
CHAPTER V

Tokomaru Bay

Like all the other sea ports of Waiapu, the first signs of European development came to Tokomaru Bay with those hardy men in pursuit of the whale. The earliest recorded establishment of a whaling station appears to be that of Robert Espie who, in 1838, set himself up at St Patrick's Cove, Mawhai Point on the southern tip of the bay. Robert Espie married Ani Umutapua of Waima and they had three children, Margaret (who later married Lockwood), Hannah (married Rangiui) and a boy who was drowned.

Charles Ryland born in Manchester 1803 caught whales off Mawhai during the 1840s. Charles married Hiria Kapaika and died in 1886. Charles Gerrard whaled and actually built boats on the Coast as early as the 1840s. John Anderson moved to Anaura Bay and whaled off Mawhai in the early 1840s. George Babbington took over whaling at Mawhai in about 1874 — he ran three boats and a staff of 20 men. Henare Potae used Mawhai for several seasons with 1874 being a peak year. In one week his crews secured four big whales, one of which yielded seven tons of oil.

All of these people still have descendants, bearing their names living in Tokomaru and Anaura bays. Mr Ryland later had stores at Te Puka, Te Ariuru and Waima in that order. One of Mr Gerrard's daughters married Rev. Rota Waitoa

and the youngest daughter became Mrs Arthur Brooking of Hicks Bay. Mr Anderson became a trader at Anaura, his wife was Peti Karatapapa, their daughter Lucy married Te Rawhiti Paerata.

The early Maori lived in a time of great spirituality, he had many different gods and he depended on them in his daily activities. His daily activities were centred around nature and his association with those around him. The Maori used spirits to harm others (utu - revenge or Maktutu) or they used spirits to protect them.

All Maoris of importance had some form of protection or warning known as a Kai Tiaka. Animals were the forms used by the spirits to visit a person. The animals most noted are the owl, the fantail, shark or stingray. In Tokomaru Bay our elders tell of all four animals. In Mawhai, Waihoa, Ongaruru areas they talk of tailless shark that appears to seafood gatherers if there is danger. In the Waima, Waipiro, Ruatoria and far as Hicks Bay, there is a very large stingray known as Whaimotu that warns of danger to seafood gatherers.

My father Te Arawhanui-a-Tane Paerata told me that he had seen a shark and it was a warning to leave seafood gathering in that area.

Mrs Rose Harrison told the children that when she was younger she was gathering seafood

at Waipiro bay when her grandmother led her away from the seafood gathering because her grandmother had seen "Whaimotu" the stingray.

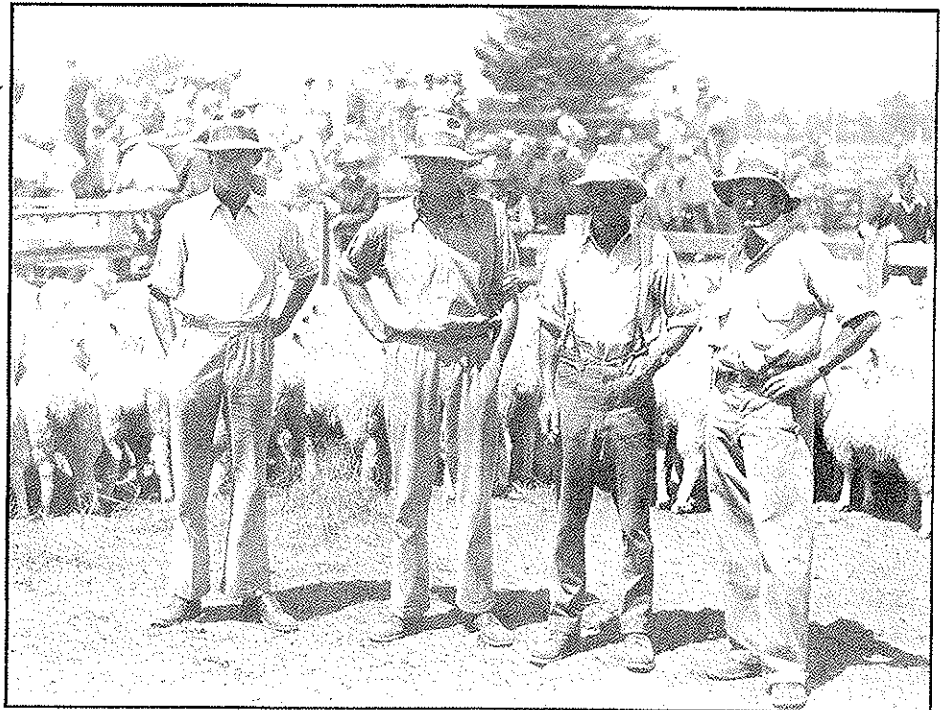
Similar experiences were told by people seeing Whaimotu. These were relayed through Koro Dewes. His family had seen Whaimotu while gathering seafood off Karoera and Rufus Keriopa had seen Whaimotu off Waipiro Bay.

Our family has always had the owl and the fantail as Kai Tiakis. If a member of the family is

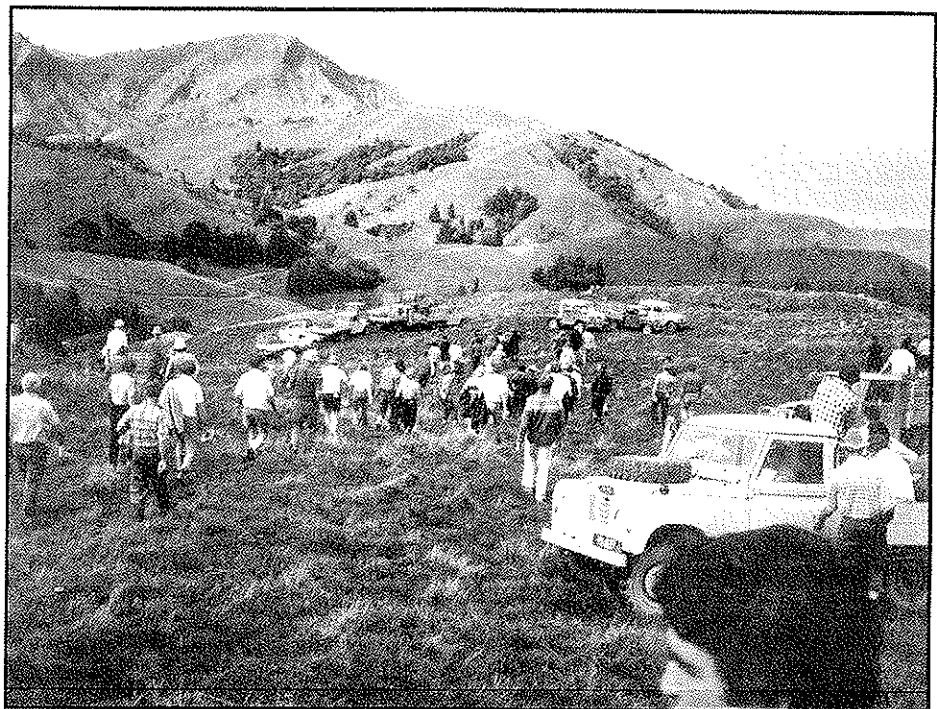
in danger or sick then an owl will visit and cry out during the night, or during the day a fantail will visit and even come right into the house.

