk Hall

Over the years the question of the need for a hall in the Norfolk district kept cropping up. At a meeting to arrange for the 75th School Jubilee celebrations, the subject of seriously working to build a hall in our district was discussed and it was decided to go ahead and raise funds for a hall. A committee was formed with Mr. W. P. Brown as Chairman and Mrs. G. Gyde as Secretary. A fund-raising committee under the leadership of Mr. C. Hodges started the money bags clinking. Functions such as weekly euchre and housie evenings were held in the school, also raffles, calcuttas, etc., anything in fact that would add a shilling to the hall funds. During this period the generous offer of land for the site of the hall was made by Mr. B. J. Wisniewski, which the committee gratefully accepted. As the credit account reached the vicinity of £3,000, the committee decided to build the present supper room and kitchen so that card evenings and functions could continue without disrupting the school. This served the district for five years while the necessary money to complete the project was raised. With the united effort of the whole district this was achieved, and in April 1958, we planned and held the grand opening of the Norfolk Hall, and what an asset it has proved to be in the district.

TARIKI

Reminiscences of Mr. George Kettlewell

At the beginning of the century my parents lived on a farm near the top of Surrey

The Norfolk Women's Institute

On August 19th, 1931, the first meeting of the Norfolk Women's Institute was held with Mrs. V. C. Brown as its first President. It was, right from the beginning, a very active W.I. and had a variety of interests (or if you will allow a cliché — had a variety of irons in the fire) ranging through drama (it was the first drama group to produce a mime), fund raising and helping to compile a district history. Perhaps the most important fund raising efforts were those for war work — three bazaars were held, each bringing in over £200. As clothing was rationed, anything was used to make into children's clothes to sell — flour bags and sugar bags especially were a godsend.

The Institute helped equip the hospital which the Home Guard set up at Mrs. Voitre's, by making burn dressings, papier maché kidney bowls etc. They also packed soldiers' parcels, and were able to give cash donations to each returned man. One soldier who had lost his legs was given a loom by the Institute, and much of his work was also sold by them.

In 1952 the Institute came of age, and a 21st birthday celebration was held and four foundation members were presented with Good Service badges. These were; Mrs. V. C. Brown, Mrs. L. Brown, Mrs. A. Ward, and Mrs. F. Voitre.

From 1952 on, fund raising efforts were directed towards raising money for the hall. In 1955 the 25th Jubilee was well attended and Mrs. M. Burgess was presented with a Good Service badge.

In later years the Norfolk Institute has willingly helped with many projects, thus benefiting both the district and the members, who have enjoyed the companionship and functions.

Road, and one of my first recollections is of the moving out of the logging equipment

of the Sash and Door Co's mill at Tariki from that area. My uncle drove the small locomotive used to haul the logs, and the tramway passed close to our home. Later, on, the Company purchased a larger loco as they had to haul over longer distances and I remember going on the engine for what seemed a very long journey. Later on I learned that the company at that time was obtaining logs from the bush beyond Kaimiro.

Henry Brown and Co. also operated a mill on the Surrey Road. They had a wooden tramline at the side of the road, as far as the Derby Road where it turned right into their bush workings. At the lower end it left the road and crossed over two farms to come out by the hotel and into the railway siding. This mill was burned down about 1900, and the logs were then railed to their Inglewood mill. This tramway was a boon to the settlers as the road was a quagmire in wet weather. There was a third mill on the Tariki Road opposite the Mangotea Road, but I have no knowledge of the workings of it.

Soon after the burning of the Surrey Road mill, my parents moved to the farm on which it was situated and later bought it from Browns. When I started school in the beginning of 1903, the Sash and Door mill was still running and logs were still coming down the Surrey Road. However a few years later both of these activities closed down, but roadworks and other activities still kept the people of the village occupied.

The school had originally started in the Waipuku township, also the hotel, but because the sawmills were located at Tariki, both of these were moved there. The school had another classroom which is still in existence, added to it. The schoolmaster's home was still at Waipuku and he walked to and from the school each day, until eventually a new residence was built at Tariki.

The hotel, I understand, was also moved from Waipuku and was a substantial two-storied building. It was burned down before I was old enough to visit it so I have no

knowledge of its internal arrangements. Alongside the hotel there was a small sale-yard owned by Messrs Vickers and Stevens, an Inglewood Auctioneering firm who held a monthly sale there. On the corner of the Tariki Road was a grocer's store which continued in the face of increasing outside competition until it was burned down a few years ago. Behind the railway station Mr. Jacob Therklason ran a small livery stable where horses could be kept while their owners travelled by train to adjacent towns while next door his son John ran another grocery. John later bought the corner store and closed his former shop. Soon after this, Sutherlands of Inglewood opened up another grocery in a disused shop at the foot of Surrey Road. This shop continued to operate under various owners for many years.

On the northern bank of the Bark Whare Stream was the Tariki Bakery, at that time owned by Mr. Frewin, who baked and delivered bread to the surrounding district. This business finally closed, I think, sometime in the 1930's. The present garage is built on the site of Mr. Robert Hancock's blacksmith and wheelwright business, where horses were shod and carts, drays, gigs and farm implements constructed. Next door was the Tariki Butchery whose owner also delivered meat by cart — cutting joints to the housewives' specifications on the tailboard. Finally on the main road came the saddler's shop, run by Mr. Ernie Crossman, who later moved into Inglewood.

Another wheelwright also operated for a time close to the railway on Surrey Road. In later years a second butchery business was run by the late Mr. John Butler. Both butcheries were taken over by Mr. John Butler after the Second World War. His business is still in operation. Another son of Mr. Butler also ran a second blacksmith's shop next door to the factory on Surrey Road.

Groceries, bread, etc., were delivered in the early days by covered vans drawn by horses from Inglewood, once weekly. Two firms were involved, the Moa Farmers' Union, from

premises now used by Mr. Noel Drake, and Fawcett and Henderson of Matai Street. The state of many of the roads they travelled was shocking; Surrey Road for example was metalled only to the outskirts of the village. Beyond this it was mud, the worst spots being fascinated with brushwood. When we began delivering milk to the creamery owned by the Midhurst Dairy Co. at Rugby Road, a shovel and axe were carried in the cart in bad weather to deal with impassable spots on the road. The metal surface was gradually extended, but it was many years before it reached our farm at the Bedford Road intersection.

In 1906 a co-operative dairy company was formed in Tariki and a cheese factory opened almost on the site of the Sash and Door mill. In later years a new and improved concrete building was erected. This was afterwards equipped for the manufacture of either cheese

or butter and casein. The Rugby Road and district settlers decided to leave the Midhurst Co. about the year 1913. They joined the Tariki Company and built a cheese factory on the site of the creamery. Both of these factories were closed following amalgamation with the Moa Co-op Dairy Co. The Tariki Factory was recently destroyed by fire after being used for various purposes and the Rugby Road one is currently a stock meal processing plant.

There were two churches in Tariki, St. Philip's Anglican Church in the village, and a Methodist Church on the old main road, about half a mile south. Both of these have now been demolished.

There was a sports ground with a circular running track on Mr. Jemison's farm just east of the school ground and I can remember being shown a photograph of an early cricket team.

RATAPIKO HISTORY

Ratapiko is in the South Riding of the Inglewood County Council situated 10 miles from Inglewood, being mainly a dairy farming area, but sheep farms border Tarata in the East Riding and Stratford County on the South Riding. An early Polish settlement felled, stumped and burnt the bush, with names like Dravitski, (Divdraviski) Stachurski, Biesiek (Biesiak) Bielski, Kuklinski, Zimmerman, Potroz, Dombroski, Crofskey (Krocwski) Schimanski, Roguski, Stieller and Volske. There are still descendants with these names in the Inglewood County. After the turn of the century farmers moved in with familiar names such as Corlett, Willans, Grigg, Stewart, Barton, Fabish, Moratti, Hare, Morrison, Topping, Corbett, Bredin, Long and Hill. A further major land settlement happened after the 1918 war when land was taken by the Government for returned servicemen. Two blocks, one called Taitama was won in a ballot by Mannex, Telfer, Lepper, Nolan, Eversfield, Middleton and Taylor, the other called the Fraser Block was won in a ballot by Gannaway,

Downs, Martin and Le Bas. Roads were mostly clay but were gradually metalled, some with shellrock from a pit on Mannex's property and shingle from the Manganui River until today when most of our roads are tar-seal. There was another change that happened about 1925 when a lake was formed and a tunnel bored through the hills to a power house at Tarata.

Perhaps to describe Ratapiko, two words could be used, 'community spirit'. This started when after land began to show a hard-earned living, thoughts turned to sport and social events. The school, which was built in 1888 for £298 with residence combined, (the first teacher being Mr. Lattie), was the social centre. A sports and pastimes club was formed in 1920, programmes usually taking the form of chopping, sawing, running and horse events, with the social event of the year 'A Dance'. In 1927 the hall was built by Mr. A. Codd, the tender being £330. In 1932 a meeting was called to form a tennis club and land was made available by Messrs. Burkitt Bros.

Stalwart secretaries of the club over many years were Mrs. Doris Corbett and Roy Clough.

On the farming scene, the factory at the lake closed down in 1924 and cream was collected first by private contractor, then by Inglewood Motors supplying the Moa Dairy Co., and today by a fleet of tankers. War came again in 1939 with 31 men going to fight and three of these were killed in action, Peter Ganaway, Gordon Knight, and D. Hill. Home Guard, food parcels, rationing and a lot of extra work was the task for those left behind. After the war, the next generation started to take over, retiring horses with modern tractors, bulldozers and mechanical equipment making of Ratapiko farm land a highly productive district.

A new school was built in 1946 with the original school being still used today for recreation and play centre activities. The new

school cost £3,899/-/-, and to this in 1965 a new room was added to make it a three teacher school which has since declined to two. A new residence was built in 1966.

An example of the community spirit which prevails is shown by the attendance at working bees. Old school baths were pulled down in 1968 and in a matter of days new filtrated baths were built debt free. The hall has been repiled, re-roofed and painted which perhaps makes it the best kept of the country halls. It is used for all community activities such as bowls, badminton, cards, Women's Division F.F., all meetings, gift evenings, farewells and socials. This is a district which has joined in and always thought of Inglewood as the centre, and has provided its fair share of office holders in County Council. Representatives over the years on the Council have been Mr. Bill Willans, Frank Stachurski, Ernie Grigg, Bill Jones, Dudley Jones.

WAIONGONA

It was named because it is where the Mountain Road and Railway cross the Waiongona River. It is where the first settlers pitched their tents for the first night on their way to Inglewood.

The first Postmaster at Waiongona was Mr. J. Mackinder. He it was who donated the acre section for the school which opened in 1886, and which, when the school closed in 1948, became the district hall, and is now used extensively for meetings, by the Women's Division of Federated Farmers, Table Tennis, and other organisations. Other Postmasters to follow were Glasgow, Bond and Hine.

Among the early settlers were H. Hunt, on the western side of the river where Hines later were, and his brother C. Hunt, on the corner of the Davis Road. Adam Kilpatrick owned the farm that was later Fussell Bros. Other original settlers were, Cloughs, Petersons, Dan Martin, Drakes, and later Drowski, W. B. Fussell, Atkinson, Barrons, Urry's, Pern's. H. Main who farmed just

north of the school was later toll gate keeper near Atkinson's. The first school teacher was Miss Clifford, later Mrs. Lepper.

Dairy Factory

Did Kaimata have a private creamery or a dairy factory? The Moa Creamery was opened in 1911 just at the northern end of the unopened Lepper Road near the northern end of the new road bridge. Mr. Charlie Peterson who lived near there says that butter was manufactured in approximately the same place before the Moa opened the creamery and the first man in charge was T. Giddy, followed by Prideaux.

As will be read in the Moa history "Amalgamations were not in vogue in 1900 for delegates from Waiongona, Waitara and Richmond Road were told that Moa had decided not to extend their business in that direction."

On Mr. C. Hunt's farm on the corner of

the Davis Road, there was a slaughter house where the meat for Mr. Harry Clough's butcher shop was produced. Mr. W. B.

WAITORIKI

As is the case in most histories of early days we start with heavy virgin bush which disappeared gradually before the axe of our early pioneers. With the disappearance of the bush unfortunately came the blackberry which was planted by our early settlers from England. The rotting logs and temperate climate, with the assistance of birds soon turned the whole district into what was known as the home of the blackberry. Following the disappearance of the bush the greatest transformation took place between 1910 and 1930 when practically all the stumps and blackberry disappeared with manpower and horsepower. The first roads as usual were merely clay tracks and it was in the early 1900's that a few of the worst patches of Lincoln Road and Wortley Road were metalled. About 1920 the Richmond Road was metalled, the metal being hauled with horse and bullock teams from the pit at the back of Friday Miles' old farm near the present school.

The roads were first administered by the Moa Road Board, later by the Inglewood County Council in 1919.

The Moa Dairy Company of Inglewood built several branch factories about 1900, one being on the corner of Richmond Road and Lincoln Road, and was in operation for about 20 years, closing down with the advent of the motor lorry when the cream was taken to Inglewood. Most of the farms are of 50 and 100 acres approximately with a few about 200 acres. Although most of the land is "broken" with creeks it is possible to walk from Inglewood to Everett Park (a distance of about 6 miles) without having to cross one creek.

About 1927 the settlers decided that a hall was required and after several meetings the necessary finance was raised and the present hall built in 1927 at a cost of approximately £300. The supper room was added later and

Fussell had a modern mill on his property milling the pinus he had planted on his property around 1920.

with the recent modern conveniences, etc., the district has a very fine hall. About the time the hall was built electric power was supplied to the district from the New Plymouth Borough Council.

With the passing of the years the roads were tar-sealed and today nearly all Lincoln Road is sealed and about a mile of Richmond Road. What a change from even 40 years ago when cream was collected by horse and cart on mud roads and today we have motor lorries and milk-tankers, together with the school bus and rural delivery.

Highlights in School's History:

March 10th, 1879: The Secretary of the Education Board reported that a school was most needed in the upper Huirangi district. Mr. Edward Parkin, the holder of the allotment 225 on deferred payment had offered an admirable central site free of cost to the Board for the purpose of a school. It was moved that in the event of the Chairman being able to arrange with the Waste Lands Board for obtaining one acre of land, allotment 225, Wortley Road, Upper Huirangi, a school be erected thereon, similar to the schoolhouse at Lower Egmont Road and that the Secretary be instructed to call tenders and obtain a list of the children of the district with their ages.

