

Contents:	
Object of the month—Wendy Deeming.....p2	History Now—Papakura’s railway terminus..... p4
Society news and eventsp3	Art depicts Papakura History p6
	Fresh look at war memorial—Kara Oosterman... p8
	Loyal and enthusiastic—Terry Carson p12

Greetings all. No sooner is the last *Sentinel* out than this one is being prepared. But interruptions and distractions make life richer.

The April issue features an article to honour Anzac Day. Kara Oosterman has written about a serviceman from the Second World War, Sergeant Pat Dyer, who lost his life over the Netherlands, serving as an air gunner.

Last year, the Museum was open on Anzac Day, and this will be repeated on the morning of the 25th this year. Have a look at some of the new exhibitions in the Military Gallery, including one on our former Patron Theo Thomas.

This issue introduces a new feature we’re calling History Now. What happens today in our community and the district around may represent a break from the past and herald a different future. The first History Now article recognises the end of an era. After 111 years, Papakura Railway Station is no longer the southern terminal for Auckland suburban services. Readers, what changes do you notice? Take a photo and write a couple of paragraphs about it. New voices are welcome. If you’re unconfident about writing, your editor will give a hand.

Our redoubtable connoisseur of all things grand, Terry Carson, reports on Royal Visits of the past, a matter in which he has invested research and *Sergeant Kelly’s Elephant* (see back cover.)

Read on, with the best wishes of the contributors and your editor,

Rob

**PAPAKURA & DISTRICT
HISTORICAL SOCIETY**

Monthly Members’ Meetings: 4th Thurs, 1pm – 3pm
Regular heritage Trips to places of interest

PAPAKURA MUSEUM

**Open: Monday—Friday, 10am—4.30pm,
Sat 10 am—1 pm**

Accent Point Building, 209 Great South Road
Ph.: (09) 298 2003 www.papakuramuseum.org.nz

Object of the month

Wendy Deeming



The glass butter churn was manufactured by the blow Churn Co. in England. The jar was sealed by a metal screw top-lid with a number of small holes to allow air to escape. Milk is “separated” to retrieve the cream, which is then beaten to make butter. The churn is worked by inserting the cream into the glass section and then rotating the wooden paddles. Turning a handle by means of a ratchet on the lid of the jar rotated the wooden slats inside the jar. The agitation of the cream, caused by a mechanical motion of the device, disrupts the milk fat. The membranes that surround the fats are broken down, subsequently forming clumps known as butter grains. These butter grains, during the process of churning, fuse with each other and form larger fat globules.

Glass jar churns were useful because the churning process could be watched easily. It takes lot of milk to make butter – cream from 25 litres (22 quarts) of milk is needed to make 1kg of butter.

Until well into the twentieth century it was common for rural families to keep a house cow, providing them with a ready supply of fresh milk. Wooden barrel churns were available for making large quantities of butter but glass churns like these would have been a convenient way to make small batches by individual households. The hand churns came in sizes holding 2 quarts, 3 quarts and 4 quarts of cream. Household glass churns were advertised as a “new invention” in New Zealand from 1906.

Butter has remained a popular dairy product to this day and of course its manufacture is vital to the economy of New Zealand. They were still making churns during the Second World War.

The model on the left was
manufactured from 1900-1929.

Accession number 2514

Donated November 1983

The model on the right was popular
from 1930-1940.

Accession number 3803

Donated March 1988

Society News and Events.

Recent talks:

27 February: Sharlene McClay of PestFree South Auckland. A historical background to pests, and a summary of the work done to contain animal and plant pests (rats, possums, moth plants...)

27 March: Tessa Duder: "Auckland's founding 1840—a neglected story." Based on her recently published novels and research set around the founding of Auckland as the capital of the colony.

There was a lot happening in Accent Point that afternoon. A bossa nova (sweet and syncopated) performance was organized just outside the Meeting Room ending just before 2 pm when Tessa gave her talk. Our thanks to the Library Manager who provided early refreshments in the Education Room during the concert.

Forthcoming PDHS meetings:

(Held in Library Meeting Room at 1 pm, followed by afternoon tea—anyone welcome. \$2 towards afternoon tea.)

