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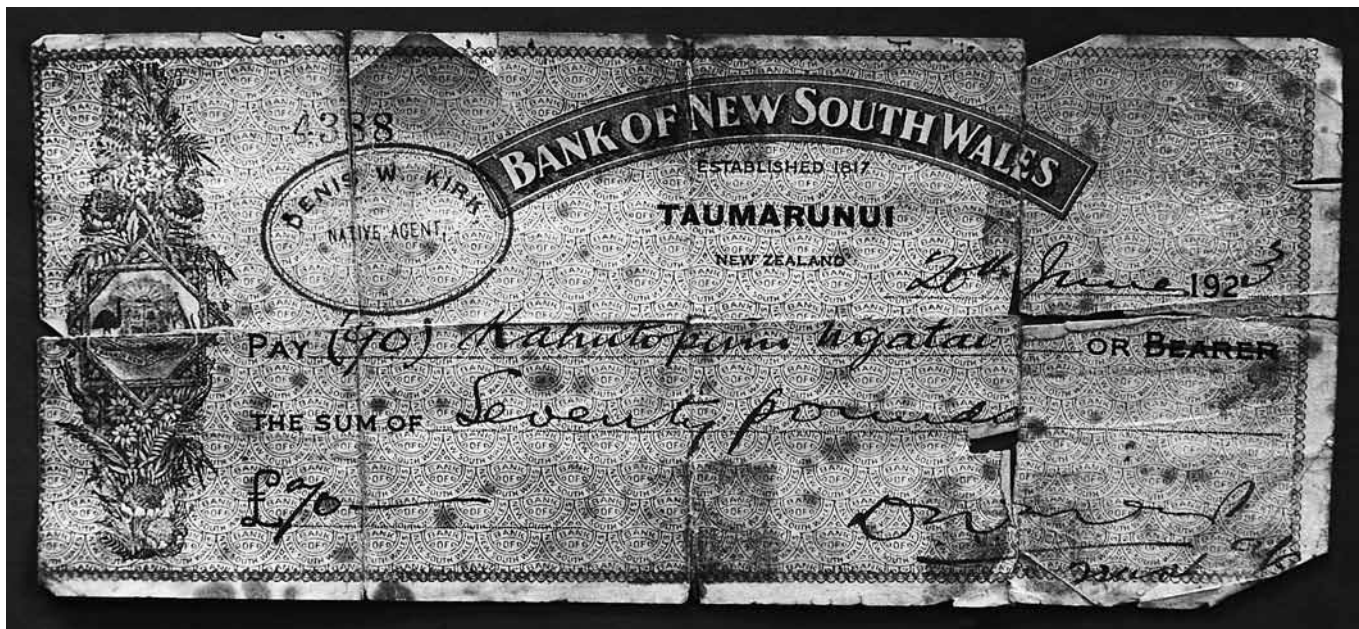
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An early Bank of New South Wales cheque issued eight and a half months after their branch opened in Taumarunui.

- photo courtesy Win Burgess collection (ref: 13027).

You can bank on the Wales

Today banking is sophisticated. The use of computers and the easy communications is a far cry from the early days when those involved with the banking industry had to have character to cope with the isolation and tedious pen and ink accounting methods. This story, researched and written in 1982 by Mrs CLAIRE DAWE, then archivist for Bank of New South Wales in Wellington, is seen through the eyes of various New South Wales bank managers who described life in the raw developing central King Country while incorporating the Bank's own history in the area . . .

The Bank of New South Wales has been represented in the Taumarunui district since 4 October 1922, and has had branches or agencies in three different areas: Taumarunui, Matiere and Ohura.

In 1922 the Taumarunui township was the centre of a very large tract of land, the greater proportion of which was unimproved.

There were numerous timber mills in the district and as the timber was cleared away, farms were developed. Practically all the bush country was excellent farm land, although it was later realised that land on the flat proved far better than that on the scrubby and shaded hillsides.

At that time there was only one dairy company in the district, the Kaitieke Co-operative Dairy Company, at Piriaka and Matiere, which between them had over 600 suppliers.

FIRST PREMISES

The first premises occupied by the Bank of New South Wales in Taumarunui was a one-storey building opposite the Post Office, leased from Mr A G Riches for 30/- per week for the first six months with the balance at £2 per week.

