

WAITARA

A RECORD

PAST and PRESENT

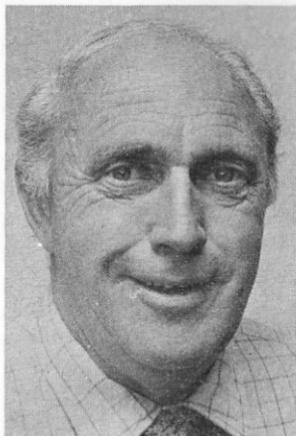
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Foreword



A. D. Wilson Esq.
MAYOR

While several clubs and organisations have recorded their own individual histories, this is the first attempt, to my knowledge, to collate the story of the Waitara community as a whole, as it has progressed since the first days of European influence.

And it is timely that this should be done, for history shows that succeeding generations can learn much from the efforts, the endeavours and the planning of previous generations. It is also desirable that we realise and understand that the efforts and sacrifices made by them are the reasons that we today enjoy the many privileges and amenities which we do.

I sometimes ponder why, in these days, with all the benefits of this machine and technical age, we have so much difficulty in merely maintaining our roads and bridges, our railways and other public works when these were created from a wilderness by men and women with little to assist them other than horses and bullocks, their big hearts and a wealth of courage.

The thanks of all are due to Mrs Ada Alexander whose interest, enthusiasm and hard work have made this book possible. An ex resident of Tikorangi, Mrs Alexander now resides in New Plymouth and we are grateful to her for the time she has voluntarily given to produce this book. It provides an important and interesting link with our heritage.

A. D. Wilson
MAYOR

Preface

THE writing of this brief history of Waitara has been a rewarding and worthwhile experience. But it has also been, at times frustrating, for it is not possible to include in such a limited record, many of the interesting and fascinating events relevant to the times.

The text has been set out in three main sections: — Firstly the settlement by Maori and Pakeha and the ensuing land wars until peace prevailed in 1870. Secondly, the development of the town and municipal control and thirdly, the cultural, business and industrial growth shared both by town and rural areas.

That this record is incomplete in its scope will not be denied, and for this reason I hope others may be spurred on to compile a more detailed account of the history and progress of Waitara.

To the Mayor, Mr A. D. Wilson, the Town Clerk, Mr Toohill and the committee formed to assist me, I give my sincere appreciation of their ever ready co-operation and help in collecting relevant details, also the council staff for their help with typing. The staff of the New Plymouth Library have always willingly supplied information sought from their records.

The loan of photos to provide illustrations for the text has been most generous, and it is not possible to name all those concerned, but I am especially indebted to Mrs Miriam Foreman, for making available the watercolour of Waitara by C. Aubrey which has been reproduced for the cover of this volume.

It has been my pleasure to interview many residents of Waitara and to all who have so willingly supplied me with information, I offer my grateful thanks.

Ada C. Alexander

*When Time, who steals our years away,
Shall steal our pleasures too,
The memory of the past will stay,
And half our joys renew.*

Thomas Moore

Contents

I — Waitara and the Land Wars — 1869

1. The District of Waitara
2. Waitara and the River.
3. The Origins of the Name (2)
4. First Settlement by Ngatiawa
5. Pukerangiora 1821
6. Visit of Dr Weekes, 1841
7. Pioneer Colonists & Land Purchases
8. The Land League
9. The Puketapu Feud
10. The Waitara Purchase
11. Plan of Pekapeka Block
12. Fighting at Waitara
13. Engagements at Puketakauere, Kairau, Matariko-riko, Huirangi and Te Arei
14. Old Soldiers' Cemetery
15. Memorial Square
16. Street Names
17. Rev. J. Whiteley
18. Sir Maui Pomare
19. Sir Peter Buck, Te Rangihiroa

II — Development of the Town

1. Summary of Progress
2. Population of Waitara
3. Mayors and Town Clerks of Waitara
4. The Port
5. Bridges
6. The Railway
7. The Fire Brigade
8. Water Supply
9. Sewerage Scheme

III — Cultural and Social Organisations

1. Schools
2. Library
3. Churches
4. Recreation and Sports Clubs
5. Little Theatre
6. W.D.F.F.
7. W.I.'s (Waitara and Clifton)
8. Town and Country Club
9. Waitara Districts' Services and Citizens' Club
10. Lions' Club
11. Rotary

IV — Business and Industrial Growth

1. Borthwicks, C.W.S.
2. Solanex
3. Dairy Companies
4. Wool-scouring
5. Engineering Firms
6. Mac's Clothing Factory
7. Fresha Fisheries
8. Duncan & Davies

V — Community Services

1. Maternity Annexe
2. Medical and Nursing Personnel
3. Plunket
4. Red Cross
5. St. John Ambulance
6. Old Folks' Association
7. Age Concern

The Queen's Representatives, 1840-1868

Throughout the turbulent and formative years of New Zealand's early history, it is interesting to note that Sir George Grey (previously Captain Grey), served as Queen Victoria's Representative, for a total of fifteen years. His first term was as Governor and later as Governor-in-Chief when New Zealand emerged from a Crown Colony to a Self-governing colony in 1853.

The Governors were as follows: —

The Crown Colony

Governor

Captain William Hobson, R.N. 3.5.41 - 10.9.42
Captain Robert Fitzroy, R.N. 26.12.43 - 17.11.45
Captain George Grey 18.11.45 - 31.12.47

Governor-in-Chief

Sir George Grey, K.C.B. 1.1.48

Self-governing Colony

Governor

Sir George Grey 7.3.53 - 31.12.53
Col. Thos. Gore Brown 6.9.55 - 2.10.61
Sir George Grey 4.12.61 - 5.2.68

District of Waitara

ALTHOUGH this history must necessarily be devoted, in the main, to the Borough of Waitara, the very existence of such a town depends upon the fertile lands with which it is surrounded, and the highly productive farms that have been developed on them.

Edward Jerningham Wakefield, wrote, when describing his first view of this district: —

“After all the beautiful spots and districts which I had already seen in New Zealand, I was struck with the surpassing beauty and luxuriant productiveness of the country hereabouts, just after entering the wood, which is at first like an immense shrubbery with occasional large trees. The abundance of the second crops in the existing native gardens, the rankness and yet softness of the grass which had sprung up in the old deserted patches, surrounded with flowering shrubs amidst which countless flocks of singing birds were chasing each other, all combined with the genial atmosphere, although it was approaching to the middle of winter, to remind me touchingly of Shakespeare’s sweet picture of the perfection of agriculture. Just such a country and climate is described by him, if worked by happy and industrious farmers.”

“Earth’s increase and foyson plenty,
Barns and garners never empty;
Vines with clust’ring branches growing;
Plants with goodly burden bowing;
Spring came to you at the farthest,
In the very end of harvest;
Scarcity and want shall shun you,
Ceres’ blessing so is on you.”

The Tempest, Act 4,
Scene 1.

WAITARA RIVER
Looking North



Waitara

NO history of the Borough of Waitara could be written without first mentioning the river from which the town derives its name. The great river, winding through its fertile valley, has, from the earliest period of its human occupation, been beloved by the Maori people for whom it has an almost religious significance.

It has now been established beyond doubt that Waitara was settled many centuries before the recorded arrival of the "Fleet" in the 14th century. Many of the Maoris of Waitara are descended from those who arrived in the earlier migration.

For many years it was accepted by historians that the first fleet of Maori canoes arrived from the centre of the Pacific about the middle of the 14th century. One of the earliest places to be colonised by the Maori people was the valley of the Waitara, and the river was mentioned as part of the tradition.

The four canoes of this fleet were Tainui, Tokomaru, Aotea and Kurahaupo. They made their first landfall on the coast of Taranaki.

Origin of the Name of Waitara

"The Flight of the Magic Dart"

THIS delightful story, as told in part by the historian, A. B. Witten-Hannah, is one of several versions of the origin of the name of Waitara and is generally considered to be the most likely one.

Raumati, grandson of Te Hatauirā, commander of the canoe Kurahaupo travelled to many places from his original home at Oakura. On his way to visit relatives at Tauranga, he stayed for a time at Kawhia and married Te-Kura-tapiri-rangi, by whom he had a daughter. Others of the Kurahaupo crew had spread from Oakura to the Waitara River. Ngarue, who was a grandson either of Te Maungaroa, high priest of Kurahaupo II, or his brother, was born at Rahotu. As a young man he paid a visit to Kawhia where he married Raumati's daughter. After a time he took offence at some remarks made by his wife's relatives concerning his cultivation of other people's land and returned to Rahotu. Before doing so he told his wife to name her expected child, if a boy, Whare-Matangi in memory of the wind-swept nature of the building in which they had dwelt while cultivating her land.

In due course a son was born and he grew up to excel over all other youths of that place, both in sport and learning. This aroused much jealousy and the boy was taunted with being fatherless. He therefore asked his mother where his father was, and she took him to the high-priest who gave him a magic dart (tara) which he was to cast unaimed into the air and follow (Whai) and it would lead him to his father. This he did and on the fifth throw it stuck in the barge-board of Ngarue's house at Rahotu. Ngarue questioned his visitor, and on being told how he obtained his name of Whare-Matangi, recognised him as his son. In honour of his feat of following the dart to its proper goal, the river was given the new name of Te-Waitara-nui-a-Ngarue.

A less romantic explanation of the name Waitara, is that it refers to the coldness of the snow water from Mt Egmont, which is the source of some of the tributaries of the river. Maori legend tells us that Turi arrived at Patea 600 years ago, and trekked overland to Waitara. After a bathe in the river, he declared it to be so cold as to be snow-water; and named it Waitara or Mountain Stream.