April 14th, 1879: Mr. George Hall's tender of £325 was accepted.

August, 1879: Competent teacher advertised for.

September, 1879: Secretary agreed to have site cleared.

December, 1879: Mr. S. Sorenson given job of fencing site at 15/- a chain.

January 12th, 1880: Mr. Thomas Donnelly appointed teacher of Wortley Road School for six months probation.

March 15, 1880: Mr. Oldfield, teacher of Norfolk Road, was transferred to Wortley Road and Mr. Donnelly transferred to Norfolk Road.

1880: Memorandum praying for erection of teacher's residence prepared.

1882: Residence containing four rooms was erected by Mr. Matthew Jones for £117 for the head-teacher, Mr. J. A. Hill. (Residence still there today.)

April 14 1886: An application was received from settlers of Richmond Road to have the school moved to a more central position i.e. the present site. Mr. Parkin wrote protesting against this.

October, 1896: The Education Board set up a committee to consider removal of Wortley Road School.

June, 1901: Deputation of settlers at a Board Meeting.

June, 1902: At a Board Meeting it was decided that Mr. A. Turner's tender for £120 for the removal of school be accepted.

November 27th, 1902: Removal work completed and the school, now called Lincoln School, officially opened in January, 1903.

February 18th, 1928: Mr. A. L. Winter, secretary of the school committee, wrote asking the Board to supply a new school as the present building was dilapidated.

July 30th, 1929: Mr. J. A. Valintine attended a public meeting and outlined the advantages of consolidation.

September, 1929: Settlers voted by 18 to four against the conveyance of children to Inglewood.

August, 1934: The Board approved a grant of £450 for building a new school which was completed in December, 1934, at a cost of £402/12/9. It was officially opened in February, 1935 and at the recommendation of Mr. George Bennett, a resident of the district, the name was changed to Waitoriki School.

March, 1939: Received grant from Board of £898 for present school residence.

1939: An additional room was added to the school at a cost of £269.

September, 1944: The installation of a septic tank service for both school and residence.

For a number of years children from the Bristol Road and Everett Road went to the Waitoriki School by way of a swing bridge across the Kurapete stream. One day this bridge was washed away and Don Steward arrived at school at 11 a.m. having swum the river and waited on the other side until his clothes dried.

School Baths:

A Tribute to Mrs. Smith — Headmistress.

We wish special mention to be made of Mrs. B. Smith, appointed to the Waitoriki School in Mr. Hall's absence overseas. Her organising ability and perseverance gained many amenities for this school in her three years' stay with us. From the outset she was very enthusiastic in acquiring school baths for the children. At the general meeting, April 3rd, 1943, baths were discussed and an enthusiastic district promised £82/10/-. Within two months, socials and dances raised more than sufficient money to cover the committee's share of expenses, £200. Working bees commenced at once and three weeks later the well was completed to 56 feet. Special thanks to those men who dug the well. The baths, built by voluntary labour in a record time of five and a half hours, were completed by 13th October of the same year and opened by W. J. Polson, M.P. on 16th December.

After this project Mrs. Smith turned her energies to obtaining conveniences for the school and residence and after many rebuffs and even a trip to Wellington she was again successful, and more working bees were organised. Now came the terraces, concrete paths and steps leading down to the baths and quite a large amount of the plastering work was done by Mrs. Smith herself.

Truly wonderfully successful years and something to look back to with pride.

As I Remember It:

First Decade Pupil.

Wortley Road School as I knew it in 1887 to 1892 was a one roomed school with about 60-odd pupils and only one teacher and with about a quarter acre playground. The country was covered with logs and standing bush around the school. A lot of the early pupils will remember the big six-root rata log that lay in the playground. That was at the corner of Wortley and Lincoln Roads. More than half the pupils came from the Bristol Road. There were the Stanleys, Knofflocks, Snowballs, Boldts, Leechs, Schwieters, Clarks, Bennetts and a few others perhaps.

Teaching methods have changed much since the early days. It was then slates, copy books, drawing and writing books but mostly slate work. Our main items were geography, history,

arithmetic, reading, writing and spelling, followed up with a good stick.

The early settlers on Lincoln and Wortley Roads were, as I can remember, Smiths, Paulgers, Miles, Henworths, Sullivans, Hintz, Parkins, Hunters, Storings, Sattlers, Tallots, Griffiths, Rasmussens. Quite a lot of the early pupils used to walk up to four miles to school and think nothing of it and quite a lot of them are still good on their pins.

There was one holiday we looked forward to during the year — a trip to New Plymouth by train in open trucks with a tarpaulin over the top and packed in like sheep. We thought it was a day out of the box and we really enjoyed ourselves. The games played at school were mostly rounders. The boys played bull in the ring and the girls played kiss in the ring and to fill in the time, we got up to all sorts of tricks.

WAITUI

The Waitui district of approximately 10 square miles, is situated in the north east part of the Inglewood County and its size is largely influenced by both the Manganui River on the west side and the Waitara River on the east. The district of Kaimata borders it in the south. Access now is mainly by the Bristol Road, although in its earliest years of settlement, the route from Inglewood was along Mountain Road towards Stratford then down the Durham Road to Junction Road, across the Manganui River Bridge to Kaimata. This was the only safe access for wheeled vehicles. There was also a river ford below the present Manganui River Bridge on Bristol Road for riding horses, stock and heavy drays.

The area is in both the Rimutauteka and Huirangi Survey District and some of the heaviest indigenous rain forest in the Inglewood district grew on the rolling to steep land, which when cleared was good farming land as the soils consisted mainly of Stratford loam, which were deposits from ash showers from eruptions of Mt. Egmont and blown here by W.S.W. winds, many hundreds of years earlier. There is also evidence in certain parts of the

district of shell rock and shell sedimentation, confirming the suggestion that much of the area has been under the sea at one time, 15,000,000 years ago, according to D.S.I.R. dating. Although the Waitui district was surveyed early in the Inglewood District Survey, only the front part was settled and developed to any extent mainly because of the nearly insurmountable problem of clearing the forest to farm it. No sawmills operated in the Waitui district, as there was a plentiful supply of sawn logs handier to Inglewood and there was the problem of crossing the Manganui River to get logs to Brown's and Surrey's mills. A small mill on the west corner of the Bristol Road and Everett Road known as Baigent's mill, also known as Surrey's mill, supplied timber for Surrey's town yards and later moved to the Mangaone Road. Everett Road was named after Jim Everett who was Head Benchman at Brown's Hursthouse Road mill.

Everett Road, which runs on the west side of the Manganui largely follows the old tramline used to bring in logs for breaking down before taking them into Inglewood's mill.

It was clearly evident that wherever the saw-

mills operated, transformation from bush to grass took place more quickly than areas that did not have this service. One of the reasons for the many skilled axemen and sawyers in the Inglewood District was that they had plenty of practice. Any trees in the original bush-felling of a surveyed section that were above a certain size were left. Some survived the fires, others did not and in due course the farmlands for many years, showed these giants who boasted of their defiance of man. Some "sticks" stood for 50 years plus after the original clearing, which was some indication of the lasting values of our native timbers. They were often the resting places for big flocks of starlings for much of the time that they stood alone.

Of the land available for settlement, some was freehold, other education and West Coast Native Lease. Early settlers, once they had drawn their lot moved to clear as much land as was easily handled, so as to establish a homestead and run some cattle in the early development, because cattle could wander between clearings in the bush and would graze roughage in the undergrowth. The predominant breed of cattle seemed to be the old Roan Shorthorn or Holstein. They were multi-purpose animals, for besides being of a good nature, they were used for meat and milk for the homestead and many of the steers were put to good use as bullock teams of which several became famous. The availability of heavy horses was non-existent and even hacks or light horses for riding or pulling the family trap were very precious. The whiteywood or mahoe was a favourite for cattle to browse on and many a cattle beast met its death in the forks of the tree, while reaching for the last twig.

Later as more land was cleared, dairy farming was the means of livelihood and later still sheep were introduced to the district about the time of the First World War, as better fences were required to enable them to be farmed, and not many farmers knew much about sheep either. Today the district is intensively farmed with dairy herds, sheep and beef, both traditional and crossbred.

The annual rainfall of the district is 60 in. to 80 in. a year, and is spread evenly through the year making for a consistent farm production.

As the survey width of roads were felled and bush burnt, it was policy to sow grass, mainly English cocksfoot, so that the settlers could feed their horses and regrass their farms from the road frontage. Many of the very early settlers who had sections in the Waitui district, did not live on them permanently, but lived in New Plymouth or near Inglewood so that they could get work clearing survey lines, making roads and bridges, working on railway constructions, chopping bush on different sections for other settlers, to get the necessary cash to buy seeds, both grass and crop, fencing materials, and stock for farming. Most of the above development work was being done with Government money so this was the only means many had of ever getting a start on their own. The settlers would then chop bush and work on their own lots when the above work was not available.

The original survey of the district stopped at a line running west to east from Manganui to Waitara Rivers; boundary of lots 4, 5, 6, 10 (old survey) just over a mile down the Rimutauteka Road. The block beyond to the north west running down to between the two rivers was known as the Maori Block (Rimutauteka) and was not surveyed or taken up for about 10 years (1895-97) after the front part of the district.

The first settlers were Schreibers and Strouds, followed closely by Lawrence Sattler and Peter Hunter and families. William Charles Schreiber, Professor of Languages, came from Denmark with his family, arriving in Inglewood in April, 1875, and lived up on the Wortley Road section in a punga bach before coming to take up Waitui land in 1887. They came by bullock dray from New Plymouth to the Waiwakaiho River, then walked to Inglewood from there. He helped fell bush on road and railway from Waiongona to Midhurst. The pay was 5/- per day and the hours were long. William Charles Schreiber married Margaret

Steen in Denmark. She was the King of Denmark's housemaid. He was one of the few men who had money at that time, and must have had a private income. They had a family of ten, two boys being born in Denmark and a daughter at sea. He was of Danish Chapel religion and travelled around the North Island at times on Government business as an interpreter. He is buried in Tauranga. He bought two sections in the Rimatauteka Block, one for himself (lot 7) and the other for his son Christian Hans Frederick Schreiber (lot 8). Strouds took up lot 3 at about the same time. Sattlers occupied land on the Bristol Road.

Peter Hunter with family came from the Shetland Isles in the late 1880's to Welbourn, New Plymouth, later to the Wortley Road where more of the family were born. Harry, James and Robert all had sections in the area known as the Maori Block. Harry who married Ellen Parkin bought lot 8 from Chris Schreiber. Harry Hunter, 28, and his brother-in-law, Dave Williamson, 21, were involved in a tragic drowning in the Waitara River down on the Maori Block on 30th January, 1898. Both are buried in the Inglewood Cemetery.

Other early settlers on original sections were Martin Sattler, a brother of Lawrence, Ben Bishop and son William who came from Hurford Road, Omata; Charlie and William Leech, John Hopson, Hintz, Dick Cooper, Dave and Jim Williamson, Jordan, and George Gibbs. People who followed soon after: Morgans, 1893, who came from Manutahi, South Taranaki and who knew something about farming sheep, Bruno Haverbier, Bob Ritchie, Williams, Alec Turchi, Poulson, Schmidt, Mulcaster, Davis, Neilson, Charlie Mackinder, Danny Martin, and son Charlie, and later still with families, Robert J. Bakewell, 1908, who came from Bell Block, Murdoch McRae and family, John H. Lyon, 1917 who came from Ohura, and previously Utiku, Main Trunk, J. R. Corrigan from Hawera in 1916, Stanley Beauchamp, W. V. McIntyre from Hawke's Bay, Joseph Stachurski from Rata-piko, and Harry Blackbourn, among others. George Capper and Chis Hamerton, and

Crampton Mumby also had lots on the Maori Block.

From the very earliest days the spiritual needs of the families were catered for by regular Church Services and Sunday Schools held in the settlers' homes, and when the school was built, held there, and later still in the Waitui Hall. Although mainly Presbyterian, the Methodists and Anglicans also helped with services. Special mention should be made here of the always looked forward to personal visit to the district of Envoy Stephen Buick of the Salvation Army who covered thousands of miles on foot and later in his Model T Ford, preaching the Gospel and distributing the Warcry.

The bridge contractor for the Manganui Bridge on the Bristol Road was Frank Williams. Jim Tarry, cartage contractor, carted the material, and some of the men who worked on the job, mixing concrete, etc. were Jack Hudson of Inglewood and Maurice Cartwright who lived on Windsor Road. A flood during the construction, partly destroyed the bridge and much of the falsework and timber was lost. It was finally finished and opened in 1911 with further financial assistance being given to the contractor.

Albert Schreiber, born 7th June, 1882, who was third youngest son of W. C. Schreiber (1887), did road contracting work in and around Inglewood district. Some of the contracts he was responsible for were: Slippery Hill deviation near the Mangone Road on Junction Road east of Kaimata which took six weeks, and the Davis Road from Mountain Road to the Wortley Road. Men in the gang included Alec Cunningham, Ernie and Tito Knofflock, Charlie Hunt, Herbert Baxter. The pay was 8/- to 9/- per day. Jim Tarry carted metal for the road jobs from the Maketawa, Manganui and the three Ngatoro rivers. Mr. Bovett was an early road man, working for the Roads Board in the Waitui District.

The Waitui Hall was built in 1928-29 on land in front of J. W. Buckley's place, who had come into the district from Kaimiro, where he was instrumental in getting a dairy factory

going. The hall was paid for during the 1930-35 economic slump, by settlers giving stock to sell and the running of splendid axemen's carnivals. It was a tremendous district effort. The hall enable the social life to be extended and Waitui boasted one of the earliest Badminton Clubs in Taranaki. Twice it won the Taranaki Premiership (Spalding Shield), first in 1939 and again in 1947. Three players from the first team were again in the second winning team. Indoor bowls has proved popular and produced top teams and individual champions. The Axemen's Carnival Ball, held in the hall over the many years, was one of the social highlights of the Inglewood District.