¹ My father Te Arawhau-a-tane relayed this experience to us. While he was working on Post & Telegraph he got a rupture. He went to hospital and was feeling terrible a fantail appeared in the room. At this time the old gentleman got out of bed and moved towards him supposedly with the intent to harm him. The fantail dived and

Many Sheep were sent out of the district to be sold. Dick and Geoff Cotrill, F. R. Jefferd and C. T. Jefferd Annual Sheep Fair Morrinsville 1938.



Farmers Field Day led by John Fitzharris on Pouriki Station Tokomaru Bay 1981.



chirped madly. When this happened the old gentleman began to wither in pain and pleaded for mercy. He was told to wash his face and not do that sort of thing again. After washing the elderly gentleman fell exhausted on the bed."

So, we come to the start of the hundred years, the year 1889. What was Tokomaru Bay like, there isn't a great lot written on this bay at that particular time. Waipiro Bay was the hub of the universe, the main development had started there and it was still looked on as the main port and main town. A Mr A C Arthur had taken up the lease of the Tokomaru Black back in 1874 and proceeded cautiously into sheep farming. This was a large block that extended from the shores of the bay several miles inland.

School records tell us that a native school commenced in 1871 when a Mr Warner was appointed teacher with Mrs Warner as assistant mistress. In March 1884 the teachers' residence was destroyed by fire after which Mr Warner retired.

In 1885 a group of Maori offered a section of two acres for a new school site because they claimed the boundaries of the old one encroached on a burial ground. The erection of the new residence together with the re-erection of the old school building on the new site was completed at the end of 1886. In January 1887 Mr and Mrs J. H. Broughton were appointed head teacher and assistant mistress. They opened the new school on February 7, 1887 with a roll of 70 pupils.

At a meeting of the Hawkes Bay Education Board held at Napier in February 1898, Messrs McDonald, Oates and Fairlie of Tokomaru Bay presented a petition to the board suggesting the merger of a small private school with a public school, on behalf of the parents of 13 children, guaranteeing a teacher's salary. The board agreed to the merger, and Miss J. Cantle was appointed sole teacher in June 1898.

The Tokomaru Bay timber mill was established in 1890 by the brothers Eric and Charlie Morse. The mill was located about where the Mangahauini house now stands between the woolshed and the bach at the mouth of the Waikako Stream. Timber was taken to a loading ramp at Te Puka by a type of railway line, called a horse line and from there loaded out on to ships. Apparently this horse line was portable and was removed between loadings of ships. Most of the houses of that period in the bay were built of timber milled by the Morses.

In 1930 the mill was taken over by Mr Frank Thompson who, had an undertaking business and made the coffins at the mill. In 1950 that mill closed.

A blacksmith was situated near the Catholic Church and there was a forge and stables at Te Puka. Messrs Wilson and Dan Fenton were two of the blacksmiths while Mr Fred Hale ran the stables at Te Puka. The Tokomaru boarding house was established in the 1880s but at that stage was quite small. Under the Burdetts' ownership the house grew to having over 14 bedrooms, and a large dining room capable of seating 40 guests. It was situated where the Tuatini Cafe now stands. It was demolished in the early 1960s.

Tawhiti Station at the northern end of the bay was then in control of Mr J. N. Williams and Mr William Oates came to manage it in 1890. The station homestead was situated in the Waima area. Mr Oates was prominent in the development of the East Coast and became known as the father of sport in Tokomaru Bay. He was born in Durham, England, in 1861, and resided at Opotiki for five years before moving to Tokomaru Bay.

Farming was being established at Waipare Station. The first part of its big homestead situated at Anaura Bay was built in the 1880s. The station was managed by an early settler Leonard Cotterill, who broke in the Houturu block. His son Geoff later married the daughter of K. S. Williams.

There were probably six or seven marae each with their own meeting houses. The total Maori population for the county in 1896 was 2393, 1275 male and 1118 female. It could well be assumed that about 300 to 400 hundred of these lived in the Tokomaru Bay area. These figures can only be taken as a guide as many of the European men had Maori wives and it appears doubtful which area of the census these people and their children would have been drafted into.

The population of 1896 "exclusive of Maori" (the term used in the censor papers of the day): Total in the Tokomaru Bay riding which was all of the county south and west of the bay and including the bay was 97. Of these 66 were male and 31 female — this included all ages.

By 1887 there was a coach service from Gisborne to Tolaga Bay run by one William McKinley. This service was one trip each way each week. It took five good horses to draw the coach if everything went well. It took two days to do the one way trip.

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Among Mr McKinley's early assistants were Fred Newby, J. Moore, William McKinley junior, A. McIntyre, George McDonald, Joe Brown and B. Storey. In July 1900 a twice weekly service was established. Mr W. F. Sinclair took over the coaching business in 1903 and the service was extended to Tokomaru Bay and a little later to Waipiro Bay. Mr Sinclair only ran the coaches for a matter of 10 months when it was handed over to J. R. Redstone and sons who conducted it for the next 20 years.

These early coaching days went through very difficult times — following the beaches, fording the rivers, floods, quick sands, negotiating Puatai Point — no doubt the passengers never realised the dangers their drivers were taking them through. Tribute must be paid to the ability of those men when it is considered through all those dangers over a period of more than 20 years there was only one fatal accident. A coach overturned at Makorori, and Mrs R. James of Pakarae was killed outright and Mr Thomas Bushnell died of injuries the next morning.

Between 1890 and 1900 the land development around Tokomaru Bay and inland was moving at a steady pace, providing employment all around. Most of the trade that derived from it was going to Waipiro Bay. Waipiro had developed as the main port and was being recognised as the main business area. Nevertheless wool was shipped out wherever boats could be landed on to a beach and the closest beach to the farm was where it was desirable to take it. All that land being grazed inland from Anaura sent its wool to Anaura where the Waipare headquarters had established and of course the same was happening at Tokomaru Bay.

Mr C. H. McCracken built a jetty for handling wool at Te Ariuru in Tokomaru Bay in 1905. The county council then built a wool store and dumping shed at the jetty making the handling of wool and other materials much easier. It was still used only for surf boats which took the wool out to the larger ocean-going ships.

Tokomaru Bay was suddenly awakened on March 18, 1909 with the formation of the Tokomaru Freezing Co Ltd. The first directors were A. T. Ngata, K. S. Williams, E. R. Murphy, H. B. Williams, W. Busby, G. M. Reynolds and D. de Lautour.

On January 24, 1911 the local people gathered to give support to the Tokomaru Bay Sheepfarmers Meat Co at the opening of its freezing works. A fine line of wethers and lambs from Mr W. Busby's property was brought in for slaughter and 12 trained solo butchers lined the board for the initial kill.

Built for a cost of £39,000 the works were along the most modern lines of that time, designed to accommodate the processing of a little over 2000 sheep and 100 cattle per working day. About 1250 bricks and 700 tons of pumice were used in its solid construction and freezing chamber with smooth concrete floors for good sanitation, ventilation and lighting. There was a copious supply of water. The site had been carefully selected in the northern end of the bay where a jetty, enabling small ships to berth, load and lighter out to the boats anchored in the bay, was built. It was the start of a boom for Tokomaru Bay that lasted for the next 40 years.

On January 2, 1911 the Tokomaru Harbour Board was set up and on May 17 the same year, Captain Hemming of the R. M. S. Rimutaka laid the marble foundation stone for the large cargo and wool store being built for the New Zealand Shipping Company. In the corner of this building a wooden office block was established, shared by the harbour board and the shipping company. A whole conglomerate of houses sprang up with workers for the freezing works and the harbour operation having to be housed.