24 April: Herb Dreher: "Growing up in a German village during World War II"

22 May: James Duncan: "Infant sparks: Auckland trams"

Trips:

Thurs 1 May: to Matamata, \$50 per person (includes cost of transport + entry fee) for 12-seater van, with our own driver Rowan Muir. Minimum of 8, maximum of 11. Firth Tower closed but surrounding village open. 9.30am departure with 2.30pm return.

Museum:

Current exhibitions: Music

All Ablaze

Museum Talks:

Saturday 8 March, Dr Brian McDonnell spoke on the US Camps in Auckland during World War II, with a focus on South Auckland.

Saturday 5 April, Colleen Brown again launched a children's book, *The biggest kiwi in the world*, and told the story behind it, of the Sling camp and the officers and soldiers who carved the kiwi in chalk in 1919, and the British soldiers who restored it in 1980.

The Museum will be open on Anzac Day, 25 April

A recent conversation, and some reflections on it

Someone asked me the other day, “Why do we only write about the history of the past? What about the present?” Good question. Certainly we should be very conscious of what is happening now. It sometimes seems as if we are sleep-walking to disaster, and in 2025 that impression is at crescendo pitch. For those who are listening.

Those who know the past are alert to the danger signs. At the moment we are being reminded of the 1930s—the rise of Fascism, economic warfare (autarchy), military aggression and brutality, the assault on the League of Nations and international trade, appeasement. We study the past, not only because the best stories can be “captured” - with suspense, interesting characters, the plot’s twist in the tail, and different perspectives that those characters shouted through all available media (or else made darn sure we never heard). But also because the past explains most of what is happening now. For years I had a sticker on my diary that said: “Today is yesterday tomorrow.” As a history teacher, it was a reminder about why history is such an important subject. The most important, but then I’m probably biased. But consider that other important subjects, whether Science, Literature, Mathematics, the Arts or Technology, are rooted in history. The history of the present is in the past. So I agree— the present is important: it is the future unfolding and will be the past in that future.

I am inviting our readers to help write the history of the present. We’re calling it “History Now”. We’ll have a section in each *Sentinel*. I’ll kick it off this time with the story on the end of Papakura’s century as the Southern suburban rail terminus. And then let’s hear from our readers. If you see an old landmark disappear or new signs go up, take some photos and write a paragraph or two about it. That’s all we need. (And send it to pdhs@papakuramuseum.org.nz)

History Now

In which we encourage readers to share the latest on what is changing round the area.

This issue: Papakura is no longer the Southern Terminus on the Suburban railway system.

When I’m at home off Opaheke Road, there is a new sound, accompanying the almost continuous road noise, the almost-as-frequent thrumming pulse of a helicopter, and the short whistle and long grind of a freight train coming up the hill. It is the high softer whine of a suburban train accelerating on its electrified way to Pukekohe. That’s good after a year without any suburban trains. And now Pukekohe, with its new station, is the southern terminus.

When a South Auckland railway line was first mooted in about 1860, the southern terminus was supposed to be at Drury, and there was a debate between the Runciman camp and the Godkin camp as to where that station would be. By the time Julius Vogel got it built between 1872 and 1874, the idea was that it would end at Mercer, where passengers and freight would transfer to Waikato River steamers. By 1882 Te Awamutu was the southern limit, but that changed once the King Country was opened, although the next stage presented major challenges and took time.

But none of those stations were suburban terminals. There were long-distance express trains and there were mixed trains carrying passengers, livestock and other freight between Mercer and Auckland. People relied on those trains to get to work or school. Closer in to Auckland there were suburban services terminating at Ōtāhuhu. Papakura village was part of the great rural services beyond. But there was debate about where more frequent and punctual suburban services should end.

In 1913-1914 the debate was decided in Papakura's favour. The decision meant that a turntable would be built just south of the station, so that the locomotives could turn around in readiness for the next run to Auckland. Of course the turntable became redundant once railcars replaced the old locomotive



Turntable and water tank, railway house in rear. Papakura Museum 19159P

and carriages, and all trace of it was removed in the last thirty years. But for just over 110 years, Papakura has been the southern terminus. That also meant that the Papakura station had a privileged position with the longer-distance trains. The Silver Fern, Northerner and Te Huia all stopped at Papakura, often the last stop before Britomart (which has become Waitemata

station). The recent Airport connection at Puhinui elevated that station to a stop on Te Huia.