A sports club flourished for over 60 years from the very earliest days and featured various sports, but it was mainly an axemen's and sawyers' carnival, and many of New Zealand's best men competed for Taranaki and North Island Championships over the many years. The first judging machine for chopping was invented by C. O. Lyon, secretary of the club for many years. A Horticultural Society was formed, and annual shows were held from 1948 to 1969 in the Waitui Hall. A strong Cricket Club flourished from 1948 to 1960 and played in the Northern County Competition. The Snider Scheild for local Inglewood District Football teams brought many happy social outings and Waitui always had a formidable team to be reckoned with. A Women's District Netball Team played with a great deal of success in the 1950-60 period. The Waitui Branch of the Women's Division of Federated Farmers was formed in 1953 and still continues to take an active part in the lives of many in the district.

Waitui School: 1903-1967

The site selected on the corner of the Bristol and Rimatauteka Roads, must have been one of the oddest sites in the Taranaki Education Board's District. From a geographical point of view, central no doubt it was, but from a School Committee's angle it was a nightmare

to create any semblance of school grounds, because of the contour of the land. After the dairy factory opened in 1897, the population was boosted and the Waitui School, built at a cost of £213 was opened on 3rd February, 1903, with 24 first day pupils and Miss Cresswell as their first teacher. Previous to this time children had found their own way to Kaimata School as best they could. School Jubilees were held in 1953 and again in 1968 after the school had closed the previous year. Both reunions were a tremendous success and first day pupils were able to come and attend on both occasions. The first Committee Chairman was Mr. A. Bishop and first Secretary, Mr. M. Sattler. Martin Sattler probably created a N.Z. record for School committee work, by giving continuous service for a period of 35 years (1903-1938) as Secretary. Many others, both teachers and committee members, gave the pupils who passed through the doors of the school fine examples of citizenship and devotion to serve the community in so many different ways. When the school closed to be consolidated with Inglewood Primary School in 1967, the last children were grandchildren of early pupils. Agricultural subjects always had an important part in the curriculum, and the school twice won the Feriday Trophy for general excellence in Boys' and Girls' work in the North Taranaki area.

The award of the Tisch Shield to the school, for sole teacher schools in the Taranaki Education Board's area, was a great moment to all concerned as the culmination of many aspects of the school and surroundings are taken into account. The school baths opened in November, 1950, were the first built by a school after World War Two. They were built under Board's Staff supervision, with many hours of local voluntary labour.

Before the hall was built in 1929, the school was used for Church services, card and dance evenings, political meetings. It was used as polling booth for both Local Body and General Elections.

The Taranaki Electric Power Board reticulated power into Waitui in 1927 at the time of

the opening of the Motukawa Power Station.

Telephone into the district in the early 1920's was a tremendous advance in communication as far as this district was concerned.

A five day a week Rural Delivery of mail from Inglewood Post Office was started in 1950 by mail contractor, Artie Paulger.

Charlie Leech was elected to Parliament for a week, but lost his seat after a re-count. He was accidentally killed with a wagon near Awakino on 7th January, 1916.

After two very dry summers in 1969-70 and again 1970-71, the steeper parts of the district suffered very severe movements of land, when 18 in. of continuous rain was recorded in 30 hours on the day and night of the 24th February. Many thousands of dollars worth of damage to land, fences, bridges and stock losses were recorded.

Robert J. Bakewell (1908) who farmed lot 4, old survey, was born in London 1857, the family coming originally from Derbyshire. He was in the Merchant Navy when he started to go blind at 23 years of age. For a time he taught at the Omata School (1889-96). He also taught at the Norfolk Road School. In his later life, Mr. Bakewell wrote a book of short poems which was published in the late 1930's. He died in 1942. His youngest son, Thomas Bakewell, is still living on the farm.

Mrs. Bakewell was responsible for getting the name Waitui recognized in its own right, as in 1908 when they arrived, part of the district was attached to Kaimata, and the Maori Block was called Rimutauteka, and she got the Postal Authorities to recognize the

whole area as Waitui. Here could be mentioned that the Post Office of Waitui was opened on 1st May, 1908 and closed 10 years 2 months later on 30th June, 1918. William George Tobeck was the first Postmaster, and the Bakewell girls were the last.

Stanley Beauchamp and family 1920 (lot 10, old survey) Mangaone Road, took over from the Bishops. Of interest, Katherine Mansfield (1888-1923), a short story writer, critic and poet, was Mr. Beauchamp's niece.

Mr. W. V. McIntyre (1923) was renowned for his sheepdogs and won many competitions with them. In 1965 A. H. & A. W. Reed published a book called "A Practical Guide to the Handling of Dogs and Stock" of which he was a co-author, and which is now in its fourth edition. He grew the first crop of chou-moullier (kale) in Taranaki in 1926. He also invented the V sweep for bringing in the hay with the horses in 1928. He also designed many other farm tools which are in regular use today.

Families of the original settlers are still represented in the Waitui district, some extended now to five generations on the land.

The two rolls of honour, containing the names of servicemen of the 1914-18 and 1939-45 Wars, is ample evidence of the spirit of the people living in the district, who answered the call to duty for King and Country. Unfortunately, as is always with wars it brings grief and sorrow. Some paid the supreme sacrifice and others suffered severe wounds or disablements. Hardly a family were not affected by these Wars.

KAIMATA

The cyclopaedia of New Zealand 1908 describes Kaimata as "nestling in a pretty little valley, five miles east of Inglewood, on the Junction Road, at the intersection of a cross road. It is the centre of a rich dairy-farming district. The settlement has a public school, and the local creamery is one of the largest in the colony; 4,200 gallons of milk were daily put through separators during the season of 1905-6. It is undulating, well-

watered country, and is in the hands of industrious and prosperous settlers. The Manganui river flows through the settlement which is in the Huiroa survey district of Taranaki, and is in the Moa Road Board area."

Kiamata School: Mr. H. A. Livingston was appointed Headmaster of the Kaimata School in March 1902.

The Kaimata Hall was built in 1902 and

became a great social centre for dances and euchre parties.

Describing some of the settlers the cyclopaedia says,

BURWELL, ALBERT EDWARD: Farmer, Kaimata. Mr. Burwell's farm consists of 207 acres of freehold land on which he conducts dairy farming. Mr. Burwell was born at sea, on the American ship *Autocrat* between San Francisco and Callao, in October, 1865, and is the son of a sea captain. In 1886 he came to New Zealand, settled in the Kaimata district and took up 88 acres of land, which, with the exception of 10 acres, was covered with bush. He subsequently increased this area to 207 acres. Mr. Burwell is a member of the Kaimata School Committee. In 1897 he married a daughter of Mr. John Minchin."

CAPPER, GEORGE: Farmer, Dairy Brook Farm, Kaimata. Mr. Capper was born in 1853 in Cheshire, and came to New Zealand in 1875 and settled in Taranaki. Mr. Capper was then for fourteen years in business as a road contractor near Stratford. He moved to Inglewood district, farmed 215 acres at Tariki Road, and afterwards took up 156 acres in Inglewood. This property he sold in October 1904 and subsequently acquired Dairy Brook Farm. He was for some years a member of the Manganui Road Board, and he was also a member of the Stratford Town Board. In December 1877 he married a daughter of the late Mr. John Hill of Stratford.

HAVERBIER, HANS AUGUST: Farmer, "Thorncliffe", Kaimata. Mr. Haverbier was born in 1844, in Holstein, Germany. He came to New Zealand in 1874 and settled in the Inglewood district. On his arrival in New Zealand he could not speak a word of English. About 1887 Mr. Haverbier moved to Kaimata where he took up a farm of 201 acres of freehold land. He was a member of the Moa Road Board, and of the Kaimata School Committee, for five years he was a Director of the Moa Farmers' Union and was a Director of the Moa Dairy Company for

about 10 years, during which he was Chairman for 2 years. In 1869 he married a daughter of the late Herr Brentigam, of Saxony.

JENKINS, ELDON FRANCIS: Farmer, Kaimata. Mr. Jenkins leases 203 acres of education endowment land, and milks as many as forty-two cows, chiefly of the Jersey-Holstein breed.

TAYLOR, GEORGE SAMUEL: Farmer, Kaimata. Mr. Taylor was born in 1870 in Lincoln, England, and was brought to New Zealand at an early age in 1875. In conjunction with his father he took up sixty-one and a half acres of land, on the deferred payment system, in 1888, and this property has been increased until the area amounts to 363 acres.

WEBSTER, SIDNEY: He was born in Kent, England, in 1869, and came to New Zealand in 1896. He acquired a farm on Carrington Road, New Plymouth and worked it for five years. This property he afterwards exchanged for one at Tarata, an education lease of 368 acres. Later on Mr. Webster acquired his present property of 102 acres of freehold land.

MR. JACK DOBSON, who was 95 on 13th August 1974, went at the age of four, (1883), with his parents Mr. and Mrs. William Dobson to a small block of bush land of 79 acres, just over the Maketawa River, on what was to be the corner of Suffolk and Junction Roads. No land was opened up beyond the Suffolk Road. He attended the Inglewood School at the age of eight, as Kaimata School was not opened until July 1890. He was not allowed to go earlier because of the dangers of crossing the Maketawa and Ngatoro rivers, but by the time he was eight a swing bridge was across the Maketawa and a log had been placed across the Ngatoro. What a distance to walk over clay roads! Later Mr. Dobson was a member of the Kaimata School Committee and for many years was on the Taranaki Electric Power Board.

TARATA

Tarata — "In a beautiful forest district east of the Waitara River — named from the trees of that name which abound there."

W. H. Skinner — Surveyor.

Mr. W. H. Skinner completed the Survey in 1887. The first settler, Dr. Hutchinson, was granted a land title in 1889. The majority of titles were not granted until the 1890's. Mr. Lou George has Dr. Hutchinson's brass name plate.

1889:

School: The first building of 869 square feet was erected by Standing and Priest at a cost of £283/12/11. A small part was used as living quarters for the teacher but later the building was divided into two parts to allow better accommodation.

The first teacher was Mr. M. Bourke — 1889-95. In 1910 a teacher's residence was built for £368.

1941: The school baths were built by much voluntary labour at a cost of £225.

1950: The school was remodelled for £1406/3/2.

1956: New school erected £7,678/17/10.

Mr. E. J. Ngeru is the present Principal of the school.

Church: Opened 7th May, 1905 — cost £119, on land given by Miss Hinde. The building was vested in the Presbyterian Church but was to be available to all denominations. Much of the labour, materials and furnishings were donated.

The first wedding was held on 30th August, 1905 — Miss Mowbray to Mr. F. Townsend.

Post Office:

1889: Opened, with Miss Clifford in charge.

1898: With the first telephone connection made, it became a Post and telephone office.

1899: A telephone bureau.

1915: Miss C. Paterson took charge, and continued for over 50 years. There were very few telephones in the district until private

lines were erected in 1914.

1956: Automatic exchange opened.

Bridge: Over the Waitara River — built in 1889 for £1800. Continued in use for 65 years.

1954: A new concrete bridge built for £32,000.

Hall and Library:

The Tarata Hall, built in 1905 is on the site set aside in the original survey for a library, and so both the library and hall run in conjunction. Over the years the hall has been added to and kept in excellent repair, and is used for meetings, dances, and indoor sports. The present trustees are D. W. Paterson (Chairman), Mesdames A. Campbell, M. Muir, K. Eggers, and Messrs J. Waite, C. Bellringer, D. Sole, D. Pragnell and Hayden Smith. Mr Lou George, still farming in the area, remembers attending the opening ceremony.

Tarata Domain:

The Tarata Domain of 11 acres is controlled by a Board comprising, J. Waite, (Chairman), and Messrs D. M. Paterson, G. Swan, A. and B. Muir. The tennis courts, bowling green and modern picnic area are very well patronised although no athletic and chopping carnivals have been held for some years.

Tarata had Mr. Clifford's Temperance Hotel and store, later Paterson's, Bennett's blacksmith's shop, later Mr. King, and I believe the Moa Farmers' Union also opened a store for a few years, and Baigent had a sawmill hiring bullocks and horses from Mr. W. Capper to pull the logs to the mill. Mr. George Laurent carted the timber into Inglewood on a timber wagon drawn by five draught horses.

REMINISCENCES OF MR. GODFREY SMITH

Born on the Isle of Man, Mr. Godfrey Smith, who is now 97 and very active, was 16 years old when he came to New Zealand.

For 20 years he was roadman for the Clifton County and looked after the road from Tarata to Purangi. The Moa Road Board then finished at Tarata but the Clifton Riding of Ngatimaru was incorporated in the Inglewood County when it was formed. When he first went out, the Junction Road was metalled only to the Kaimata Hill, but the road from Tarata to Purangi was quickly metalled. The metal was all supplied from pits by Drake Bros. who were metal contractors. The roading contractors were W. Thomason and W. Crozier who carted the metal with two yard, block tip drays. They also spread the metal.

He remembers that Jim Tarry, to get his traction engine, with hut and trailer with 20 tons of cement aboard, across the wooden

bridge over the Waitara River at Tarata, laid heavy planks longwise across the bridge, sent a man across to the other side, then tied the steering wheel, and set the engine going. The crossing was successful.

When the Tarata factory first started he carted the butter into Franklyn's and the Farmers' Union Store. The butter was bartered for goods. Mr. Alf Shirley was the first factory manager. He records that the funniest sight he has seen in all his life was catching glimpses of Nellie Dowman riding a bullock and driving another bullock pulling a sledge across the Purangi saddle. She was coming over to pick up supplies that had come out from Inglewood and left at the Inglewood end of the saddle.

A Smith married a Smith and his sister-in-law, Mrs. King, living in Cutfield Street is still very bright at the age of 94.

PURANGI HISTORY

First settlers came to Purangi on April 16th 1891 — Messrs Leach, Hart, Paton, Webb and Silk.

An extract from a letter by Mr. W. H. Hart (one of the original settlers) provides interesting reading and an insight into the conditions they met and overcome. (Letter written in 1933) QUOTE: "Arrived on the S.S. *Tainui* on the 18th December, 1890 in Wellington. We (Hart and Webb) spent Christmas in Wellington together, then I left for Taranaki and stayed on a farm on the Barrett Road near Omata and I went on to Wanganui to see if there were any blocks of land open for selection, but there was nothing suitable at that time. So decided to have a look at the Ngatimaru Block which had just been surveyed and picking up Leech and Paton on my way, we made a party with a packhorse and went through the bush to Ngatoto (Purangi) and camped one night in a Maori whare which was in a clearing.