A list of businesses and industry in Tokomaru Bay eight years later taken from advertisements in the East Coast Watch printed in Tokomaru Bay gives some idea of the sudden growth.

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Mrs Burdett, private hotel; S. G. Doig, plumber; P. D Moore, Te Puka Forge; John R. Hale, Te Puka Stables; C. O. Morse, timber, hardware, coal, coke, ironmongery, cement pipes; Bignall and Holmes, Ford Garage; J. K. Popple, Te Puka Store, clothing; G. J. Pepper, footwear; John Wilson, blacksmith; Joe Oates, butcher; Scott and Hanlen, painter paperhangers; J. D. Letty, artist and portrait, Lyric Pictures; Waima Library; Oates Bros, general merchants; R. Crebbin, East Coast Watch; A. H. Airey, Te Puka Hotel.

Regular car service Gisborne to Toko, Morse Ltd agent; 1 ton truck for hire available for passengers, picnic parties, sports clubs, wool carting. Joe

Chino prop. Joe Chino was also the hairdresser. Tokomaru Bay Garage; for hire — 7 seater 70 horsepower Oldsmobile, Wi Clark; Geo Chaffey, carrier, contractor, horse dealer; Arthur Shepherd, wool, hides, skins and tallow.

Tokomaru Bay Farmers Co-op Co Ltd Stock and Station Agents; S. M. McKee, hats; T. E. Hanlen painter; C. Pepper, bookseller and stationer; McDonalds Pharmacy; Len Sampy, butcher; D. J. Barry Ltd, wines, cordial, aerated drinks; Frank Thompson, builder, joiner, cabinetmaker, undertaker; J. J. Roberts, menswear; Andy Griffiths, boat repairer; W. J. Hogg, Tokomaru Bakery.

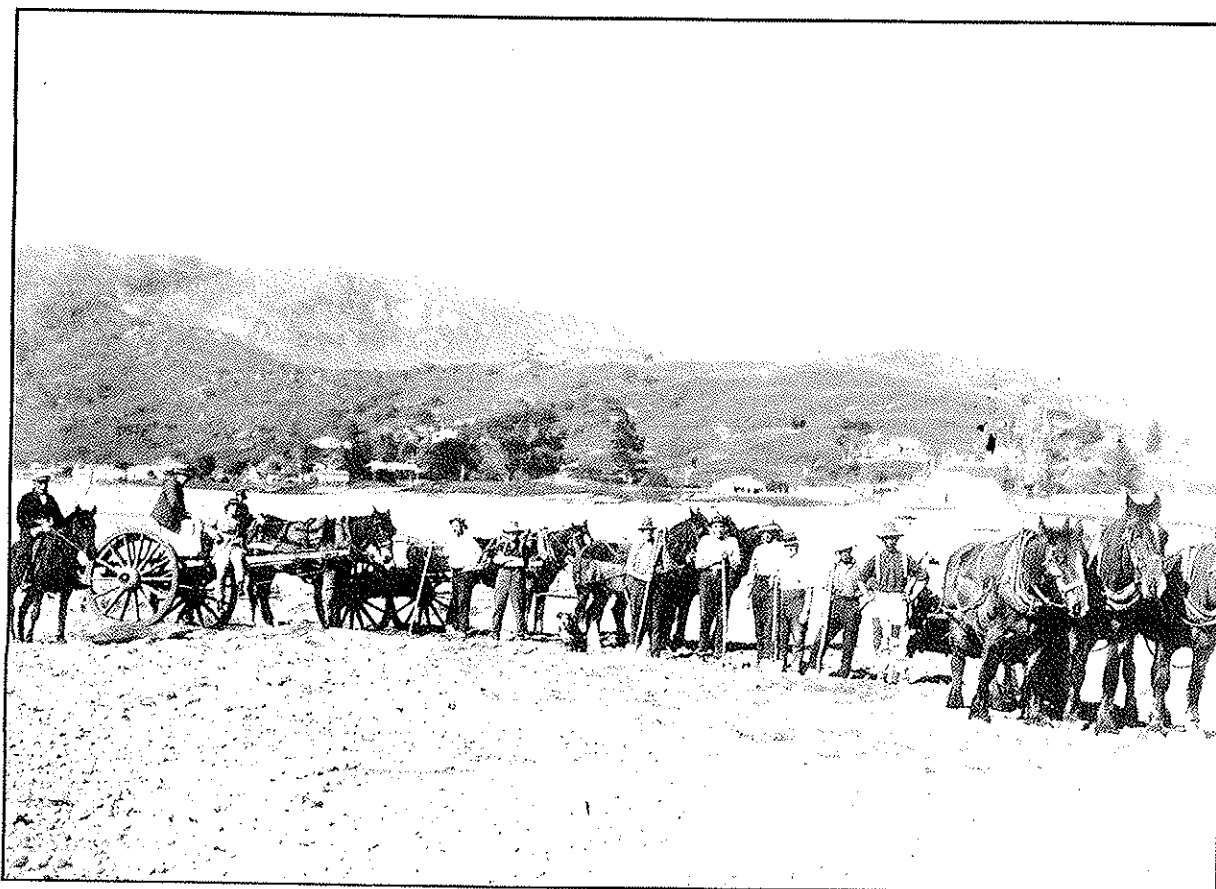
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McKees stores — Mr Sam McKee was a tailor by trade and ran a business making and selling clothes. He owned a large drapery factory but when this burned down he acquired premises by the then timber mill, in the old tearooms and in a store opposite the Tuatini Cafe. He also had a store at Waima and another store at Te Puia. The last of them closed in the 1960s.

Peppers stores — during the early part of the 1900s the Peppers owned two stores. One was a footwear store and the other a book and stationery shop. They were both located opposite the Tuatini Cafe. One shop still stands but has been moved back off the road. The other was dismantled in the early 50s.

There have been three sites of garages. Tokomaru Bay Motors was for many years located in what is now the Poverty Bay Power Board's buildings in Potae Street and was known as Bignall and Holmes. At that time the main highway went up Potae Street and over the hill. When the highway was changed to Waimana Street, where it runs today, Tokomaru Bay Motors shifted to Tuatini township opposite the present fire brigade building. A Mr F. Wickens also operated a garage in a large building on the seaside of the highway in Tuatini. This building was also occupied by Charlie Calder the plumber. The last garage closed in September 1986.

Pictures — the first picture theatre was a building where Savages store later stood on the corner of Moana and Potae streets. The Gaiety Theatre was then built at Te Puka. The pictures were



Chaffey's Transport taking road gravel from Tokomaru Bay early century.

commonly referred to as the Lyric pictures. The Gaiety Theatre was a large building with a down-stairs and a balcony. At the entrance there was a large foyer and a small ticket box and refreshment bar. Besides being used for picture shows the hall was used for balls, concerts and badminton. Mr Ernie Wheeler was the last owner and he had the theatre demolished in 1964. The site was excavated and the Long Beach Motel built.

Accommodation — there were several early boarding houses. Burdetts which stood where the Tuatini Cafe now stands was probably the earliest. There was also Hinemoa boarding house at Te Puka, Oates boarding house on the highway south and Peaches boarding house up the Kaiawha Valley. There was also the Te Puka Hotel.

