



# C O N T E N T S

## Featuring TAUMARUNUI

<b>Beginnings of famous Bell family</b> . . . . .	<b>807</b>	<b>Road transport the final link</b> . . . . .	<b>929</b>
<i>Mrs Rangiawhio Katarina Chase introduces the story of her family</i>		<i>First general carriers were involved with construction of railway</i>	
<b>A romantic journey</b> . . . . .	<b>808</b>	<b>Never give up hope</b> . . . . .	<b>934</b>
<i>The famous trek from Wairoa to Taumarunui by Alex Bell and Katarina</i>		<i>Sentinel steam truck was claimed to be lost forever</i>	
<b>Alex Bell had an adventurous early life</b> . . . . .	<b>808</b>	<b>Transport in their blood</b> . . . . .	<b>936</b>
<i>Came to NZ as a volunteer to assist in quelling native disturbances</i>		<i>Wally Hayes decided to go into business himself in 1929</i>	
<b>Katarina was a lady of rank</b> . . . . .	<b>809</b>	<b>An early link</b> . . . . .	<b>939</b>
<i>Mourners expressed the goodness of her life at her passing in 1910</i>		<i>Ken, Walter and Jack Kelland started with general delivery work</i>	
<b>The town grew up around Alex Bell</b> . . . . .	<b>813</b>	<b>Hopkins built motor lorry bodies</b> . . . . .	<b>940</b>
<i>At first he was refused entry but eventually gained a "passport"</i>		<i>He also held patent rights on early truck hoists</i>	
<b>Bell descendants celebrated centennial</b> . . . . .	<b>815</b>	<b>First streamlined tanker in NZ</b> . . . . .	<b>941</b>
<i>The "centennial" arrival was re-enacted on 21 December 1974</i>		<i>Bob Tidswell started by supplying one petrol pump in Taumarunui</i>	
<b>Pictorial memories of the Houseboat</b> . . . . .	<b>816</b>	<b>Long association with logging</b> . . . . .	<b>944</b>
<i>One of the most unique man-made landmarks on Whanganui River</i>		<i>Eric Deadman realised potential of putting "water on the brakes"</i>	
<b>Houseboat completed and ready to launch</b> . . . . .	<b>819</b>	<b>KB Transport formed 1960</b> . . . . .	<b>946</b>
<i>Captain Marshall had the task of lowering the craft down stream</i>		<i>Kelland and Birrell came up with an easily remembered name</i>	
<b>Childhood memories of Wackrow Street</b> . . . . .	<b>827</b>		
<i>A member of the Davies family remembers her neighbours</i>			
<b>Women's War Service Auxiliary recalled</b> . . . . .	<b>841</b>		
<i>Local women kept the home fires burning</i>			
<b>Open Brethren in Taumarunui</b> . . . . .	<b>860</b>		
<i>Local branch established in 1911 with new Gospel Hall built in 1916</i>			
<b>An amazing record as secretary</b> . . . . .	<b>863</b>		
<i>Frank Stewart chalked up an amazing 51 years for Open Brethren</i>			
<b>A force to be reckoned with</b> . . . . .	<b>898</b>		
<i>Jack Humphrey relates life with Taumarunui Volunteer Territorials</i>			
<b>Showing their knees</b> . . . . .	<b>902</b>		
<i>Champion marching team compared to bathing beauties</i>			
<b>John Maher: Policeman</b> . . . . .	<b>904</b>		
<i>Arrived in Taumarunui on 16 December 1903 then sent to Piriaka</i>			
<b>First Taumarunui Police Station</b> . . . . .	<b>905</b>		
<i>John Maher redirected to Taumarunui to open a police station</i>			
<b>Old lock-up serves useful purpose</b> . . . . .	<b>907</b>		
<i>Original building located under Rangaroa near fish hatchery</i>			
<b>Early courthouse days in Taumarunui</b> . . . . .	<b>911</b>		
<i>Hakiaha's Hall served as first courthouse along with birds</i>			
<b>Attempted murder - the true story!</b> . . . . .	<b>914</b>		
<i>Extracting the true facts from legend or folklore</i>			
<b>Sensation in court</b> . . . . .	<b>917</b>		
<i>Vindictive hatred from William McLean against John Maher</i>			
<b>John Maher: policeman then farmer</b> . . . . .	<b>918</b>		
<i>Farm named "Kakariki" proved to cause bad luck</i>			



## KAKAHI

- The Youthaven story celebrated** ..... 855  
*Brethren Movement establishes a youth camp in July 1960*
- Bulltown - a typical sawmill village** ..... 865  
*Three versions on how area got its unusual name*
- Traction engine mishap** ..... 872  
*Series of photographs showing heavy engine stuck fast*
- Log chute site was elusive** ..... 875  
*Search eventually ended up with a surprising result*

