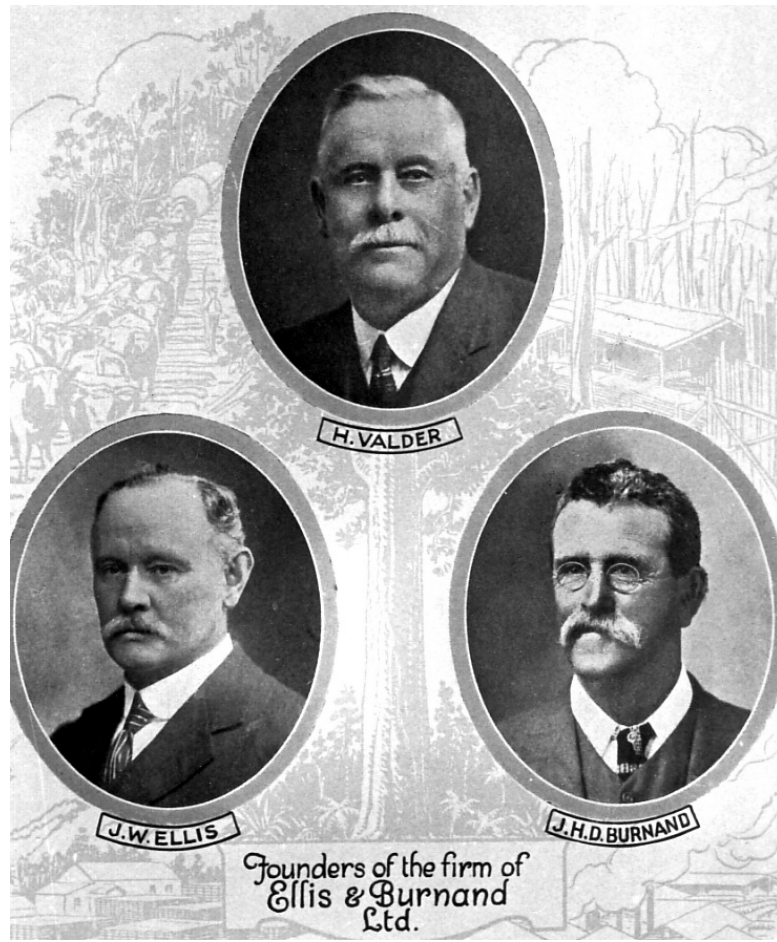


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Harry Burnand with his wife Lilly and family in the bush at Otorohanga in early 1898. The two boys are John Huia left and Alfred Thomas. The baby is Dorothy Eileen. The young lady on the right is unknown. Harry was then 48 years old. Photo courtesy Mrs Jessie Gibson, Epsom, Auckland.



This photo shows a traction engine set up as a hauler. The front wheels have been removed and a sturdy frame built to support the machinery. The main hauling rope is wound onto the large rear wheel. This main rope was pulled out to the logs by horses. This set-up was first used at the Otorohanga workings of E&B and then at the bush workings on Tiroa. For its day it was quite a satisfactory method of hauling in the logs. A W Bathgate photo from the Richard Stratford collection.

Upon the closing of the Tiroa mill in 1908, it was removed to Mangapehi where it was set up alongside the main mill. It cut the smaller logs coming off Tiroa.

In the Report on the Timber Industry, printed in the 1905 Appendices to the Journals of the House of Representatives, the output from the Mangapehi mill is quoted to 31 March 1905 as being 1,637,000 feet of rimu, 818,000 feet of matai and 1,227,000 feet of totara.

The bulk of the sawn timber produced sold on the Auckland market but the sash and door factory at Hamilton also took a considerable amount. Twentyfive men worked in the Hamilton factory and this number of men would increase when E&B completed the butter box factory on the same site. This factory was being built at the time of the 1905 report.

EARLY OPERATIONS

George Booth, the former Mangapehi mill-engineering foreman, wrote in a letter to the author, that he had talked to oldtimers about the early years when he had first joined E&B in 1940. They had told him that the company logged the flats of the valley of the Mangapehi Stream north of the mill site in the early years using bullocks to pull the logs to the skids. Horses then brought the logs to the mill on wooden railed trams.

Ellis & Burnand had secured two blocks of bush in the area, that of Puketutu (Rangitoto Tuhua 68) and the Tapuwae Block from James McGrath in October 1904. In January 1910, the company sold off the Tapuwae Block to a E H Hardy but it held on to Puketutu. An estimated six million feet of timber was contained in the Puketutu Block purchased at 6d per 100 log feet.

With this in mind, the company approached the Maori Land Board to discuss the possibility of an extension of the cutting agreement. The company said that it could be possible to work out the area within the period but that the company would only take the best timber. This would leave a considerable amount of poor timber that the owners would have to mill after the contract expired.

