

Chapter X.

Patea Township in 1869

AN early arrival in the township of Patea was Mr. C. E. ("Ned") Gibson, who went there with his brother John and Mrs. John Hirst in August, 1869, the trio riding up the coast from Wanganui. Mr. Gibson gives a vivid description of the township as they found it on arrival, and from a letter written shortly afterwards extracts are taken concerning a trip he made by canoe up the Patea River. This trip is referred to in a report to Parliament by Major Noake.

The town of Patea in those days, wrote Mr. Gibson, if such a place was entitled to that term at all—was situated at the mouth of the river, on a high sandy point, with sheer cliffs facing the sea on one side and sloping sandhills facing the river on the other. It had been used by General Cameron as a base of operations in the early 'sixties, being easily defended from attack, and, after him again, General Chute, in the days when the Imperial Government undertook our little wars for us. The present township had been laid off and some years previously, during the occupation by Imperial troops, but owing to the militant attitude of the natives and the unsettled state of things in general in the North Island, had not been sold. At the time Major Noake—one of the few survivors of the Balaclava charge of the Light Brigade—had been placed in command of the district and a residence built for him in the new township. Quarters had also been built for the small detachment of Armed Constabulary stationed there, likewise for hospital, Government stores and offices, etc., but all of a most primitive, inexpensive and temporary character, and were the only buildings in the present township until after the sale, which took place during the first months of 1870. The distance between the old and the present township was about a mile, more or less. The small steamer that traded between Patea and Wanganui at the time used to unload a short distance inside the mouth of the river, and the cargo was hauled up the steep sandhills by means of heavy horse teams and drays to the town above. The town itself consisted of rough, corrugated-iron structures, about eight or ten, or perhaps

twelve, in all, built fairly strong to withstand the westerly gales they were constantly exposed to from the sea, and running in a row along the brow of the sandhill, with their fronts facing the river and General Cameron's old camping ground in the rear, with his old redoubt already half gone over the cliff, which went to show the rate at which erosion of the coast line by the sea was taking place. Most, if not all, of these buildings were occupied as business premises by men who had in view the approaching sale of the present township, a goodly percentage being in the liquor trade. My brother John, who had been in charge of the commissariat contractor's store—Edward Lewis and Co., well-known Wanganui merchants at the time—was amongst the number awaiting the sale, for the commissariat contract was drawing to a close, and he had the option from Lewis and Co. of taking the store over at the termination of the contract, and starting in business on his own account in the new township after the sale. When the sale did take place he was successful in securing the section he wanted, and lost no time in moving, building and stock up from the old township to the new.

It was at about this time that the flax-dressing industry had started in New Zealand, wrote Mr. Gibson, and the Government of the day was giving every encouragement to get it firmly established. The district in those days, from one end to the other, was a wilderness of fern, flax, and tutu bushes, and the flax was noted for its quality, especially round about Manutahi and Kakaramea. To give the industry a start the Government offered as an inducement the free use of a section of land at Kakaramea (200 acres) to anyone willing to make the venture the conditions being that if so many tons of exportable flax were manufactured within a stated number of years the land would become the property of the manufacturer. The inducement was considered good enough to immediately proceed to form a company on, the directors of which soon got going by calling tenders for fencing in a portion of the property with a ditch and bank fence. Having nothing to do at the time, I tendered for the job and got it. I was not without a mate, for my younger brother Arthur joined me.

The fencing provided a winter job for us, and was no sooner completed than the directors called for tenders for clearing 20 or 30 acres of the fern and tutu that were growing on it. Being on the spot, and having built ourselves a comfortable little toi-toi hut, we put in a tender

and succeeded in getting the job again. We took on another hand, and completed the job in time to allow Messrs John and James Laird, nurserymen, of Wanganui, with whom the directors of the flax company had arranged to plant the clearing with the best species of flax plants for dressing to proceed with their work. Here again we were in luck's way, for the Laird brothers sublet us another good contract, to dig the holes for them to put the flax in. This we did while James Laird and his men with horse and dray went round the adjacent country selecting the particular plants required. The holes had to be dug a certain size and depth, in rows a certain distance apart, and a certain distance apart in the rows. So far the directors had done well, for the plants grew and thrived remarkably, but the after story of the company's failure would be too long to recount. Suffice it to say that the conditions were not complied with in the time, the land reverted to the Government, and the company went into liquidation and wound up. Looked at in the present light of things, said Mr. Gibson, perhaps this should not be regarded as a misfortune, for had it turned out a success there might have been a flax-dressing machine on each farm nowadays instead of a milking machine.

Chapter XI.

Cattle Trek From Wanganui

AN interesting story of a trek from the Rangitikei district to Patea with cattle in 1870 was recounted by Mr. H. G. Gibson, brother of Mr. C. E. Gibson. He told of the hardships undergone on the trip, not the least of the trying experiences being a period of nearly two days when they went without food. The portion of the story which is relevant to this history is re-told here. Mr. Gibson at the time of the undertaking was a boy of 11 years, and was accompanied on the journey by Mr. Thomas Delamore, of Marton.

They left Wanganui on the third day of their journey intending to make Waitotara for the night. They arrived at Kai Iwi at about mid-day and rested at the hotel kept by Charlie O'Hanlon, later continuing their journey along the beach to Waitotara. Their travelling had to be regulated by the tides, and as O'Hanlon warned them that the tides would be unfavourable that afternoon, they remained the night at the hotel and continued the journey the following morning, leaving at daylight.

After two or three hours in the fresh sea breeze on the beach, and crossing the Kai Iwi and Okehu streams, we arrived at a point where we had to leave the beach for the sandhills, through which our way lay for the next six or seven miles, said Mr. Gibson. The sun was warm and the going through the loose drifting sand of this little Sahara was hard both on man and beast. After some hours' toil and sweat the weary kine and ourselves and horses emerged on the firmer track through the fern and flax country that led down to a point on the Waitotara, somewhere near the present bridge and the mouth of the river. Adam Wilkie—afterwards railway contractor—had erected here a good sized toi toi whare, which did duty as an accommodation house for travellers up and down the coast, pending the survey and formation of roads and bridges through the district between Kai Iwi and Patea. We arrived here about two or three o'clock in the afternoon, both Delamore and myself in good trim for a feed. Imagine the disappointment of the two hungry drovers on hearing from Mrs. Wilkie that she had run quite out of provisions, her men-folk being then away for supplies and not expected back

until the evening. She managed to dig up an old dry crust for me, while Delamore had to be content with a smoke.

We then rounded up the cows and got them across the river, said Mr. Gibson, which, being low at the time, was fordable. We had not proceeded far, however, before we were overtaken by a rider on his way to Patea. As he seemed to be well acquainted with the tracks through the rough stuff and the fords through the rivers, Delamore secured his services as guide for the rest of the way. Darkness came on us before many miles were covered and what with swamps to the right of us and sea cliffs to the left of us, there was always the danger to both man and beast of getting lost in the swamp on the one hand or going over the cliff on the other. However, we kept moving on and thanks to our guide, reached the Whenuakura at about 9 or 10 p.m. and there halted for the night. How we passed the weary hours until dawn I shall leave you to imagine—no food, no fire, no shelter, and hungry and wet. To while away the hours our guide related how just twelve months previously a party of Titokowaru's scouts had observed a convoy of Mounted Armed Constabulary with two loaded drays leaving Patea by way of the mouth of the river. Concluding that the outpost of Wairoa (Waverley) was their destination, with provisions and ammunition, they conceived the idea of ambuscading the convoy in the act of crossing the Whenuakura. The convoy, travelling at a walking pace, gave the Maoris plenty of time to gallop over the high land overlooking the beach to the Whenuakura. After tying their horses out of sight in the rough stuff they proceeded to lay their ambuscade in the rough growth of the hill commanding the mouth of the river, which was within easy range of their guns. Following the convoy at a distance of 100 yards or so was a youth named Harry Autridge driving a few sheep, also intended for Wairoa. The dray in single file, with the A.C.'s on each side, entered the river, and when in mid-stream the Maoris opened fire on them from the hill-top, and also on the drover of the sheep. Autridge's horse fell, shot from under him. Being unarmed, Autridge took to his heels on the hard block sand, and raced back towards Patea under fire of the two Maoris, whose bullets ploughed up the sand around him until out of range. The firing had been heard in the township, which was then on the sandhills at the mouth of the river and a party of men was met by Autridge on its way to the relief of the

convoy. In the meantime, the Maoris had taken saddle and bridle off the dead horse and rejoined their comrades on the hill. The convoy, after the first volley, reached the opposite side of the river, took cover behind the drays and began to return the fire of the Maoris. This was kept up until the relief party came in sight, when the Maoris ceased firing, took their leave inland, and the convoy continued on its way to Wairoa without further interruption.

This story of our guide, said Mr. Gibson, greatly interested me as a boy, more especially as we stood within the radius of the circle where it all occurred, and was verified in daylight after crossing the river when our guide drew attention to the bleached skeleton of Autridge's horse, lying where it was shot, a few yards above high-water mark. This incident occurred a few days before Colonel Whitmore's last brush with Titokowaru, a few miles up the Patea River at Otautu.

Daylight came at last and never was it more welcome, said Mr. Gibson, continuing his narrative. The cows were rounded up and the roll called. Finding none missing, the order was given to march. We had now two rivers to cross—first the Whenuakura, noted for its dangerous quicksands, and then the Patea River. These two rivers are only three or four miles apart at their mouths. The tide was favourable and both rivers were safely crossed and the Albion Hotel reached, about 10 o'clock on a Sunday morning. This hotel was run by Tom Quinlivan (who thought he knew a thing or two about horses as well as hotels) and was the first hotel in the place and not very long out of the builder's hands. "Meals at all hours" was the vogue in those days and it was not long before Mrs. Quinlivan spread the best she had before us. Needless to say, that not having had anything but Mrs. Wilkie's dry crust since leaving the previous morning full justice was done to it. Feeling much better, we now parted with our guide of the previous night and proceeded on the last stage of our trek—some four or five miles—to Kakaramea. Here the cows had the country-side to roam over, there being neither roads or fences in those days. Delamore arranged with a settler (Sandy Mitchell) to keep an eye on them until he returned from Marton with his wife and family. We then returned to Patea and stayed a night at the Albion. Next morning Delamore and I took an early stroll round the town, which had been sold only a few months previously; the buildings were all new, but of

a very primitive character. We counted three hotels (Albion, Masonic and Casey's). We also counted three stores (Beamish & Dale, Taplin & Muir, and John Gibson). Furlong, afterwards off to Hawera, had opened a billiard saloon for the recreation of the A.C.'s. There was also a primitive post office, a few scattered houses and the Armed Constabulary barracks; Major Noake was officer in command of the district and also magistrate. After breakfast at the Albion we started for Wanganui, arriving there late in the afternoon.