The Te Puka Hotel building arrived in the bay pre 1919. It was originally prefabricated in England brought out to New Zealand and erected in Auckland and later shipped in sections to Tokomaru Bay. It operated as a hotel with all the services up until the late 1950s when its licence was changed from hotel to tavern. In March 1988 Cyclone Bola hit the bay and a large slip came from the headwaters of the creek behind the tavern right down and through the rear of the building. It was dismantled and a new building erected just north of the original site in what was the car park site for the old hotel.

The freezing works had their own singlemen's quarters known as the barracks. In the late 1970s, the Blue Marlin Motel was built by Nelson Truman and a camping ground with cabins was established attached to the Mayfair Store.

Oates Stores — The original owners of the Waima Store were a Mr Oates and a Mr Corbett. It was a thriving business during the life of the freezing works. The building still stands and opens during the holiday season as a craft centre. For many years Oates Bros operated a large store complex in the Tuatini township trading in practically all the needs of the time from footwear, drapery, blankets as well as foodstuffs. Mr Joe Oates operated the first butcher shop in the bay and had the first slaughterhouse licence. An early account book of 1911 saw some interesting figures where the average supply of meat for an average family for a whole month was around £2 worth and those were the days when families and their appetites were large.

A typical family order of meat for the month read May 1st 11lb fore quarter 2/9 (2nd) 4lb Neck 10d (3rd) 10 Leg 3/4 2 lb sausages 1/- (4th) 3lb

steak (5th) 9lb Sirloin 3/9 (6th) 13lb leg 44/4 5lb sausage 2/6 (10th) 9 sirloin 3/9 2lb rump 1/- (12th) 2 lb rump 1/- (13th) 8 sirloin 3/4 3 sausage 1/6 1 suet 3d (15th) 12 sirloin 5/- (16th) 11 lb Forequarter 2/9 11th 13lb Roast 3/9 (20th) 9lb Corn 3/- (25th) 9lb leg 3/- (26th) 9 sirloin 3/9 3lb sausages 1/6 11/2 suet 5d Total 2.13.6d

A range of meat prices for today Feb 1990 rump \$4.95 per lb mince \$3.40 lb chops \$2.25lb mutton leg \$2.00 per lb silverside \$3.50lb roast \$3.50 lb sausage \$1.80 per lb sirloin \$6.25 lb fillet \$9.00 lb. At these todays prices as near as can be worked out that family would pay \$458.70 for that one months meat.

In the year 1929 the butcher was a Mr Len Sampey and he opened a shop next to the Bank of New South Wales in the Tokomaru area

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In 1989 the Tokomaru Bay Farmers Co-op Co Ltd was established. As a stock and station firm they built a large store on the corner of Waimana and Moana Street. It was run in the early years by T. G. Buchanan, became the Gisborne Sheepfarmers then Crown Farmers and eventually closed its doors in 1984.

A large tearoom complex was established on the corner of Moana Street and Potae Street early in the century. It serviced the local people, service car passengers and travellers with teas, dinners, confectionery, ice cream, drinks and newspapers. Over the years the building included a saddlery (Andy Morgan), taxi depot, Anauro office, a chemist, a hairdresser and a solicitor. The resident solicitors were Mr James Todd and Mr Nugent for Nolan and Skeet.

Newspapers — The Bay published its first newspaper in 1915 which was known as the East Coast Watch. By 1925 the paper was known as the East Coast Press. The newspaper was printed in a small red building on the southern approach to the Mangahauini Bridge. Next to the news office was the Hanlen's residence, which was later used by Mr Cato the dentist.

Although the newspaper building was small it included the main room, a printing room and a spare room. The newspaper reporter was Mr Smythe, the first printer-publisher and proprietor of the first East Coast Watch was Robert Crebbin. In 1925 the East Coast Press was published by William Pollock and printed by Harold Wilson. The building was demolished during the early 1960s to make way for the bridge.

A bakery was first established by Mr Findlay. The bakery, shop and a living area was in Waimana Street, now the main highway almost opposite the post office. The remains of the old brick oven are still there. A Mr Lawrence followed Mr Findlay and under him trained Mr Pat Fairlie, Mr Bob Ingoe and Mr Davis. Mr Fairlie then took over the bakery and Mr Ingoe continued to work for him. As time went on others were employed there, the last two being Mr H. Fairlie and Mr T. Collins. Bread, cakes, scones etc., were supplied to all shops as far as Ruatoria. The bakery closed in the mid-60s.

Plumbing— Mr Sig Doig was the plumber from 1919 to 1929. This plumbing business was located in a large shed by Api Bradley's residence. The shed was later used by Tom Edge to start his Four Square business. During the 1950s Mr Charlie Calder had a plumbing business in a building opposite Tuatini Cafe that was used at one stage by F. Wickens as a garage. This building was destroyed by fire and the present concrete building erected.

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The fine old post office building in Waimana Street, now the main highway north, is probably one of the older buildings still standing in the bay. In the earlier days this was a manual exchange post and telegraph depot. After the switch over to automatic exchange in the late 60s some buildings were demolished. By 1988 all that was left in the building was banking service. The postal part of the business first went to the old Sheepfarmers building and the next year on to the Four Square.

Savages Drapery was owned by Mr John Savage. John's father, also John Savage, was one of the early settlers in Tokomaru Bay. He had land on the top of Busby's Hill, the clay from which was successfully used to manufacture bricks. There were three daughters in the family — Edith (Mrs Pavarno), Mary (Mrs Bartlett), and Margaret (Mrs Oliver). The drapery was situated on the northern corner of the intersection of Moana and Potae streets. Mr Savage also ran a popular mobile drapery to the top end of the county for many years. He closed his business in 1978 and moved to Tauranga.

The cordial factory. — The factory produced cordials, aerated drinks and other non alcoholic drinks. It was built in 1906. It was a large building just north of where the picture theatre stood in a vacant section in Te Puka area. Owned by D. J.

Barry and managed by a Mr Martin Weir. In the early days deliveries were made by horse-drawn vehicles but later by truck. Mr Bill Campbell drove their delivery truck for many years. Water was obtained from a spring at the back of the factory. The factory closed in 1947.

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The Four Square — Mr Tom Edge senior went to work for the Gisborne Sheepfarmers at Hicks Bay but was only there for a short period before the works closed and he was transferred back to the Tokomaru Bay Sheepfarmers in 1927. He was store manager there for some years. A Mr Gully was general manager of the whole stock and station complex at that time. Mr Edge broke away from the Sheepfarmers in 1946 and started trading as Four Square in a large building behind the Bank of New Zealand complex. His son Tom Edge joined the business and eventually took over. In 1951 he bought out the Oates complex and in 1967 built a new store behind the old Oates store. He later pulled down the old store and turned it into a parking area. Mr Edge senior died in 1969. In 1978 the store was sold to Joe Benfell then to Mike Hemington and Martin Christensen came on the scene in 1982. After this the TAB and the postal agencies were added to the business.

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The Chemist for over 20 years during the early middle nineties. Mr Harold Gardner was the chemist and Harold worked in the same building in the Tuatini area as the chemist exists today. This building before becoming the chemist was the Bank of N.Z. Other chemists in the Bay have been Peter Baron, Murray Baker, Ken Millar, Marge McDermant, Barbara Hill, Ray and Santi Bekker, Mark Williams, Grant Mercer, Charlie Eversan and Mike Jadara.

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Tuatini Cafe or the fish shop, started in the old Burdetts boarding house which was pulled down about 1960 and a fish shop built. This shop was burned down and replaced with the present building.