This building was originally used by the Bank of Australasia from 1912 until 1919. It had an imitation brick front and the

sides were of galvanised iron. The building measured 20 by 30 feet, the banking chamber being 20 feet square with two smaller rooms behind and was situated opposite the Post Office (Allotment 10, Block 8, Taumarunui Township).

As this position was considered out of the general business area, the Bank of New South Wales moved in May 1925 to

premises opposite the Taumarunui Press office in Manuauete Street. (A photo of these premises was previously published on page 111).

It was described as being "in a good situation handy to both retail business on one side, and to Solicitors, Land Agents etc on the other side. Office accommodation for staff of four, building is sound, concrete



The false brick fronted building opposite the Post Office that was used by the Bank of New South Wales as their first premises (1922 to 1925). It was occupied earlier by the Bank of Australasia between 1912 and 1919.

- photo courtesy Miller collection, New Plymouth (ref: 10190).



- photo courtesy Gordon Old collection (ref: 13093).

Is the Coffee Pot boiling?

Our request for more information regarding vertical boilers has turned up several more photographs showing the same make. One is shown above while another is reproduced on the following page . . .

Unfortunately it is not known where the above sawmill is situated but we suspect it is in the southern King Country.

This view is shared by Keith Tiney of Taumarunui, an experienced bushman who has worked in this area most of his life. His judgment of the "mountain timber" growing in the background suggests the mill is in Pokaka or Ohakune.

His preference was Pokaka as the sawmill appears similar to the first Pokaka Timber Company before it was burnt down sometime during the 1920s. A much larger mill was rebuilt on the same site.

The height of the stump in the foreground indicates a period earlier than 1930 when stumps were left much lower to the ground.

According to Mr Tiney, this stump would most likely be used as a chopping block to cut the slabs for the boiler.

Keith also confirms that this type of boiler was definitely called "The Coffee Pot" and that there were quite a few in the area south of Taumarunui and around Ohakune.

These haulers were known as "skid winches" and were not meant to pull long distances. They were mainly used near bush skids and mill skids to transfer logs onto tramway trolleys or onto the breaking-down bench in the sawmill.

The wire rope used on these winches was up to one inch diameter while a hauler would usually use an inch and a quarter up to a mile long. A winch could pull the same load as a hauler but only for a short distance.

The conclusion could therefore be reached that a "coffee pot" type of winch would most likely be found near bush or mill skids.

If this line of thought was followed it will soon be realised that there is something

basically wrong with the set-up shown in this photograph.

The experienced eye would immediately notice that this winch is placed on the wrong side of the mill. If the winch was to be used to pull logs to the breaking-down bench it would be near the main skids which in this case are on the opposite side of the mill.

We can only assume it was at the mill for another reason. A major overhaul could be ruled out as the guard over the spurwheel (by the operator's right arm), has not been removed. Usually guards are the first to be removed and the last to be assembled.

Perhaps the boiler needed maintenance or repairs before being shifted to another site? Work could be just beginning or just finished.

A close study of the winch drums will show that the main drum, on the left, has very little rope while the tailrope drum behind the operator is quite full. This would indicate that the main rope has been fed out ready to pull something in. But, if the winch was working there would be a pile of slabs for the boiler somewhere in the foreground.

Confused. We are too. Perhaps a reader can explain what is happening.



This car, a Talbot, was thought to be one of the first in the Ohura district. The lady at rear in the back seat is believed to be Mrs Charlie Ryan.

- photo courtesy Rosevear collection, Niho Niho (ref: 12886).

Those wonderful old automobiles

To the younger generation the photographs on these pages are just old motorcars. However, to the pioneer it was a prized article. For example the isolated and hardworking farmer found it a real necessity—to him it really meant something . . .

The modern generation appear to take the motorcar for granted. It has been known for people to change their car because the ashtrays were full or they didn't like the colour. Henry Ford used to have a saying "The customer may have any colour he wants—as long it is BLACK!"

Nine times out of ten the first car purchased by our hardy pioneers would have been a Ford, either the ubiquitous Model T or the equally famous Model A.

But there is always a snob down the road who had to go one better. They had to buy an English car. This story is about two of those English vehicles.

Most people can immediately recognise a Ford or a Chev but the task of identifying 350..... ROLL BACK THE YEARS

early English or other obscure foreign makes, is sometimes very difficult.

Taumarunui is very fortunate that it has a number of veteran and vintage enthusiasts who never give up when trying to identify the make, model and year of these wonderful old automobiles.