The company asked the Maori Land Board for permission to extend the cut-over contract for a further three years. The terms of the cut-over contract provided for three annual payments of £250 instead of royalty payments on the timber cut.

The Land Board was agreeable to the further extension provided that the company would make two further payments of £250. The directors accepted these additional charges so the cut-over agreement was extended for a further period.

Judge Beechy and the Registrar, Mr Robertson,

were sympathetic towards the company but pointed out that the Land Board had no authority to change the existing agreement. This was because the Maori Land Boards were being disbanded by new legislation. Any changes to the agreement would have to have governmental legislation introduced before the Land Board could make changes.

After much discussion, including a meeting between the Prime Minister, the Maori owners, the New Zealand Forest Service and Native Affairs representatives, a new agreement was decided on that had advantages for all parties concerned.

After the Bill (enabling the changes to be made) was passed through Parliament, E&B made application to the Land Board to have the cutting license extended. This extension was granted by the Land Board and it came into effect in March 1950. The area the agreement covered was approximately 4000 acres (1618



The Forest Service supplied logs from the Pureora Forest workings to several sawmills in the area including the Maraeroa mill. Initially they had GMC logging trucks but in the late 1940s a couple of petrol-engined Mack trucks arrived to replace the GMCs. These were a much heavier truck and withstood the harsh operating conditions. In the photo, one of the Macks has run off the hard pumice road into the soft verge and the log has shot forward demolishing the cab. Bob Abraham, the driver, suffered a broken leg and his offside McLean was also hurt. It took two hours to free them from the cab. This accident occurred on 18 March 1950. Also seen in the photo is the Hyster logging arch equipped with Athey tracks that arrived at Pureora in 1949. Bruce Archer, who worked at Pureora at the time, said that it was a marvellous tool and made the retrieval of big logs very easy. Photo courtesy Laurie Simpson, Benneydale.

Locos, jiggers and haulers

As with many bush tramways used in the early years of sawmilling, horses were the main form of motive power but, with the advent of steam locomotives, there was a vast change in the operational techniques and this certainly proved so with the E&B Mangapehi enterprise.

Many horses were used at first on the tramway but early in 1905, a new Climax locomotive No 522 started working on the tramway. As related earlier, the wooden tramway then in use was re-laid with steel rails as the new locomotive was far too heavy for the wooden rails.

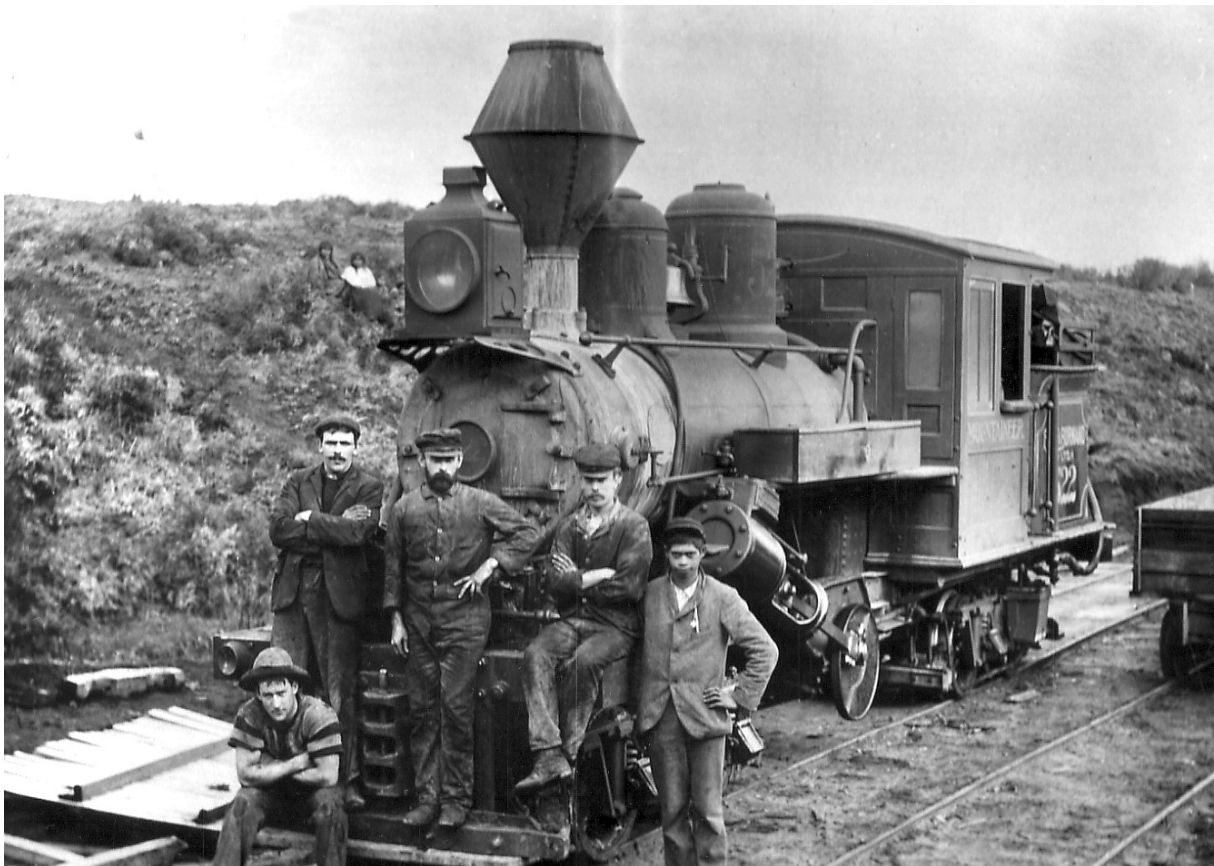
This was the largest Climax to come to New Zealand and did a fine job for the company. It worked all of its life on the Mangapehi tramway and was finally retired in 1954.