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Sport — The people of Tokomaru Bay from early times have been leaders in sport. In 1890

William Oates came to live in Tokomaru Bay and among other things became known in the Bay as the father of sport. From the early 1900's the Bay has had its own sporting domain that has been used extensively for cricket, rugby, hockey, softball, athletics and horse sports it has been the scene of many thrilling and happy hours, it is said that the screams and cheering at some of the great games will echo for many years to come. The Bay has especially fielded some very strong rugby and cricket teams. All Blacks such as Jimmy Mills, John Collins, Buff Milner, Andy Jefferd have all come from the bay.

The Tokomaru Bay domain has undergone many changes over the years. The original grandstand was on the western side of the field where the Rimuroa Street gates are now. When the field was widened the pavilion and grandstand that still exist today were built.

The bowling greens and tennis courts situated on the edge of the town on the highway north

could well tell a century of stories on their own and have been the scene of happy days and high class achievements. Netball has always been popular with many women still enjoying the game well into their middle age. Tokomaru Bay can boast that Sandra Edge a member of the New Zealand team in 1988 and 1989, handled her first basketball in the bay.

Billiards was very keenly contested during the years of the freezing works. There was a billiard saloon associated with J.J. Roberts store at Te Puka in the early 1920s, a billiard room at the Waima barracks and another beside the butcher shop in Waitangi Street. During the 1940s and 50s, Mr J. Clarke owned this saloon.

Other sports in the bay included badminton, table tennis held in the Gaiety Theatre, yachting, boating, fishing, swimming and bridge. The most enjoyed entertainment of the day of course was ballroom dancing, firstly in the little dumping shed at the jetty at Te Ariuru and later in different marae halls, schools and at the balls in the big shipping company building at Waima.

Today those who like to play golf go to Te Puia but from the early 1900s up to the 1940s Tokomaru Bay boasted an 18 hole golf course. It was started by Mr Pewhairangi's residence, then went up on to the hill above the ex Chaffey transport or forestry depot yards, around the seaward side of the hill above Ongaruru, down into Pahina's paddock, then over the hill above Fairlies on the Kaiawha side and back to above Pewhairangi's. Some of the holes were out of sight of the tee-off position and the story has been told of two naughty boys one Kieth Oates and his mate Canole waiting near the green for a ball to come over and then quickly dropping it into the hole and disappearing. Tokomaru Bay Golf Club still boasts about their records of holes in one. Another trick that these two rascals much enjoyed was dropping someone's ball in a newly dropped cow pat, hiding and watching the result. Kieth of course was one of our keen sportsman in later years and I often wondered did he ever achieve a hole in one, and if he did, did he have some assistance.

Remeber Len Millars team of boxing boys in the early seventies, they were good.

Yes in that period from 1911 through to the late fifties, Tokomaru Bay was alive and booming, it was one of the happiest and indeed one of the lovelier parts of the country to live in.

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Denis W. Williams J.P. OBE the father of local Government in Waiapu. Spent 38 years serving on County Council and at the same time giving service on Catchment Board and hospital.

A noted Waiapu family is that of the descendants of Herbert Henry Fairlie. Of Scottish descent, he was born in Rockhampton, Queensland, Australia in 1868, but was returned to Scotland for his education. As a young man he emigrated to Canada where he farmed with a brother and saw active service against the Indians in 1885. Two years later he came to New Zealand and settled on the East Coast. In 1889 he married Peti the eldest daughter of the Rev. Matiaha Pahewa of Tokomaru Bay.

Herbert Fairlie served in the Boer War in South Africa and was awarded the King's Medal. On his return he opened a storekeeping business in Tokomaru Bay, which later became the Oates Bros store. Mr Fairlie was the first employee of the Tokomaru Harbour Board, acting as wharfinger in the early development of the harbour. He was J. P., secretary of the local public school, member of the county council and chairman of the Mangahauini Blocks Incorporation.

Peti Pahewa was of Ngati Porou descent, with a chiefly family lineage back to the Horouta canoe. She was born in the Bay of Islands when her parents were visiting a mission school there in 1866 and returned to Tokomaru Bay when she was a year old. Apart from eight years at Hukarere School in Hawkes Bay she spent the rest of her life on the East Coast. Mrs Fairlie was interested in all community work and affairs, especially those connected with the Maori church. She was organist for the Tokomaru Bay Church and held that honour until she died in 1949, six years before her husband.

From this family four children survived to adulthood — Edward Colin, Angus Flora, Herbert Vincent and Godfrey Alexander. Like so many other early families they can now claim descendants in many parts of New Zealand. Herbert Vincent married Mona McCracken, daughter of Charles and Henrietta McCracken. No one played a greater part in the construction and development of the roading system and other services of the Waiapu than Charles McCracken.

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Probably the most respected gentleman of the century in the Tokomaru area was Denys W. Williams a good farmer and dedicated to serve his district in whatever way he could. Son of Herbert W. Williams, Bishop of Waiapu, he was educated at Wanganui College. He came to

Waiapu with his brother Quentin to take up the lease of Ruangarehu Station in 1920. Ruangarehu had been part of the great J. N. Williams Waipiro block in the early part of the century. In 1915 a large leasehold area of the Waipiro Station near the coast was returned to the Maori owners and the remainder which was freehold was divided into three large stations — Puketiti, Ihungia and Puketara. In 1920 Ruangarehu was subdivided out of the Ihungia block after some major boundary changes with Puketiti to get a workable block. This was purchased by H. W. Williams and leased to his two sons.

Financial difficulties in the early 20s resulted in the formation of a private company in 1925 to be known as Ruangarehu Ltd. The original shareholders being Herbert W. Williams' seven children. Denys W. Williams managed the property for the company until 1955 when the management was taken over by his second son Adrian H. Williams. In 1975 the ownership structure changed with the formation of a partnership that purchased the land from the company. The company retained ownership of the livestock which was bailed to the partnership. This arrangement continued until 1988 when a more favourable taxation situation enabled the partnership to purchase the livestock. The company was wound up on September 22, 1989. By the time the partnership was formed the ownership had been rationalised to include Denys Williams and his three children Adrian, Kirsty and Peggy, and a trust in favour of Adrian's children. More recently the ownership has been reduced to Adrian, his wife Anne and sons Mark and Guy. At the time of writing the management of the station was passing to Mark.

Ruangarehu covers an area of 1721 hectares and is situated 13 kilometres from the highway up the Ihungia Road. It is moderate to steep hill country with some small areas of flat. It carries 7000 Romney sheep, and 900 Angus cattle and produces 30,000 kilograms of wool.

Denys W. Williams was first elected to the Waiapu County Council in 1929 and served continuously until 1963. He became chairman of that county in 1932 and held that position continuously until 1960. In all of that period he only missed one counties conference in 1955 when he was overseas. During that period he also served as a member of the Poverty Bay Electric Power Board, the Counties Association executive and the No. 4 district council. He was a foundation

member of the Poverty Bay Catchment Board formed in 1945, a member of the New Zealand Catchment Boards Association executive and, in 1954, was appointed to the New Zealand Soil Conservation and Rivers Control Council on which he served until 1962.

His son Adrian took up the reins and in 1971 was elected to the Waiapu County Council serving until the local government reorganisation in 1989 when the Waiapu County was amalgamated into the Gisborne District Council.

Over many years much work has been done on Ruangarehu to control land erosion, prevalent in the Waiapu County with the mass planting of erosion controlling trees and pine.