Our experts who came up with the following identification and information were Harry Baker, Ian Dalglish, Charlie Weston and Peter Hastelow.

DISTINCTIVE RADIATOR

The sturdy looking model featured above provided some initial problems but the distinctive radiator and rear hinged bonnet narrowed the field down to the Talbot. While the exact model could not be established the year would be very close to 1911.

The Talbot range was made in England but the first model in 1903 was a Clement-Talbot, being part French. In 1905 it appeared as a Talbot with the following year seeing an unusually efficient designed engine of 3.6 litres capacity.

These cars quickly made a name for themselves in competitions—their slogan became "The Invincible Talbot." The highly tuned and lightened, six cylinder 1910 model, was fitted with a racing body to become the first car to cover 100 miles in an hour.

In the chapter on trials and rallies from the book *The Veteran Years of NZ Motoring* by Pam MacLean and Brian Joyce, published by A H & A W Reed, are numerous photos of the Clement-Talbot, Clement-Bayard (or French Talbot) and various other Talbot models of different horsepower.

SCOOPED ALL THE PRIZES

Their success in early trials is recorded in a photo showing the invincible Talbot team entered by Adams Ltd, Christchurch. The caption states that between them they scooped all the prizes for reliability, hill climbing and petrol consumption.

Another car which did well in early trials was the Wolseley-Siddeley. The 1908 or 1909 model is featured opposite.

In the 1908 reliability trial gold medals



The first "proper" school at Raurimu was sited in a picturesque setting with native bush in the background. This photograph of the Raurimu Public School was taken during the first term of 1919 when 74 pupils and three teachers, Mr Harre, Miss Beard, and Miss Kennedy, were present. The photo above appeared in the 8 May 1919, issue of the Auckland Weekly News.

- photo courtesy Mrs Laurel Brosnan, Palmerston North (ref: 13134).

Raurimu public school sited in a picturesque spot

Mr C B LEWIS, a former head teacher at Raurimu from 1932 to 1937, records some memories of his early days in the township . . .

Mr Lewis says he was partly instrumental in having the school shifted from its old swampy site on the banks of the river to its present position. By the end of the first winter he realised why the school committee wanted a change of site.

"It became almost impossible to teach above the coughing of the children and it became a real work of art to reach the school with dry feet," he wrote.

He had visited the school when he first heard of his appointment in the summer of 1932 and took up duties in May of that year.

A winter's day in 1933 was well 422..... ROLL BACK THE YEARS

remembered when Mr Lewis saw a strange man stepping from rush top to rush top across the field in front of the school. It was the Senior Inspector who, as soon as he reached the school, said, "Leave the pupils and show me where you want to shift the school to."

On their return to the school he said he had been instructed by the Education Department "not to recommend any expenditure over a shilling (10 cents) but you are going to get your school shifted!"

And in February 1934 the school was established on the new site where Knight's sawmill had previously been.

He said the children were marvellous and spent many, many hours laying down turf

for new lawns and planning new gardens and generally turning an old sawmill site into something pleasing to see.

"When I took up duties in 1932 I was single but engaged to be married in August 1932. Thus my wife Kit, a city born and bred girl, came to Raurimu as a bride just in time to experience in September, her first snow storm. At least the snow hid the hundreds upon hundreds of tree stumps."

The couple lived in the school house on the then main road just short of the Kaitieke/Retaruke turn-off.

CONTRAST TO CITY LIFE

The only sources of hot water were from a tiny boiler on the side of the coal range and a chip heated califont over the bath.

Lighting was by means of a kerosene or benzine lamp and candles—a stark contrast to city life.

"Being intensely interested in sport I became the first president of the Kaitieke Rugby Sub Union which was affiliated to the King Country Rugby Union. I also played cricket and tennis for Raurimu. The



ACTION: "A spectacular shot of the Wanganui Aero Work Ceres near Taumarunui" is how this Colin Seccombe photo is described in a recent publication featuring the history of aerial topdressing in New Zealand. Simply titled *The Topdressers* by Janic Geelen, this well illustrated book has an excellent chapter covering the central King Country. Included are a number of other local photos, many of which are in full colour. Information from Colin Seccombe's file, regarding the Ceres, notes it was taken for publicity purposes on Richie Soar's farm at Piriaka on 4 December 1963. Ceres ZK-BSQ, piloted by Richmond Harding, was based at Piriaka between July 1963 and May 1968.

- photo by Colin Seccombe, Taumarunui (ref: 13162).