The members of the Ngatiawa settled on the banks of the Waitara, and found good living in this productive area. Large crops of maize, kumeras, potatoes and melons were harvested and the river yielded eels, lampreys and other fish, while in the nearby forest were tuis, pigeons and rats. The plentiful food and increase in numbers caused unrest among the younger men and many set off to explore other areas, some reaching as far as North Cape and in the south Cook Strait. One hapu settled at Pukerangiora and erected a strongly fortified pa.

Siege of Pukerangiora, 1821

ABOUT this time, Te Rauparaha set out from the north to conquer the southern part of the North Island. Some of the Ngatiawa joined him, but those at Pukerangiora held out for seven months. Ten years later, feeling the need for revenge on a Taranaki chief, Te Wherowhero led an army into the province and attacked the pa. Rather than risk capture, many of the besieged jumped over the precipice and into the river below. It is believed that 1200 Maoris lost their lives.

Te Wherowhero swept on through the Waitara area devastating the countryside. He then laid siege to the Moturoa pa. This was defended by 350 Ngatiawa and six European settlers who defeated Te Wherowhero's force. The besieged defenders were so weakened by the encounter that they left their homes and joined their people who were in the Wellington province. There were very few left.

Visit of Dr Weekes to Waitara in 1841

THE area around Waitara was not entirely de-populated, as many historians would have us believe. Dr Weekes, Surgeon on the "William Bryan" gives us this account of his visit to the Waitara River in July 1841.

Dr Weekes accompanied by Messrs Chilman and King, set out to walk the ten miles along the beach. They duly reached the Waitara River and were very favourably impressed by the fertile appearance of the plain recommended by Dr Dieffenbach as a suitable site for a settlement. The three men were invited by some friendly Maoris to visit their settlement further up the river. A canoe was provided and Dr Weekes describes the trip as delightful and novel. The crossing of a rapid further added to their pleasure. At the end of a grove of karaka trees they came upon some huts forming three sides of a square. It was estimated that there were about 200 at the pa. A young man escorted the visitors round the vegetable gardens which were the largest they had seen. The hosts invited the party to share the evening meal of eel and potatoes and then to stay for the night. Dr Weekes concludes: Notwithstanding our anxiety to get away, our hospitable friend would not hear of our leaving until we had breakfasted. "For what?" said he, "will they say at Moturoa if you tell them that Abatu allowed you to go away without KAI?"

Pioneer Colonists and Land Purchases

ALTHOUGH references to the early contacts between the European settlers and the Maori inhabitants of this district must necessarily take the story beyond the confines of the Borough of Waitara, a brief summary must be given. Unfortunately, owing to mistakes and misunderstandings on both sides, the story largely deals with

"Old, unhappy far-off things
And battles long ago."

but it also abounds with episodes of heroism and sacrifice on the part of both races. Obviously only a brief outline of a few events and the persons involved can be given here.

The Plymouth Company of New Zealand was formed in Devon, England in 1840. It was a branch of the London N.Z. Company. The latter sold 60,000 acres to the Devon colonising company and the settlement was founded by Devon and Cornish emigrants.

Six ships were chartered to carry the pioneer colonists to New Zealand. They numbered 920 persons.

Full of hope, the new settlers came to this pleasant land, and the thoughts of some, at least, are expressed in the lines of Byron: —

"Over the glad waters of the deep blue sea,
Our thoughts as boundless, and our souls as free,
Far as the breeze can hear, the billows foam,
Survey our empire and behold our home."

On the arrival of the settlers, the representatives of the N.Z. Land Co. began negotiating with the Maoris for a land settlement. Richard Barrett was the interpreter and to his inadequacy, and the loose methods of the N.Z. Company, were attributed the misunderstandings that soon arose. The Maoris did not fully realise what they were signing away. This land was paid for in muskets, blankets, gunpowder and other goods.

Disputes first arose through the return of ex-captives from the Waikato who had not been involved in the sale of their land to the company.

In 1844, Commissioner Spain awarded 60,000 acres to the company on payment of 100 pounds. This decision infuriated the Maoris, as some of their most productive land was involved. The then Governor, Captain Fitzroy, admitted the Maori owners had been treated unjustly and reversed Commissioner Spain's award.

With the spread of Christianity in the north, many of the captives of Te Wherowhero were released and returned to their homes, only to find some of them occupied and claimed by Europeans.

Wiremu Kingi vowed that, at Waitara, there was not a single man "who received the payment of Colonel Wakefield of the N.Z. Company." Some weeks previously, the same chief said to Governor Fitzroy: "We desire not to quarrel with the Europeans, but at the same time, we do not wish to have our lands settled by them." In his appeal to the Governor later he said, "Friend Governor, do you not love your land England, the land of your fathers as we love our land in Waitara? Friend Governor, be kind to the Maori people."

At this stage, Mr McLean, government agent for Native Affairs, was appointed to investigate the claims. He travelled from Auckland via Waikato, Kawhia and Mokau. At Kawhia he called on the Rev. Whiteley, giving him a letter from the Governor, and asking him, on account of his long experience of the Maori, to accompany the young official to Taranaki to try to maintain peace. McLean and his Maori companion arrived at New Plymouth on 28.8.44 with Rev. Whiteley.

The Governor returned to New Plymouth later and declared the Wakefield purchase by the N.Z. Company forfeited. An area of 3500 acres was declared as a settlement. The Maoris accepted 350 pounds as compensation along with certain goods. Governor Fitzroy was recalled in 1845. His methods, at best, were weak and vacillating.

The Maori case was based on right and the Pakeha case on the unbusinesslike transactions of the N.Z. Company.

In 1846, Sir George Grey formed the Native Lands Department.

The Land League

BY 1852, the European population was increasing rapidly, and the Maoris were apprehensive over the sale and occupation of their land. They formed the Land League to put a stop to all sales North of Bell Block, and south of Tataraimaka.

The Puketapu Feud

ANOTHER controversial episode which unfortunately also involved fighting and bloodshed is known as the Puketapu feud.

The name Puketapu means "Restricted Hill", and the area extends from where the Bell Block Hotel now stands, north to Waiongona and south to Pukerangiora.

The feud began over the unwillingness of some Maoris to sell more land to the Pakehas. However, one Maori, who was willing to sell his unwanted land which was at Tarurutangi, was Rawiri. By his influence, the Bell Block had been acquired by Europeans.

Rawiri was a man of mild disposition, profusely tattooed, and well-proportioned, hence his nick-name of "David the Porpoise". He was in the habit of paying visits to town, where he was a familiar figure, always wearing a white hat and green spectacles and riding his grey horse.

He was pressed to sell more land, as it was greatly in demand, owing to the influx of many well-to-do-settlers. The high prices of farm produce were brought about by the discovery of gold in Australia.

The anti-land sellers of Chief Waitere Katatore

On a day in 1854, Rawiri and a party of his followers were cutting a boundary line to mark the land they were willing to sell. Suddenly, they were confronted by an armed party, led by Katatore, who demanded that they stop. This order was ignored by Rawiri's party and after a second warning, Katatore ordered his men to fire. Rawiri and his brother were wounded and from the scene of the conflict were carried to the old Colonial Hospital in Mangorei Road. Rawiri died a few days later. His death placed a tapu on the building and put an end to Governor Grey's concept of the hospital being used for the benefit of both Maori and Pakeha.

Rawiri's home was situated at the intersection of Wills and Corbett Roads. He had named it "Hawutuore". At this spot, four years after Rawiri's death, his assassin was killed by Tamati Tiraurau, one of the land sellers.

Rawiri's death led to a savage feud in the Bell Block area, between the two factions, one in favour of and the other opposed to the further sale of land to white settlers. This feud eventually contributed to the open warfare between natives and Europeans in 1860.

Rawiri was buried in 1854 on part of the land which had been the cause of the bloodshed. It is known as the Taumata Reserve or simply "Rawiri's Grave".

To locate the reserve, one turns into Corbett Road, from the main highway, opposite the Bell Block factory, and, passing de Havilland Drive, then bearing left past the Ninia Road over the railway line, the Taumata Reserve can be seen on the right. It is a wedge-shaped piece of land of about 25 perches in area, and is a little more than 2 km from the turn-off.

"Taumata" means "Resting Place", and the grave was first marked by a wooden fence and the prow of a canoe, pointing skywards in the traditional manner. The government later replaced this by a stone cross now known as the "Puketapu Cross" in recognition of Rawiri's employment as a native assessor at the time of his death. Alongside the cross is a signboard giving a brief account of the tragedy.

The Waitara Purchase

The old Maori proverb "He Whenua, He Wahine" being translated means:— "Land and Women are the roots of war."

THE truth of this was amply demonstrated by the results of the Waitara sale of the Pekapeka Block. The whole subject of the purchase and attempted sale, both at the time and for many years to come has been very controversial. Some accounts indicate that the spark which started the conflagration was the seduction of Hariata, a Maori woman and the burial of her lover on the site of the pa.