Until February 3 this year. Now that the electrification of the line is complete, Pukekohe is the southern terminus. Trains don't sit at Papakura, they pass through. Te Huia doesn't stop here; we need to catch a Southern Line train to Pukekohe to catch it. The *Franklin Times* March issue ran an article announcing "Improved train services at Pukekohe". Good news for Pukekohe. At least the Northern Explorer still stops at Papakura.

When I wrote the *Sentinel* series on the nine historic stations south of Manurewa and north of Pukekohe, I told the story of Hunua/Ōpaheke, Drury, Runciman, Karaka Siding Crossing and Paerātā stations south of Papakura. All are mostly forgotten. But now, with the Pukekohe electrification and rapid development to the south of Papakura, three of those stations are coming back. Early next year Drury and Paerātā will again have stations, Drury Station in the same place as the one that was closed in 1972, the Paerātā Station in a new location between the old Paerātā and Karaka stations; and when Ngākōroa follows later in 2026, the Runciman-Karaka area will again have a station. Will the old Ōpaheke and Tironui stations ever come back?

For now Pukekohe is the southern terminus, but for how long. Both at Tuakau and Pokeno, there is a call to bring back the suburban stations, so with the growth to the South, Pokeno could be the terminus before too long. The developer-driven sprawl of Auckland seems endless. Where does it end? Mercer? Te Kauwhata? Hamilton?

Art portrays Papakura History



Papakura Railway Stations c 1900-2025, Jan Hawkins. Pen and wash.

All photos on this and the next page, by permission of the artist and Papakura Art Group.

On Saturday 30 March, a new art exhibition was opened at the Papakura Art Gallery in Averill Street. It was a good day, Papakura was pumping—a band outside the Museum, the event in central Park (music, food stalls and an impressive range of fire engines, ambulances, first responders, Coast Guard vehicles) to commemorate the centenary of Papakura's Fire Brigade. And in the Art Gallery (which used to be the Fire Station, and then housed the Papakura Museum), the Papakura Art Group and Papakura Gallery's collaboration "A Papakura Perspective" drew members of the Art Group, Daniel Newman, Local Board representatives, kaumatua Haare Williams and others.

Kara and I were there, and we encourage everyone who can to view the exhibition. Art Group members have been visiting the Museum, some took a short historical tour with me, there have been some plein air (outdoor sketching or painting) sessions, and a lot of creativity with paint, ink, crayons and other media. The results are very good, and well worth Society members' while to take a visit down memory lane or to see the familiar with different eyes.

We have been given permission to include a few examples of what's on offer. But these are only a sample. Come visit.



Above left: Mi Hwa Kweon, Chapel St., 2025, watercolour and pen

Above right: Pukekiwiriki Pā (steps to summit) - top, and Pukekiwiriki Pā Rua (Storage pits), Clara Kim, 2025, acrylic on canvas

Left: Dellis Hunt, The old cop shop, 2025, watercolour and pencil

Below left, David Quinlan, Stanley Building, 2025, acrylic

Below right: David Quinlan, Way to the art gallery, 2025, oil.

Permission Papakura Art Group



Continued page 17

A fresh look at the Papakura-Karaka War Memorial

Every year around this time, the focus is on ANZAC Day and remembering the fallen. The men who gave their lives during the Second World War, and whose names were added to our memorial, have been somewhat neglected. Our archives room currently only has the basic list of names, a situation Anne and I have recently begun to address.



Image March 2016



March 2025

Going back a little, the Monument itself received attention with the addition of flank walls and flagpoles as shown above. A letter to the Papakura City Council from the Papakura and Districts Historical Society (March 1987), states that the memorial flank walls were erected in 1946. Plans for a World War Two memorial apparently included a community centre, the idea was discarded in favour of upgrading the existing memorial and planting a memorial rose garden. It is unclear when the redesigned setting and rose gardens were undertaken. They were completed by 1955 to the design of Lewis Walker (architect) and commemorated Papakura and Karaka's contribution to the Second World War. The unveiling took place on ANZAC Day 1955. The walls record thirty names, each of those men deserves his story to be told. Following is a glimpse into the life and death of one of them.