The moa is believed to have roamed the hills in the vicinity of Ruangarehu in remote times as many polished gizzard stones have been collected on the hill tops and ridges. The banded dotterel, which once nested in the Makahikatoa Stream bed has now disappeared, possibly because of the spread of the hedgehog which has a liking for the eggs of ground nesting birds. Paradise duck and magpies have become well established. The native pigeon which used to be in the area in the thousands has become a rare sight. It is mainly seen only in the spring while feeding on tree lucerne. In early years Maori camped along the Mata River shooting pigeon which they preserved in its own fat.

Since 1923 Ruangarehu has kept a complete daily record of rainfall on the station, which has an average of 70 inches per annum. The highest recorded for any month being 24 inches in February 1932 and highest yearly falls were in 1938 with 111 inches and 1956 with 106 inches. Exceptionally heavy rain fell during 1916 and 1917 (130 inches) greatly accelerating erosion.

Denys Williams served with the Ninth Wellington Mounted Rifles between 1914 and 1918.

* * * *

One of the loveliest spots in the Waiapu is the beautiful Anaura Bay and is recommended to all sightseers. The scene as you drive over the hill and look down on that wide sweeping bay its string of white sands and that picturesque island with the surf breaking around. It is only surpassed by the scene if you stop half way up the hill on the northern end of the bay on the road over the hill to Nuhiti.

The scene when you look back could well be taken from an old English Christmas card. There

nestled in trees and framed in the whole scene of the Bay is the old Waipare homestead, still well cared for. There were many fine homes of the early century built in Waiapu and Waipare was one of them.

When one gets down into the grounds and wanders around the outbuildings, the staff quarters, the woolshed, the station store, the wine cellar, the derelict great wide tyred wheels and frame of the heavy wagon that was used to cart the wool down to the surf boats. When one wanders up past the old stable where the buggy was housed and then on up the great sweeping drive from the beach all lined with old pohutukawas and many other species one cannot help but feel the splendour and romance of yesteryear. The ambitious foresight the courage, the desires of the pioneer, who knew nothing of the frivolous fragile, cheapness of what life would be at the other end of that same century.

Like many other stations right on the coast in the Waiapu, Waipare Station in the early days lived right on the main highway, the sea, and that sea was without any doubt the best highway in the nation. Skippers and crews of the vessels trading along the coast faced plenty of risks in maintaining a service and of course the risks were shared by the residents whose only means of communication with the outside world was this highway, the sea.

Tragedies did occur but not too often considering the volume of traffic, to which women and children contributed a substantial quota. Everything that came and went came over the beach from the ship lifeboats, and the cargoes consisted of everything from people to household supplies to livestock.

And many a happening was held for a good laugh afterwards in those difficult but happy days.

The original 11,000 acres of Waipare was first acquired from the Maori owners by the late Colonel Porter through the influence of his wife. He then sold it to J. N. Williams, who employed Mr Leonard Cottrill as its first manager. It was during the period of Leonard Cottrill's management that part of the bottom story of the big house was built. The original 11,000 acres were all on the eastern side of the Hikawai River, between the river and the sea, and was about half leasehold including what is now Nuhiti Station. The house was given major alterations in 1902.

The original 11,000 acres including the Maori lease was sold to a partnership of Messrs F. J.

Williams, Raymond Kemp and Reginald Gardner. Mr F. J. Williams had worked with Mr Gardner in the Port Ahuriri office of Williams and Kettle Ltd and Mr Kemp had had some experience of farming as a cadet under Mr Allen Williams at Te Aute.

Nine years later, 1903, Mr F. J. Williams bought out his two partners and in 1912 Mr F. J. Williams had the top story added to the house and the landscaping and planting of the beautiful grounds as we see them today was also achieved about this time.

The Maori leasehold of 5000 acres between Anaura Beach and Tokomaru Bay expired in 1920. Its loss was replaced by the purchase of 5000 acres in the Tauwhareparae Block from the Fitzgerald Brothers of Mangatokerau. This new block joined the original freehold part of the station along the Hikawai River with the main road running through it.

At this time of roading improvements and the start of motorised transport it was becoming clear to the far-sighted that road traffic would take over the import and export across the smaller beaches without wharfing facilities. So F. J. Williams built a new woolshed, cattle yards and men's quarters out near the river and highway. The buildings were completed by 1925.

F. J. Williams believed in having everything at a high standard and probably overspent himself trying to achieve this. A great part of Waipare was not the strong fertile country that was being farmed further inland. It was sandstone country that manuka and kanuka thrived on. The regrowth was ongoing and costly to control especially in those days before aerial topdressing. On top of this came the Depression of the 30s. Waipare was not in a good position.

In 1938 when things were all coming right nature was again cruel to F. J. and his good wife Edith Frances. It had one of the biggest storms ever to hit the area. The Hikawai rose to unprecedented heights leaving the whole river valley in the centre of the farm a mass of silt, debris and dead stock. The slipping in the hills and the damage to fences was unbelievable. Worst of all a massive slip occurred at the head of a small stream that normally babbled past the big homestead on the beach. The mud, slush and debris came right down the stream and spewed itself out around the house.

Mr Williams was critically shocked and after a severe stroke died in that same year. Two memorials stand to his memory — one, the lovely

old home and grounds and the other, several plantations of redwoods on the main road near the three bridges. They have had a special reserve protection put on them and must stay preserved for their natural life.

In 1924 Henry W. Gordon came to work on Waipare Station. He was later responsible for its overall management up until when he died in 1952. With careful management he managed to bring Waipare through most of its troubles and managed to keep well ahead of the regrowth that kept occurring. When Henry Gordon died Waipare was clean and in good heart. It was then managed by Tom Reilly. By this time the F. J. Williams family had established themselves in other parts and the interest in Waipare had waned. Manuka and kanuka started to take over and about 1957 the station was sold to Bob Shanks but it never recovered.

In 1965 Waipare was sold to the Lands and Survey Department. Its 11,000 acres, were practically all covered in heavy kanuka and manuka — the big spending was about to start again. When Mr Shanks sold to Lands and Survey he retained the homestead along with 14 acres around it.

Land and Survey set themselves a target of settling five new settlers on blocks of approximately 2000 acres each in fifteen years time. To achieve this they employed one Peter Graham, a hard working tough good natured individual who was at all times capable of displaying a cheerful grin and a joke no matter what the problem.

They could not have selected a better man to do the job 11,000 acres of heavy manuka with virtually only patches of grazing, practically no fences not a yard that would hold cattle, a flock of sheep and a herd of wild Angus cows to look after with the usual Lands and Survey audit on stock loss etc it is doubtful if they could have found another man to do it. They certainly would have been lucky to find another man that would have stuck to it for the full fifteen years of development anyway.

The redevelopment of Waipare with Peter Graham and his good wife Beverley beside him over that fifteen years from 1965 to 1980 could easily be a whole book on its own. The author of this book farmed next door for that period and indeed would like to write that book, and maybe if there is time left will do so but for now will just mention some of the characters and hope that their nanes will bring back some happy memories

to any of those people who were lucky enough to experience even a small part of that "back to the pioneers life".

Mopie Devery the head shepherd with the nice smile but loved a fight, old Jack the farmer with that greasy beard and his tin of rotten crayfish. Bob Peachy who erected virtually tens of miles of fences, old Jim O'Dey who had many of the scrub cutting gangs and could stretch most stories as long as Bobs fences. Big Wallace Kaa the shearing contractor, his lovely wife who was always there to cook for the gang.