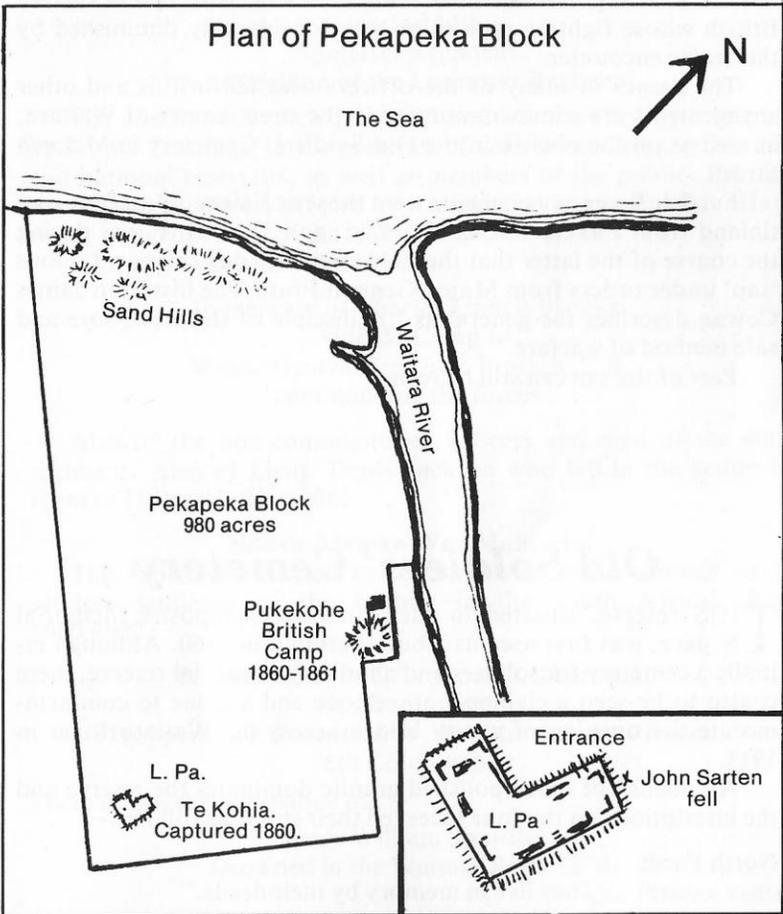
Concerning the legality of the purchase, there was much difference of opinion. Many historians have recorded widely differing views on this unhappy epic. It began when Te Teira, a minor chief, offered Pekapeka an area of 600 acres for sale. The boundaries were from Mr G. V. Tate's farm along the coast to the mouth of the Waitara River, then following its west bank to a point just on the seaward side of where the works now stand; then inland to include the camp Reserve and on to the foot of Big Jim's Hill, up the hill to the old Waitara Rd. then down Tate's road to the point of origin.

The Governor, Col. Thomas Gore Brown, agreed to this sale and real trouble began.

In a letter written by Bishop Hadfield, known as 'the young missionary who avoided bloodshed', the Bishop disagrees with many of the findings of Donald McLean, the Governor's Commissioner, on this purchase. This eloquent letter was addressed to Arch. Govett of New Plymouth and can be seen in the Turnbull library.

Teira was an enemy of Wiremu Kingi, who was a non-seller, and as paramount chief exercised his right to veto the sale. Robert Parris, as local native Agent for the Government, was appointed to investigate the title to the block. Although Kingi wrote to the Governor in 1859, "I do not agree to our sleeping place being sold. This land belongs to all of us." Parris paid an instalment of £100 to Teira.

Fighting began when the government sent surveyors to the Pekapeka Block under the youthful leader, Mr Hursthouse, who was only nineteen years of age at the time. Troops were marched to Waitara from New Plymouth. They occupied part of the block under dispute. After a year of fighting, both Maoris and Europeans had had enough and a peace, of sorts, was made in 1861.



Inset: Te kohia Pa. L. Pa, from its shape.

The Waikato warriors agreed to return to their homes and the Government agreed to relinquish its claim to Teira's land. Unfortunately, this proclamation was delayed and this caused a further set-back to the unhappy situation. In the words of the historian, Beaglehole: "The war flared up and down, and from side to side of the country, stamped out here, rising there in flame and smoke — 'a fire in the fern' to use a vivid Maori metaphor."

Other engagements were: PUKETAKAUERE, June 1860

This engagement has been described as the story of a failure. Of the many encounters with the Maoris, the record of actual fighting in this area is one of the most dramatic, involving as it does, heroism on both sides. It is impossible in this brief survey to convey a picture of the bitter fighting which resulted in great loss of life. Suffice it to say that the final result was a decisive defeat for the British whose fighting reputation was considerably diminished by this tragic encounter.

The names of many of the officers who fell in this and other engagements are commemorated in the street names of Waitara, as well as on the obelisk in the Old Soldiers' Cemetery in McLean Street.

Further fierce engagements were those at Kairau, Matariko-riko (inland from Puketakauere) Huirangi, and Te Arei. It was during the course of the latter that the field engineers dug the now famous 'sap' under orders from Major-General Pratt. The historian James Cowan describes the general as "A disciple of the slow, sure and safe method of warfare."

Part of the sap can still be seen.

Old Soldiers' Cemetery

THIS reserve, situated in McLean Street, opposite Memorial Square, was first used as a burial ground in 1860. Although initially a cemetery for soldiers and a military memorial reserve, there is also to be seen a civilian's gravestone and a stone to commemorate the opening of a new bridge across the Waitara River in 1913.

An obelisk of black polished granite dominates the reserve and the inscriptions on the four faces tell their story, as follows:—

North Face:

"They live in memory by their deeds."

Erected by the New Zealand Government in 1915, to perpetuate the memory of the brave men who fell in the attack on Puketakauere pa on June 20th 1860 and those who died at the attack of Kairau, Dec. 1860.

East Face: In memory of Lieut. Brooks,
5 non-commissioned officers,
24 privates.

South Face: "Lest we Forget".
Killed at Kairau, Dec. 1860.
A.B. Browne, A. B. of H.M.S. Pelorus.
2 privates.

West Face: 40th regiment of the line.
(Fighting 40th.)
Somerset Regiment.
2nd Battalion of the Lancaster Regiment.

The obelisk was erected in 1915 and was unveiled by a former M.P., Mr Jennings, in the presence of veteran soldiers, territorials and national reservists, as well as members of the public. Prayers for the deceased were offered by Archdeacon Evans and Rev. Harrison, both chaplains of the N.Z. Forces.

A large gravestone is inscribed:—

In memory of Charles Francis Brooke.
Aide-de-Camp to
Major-General Sir Thos. Pratt, K.C.B.
commanding the forces.

Also of the non-commissioned officers and men of the 40th regiment. Also of Lieut. Denis Jackson who fell in the action in front of Huirangi, Jan. 1861.

South African War Memorial

This tablet was erected by fellow townsmen to commemorate services rendered to the Empire in the South African War 1900-1902.

Trooper W.T. Joll, Trooper G. Thornton.
4th Contingent.

Troopers G.J. Johnston, W.W. Johnston, V. Rhodes.
6th Contingent.

There is also the gravestone of

Fred. William Spurdle.
Drowned in the Waitara River 1878.

Aged Fifteen Years.

The commemorative stone to record the opening of the new bridge in 1913, has inscribed on it the names of councillors, engineers, and contractors involved in the project.

Memorial Square

‘Lest We Forget’

THIS memorial is situated on the northern side of McLean Street, opposite the Old Soldiers' Cemetery.

In 1952, a public meeting was called to ascertain the wishes of the citizens as to the type of memorial to be constructed in commemoration of World War II. Those present decided that a Community Centre would be a suitable project. A commodious hall sited on sufficient land to provide ample parking space was envisaged.

A committee was formed to raise the necessary finance and a Queen Carnival was organised for this purpose. The result was that the sum of \$45,000 was raised. A government subsidy of a dollar for dollar gave the Council \$90,000 to build a hall, set out the grounds and erect a suitable monument at the entrance.

Plans were drawn up to satisfy all the requirements, but costs exceeded the finance available. These plans were then revised, but these again were beyond the means of the Council.

The next step taken was to raise a loan of \$30,000, but this was not successful.

The situation was saved by the firm of C. S. Luney Ltd. of Christchurch, who had been carrying on construction work at Borwick's for some years. The firm offered to erect a building incorporating as many of the desired amenities as possible, within the finance available. This had now dwindled to \$75,000.

The Council purchased an area of 2 acres from the authorities of the Roman Catholic Church, and work commenced in 1958.

The opening ceremony was performed by The Hon. W. Anderson, Minister of Internal Affairs, in 1959.

Seven years had passed from the time the project was envisaged until its completion.

Roll Of Honour

1914 - 1918

Baker, Laurie	Locke, J. E.	Rattenbury, Chas
Brooking, A. W.	Lawrence, Eric	Rook, P. A.
Brough, J.	Marlow, C.	Simpson, J.
Brough, W.	Meller, A. H.	Sutherland, W. C.
Chapman, W.	Morgan, T. K.	Taylor, Reg
Chapman, Fred	McDonald, John	Trim, Harry
Fleming, J. M.	McKoy, Godfrey	Topp, K.
Grimmer, Frank	Pearson, R.	Tuson, J.
Jenkins, Thos	Poole, A. N. C.	Turner, C.
Johnston, G. J.	Potroz, A.	Wickham, Mema
Knuckey, Jack	Purdie, Jas	Zimmerman, F.
Katterson, J.	Purdie, Donald	

1939-1945

Arnold, J.K.	Jury, A.	Smart, G.
Budd, B.H.	Lehndorf, R.	Sargent, T.
Clare, W.	Lucas, E.	Stevens, G.W.
Davey, C.C.	Morey, K.	Telfar, K.
Dowding, D.R.	McNeil, J.H.	Taiuru, H.
Elder, W.K.	Mallett, J.G.C.	Tate, M.V.
Flynn, M.R.	Robson, T.	Vipond, A.H.
Floyd, E.A.	Russell, D.J.	Walker, M.E.
Fitzsimmons, G.F.	Rikihana, Pari.	White, M.
Good, S.B.	Sampson, T.	Wald, E.
Hamlin, G.W.	Stroud, J.C.	Walmsley, T.H.