Paton decided to take up the Ngatoto section which, as you know, we afterwards lived on. (Now F. R. Webb's home section). When I got back to New Plymouth I wrote to Webb telling him what I had done. He rode into New Plymouth one evening and after a talk, he decided to take up the section (90 acres).

Leech in the meantime had written to Silk in Wellington sending his plan, etc., and he chose the section on the river, near where the bridge is now. I was still in New Plymouth and Webb joined me after leaving Barrett Road and we waited for Leech, Silk and Paton. In the meantime we bought a horse apiece at the saleyards, and the party was assembled at Inglewood. We bought a ton of stores and got them to the Tarata Bridge which had just been built. From there we engaged the Maoris to take them up the river in canoes and landed everything on the river bank at Purangi just where the present bridge stands. The Maoris charged £10 for

canoeing, which would be considered a pretty stiff price nowadays (1933) for carting a ton of stores.

The Maoris took longer to come up the river than we did overland. We arrived at the river one night just as it was getting dark and pitched our tent on a clearing which is now a reserve, up the river a little from the present bridge. Next day we had a look round and decided to build a whare on Silk's land near where the store afterwards stood. We spent the winter there. I had let a contract to Will Pearn to fell 100 acres of bush on my place and I helped Webb fell about 40 acres on his section.

We worked up till about a week before Christmas and went to New Plymouth for a holiday. Stayed at the Terminus hotel then kept by Mr. Tisch, (later a mayor of New Plymouth). One day we noticed a column of

smoke rising up far inland. I said, "That is our bush going up", and it turned out to be so. Leech had started a fire on his own place but a strong wind blew it through the bush, and set fire to ours as well. As some of ours had only been fallen a week, you can imagine we got a pretty bad burn, but it was a dry summer that year, and we had fires travel over fairly large portions of it again.

We then shifted our camp to near where the present house stands. We packed in enough grass seed to sow the burn and with the help of some hired labour we sowed the seed. When that was done I got some timber and built part of the house (that F. R. Webb's are now in), and Webb and I split some timber and built a whare for him near where our sheepyards are, which he lived in for some time."

CHAPTER TWENTY SEVEN

JUNCTION ROAD — FROM NEW PLYMOUTH TO TANNER SETTLEMENT

January 12th, 1895:

Having made up my mind during the holiday season, to see where the Junction Road led to, I started one fine morning from New Plymouth on a good sturdy cob. After passing the High School, where, to my mind, the Junction Road begins (although it is termed the Avenue Road), I was soon at the Henui River, crossing it by bridge, that was built in the old style of provincial architecture, namely not straight with the road. After rising the hill, I came to one of the Taranaki County Council's landmarks, to wit, a toll gate but to my mind, one of the Council's drawbacks. Why I have come to this conclusion is that I had company from town for a short distance, a friend hailing from the other island. He was surprised that a district such as this, which had a good name would have to revert to such an old-fashioned custom of raising revenue, and if known generally, would deter good settlers, from coming to reside in the Taranaki County. Of course, I informed my friend that our County was at its wits' end to raise money for roads, but it was of no avail. He replied, "An old district like this, should have some more modern scheme for raising funds, as turnpikes had a deterrent effect, and prevented persons from coming to reside in the area." But pardon this digression from my route!

Bowling along at a good pace, we soon sighted Mr. Petrie's village, where he had a store next to a blacksmith's shop and sale yards. Leaving the Mangorei to the right, we soon arrive at that fashionable picnic resort, the Meeting of the Waters, where the Mangorei river joins the swift rocky Waiwakaiho. I notice Mr. O. Samuel has acquired this pretty place, and is improving it by planting

all kinds of deciduous and evergreen trees. In a few years it will be as pretty a spot as can be visited. Crossing the Mangorei bridge, we soon pass Mr. W. Paynter's Dairy Factory. He also runs a creamery at the Albert Road, about 4 miles from his factory. I cannot but give it a passing notice, suffice to say that his brand of butter has a good reputation wherever placed. The next road diverging from the Junction Road is the Kent Road, which you pass on your hand. A school is established at this corner. After crossing the Mangamahoe bridge, you arrive at the Waiwakaiho Chain Bridge, leaving the Albert Road on your right. On the other side of this bridge is one of Reynold's creameries which sends its cream to Inglewood; a distance of about 3½ miles, to the Central Creamery, where the butter is made. A short distance from the Creamery you arrive at Egmont Village, with the Egmont Road running south towards the mountain. The sections in this village were once given to discharged soldiers as town allotments. The village, with about 1 or 2 exceptions is now in the hands of one person, and the only signs to designate it a village, are a public hall erected by the settlers for their amusement and the State school. However, within a radius of 2 miles Messrs H. H. Yeates, R. Price, and Mr. E. Olson each have factories, and make a large quantity of cheese.

Having passed over the Mangaoraka Bridge, leaving the Upland Road to the right and left, you come, a short distance further on, to the Lepper Road, which runs north and south. After crossing the Waiongona River (a stream I am told, teeming with English trout), Inglewood opens to your view, and the traveller

finds he has gone 12 miles from New Plymouth, over a bad-graded metal road. The first object that meets the view on the right hand is Reynold's Central Butter Factory. This factory, besides taking a large quantity of milk from the farmers around also receives cream from the Waiwakaiho, Tariki, and Kaimata Creameries. Two large Alexandra separators are hard at work driven by steam, and the output of butter is enormous, over 1 ton being made each day. The butter is placed in hundredweight casks, lined inside with prepared paper, and is shipped to Messrs Reynold's and Co's. London warehouse, where it is kept till a paying price is obtained. During my brief stay in Inglewood, I noticed many improvements, in the shape of large new blocks of buildings, and from the appearance of the town, Inglewood is progressing steadily and surely.

Proceeding on our journey along the Junction Road, we passed Julian's Hotel, Inglewood State School, and the Creamery, leaving the Wortley Road on the right, and further on the Bristol Road, on your left. The next offshoot is the Durham Road to the right, which after passing, you come to the Make-tawa River. Here is a very substantial bridge, and the way this bridge is built, and roads graded of late, are very different to what was done in the early days, as the surveyors seemed to delight then in taking the main and district roads, over the highest hills and ridges, without prospecting along the sides. Of course they had not the same class of instruments to assist them as they have now, nor the hard and fast rule that is now the case where a new road is laid, which must on main roads be not less grade than 1 in 15 and one in twelve on district roads.

After passing the Maketawa, we in a short time cross the Manganui bridge, another substantial structure, and soon arrive at the end of the metalled portion of the road. It is 5 miles from Inglewood, and ends at Mr. B. Horrock's place. At the Kaimata Road, Reynold's creamery stands to the right, to the left the Kaimata School. It is marvellous

how the district has progressed; settlers all along have comfortable homes and farms, on either side of the road, and milk carts are to be seen bowling along, large clearings are to be seen where only a brief space of years was virgin forest. However, it is pleasing to note that several farmers have been lucky enough to conserve portions of the bush and to protect it from fire, as delightful clumps here and there have been saved and are resplendent in their native state. Notable is a clump of tawa trees, the finest and best to be seen on the coast.

Leaving the metal at this point, we come upon a well-formed road, but it must be a veritable quagmire in winter, and the settlers have had rough times in getting their supplies backwards and forwards. The next road you leave on your left is the Rimutauteka. A short distance down is the Mangaone Road. Here the first indications of the papa formation of the land is to be seen and 3 miles from Kaimata brings you to Mr. Paterson's dairy factory. The motive power used by Mr. Paterson is steam. The factory is situated on a flat, close to the road. Here the scenery is something grand, being old native clearings, with patches of native bush remaining, with small totaras dotted here and there. Although of nature's adornment it seems as though some clever landscape gardener had been at work, so symmetrical are the trees in appearance. The various shades of green and different coloured foliage are very striking to the eye, and with the tawhero, tawa, cabbage and ferns, with their graceful and very pleasing fronds, the pungas, and other trees, cannot fail to attract attention. At the back of Mr. Paterson's and on each side of his factory are to be seen high hills, with bush foliage rounding them off as with a gardener's shears. To my mind, it is as pretty a piece of scenery as could be found in the district. A feature of one class of tree fern to be found here is that the trunk can be pulled to pieces easily, and makes a good bushman's feather bed.

After passing the Tariki Road to the right,

you enter on the famous zig-zag, winding and twisting about $\frac{3}{4}$ mile around high hills and deep ravines. All along here the land is next to useless and ought not to be denuded of the forest from a scenery point of view. Here, nature revels in its wilderness, with deep chasms on one side, and high hills clothed with ferns and bush on the other. Tuis are also heard warbling as they flit from tree to tree. The place has only to be visited on a fine summer's day to realise the wild grandeur of this spot.

The zigzag is cut to a width of about 14ft., and signs are not wanting, to show where slips have occurred from the hills, leaving the papa rock bare, blocking the road from traffic. Scarcely a chain of straight road is to be met with on this route over the zigzag, but the engineering skill reflects great credit on those who were engaged in laying it off. After getting over this extraordinary piece of road, the valley of the Waitara River is seen before you, and Tarata is at once visible.

After crossing the Waitara Bridge, a splendid structure, the parapet being built so high, that there is no danger of damage from freshets, you enter the Clifton County, and are at once on a good gravelled road, which runs along the bank of the river into the township. Here the country is open farm land for a good distance round. Just after crossing the bridge, at the foot of the hill, on which the Tarata School stands, is the sports ground, where annual horse racing and athletic sports are held, and as it is not a registered meeting, there is no totalisator but the nags are run the old fashioned way. Arriving at the township of Tarata, which is a distance of twelve miles from Inglewood, and 24 from New Plymouth, it is time to look round for a place to stop at. There is only one accommodation house known as the Tarata Temperance Hotel, kept by Mr. Clifford, who furnishes all that can be looked for in a place like Tarata, giving you a good square meal and a comfortable bed at a reasonable cost. He also has a general store, and is the local postmaster. He appears to do a good trade. A

blacksmith's shop, which is opened twice a week by Mr. Bennett, of Inglewood, completes the business premises of this romantic township.

Regarding the future prospects of Tarata, it must someday become a favourite resort for those who wish to spend their holidays away from the humdrum of city life. Those fond of canoeing and boating can go for miles, up or down, on the placid waters of the Waitara river, with here and there rapids, which are easily overcome. The windings of the Waitara river are so tortuous that it takes 3 days to travel by canoe to Purangi, a distance of 11 miles by road. When metalling of the road is completed to Tarata, Rob Roy canoeists and those fond of boating will, in the summertime, make it a resort, and it is surprising that the athletic young men of the district do not go in for boat racing and other aquatic sports. All round Tarata, or Ngatimarua as it is sometimes termed, the fern clearings show signs of the crop rackings done by the Maoris in the past, as it was back here, that the natives retreated in the times of tribal wars.

The road leading from Tikorangi, is not yet completed for horse traffic, but will I hear, be done this summer. The schoolmaster of the Tarata School is Mr. M. Bourke, who, by the way, hails from the Emerald Isle. He was relating on the richness of the soil around the school grounds, and on looking over his garden where everything looked splendid, I asked him how he got such fine potatoes to grow, as just about here, to every appearance the land had been racked by constant cropping by natives. "Why, Sir," he replied "In planting my potatoes, I open up a good trench, place some fowl manure at the bottom, and a little mould, then my potatoes and more mould and manure on top, and when the sprouts come through well, cover the manure and mould and so till the shoots reach the top of the trench". Certainly his vegetables were a treat to see. There are a few native settlements around here, but the Maoris are getting very scarce.

Apples do well, and I should think other fruits would thrive on the river flats. I should like to dwell further on this district but space and time forbid. Leaving this charming little township, you proceed on a well gravelled road for about 2 miles through good level open country to where Mr. Neilson, the contractor for metalling the road, has his canvas township on the farm of Mr. Charles Tate, who keeps the Taranaki Hotel in New Plymouth. This farm is on the banks of the Taramouka Stream, where the gravel is taken from, and Mr. Tate's farm is about 2 miles from the township, and is the prettiest spot about here, the native trees in the old clearings showing to great advantage. Dr. Hutchinson's land adjoins. He also has a nice property with a good orchard, still in the open country. The next farm is Mr. W. Johnston's which is the best land I found around here. At a distance of 5 miles from Tarata, the contract for metalling ceases. At this point are the depots for all goods that come by wagons and drays to supply the back settlers. Just about here, was seen an instance of the aptitude of our rising generation in labour saving. A boy of about 10 was carrying a limb of firewood home, a distance of 20 chains, and following him was a cattle dog, with collar and traces made of flax, hauling a limb after his little master. This was the boy's device, he having trained the dog to help draw wood.

The road now enters into the bush country again, and all along the route are to be seen comfortable homesteads and clearings, notably that of Mr. Prestney, who runs a factory with water power. Mr. Hart and Mr. C. Holmes have also nice holdings, while Mr. O'Donovan has a large block of pastoral land, most of which is papa formation, and the steep hills show signs of large land slips having taken place. You now approach another zigzag which is over a mile in length, the track is only about 8 feet wide, therefore goods have to be sledged or packed to the back settlements. The scenery along this zigzag is delightful and the riding track is good,

as it is not cut up by carts. After getting over this circuitous route, which reflects great credit on the surveyor engaged, Purangi is soon reached. To summarise the quality of the land, I will shortly say the 6 miles from Tarata to Purangi is partly agricultural and partly pastoral, all being of papa formation. The timber is, rimu, rata, tawa, matai, and other small trees, soil fairly good and the land well watered throughout.

We are now at Purangi, a distance of 22 miles from Inglewood, and at the Waitara river again. Having come due east from Inglewood and crossed the Waitara river at Tarata, it is rather surprising to have to cross it again, still going due east, but it is to be accounted for by the river taking such a winding route. At Purangi there are two stores, one managed by Mr. S. H. Silk, for Mr. C. O. Smith of Inglewood, and the other run by the Moa Farmers' Union. These stores are opened twice a week. The township, which is not yet surveyed, lies on both sides of the river, but what will be the principal part is now under crop by the Maoris, who have a good settlement here. However, as they have tried to stop the settlers riding through this part of the township, orders have been given them to clear out.