## MANUNUI

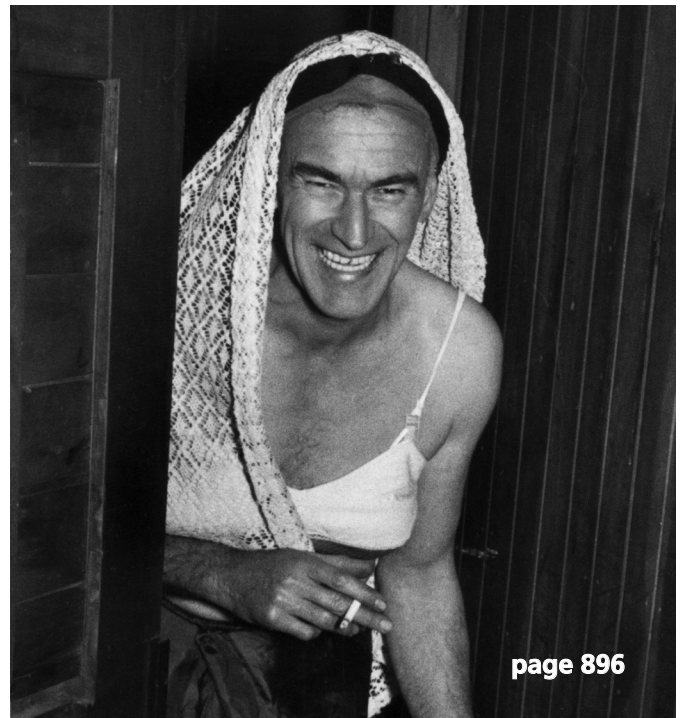
- Oldest transport business in the district** ..... 931  
*Coaching businesses established to serve growing townships*
- “Punga” respected** ..... 947  
*Hard grind was steep, windy and paved with unforgiving greywacke*

## MATIERE/OHURA

- Tom Moore battles elements** ..... 836  
*American style stagecoaches transported people between railheads*
- Bank of New Zealand Ohura** ..... 845  
*Business commenced in Ohura on 10 November 1910*
- Agency Opened at Matiere** ..... 848  
*This branch also opened in 1910 but closed in 1928*
- Frank was a popular manager** ..... 848  
*Also an All Black having played 35 matches for New Zealand*
- Fond memories of banking in Ohura** ..... 851  
*Rosemary Corbett joined BNZ staff at age of 15 years*
- Covered the area** ..... 942  
*Johnny Stuart worked long hours and so did his son DK*

## NATIONAL PARK

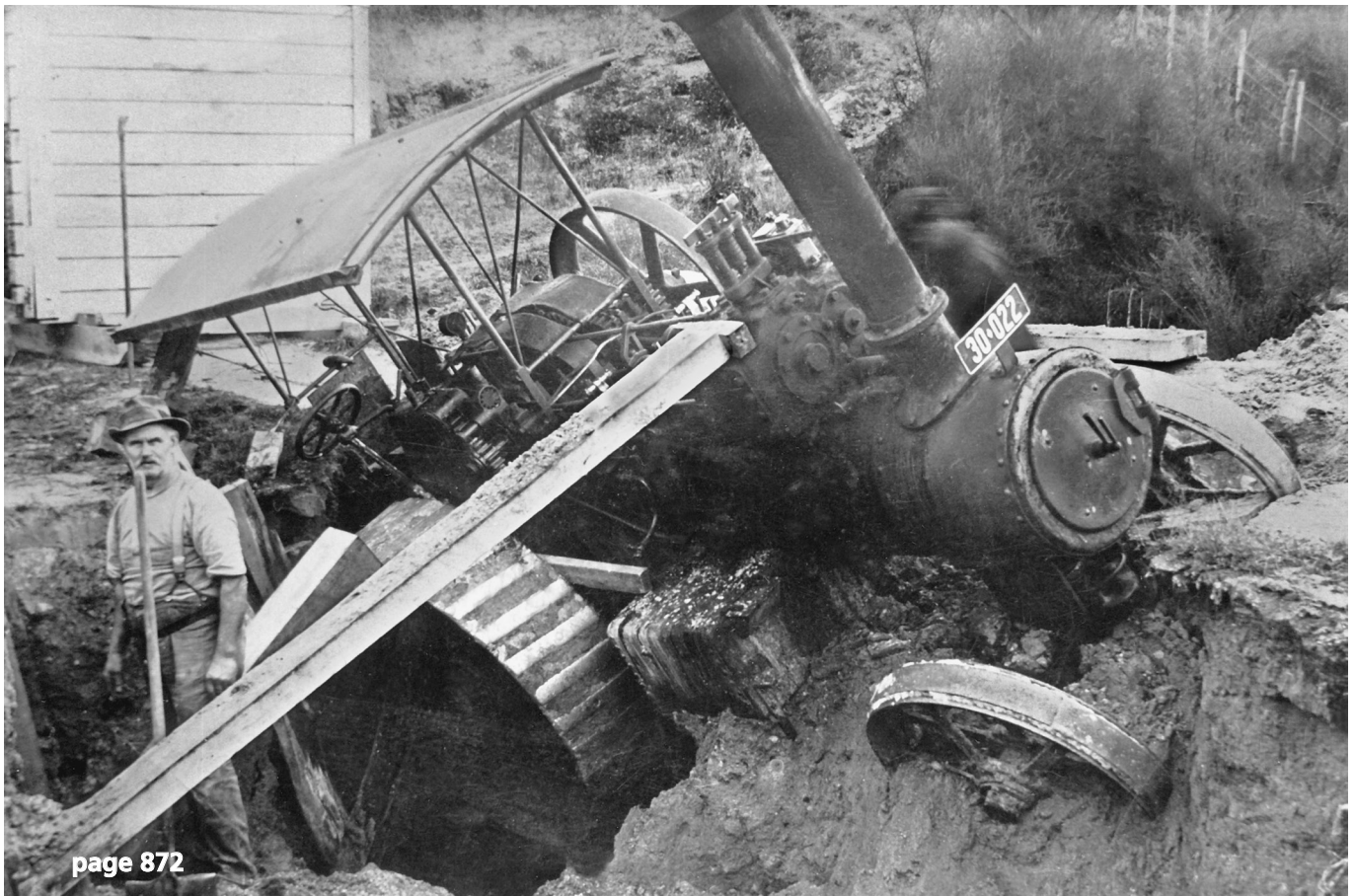
- Hec Poole: Pioneer transport operator** ..... 920  
*A hardcase character, generous to a fault and always cheerful*
- Sawmill villagers entertained themselves** ..... 926  
*Self-contained with sport as their main recreational outlet*