*“They shall not grow old,
As we that are left grow old;
Age shall not weary them,
Nor the years condemn.
At the going down of the sun
And in the morning,
We shall remember them.”*

Servicemen's Plot

In this part of the Waitara Municipal Cemetery, soldiers of both wars who have died since returning home are given an honoured place of burial.

Street Names of Waitara

TO give to the principal streets of Waitara, the names of those men who made history in the area, must surely be the most effective way of commemorating them. The majority of the names are those of the military and naval men engaged in the campaigns of the 1860's. Other streets were given the names of politicians in power during that time.

To live in a street with such an unusual name as Battiscombe Tce. or Warre Street would incline most residents to delve into the origin of the name.

Some of the names of the newer streets have connections with the Maori history of the area. The names both Pakeha and Maori, tend to awaken an interest in local history, of which there is such an abundant store in and around Waitara.

Names of the Military Men

Brookes Tce.	Lt. Brookes of 40th Regiment.
Carey Street	Col. Carey, Deputy-Adjutant-General of Waitara forces.
Cameron Street	Major-General Cameron who succeeded General Pratt as commander of the military forces.
Howard Street	Lance-Corporal Howard of 6th Regiment, died of wound received at Huirangi, 1861.
Hutchen Street	Major Hutchen, in command of the 12th Regiment.
Jackson Street	Lieut. Jackson, killed at Huirangi.
Johnston Street	Captain William Johnston of 1st Mounted Rifles.
Leslie Street	Col. Leslie, commanding officer of the 40th Regiment.
Mace Street	Captain Mace, Commander of Mounted Volunteers.
McNaughton Street	Lt. McNaughton of the Royal Artillery, killed at Te Arei.
Mould Street	Col. Mould, officer commanding the Royal Engineers.
Nelson Street	Major Nelson, officer in charge of camp reserve during hostilities.
Strange Street	Captain Strange of the 65th Regiment, killed at Huirangi.
Warre Street	Col. Warre of 57th Regiment was commander of Imperial and New Zealand Forces in 1861-1863.

McLean Street

Sir Donald McLean took a leading part in the negotiations for the purchase of the disputed block of land which resulted in disastrous consequences. His full name is commemorated by the Sir Donald McLean Masonic Lodge in Domett Street. The name was given when Sir Donald McLean, in his capacity as District Grand Master of the North Island, signed the warrant for the establishment of the Lodge in 1876.

Parris Street

Robert Parris was Civil Commissioner for Taranaki, in charge of Native Affairs connected with troubles at Waitara from which the war arose.

Ranfurly Street

Lord Ranfurly, Governor-General of New Zealand 1897-1904.

Raleigh Street

The original name given to the town of Waitara, in honour of the great Elizabethan navigator.

Richmond Street

Hon. Christopher Richmond held the portfolio of Native Affairs, 1858-1860. Later he was appointed a judge of the Supreme Court.

Stafford Street

Col. Stafford was Colonial Secretary at the outbreak of the war.

Wood Street

Lt. Wood, took up quarters at Fort Niger.

Naval Officers

Battiscombe Tce.

Lieutenant Battiscombe of H.M.S. Pelorus.

Blake Street

Lt. Blake of H.M.S. Niger.

Cracroft Street

Captain Cracroft of H.M.S. Niger.

Hume Street

First Lieutenant Hume of H.M.S. Iris, and later Commander of H.M.S. Cordelia.

Mayne Street

Commander Mayne of H.M.S. Eclipse.

Norman Street

Captain Norman in command of H.M. Sloop Victoria.

Seymour Street

Captain Seymour commanding H.M.S. Pelorus.

Victoria Street

Sloop Victoria.

Wood Street

Lt. Wood of Sloop Victoria.

Politicians and others

- Atkinson Street Sir Harry Atkinson, Premier of New Zealand. Formerly farmer in Taranaki, then Major during the war period.
- Browne Street Col. Sir Thomas Gore Browne, Governor of New Zealand 1855-1861. His insistence on the purchase of the Waitara Block led to the outbreak of the Land war.
- Domett Street Hon. Alfred Domett, statesman and poet. Colonial Sec. at the outbreak of the Maori war. He became fifth Premier of New Zealand.
- Grey Street Sir George Grey. Twice Governor of New Zealand. He ended the war in 1861 by handing back to the Maoris the disputed block of land at Waitara, which had led to the declaration of war.
- Ihaia Street Ihaia of the Otaraoa hapu of the Atiawa tribe was a chief of very high rank and deep learning in the lore of his people.

Rev. J. Whiteley

THIS dedicated and deeply respected Methodist missionary was born in Nottinghamshire in 1804. He arrived at Waimate North in 1833 with his wife and was welcomed by Mr. Busby. From there he carried out missionary work among the Maoris at Hokianga and Kawhia, becoming a fluent speaker of the Maori language. Because of his influence for peace among the Maoris, the Governor sent him to Taranaki with the Commissioner Mr. McLean in 1844 to try to establish better understanding between the two races. Mr. Whiteley settled at Ngamotu in 1857 and served as a missionary for 13 years.

One Saturday in 1869, he set out on his horse Charlie with Pukearuhe in mind as his eventual destination. Little did he realise that it was to be the last day of his life.

He intended, as was his custom, to stop and preach to settlers and soldiers on the way and at the Blockhouse at Pukearuhe, where Lieut. Gascoigne was in command.

His first recorded stop was at Tikorangi. After a brief service, he was invited, as usual, to join Miss Black and her brothers at luncheon. From there he set off for Pukearuhe.

From the north came a devotee of Hauhauism, Te Wetere, with a party of fifteen men, determined to wipe out the Europeans at Pukearuhe.

The party approached the Blockhouse, and at the request of Te Wetere, two Europeans came out and greeted them. These men were told by Te Wetere that the natives had pigs to sell and were asked to go down to the beach to inspect them. As the men were walking down, they were suddenly tomahawked. Lt. Gascoigne and his wife and family appeared. Having greeted the natives, the family turned and walked towards the house, and instantly all were killed. The house was then plundered, and while this was taking place, a man on horseback was seen to be approaching. Te Wetere said "Whether it is a white man or a native, we must kill him."

Mr. Whiteley rode close up to the natives in all friendliness, and suddenly, his faithful Charlie fell, fatally wounded. The missionary, kneeling beside his beloved horse in prayer, was then shot.

When the native warriors returned to Awakino, whence they had come, and recounted their deeds to Wahanui, the old chief, he was silent for a long time. At last he spoke and his words were, "Here let it end, for the death of Whiteley is more than the death of many men."

Thus ended the years of war.

Maori Men of Peace

SO far, mention has been made only of the names of Maori warriors who were involved in war. Now the story must be told of two Maori men of peace, two of the greatest sons of the Maori people of this district. They are Sir Maui Pomare and Sir Peter Buck, or, to give him his Maori name Te Rangihiroa.

Maui Pomare

The man destined to become one of New Zealand's most famous sons, Maui Pomare, was born on 13th January, 1876 at Pahau Pa, Onaero, near Urenui. He was the son of a chief of Atiawa and chieftainess of Ngatitōa. He came of ancient lineage, as he was a descendant of Hoturoa, who commanded the "Tainui" canoe in the great migration in the fourteenth century. His grandmother was one of the few women who signed the Treaty of Waitangi.

The name 'Pomare' has an interesting origin, having been adopted by an ancestor to commemorate an unusual happening — he had a night of coughing! It is derived from po — night and mare — cough. This happening was unusual in that coughs and colds were rare when the Maoris lived physically active lives in healthy surroundings.

Life at Parihaka

Naere Pomare and his wife and son Maui lived peacefully for a time at Parihaka, under the influence of Te Whiti. He was accepted as a prophet and urged his followers to avoid the pakehas. It was during this time that the government of the day decided to settle the vexed question of land ownership. Te Whiti was not satisfied with the reserves promised and when the surveyors placed their boundary pegs, Te Whiti ordered his followers to remove them and erect fences across the roads. It was then that the Minister of Native Affairs ordered a force of 1600 soldiers to march on Parihaka. The so-called 'relief' was accomplished without opposition from the natives, the only casualty being the five-year-old Maui Pomare. His foot was trodden on by a trooper's horse and he lost a toe.

Te Whiti was arrested, to be deported to the South Island. Before he went, he made the now-famous prophesy, "A son who is of Waitara will yet pick up the crumbs of Waitara and piece them together, though the piece will not be as big as the original."

Education

Maui received his primary education at Waitara, the Chatham Islands, and St. Stephen's Native School near Auckland. When he was eleven years old, his father died. Maui wrote that his father's last words to him were:— "My son, seek the wisdom of the white man, and when you have found it, come back and teach our youths to attend Pakeha colleges."

His secondary education was at Parnell Grammar School, and in 1887, at Christchurch Boys' High School. The years spent boarding at the associated hostel, mixing with Pakeha pupils, no doubt helped him to understand both racial points of view, so that, as one of his biographers, J.F. Cody wrote, he became in the best sense, "A man of two worlds and at home in both."

When he was thirteen years old, his mother died and an aunt cared for him, encouraging him to apply for entry to Te Aute College in Hawkes Bay.

It was during his years at Te Aute that young Maui first showed his interest in improving living conditions for the Maori of the day. During one long vacation, Maui set off on a walking tour with two others visiting settlements in Hawkes Bay, preaching and urging their hearers to maintain a more healthy standard of living. This tour is said to have laid foundations for the Young Maori Party.