Mr. Gibson returned to Patea shortly afterwards and remained there for 18 months before returning to Marton. He returned to the district again in November, 1872, making Waitotara the stopping place on this occasion. At that time the river was crossed by means of a punt and a man known as Captain Kells had started an accommodation house there. Messrs Ned and Arthur Gibson, who were with a survey party up the Waitotara River, met him and took him to their camp. At the confluence of the Moumahaki stream and the Waitotara River a few miles up the river, we picked up a man of the party, who was waiting there with a pack-horse loaded with provisions packed from Wairoa, said Mr. Gibson. We loaded these on to the canoe and proceeded up the river as fast as we could paddle, reaching camp on the river bank at dusk. The survey was a trigonometrical one and the river was being traversed at the same time. We were now at the foot of the hills shown in Captain Cook's chart, and which he named "The Hummocks," as he sailed down the coast. The hills were very high and covered with dense bush, resplendent with the bright red glow of the rata then in bloom. A trig station had to be formed on the highest point of these hills. Our water supply while we worked up there was got from large water-vines, which grew in profusion and hung like huge ropes from the trees. A piece six feet long and three or four inches in diameter cut off would fill a good-sized billy with beautiful clear water. After a month or so with the party, the surveyors received instructions to make a survey traverse of the Moumahaki, a good-sized stream which emptied itself into the Waitotara a few miles up the river, above the township. This is the stream that lent its name to the Government experimental farm, initiated for the benefit of the farming industry, and so successfully carried on some years later by Mr. F. Gillanders as manager. The camp was accordingly moved down the river and pitched on the banks

of the Moumahaki, on the spot where seven years later (1879) Hiroki shot McLean, the survey camp cook. A survey traverse of the stream was made for some distance from the mouth; when work was suspended and the surveyors, with their men and camp equipment, recalled to Patea, where they were paid off and disbanded. Government pay on the survey in those days was five shillings per day.

Settlement in the district, right up the coast from Kai Iwi to Waingongoro was going ahead rapidly. The Government had decided to open up the Mountain Road from Ketemarae to the open country beyond Inglewood, by felling the bush two chains wide, that is a chain on each side of "Chute's track." This was done by day labour, large numbers of men were employed—Maoris, ex-A.C. men, bushmen, sawyers and lawyers; anyone that could rough it and use axe, spade and billhook was taken on. As the two chains strip of bush was felled, a 12-foot wide pack track was cleared through the centre of it, with rough bridges of slabs and pungas over the smaller streams. I put in six or seven months at this work up to Christmas, 1873, when the whole of the work by the different parties engaged on it was completed right through to Inglewood and ready for burning off the following March. Although the bush was now felled it must not be assumed that the Mountain Road was opened for all kinds of traffic. The first to make the attempt, I believe, was Cobb's coach driven by Charles Chevannes, of Wanganui, in 1878 or 1879.

Cobb and Co.'s line of coaches first opened up communication to Hawera from Wanganui on January 11th, 1871, an event which marked a distinct step in the progress of the settlement. Sir Wm. Fox, the Premier, was a passenger, and beside him rode the friendly chief, Hone Pihama. The party were lodged at the home of Mr. Middlemas, and on the following morning started again for New Plymouth, via the Waimate Plains. The Parihaka magnate, Te Whiti, however, would not allow them to traverse his lands, and the travellers were perforce obliged to take to the beach, eventually reaching New Plymouth in safety late the following day. They received a great welcome at that terminus, and thereafter a coaching service between that town and Hawera was instructed, the late Mr. John Flynn being one of the first to conduct this means of transit around the coast.

Chapter XII.

Up the Patea River in 1870

AN interesting experience was the lot of Mr. C. E. Gibson in November, 1870, when with two companions, Messrs George Northeroft (brother of the magistrate of later years) and Arthur Gibson, he made an excursion some miles up the Patea River by canoe. This was considered an event of some importance in those days, being referred to as stated, in a report to Parliament by Major Noake, officer in charge of the Patea district. The trip was the subject of a letter written by Mr. Gibson on his return, portions of which are reproduced here.

“Since Major Noake’s military expedition up the river in June, 1869, when the chief Tauroa and his hapu were taken prisoner and sent to Dunedin for three years no white man has ever been up the river beyond 12 or 15 miles from the mouth,” wrote Mr. Gibson. “Being anxious to know what the interior of the country was like, Mr. Northeroft, Arthur and myself made up our minds to have a little expedition up the river on our own account. . . . Out of the fleet of Maori canoes that were tied up on the mud flat of the river we got permission to select one suited to our purpose. We got a baker to bake us a week’s supply of biscuits and borrowed a couple of revolvers and ammunition and Arthur took his rifle. We thought it better to go armed, for it was the general opinion in Patea that there were still rebels up the river.

“On November 1 we paddled our canoe up stream for about 28 miles from the mouth. The tide runs up for about 12 miles, after which the river narrows considerably, keeping an average width of about a chain as far up as we went and running through some very pretty scenery. . . . At every bend in the river there is usually a level piece of ground covered with koromiko or other light bush, and varying in extent from an acre to five or six or more. A great many of these beautiful spots have been cultivated by the Maoris and fruit trees planted on them. There is an eel weir at most of these places which is constructed by driving a great number of stakes right across the river and binding them together at the

top, leaving narrow passages here and there in which they place their eel baskets. The Maori whares are still standing at these places, but most of them the wild pigs have taken possession of. About 20 miles up the rapids in the river became very frequent, very dangerous, and very difficult to get through. On the second day of the journey we saw a Maori whare peeping out of the bush and we drew close in to the bank to investigate it. Taking our revolvers with us, we climbed to where we could see the gabled whare and as there was a kete hanging there we thought the place must be inhabited. However, closer investigation disclosed that there were no Maoris near and we entered the whare. We found several boxes, in one of which there were three new white blankets, two rolls of print, a new shirt, towel, two pairs of men’s riding pants, and a purse with a £1 note in it. In other boxes we found bullets, powder and shot, pipes, frying pans, Maori books, letters and other papers written in Maori, writing paper, a bull’s eye lantern, fishing tackle, knives, spoons, tools, ropes, several bottles full of seeds, three new hair combs, a mirror, besides other articles too numerous to mention. Out of the three boxes one had painted on it in conspicuous letters ‘Alexander Mitchell, passenger per s.s. Wanganui, New Zealand. Wanted on the voyage.’

“This Mitchell was a Kakaramea settler, and occupied the land adjoining the property which we had been fencing and clearing for the Flax Company. His whare and ours were only about a quarter of a mile apart and we all knew Sandy well. We came to the conclusion that the box had been looted from Sandy during the war and you may imagine our surprise on seeing his name in large letters on a sea chest 35 miles up the Patea River. But on inquiry on our return he told us that he had sold it to a Maori two years ago, just before the war.

“Later that day we came to the place where Major Noake’s expedition came up with the retreating war party and took them prisoners. It was a small bush-covered flat on the river bank and the rude hastily-erected sleeping shelters of the Maoris were still there just as they had left them. We camped there for the night, being now about 38 miles from the mouth of the river.

“Next day we decided to take a trip inland and see what the country was like, so, seeing a high peak some little distance up the river, we took our canoe round the

next bend and brought it to the bank in a deep still pool. We then took our way up hill through the bush, blazing our way here and there as we went in order to find our way back again. After about an hour's hard work we reached what we thought was the summit of the hill, but there was still another peak above it and still more after that. We pushed on and reached the summit after four hours' work through the bush. We were now on the watershed between the Patea and Whenuakura rivers but could see nothing of the surrounding country for the bush till we managed to climb an old rata by the aid of its vines, when we got a splendid view of the country around us. It seemed to be one chaos of tremendous hills with Mt. Egmont rising in its grandeur above all. After resting ourselves for a while on the summit and Northcroft had taken our bearings with his compass, we began our descent, which occupied about two hours, and reached our canoe tired and hungry. We made a few more miles before camping for the night, when we were about 45 miles from the mouth of the river.

"We now began to think about getting back, as the river was becoming more dangerous. Next morning we travelled only about five or six miles when we came to a very bad rapid and decided to turn back. We went into the bush and cut a piece of rata vine on which we carved our names and the date and nailed it to a conspicuous tree on the river bank. We were now about 50 miles up the river and further than any pakeha had ever been before."

The trip down the river was quite uneventful, with the exception of one or two occasions when the canoe nearly came to grief in the various rapids. The party arrived back at their whare five days after leaving it.

Chapter XIII.

Experiences in Waverley in 1868

THE experience of Peter Elmslie, who came to the Waverley district in 1868 is typical of many of the early pioneers of the Patea County. From Mrs. Elmslie, the writer learned many intimate details of what the country in and round Waverley was like at that particular period. Upon Mr. Elmslie's arrival he found other settlers there in a land which at the time was considered particularly dangerous in view of the fact that marauding bands of Maoris were still to be found rambling about the country-side. The land for the most part was covered with tutu, fern, flax, toi toi and other similar growth, while here and there were the remains of Maori pas that had evidently been occupied at no far distant date. A portion of one tribe was then in residence at the Ngamotu pa, near the Moturoa Gorge.

With William Robertson, Mr. Elmslie bought a soldier's section of 50 acres near Waverley, a section which is still portion of the Elmslie property to-day. There it was in the rough, without a fence or a dwelling and with no road leading to it. From William McWilliam, of No. 2 Line, they borrowed a horse and cart and loaded it with materials for building a whare, and with stores for six months. They followed the usual route from Wanganui, but by the time they reached Moumahaki darkness had set in and they missed the place where they should have turned inland for their destination. Actually the route they followed was General Chute's track made several years before, and when they found their mistake they decided to camp for the night in order to recover their position in daylight. They made themselves a shelter by tying together the tops of two large flax-bushes, where wrapped in their blankets they spent the night. In the morning they recovered their bearings, and shortly arrived at the farm.

While building the whare they ran out of nails and Mr. Elmslie had to ride to Wanganui to replenish the supply. On arrival in the town he found it was Good Friday and all the stores were closed. However, Peter Bell supplied the required articles, and he soon set out on the return journey.