The Junction Road at Silk's has now to be abandoned, as the river unbridged, with high cliffs, blocks the way, and a detour has to be made a short way down the Ngatoto road. Turning, on reaching Mr. Leach's house, along a horseshoe stretch of good grassland, a ford is reached, marked by large willow trees on each side of the river. These willows must have been planted a long time back. The banks of the ford are very steep, and of a blue-clayey nature, that causes your horse to sink to a good depth if you are not careful, but the bed of the river is solid. Having negotiated the ford, the Junction Road is again reached at the rear of the native settlement. Unless in exceptionally fine weather tourists had better not attempt the ford, as great risk is incurred of being detained on the other side, as the river rises very rapidly

when rain sets in. The better plan is to leave your horse at Purangi and walk the rest of the journey crossing the river on what is called the chain, on a wide rope. The chain is fastened on one side to a rewarewa tree, and on the other to a large post firmly fixed in the ground. Seated on a board similar to a swing board, hung by chains, you pull yourself over by means of a pully at either end. The sensation of being suspended 80 feet above the water is rather peculiar at first, but wears off after a few crossings, but its hard work pulling on the rope, as the distance across is about two chains. It is to be hoped that a bridge will be built before long as the present means of crossing are both dangerous, and may lead to loss of life.

Around Purangi, the river scenery is grand, with its river flats, horseshoe bends, and here, as at Tarata, boating and canoeing could be indulged in. This township, when surveyed, must have a ready sale, and there is sufficient flat land for all kinds of sport, as the flats are all in good grass. About a mile from the river the Junction Road enters the Milsom Special Settlement by a continuous zigzag, cut out of the papa for about 3 miles. The Mangaope Road, on which several families are living, branches off to the right. The zigzag is most beautiful on the road, the angles being more acute, and the gulches deeper, with precipitous hills of greater height. In this Ngatimaru survey district, some of the hills rise to a great altitude, notably Pukemahoe, which is about 1,000 feet high. This will give readers some idea of the class of some of this country. It is impossible on this zigzag to get more than $\frac{1}{2}$ chain of straight road, at one place you see the road, as it were, in front of you, about two chains across, but to get there you travel over 20 chains saw fashion. It may be best compared to a lightning crosscut saw, the teeth being the plan of the road. Here, as in the other zigzags, the hills and ravines are clothed with ferns and trees, and the echoes are grand, as the voice strikes the gullies and comes back to you. Here the "Penny dreadful"

would get good food for his thrilling sensational tales.

The Milsom Block, with a few exceptions, has been practically abandoned, as it is only fit for sheep. The land is all papa formation and the hills very precipitous, consequently, when the bush is felled, slips will be a frequent occurrence. After getting through the zigzag, you come on the Matau valley. Here the road-inspector has a nice slab hut, with a well stocked vegetable garden. It at once strikes you that the land is better as you enter the Tanner Settlement, and away from the watershed of the Waitara river.

The Matau stream is crossed over by a log, and the Matau road is reached, at the corner of which is the school site, and it is pleasant to know that the Education Board intend at once building a school there, as there are about 40 children ready to attend, within a distance of two miles. Passing the Matau Road on the right, the first settler's home reached is Mr. Hogg's. He has a nice comfortable slab hut for his family, and a good garden with plenty of vegetables and fruit trees coming on. Mrs. Hogg shows great taste with her beautiful flower garden in the front of the house, and all kinds of flowers are doing well; her collection of sweet williams and pansies would be hard to beat, in fact, it speaks wonders for the short time the settlers have been there, and felled the bush. The next abode is that of Evan's Brothers, who have a commodious four-roomed slab house, well battened and floored, all split out of pine logs, the window sashes are also split out and then seasoned by the fire, and sawn with the hand saw, and the joints are scarcely noticeable. The handiwork of the brothers is also displayed in the furniture, notably a four poster bed of honey-suckle, constructed by themselves out of raw material. They also have a good garden, and the grass is luxuriant here, as on all the holdings.

Mr. W. Healy is next along the road. He has just finished building his home, sawn on the ground. He is the leading man of the

settlement, and acts as Secretary for the League they have formed to forward their interests in the shape of getting roads, bridges, etc. You next come to Mr. Abrahams who also has a good selection. In his hut I was surprised when I was introduced to Mr. G. Bonnington, the popular chemist of Christchurch of Irish Moss fame, who was in the settlement with a view to getting his improvements done on his own and his son's selections. He expressed himself delighted with the country and the settlers, and has decided to settle his son there. Messrs. Smillie have a good sawn house on their property, and further on is one of the prettiest holdings and slab houses, Mr. Moody's; he has a lovely garden, with strawberries ripening splendidly. Messrs. Davis, Moor, Doman, Graham and other settlers I had no time to visit, but judging from what I could observe, more enterprising, stout-hearted sons of the soil could not be found anywhere than the Tanner Special Settlers. There is no jealous feeling with neighbours, all pulling together and helping each other, and for the short time they have been located on the holdings they have done wonders. They intend to stay, but until the government widens the road and makes the bridges, they will have to be content with producing what will carry itself to market such as cattle and sheep. Last season, potatoes being scarce, some of the settlers planted the peelings and got good crops.

The land is all taken up on the lease in perpetuity system, paying 4% rent on the capital value, which runs from 35/- to 38/- per acre. This value includes an addition for road making, and the settlers have been paying country and harbour rates on both values

'The Honourable Minister of Lands, Wellington'.
Sir,

We, the undersigned, settlers of Purangi and neighbourhood, desire to bring before you, the urgent necessity of widening the last four miles of the Junction Road, west of Purangi, which will bring it to the site of the bridge over the Waitara River at that place. When the first settlers arrived between five and six years ago, they were promised a dray road to Purangi without delay, but instead of the Government performing their promise we have been obliged to put up with a mere bridle track, necessitating the use of pack-horses, and greatly adding to the cost of stores and fencing wire. Purangi is the depot for the district and the Tanner and Milsom Settlements, and if the roads were widened it would mean that a

which ought to be remedied. Getting their supplies in is a great undertaking and very costly owing to the primitive fashion. Goods come in horse wagons from Inglewood for 17 miles, and are then sledged or packed to Purangi, another 6 miles, and if the river suits, the goods are placed on pack horses which are driven through, but if the river is up they have to be tied to the chair and pulled across and then sledged or packed.

At a distance of 30 miles from Inglewood, the east road is struck, and you are now fairly on the road to Auckland. To my mind, the Junction Road from Inglewood eastward ought to be made first as the distance is exactly the same as from Stratford, but entails a saving of 14 miles by road from New Plymouth.

In conclusion, I can recommend my town friends, not to miss the opportunity this summer of visiting the Tanner Settlement as the scenery is grand, the people hospitable, and the difficulties of pioneer settlement in the bush district can be seen to advantage. I forgot to mention that the settlers are employed at road-making on the co-operative system, which has given general satisfaction, although much maligned by the opponents of the present government. The trip from New Plymouth and back can be done with ease in 3 days, with ample time to admire the scenery, and if these notes act as a guide to anyone wishing to visit the settlement, the writer's objective will have been accomplished.

By 1896, there was no improvement in the road and no sign of a bridge being built, so settlers got up a petition to the Minister of Lands. The following is a copy of the petition:—

large number of sections, which at present are vacant in the special settlements, would be taken up, but owing to the cost of stores and the difficulties in the settlement, remain unproductive. The bridge over the Waitara river at this place can not be built until this work is completed, as the present road is too narrow to get the necessary materials to the site. There are about 3,500 acres in grass and about 20,000 in bush which this road would tap. If this road were widened it would enable us to start a dairy factory. We beg to remind you that we are only asking that our rights as settlers be respected and granted and that we are not merely calling out for work, but are desirous of making a living and being independent of aid.

In conclusion, we earnestly request that you will grant our request in framing the estimates for the coming year.

Their petition must have had some effect, because we find that in 1897 the road was widened and by 1898 the material for the Purangi Bridge was actually on the site awaiting erection of what was to be the longest, single span wooden bridge in the southern hemisphere. It was finally built and opened in the autumn of 1900, nine years after it was promised.

Delivery Services:

The first delivery service that we find mentioned, is a Mr. Wilson Johnson who sledged goods over the Purangi saddle after they had been carried by wagon from Inglewood to the "White Pine Swamp" — 1890-1900 period. Following, but not in sequence:—
Cheyne — lived at Tarata where horses were changed, coming and going to Inglewood.
Geo. Hanover — also storekeeper at Purangi — 1914-1918.

L. Trigger — coach driver — later chimney sweep at Inglewood.

Glover

Tindle — Killed in First World War.

Hal. Dowman — 1918 — drawing horses and buggy, also delivered stores for Pattersons.

Fischer — Drove car, passengers and mail. Taylor.

Kilminster — 1923-1925 (or thereabouts).

Charles Ingles.

Crapper.

Sid Crowhurst — Killed Second World War.

Spence Fletcher — Owner-driver 1930's.

Dick Blackwell — Drove for Inglewood Motors.

Rob Simmons — owner-driver — 1940's.

Murray George — Owner-driver late 1940's.

Terry Devine — Owner-driver — 1949.
Inglewood Motors.

Education:

School was held in a room in the Boarding House until 1909. Purangi shared a teacher with Matau for a number of years. The teacher taught three days a week at Purangi. For these six days he was paid £2 per week. Mr. Humphries was one teacher known to teach at both Matau School and the Purangi Boarding House School, and a Mrs. Farnham acted as a relieving teacher in 1907. Mr. Victor Long — 1908-1910 — taught in both the Boarding House and the new school, which was opened in February 1909. The opening was celebrated with a school concert on February 5th, 1909. Further early teachers were Miss Hamerton, 1910, and Miss Mollie Stoff, 1912. The school was closed in 1947 and in 1948 a bus run was commenced to Matau School. After 20 years of consolidation and participation in the Matau School, the bus was withdrawn in 1968 and Purangi parents had to make other arrangements for their children's education.

Purangi Church History:

The first church was built at Pukemahoe, centre of the Ngatimaru tribe, about 1853. It had the traditional centre pole and earth floor and was equipped with a brass bell, believed to have come from a wrecked ship. It was known as Tu-Ki-Te-Areto, translated "You are out of order to converse on any other subject". In the Maori Wars of the 1860's, the church fell into disuse and became a ruin. It was accidentally burned in 1895, leaving only the centre pole and the bell. The bell disappeared. A new church, the

present St. Peter's, was built at Purangi in 1906 when the Rev. F. A. Bennett, later the first Maori Bishop, was sent to Taranaki to bring the Maoris back to the Christian faith. Except for the shingles on the roof, the church was built entirely by Maoris. The architecture is a cross between European and Maori. Its basic design is European, but the

front porch carries the suggestion of a Meeting House. The front gable ends have facings of Maori designs, and a carved head, surmounted by a cross fixed at the apex. An altar cross has been carved from the old centre pole and the bell was traced and fixed, as on the old church. These are the only two relics of the first church.

MISCELLANEOUS DATES

Creamery opened — 1905 — attached to Tarata Factory.
Rifle Range — 1906, May 5th.
St. Peter's Church opened Friday, June 29th, 1906.
Opening of Purangi School.
F. J. Webb elected to Clifton County Council (Ngatimaru Riding Representative).

November 10th, 1899. (Purangi then in Clifton County).
Opening of the Dog Trial Club — July 28th, 1908.
Bridge over Waitara River at Purangi opened, 1900.
Bridge on Otaroa Road opened 3rd June, 1905.
Electric power came to Purangi August, 1957.

SOME INTERESTING PRICES

1901:—Bought ewes and lambs, 10/6.
1989:—4 pigs at 9/-, 1 heifer £2/10/0, and another £3/0/0.
1909:—Manure, $\frac{1}{2}$ ton at £3/5/0, cartage £1/0/0.
1898:—92 ewes 9/6 — £43/9/6; sold cows £2/5/0 and steers 37/6d.
1911:—47 ewes at 9/- each; 4 heifers at £4/10/0.

1911:—Bought 31 heifers, Matau sale at £2/13/6.
1907:—Tarata Sale, 49 wethers at 16/2.
1910:—Sold 6 cows (2 heifers, 4 cows) at £7/0/0.
1909:—4 acres to log, stump and plough £3/15/0 per acre.
1919:—Sold pigs, 2 at £2/0/0, 3 at £1/17/0, heifers £4/12/6 each.

CHAPTER TWENTY EIGHT

SPORTS BODIES

Athletics: Inglewood has always been a renowned centre for Athletics and in the early days I understand held the largest sports meeting between Auckland and Wellington. Although sports meetings had been held before, it was not until 1890 that the Inglewood Athletic Club was formed. My father was secretary for the first 8 or 9 years followed by Mr. F. Spurdle who held the position for many years.

The first minutes available, these of 1893 are as follows:—

Minutes of biannual general meeting of the Inglewood Athletic Club, April 8th, 1893.
Mr. R. H. Davies in the Chair.
Minutes of last annual meeting read and adopted.
Secretary read the balance sheet.

Proposed Mr. Davies, Seconded Mr. Valentine: That the Balance Sheet be adopted.

Proposed Stevens, Seconded Beadle: That Colonel Trimble be President, and Dr. Valentine and Mr. H. Brown be Vice Presidents of the club — carried.

Messrs Davies, Kennedy, Sharood were elected committeemen for ensuing year.

W. Mathews, Dr. Valentine: That F. Brown be Secretary. Carried.

Stevens, R. Mathews: That committee recommendations re subs. be adopted.

R. Mathews, Sladden: That footballers' colours be same as the Inglewood Athletic Club — Carried.

H. Brown, Kennedy: That the resolution passed at the last General meeting re admission be resolved and that it be left to committee to charge or otherwise as they think fit.

The club must have been a very active one, for already the Athletic Hall in Rata Street had been built. At a Committee meeting held on 22nd April, 1893 it was decided to guarantee Mr. Kusing (apparently a physical instructor) £16 per quarter for the first six months and Mr. Sherwood and Secretary were to get full particulars of all gear and authorise him to purchase a horizontal bar with a steel core and that total cost of gear should not

exceed £20. Mr. J. Gibbs, about 1903, appointed an instructor. Mr. McCarthy was appointed caretaker at 7/- per week.