During his final year at Te Aute, Maui came under the influence of the Seventh Day Adventists' Church and as a result, decided to train to become a medical missionary. He entered the Missionary College in Michigan, U.S.A., in 1893 and graduated M.D. in 1899.

On returning to New Zealand, he carried out a health crusade, not only in New Zealand but also in the Chatham and Cook Islands.

Maori Health Officer

The Maori Councils Act gave powers to councils elected by the Maori communities to assist the Native Health Officer. It was providential that the first officer, Maui Pomare was a doctor.

Of his early tours he wrote "It was with a heart full of fear and trembling that my mission was undertaken. Fear and trembling did I say? Yes for the deeply rooted suspicion of the ages, the stronghold of tohungaism and binding law of tapu, the mistrust of the Pakeha — these were the Goliaths in the way of sanitary progress among the Maoris."

With the help of others, including Dr. Buck, the "Fire Stick" was used and according to J.F. Cody, "Within three years, 1900 'pest-holes' were destroyed."

Dr. Pomare realised just how many deaths were due to ignorance and neglect. He wrote "I say that the curse of the Maori race are the Tohunga. Get rid of them and we will save 20% of the children who die annually."

After six years of battling against officialdom and ignorance, his efforts resulted in the passing of the Tohunga Suppression Act 1907.

It was in Taranaki and from his own tribes that the doctor met with the greatest opposition. He wrote:— "The two main causes are Te Whiti-ism and prejudice against the Pakeha. The first can only end when Te Whiti dies, the second will never end until the land laws are adjusted on the West Coast."

The Chatham Islands were a stronghold of Te Whiti-ism, but Dr. Pomare was determined to make reforms there also. This he did and the influence of Te Whiti was greatly diminished.

In 1903, Maui Pomare married Miria Woodbine-Johnson, the beautiful daughter of James Woodbine-Johnson of Wairakaia, Poverty Bay and Whepstead Hall, Suffolk and Mere Hape of Poverty Bay.

Lady Pomare was awarded the O.B.E. in 1917 for her work with the Maori recruits during the Great War. Following the death of her husband in 1930, Lady Pomare endeavoured to carry on the work for which he was knighted in 1922.

"A noble worker for the cause of a noble race."

Member of Parliament

With the land question still not settled, it was considered desirable to have the Maori race represented in Parliament. Dr. Pomare accepted nomination for W. Maori. In 1912, he became a Cabinet Minister.

War

With the declaration of war in 1914, many of the plans for resolving the Maori problems had to be set aside. Maui Pomare was appointed in charge of a committee to select 500 volunteers to sail in Feb. 1915. As many Maoris both in Taranaki and the Waikato were not fully in support of Pakeha battles, the selector's task was not easy.

The Military Service Act 1916 meant conscription for Maoris, but as the war was nearing its end, none but volunteers ever served overseas.

The Epidemic

In 1918, another disaster overtook New Zealand. The influenza epidemic spread through the land. For months, the good doctor gave his time and energy to caring for the victims. He himself was twice laid low and was in poor health when he returned to Parliament.

The Confiscated Lands Commission

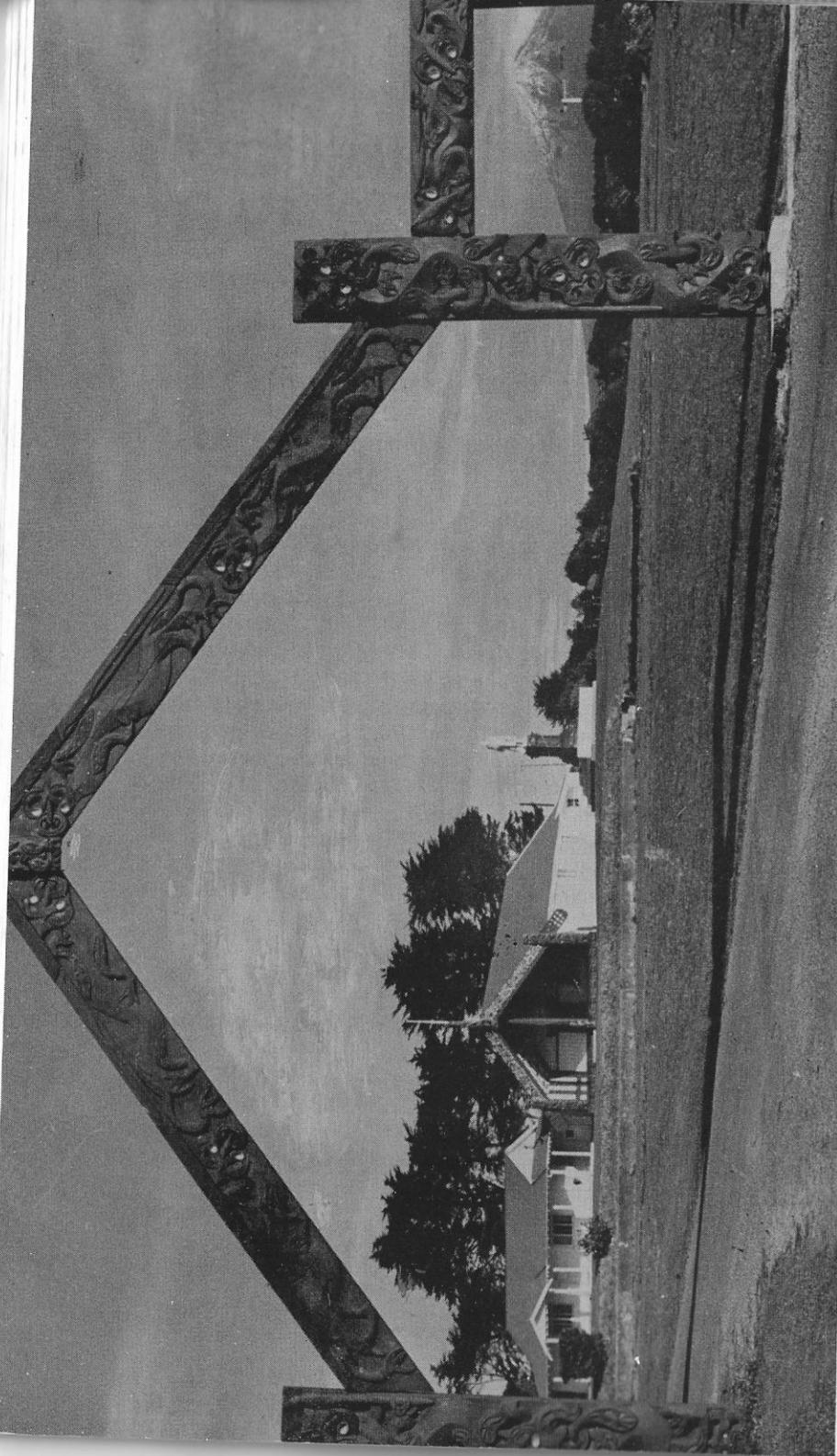
Sir Maui Pomare had always considered the confiscation of land in Taranaki a rank injustice. It was largely due to his efforts that the Royal Commission was set up and vindicated the Maori viewpoint. It recommended the annual payment of five thousand pounds as compensation to be paid to members of the tribes whose lands were confiscated.

Thus Sir Maui won the last battle for his people.

Now in failing health, he was advised to take a sea voyage. He and Lady Pomare sailed across the Pacific to U.S.A. and stayed at Los Angeles where after a short time he died.

His devoted wife decided that her husband's remains be cremated and returned to his homeland. They now rest beneath the statue at Manukorihi Pa. This was unveiled on June 27th, 1936, in the presence of 6000 Maoris and prominent Pakeha leaders. On the same day, the magnificent memorial meeting house was opened. This is embellished by wood carving and panel stitchery executed by the most skilled craftsmen and women of the day. The figurehead of Wiremu Kingi is seen below the ridge-pole. These represent a fitting tribute to the history in Manukorihi and to one of Waitara's most illustrious sons.

Truly "A Man of Two Worlds."



MANUKORIHI PA and SIR MAUI POMARE MEMORIAL

Sir Peter Buck

Te Rangihiroa

Another famous son of North Taranaki, Peter Buck, was born at a pa near Urenui, less than two years after Maui Pomare. His father, William Henry Buck, son of an Irish Clergyman, set out from Ireland in 1862 to join the gold rush in New South Wales. He did not amass a fortune there and left for Greymouth, again in search of gold. From there he went to Thames, but was not heard of until 1869, when he was engaged in road making at White Cliffs. While there, he married Rina of the Ngati Mutunga Tribe. Peter was born in October, 1877.

Rina died and the young boy was cared for by a foster-mother Ngaronga ki tua who became deeply attached to him. Peter received his first schooling at Urenui. One of his teachers was Mr. H.E. Vaughan.

William Buck was a well-educated man, and when Ngaronga died in 1892 he decided to take Peter away to further his education. The Maori relatives are reported as being opposed to this move so strenuously that the father and son left on horseback, after dark to avoid causing further distress to all concerned.

After working at various labouring jobs in the district they then went to Masterton, and worked on the "Ica" sheep station near the town. While there, Peter wrote, "Life on a sheep station got one nowhere," and he applied for admission to Te Aute College in 1895. He spent three years at the college where he is reported as distinguishing himself both scholastically and in the realm of sport.

Following his years at the college Peter's outstanding career ran parallel to that of Maui Pomare's in four fields of endeavour.