It was customary in the early days to make ditch-and-bank fences and plant them with gorse, the Waverley gorse hedges being planted with young plants obtained from Wanganui, carefully carried and planted out immediately on arrival. Mr. Elmslie obtained his supply of gorse plants from Mr. McWilliam, from whom he also received a gift of fruit trees, including "a pear for their heirs." (This was a common saying in those days). This pear tree grew and bore its annual crop for 65 years, when the opossums which occupied the gully nearby set about its destruction.

Messrs Elmslie and Robertson had finished their whare and had the orchard planted, and most of the fencing done when the war of 1868 began. The Maoris, in the course of their raids through the district, burned every building they came across, among these being the whare recently erected by Mr. Robertson. When it was learned that Titokowaru was proceeding southwards, reinforcements were sent to the Waverley district under Colonel Whitmore. These included 300 East Coast Maoris of the Ngati-puruu tribe. Titokowaru consolidated his position at the Moturoa pa, and the forces centred at the Wairoa redoubt decided to attack the position. The track to this pa passed near the Elmslie farm and Messrs Elmslie and Robertson were chosen as guides. The track at first was through fern and scrub, but about a mile below the pa heavy bush began and all the country beyond was thickly covered with great trees and dense undergrowth. The defenders, who were assisted by Kimble Bent, here prepared an ambush by erecting a palisade right across from the Kohi gorge to the Moturoa gorge.

When Colonel Whitmore's forces came to the edge of the bush the Ngati-puruas took off their new army boots, piling them up at the base of a great rata tree, and going on their way barefooted. Captain Hawes and Peter Elmslie led the way into the bush towards the pa, but they had not proceeded more than a quarter of a mile when the Maoris from behind the palisade, not yet discernible, sent out a volley which took everyone by surprise. A number of men in the attacking force were killed and Colonel Whitmore was obliged to call a retreat. A fight was kept up, however, all the way back to the redoubt, but the Maoris halted about a mile distant, possibly because of the little cannon which was mounted at the redoubt.

The situation of this pa is still to be found, several miles inland from Waverley. There are to be seen several long oblong depressions, now overgrown by grass and gorse, where some of the whares were situated, and one very long and wide, which marks the position of the meeting-house. This pa was in a very commanding position and signals could be sent to and received from places far distant. There are ngaio trees, showing where the Maoris had their cultivations. Some distance further inland, and deep in the Omahina gully is a large lake where eels abound, and here also the Maoris had gardens. When the settlers returned to their holdings at the close of the war, a man named Hunt had a section on the site of the battle, and during the digging of a ditch-and-bank fence he came on the body of a soldier. This body he buried in the fence, and there it lay for half a century until the bones were disinterred when the bank fence was being replaced by one of wire. The bones were then removed and buried alongside those of his comrades who were killed in the same engagement.

After the war a number of volunteers remained in the Wairoa redoubt, some of them being engaged in road-making. Meat was obtained for these men by the shooting of wild cattle which roamed about freely in the back country. Stores were obtained from Patea.

On one occasion the men bringing stores from Patea had a narrow escape from an ambush of Maoris near the Whenuakura River. Four soldiers were sent to Patea for stores, taking with them a cart and two horses driven tandem-fashion, and as there was danger from the Maoris they were given an armed escort from Patea on their return. As they were fording the Whenuakura River, they were fired upon by the Maoris, who were waiting on the top of the cliffs. The driver then unhitched the leading horse and set out for Wanganui, where he told the people that his party had been attacked by Maoris and all but he had been killed. The little party, in the meantime, remained under the cliffs all night. With the first streak of dawn, one of the party, Peter Elmslie, crept up the cliff and reconnoitred but saw no sign of any Maoris, so the party got under way once more and ultimately arrived safely at the Wairoa redoubt.

Later in the day the Rev. John Elmslie, an uncle of Peter, arrived on horse-back from Wanganui, convinced that he would be faced with the task of holding a funeral service over the victims. However, there was no funeral service, and the settlers took the opportunity of having one of thanksgiving, which constituted the first religious service held in Waverley.

An incident in which Mr Peter Elmslie figured recalls the pursuit of Titokowaru by Colonel Whitmore's forces. Orders had been given that all Maori settlements were to be destroyed and no gardens or other sources of food supply were to be left anywhere in the locality, these orders being given with the object of either keeping the Maori on the move or bringing him to subjection. Captain Hawes, in carrying out these instructions, ordered Mr. Elmslie to take a small party to destroy everything at the lake beyond Moturoa pa. Here they found several beautiful dug-out canoes, and knowing all the patient work required in their making, they did not break them, but simply sank them deeply in the lake. On reporting this to Captain Hawes they were sent back to break them up.

Heavy bush grew all round this lake and once upon a time the bed of the lake must also have been forest, for great dead trunks still stand in the water. The rimu and rata trees that grew on the hills round Moturoa pa were tremendous and hundreds of years old. Mrs. Elmslie recalls that when she first came to Waverley she could see the glow of hundreds of rata trees in bloom, but now all have departed and green pastures with sheep and cattle grazing thereon replace the glorious native forest where once native birds were to be found in hundreds. Among these native birds were the wood pigeon and every kind of smaller bird, and also the ground-dwellers, the weka and the kiwi, now almost completely wiped out by their imported enemies. On the lakes were wild duck and several kinds in profusion. The Maoris, like the North American Indians, had strict game laws and only at certain times were the warriors allowed by their chiefs and tohungas to capture the birds. They had ways of preserving them for future use. It was only the pakeha, in his ignorance and lack of foresight, who made those beautiful creatures so rare.

On one of these punitive expeditions Mr. Elmslie found a brass fastening which was in use on a whare door and which, he presumed, had been taken from a cabin door of the ship "Harriet," which was wrecked

on the coast some years earlier. This fastening is in use to-day on the garden gate at the Elmslie residence.

There is a stretch of permanent pasture on the original Elmslie property, which was sown down in English ryegrass nearly 70 years ago and is still in good condition. The seed was obtained from Mrs. Elmslie's father, who had bought his seed from the Rev. Richard Taylor. It was sent out for the Maoris by the Church Missionary Society, but as the Maoris were not doing much cultivation at the time, what was not required was sold to the settlers.

The first sheep, 25 in number, were brought to the Waverley district by Mr. Winchcombe, who was then the owner of "Gowanlea," a property he received in return for his war services. Johnstone Brothers, late of Pine Terrace, were also some of the early settlers to import sheep. They ran their flock on land beyond the lake near the racecourse.

Chapter XIV.

The Murder of McLean

MUCH of the land round the Waverley district came within the boundary of the Confiscated Lands Act, being settled under the military grants scheme. Even as late as 1879 there was trouble with the Maoris, and one member of a survey party in the Wairoa (Ngutuvera) block was murdered on this account. Although this land did not actually come under the terms of the Act, it provided an instance of the feeling of hostility that was in existence during the days of the early pioneers in what is at present a fertile country and one of the richest in the North Island.

The reason for the murder is now somewhat obscure, and opinions are somewhat divided as to its cause, but the most logical seems to be that the Maoris were incensed at the actions of the surveyors in killing wild pigs more or less promiscuously, pigs forming a large place in the menu at the various kaingas. Credence is given to this statement in that at the Land Court in connection with the purchase of the Ngutuvera block to settle ownership of tribe one chief claimed possession from the fact that his grandfather had killed the pigeons and pigs within that area many years previously. This being corroborated, the claim was sustained. A party of surveyors was engaged in surveying the block, which when sub-divided was to be offered for purchase by intending settlers. It was the custom for the party to start work early, doing a turn before breakfast, and so allowing for a spell during the heat of the day. McLean was responsible for camp meals, and when breakfast was ready he would hoist a flag at the cookhouse to acquaint the party to down tools and return for the first daily meal. While awaiting the party the old man would take a large billy and go down through the bush track to the creek and dip his utensils into the creek, returning with water for his dinner needs.

He had evidently reached the water basin, filled the billy, and turned with his load to start on his return, when Hiroki, concealed in the low-growing fern across the creek, took aim and fired at short range on his quarry,

who fell on his face, shot through the back. Meanwhile, Hiroki, satisfied he had filled his mission, made a hurried exit. The survey party, on reaching camp, found the porridge exuding a burning smell, and the cook was missing. Knowing the old man's habit of going to the creek, a couple sauntered down to the point, thinking he might have had a seizure or fit. Indeed they still thought so when they first met his prostrate form, but closer investigation revealed the evidence of the grim tragedy. The body was conveyed to the camp, and the police officer at Waverley acquainted with the tragedy.

A rifle shot had been heard some few minutes before, but it was thought that someone was out for pigeons or wild pigs. It transpired upon enquiry that Hiroki was missing from the kainga, but his capture was problematical. A search or arresting party was organised under Captain C. A. Wray, then sheriff of the district, and a few Patea residents joined the pursuers. After following the course of the Waitotara River for a few days, Hiroki was once sighted, but the bush was his armour, the shots fired striking the trees. Further pursuit being hopeless, the party returned.

From later enquiries it was learned that the duty of shooting one of the surveyors fell upon two men, Hiroki and Kereopa. One of these had to undertake the murder, and they decided it by playing cards, the lot falling to Hiroki. Ultimately Hiroki sought the safety of Te Whiti at Parihaka, and was there when the famous chief was arrested in 1881. The party which was sent to make the arrest called upon Te Whiti to give up Hiroki, and the latter, having implicit faith in the power of the prophet to save him from harm, came forward willingly. Hiroki was hanged for the murder in the New Plymouth gaol not long afterwards.

Shortly after the murder of McLean, Kereopa and another Maori visited the bakehouse of William Hurley at Waitotara, and after getting him out of bed they demanded bread. One of these natives, Hiroki, it is stated, took hold of Mr. Hurley's beard and suggested in Maori to Kereopa that he should cut Hurley's throat. Kereopa replied, "No, you've done enough for one day," and the other desisted. A few minutes later they got their bread and made off up the river.

It was from this incident that the authorities obtained some idea of the identity of the murderer, for Mr.

Hurley, being familiar with the Maori language, passed on the conversation as he heard it.