page 896

## ONGARUE

- Ted's tough trek to Tokaanu** ..... 879  
*Ted Lattey follows same path grandfather took in 1858*
- The final years of E&B at Ongarue** ..... 889  
*Harry Longden arrived in 1957 and stayed till closure in 1966*
- We sadly said goodbye** ..... 891  
*Rita Longden remembers a great bunch of lads*
- Memories of Ongarue rugby** ..... 894  
*Len Blake records some incidents from early days*
- It was good clean fun** ..... 896  
*Ongarue Rugby Football Club had novel idea for fundraising*



page 872

## OTUNUI

- Hillside ploughing** ..... 854  
*One of many delightful photos from the book "Otunui"*

## PIRIAKA

- John Maher: Policeman** ..... 904  
*Arrived in Taumarunui on 16 December 1903 then sent to Piriaka*
- Transport in their blood** ..... 936  
*Nell Hayes was first lady truck driver in district*

## RAURIMU

- Rally helped my soul** ..... 859  
*Involvement with Every Girls Rally treasured by Alison Cooke*
- Tales of early law enforcement** ..... 903  
*Rough and tumble of railway and timber towns on Main Trunk*

## TARINGAMOTU

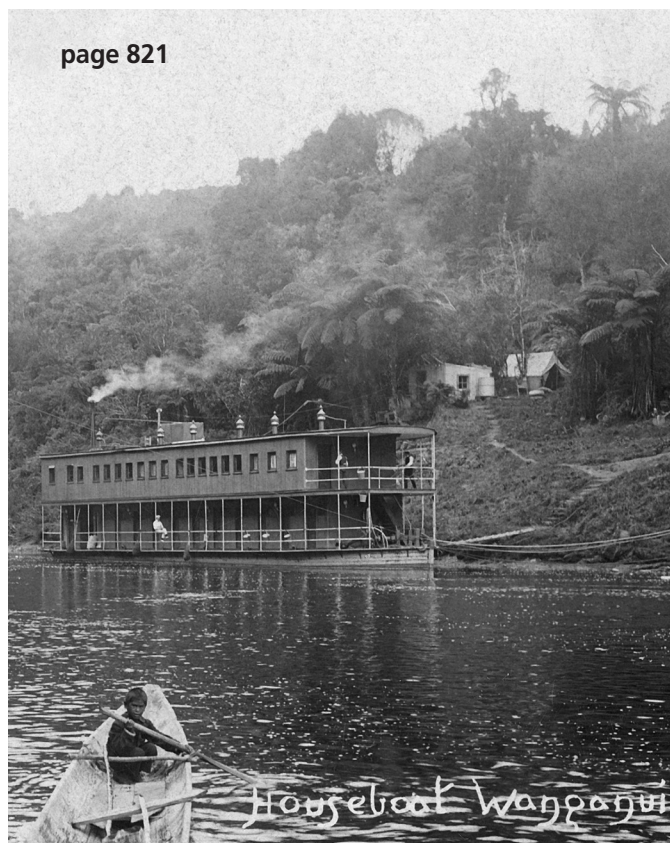
- Ted's tough trek to Tokaanu** ..... 879  
*Ted Lattey reaches Mangakahu Valley, Ngakonui and on to Waituhi*
- Old lock-up serves useful purpose** ..... 907  
*Original building shifted to Fabish farm as a garage*