40758 Sergeant Henry David Patrick (Pat) DYER

Pat Dyer was born 14 May 1919, the third child and second son of Catherine Ann and Thomas Henry Dyer. He was born at Paeroa where his father was a police constable. Two more sons were born by 1930, the last at Masterton. By then Thomas was police sergeant at Masterton. On 27 July 1940 he became the first resident sergeant at Papakura Police Station, which explains why his son's name is on the Papakura-Karaka Memorial.

Pat was educated at St Patricks School, Masterton and Wairarapa College, where he reached University Entrance standard. He was in the first XV and excelled in swimming. He left school in 1936 and was employed in a clerical capacity by the Railway Department.

In March 1939 he applied for a Short Service Commission in the Civil Reserve of Pilots (also known as the Air Force Civil Reserve) but was unsuccessful. On the outbreak of the Second World War, he volunteered as aircrew. Pat reported to the Initial Ground Training School (TS), Levin, 12 March 1940 and proceeded to No.2 Elementary Flying TS, New Plymouth on 8th April. He did not progress during pilot training and was posted to the Air Observers School, Ohakea, 13 May, for training as an air gunner. On completion of the course, he was awarded his air gunner badge and promoted to sergeant.



Sergeant-Gunner H. D. Dyer, of Masterton, missing on operations.

Sargeant Dyer sailed for the UK on the RMS Rangitata, 7 June 1940, arriving at No1 Depot, Uxbridge, Middlesex, 21 July; 30 July he was posted to No.5 Operational Training Unit (TU), in Turnberry Scotland. On 21 September he was posted to No. 600 (City of London) Squadron Aux Air Force (a night fighter unit) at Church Fenton, Yorkshire. Pat was about to find himself taking part in the Battle of Britain — the first major military campaign fought entirely from the air.

A total of 71 squadrons and other units from Fighter Command, Coastal Command and the Fleet Air Arm are accredited as having participated in the Battle of Britain. No. 600 Squadron was one of them. Pat is most likely to have been in a Bristol Blenheim, which typically carried a crew of three: pilot, navigator/bombardier, and wireless operator/air gunner. While not mentioned previously, training for air gunners commonly included instruction in radio operation.

The Blenheim bomber, a notable World War II aircraft, was one of the first British airplanes to feature several advanced technologies, including retractable landing gear, flaps, a powered gun turret, and variable-pitch propellers. These features contributed to the Blenheim's design and performance, making it a significant aircraft of its era.

The Battle of Britain clasp, (or bar), was instituted in 1945. It was awarded to members of fighter aircraft crews who participated in the Battle of Britain. The bar was worn on the 1939-1945 Star campaign medal. Sergeant H D P Dyer was one of the 127 New Zealanders that qualified for the clasp.



Before we continue with Pat Dyer's story, a few notes on the Battle of Britain.

Winston Churchill coined the phrase in a speech in June 1940. This was just after France had been defeated and he said *"I expect that the Battle of Britain is about to begin"*

2,937 airmen are officially recorded as having fought in the Battle. 544 lost their lives.

Airmen from fifteen countries were involved.

The following aircraft were used by the British and their Allies during the Battle