Among those who offered his services to the authorities, in the apprehension of Hiroki was William Minhinnick, a well-known Maori athlete. He was enrolled as a special constable for the occasion and with three other volunteers, comprising Johnny Blake (brother of the captain), the late Charlie Hunt (Fraser Road), and Kaitau (a Maori guide), they were armed and proceeded on the man-hunt. Having heard that Hiroki had taken temporary refuge on the Upper Patea, where an irreconcilable veteran of the Hauhau wars, named Tamataua, had fled and made a clearing called Rukumoana, the party proceeded to Hukatere, and after some difficulty obtained a canoe from the chief, Tauroa, who had also been out with Titokowaru, but had now returned to the Queen's mana. Paddling and poling for several days, they at length reached the point where the Hauha stream debouches into the Patea on its eastern bank. Here they were astonished to see a white man eel-fishing in the stream. This was no other than Kimble Bent, the notorious deserter. Bent's agitation on being discovered was extreme, for he fully believed the posse had come to arrest him. He was speedily set at ease when told that Hiroki, and not he, was the man wanted.

Bent, who knew that Hiroki was in the district and, sympathising with the fugitive, gave the party false directions as to whither he was heading, and the quartette returned down stream, covering the dangerous journey over the snag-studded river in one-fourth the time occupied in toiling against the current.

Emerging in due course on the open country, they obtained definite information that the man they wanted was fleeing along the edge of the bush bound for Parihaka, and was, in fact, expected at a certain hapu in the Kaipokonui district the following night. With all haste they procured mounts and rode into a clearing inland from Otakeho, awaiting the coming of the hunted man. Sure enough, just before dusk, Hiroki emerged from the shadows of the bush, carrying a gun, and accompanied by a mongrel dog. Immediately, Minhinnick, who was on guard with a rifle in his hands, cried out in Maori: "Hands up!" The fugitive appeared to acquiesce for a moment, then suddenly wheeling round he bolted for the

shelter of the scrub. Minhinnick fired low, and the ball took effect on the hunted man's thigh, and he fell. But with surprising agility and stamina he arose before they could close in on him, and calling out, "From the setting to the rising of the sun let no man follow me!" he darted into the bush, now dark with the shadows of night. A brief search was made for the defaulter, but it was deemed unwise to track him closely in the darkness, as he had all the advantage of cover, and was known to be armed and desperate. As a matter of fact, the hardy fellow staunched the flow of blood with a rough bandage of flax over a padding of mahoe leaves, and travelling all night eventually reached Parihaka, where he resided three years before he was apprehended.

Chapter XV.

Early County Council Records

THE year 1877 marked an important period in the history of the Patea district, for it was in that year that the County Council met for the first time, having been constituted in 1876 on the abolition of the Provincial Councils, by which the colony had been governed for so long insofar as local bodies were concerned. The Patea County Council was one of 60 constituted throughout New Zealand, and it had its first meeting on January 4, 1877, Mr. G. F. Sherwood being recognised as the first chairman, although he did not take office as such until the second meeting of the Council.

At the first meeting of the Council the chairman was authorised to ask the Government for the use of a part of the Immigration Barracks, Carlyle, for the use of the County Council as a place to hold its meetings and for offices.

In 1872 three Road Boards had been constituted in the district, these being Hawera, Patea East, and Patea West, and at the first meeting of the Council the chairman was authorised to telegraph to the Colonial Secretary to enquire if it would be legal for the County Council to adopt the valuation rolls of these Road Boards within the County or must the County have separate valuations. The area of the County Council at that time extended from the Waitotara River to the Taungatara stream, and included the area that subsequently became the Hawera, Waimate West, Eltham, and part of Stratford, Egmont and Waimate Counties.

As land settlement progressed in the district, eight Road Boards had been formed, these performing a valuable service in keeping the road connection between the outer areas and the closer settlements. However, with the development of the county system, the need for these Road Boards ceased to exist and a little over 20 years ago the last of them was merged in the County.

Actually power to form road districts had been granted by Parliament in 1858 under the Roads and Bridges Ordinance Act. This provided the authority to consolidate and amend the ordinances for the maintenance of Public Works within the province of New Plymouth and gave power to form road districts. All

expenditure was to be controlled under the management of a board of commissioners to be elected by the owners and occupiers of land in such road districts, and general meetings were to be held in each month in every year. Rates outstanding for a period of more than two months were to be sued for and provision was made for the superintendent to publish a list of defaulters twice in each year. Portion of the County was, and still is, situated partly within the Wellington province and partly within the Taranaki province and in the days of the provincial councils both were interested in its control. Incidentally, until 1858 the province was known as the province of New Plymouth, but in that year the title was changed to Taranaki under an Act of Parliament.

Prior to the formation of the Hawera (No. 24), Patea West (No. 25) and the Patea East (No. 26) Road Boards in October, 1872, the following rate for all road districts was declared for six months: One penny per acre. By Gazette notice on October 19, 1872, appeared a notice of the election of commissioners and auditors of road districts for the ensuing year, these being the first for their respective districts. The following were elected:—Hawera: Commissioners James McMichael, Colin Cameron, Gideon Inkster; auditors, John Winks, James Davidson. Patea West: Commissioners Andrew Hunter, George Mackie, Joseph Hawken; auditors, W. Paterson, James Hirst. In the Patea East district no rate was levied, and no officers were elected at this time.

In a Gazette notice issued by the Taranaki Provincial Government, dated October 26, 1872, appears the following: "Patea West Road District. Approximate statement of the manner in which the commissioners of the No. 25 or Patea West Road District propose to expend the rate of the district: Township of Carlyle, graveling footpath from Quinlivan's Hotel to McGuire's store, £10; rural district, levelling Ball Road from Taranaki Road towards the bush, £30; Manutahi, making road through the 10-acre block, £14; total, £54. Should the usual subsidy be granted by the Government we propose subsidising the former and latter named works in proportion to the amount stated. The other portion would be spent in opening Garsed Road, if practicable. Signed, Joseph Hawken, Chairman, Patea West Road Board."

Matters relative to the formation of the boundaries of the Patea County in 1876 were the subject of meetings of settlers in various portions of the province, and it is interesting to note some of these.

At a meeting of Egmont electors held at Okato on August 3, 1876, the following resolution was carried unanimously: "The electors of the Egmont district are of the opinion that it is most undesirable that the province should be divided into two counties, and if the Act now before Parliament is passed making the division as stated, it will act prejudicially as regards the interests of the province and be an injustice and disastrous to the northern portion of it."

It was stated at this meeting that great reductions would be made in the estimates; that 400 general and provincial Government officers would lose their appointments and that the volunteer vote for the South Island would be struck off.

A public meeting held at Waverley on the night of August 2 of the same year passed a resolution approving of the boundaries of the Patea County and agreeing that the Wairoa district should be portion of the County.

At the same meeting a petition was signed praying that the Government should grant an educational reserve for the district.

A meeting at Manutahi on September 29, 1876, also passed a resolution endorsing the boundaries of the County.

At the second meeting of the Council, on February 6, 1877, it was decided to invite tenders for keeping the Council bank account, attached to the resolution being a condition that tenderers state the amount of interest they would allow on the Council's current account.

This meeting proved to be a stormy one, for half-way through it the chairman, Cr. Kells, tendered his resignation, the reason, however, not being recorded in the minutes. No fewer than ten motions were put to the meeting before Cr. Sherwood was elected chairman at an honorarium of £50 per annum.

When Cr. Kells tendered his resignation Crs. Livingston and Bridge moved "that a vote be taken as to whether the chairman shall now be elected." This was carried by six votes to three, Crs. Honeyfield, Dale and Kells voting against it. The latter councillors then moved that the meeting adjourn for seven days, this being lost in the same proportion as the previous one was carried. Cr. Middlemass was then elected chairman pro tem, and the Council proceeded to consider the question of the chairman's salary, a resolution to this effect being carried by eight votes to one. Crs. Honeyfield and Dale moved that the appointment of chairman be an

honorary one, this being followed by three amendments that the salary be £100, £25 and £50 per annum respectively. The Council then unanimously resolved to adjourn for half an hour, and on reassembling Cr. Sherwood was elected chairman at a "salary" of £50 per annum. The Council then proceeded to carry on with general business.

Later in the same meeting the Council agreed to write to the Waste Lands Boards of the Taranaki and Wellington provincial districts requesting the Governor to create the County of Patea a land district, and to appoint an officer at Patea for the conduct of the sale, letting or occupation of waste lands in terms of the "Waste Lands Act."

Protection of bridges within the County area was provided for in a by-law which read: "Any person riding or driving horses, cattle or any vehicle across any bridge under the control of the Patea County Council at a pace faster than a walk shall forfeit and pay a penalty not exceeding £5."

The progress of the southern portion of the province came under the notice of the Council at the meeting in June, 1877, when two resolutions relative to the development of the area were carried. The first was, "that with a view to fully developing the resources of the County it is advisable that the line of railway from Kai Iwi to Inglewood be proceeded with without delay, the portion from Kai Iwi to Carlyle to be, if practicable, taken inland." The second resolution was an expression of opinion of the council that the Waimate Plains should be thrown open for settlement on the deferred payment system.

On September 4, 1877, the Council forwarded a petition to Parliament protesting that among other things the New Plymouth Harbour Board should not be allowed to pledge land in the Patea County for a loan, as it was considered that all revenue from land would be required to open up the country, and asking that any money derived from land revenue south of the Waingongoro River, after providing for opening up the County roads, should be expended in developing a port on the Patea River.

The resolution concerning the development of the Patea harbour was evidently given effect to, for shortly afterwards work was commenced on the project. The Harbour Board had been formed in March, 1877, and less than a year later was visited by the eminent harbour engineer, Sir John Coode, who was engaged to furnish

a report. His report was the subject of much controversy, and recommended the straightening of the river above the present bridge, the construction of a half-tide training wall on the eastern side of the channel proper, a guide pier on the western side, and the extension of the eastern breakwater to 1800 feet. He also recommended the construction of a western wall 760 feet long, with a width of 220 feet between the walls at the sea entrance. The straightening of the river was never carried out, which, in the opinion of those who favoured the report in its entirety, was an unfortunate circumstance.

One particular incident which occurred during the inspection of the harbour by Sir John Coode and the members of the board is worthy of mention. Among the inspection party was the late Mr. John Duthie, of Wellington, who was a close personal friend of Sir John's. When the inspection was completed the party returned to town by the southern side of the river, walking in single file. When negotiating a narrow ledge or mullocky path under Turi's cliff (just below where the railway station is now situated), Sir John slipped and fell into the river below, a distance of about six feet. A following member of the party immediately jumped into the river a few yards lower down and succeeded in dragging Sir John to safety. Sir John had a narrow escape, for the river had an ugly temper just at that serpentine bend. Sir John was dressed in a manner similar to that of the golfers of to-day, and was naturally in an uncomfortable swimming costume. There was a general feeling of relief when it became known that he had not left his footprint under Turi's cliff for all time.