The company had ordered a 17-ton Climax but stipulated that the boiler must meet New Zealand Marine Department specifications, which were much more stringent than American regulations. As a result the boiler had to be much

heavier and stronger.

The Climax Company decided that the extra weight would not be suited to the 17-ton chassis they were offering. With that, they supplied a 25-ton chassis and running gear to support the heavier boiler at no extra cost to E&B. This was a smart move as the loco proved to be extremely rugged for the job and operated relatively trouble free for many years.

The erection of the Climax in Auckland attracted a great deal of attention and many people visited the railway yards where assembly of the loco took place. Railway locomotive drivers had mixed feelings about the Climax but they all agreed that for the work intended it



Here is Climax 522 at Mangapehi in the early days. It is still in original condition but there are signs of having worked hard in the preceding years. If you look hard, you will see two Maori women looking on from behind the loco. It is a smart looking loco and the drivers over the years really enjoyed operating it. The men are unknown. Photo from the author's collection.

Maoriland Sawmillers

were most entitled to them. A Maori Affairs Department representative also attended the meeting along with a housing Inspector acting for Maori Affairs.

Raupi Wehi wanted the three houses nearest the cookhouse at Horokino so that she could dismantle them and use the timber for repairs to the Mangapehi Pa. Pepi Pehikino objected to her demand on the grounds that the houses were too good to be dismantled.

With that objection, Raupi took offence and left the meeting. Arthur McCracken went out of the meeting and persuaded her to re-enter as it was in her best interests. The meeting agreed after further discussion that there would be enough roofing iron, doors and window frames available from several of the derelict houses to carry out the necessary repairs to the Marae.

The relationship between Arthur McCracken and senior members of Rereahu was a long-standing one and it had developed into a trusting friendship. They all went back a long way!

The other houses were then awarded to various members of the tribe in accordance with the members share holding in the land. Three of the Matai Camp houses had been partially dismantled over the term of the lease and it was

these that would provide the timber and roofing iron that Raupi wanted for the Mangapehi Marae.

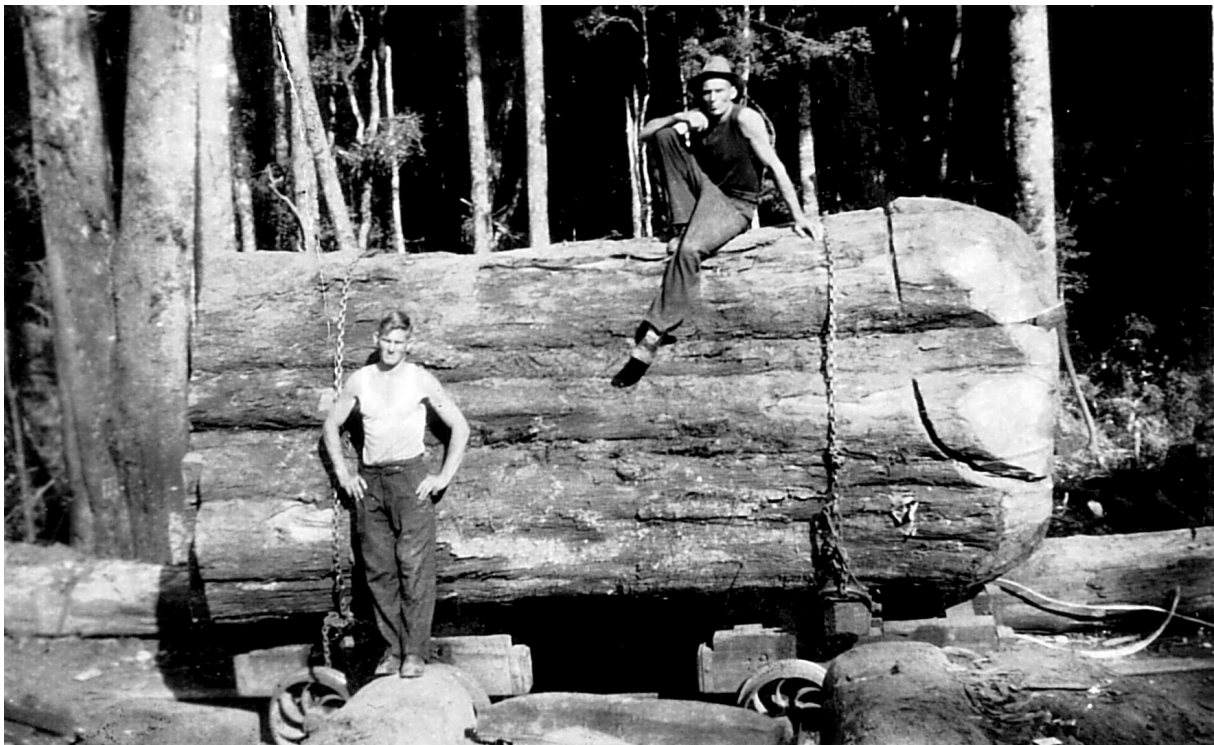
The meeting was wound up with a vote of thanks to the representatives of the Maori Affairs Department for attending the meeting and for also ensuring that the tribe members were adequately apportioned their rightful dues.⁴