## WAIMIHA

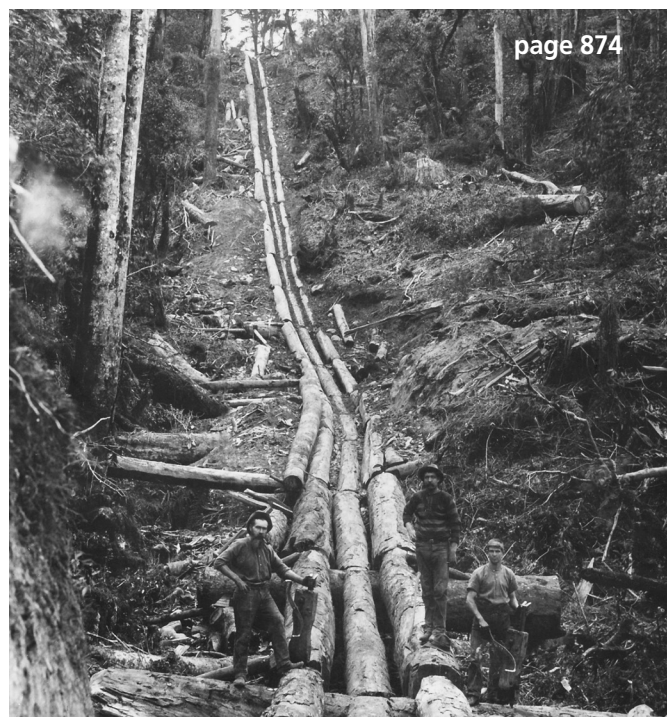
- Train time at Waimiha** ..... 853  
*Jack Mahoney recorded some "action" in March 1950*

## WHANGANUI RIVER

- Pictorial memories of the Houseboat** ..... 816  
*One of the most unique man-made landmarks on Whanganui River*
- Christmas on the Whanganui River 1924** ..... 817  
*A memory of utter peacefulness at Maraekowhai*
- Houseboat completed and ready to launch** ..... 819  
*Captain Marshall had the task of lowering the craft down stream*
- End of an era** ..... 825  
*Fire destroys historic landmark on 25 August 1933*
- Early means of access** ..... 925  
*Hatrick's riverboats linked with railway at Taumarunui in 1903*



page 821



page 874

## KING COUNTRY

- The joys of motoring in the early days** ..... 832  
*Metal roads that changed dramatically with the weather*

## SPORT

- Fine catch of rainbow trout** ..... 831  
*Ray Thompson poses with catch for NZ Herald photographer*
- Memories of Ongarue rugby** ..... 894  
*Len Blake records some incidents from early days*
- It was good clean fun** ..... 896  
*Ongarue Rugby Football Club had novel idea for fundraising*
- Showing their knees** ..... 902  
*Champion marching team compared to bathing beauties*
- Sawmill villagers entertained themselves** ..... 926  
*Self-contained with sport as their main recreational outlet*

## RAILWAYS

- Train time at Waimiha** ..... 853  
*Jack Mahoney recorded some "action" in March 1950*
- Tales of early law enforcement** ..... 903  
*Rough and tumble of railway and timber towns on Main Trunk*
- Road transport the final link** ..... 929  
*First general carriers were involved with construction of railway*

## SAWMILLING

- Bulltown - a typical sawmill village** ..... 865  
*A close knit community of sawmill workers and their families*
- Log chute site was elusive** ..... 875  
*Logs were dragged by bullocks to the top of the "shoot"*
- The final years of E&B at Ongarue** ..... 892  
*Bush locomotives on Raurimu type spiral captured by photographers*
- Hec Poole: Pioneer transport operator** ..... 920  
*His golden era of carting sawn timber was between 1938 and 1948*
- Long association with logging** ..... 944  
*Eric Deadman began a long association with timber industry in 1936*
- "Punga" respected** ..... 947  
*The life-saving "water on the brakes" system introduced on Punga*

## GENERAL INTEREST

- Who wants to remember visits to the dental clinic?** ... 838  
*Pat Soar outlines the history of dental care in schools*

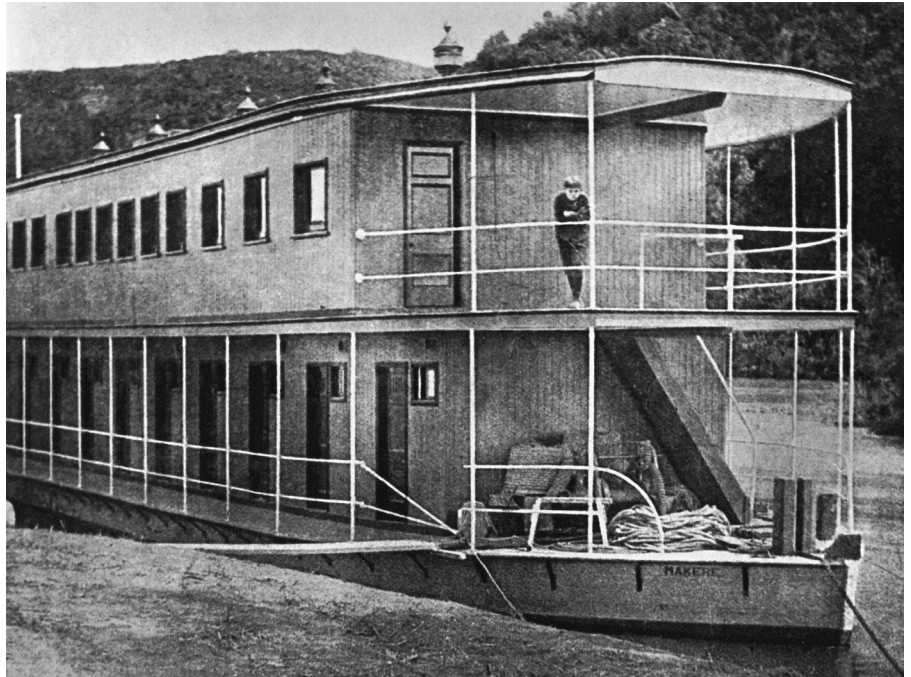
## Houseboat completed and ready to launch