At the March meeting of the County Council the provision of a hospital came under consideration, it being decided to ask Dr. Walker to supply the necessary information to enable the council to take over the hospital and that the chairman take the necessary steps to provide for the support of the sick until further provision was made. At the next meeting of the Council it was decided to ask the resident surgeons of Carlyle under what terms they would give their services for a term of 12 months as surgeons to the hospital. The chairman was also instructed at this meeting to procure the beds and three sets of bedding for the use of the hospital. Subsequently Dr. Warren was appointed to take charge of the hospital and a request was made to the Government that the medicines and surgical appliances in Carlyle be handed over the county hospital.

The by-laws for the hospital were framed at a meeting in January, 1878, and included the following clauses:

All applicants for admission who are able to pay for their board and lodging and medical treatment must sign an agreement to do so at the rate of three shillings per day while in the hospital.

All applicants who may state their inability to pay such charges will have their circumstances inquired into and should any deception be found to have been practised, they will be expelled from the hospital by the medical officer.

Swearing and profane language is strictly prohibited and every duty is to be performed with the least possible noise, especially at night.

Convalescent patients are expected to assist the house steward in looking after helpless patients and in keeping the hospital and premises clean.

In 1887 the control of the hospital was transferred to a Hospital Board, which administered the hospital which for 22 years was situated in a wooden building adjoining the present building and now used as a porter's residence. In 1909 the present building was erected, this being made possible as the result of a special effort organised by Mr. W. Derrett, then chairman of the Hospital Board. Additions were made to the hospital in later years through the generosity of Mr. Hunter Shaw.

Mr. Hunter Shaw is one of the pioneer residents of the Patea County to whom the people owe a great deal, for upon his death he left the whole of his estate to charitable objects, mainly in the Patea district. Born in Northern Ireland, he came to New Zealand with his brothers as a young man and took up land in the Whenuakura district, where he lived and died a bachelor. The residue of his considerable estate provided modern equipment for the Patea hospital, in addition to providing the funds with which to build a children's ward at the same institution. He also left a sum of money to pay for the erection of the Patea Plunket rooms, and left further sums to be distributed between Plunket Societies all over the Dominion.

Additions to the hospital in the shape of a maternity ward were made possible by bequests from the estate of the late Mrs. A. L. Williams, another pioneer of the County.

The first rate struck by the Council, in 1877, was for one shilling in the £ over the whole of the County area.

In July, 1878, notice of motion was given that the rate be sixpence in the £, this being subsequently adopted.

Two resolutions relative to roads in the town of Hawera were considered on January 2, 1878, both being lost on a division. The first resolution was: "That a certain portion of the County rate received from the town of Hawera be expended in improving the main line of road passing through the town of Hawera." An amendment moved by Crs. Dale and Furlong, "that the sum of £80 be handed over to the Hawera Town Board to be expended by that body in improving the roads through the township," was lost on the casting vote of the chairman.

In February of the same year the problem again came under the notice of the Council, when Crs. Davidson and Sherwood moved that the sum of £100 of the rates collected within the town of Hawera be given to the Hawera Town Board for the improvement of the road, but the chairman gave his casting vote against this motion also.

The route to be taken by the Mountain Road after leaving Hawera was agreed upon at a meeting of the Council on March 5, 1878, when it was decided "that from the corner of Waihi and Ohangai Roads the Mountain Road shall run through the township of Normanby." Crs. Kells, Sherwood and Bridge opposed the motion, the balance of the Council being in favour of it. This matter occupied the attention of the Council all that day and for part of the next. After several amendments concerning the preparation of plans it was finally agreed to prepare plans for the road to be formed to Te Roti. The matter which caused most of the discussion was a lack of definite information concerning the deviation proposed at Normanby, and several councillors "stonewalled" on this account. At an hour some time after 2 p.m. on the second day of the session the Council reached an agreement to call tenders for the work. The Council spent the rest of the day and night in considering what reply should be made to the Normanby settlers on the question, a deputation having been received earlier in the year.

Petitions from settlers in the Whakamara block asking leave to form a Road Board, and from residents between the Manawapou and Tangahoe Rivers for the same purpose, were before the Council on February 5, 1879, both being declined.

A letter was received on June 5, 1877, from Mr. R. B. Hamilton, asking that the County accept trusteeship of the Manutahi cemetery, and that it be controlled by a local committee. The Council agreed to the request and also agreed to lease to persons elected by residents at a rental of one shilling per annum, the cost to be borne by the residents.

Tenders for the erection of the Patea hospital were received by the Council on May 7, 1879, as follows: W. Aitchison, £578; E. Holtham, £575; Mace and Bassett, £565. The contract was let to Messrs Mace and Bassett.

On June 5, 1877, a discussion took place concerning the large number of local bodies, and the opinion was expressed that there were too many. It was also felt that the Council could administer educational affairs.

On February 5, 1879, it was decided that a toll gate be erected on the Patea side of the Waitotara bridge and that the fees charged be the same as charged at the toll house at St. John's Bush.

In 1878 the Council faced a difficult problem in obtaining metal for the roads and it was decided to offer a bonus to any person who may discover good gravel in convenient places for County purposes.

The year 1883 seemed to have been a momentous year with the Council, for at that period very serious financial problems faced the members. On February 16 a decision was made, "that the chairman communicate with the Government stating that unless the money advanced by the Patea County Council against the hospital be forwarded forthwith, the Council would be reluctantly compelled to close that necessary institution owing to difficulties with the bank." At the same meeting it was decided that on account of the Council's financial position the foreman receive notice that his services were no longer required; also, that at the earliest opportunity all the surfacemen on the County roll be discharged. A statement of accounts was read and the chairman reported that the bank had stopped credit.

In connection with the financial position of the County in 1883 it was discovered that the amount of outstanding rates at the end of the financial year amounted to more than a year's rates. To make matters worse, an officer in the employ of the council could not account for certain monies collected by him. The amount involved was about £170 and when the annual rate income was only about £700, it is easy to realise what this meant to the Council, especially as only half of the previous year's rates had been collected.

In that same year certain contractors waited on the Council relative to payment for contracts and it was resolved that they be paid by promissory note at three months. Later in 1883 the County seal mysteriously disappeared and the chairman was authorised to make such enquiries as he deemed necessary. This seal was never discovered.

Even politics crept into the early meetings of the Council, and the following is recorded in the minutes of a meeting of the Council on March 4, 1886: "That this Council does agree with the main principle of the policy proposed in the circular from the Wairarapa Council re local government finance and considers it is high time any further borrowing by this colony be put a stop to, as the source from which all taxation must come, viz., the land, will not stand any further strain. Besides, the proposed railways and most of those in course of construction will neither pay interest nor working expenses."

In 1891 politics again came under the notice of the Council for the following resolution is recorded in the minutes of a meeting held during that year: "That this Council views with alarm the action of the Government in regard to the Counties Bill before the House in respect to the proposal of one man, one vote, thereby entirely ignoring the holders of landed property who are the upholders of the Colony, and also opposes the Land Bills before the House which, if passed, will eventuate in disaster and ruin to the Colony and to the working man of the Colony whom the present Government proposes to befriend." It was further decided at this meeting: "That the Council therefore requests that other Councils be asked to urge their members to oppose such ruinous and faddish Bills."

The following notice appearing in South Taranaki newspapers in June, 1902, provides an example of the problems facing the County Council in those days.

"Notice is hereby given that threepence per head will be paid for all rats delivered at the undermentioned places between the hours of 10 a.m. and 4 p.m. on Tuesdays and Saturdays for a period from this date to August, 1902. The rats must be first dipped in kerosene. Accounts for same to be tendered to those receiving the rats for their certificates as to correctness."

The notice was signed by Constables Wilson (Waitotara), O'Brien (Waverley), and W. C. Symes (County chairman).

Chapter XVI.

Alton Settlement -- Odds and Ends

WITH the settlement of the districts on the main road area almost completed, some of the more venturesome pioneers looked round for back country, and among the first places located was the district now known as Alton. Mr. James Gibbs, later chairman of the County Council for eight years, and a member of the Council for a much longer period than that, was one of the first to take up land in this sector, and he it was who gave the district its name. In the early days the district was known as Woodville, but when the settlers submitted a demand to the Government for a post and telephone office, it was necessary that the locality should have some other name as there was already one Woodville in the Colony. The selection of a name was left in the hands of Mr. Gibbs, who thereupon decided upon Alton. It is presumed that he named the settlement after the village of that name in Staffordshire, England. Among the early occupations of the settlers in the Alton district was the cultivation of cocksfoot grass, and an enormous amount of seed was shipped from that area in the early days. Then with the advent of better facilities for the shipment of dairy produce to Great Britain the settlers turned their attention to dairy cattle, established a dairy factory, and assisted in adding to the Colony's good name as a producer of butter and cheese.

The Hurleyville district was settled in much the same way, the naming, however, being left to Mr. Daniel Hurley. There were several families of Hurleys in the district at this particular time, and when the Post and Telegraph Department sought a name for the post office, the name Hurleyville was selected.

The original settlers in these two particular districts had difficulties to contend with that were not in the main shared by most of the settlers in the rest of the County. They were in a country without roads, and on land which for the most part was fairly heavily timbered. Bullocks played an important part in the development of the district, and also in the formation and metalling of the roads. Progress was slower than it was outside, but the

perseverance of the pioneers ultimately developed the country until it had a carrying capacity equal to other portions of the County area.

This area, together with that of Manutahi, was held back from the terms of the Confiscated Lands Act in 1863, but was later included. The boundary of the survey of 1864-65 was the Alton district, and it is interesting to note that some of this land was purchased at half-a-crown an acre. It is not quite clear in the records, however, whether that price refers to Alton or Manutahi.

The common boundary lines between selections in the early days were the ditch-and-bank fences, these eventually replacing the boundary dogs, which were the first means of holding stock on the proper location. In the districts of the heavier class of land, clearly defined and secure boundaries had eventually to be provided, and it was here that the craft of the ditch-and-bank fence was carried out. As a rule, the chief of the gang knew his job, for he had been trained in the hop fields of Kent, and the rich soil round Whenuakura, Waverley, Kakaramea and Manutahi was ideal for his purpose. Working from left to right, a row of sods would be neatly cut for a few chains at a time. Cut with a slightly bevelled face, and straight for the inner set, the sods were placed close together and up to four rows in height on both sides, with a couple of feet of foundation between the bottom rows. With the third or fourth row completed, and with a lean inwards, the under-soil from where the sods were cut, and which was ultimately to form a ditch for a watercourse, was thrown between the two layers of sods, which would almost meet at the top. With the soil well completed, light stakes were inserted at intervals, and two strands of wire were run along to top off the structure and to prevent stock from damaging the wall. The finishing touch was the planting of gorse seedlings to provide a live barrier in the years to come.