Firstly, Peter Buck qualified as a doctor from Otago Medical School. Secondly, he carried out public health work among the Maoris — being appointed a Maori Health Officer in 1905. He was stationed in the West Coast area, which included the Wanganui and Taupo districts. Thirdly, he served a brief term as a Member of Parliament and fourthly, saw military service during World War I.

In 1905, his marriage took place at Greymouth, to Margaret Wilson, who was of Irish descent. Peter was at the time, working as a locum tenens at Greymouth.

While in Parliament, Dr. Buck acted during recess, as Medical Officer of Health in Raratonga and Niue Island. This insight into the life and problems of the Polynesians was invaluable to him. In Parliament he spoke on their behalf as well as for his fellow Maoris. His last speech in Parliament, just prior to the outbreak of World War I, was an appeal, on behalf of Niue Islanders who were desperate for supplies.

With the outbreak of war began his military career. He joined the 1st Maori Contingent as medical officer with the rank of captain. In Gallipoli, Dr. Skinner wrote "The line we occupied was enfiladed by Turkish rifle-fire — the hottest fire I have ever experienced. The impression remains of Buck standing among the Maoris, the incarnation of physical fitness and of leadership."

Having fought in France in combat duty, he was withdrawn and returned to the Medical Corps, and posted to a Military hospital in Somerset, where Margaret joined him. She was later awarded the M.B.E. for her war services there, and in Egypt.

Lieut. Colonel Peter Buck returned to New Zealand in May 1919.

It was after the war that Dr. Buck began serious study of anthropology, and published some outstanding works. His extensive studies of Polynesian societies led him to join the Bernice P. Bishop Museum in Honolulu.

Mr. Ernest Corbett, Minister of Maori Affairs, wrote in 1954:—"The story of the struggle to assert unaided his intellectual supremacy in the humble one-roomed school at Urenui was a challenge that eventually led to a professorship at Yale University. This must be an inspiration to generations of New Zealanders as yet unborn."

In March 1949, Peter Buck returned to New Zealand to receive the accolade of knighthood; conferred on him by Sir Bernard Freyberg.

From 1936-1949 Sir Peter Buck was Professor of Anthropology at Yale University. It was in 1951, in his seventy-first year, Yale conferred on Te Rangihiroa the great honour of Doctor of Science. On this proud day, Sir Peter Buck was accorded the additional honour of replying on behalf of the other twenty-five recipients of honours.

He mentioned in his speech that although his hearers were familiar with the two great languages, Latin and English, he would introduce to them the Maori language, for the first time. He then quoted the Maori chant, beginning:—

"Piki mai, Heke mai" and closing with:—

"Ka ao, ka ao, ka awatea."

and pointed out that the sentiments expressed were similar to the Latin "Lux et veritas."

Translated, the chant referred to the long night of darkness and ignorance which was ended by the coming of dawn and the light of knowledge:—

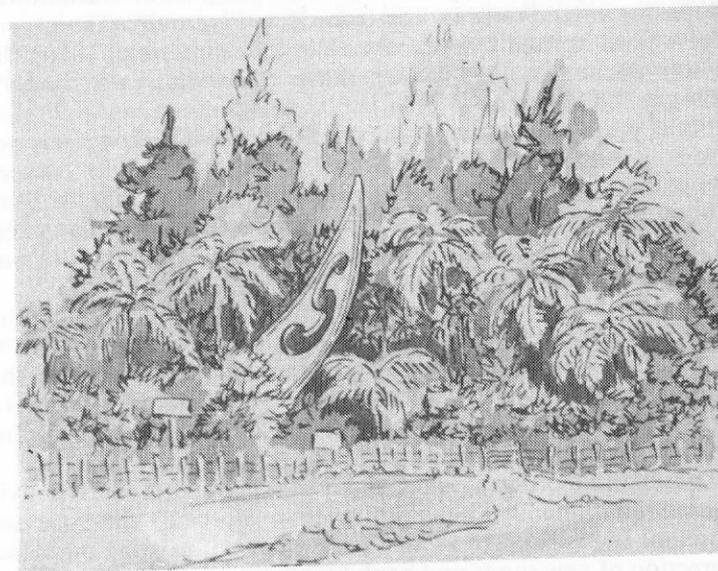
"It is dawn, it is dawn,

It is light."

Te Rangihiroa died in Honolulu in 1951. Some years before he died, he had expressed a wish to be buried at Okoki. For this reason, the burial place of Ngati Mutunga at Okoki Pa was chosen. It was here that the beloved Ngaronga ki tui, foster mother of Peter Buck and her mother Kapukore, had been buried.

Kapukore was a tattooed Maori woman, and it was from her that the young Peter Buck learned much of the Maori lore and culture that he remembered to the end.

The tomb of this famous representative of the Maori race can be seen from the Northern highway, 33 miles from New Plymouth. It is marked by the prow of a Polynesian canoe, flanked by tree ferns against a background of native bush.



MEMORIAL AT OKOKI TO TE RANGI HIROA — SIR PETER BUCK

Summary of Progress

FROM the ending in 1861 of the hostilities that have been outlined in the preceding sections of this history, it seems desirable to give a general summary of the town's progress before proceeding to an account of the institutions and amenities of present day Waitara.

At the beginning of European settlement, development of the area seems to have been relatively rapid if judged by the flourishing shipping trade existing as early as 1872 and the formation of the Waitara Harbour Board in 1876. An important event eight years later was the selection of Waitara as the site of a meat chilling industry by the N.Z. Frozen Meat Co. which was established in 1885. Thos Borthwick & Sons purchased these works in 1902 and the following year is recorded as one of great progress in the industry.

Another important step forward in the progress of Waitara was the opening of the railway line from New Plymouth. The expenditure was authorised by the Public Works Estimates of 1870. The line was opened in 1875 amidst much celebration both in New Plymouth and Waitara.

In the years that followed, the development of the town was not without its setbacks. The departure of young men for service overseas during the two world wars, had its unsettling effects. With the end of World War II and the return of men from military service to civilian occupations, activity in business and civic life was accelerated.

The effect of the post-war 'Baby Boom' was reflected in the necessity for new and enlarged schools. The first was the establishment of the Waitara District High School (later to become the Waitara High School) in 1947, and later the building of Waitara East and St. Joseph's primary schools — also the Manukorihi Intermediate School and a kindergarten.

Considerable progress is indicated by increased business activity, the establishment of new industries — especially the Solanum Extraction Industries Ltd — the enlargement of existing ones and the erection of new shops and bank buildings. The founding of service and social clubs has provided for and encouraged co-operation and understanding between town and country residents.

The continuing progress of successive Borough Councils, in the field of civic projects, provides an impressive list of achievements. It includes the Memorial Hall, swimming baths, children's playing fields, library, improvements at the camp reserve, and other sports

grounds. The 'Look-Out' on the Manukorihi hill is a great asset and is a 'must' for visitors, as from it, a magnificent panorama of the town, the river valley and the adjacent farm lands can be obtained.

Among the more mundane, the vitally necessary projects worthy of note are, the improved water supply, and the new sewerage scheme. The provision of well-constructed streets and footpaths equipped with name plates and efficient lighting must be appreciated by residents generally and especially by the older folk, to whom the state of footpaths in previous years was a constant source of concern. This is evidenced by the frequent reference, in council records, of complaints and continuing attempts by the council to upgrade both roads and footpaths.

Among the projects, not so directly the responsibility of the Borough Council, may be included the new river bridge and the new fire station. The latter, of which any town could be proud, is of a very high standard, equipped as it is, with modern appliances and excellent accommodation for its men.

All these developments are evidence of a thriving community. With the present economic situation affecting the whole of New Zealand, there may be some retardation of progress and in addition, Waitara has suffered in April 1979, a serious setback, caused by a major fire that has affected the production in an important section of the meat works. Yet the future progress of the town is assured. Its people will, doubtless face the present difficulties in the same spirit of optimism with which they confronted destruction by river floods in the distant and more recent pasts.

Population of Waitara

THE following records are the only ones available, giving details of the population of Waitara, which is the 4th largest centre in Taranaki. The more recent increase in population is accounted for partly by major additions to the freezing works for which more staff is required. The town also serves as a residential suburb of New Plymouth and many workers commute daily from Waitara on account of cheaper living and cheaper housing conditions.