The *Wanganui Herald* reported on 31 October 1904 that Captain Allan Marshall was in Taumarunui arranging for the lowering down stream of the Houseboat to the mouth of the Ohura River where she will be permanently stationed.

This was followed by a news report in the *NZ Herald* on 10 November 1904 advising readers that the Houseboat had left Taumarunui at 2:00pm on 4 November in charge of Captain Marshall and seven men.

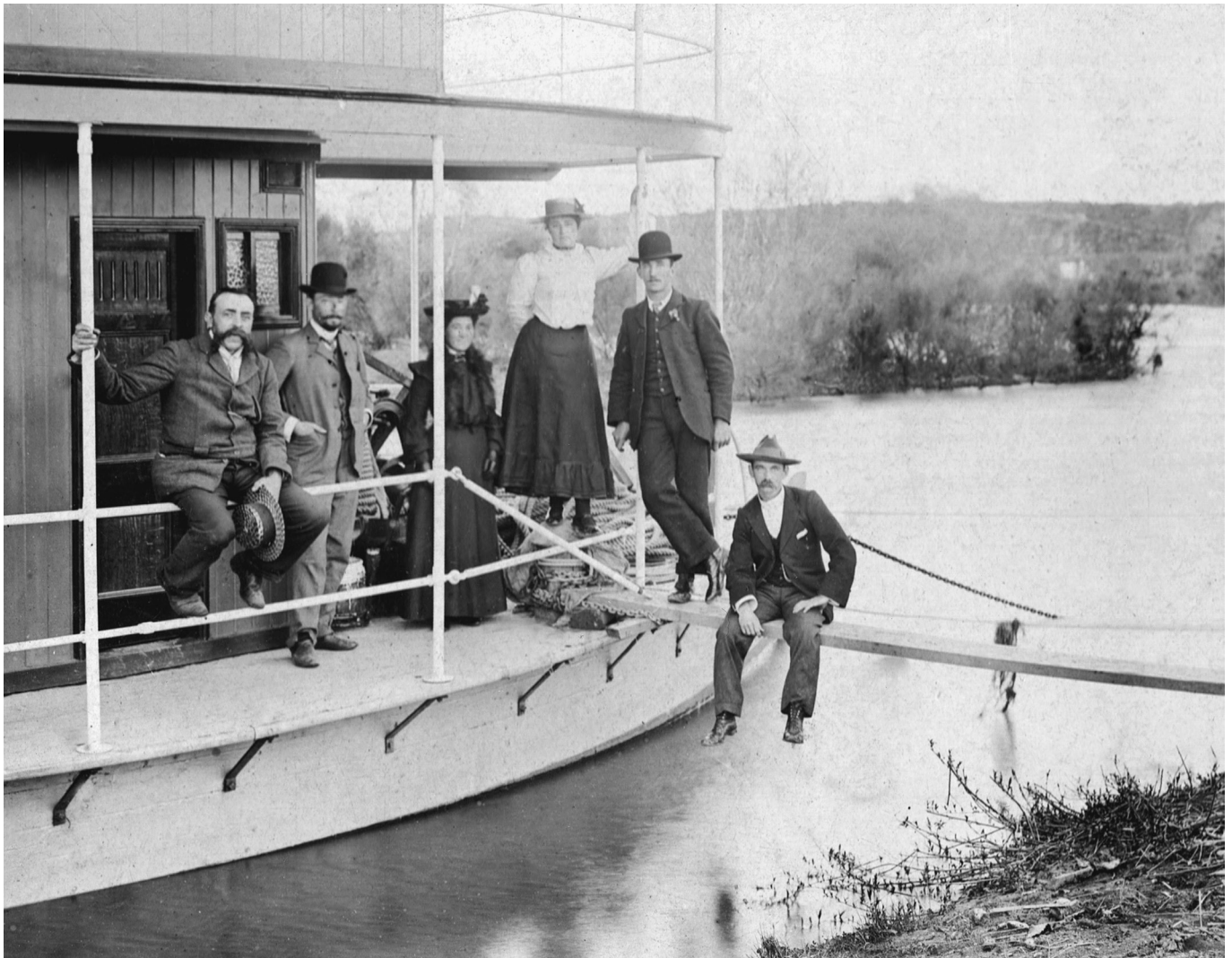
"She should reach her destination in about one month from date. Great care is being taken to safely guide the boat down stream by means of ropes from the banks of the river."