Miles of fences of remarkably even construction graced the countryside in a few years, and became landmarks to testify to the resource of the pioneers of early Patea.

The makers of these fences applied their ability in other directions also, and many sod and mullock houses were silent monuments to their memory. One was erected nearly opposite where the Church of England now stands in Patea, one at the rear of John Collins' dairy opposite the domain gates in later years, and one at Poverty Flat.

Further evidence of the passive resistance of the Maoris to European settlement is contained in a report submitted to Parliament on February 10, 1876. The report stated that the natives were increasing in numbers on Dickie's section at Wairoa, being led by the notorious Kereopa. The natives claimed the land, alleging that the Crown grant to the Dickies was worthless, and that they intended to retake possession of the land and not move until the Government paid for it. The report stated further that there had been trouble in the same locality in 1867 when a Maori named Kuri Tangi had been forcibly ejected, since when there had been no further trouble until the present situation. Subsequently, E Tapa te Wairoa, Kuri Tangi and Spain were charged in the Patea Court with trespass and were committed to the Supreme Court for trial.

The sections were held under a Crown grant to James Dickie and William Dickie, and on one occasion Kereopa went out from Waitotara with the avowed intention of killing James Dickie. He armed himself with certain weapons, among them being a vicious "pig-sticker," and departed. Returning some hours later with his hands covered in blood, the general opinion was that he had carried out his threat, but an investigation proved these fears to be groundless. Kereopa had changed his mind and had gone pig hunting instead and the blood on his hands was that of a "Captain Cooker" he had captured. He returned with his hands blood-bespattered in a spirit of bravado, intending to convey the impression that he had done what he said he would do.

One of the early ventures in Patea which was destined to a premature demise was the Agricultural and Pastoral Association. This Association used to hold its annual fixtures on the agricultural reserve next to the site of the present dairy factory at Kakaramea, the districts of Hawera and Waverley combining with Patea. There came a time in the early '80's when the Patea people wanted to move the show to Patea, but this did not suit the Hawera delegates at all, and they received instructions to oppose the change. At the meeting when the matter was considered, the Hawera delegates were outvoted, and the outcome was that Hawera pulled away and started an association in Hawera. The Patea Association continued for a while, but finally the show went out of existence.

Among the Patea and Waverley people who were interested in the Patea Association in the early days were William Dale, William Wilson, W. C. Symes and his brothers, Peter Wilson, the Peacocks, the Williams and R. B. Hamilton.

As pointed out earlier in this book, the province of Taranaki was first named "New Plymouth," and in 1858 a special Act of Parliament was passed to alter the name to Taranaki. The Bill was passed on August 10, 1858, and read as follows:—

"WHEREAS it is expedient to alter the name of the Province of New Plymouth:

BE IT THEREFORE ENACTED by the General Assembly of New Zealand in Parliament assembled, and by the authority of the same, as follows:

1. From and after the first day of January, one thousand eight hundred and fifty-nine, the Province of New Plymouth shall be called the Province of Taranaki.

2. The Short Title of this Act shall be "The Province of Taranaki Act, 1858."

The pioneer settlers of the '70's took most things seriously, not the least among these being their politics. The general election of 1879 provided an instance, when Mr. G. F. Sherwood, chairman of the County Council in its first year, took the platform against Major Atkinson for the Egmont seat, which in those days included Patea. Throughout the campaign there were many hectic gatherings in the old Harmonic Hall, and the presentation of a bouquet of carrots to one of the candidates provided one of the sidelights.

Major Atkinson, whose sword had but a few years previously been sheathed, held favour among the old war campaigners and he made an appeal on behalf of the Opposition, then led by Mr. John Hall, of Canterbury.

Mr. Sherwood was a Liberal, a follower of Sir George Grey, then Premier of the Party in power. Mr. Sherwood was a master of the art of keen debate, with a keen insight of the laws of economics as laid down by John Stuart Mill, while he was also familiar with the Maori grievances over the land question.

Compared with the numerical strength of the constituency to-day, the figures of that election will perhaps be interesting, while the increase in the number of polling places is also worthy of note. The election

took place on September 5, 1879, there being six polling booths. These were situated at Carlyle, Kakaramea, Manutahi, Hawera, Normanby and Stratford. Major Atkinson received 170 votes and Mr. Sherwood 104 votes.

The contest for the Waitotara seat in 1887 was responsible for the acme of political strife and afforded a plethora of thrills. The Hon. John Bryce, Minister of Defence in the Atkinson Government, was the Conservative candidate, and Mr. George Hutchison, a Wanganui solicitor, carried the badge of the Liberal Party.

Mr. Hutchison was a brilliant debater, well versed in politics of the day, and had a clear-cut policy, especially dealing with the land question. Patea, in 1887, had been cut out of the Egmont electorate, and linked with Waitotara, the electorate extending from the borough boundary on the north to Raetihi and Hunterville in the south, Raetihi being reached only by pack-horse from the Upper Waitotara junction. At the period of the election there was a camp of about 50 navvies and surveyors in development work at Raetihi, and Mr. Hutchison determined to address them, although it meant a five-days' journey from Wanganui. He and a friend made the journey, taking a tent, and also some provisions, some being of a fragile nature. He gathered the "free and independents" in a large marquee, spent about 10 minutes on serious political questions, and then broached the "fragile" presents. Of the 40-odd available votes there, Mr. Hutchison lost only one—a professed prohibitionist. The result of the poll was a majority in favour of Hutchison, the voting being: Hutchison 620, Bryce 575, Morgan 30.

Chapter XVII.

Titokowaru's Second Coming

THE Government announced a general amnesty of Maori political offenders early in 1883, and as a natural sequence a sense of anxiety and insecurity was manifest among the European residents of both west and east coasts of the North Island. The east coast people had vivid recollections of the devilish exploits of Te Kooti, who, in 1868 had seized the schooner Rifleman and escaped from the Chatham Islands to New Zealand. Collecting his scattered forces of earlier conflicts with the Imperial troops he swooped down on November 10, 1868, and committed the most atrocious act in the annals of colonial warfare, the Poverty Bay massacre, and immediately retired to his fastness in the King Country.

The East Coasters arose in righteous indignation and defied an invasion of their occupied territory by Te Kooti and his followers. They definitely refused to receive a visit of tribes under the marshal's baton of one who had created an ocean of tears but a few years previously. Te Kooti was obdurate and led his peace army to the outer gates of the danger zone, but wiser counsel prevailed, and to avoid bloodshed, this tyrant of the past was persuaded to retrace his steps to more acceptable regions.

The residents of the West Coast, although having their misgivings and unforgivings, were of a more tolerant turn of mind. Embers were still smouldering of the cruel and unorthodox warfare waged by Titokowaru and his young lieutenant, Tutangi, of the slaughter of Von Tempsky and his brave comrades near Normanby, the trying experiences of the Williamson family near Kakaramaea, of the passing of Mr. McKillick and others. There were also the terrifying and anxious days occasioned by Te Whiti and Tohu, when bands of Maoris would invade small settlements, like Patea, and strike terror to the womenfolk.

The people were tired of warlike attitude, and were prepared to bury the hatchet, and strive for an amicable understanding. This opportunity was afforded by the visit "in state" to Patea by Titokowaru and his retinue. Elaborate preparations were in train for several days to welcome and "house" the thousands. The Immigration

Barracks were requisitioned, also the ordnance sheds previously used by the Armed Constabulary. All the area from the hospital grounds boundary and the hill to the south and Mr. W. Williams' residence on the south up to Egmont Street was the huge camping ground. Maori holes were excavated wherein to roast the oxen, grill the dried eels or shark, cook taiawas, and so on. Tents alone were provided for the "heads," among whom were included Titokowaru.

It was decided by the authorities to close hotels early, and so minimise brawls or unseemly behaviour. Southern tribes from as far south as Porirua gathered first, and with the adjacent kaingas, prepared for the welcome. It was about noon when the advance guard was sighted in the vicinity of Gervase Hamerton's residence in Upper Egmont Street. This was the signal for a long-drawn out "haeremai" with much emphasis on the "mai" by the wahines gathered in town near the junction of roads near the public school. The noise increased as the pageant drew nearer, and that haeremai was given in many variations.

At last the marshals arrived at the "gate of the city" and the Mayor duly presented his card. Then, led by the band, the procession wended its way to the camping ground. Tito then came into the limelight, surrounded by his bodyguard. But what a disappointment for the huge crowd who had visions of a giant in stature, a commanding "Wellingtonian" figure of manhood. Instead Tito was a frail, one-eyed rather diminutive and aged thin man; a mere pigmy in comparison with Tutangi, his lieutenant.

Presents were of course exchanged, and some members of the band received greenstone ear-rings or pendants or tikis. The meetings of divided tribes were very touching scenes, particularly insofar as their nasal organs were concerned, couples waiting for half an hour while exchanging greetings.

There was an abundance of kai at the camp, perhaps an overdose of the fragrance of shark and rau-rau (Maori tobacco), hogsheads of waipiro, much "music" and dances, and "street koreros" by the prisoners of every tribe, the natives lining Egmont Street from the Courthouse to Milroy's hotel.

The coming of Tito was the closing scene of the differences between West Coast Europeans and Maoris—the handshake after years of warfare, trials, and tribulations, and certainly a fitting climax.

County Chairman's Review



Mr. W. G. BELTON LOOKS BACK.



THE administration of the Patea County Council over the whole county area did not function until 1917. Prior to the formation of the county in 1877 a number of road boards were in existence, and these boards continued to control the roads (other than main roads) within their respective district for many years.

The portion north of the Manawapou River which is now the Hawera, Eltham and Waimate West Counties, and portions of the Stratford and Egmont Counties, definitely seceded from the county as originally constituted, but the eight road boards which existed between the Manawapou and Waitotara Rivers, and which were known as the Patea West, Patea East, Wairoa, Kohi, Okutuku, Moturoa, Waitotara-Moumahaki and the Waitotara-Whenuakura road boards, ultimately at different periods merged with the county. Prior to 1910 the county administered only the main road (now portion of the Wellington-Auckland main highway), and also what was described as an outlying district and now known as the Kapara riding.