The Cavalry Troop was allowed use of the Hall at 7/6 per night. This hall was used for many years by the Territorials. It was also used as practice hall by the old Inglewood Band. The hall was demolished in the hurricane which swept Inglewood in February 1936.

At the Committee Meeting organizing the 1896 Sports Meeting it was resolved that Messrs Vickers and Stevens be instructed to sell the rights of one refreshment booth and one booth. Resolved that a special train be arranged to run from New Plymouth and Waitara to Inglewood for the Sports.

It will be seen that in 1893 the club sponsored a football team but apparently things were not going too well and the following probably was the forerunner of another football Club, Pirates, being formed.

Committee Meeting of the Inglewood Athletic Club, 12th January, 1895.

Proposed M. Davies, Seconded Dr. Valentine: That in consideration of the concessions made by the Committee to the footballers the names of all those who have not paid their subscriptions be posted up in the hall and that they should not be allowed to join the club or play on the club's grounds until subs due are paid.

That the Secretary of the New Zealand and the Taranaki Rugby Unions be informed of the names of those who have not paid and that a copy of this resolution be given to the Editor of the Record for publication.

During 1903, the club called tenders for the erection of a pavilion at the sports grounds and the tender of Mr. Bond of £54 was accepted. The annual report states that "During the year your Committee moved in

the matter of a Pavilion, and as a result of a deputation, the Town Board granted £20, which is to be subsidised by the government by another £20. The Pavilion is to be known as the Coronation Pavilion and your President (Mr. Henry Brown) laid the foundation stone on Coronation Day, and the erection of the building will be proceeded with.

Note: The Athletic Club presented my grandfather with a suitably inscribed mallet to mark the occasion and I have since presented this to the Borough Council to be used by the Mayor to call the meetings to order.

Inglewood Amateur Athletic & Cricket Club

Formed at a meeting in the Band Room — December 9th, 1947.

Officers Elected: President, Mr. H. Patterson; Chairman, Dr. A. Rutherford; Secretary Treasurer, Mr. Grant; Club Captain, Mr. O. Winstanley.

Mr. Pat Webster of New Plymouth addressed the meeting and outlined the aims and objects of an Amateur Club.

Early Officials: Messrs. T. Woods, S. Taylor, E. Crossman, J. E. Taylor, J. Hammond, H. Julian, E. Maetzig, Constable Buck, Hoggard and McLaggen.

In 1948 Mr. Ken Ballintine was elected to the sports day committee and his influence was largely responsible for club successes over the next 15 years.

Patron 1948/49: Mr. R. W. Brown.

Prominent Athletes of this Era: W. J. Wells, Bob Wright, Peter McKay, John Bublitz, Bruce Blackburn, J. Longstaff, T. Martin, K. Radich, A. F. Atkinson, Miss E. Taylor, Miss S. Stockman, Miss Gwen Sole.

1949 to 1954 Period.

Patron 1950: C. Deem.

Those who helped develop the club during this time were: Tim Pyne, Rob Lamplough, R. Barriball, J. Stead, J. Cowley, D. Sheehy, A. F. Atkinson, Vic Pepperill.

1953 — Club won the Wynn Wilson Shield, Top Club in Taranaki.

Minutes of Meeting held on 17th March, 1953.

That A. F. Atkinson represent the Club on the Coronation Ball committee and that Doug Sheehy and K. Ballintine arrange the sports programme for Coronation Day.

1954 till 1960

Jack Cowley and John Charteris were Chairman and Secretary during this period.

Those who gave valuable service during this time included, Mr. and Mrs. L. Manning, Mr. and Mrs. D. Graham, Mr. and Mrs. Roy Sole, Mr. and Mrs. D. J. Simpson, Mr. and Mrs. M. Willans, Mr. and Mrs. D. J. (Pat) Locke, C. Deem, Mrs. P. Moratti, H. Olsen, H. J. Clough, R. Smith, Lance Corlett, Peter Austin, H. Clark, Roy Bennett, C. Frederickson, John Nichol, Peter Cramer.

Leading Club Athletes: Theo Hinz, Dave Gordon, Trevor Martin, Gael Cowley, Jenny Burwell, Rae Fussell, Mrs. A. Sole, Jeanette Moratti, Wendy Burwell, Bill Candy, Miss E. Candy, Kelvin Wackrow, Bill Marsh, John Mackie, Evelyn Mackie.

1955: West Coast North Island and Taranaki Cross Country Championships conducted in the winter of 1955.

Greatest Show on Earth: During the period 1954/60 most of New Zealand's leading athletes appeared at Jubilee Park and through their appearances much interest was aroused and suggestions of track and terrace improvement began to appear in Athletic Club Minutes.

1960 till 1970

Patron: Mrs. G. F. Atkinson — 1956/70. Chairman, A. F. Atkinson; Secretary, John Charteris, Kelvin Wackrow. Club meetings were held at Carnival Park 1959/60 season as Jubilee Park was being regraded up to acceptable levels for National Championships, etc. Combined effort by the Inglewood

Borough Council, G.S.O.E., Park Improvement Assn.

Special Thanks: Charlie Humphries, Surveying; Cyril Harris, Lighting.

Leading Athletes of this Period: Helen Graham, Gwen Sole, Howard Wilson, Lex Laurence, Kelvin Bennett, John Burgess, Richard and Lewis McCracken, Ross Smith, Nigel Austin, Evelyn Mackie, Christine Sole, Alan Jones, Vic Duaba, Rosemary Gibson, Terrance Jordan, Bobby Wilson.

Several W.C.N.I. and Taranaki Meetings were held during this period. Visit from an Australian Team in 1964.

1965 — Inglewood A.A. Club loses application to stage N.Z. Championships to Palmerston North.

In addition to most of those earlier mentioned helpers, several new names appeared as officials about 1962: Noel Death, Milton Rumball, Harley Simpson, Leo Ferguson, Laurie O'Keefe (nominated to represent us at W.C.-N.T. level), Stan Frederickson, Frank Fussell, Cliff Rowan, John Kennedy, Bob Chisnall, Alan Kaye, Ray Kilsby, Mrs. S. Gibson.

1968 — L. O'Keefe selected to manage Athletic section of Olympic games team to Mexico.

1969/70 — Jubilee Park becomes headquarters for Taranaki Athletics.

1971-1974

Chairman: Ray Kilsby.

Secretary: Kelvin Wackrow.

New Zealand Amateur Athletic Association (Inc.)

Secretary: D. McGaughan

Telephones:
Office 553-842
Private 788-595
Telegram's "Amathletic"

The Mayor,
Inglewood.

Dear Sir,

Would you please accept and convey to your Councillors and the Staff of the Borough of Inglewood the sincere appreciation of our Association for the magnificent manner in which you so readily made available the facilities and services of so many in preparing Jubilee Park for the staging of the 1971 New Zealand Senior Men's and Women's Track and Field Championships.

1971 — Inglewood conducts N.Z. Senior Men's and Women's Championships. Very successful.

New names appear — Mr. and Mrs. John Rieth, Des Alexander, John Johnson, David Wicks, Mike Parks, Ray Hughan.

1972 — Laurie O'Keefe elected President N.Z.A.A.A.

1972 — Arthur Atkinson elected President Taranaki A.A. and C. Association.

1973 — Inglewood conducts N.Z. Junior, Decathlon, Pentathlon and Marathon Championships.

1973 — Christine Sole wins Pentathlon N.Z. title on Jubilee Park.

1974 — The undoubted highlight of this club came when Mr. and Mrs. Pat Locke, Mr. and Mrs. Malcolm Willans, Laurie O'Keefe and A. F. Atkinson were selected to officiate at the Christchurch Commonwealth Games, this being the greatest number of members from one club outside the metropolitan areas.

Life Members: Ken Ballintine, Doug Sheehy, Jack Cowley, Arthur Atkinson.

The New Zealand Amateur Athletic Association expressed great satisfaction on the way the New Zealand Senior Men and Womens Championships were conducted in 1971. Despite the torrential downpour in the early part of the week, the day was beautifully fine.

P.O. Box 741,
Wellington 1.
New Zealand.

17th April, 1971.

The application of effort to restore the track in such a short time following the disastrous deluge is admired by all who participated in or viewed these Championships and was an object lesson to many from larger towns and cities.

You have served our sport well and the Inglewood Championships will always be referred to as one of the best ever staged, a remark which has already been voiced by many who have been a long time in the sport.

Our congratulations and sincere thanks.

*Yours faithfully,
D. McGaughran,
SECRETARY.*

Choppers and Sawyers

In all districts where native bush grows in profusion, it is only natural that there should evolve a breed of sportsmen who use their everyday occupation as their sport. Such has been the case with bushmen, those hardy types who cleared the bush to establish their homesteads and farms. Working six days a week and sometimes seven, it was only natural that eventually a controversy would arise as to who was the best axemen or sawyer, and to satisfy the various arguments for and against certain individuals, competitions were arranged to settle these differences of opinion. These competitions usually took place on their "day off", Sunday.

The Inglewood district was no different from other areas in these activities and these "private matches" eventually gave way to full scale Sports Meetings. Some of these Sports, which spring to mind, were held at Inglewood, Kaimiro, Kaimata, Waitui, Purangi, Egmont Village, Ratapiko, Tarata, Waiongona and Waitoriki. Some of these competitors naturally developed greater skills than others and thus it became necessary to develop a system of handicapping, but with the great variation in all timber which is used in axemen's events, this has always been a "bone of contention", and after seventy years of trial and error, it is still one of those unsolved difficulties.

Inglewood has produced some very good axemen and sawyers and in the early years there were George Jenson, and Walter Dowman, who were recognised as the best pair of double hand sawyers in Taranaki at that time. Later there was a brother combination of the Dravitski Brothers, who were a very fast pair

of sawyers. At this time we also had Laurie Schreiber and Tom Bakewell who won a lot of sawing events. This brings us right up to the present time where we have one of New Zealand's outstanding pair in Len Wellington and Des Schreiber. These two hold one New Zealand record for a 15 in. Pinus Radiata block, cut in 7.7 secs. Len Wellington has sawn with Cliff Pittams of New Plymouth and this combination holds five New Zealand records in blocks from 14 in. to 17 in. in various types of wood. In single hand sawing all of the foregoing men together with Joe Dodunski, performed with distinction at Sports throughout the country. Len Wellington at present is the holder of a World Championship, won at Kumeu in 1973, and also holds the New Zealand record in 14 in. and 15 in. timber.

In the chopping section it will be recalled that Inglewood had some very good men such as Harry Burkitt, George Jensen, Walter Dowman, Henry Nuku, Laurie Schreiber, Tom Bakewell, Ollie Blackburn, I. Hinz, J. S. Fletcher, Jim Stachurski, Vin Stachurski, Jack Stachurski (now of Eltham), Bill Elliott, Peter Grainger, Len Wellington, Des Schreiber, Gordon Herlihy, Dave Herlihy, Brian Herlihy (now of Canada) and Ian Moratti (now of Canada). All these competitors won at various meetings throughout the country, with some of the highlights being Brian Herlihy's World Championship in 14 in. timber at Maraeroa (King Country) about 1964. Since going to Canada Brian has twice represented Canada at the World's Championships in Tasmania, in 1970 and 1974. Ian Moratti, also now in Canada, has improved and earlier this year,

1974, was a member of the Canadian team in Tasmania. Jack Stachurski in 1955 won the 13 in. Standing Championship at this meeting. Des Schreiber (Inglewood's sportsman of the Year 1973) has won both North Island and New Zealand Standing Championships on several occasions and had the honour, with

Len Wellington, of representing the North Island and New Zealand at the World Championships in Tasmania in January 1974.

This represents a period of fifty years' activities in this sport and the record established by these men is one of which the district can be justly proud.

History Of

Inglewood's Greatest Show On Earth

A King carnival and a casual suggestion made one evening among a group of Inglewood residents in 1952, led to what became the major feature in the Inglewood district — The Greatest Show on Earth.

The original intention was simply to hold a gala day on the property of one of the originators of the idea, but so quickly did the scheme catch on in the minds of the people of Inglewood that it soon became obvious that the scope would have to be widened. From the gala to be held on a private section the idea snowballed until the obvious place for it to be held was in Jubilee Park.

When the choice of names came up, the first suggestion was "The Show of Shows" but one member said "Since it's been getting bigger and bigger all the time, why not call it "The Greatest Show on Earth" and this was it. The name caught on and the residents of the Inglewood district got behind the organisers to make the first Show held in 1953 a huge success. The wonderful community spirit of the district, from the business people and residents of the town and from the country people as well was soon evident. From the tinies to the grandparents everyone got behind the scheme and pushed and the Show was launched. The first years were devoted mostly to athletic sports, childrens events, chopping, swing, tug-o-war, dog trials, sideshows, and, of course, the inevitable raffles.

The Committee then became more ambitious and started looking outside the district for attractions and so we hosted Olympic champions like Murray Halberg, Peter Snell, L.

King, Murray Jeffries, Jennifer Thompson, Yvette Williams, M. Hahn, D. Norris, S. Potts and many others too numerous to mention. Records were broken and Inglewood saw many outstanding sportsmen and sportswomen competing in their own little corner of the world. It has long been recognised that the strength of Taranaki lies in the fervent local patriotism of small closely-knit communities, and Inglewood must have astounded even the most enthusiastic supporter of their scheme. Inglewood, with a population of some 1,600 people played host to 14,000. This was equivalent to a crowd of 50,000 people at Hawera and a quarter of a million at New Plymouth. The initiative of the organisers brought to Taranaki a coterie of New Zealand champions at several sports such as has rarely been assembled in Taranaki at one time and smooth administration ensured that the thousands who came and basked in the sunshine always had some unusual spectacle before them.

Champion sawyers, W. Donnelly and E. Hogg, and New Zealand's foremost choppers, Jack Murray and Joe Julian sawed and chopped their way through numerous logs of wood and thrilled the crowds with their spectacular art. Taranaki also produced their own record holding choppers and sawyers, Cliff Pittams, Len Wellington and Des Schreiber just to mention a few.

Athletics and chopping wasn't enough for our little town so off we went to higher levels. What a day it was when we saw produced in the middle of Jubilee Park, on a gloriously fine day, ice skating on an outdoor rink. Five

performers, Mr. and Mrs. Henk Schout, a Dutch couple, John Dowling, Miss Lynette Withey and Miss J. Flute, put on a performance never before seen in Taranaki. Unfortunately, the hot sun did nothing towards keeping the ice intact but even under these conditions and the miniature rink the skaters' skill was apparent to all. Most spectacular was the performance at night with the skaters picked out by lights.