Robert Campbell, in his 1990 book *Rapids and Riverboats on the Wanganui River*, claims that Capt Marshall was assisted by only three crew members and the 46 kilometre journey taking just two weeks to achieve this amazing feat.



*A lone boy stands on the upper deck to be photographed with the newly completed Houseboat.*

- an undated Auckland Weekly News photo courtesy Wanganui Regional Museum (ref: 11933).



*This important looking group of well dressed people take the opportunity of having their picture taken on the Houseboat before its departure from Taumarunui. Although no positive identification has been made of any of the people present it is thought the man sitting on the gang plank was Joshua Harris, the Taumarunui manager of Hatrick's River Service and the man next to him leaning against the post could be William Olsen. Mrs Elsie McWha, a pioneer of the district, recalls that her parents, Mr & Mrs William Olsen had often talked about attending the Ball held on the Houseboat before it was floated downstream. However, she is not "absolutely sure" of her father's identification—perhaps other readers can help?*

- photo courtesy Taumarunui Borough Council collection (ref: 11954).

driver to check his brakes as they have in other parts of the book.

**YOU HAVE BEEN WARNED**

Another piece of friendly advice “pre-informs”. “The turn is on the ascent and should be taken slowly with a good reserve of power as if taken quickly when the pumice is dry the car is apt to skid to the bank”.

After rounding several “devil’s elbows” the driver eventually reached Runanga Bridge where “visions of fourth or third gear begin to become apparent”.

A further warning is given at the Rangitaiki Hotel where the motorist is asked to “look at the water in the radiator” because no water is available until Taupo although the editors do mention “a watering trough at Opepe opposite the 11 mile post but in dry weather it is empty.”

During the Maori war Opepe was an armed Constabulary Station.

On the road from Napier are some intriguing place names: Whiskey Creek, Maori Gully, Rock Station, Double Crossing, Stoney Creek and a roadman’s hut sometimes called “The Dewdrop Inn”.

# Hints to Motorists

## WHAT TO TAKE WHEN TOURING.

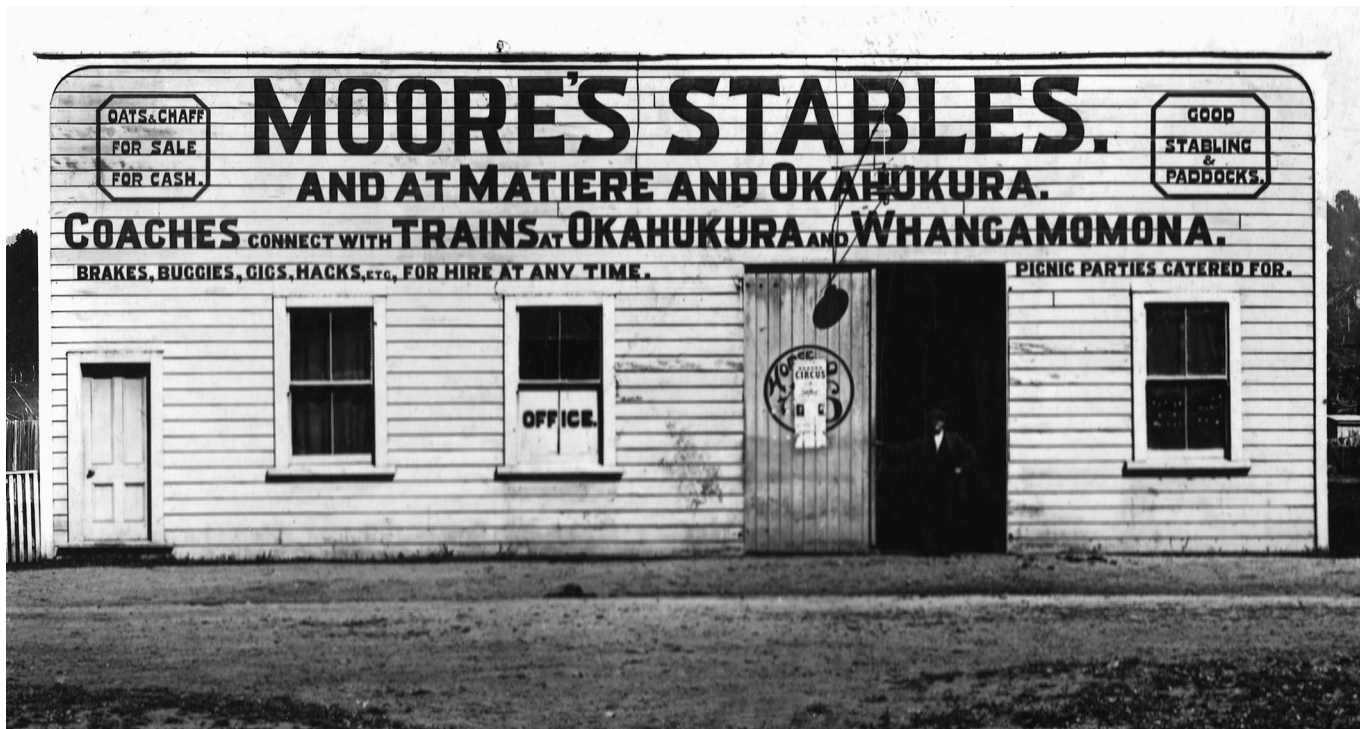
- One set non-skid chains
- One piece spring 15 inches long with raised centre to fit over spring clips.
- One piece spring about 15 inches long cambered with eye at one end
- Six spring clips and yokes, assorted lengths, two each 1½in., 2in., 2½in., well screwed.
- Roll of insulated tape.
- Piece of insulated wire
- Spare bolts and nuts.
- Cotter pins
- Two spark plugs.
- One round file, one flat file.
- One gallon lubricating oil.
- Few copper and asbestos washers, also spring washers.
- Hack saw and blades; small vice.
- Piece copper binding wire.
- Twenty feet of ¼in. flexible wire rope.
- Spare for Magneto
- Spade, axe.
- Spare tyres and tubes.
- Repair outfit.