Statistics are: —

1906 —	958
1911 —	1452
1917 —	1422
1921 —	1566
1926 —	1763
1936 —	1971
1945 —	2295
1956 —	3675
1966 —	4819
1971 —	5125
1979 —	6230

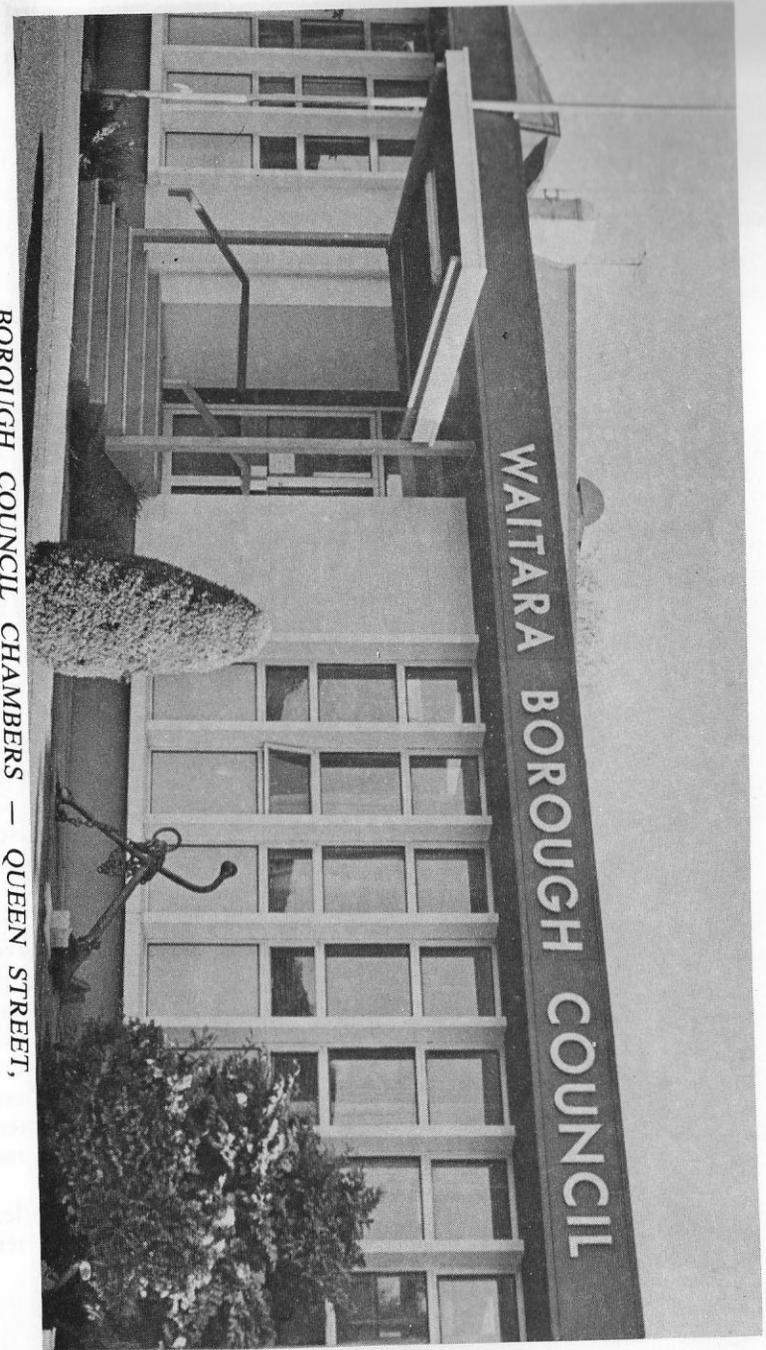
Mayors of Waitara

Mr A. W. Ogle	1904 - 1905
Mr F. Newbury	1905 - 1906
Mr Drynan	1906 - 1907
Mr W. J. Jenkin	1907 - 1915
Mr E. Beckbessinger	1915 - 1917
Mr R. Morgan	1917 - 1927
Mr E. George	1927 - 1931
	1936 - 1938
Mr J. Hine	1931 - 1936
Mr J. P. Hughson	1938 - 1947
Mr W. R. Yardley	1947 - 1965
Mr A. D. Wilson	1965 -

Town Clerks

Mr Thos Buchanan	1904 - 1922
Mr C. H. Tate	1912 - 1921
Mr A. J. Arms	1921 - 1946
Mr C. R. Toohill	1946 -

BOROUGH COUNCIL CHAMBERS — QUEEN STREET,
WAITARA



The Port of Waitara

IN 1823, the barque "William Stoveld" anchored off the mouth of the river and traded with the Maoris for flax and pork. Thus Waitara was the first port in Taranaki to engage in overseas trade.

The township was at that time named Raleigh and was surveyed by Mr. F.A. Carrington in about 1866.

In 1867 the first sale of town and suburban sections was held.

About 1872 a flourishing shipping trade was established. The new Governor, who visited Waitara in 1876, remarked "A magnificent river, a beautiful site for a township. Why was not New Plymouth laid out here?"

The Waitara Harbour Board was formed in 1876.

1884 — The N.Z. Frozen Meat Co. chose Waitara as the site for slaughter yards and chilling works. The meat works were established in 1885 on 2 acres of land.

1890 — An Auckland group paid five thousand five hundred pounds for the Waitara meat works. The new company took the name of the Mt. Egmont Freezing Company and, in November, announced the first direct shipment of meat overseas.

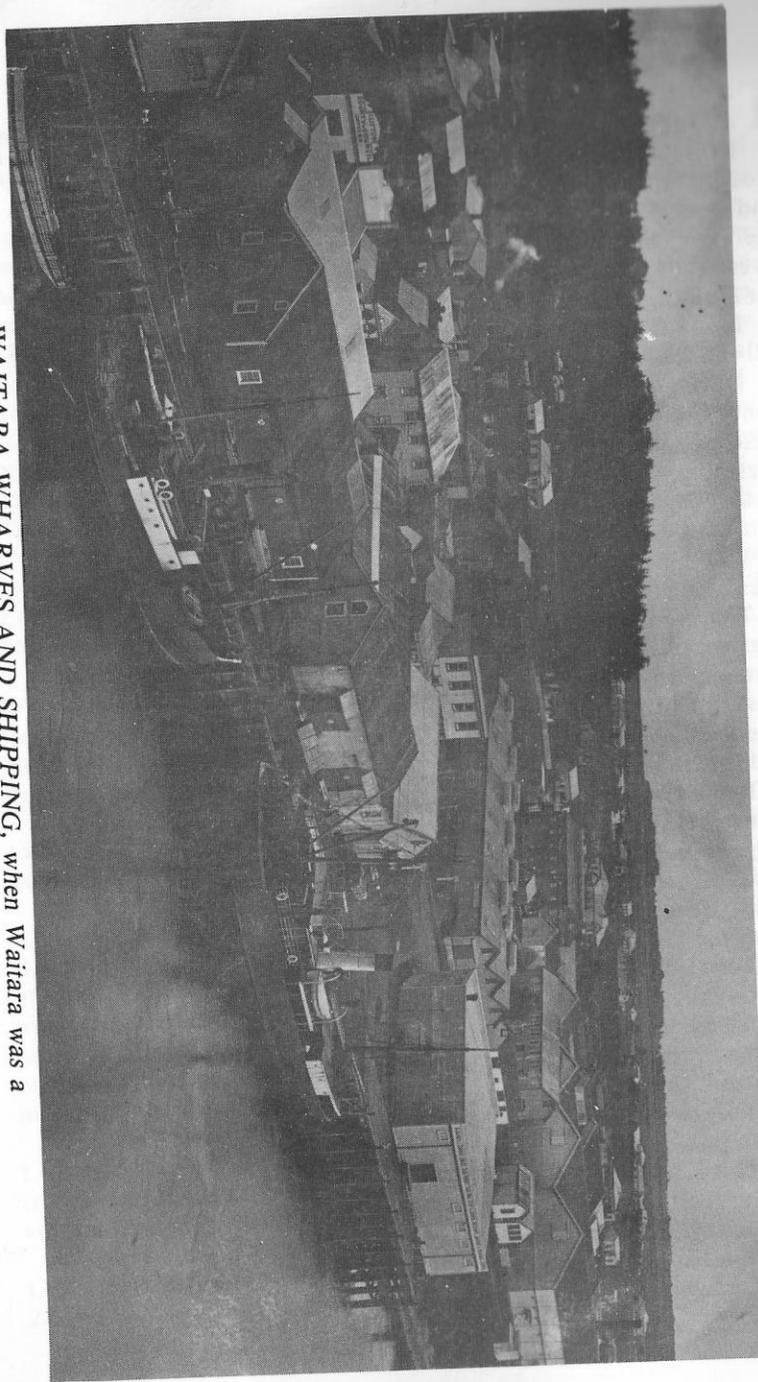
The Shaw Savill steamer "Matatua" anchored off the river mouth. Captain Babot had arrived a few days earlier to supervise arrangements.

Horse-drawn carts took mutton, lamb and beef carcasses from the works to the punt, which had air-tight hatches. Loaded with 100 tons, the punt was towed to the ship's side.

Later, when Borthwick's owned the freezing works a wharf was built and lighters carried the meat to the ships anchored in the roadstead. One day bad weather blew up quickly, and the overseas ship had to weigh anchor in a hurry, abandoning two lighters which had been unloading. These had no means of propulsion. When the storm cleared, they were nowhere to be seen. They were found eventually somewhere north of Auckland, having drifted at least 400 miles. The men aboard had water and canned meat, and were none the worse for their experience.

During the next thirty years, ships continued this trade. The Waitara Harbour Board went out of existence in 1941, after 65 years of activity.

WAITARA WHARVES AND SHIPPING, when Waitara was a busy River Port



Bridges

THERE have been three bridges serving the town of Waitara during one hundred and seven years.

In 1880 the need for a bridge was becoming urgent. The crossing of the river was made at the most convenient ford, and was dependent upon tides. The township fords were near the river mouth, while "Karaka" ford was one mile up the river and "Pinchgut", near Tikorangi was a rough crossing for Huirangi near the Bertrand Road.

In 1867 the Provincial Government provided a ferry at a toll charge of one shilling.

During 1871 the Government was responsible for the erection of the first bridge at a cost of three thousand five hundred pounds. It was a narrow wooden structure, with puriri piles and kauri planking. There were passing bays for buggies. The construction took twelve months and it served the district faithfully for forty-two years.

When a regatta was held, sheets of iron were nailed to the sides of the bridge to prevent free viewing by spectators.

The second bridge was built in 1913 and cost ten thousand five hundred pounds. It was the responsibility of the Waitara Borough and Harbour Board and was of steel and concrete construction. The steel was pre-fabricated in Scotland and assembled in Waitara. This was costly and was only finally paid for ten years before it had to be demolished.