About 1910 the Patea West and Patea East Road Boards merged with the county and became what is now known as the Otoia riding. In 1903 the Waitotara-Moumahaki Road Board merged, and in 1917 the remaining five road boards threw in their lot with the county.

It can be understood that there were some who were members of the various road boards and who had given many years of valuable service to their districts in the administration of the roads who felt keenly the break from local body service which the merging entailed. The last six named road boards were in the Waverley riding,

but on the merging of the boards the riding was divided into two and they are now known as the Waverley and Moumahaki ridings.

The consolidation of the county from an administrative point of view was at that time described by the then chairman, Mr. G. V. Pearce, as a red-letter day, and in view of the present-day volume of traffic over the roads there can be little doubt that the procedure was justified.

The very great scarcity of metal or gravel for roading purposes within the county seriously retarded development, and at the time of the merging of the road boards there were not more than 40 miles of metalled roads within the county. Twenty-six miles of these comprised the main road and half of the remainder were situated in the Waitotara-Moumahaki Road Board's district.

In the first year after merging the portion of the Otoia riding, comprising the Ball Road area, made a definite move for advancement, and a loan of £8000 was raised to metal about six miles of Ball Road. The metal for this road was brought by rail for between 60 and 70 miles, and was hauled on to the road from the station by means of bullock drays. That the metal problem was serious is evidenced by the fact that for many years broken metal was railed from the Belmont Quarry Company (just out of Wellington on the Hutt line), and later from Paekakariki.

The advent of the motor lorry coincided with the merging of the road boards and the County Council was able to make favourable contracts for the carting of metal from the various railway stations by motor to roads many miles inland, with the result that a sound and definite advancement was made in the access to the properties of the ratepayers. The policy adopted by the County Council has to some extent differed from that followed by most counties in that it has not gone in largely for loans for roading purposes, but has struck a general rate, which has not only been sufficient for general maintenance, but has also left a margin to be allocated to the further construction of new roads. In many cases cash subsidies were given by ratepayers or rates levied to supplement riding funds for the new metalling of roads, with the result that the more important roads in the county have been metalled, and with the help of Government grants for back-block roads such progress has been made that in a very few years almost all settlers will have all-weather roads. In addition to the new metalling

of roads the council has instituted the policy of bitumen-surfacing of roads already metalled in order to preserve the metal already laid down.

In 1911 the Council embarked on the construction of houses for a number of its employees, and it is interesting to note the cost of these houses compared with present day costs. While present day houses are more modern in design, they are not as roomy nor warmer than those erected 30 years ago. The Council cottages comprise five rooms and scullery and an outhouse, the cost of which was under £300, and the Council was able to let these for many years with five acres of good land to certain of its employees at a yearly rental of £31 8s. To-day it is charging £39 12s. It recently went into the question of building further houses and found that it could not build a smaller house than the above, and allowing for interest on the money at 3%, the rental for the house without land would be £78 yearly. The wages being paid to the surfacemen on the roads in 1911 were 8s per day, and if housing costs in 1911 were a criterion of the purchasing power of money as compared with to-day, when the Council could not provide a house and five acres of land at less than £90 yearly, it would appear that the present wage of 17s per day does not buy as much as did 8s in 1911.

In 1917 the Council embarked on the work of tar grouting and sealing the main road, and in a period of six years the sum of £30,000 was expended out of rates in sealing work on this road. The asset thus created has now been taken over as part of the State Highway. On various occasions the Council has been financially embarrassed, the last time being in 1914, when the councillors signed joint and several guarantee to the bank for a further advance of £4000, and four of the councillors jointly loaned the sum of £1100 until the rates came in. The cause of the embarrassment does not appear plain from the records, but a councillor of that day intimates that the difficulty arose owing to a misunderstanding of the position by the Council's banker.

The period of the Great War, 1914-18, reveals the problems of the day in other than county roading, for on August 10, 1914, the following minute was recorded:— "That this Council endorse the Wanganui County Council suggestion to contribute to the cost of food supplies when required by the Home Government for the use of soldiers."

On June 12, 1916, the following resolution was passed: "That this Council strongly condemns the present system of including in reinforcement drafts men of enemy parentage on either paternal or maternal sides, and further urges that no distinction or exemption be made from this principle of absolute disability on the part of men of enemy parentage as drafts or in any capacity in our defence system."

On September 10, 1917, the Council supported a proposal from the Hokitika Borough Council and passed a resolution approving of the suggestion of a national day of prayer for an early successful conclusion of the war.

The rejoicings at the termination of the war in November, 1918, were marred by the serious influenza epidemic, wherein many lives were lost. Public buildings throughout the county were quickly turned into hospitals, which were soon filled with patients, the mortality among the Maoris being particularly pathetic. One bright spot was the willing and unselfish devotion of a large number of people who gave their services in the care of and attention to the sick. Too much praise cannot be given to Dr. W. T. Simmons, Dr. Harvey, and Dr. Cross for their work during that trying period, especially as serious floods in October, 1914, had left many inland roads blocked with large land slips, thus making access to patients on other than foot or horseback impossible in those districts. The work of Dr. Harvey in the backblocks districts of Waverley and Waitotara had previously been recognised by a district presentation to him of a motor car.

Floods have been a severe handicap to portions of the county whereby in 1914 flood damage amounting to £1320 occurred in the Moumahaki and Kapara ridings, and in February, 1935, flood damage amounting to £2800 occurred in the county. Again in February, 1936, over £7000 damage occurred, mainly in the Kapara riding, while in intervening years many less serious floods have occurred. The Council is grateful to various Governments for assistance rendered in dealing with major difficulties of this nature. With a view to more expeditiously dealing with large earth slips a mechanical shovel has been acquired, the results from which have justified the purchase.

Having in mind the greater safety of the travelling public, the Council in 1925 acquired land whereby the road at the Waverley racecourse was deviated, thus eliminating two railway crossings.

While the policy of the Council does not appear to be spectacular, it has, nevertheless, made sound progress, which is demonstrated by the fact that at the time of the merging of the road boards there were 40 miles of metalled roads, and to-day there are almost 200 miles of metalled and bitumen roads, and the total nett loan indebtedness amounts to only £12,000. The mileage has been almost doubled in the last nine or ten years, and this has been possible only through motor transport, which takes roading material for up to 22 miles. Also, by washing low quality gravel, it has been possible to utilise otherwise almost useless material. It now has adequate supplies of roading material, mainly without rail transport, and its position is such that in a very few years there will be little new construction necessary.

The county has been extremely fortunate in the business capacity of the members of its councils through the years, and also in the administration of its executive officers, all of whom have been imbued with a sincerity of purpose of a high standard.

—W. G. Belton, Ngutuwera, October, 1937.

Patea County Chairmen

Dates of Office:	Name.
Jan., 1877 (1st meeting only)	Thos. Kells
Feb., 1877, to Nov., 1877	G. F. Sherwood
Nov., 1877, to Nov., 1878	G. S. Bridge
Nov., 1878, to Nov., 1879	Felix McGuire
Nov., 1879, to Nov., 1881	Wm. Dale
Nov., 1881, to June, 1882	F. M. Chapman
June, 1882, to June, 1887	Robert Horner
June, 1887, to Nov., 1894	Walter Symes
Nov., 1894, to Nov., 1905	W. C. Symes
Nov., 1905, to Nov., 1920	G. V. Pearce
Nov., 1920, to May, 1929	James Gibbs
May, 1929, to date	W. G. Belton



Patea County Clerks

Dates of Office.	Name.
Feb., 1877, to Sept., 1882	John Black
Nov., 1882, to March, 1920	E. C. Horner
March, 1920, to May, 1936	W. F. Sheild
May, 1936, to date	G. J. Broker



Patea County Engineers

Dates of Office.	Name.
June, 1910, to Dec., 1910	C. H. Herbert
Jan., 1911, to July, 1916	A. H. M. Wright
Aug., 1916, to May, 1922	J. C. McLauchlan
June, 1922, to May, 1930	G. W. King
May, 1930, to Dec., 1933	L. F. Row
Jan., 1934, to date	J. N. Anderson

Councillors Since January 1877

Dates of Membership.	Name.
Jan., 1877, to Nov., 1878	T. Kells
Jan., 1877, to Nov., 1878	J. Livingston
Jan., 1877, to May, 1879	G. F. Sherwood
Jan., 1877, to Nov., 1878	G. S. Bridge
Nov., 1881 to Nov., 1884	
Jan., 1877, to May, 1878	W. P. Kenah
Jan., 1877, to Sept., 1877	J. Winks
Aug., 1880, to Oct., 1881	
Jan., 1877, to Nov., 1877	T. Middlemass
Jan., 1877, to Nov., 1878	E. M. Honeyfield
June, 1898, to Aug., 1901	
Jan., 1877, to Oct., 1881	W. Dale
Sept., 1877, to Nov., 1881	J. Davidson
Nov., 1877, to May, 1878	W. J. Furlong
May, 1878, to Oct., 1881	W. Milne
June, 1878, to Nov., 1878	R. Wilson
Nov., 1878, to Oct., 1881	Felix McGuire
Nov., 1878, to June, 1887	Robert Horner
Nov., 1878, to July, 1880	W. A. G. Winchcomb
Nov., 1878, to June, 1879	M. D. King
Nov., 1878, to Oct., 1881	— Partridge
Feb., 1879, to Oct., 1881	W. Brewer
June, 1879, to Oct., 1881	J. Gane
Aug., 1879, to Oct., 1881	A. Hunter
Jan., 1884, to Nov., 1890	
Nov., 1881, to Nov., 1884	C. A. Durie
Nov., 1881, to Oct., 1882	T. W. Fisher
Nov., 1874, to Nov., 1896	
Nov., 1881, to Oct., 1882	F. M. Chapman
Nov., 1881, to March, 1886	E. J. Morgan
Nov., 1881, to Nov., 1884	J. O. Taylor
Nov., 1881, to Dec., 1883	R. W. Foreman
Nov., 1881, to Dec., 1883	— Wilson
Oct., 1882, to Nov., 1884	A. Howie
Oct., 1882, to Dec., 1883	J. O'Sullivan
Jan., 1884, to April, 1885	J. Hair
April, 1884, to July, 1903	J. Paterson
Nov., 1884, to Nov., 1893	I. Lupton
Nov., 1884, to Nov., 1896	T. H. Nicholson
Nov., 1884, to Nov., 1894	Walter Symes
Nov., 1884, to July, 1893	D. Fleming
May, 1885, to Nov., 1887	A. Strachan
March, 1886, to Nov., 1905	W. C. Symes
July, 1887, to Nov., 1896	G. Death
Nov., 1887, to Nov., 1905	J. Riddell, jnr.
Nov., 1890, to Nov., 1920	G. V. Pearce
Aug., 1893, to March, 1904	J. W. Thurston
Nov., 1893, to Nov., 1896	J. Peat
Nov., 1896, to May, 1913	O. Symes
Nov., 1896, to June, 1912	W. Van Asch
Nov., 1896, to Nov., 1902	R. Bremer
Nov., 1908, to Nov., 1911	
Nov., 1896, to June, 1898	A. Wilford
Sept., 1901, to Aug., 1910	W. Derrett