**Use Redio. Green for Brass, etc. Yellow for Electroplate.**



*Even the trusty Model T Ford found it impossible to get through the King Country mud without calling on the horses for help and it took four horses to pull the car through this quagmire of papa mud near Niho Niho in 1912. Mud proved to be the main obstacle encountered by Arthur Chorlton and his crew during their pioneering journey from Wellington to Auckland and, as described in the booklet which covered their experiences, this was their “first taste of real mud”.*

- photo courtesy Brian Manning collection (ref: 10035)



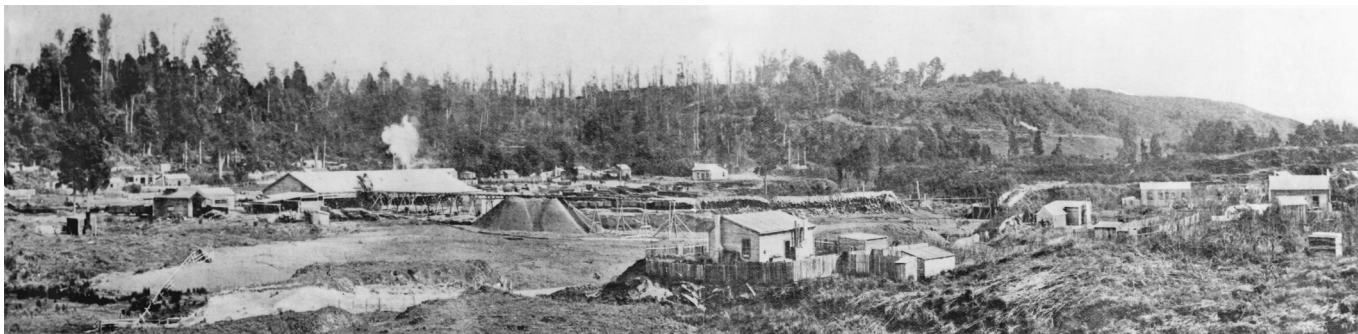
According to the signwriting on the frontage of Tom Moore's Ohura branch, he also had branches at Okahukura and Whangamomona. A newspaper report in January 1914 commented that Tom was being "kept very busy in his coaching to Whangamomona" and was running a regular timetable from Mangaroa. "Many Taranaki people are in the Ohura, and the trip seems a popular one." The article also stated that Tom runs the 40 miles in about six hours. "While some of it is steep going there are 11 miles of an easy level run."

- photo courtesy Ohura Museum (ref: 10645).



Long before tarseal roads and concrete footpaths came to country areas, travellers had to overcome all sorts of seemingly impossible conditions and weather. The original photographer of this delightful 1912 scene was H G Talbot of Matiere and graphically shows Tom Moore and his coach passing through Matiere. Although recent rain has turned the surface to slushy mud, this portion of road was probably in good condition when the photo was taken. Earlier scenes in the same spot would have told a different story—a closer inspection of the formation shows improvement with previous corduroying of manuka branches and other scrubby material. Corduroying formed a semi-floating pontoon type of bridge and was a common method of improving roads across swamp and muddy sections. Matiere people obviously cared for their pedestrian traffic as the boardwalk on the right indicates—apparently a local sawmill provided the timber so the women could walk to the Post Office without getting their feet wet.

- photo courtesy Mackinder collection (ref: 10023).