To hear Peter Graham telling the story of seeing the shearers quarters with the smoke streaming out of every window and pouring out under the corrugated iron roof and on racing over to see what was going on, and getting there just as big Wallace appeared in the doorway black with soot furrowed by a couple of tear marks down the cheeks, and on seeing Peter complained. "By crikey Peter think bloody chimney is blocked," or perhaps O'Dey with some of his possum stew. What about old Bugger me Charlie or to be correct Charlie Akuriri the general hand. The dozens of other people who worked there the gangs of unemployed in the late seventies. Bert Henry and his bulldozer and the miles of fence lines he prepared. The near neighbours Rusty and Beryl O'Connor, Ralph and Margaret Anne Williams, Bill and Joyce Watson Terrence and Briar Murphy, Frank and Sophie Madden, Charles and Irene Rau and their children Lawrence and Elizabeth. The Polo cross games, the Rodeos, the horse sports, the rugby, the Friday evening trips to the Te Puka. No doubt the redevelopment of Waipare under the leadership of Peter Graham was a reawakening of life around the three bridges.

The biggest spender of all farmers the Lands and Survey had hit Waipare, every kanuka bush was destroyed by hand cutting, some of the fires that followed must have almost equalled some of the bush fires of the early part of the century, every old fence was bulldozed over the edge and buried and brand new ones built. Four new houses were built on sites that would allow for the subdivisions into five farms. The burns were grassed and in came the top dressing planes, literally millions of dollars was poured in to reach the target that was set. The money being spent and the methods used was a talking point among the farmers of Waiapu. At the same time there was an air of excitement too.

But alas by 1984 there was a change of Government and a complete change of policies as it concerned all modes of back country life. To this Government the importance of the farmer, his confidence in the future, the need to resettle more of them, meant nothing. A land settlement committee comprising no one with local knowledge was given the task of deciding there was no part of Waipare that was suitable to settle a new farmer, there was no part of Waipare that was worth dividing off and selling to an adjoining farmer to make his lot more economic even though there were several neighbours screaming for this to happen. No that committee had all the say they looked at figures that had mounted over fifteen years of Lands and Survey spending and recommended that Waipare be sold to Hikurangi Forest Farms Ltd. so that they could bulldoze roads through the new fences and highly top-dressed grass lands and spend many more millions on planting it in pine trees.

Tokomaru Bay Freezing Works and Harbour Board

In the early 1880s the Bennett process of preserving meat was developed. It was a process of embalming by the injection of a chemical into an artery in the neck. It cost about 3d per sheep and 2/6 per cattle. It was said not to affect the texture or flavour of the meat over quite a period of time. A trial shipment sent to Fiji and back was found not to have deteriorated on its return.

The New Zealand Land and Labour Company Ltd 1885 adopted this process along with a

plan to serve the farmers of the Gisborne East Coast area with a works at Gisborne, supplying Auckland city with meat. The new process was said to be the promise of a golden era for the district, but when the freezing industry began to succeed with exports to Great Britain this wealth-producing vision faded.

During the 1890s different ventures of the freezing industry were established in Gisborne. The first Kaiti works opened in 1896 and in the

first year froze 23,871 sheep carcasses and boiled down 24,489 carcasses.

It was difficult for Waiapu farmers to dispose of their surplus stock and achieve the economic advantages of raw meat and wool. Drovers stock to Gisborne and arriving there in the right condition was not always successful. The only real way of disposing of old ewes was a boiling down works that had been established at Takapau.

In January 1909 a meeting of Tolaga Bay sheepfarmers decided to build a works at Tolaga Bay to serve the Coast. But this was abandoned when the Tokomaru Bay Freezing Company was formed on March 18 the same year.

Its first directors were A. T. Ngata, K. S. Williams, E.R. Murphy, H. B. Williams, W. Busby, G. M. Reynolds and H.D. de Lautour. The Tokomaru Bay freezing works was opened on the January 24, 1911. It had been erected at the cost of £39,000 and its new manager was H. C. Dawson. The estimated killing capacity of the works was 2500 sheep and 60 cattle per day.

With the Tokomaru Bay Harbour Board set up and functioning, the freezing works and port facility affected the whole of Waiapu. It shifted the whole emphasis of trading and over a period caused a complete change in the county roading pattern, the eventual rise of Ruatoria and Te Puia and the fall of Tuparoa and Port Awanui as trading posts.

For the next half century the port and freezing works played an important part in the development and economy of Waiapu.

Although the harbour board was gazetted in 1908 it appeared to wait until the freezing works was established before it began to operate properly.

The first minutes were recorded on July 29, 1910 and some of the first business was the laying of two buoys in the bay to direct shipping.

At a meeting of November 23, 1910 the board received a letter from the collector of customs, Gisborne stating that no authority had been given to place buoys in the bay and drawing attention to Section 84 of the Harbours Act 1908.

The chairman, Mr K. S. Williams, proposed that Mr Nolan of Nolan and Skeet be written to and asked to inquire as to the possibility of the board obtaining a loan of £20 to £30,000. At a meeting on January 2, 1911, Messrs Nolan and Skeet solicitors suggested council pass a resolution authorising the raising of that £30,000 loan and that the Public Trust offer money at 4 1/2 per cent with a one per cent sinking fund.

Later in the year the harbour board took out a loan of £20,000 instead of £30,000 to purchase from the Tokomaru Sheepfarmers Freezing Company Ltd and the Tokomaru Farmers Cooperative Company Ltd the present wharves and reclamations constructed by the said companies at Tokomaru Bay, for the purchase of land in connection therewith and for the erection of new buildings, reclamation and plant purchase.

The board paid £10,000 for the new wharf, £630 for the bridge to the wharf, £3370 for old work and reclamation, a total of £14,000. The company retained the rights to pump water from off the wharf at the present site and the right of continuance for use of a car-haul.

The wharf was finally taken over by the Tokomaru Harbour Board on March 31, 1912.

The first permanent employee mentioned in the minutes is Mr H. H. Fairlie who was employed as wharf manager at £5 a week. Mr D. H. Henderson was the first harbour board clerk and Captain Plummer the first harbourmaster.

In that early period the launch Waima was an important feature of the whole working of the port. It had been bought from the Waima Shipping Company. Most travel from outside the area was by sea. As many of the ships were too large to be moored at the wharf, they would come in and anchor in the bay. The Waima would then ply to and fro delivering outward and inward freight, mail and passengers. Some of the larger steamers would only have passengers and the launch would meet them outside the bay, weather permitting and the passengers would be hoisted from the deck in a large basket and swung out and down into the launch. There would be up to 30 passengers delivered either way in this manner.

Many references are made in the harbour board minutes of clothing hampers being dropped overboard in this transfer of passengers and claims against the board for damages by salt water to some ladies' best frocks — the board always met claims that were obviously genuine.

Many of these travellers were people seeking work and, in the case of shepherds, brought their dogs with them. On August 20, 1916 the board received a letter from Mrs G. Murphy complaining about dogs being put into the embarking basket with passengers when alongside mail boats. The secretary was instructed to write to the Huddart Parker Co and ask them to instruct their officers on the various steamers calling at Tokomaru Bay not to put dogs into the baskets with ladies or children.

The launch was also used extensively taking out fishing parties. The minutes of November 17, 1917 tell us of the raising of charges for fishing parties to £4 for 8 hours or £2.5.0 for 4 hours.

During the period July 1915 to April 1919 the Waima carried 1079 soldiers free of charge and 300 recruits at half price.

As late as 1925 the secretary was instructed to obtain a new basket suitable for handling passengers out in the bay, indicating that even at that stage the popular way to travel was by steamer and the basket.