Vintage cars wended their way round some of our country roads and round to the Park and what interest they sparked off. Whose was the oldest, whose was the best kept and how many miles do you get to the gallon? Questions galore but the owners knew the answers. Spit and polish had obviously been the order of the day when the array of vintage and veteran cars paraded before the public.

Army Police motor cycle teams, Police dogs, Auckland's Police Highland band, dancing girls, marching girls, gymnasts, tossing the caber, ballet performed by Madame Wasiliewa and her pupils, the Flying Phantoms, dancing and prancing, Inglewood had the lot.

Then came the highlight of our career to coincide with Inglewood Borough's Diamond Jubilee. Nearly all the business houses of Inglewood, the Inglewood schools and all the country schools, all the sports bodies, indeed everybody that had anything to advertise, worked for months like beavers and built themselves a float. What a parade of floats those thousand of folk who flocked to every vantage point from the High School to the Park saw. Crowds estimated at 35,000 in the streets and 27,000 in the Park saw a parade never even envisaged by the organising committee. As a thrill seeker the committee brought from Belgium "The Diavolos". The prowess of these amazing performers on the high wire, riding a motorcycle and doing acrobatics 120 feet above Jubilee Park and then to cap it all with the Slide of Death had the huge crowd absolutely spellbound.

Costs began to rise and attractions became hard to find and somehow our visiting athletes were finding their time taken up with Com-

monwealth Games and Olympics and their own Athletic Championships and the committee were hard pressed to find new acts to attract the crowd. Talent quests were organised and some of the artists proved just how good they were by later making a name for themselves on the radio and later as T.V. artists. With daylight acts hard to find we turned to a night programme with stars like Ray Columbus and Shane drawing a capacity crowd to the Rugby gymnasium. To dance was impossible but the teenagers shuffled their way around and so the Show went on. A Miss Sunflower contest was organised and the entrants for this came from far afield. The Moa Dairy Company donated a beautiful crown for Miss Sunflower and she also received a Cup from the Show Committee. In 1970 it became apparent that interest had begun to wane and the committee who had worked so hard for so long at trying to find attractions and events to help the community were hard pressed to even find anyone willing to take office but the struggle continued until finally in 1972 the last Show was held. With a paid organiser who organised the attractions and with the stalls being run by sporting organisations and they themselves reaping any profit they made, we were once again in business. A parade not quite as spectacular as the one in 1963 was held and the standard of the floats was really very high. Crowds flocked to the Park and the committee and organiser was well pleased with the new venture but when 1973 came no one was interested enough to tackle the organising of another Show and so was sounded the death knell of The Greatest Show on Earth.

Profits from the Shows over the years have been ploughed back into the community by way of grants to all the schools in the district. Jubilee Park, every sporting body that needed help had only to ask and funds were made available if possible, the High School gymnasium, the Primary School Hall, the Rugby gymnasium, Golf Club, Cricket Club, Athletic Club, Basketball and Tennis Clubs, Outdoor Bowls, Judo, Hockey and Swimming Clubs, the Rifle Club, St. John Ambulance Pavilion

and every community project in Inglewood and the surrounding district all benefited in one way or another and with subsidies granted our contributions would have amounted to thousands of dollars over the years.

Over the years the committee and organisers did not change a great deal and those who retired always had someone briefed to fill their place. Stirling work by Presidents, Doug Sheehy, George Hall, Vic. Reynolds, Fred Jackson, Alistair Nelson, Earle Newland, Darcy Mace and lastly Mike Davey and Secretaries Ivan Hill, Owen Grant, Mrs Iris Reynolds (Acting), John Charteris and Mrs. Olga Bailey, the wonderful Committee members who always backed them up and all those willing workers who came forward on the day of the Shows cannot go unnoticed. Their work was marvellous and showed what a well-knit community spirit can do in a small town like Inglewood.

Rugby Football

Friendly football has been played in Inglewood from the very early days but the first club was sponsored by the Inglewood Athletic Club in 1893. Their headquarters was the Athletic Hall. Owing to considerable dissatisfaction in the club another club was formed, called the Pirates Club, about 1896. Both clubs were numerically strong, but it was found eventually very hard to run two clubs successfully in a small town like Inglewood. Mr. G. Bateman was Captain of the Pirates Club, and Mr. Hammond was Captain of the Athletic Club. In 1898 a meeting was held by members of both clubs and it was decided to amalgamate and the outcome was the formation of the Inglewood United Rugby Football Club. At this time the late Mr. F. Spurdle took a very prominent part in the administration of the game. He was not only Secretary of the club for many years, but represented the club as a delegate to the annual meetings of the Taranaki Rugby Union. The late Mr. D. F. Evans was Secretary of the Club for a term. Football in Inglewood in those days found that the club was capable of holding its own against

Only once was the Show utterly abandoned and then we collected Pluvius insurance which helped out enormously. Our then Mayor, Mr. R. W. Brown, watched the weather gauge anxiously every year when there was rain around but it was only on the one occasion that he was able to race down jubilantly to the Park and tell the committee that we'd had enough rain to reap the benefit of insurance. All the stalls and some of the attractions went on regardless in the Gymnasium and indeed we even made a profit. Despite the inclement weather on occasions the Show went on and with the exuberance and good spirits that abounded, the wonderful attractions the committee had arranged, the grand people of Inglewood and the surrounding district, who can help but applaud the efforts of all who helped to make and run —

THE GREATEST SHOW ON EARTH.

most clubs in North Taranaki. Practices for both senior and junior teams were carried out most assiduously on moonlight nights on the present football ground which was in very poor order at that time. Regular practices in scrum work and passing were carried out in the Athletic Hall. The present football ground was unsuitable and the club decided to put the old football ground at the end of Elliot Street into playing order. Working bees were formed and members toiled enthusiastically to put this ground into playing condition. However, this ground was never satisfactory owing to the wet nature of the soil, was deficient in length and unsuitable from a spectator's point of view. Nor was this ground ever suitable for any athletic sports. Despite this fact, football was played on this ground for many years. Later on it was felt desirable to try and improve the present ground to make it suitable for football and athletics. Much had to be done in draining and earthwork and representation was made to the Borough Council for approval and assistance. With the help of the Council, Athletic Club and Football Club,

the ground was eventually brought to a very satisfactory state. Later the Council re-laid the whole ground, building concrete terraces and a 440 yard athletic track, as well as putting in a modern drainage system.

The club throughout the years has certainly had its ups and downs as far as football is concerned but Inglewood, always renowned for its community spirit, has always been a very strong club.

The following are extracts from the Club's two jubilee booklets:—

The Gymnasium:

During 1947, the Club Committee started to raise money for the above. They were fortunate to form a strong ladies' committee also which during the first year raised £400. The 1949 committee made an important decision and purchased the freehold section opposite the main gates at Jubilee Park for £170. Our present Patron, Mr. A. J. Dodunski, offered trees for timber which were accepted.

By 1950 the Club had £1,600 on hand, so tenders were called for the building. Mr. A. Codd and Son's tender was accepted. Some voluntary labour was offered also. The building was completed for the 1950 playing season.

By 1955 the seating was built on the south side of the main gymnasium. During 1956 the present floor was built in. To finish the payment of this work money was raised by \$40.00 bonds taken out by members.

At the end of 1956 the insurance cover was lifted to \$10,000. To have enough hot water for several teams within a short period has always been a problem with the gymnasium and different methods have been tried. Before the building was erected, most players changed at the hotel.

Discussions took place during 1960/61 about raising the roof because of discussions with the Basketball Club, but no action was taken.

By 1966 with Club players increasing, the senior team asked the committee to increase the changing rooms and build a reception room where the ladies could be invited. This was finally built during 1968 by voluntary

labour and a tender from Henry Brown & Co.

The "Greatest Show on Earth" Committee gave a grant of \$1,000 which was much appreciated because the building cost over \$5,000. A big fund-raising special match between an All Black team and a Taranaki team, was held. A loan was lifted from the Taranaki Rugby Union of \$3,000, the club paying off \$1,000 annually.

In recent years, with seven teams above primary school age, more changing rooms and water were required. 1972 was another busy year with the addition of four new changing rooms built out to the southern boundary, all serviced by a suitable passage. These recent building additions have all been in solid cement block structure.

For 25 years the club has had plenty of working bees and fund-raising for the gymnasium. On looking back, it can be said that the club has been all the stronger because of this. Having an objective has brought a great response from Club Members over the years. A great asset has been built and has certainly been worth the effort.

The Snider Shield

This competition was first started because of lack of competition for younger players — transport problems must have been quite a problem in the early days. The first meeting was held under a kerosene street lamp at the corner of Elliot and Rata Streets. Everything was finalised except for the name, when His Worship the Mayor, Mr. H. B. Curtis, passing by, remarked, "time all you young Sniders were in bed." Hence the name 'Snider' for the Shield.

After some years of competition before the Great War more players joined the Inglewood United Rugby Football Club. There were not many games for a few years after 1919, until Sunday games with three seniors in each team were commenced. These games aroused a lot of interest and large crowds watched the matches between teams from Durham Road, Norfolk Road, Ratapiko, Kaimata, Egmont

Village, Tarata and Waiongona. These games were so keen that some players saved themselves on Saturdays for the Sunday Snider Shield matches.

It was a few years after World War II before Snider Shield matches started up again. Over recent years these games have been of a high standard and become quite a social event, which is very important these days to players and supporters.

Tap O'Neill Shield

The late Mr. Tap O'Neill was the licensee of the Inglewood Hotel for many years. He was very keen on Rugby Football and just before his departure from Inglewood early in the 1930's, presented a shield to be played for annually between Stratford and Inglewood Seniors. The two clubs have agreed that Tap O'Neill Shield Day should be held on the Saturday before the commencement of the Senior Competition. Many great games have been held on this occasion, which has grown into a big club day with six teams from each club having matches.

The Second Senior teams play for the late Eric Bayly Cup, an old Stratford man. The Senior thirds play for the late D. Smart Cup, a keen Inglewood supporter in the past. The third grade play for the Murray George Cup, an old Inglewood coach now living in Wellington. The fourth grades play for the late T. L. Penn Cup, an old Stratford supporter. The fifth grade teams play for the Peter Jones Cup, a keen Stratford man. Mr. J. D. A. McKay, a Stratford supporter and life member of the Taranaki Union donated a fine Challenge Cup which is won on points between the clubs on Tap O'Neill Shield Day.

Mr. J. J. Zimmerman has donated a very fine shield which is played for annually between Inglewood and Opunake Seniors.

Mr. Ian Frederickson has donated a cup in memory of his late son, Kelvin, who was killed in a road accident. This trophy is played for annually between the club fifth grade team and the Inglewood High School team.

Challenge Cups Within the Club

These cups are played for between club teams and club players. The committee believes this helps to encourage teams and players to give their best and also promotes a higher standard of sportsmanship within the club.

The J. K. Wooller Cup is for the best turned out team each season.

The Brian Susans Memorial Cup is for the keenest team in the club.

Mr. and Mrs. Norman Jones Challenge Cup is for the keenest club member.

The Clive Orr Memorial Cup is for the keenest coach.

The following are awards for the most improved player in each team:

Senior I: Ronald McEldowney Memorial Cup.

Senior II: Benbrook Challenge Cup.

Senior III: Brian Dodunski Memorial Cup.

Senior IV: William Lind Challenge Cup.

Third Grade: Roger Young Challenge Cup.

Fourth Grade: Andrew Dodunski Challenge Cup.

Fifth Grade: Andrew Dodunski Challenge Cup.

The history of Rugby Football in the Inglewood District would not be complete without a few words about the old Tariki Rugby Football Club. Tariki won the Taranaki Junior Championships during 1948 and 1952 and went close on other occasions. They also fielded a third grade team for a few years.

The amalgamation of farms and the machinery age have brought about a change in country areas. Players also have better transport these days and no doubt do meet a larger circle of friends by playing with a larger club. Many Inglewood seniors in the past years have come through the Tariki Club. There were a few others who appeared to be up to senior standard also. Nevertheless the old Tariki Club was quite a force in Central Division Junior Rugby for many years.

Ragwort and Blackberry Games:

Inglewood in the old days was noted for its noxious weeds, ragwort and blackberry. In discussing the merits and demerits of the respective weeds, two prominent Inglewood gentlemen, the late Mr. E. Vickers, and the late Mr. B. H. Nicholls used to have heated arguments as to which was the lesser evil. The outcome was the formation of Blackberry and Ragwort teams, composed of players who had not played active football for a term of three years or more. The Blackberry team consisted of residents of the eastern side of the railway line and the Ragwort team of residents on the western side of the railway line. This match was played annually and became the most popular and discussed game of the year. Teams assembled at the Inglewood Hotel; each team having its banner. The Ragwort banner consisted of a ragwort plant in full bloom and the Blackberry of a blackberry plant in full fruit. The teams were always paraded to the ground by the Inglewood Municipal Band. The whole town always turned out to witness this game, which was generally played in four fifteen minute spells. All players of course lacked condition not having played for three years or more, and many a try was lost through their being too tired to run. Spectators found great amusement in this, and barracking always reached high pitch and excitement. It is stated that many wagers were won and lost on this match. The games were always evenly contested, sometimes ending in a draw, and there never was much difference in the two teams.

The following is a record of competition wins:

Inglewood had an early success, winning the Taranaki Junior Championship in 1899. The team was, A. Julian, W. Olsen, G. Lawson, W. Kinsella, E. Brewer, W. Bishop, H. Olson, A. Turner, G. Bateman, S. Paynter, A. Lightfoot, (Captain); R. Cantell, F. Julian, E. Julian, G. Stimpson, F. Lawson, C. Mumby, Taylor and W. Bishop.

1921: Inglewood played in the Senior 'B' competition and won the Championship. This

was a most successful season. The team was M. Sutherland, H. Longlands, H. Brown, M. Hopson, N. Wright, R. Coutts, R. Bishell, L. Wood, W. Cheyne, W. Davis, B. Burkhardt, P. O'Carroll, O. Dean, W. Cartwright, and L. Lealand.