The first vehicle to cross this bridge was a bullock dray, driven by Mr. Richards who drove the first dray over the old bridge. The second vehicle was one of the first motor cars in the district.

In 1935, a serious flood caused the bridge to be closed when water spread through the centre of the town. The second flood in 1965 saw water rising to within two feet of the decking. Again the bridge was closed to traffic as massive logs crashed against it threatening its survival.

The third bridge, built in 1973 at a cost of three hundred thousand dollars, was opened by Hon. Coleman, Assistant Minister of Works and Development. It was constructed of pre-stressed concrete to fit in with the Borough Council's plan for flood protection.

The cutting of the ribbon to open this bridge was performed by Mrs. Birdling, who used the same pair of gold-plated scissors used by her father, the then Mayor of Waitara, when he opened the second bridge in 1913.

The Railway

THE line from New Plymouth to Waitara was the first section in Taranaki of the Government's big programme of public works in 1870. This was to open up the country for European settlement. The sum of fifty thousand pounds was allocated for eleven miles of track. Two lines were considered, one inward and one seaward; the former was chosen as being better placed to connect with the main inland line. Workshops were constructed at Sentry Hill to complete the rolling stock brought out from London. Eight stations were built on the route.

The line was opened in 1875. Four carriages were ready to set out from New Plymouth. The first, carrying invited guests was decorated with flowers, nikau palms, tree ferns and flags. There were three carriages and no charge was made. The Government Inspector Mr. Passmore, suspended a bottle of champagne to the engine. Miss Carrington, daughter of the Superintendent of the Province, dashed the bottle against the engine and declared "I name this engine The Fox."

The run to Waitara was made in forty minutes. The station at Waitara was decorated with bunting, and the train and passengers were given a rousing welcome by Europeans and Maoris. This was indeed a momentous occasion for the district and township of Raleigh, as it was then called.

In May, 1876, Sunday trains began to run from New Plymouth to Waitara and back. This service caused much concern in certain quarters.

A public meeting of protest was called, and Rev. Breach of St. Andrew's Presbyterian church told his hearers that "Pleasure parties going out on Sundays were the Devil's travellers." The editor of the "Daily News" added his condemnation by declaring that the trains had been asked for by a "coterie of unbelievers." Then Solicitor Standish (later Mayor) presented a petition to the Government, praying that Sunday trains be discontinued. The Government was not influenced by all this and the trains continued to run.

For many years, passenger trains from Waitara connected at Lepperton junction with the main line to New Plymouth. These trains were discontinued in 1944 after which passengers were conveyed to New Plymouth by bus.

Stock from Waitara is now transported by road. The Waitara-Lepperton line is one of the few branch lines still operating in New Zealand. This is due to the processed products from Borthwicks.

The Fire Brigade

A PUBLIC meeting was held in the Foresters' Hall on September 7th 1910, under the chairmanship of the then Mayor, Mr. W.F. Jenkins. It was decided that an election be held for the formation of a Fire Brigade. As a result 12 members were elected first and later, 3 executives.

The Town Clerk was instructed to write to the New Plymouth and Inglewood Fire Brigades, in an attempt to borrow some plant.

The first meetings were held in the reel shed at the corner of Ogle and Queen Streets. At the December meeting it was decided to purchase 2 branches, 4 helmets and 450 feet of hose. The total cost was four pounds. A tower and bell were purchased later in the year for twenty-six pounds five shillings and three pence. This bell, together with a smaller bell, at the corner of Richmond Street and Mouatt Street, was used to raise the alarm until 1950. An electrically operated siren was then installed on Borthwick's bridge and has proved very effective.

The first fire station was officially opened in 1912, on the site of the old reel shed. The present station was officially opened by Mr. Murray, MP in 1955. It is situated in Queen Street and has accommodation for five single men with a social room and TV lounge.

A Fire Board was formed in 1919 to assist in providing fire-fighting materials and appliances. The personnel comprised two Fire Insurance Company representatives, the Mayor, the Town Clerk, the Chief Fire Officer, one fire brigadesman. The Fire Board went out of existence in 1975 when the Fire Services Commission took over and the fire service was re-structured.

In 1924 the first fire engine was purchased. It was a model T Ford and continued in use until 1938 when the present V8 was bought. The Model T was sold to the Waverley Brigade and later saw service as a delivery truck for a Waverley coal merchant. The new Bedford was bought in 1954. A Standard Gwynne trailer pump was acquired to augment the V8's capacity for country fires.

The Ford engine was bought in 1969, and the Commer in 1978.

The Rotary Club gave two flashing light units for the use of fire police in traffic control in 1974.

At a cost of \$6000, a fire alarm receiving unit, for receiving private fire alarms, was installed at the Fire Station in 1976.

Among the many fires attended were:—
The first by the Waitara Brigade in 1910, when a building on the present site of Newton King's was partially gutted. Some of the major fires recorded:

- 1911 Jones' Timber yard in West Quay.
- 1921 Nosworthy's printing office, West Quay.
- 1927 Borthwick's beef chiller.
- 1930 Borthwick's bacon smoke-house.
- 1936 Borthwick's bag-room partly gutted.
- 1944 Borthwick's fell-mongery gutted.
- 1950 Borthwick's new fell-mongery store's top floor was the biggest fire loss in the history of the brigade.
- 1951 The Clifton Hall fire left Waitara without a hall of average size.
- 1957 Morey's Building on Queen Street corner was destroyed.
- 1979 A most serious fire destroyed the mutton floor at Borthwick C.W.S. Works. To assist in the control of this outbreak fire brigades were called in from New Plymouth and Inglewood.

After a lapse of some years, the Waitara Brigade again entered Taranaki Competitions in 1973, and has continued to participate, with 2 teams now in competitions.

The Waitara Brigade holds the Taranaki record for Gold Stars for 25 years' service. There are 22 past and present holders.

From its inception, the members of the brigade and their wives have shown much sociability. This was evident at the first ball in 1910, and has continued through the years, with Christmas socials, card evenings, bowling tournaments and football. The Jubilee Ball to mark the first 50 years of the Brigade's existence was a memorable occasion.

Water Supply

IN the history of any territorial local body, be it small Town Board or an important County, Borough or City Council, an account of its water supply cannot be overlooked. Not only is the provision of an adequate supply of water of acceptable quality of supreme importance for domestic, industrial, fire-fighting and sanitation purposes etc, but the raising of the necessary finance and the solving of the engineering and other practical problems involved in such projects place a heavy responsibility on any Council and its staff.

This general statement applies with particular force to the Borough of Waitara. In addition to ever increasing demand for water due to population growth and a rising standard of living, so characteristic of the present century, Waitara from as early as 1885 has had to meet the needs of a large meat-processing industry that, from its nature, requires an enormous volume of high grade water.

Although detailed records are not available, it would appear that the water needs of Waitara in its early years, and up to 1905, were met by supplies from wells. A record dated 1905 states that the Council decided to sink a second well, along the bank of the northern exit from Waitara, on North Street, and join it by a tunnel to the existing well. A tender for the cartage of water from the wells was let in January 1906, the tenderer not to charge more than 2/6 per 200 gallons. Ratepayers and others could draw off water free of charge, however, and arrange their own carrying facilities.

A move towards a much more satisfactory supply of water came in 1909 when the Council adopted loan proposals to finance the taking of water to the reservoir from the Waiongona Stream. In 1910 a loan of 20,000 pounds was floated.

The original water supply was installed in 1911, at a cost of \$32,000. It consisted of an intake in the Waiongona Stream some six and three quarter miles south of Waitara off Mountain Road, concrete settling tank and a 12" and 9" diameter supply main to the Borough. This main adequately served the Borough until just prior to 1960 when a new 12" diameter main was installed to supply the domestic needs of the Borough and an open Reservoir with a capacity of 13,000,000 gallons was built, the total cost being \$200,000.

In 1948 at the request of Messrs Thos Borthwick and Sons Ltd the Council installed a separate 19" water main to supply raw water to industry. The design capacity was to supply 167,000 gallons per hour at a maximum pressure of 66 pounds per square inch. The

cost was \$164,000 and was officially opened on August 4, 1951. A thirty year contract was entered into with the company for the supply of water.

At this time (1979) the Council is contemplating raising a loan of \$3,900,000 to upgrade the whole system.

Sewerage Scheme and Waste Water Disposal

IN 1945, the Council decided to apply to the ratepayers for a loan of \$84,000, to provide a sewerage system to cover the whole of the borough, with the exception of the properties on the very outskirts of the town.

There was considerable disagreement over this among certain factions; some considered the proposition to be too ambitious and costly. There was agitation that the central area only be provided for. However, the council proceeded with the main proposal, and when a poll of ratepayers was held, the scheme was voted in by 324 votes to 80.

By 1975, the reticulation of the original scheme was becoming overloaded, due to residential and industrial growth. This was further compounded because the five septic tanks placed on the river bank were not functioning properly. Understandably, there was a general desire to stop the pollution of the river.

In due course, an agreement for a joint Waste Disposal system was entered into between Borthwick's C.W.S. Ltd and the council, whereby all waste would be discharged into the sea by a sea outfall pipe, with a designed rate of 6 million gallons per day.

The scheme also required a pumping station, a main sewer line extending from the Waitara Bridge to the pumping station and ancillary sewer mains installed in various parts of the Borough, to augment the existing reticulation. The cost of the scheme was \$2,900,000.

The unusual circular pump-house is sited in Marine Park. Its successful completion, after many unforeseen difficulties were overcome, was due to the co-operation of Borthwicks, the engineers, contractors, insurers and Council staff. The engineer in charge of the project was Mr Don Chapman. The switching-on