It is of interest to note that when the writer was servicing Caterpillar tractors in the area during the late 1960s and early 1970s some of the houses were still at Horokino but in a very derelict condition.

I recall poking through them and noticing the wall coverings on some of the rooms. The walls were lined with many layers of the *Auckland Weekly News*, done no doubt as a form of insulation.

Dixon & Speirs' mill building was still standing but all of the roof and the ironwork within had been removed. There was just a pile of bricks that had surrounded the mill boiler in the building.

We used to travel through Horokino to gain access to Valley Logging Company's machines operating in the Crown bush on SA 435 as related later in the narrative.



This large rimu butt log is shown loaded on the tram bogies at the Horokino bush. It is from a large tree and had to be cut short to enable handling of the log. On the left is Albert Budd and sitting on the log is his father, Fred Budd. Photo courtesy Dennis Budd, Whangarei.

trucks and quite a lot of other machinery. Most of the trucks were used on the E&B contracts but there were several other mills in the area and Fleming Contractors carted logs to many of them.

However, the RF190 trucks had petrol engines which were exceedingly thirsty! Always the entrepreneur, Alex purchased some obsolete Valentine tanks from the NZ Army and removed the Detroit diesel engines from them. He then had Jim Ross and Norman Todd modify the engines and fit them into his 190s. This was the making of these vehicles.

In 1962, along with Wally Grey and Don Poole, he formed the transport company known as PGF Transport based at Benneydale. This company still operates today. Alex later sold his shares in PGF to the Poole family.

Alex erected a big workshop and garage at Benneydale around that time and obtained the franchise for International trucks and farm machinery. This operation then became Flemings Machinery and Equipment Ltd. He had a team of mechanics in the workshop and



Many were the calamities in the early days of road cartage and here we see Alex in trouble on the Benneydale hill in 1949 when carting to the Mangapehi mill. He never quite made it round the corner and the road is blocked. There will be some effort required to get the load straightened up! Photo courtesy Olga Fleming, Te Kuiti.

carried out repairs on all makes of machinery and vehicles. These mechanics also serviced Fleming Contractors trucks and machinery as necessary.

Later Alex purchased land along the flats north of Mangapehi for a farm. This land was brought from Mrs Mahuri and had been part of the partition that she had gained in 1940.

Alex's brother Ray ran the farm whilst Alex and Olga ran the business from Benneydale. Ray left the company when milling ceased and Alex and son Bill then ran the farm. In 1980, Alex and



This is the Albion logging truck purchased by Alex Fleming in 1951 and is seen here at the bush skids in the Kokakotaia ready to depart for the Maraeroa mill. The logs are typical of the timber that was growing on Maraeroa C. To the left are Head Office people from E&B who came to view the new truck. Photo courtesy Olga Fleming, Te Kuiti.

Maoriland Sawmillers

accommodated the provision of timber for the project.⁴

With that promise, Rereahu carried out some

restoration work on the meeting house. The same methods of construction were used during this restoration as had been originally done. At



This is the dining room and kitchen built on the site later, to which E&B contributed. At the time of writing this history, Rereahu people have renovated this building to its former glory. Photo courtesy Newman Jones, Blockhouse Bay Auckland.



This 2004 photo taken by the author shows the Roundhouse in all its glory. Rereahu have done a masterful job in restoring the building and it is hoped that the other two buildings on the site will receive the same treatment.