1929: The Open Junior Team won the third Taranaki Championship for the club at the finish of the 1929 season. They beat Star in the semi-final and Hawera in the final.

The team was: S. McRoberts, E. Trass, D. Allen (Captain), P. Pope (Vice-Captain), B. Corkill, M. Lawson, E. Arnold, H. Glenn, Roy Clough, G. Goodwin, R. Devereaux, R. Herdman, J. Petit, G. Butler, H. Hunt, J. O'Brien, N. Brown, and J. Cowley.

1937: The Third Grade team won Central Division.

The team was: E. Salisbury, R. Bond, P. McBeth, H. Patterson, R. Crossman, E. Gladding, E. O'Byrne, R. Olson, L. James, S. Dombroski, Hudson, E. Susans, W. P. Brown (Captain), C. Shoemark, W. Reeves and R. E. Herbert, Manager.

1940: The most successful season in Inglewood Rugby history, by winning the Taranaki Senior Championships and the McMaster's Shield. The team played 14 matches winning 13 and one draw. Defeating Kaponga 8-3 in the final, L. Rumball, scored and A. Richards converted and kicked a penalty.

The team was: C. Ward, B. Susans, L. Irving, A. O'Byrne, A. J. O'Keefe, E. O'Byrne, T. Gulford, A. Patterson, P. Schimanski, A. Skedgewell, W. Nicholson, J. Brown, J. Gulford, E. Gladding, S. Clark, and Cliff Hunt, Coach.

The Club has succeeded in winning 14 Championships over the last 25 years, nine of these wins in the last 5 years. The Fourth Grade teams have put up a great record, five in a row, 1968-72, also 1962 and 1966. The teams were:

1961: G. Laurence (Capt.), C. Gibbon, (Vice-Captain), D. Gyde, R. Hamilton, M. Crofskey, G. Ashworth, M. McCullum, D. McFarlane, J. Nicol, N. Bailey, D. Brocklehurst, F. Cooper, D. Susans, B. Gyde, W.

Hurlstone, R. Nulham, I. Hayman, J. Loveridge, (Coaches—C. W. Orr, and J. Luckin).

1966: J. Zimmerman, N. Smith, A. Christiansen, G. Simpson, R. Maindonald, R. Pearce, B. Gilbert, I. Loveridge, O. Trigger, K. Thomson, J. Spurdle, J. Hamilton, A. Chapman, G. Yeates, A. Burwell, T. Simons, W. Milham, G. Hinz, K. George (Captain), K. Penman (Vice-Captain), Coaches — K. Jackson, and R. Blyde.

1968: J. Clark (Capt.), B. Gladding (Vice-Captain), G. Hildred, G. Austin, B. Dodunski, R. Gordon, N. King, M. Eichstaedt, D. Simpson, H. Chard, W. Jones, T. Higgins, N. Clark, R. Hayman, T. King, J. Johnstone, N. Lund, S. Walsh, C. Johnstone, K. Zimmerman. Played 19 games, won 18. Coaches — B. Muir, and K. Wackrow. Manager — P. Webb.

1969: 4th Grade: R. Hayman (Capt.), T. Brown (Vice-Captain), R. Brown, J. Chard, B. Clarke, R. Jordan, W. Hunn, R. Loveridge, G. Raven, Gordon Spice, D. Frederickson, C. Rowlands, A. Gladding, M. Peters, C. Judd, D. Simpson, D. Chesnall. Coach — S. Pearce. Manager, P. Webb. Played 17 games, lost one.

1970: 4th Grade team: D. Loveridge (Captain), Graham Spice (Vice-Captain), G. Chard, D. Judd, J. Davidson, Garry Spice, R. Rowlands, M. Edgecombe, W. Edwards, P. Dodunski, P. Zimmerman, I. Quigley, R. Crowe, A. Gladding, M. Julian, G. Raven, M. Peters, A. Reeve, R. Loveridge, Paul Dodunski. Coach — Mr. S. Pearce. Manager, P. Webb. Played 18 games, won 16, drew 1, lost one.

1971: 4th Grade team: J. Davidson (Capt.), J. Moore, G. Spice, T. Jackson, B. Baker, P. Corlett, R. Lykles, N. Bishop, M. Rumball, R. Coldwell, K. Blundell, T. Biesick, K. Simpson, R. Mannex, S. Hirst, M. Underwood, J. Ladbrook, J. Zimmerman, R. Le Fleming, D. Browne. Coach — S. Pearce, Manager, S. Moore. Played 18 games, won 13 drew five.

1972: 4th Grade team: Backs: M. Underwood (Captain), B. McLaggan, David Freder-

ickson, D. Ayling, R. Mischewski, R. Mannex, M. Kapu, T. Jackson, M. Rumball. Forwards: J. Ladbrook, K. Simpson, R. Coldwell, S. Eichstaedt, W. Kettlewell, P. Ritchie, B. Gall, R. White, J. Moore, R. Lykles, F. Fleming, M. Davidson (Coach), R. Burwell (Assistant Coach), B. E. Kuklinski (Manager). Played 18 games, won 18 games.

The Third Grade teams have been strong over the years but just missing out for the highest honours. The 1972 thirds were beaten in the final by Hawera. Our last and only third grade Championship was 1957. H. Wellington (Captain), G. Quigley (Vice-Captain), R. Bishop, K. Jackson, J. Major, R. Blyde, N. Hill, A. Drake, L. Kopu, R. Gyde, M. Potroz, P. Lamb, P. Mischewski, K. Bunn, F. Marshall, D. Gordon, D. Watkins, K. Keane. Coach — Murray George. Played 15 games won 12.

The third first Junior Championship win was 1959. The team: B. Wisnewski (Captain), R. Blyde, J. Major, R. Gyde, O. Clegg, T. Kuklinski, G. Blackburn, I. Corkill, T. Jackson, A. Shirtcliffe, N. Jonas, K. Clough, M. Potroz, P. Kuklinski, A. Drake, N. Hill, I. Goble. Coach — Mr. J. K. Wooller. Manager — Mr. A. Law.

The Taranaki Rugby Union started a new grade called Senior B for the 1968 season and stopped regrading of players from Senior A to Senior B. Tukapa won the Senior B Championship for 1968. The Maroons came to light with three wins over the next three years and at the end of 1971 season defeated Okaiawa in a promotion/relegation game and gave our club the honour of having two Senior A teams. A team in each senior division, the first club in Taranaki to achieve this.

The 1969 Senior B team was: A. Brocklehurst (Captain), J. Loveridge (Vice-Captain), D. Tuck, W. Higgie, A. Burwell, W. Birdsall, R. Kohn, D. Susans, D. Brocklehurst, J. Major, I. Loveridge, L. Hamilton, G. Yeates, R. Laws, B. Dawson, B. Chard, T. Simmons, J. Crone, W. Hurlstone, I. Hayman. Coach — C. W. Orr. Manager — C. Clark. This team beat Tukapa in an exciting final by

14-9 at Rugby Park. Played 18 games, won 12, drew 4, lost two games.

The 1970 Senior B team was: L. Maindonald, D. Susans, W. Higgle, P. Jordan, T. Foreman, G. Simpson, J. Watson, M. Davidson, G. Corkill, A. Brocklehurst, J. Major, D. Crowe, A. Axton, T. Simons, N. McKee, C. Lewis, I. Hayman, G. Kuklinski, G. Yeates (Captain), J. Loveridge (Vice-Captain). Coach — Mr. C. W. Orr. Assistant Manager — Mr. Wordsworth. Manager — M. Keenan. Played 18 games, won 18 games.

1971 Senior B team was: Backs, L. Maindonald, J. Loveridge, K. Locke, W. Birdsall, I. Hayman, G. Simpson, B. Gladding, W. Jones, G. Hildred. Forwards: J. Spurdle, W. Higgle, D. Gyde, E. C. Elliott, M. Davidson, G. Yeates (Captain), A. Axten, C. Johnston, C. Campbell, D. Brocklehurst, T. Foreman. Coach — C. W. Orr. Manager — Mr. M. Keenan. Played 18 games, won 17, lost one.

The 1960 Senior team scored 50 tries to four against or 269 points to 56 — a great record. After a few years of near misses for the honours this team had forward power and used it with keen determination. The team was: Backs: B. Gyde (Vice-Captain), K. Wackrow, N. Hill, P. Kuklinski, J. Luckin, D. Mahon, D. Berry, R. Blyde, O. Clegg, K. Gibbons, T. Kuklinski. Forwards: I. H. McDonald (Captain), L. Marshall, H. Wellington, M. Pope, T. McIver, A. Shirtcliffe, B. J. O'Neill, A. J. Mackie, E. Wisniewski, K. Jackson, J. Major, N. Leuthart, J. K. Wooller — Coach. Dr. R. Watson — Assistant Coach. J. J. Zimmerman — Manager.

The 1970 team Senior team scored 37 tries to 18 against. The forwards were much lighter than the 1960 team but the backs supported the team with very sound displays.

The team was: Backs: D. Dodunski, G. Laurence (Vice-Captain), I. Loveridge, S. Crowe, J. Foreman, E. Richardson, K. Locke, D. Tuck, R. Burwell, W. Birdsall. Forwards: M. Crofskey (Captain), M. Hill, J. Johnston, N. Austin, D. Gyde, A. Burwell, M. Hartley, J. McEldowney, K. George, B. Gyde. Coach

— A. J. Mackie. Manager — J. J. Zimmerman.

The 1972 Senior II team playing in No. 2 Senior A Division finished equal top with Athletic. This team played very well and surprised many people by losing only three games, winning 14 games. The team was: E. Richardson (Captain), D. Dodunski, K. Locke, W. Birdsall, R. Shepherd, J. Loveridge, J. Seabright, D. Simpson, D. Tuck, G. Simpson, Crowe. Forwards: A. Dodunski, K. Kuklinski, N. Austin, Don Gyde, Barry Gyde, N. King, C. Johnston, S. Walsh, E. Elliott, B. Cloke, A. J. Mackie, V. Cleaver. Coach — A. J. Mackie. Manager — B. Muir.

The Fifth Grade

During 1954 the club fielded a fifth grade team and has managed to maintain this team since that date. This grade is for boys under 17 years on the 1st April. The fifths are a very important part of our club because there is a gap at this age with a lot of boys who have left school. We do appreciate the good coaching at Inglewood and country primary schools and also the Inglewood High School since the opening of that school in 1957. There is no doubt that Inglewood High School and our fifth grade teams have helped greatly in the very good record held by our recent fourth grade teams. There is no Championship title for the fifth grade because it is felt not to be desirable at this young age.

An All Black

It was a proud day for the Club when John Major was selected to tour Great Britain with the 1963-64 All Blacks as a hooker. John was the first Club member to achieve this honour while actually a member of the Club. Bunny Abbott, Alf West, Handley and Henry Brown had an association with the club but not at the time of their All Black selection.

John Major was very unfortunate to lose both parents at an early age, but this never

stopped his great keenness for Rugby Football. He played half-back for the Huirangi Primary School and later hooker for Waitara High School. He joined the club third grade team for the 1957 season which won the Championship. John moved to the 1960 senior team and took part in another Championship win. 1961 was another step forward for John, a Taranaki representative player and regular hooker for quite a few years ahead. John's first international game was for Taranaki v. France at Rugby Park in 1961. He was an All Black from 1963-67 and was a member of the 1966-67 All Black team which gave him his second tour of Britain.

Ladies Committee

During May 1947, a Ladies Committee was formed with 17 members who started working for a Gymnasium fund. During the first year they raised £400 by holding euchre evenings and a shop day. We will agree this was a real start putting Inglewood Rugby on a much stronger footing. The members of this committee were: Mesdames Codd, Hamley, Mackinder, Lightfoot, Ross, Ladbrook, Hunter, Lee, Wilson, McKay, Cramer, Atkinson, Nicholls, and the Misses Bishell, Collingwood and Bungay. With the building of the reception room during 1968 a new Ladies Committee was formed. This Committee has given the club wonderful service right up to the present time. The provision of food and cups of tea to players and supporters and the furnishing of the kitchen has been much appreciated.

Ladies who served on this Committee (1972) are:

President: Mrs. Helen Mackie.

Vice-President: Mrs. Gloria Muir.

Secretary: Mrs. Kath Richardson.

Committee: Mrs. Oma Locke, Mrs. Lois Orr, Mrs. Thelma Kuklinski, Mrs. Marlene Foreman, Mrs. Eleanor Davidson, Mrs. Sharron Birdsall, Mrs. Rae Major, Mrs. E. Gyde.

1973-74:

President: Mrs. Lois Mander.

Vice-President: Mrs. Gloria Muir.

Secretary: Mrs. Helen Mackie.

Committee: Mesdames Oma Locke, Marlene Foreman, Shirley Susans, Linda George, Mary Gyde, Thelma Kuklinski, Eleanor Davidson, Kathleen Richardson, Elsie Gyde, Sharron Birdsall, Raewyn Corkill, Rae Major.

Well Known Families

The two Brown families — unrelated — have had almost continuous association with the club since its formation. Henry Brown, the early timber mill owner, was the father of Frank, a founder of the Club and 30 years very close connection, as player and committee member. Frank's two sons, Henry and Robert carried on. In fact, Robert is the longest elected Vice-President and a member of the Jubilee Committee. His two sons, young Frank and Henry have been recent players.

The Durham Road Browns also have a long connection. W. A. Brown was an early player, and his two sons, Bill and Joe, carried on. In fact, Bill (W.P.) was a player and committee member for 36 years, and the late Joe for over 20 years. Young Murray, the present half back for Manawatu Reps. is a son of the late Joe and Mrs. Brown. Len Brown, a brother to the late W. A. Brown, his sons Jack and Geoff and grandsons, have also had a long association with the club right up to the present time.

Looking through the players there are fine family records, three or more brothers who have played senior for the maroons. The late R. O'Byrne was Patron for 20 years and six of his sons played representative Rugby. Four played for Inglewood and all four, Ernie, Steve, Alf and Ron, represented Taranaki. The Ross brothers, Noel, Les, Bill and Jim, played for the seniors. Noel, Les and Jim represented Taranaki but Jim was a Stratford player during his Rep. days. The Chard brothers, S. A. and E. played in the 1929 Senior team. The Corlett brothers, John,