Councillors Since January 1877—Continued

Nov., 1902, to Nov., 1905	A. W. Curry
Oct., 1906, to Dec., 1906	O. J. Hawken
Aug., 1903, to Aug., 1907	Wm. Wilson
April, 1904, to Nov., 1905	S. Blake
Nov., 1905, to Nov., 1914	J. Kennedy
Nov., 1905, to Nov., 1914	J. Walker
Nov., 1905, to Sept., 1906	
Feb., 1920, to Nov., 1920	D. Johnston
Nov., 1905, to Nov., 1908	E. J. Wilson
Jan., 1907, to Nov., 1911	W. F. Klingender
Sept., 1907, to Aug., 1910	J. E. Death
Sept., 1910, to July, 1915	J. W. F. Jones
Sept., 1910, to Nov., 1911	H. G. Dickie
Nov., 1911, to June, 1916	K. H. Cave
Nov., 1911, to Nov., 1914	J. Coombe
Nov., 1911, to Nov., 1914	Andrew Smith
June, 1912, to March, 1913	Arthur Van Asch
April, 1913, to May, 1914	Alfred F. Symes
May, 1913, to Nov., 1917	E. H. Greager
June, 1914, to March, 1919	J. Gibbs
Nov., 1914, to May, 1929	*W. G. Belton
Nov., 1914, to date	W. A. Spicer
Nov., 1914, to June, 1917	L. R. Hamilton
Nov., 1914, to Sept., 1916	Jeremiah Hurley
Aug., 1915, to May, 1923	C. D. Dickie
July, 1916, to Jan., 1920	J. R. Taylor
Sept., 1916, to May, 1929	H. B. Cave
July, 1917, to April, 1920	Gregor McGregor
Nov., 1917, to Nov., 1920	M. R. Murphy
March, 1919, to Nov., 1920	A. L. Elmslie
May, 1920, to Nov., 1920	R. G. Scown
Nov., 1920, to May, 1935	*W. H. Watkins
Nov., 1920, to date	J. F. McDonald
Nov., 1920, to May, 1926	F. Hooper
Nov., 1920, to May, 1923	F. O. Matthews
Nov., 1920, to Aug., 1921	D. Sutherland
Aug., 1921, to May, 1929	*W. Back
May, 1923, to date	G. H. Alexander
May, 1923, to May, 1929	C. E. Johnston
May, 1926, to May, 1935	*John Lupton
May, 1929, to date	*J. Peat, jnr.
May, 1929, to date	*R. J. Watt
May, 1929, to May, 1932	*A. J. Gibbs
May, 1935, to date	
May, 1932, to date	*D. Hurley, jnr.
May, 1935, to date	*C. K. Campbell

County of Patea (including Patea Borough and Waverley Town Districts)

GENERAL STATISTICS

Year	Area Sq. Miles	Population	Capital Value £	Occupied Holdings No.	Area in Cultivation acres	Sheep No.	Horses No.	Cattle No.	Pigs No.
1878		2,988*							
1881		5,789*							
1886		3,168							
1891		3,592							
1896		4,103							
1901	691	4,011	1,145,583	480	150,202	225,619	3,066	23,895	2,172
1906	691	4,324	1,453,528	513	171,827	203,774	3,708	31,933	2,709
1911	626	4,742	2,385,184	515	203,536	274,227	3,763	37,649	3,644
1916	626	5,043	3,839,463	570	206,317	292,449	3,410	36,249	4,626
1921	620	5,362	3,859,897	591	216,767	243,185	2,816	42,483	4,729
1926	598	5,267	3,874,672	615	206,734	249,080	2,687	44,429	5,492
1931	594	5,580	3,791,496	595	198,532	273,389	2,297	44,029	3,806
1936	594	5,939	3,536,893	531	191,703	272,820	1,982	46,559	6,319
1937	594	6,000							

Population: * Maori figures in these years are not included.

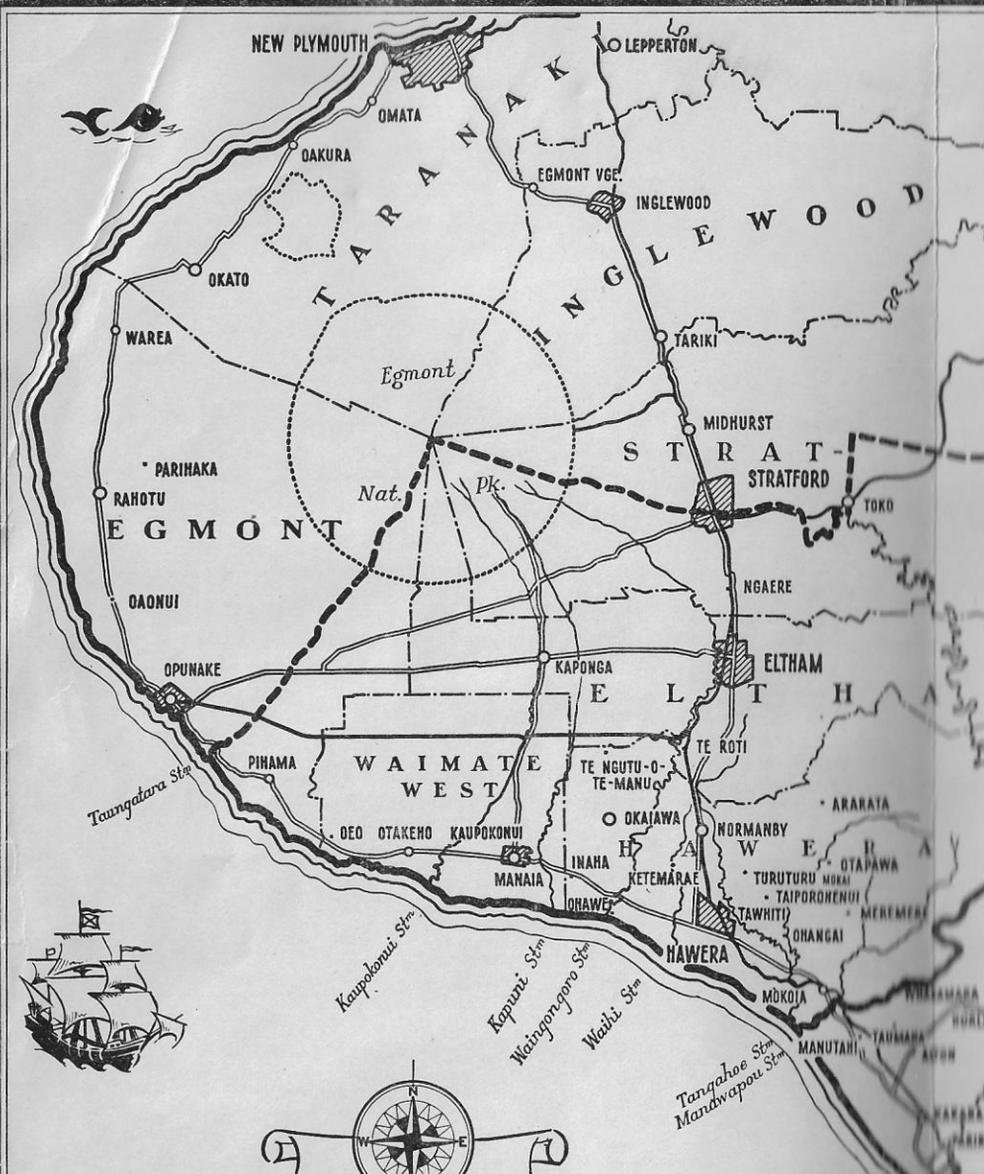
RECEIPTS

PAYMENTS

Year	Revenue		Grants from Govt.				Total	Construction Year & Maint. £	Levies to Hospital Boards £	General Adminis- tration £	Grants to Road Boards £	Interest on Loans £	Amortization of Debt £	Other £	Total £
	Rates	Licenses etc.	Govt.	Main Highways	Employment Promotion	Other									
1878	1,689	1,012	666					2,584	337	500				552	3,973
1881	904	1,016	3,006				110	3,632	638	440	300			198	5,208
1886	972	282	887					1,564	94	344				82	2,084
1891	1,073	154	315				26	1,204	175	320				67	1,766
1896	3,215	362	962				1,103	3,045	243	417	470			504	4,679
1901	3,522	227	1,873				456	2,462	302	350	1,810			646	5,570
1906	5,021	221	553				581	3,001	368	529	1,609			653	6,160
1911	5,306	350	2,884				4,671	4,962	457	596	2,280			1,456	9,751
1916	12,578	503	3,201				922	8,296	706	683	1,400	1,384		64	12,533
1921	11,654	987	2,715				1,188	19,469	1,024	1,496		1,260		218	23,467
1926	17,173	1,718	2,969	675		1,211	155	20,758	3,408	1,623		1,842		282	30,693
1931	15,327	2,126	2,620	11,218	257	5,296	10	30,430	1,557	1,954		876	385		35,202
1936	10,774	6,141	3,453	6,142	2,584	2,460	606	29,503	1,683	1,916		639	470	85	34,296
1937	14,112	5,937	2,467	7,895	3,947	3,853	476	32,844	1,866	1,877		645	489	173	37,894

DETAILS OF LOANS

	Loan Indebtedness	Annual Charge
	£	£
1911	3,560	174
1916	11,598	629
1921	25,568	1,230
1926	23,045	1,268
1931	15,526	1,040
1936	12,662	980
1937	11,936	934




 MAP SHOWING THE ORIGINAL BOUNDARIES
 OF
PATEA COUNTY
 AS CONSTITUTED 28TH NOV. 1876
 ALSO PRESENT BOUNDARIES & ADJACENT COUNTIES
 & PLACES OF HISTORICAL INTEREST
 Scale of Miles