*A panoramic view of Bulltown with State Mill No 2 at left. The Waitea Road can be seen in the background. This photo was published in the Auckland Weekly News, 15 June 1913.*

*- photo courtesy Auckland Institute and Museum (ref: 18653).*

## Bulltown - a typical sawmill village

*While Youthaven is situated on the outskirts of the Kakahi “suburb” locally known as Bulltown, it is interesting to first reflect on how this area got its unusual name. RON COOKE found from discussions among locals and others who lived at Bulltown in past years revealed three different versions and while that is not surprising it is going to be almost impossible to give readers the correct meaning . . .*

**T**he most accepted explanation seems to be the one used in the 1959 Kakahi School Jubilee booklet where they said “two wild bulls met there almost every evening in trial of strength when blood and noise seemed the chief result”.

Another source says the bullock teams which were used to haul the timber from the surrounding bush were always left in this area for the night, as it was the only clear piece of land amongst the standing bush. Because the

bullocks were left there overnight they used to “bellow all night” hence the name Bulltown.

The final version has to be carefully worded as many believe the name arose because a lot of single bushmen and timber workers lived there and when fueled with sly grog or home-brew there were naturally plenty of fights and other nocturnal activities.

Our informants claimed it was “a pretty wild place” but by the time State Sawmill No 2 was opened in January 1911 and a few

married couples took up residence, it was quite possible that Bulltown quietened down a little.

### A TYPICAL MILL VILLAGE

Bulltown was in fact a typical mill village, firstly as a bush camp then as the mill geared up to its cutting capacity of 15,000 feet per day, it became a very busy and close knit community of mill workers and their families.

The sawmill at Bulltown was owned and built by the Railways Department as a



*State Mill No 2 under construction late in 1910 at Bulltown. The mill manager, Gavin Weir, is standing centre foreground with the only other people known being James Galbraith who is standing in the cab of the “A” class bush lokey and Sid Henry standing on the cowcatcher.*

*- photo courtesy Mrs Lillian Alexander collection (ref: 14362)*



*This fantastic 1906 photograph of a log chute at Kakahi started a search for the old site which ended up giving everyone a pleasant surprise . . .*

*- an A W Bathgate photograph from the Barnett collection (ref: 18667).*





*Thirteen thousand cubic yards of spoil was taken out of this huge cutting known as the "False Top" situated just below the Waituhi Saddle. Beautrais & Son used a 10RB excavator (rear) and International trucks to remove the spoil. The huge boulders at left were rolled over the bank.*

*- photo courtesy Rene Beautrais collection (ref: 18713).*

## "Punga" respected

*There would hardly be a single professional truck driver who did not treat the hazardous Pungapunga Road between Manunui and Tokaanu with the utmost respect—it did not matter which way one travelled it was a "hard grind" . . .*

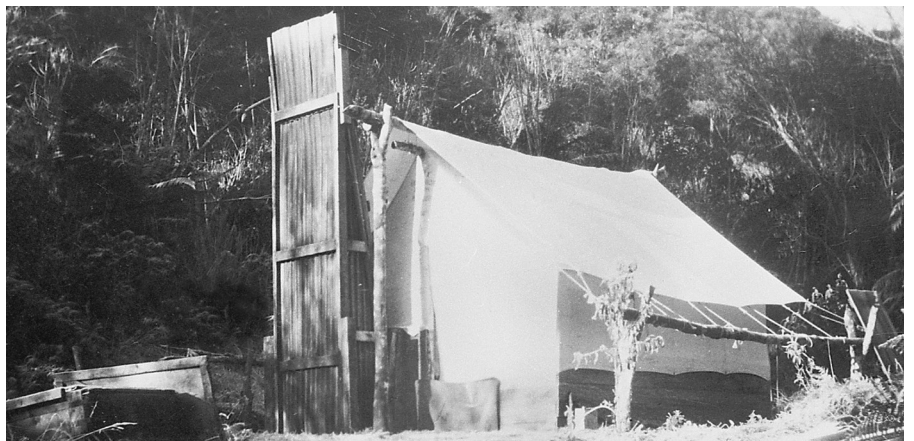
**B**ecause of the nature of the country, the 12 mile drag either side of the Waituhi Saddle was steep, windy and paved with unforgiving greywacke metal.

Today the "Punga" road is completely sealed and in places it passes through some of the most scenic and picturesque native bush in New Zealand.

The final patch of seal was laid near the Ngapuke junction in December 1973, around 13 years after reconstruction work had begun at the bottom of the Waihi Hill near Tokaanu.

The Ministry of Works then worked their way slowly back over the 30-odd miles of State Highway 41 to Manunui in a job described as "anything but monotonous."

Numerous problems were encountered in the vicinity of the Quarry Road bluffs and in the Ngapuke-Hohotaka section where



*Relief gangs working on the formation of the Punga road during the 1930s were housed in tents like the one "Mac" McGregor lived in at the main camp situated at Quarry Road. Mac spent a number of years on formation work for the Punga road from 1934, firstly with one of the relief gangs and later with his Fargo truck carting pipes and stores.*

*- photo courtesy "Mac" McGregor, collection (ref: 18709)*