A very large cargo and wool handling store was erected by the NZ Shipping Company in 1911. The building was of brick, many of them manufactured locally by local farmer John Savidge.

The whole concept of processing beef and mutton in a local freezing works and the port facility at Tokomaru Bay to handle all imports and exports for the county was a tremendous success and a wonderful service to the continued development of Waiapu. They were real examples of what could be achieved solely by local farmers joining together in the spirit of true pioneers and completely establishing their own servicing needs without assistance from outside interests.

Selected snippets from the minutes is the best way to give the reader a little insight into these operations.

November 1913 — Mr A. B. Williams proposed that a donation of £5 be voted to the chief lighthouse keeper at East Cape in recognition of his services re keeping the harbour board posted with the correct time of boats passing the East Cape.

December 1913 — proposed that the Waima wharf be extended and improved approx as outlined in the Cyrus Williams report.

January 1914 — the postmaster of Hicks Bay was voted five pounds for his services of notifying the board of correct time of ships passing Te Araroa. (This was important as it gave the harbourmaster an indication of the time the harbour launch needed to be outside the bay to meet the particular steamer).

June 1914 — The tender of Donald McLean and Company for £1922 was accepted for the extensions to Waima Wharf.

The secretary was instructed to write to Minister for Land Mr W. J. Massey and endeavour to obtain 20,000 acres of land situated in block 2, 3, 4,

5, 6 and 7, of the Hikurangi Survey District Waiapu County as a harbour endowment for Tokomaru Bay.

August 25, 1914 — a letter from the Minister of Lands stated the 20,000 acres of land requested as endowment was a forest reserve and because special parliamentary sanctions would be needed to revoke this he could not see his way clear to grant the endowment. The secretary was instructed to further write to the Minister and explain that the board was quite aware that the 20,000 acres they had requested was part of a 134,000 acre, more or less, of a forest reserve. The board considered that the timber on that part of the reserve requested was practically useless as it could never be got out except at a financial loss. If the timber was cleared the board also considered that to open up the further 20,000 acres would considerably further the progress of the district.

August 25, 1914 — Engineer reports that contractors on wharf extensions are making good progress. 126 piles to hand and balance are afloat — 59,435 feet of totara and kauri are to hand and 9650 feet afloat leaving balance of about 12,000 feet to come.

Tokomaru Sheepfarmers Freezing Co wrote asking that wharfage charges be waived on 400 carcasses of lamb being shipped for the poor of London (granted).

July 27, 1915 — Letter from Lands Department advising that government could do nothing about land in Hikurangi Reserve for endowment.

April 5, 1916 — The secretary instructed to write to the Minister to obtain portion of Tangihanga Block, lately acquired by Government, as a harbour board endowment. A reply said the block was still native land.

November 4, 1916 — Tenders called for the building of Harbourmaster house. C. V. Morse was the successful tenderer at £1949.

Letter from the Marine Department dated November 26, 1920 stated the department proposed to move the East Cape lighthouse on to the mainland.

April 14, 1922 — Letter from Minister of Lands D. H. Guthrie finally declining all board's application of endowment land.

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The Tokomaru Freezing Works was established by the Tokomaru Farmers Freezing Company formed in March 1909 and served the dis-

strict well up until 1921. Figures of the stock killed are not available but harbour board records show the exports of frozen meat over the wharf to range between 2000 to 5000 tons per annum.

They were also responsible for the development of quite a town at Waima in the northern end of the bay. Many fine homes were built to accommodate the senior staff, a single men's barracks and large dining room which was said to be capable of feeding 200 men. Another building contained a library and billiard tables. This was all followed by private enterprise with the necessary stores, drapery, grocery, hardware etc., and of course the inevitable blacksmith the Mr Fixit of all trades.

The whole scene was a busy, thriving industry. Mobs of killable stock steadily converged from all directions on to Waima. They came over the hill from the Waipiro stations in the north down the valleys from the Mata area and around the southern end of the bay from the Waipare and Anaura. Steady streams of wagons drawn by heavy six draught horse teams and loaded three tiers high with bales of wool converged from all directions. There was altogether a happy thriving atmosphere with brisk trading at the stores. The old Te Puka Inn was the place to quench the thirst and catch up on the local news for the shepherds and teamsters or a little game of two-up with the freezing workers.

The Gisborne Sheepfarmers Frozen Meat Company in response to a post war boom in 1920, started operations with a new freezing works at Hicks Bay and also acquired the Tokomaru Bay Freezing Works from the local company.

After 25 years of operation under the management of the Gisborne Sheepfarmers Frozen Meat Co, Thomas Borthwick acquired the works in 1945 and continued its operation until it closed in 1952. A study of the frozen meat exports over the wharf tells us there was actually very little discernible decline in the throughput of stock numbers right up to 1952 when the works closed. No doubt the works had been operating for more than 40 years and there must have been, by then, a call for modernisation. Most other works had abandoned the old solo butcher process in favour of the chain system of slaughter and works had come to the stage where large inputs of capital would have been needed to bring it up to a standard that could compete with modern economics and labour demands. The roading system to Gisborne and motorised transport had im-

proved immensely and the economy scale plus modern trends showed it was sensible to close the works and send all stock to Gisborne for slaughter.

The gradual fading into oblivion of Waima and Tokomaru Bay as a booming trade centre had begun. The export of wool over the wharf at Waima being of more importance even than the trade from the freezing works induced the harbour board to continue their operation through to 1963 when it was officially dissolved and its power and functions were transferred to the Waiapu County Council.

The day of the calling of the "home boats" — the Rimutaka, the Rangitane, Rangitikei and the Rangitata — to transship wool and frozen meat to England were over. Richardson's coastal vessels and their lighters that transshipped cargo to the overseas vessels anchored in the bay were withdrawn.

The passenger ship the Arahura which plied between Napier and Auckland, the harbour board launch the Waima which was destroyed in a storm and later the Luna are all recalled with deep emotion by those who remember.

Harbour board records show the total tonnage over the wharf stayed reasonably static from 1914 to 1940, the highest tonnage being in 1916 with 11,845 tons and the lowest in that year being down to 6229 tons but generally being reasonably steady at between 7 and 9000 tons.

Even though there was always some transshipment of small cattle, probably 18 month to two year types, there appears to have been an upsurge in this trade from 1927 until 1941, reaching the remarkable total in 1929 of 38,125.

The year 1927 also saw a sudden increase in wool exported through the harbour and right through to 1950, generally ranging from 10 to 16,000 bales.

It could well be assumed that this increase in trade from 1927 onwards could have coincided with the final establishment of the main roading system throughout the county and the successful operation of motorised transport.

From January 24, 1911, when the first twelve trained butchers lined the board for the first kill of a fine line of wethers from Mr W. Busby's Pauriki Station, through to the year 1952 when the works closed was a whole 40 years of success for the local freezing workers and Tokomaru Harbour Board. It had been a concept put together by a group of pioneering farmers with foresight and fortitude

born out of sheer necessity. Now times were changing. With the improvement in roading, coastal shipping was gradually becoming redundant. A higher standard of hygiene facilities was being demanded by those countries buying New Zealand produce. Much higher standards of remuneration and facilities at the workplace were

being demanded by the workforce, it was a time when economy of scale was dictating more centralisation.

Once again in Waiapu progress in one form would mean the demise of what had served the region so well in another. The end of the freezing works and later the port was inevitable.