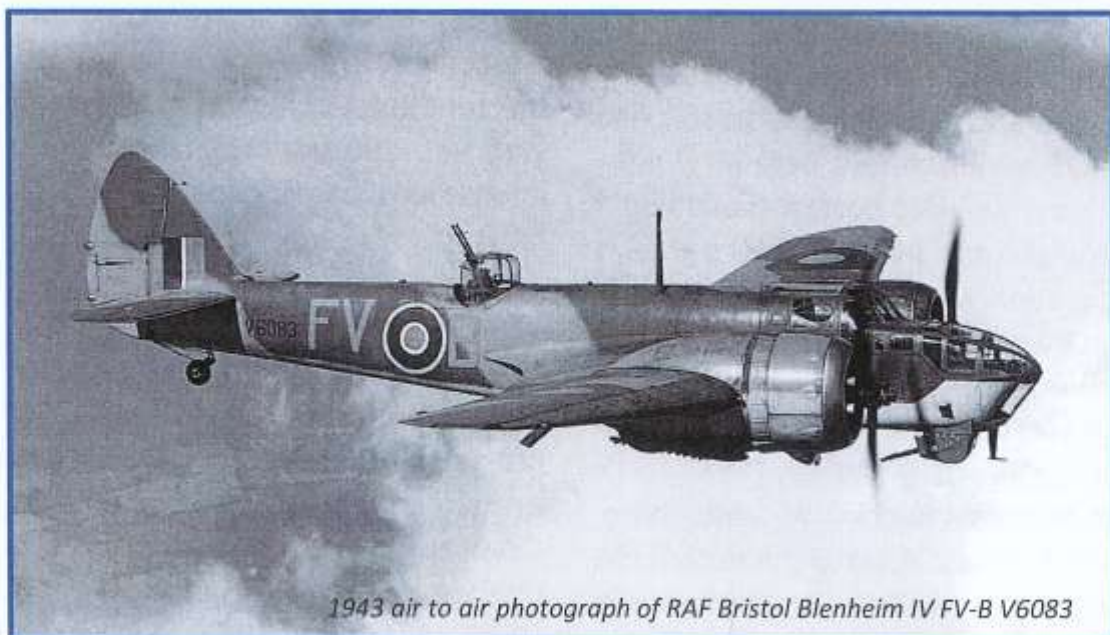
Hawker Hurricane – Front Line Fighter

Supermarine Spitfire – Front Line Fighter

Gloster Gladiator – Old Biplane Fighter

Boulton Paul Defiant – Turreted Fighter

Bristol Blenheim – Fighter Bomber



1943 air to air photograph of RAF Bristol Blenheim IV FV-B V6083

NEVER IN THE FIELD OF HUMAN CONFLICT WAS SO MUCH OWED BY SO MANY TO SO FEW.

Continuing Pat Dyer's Story

With the advent of airborne radar and the arrival of Bristol Beaufighters, the air gunners were flying less and less. From late 1940 many were transferred to Bomber Command, including Sergeant Dyer.

In February 1941 Pat was sent to No. 11 Operational T.U. at Bassingbourn, Hertfordshire for 'crewing up' and completion of his training on Bristol, Wellington bomber aircraft, before posting (19 April) to No. 218, Squadron, Marham, Norfolk. 'Crewing up' (the process of forming a crew) generally followed the pattern of men who knew each other from training schools deciding to fly together then teaming up with others to make up the required crew. Most crews were formed in this manner.

On the night of 15/16 July 1941, the crew of Vickers Wellington, R1536, 218 Squadron (RAF) were:

Name		Rank	Svc. No.	Age	Role in Combat
DYER Henry David Patrick	RNZAF	Sgt	40758	22y	Air Gunner
GLOVER Albert	RAF	Sgt	948672		Wireless Op./Air gunner
PARFITT Leslie William	RAF	P/O	62293	29y	Pilot
STOKES John	RAF	F/L	70820	23y	Pilot
STOREY John Harold	RAF	Sgt	754355	24y	Observer
WOOD Fred	RAF	Sgt	975312	20y	Wireless Op./Air gunner

P/O = Pilot Officer

F/L = Flight Lieutenant

Duisburg, Germany, was a major logistical centre in the Ruhr Area and the location of chemical, steel and iron industries, Duisburg was a primary target of Allied bombers. Not only the industrial areas but also residential areas were attacked by Allied bombs. As an entry to the Ruhr, the city received daily warnings of bombing raids in 1943. In the period 1939 to 1945 the Royal Air Force dropped a total of 30,507 tonnes of bombs on Duisburg.

Returning from a night raid on Duisburg, Wellington R1536 was shot down by a German night fighter. The full six-man crew was posted as missing. Later, information received from an official German source (through the International Red Cross) confirmed that the Wellington crashed 10km NW of Roermond, Limburg. There were no survivors.

Airmen who fell in German occupied Holland were in many cases buried in the nearest churchyard. It was not until September 1944 that Allied forces were able to re-enter Holland and for many the journey to their final resting place began. Nijmegen, was a front-line town from 17 September 1944 to February 1945. An initial temporary cemetery was created by No. 3 Casualty Clearing station, in a wooded area known as Jonkers Bosch. The Jonkerbos War Cemetery was established nearby, after the war. It now holds 1,629 Commonwealth burials of the Second World War, including the crew of Wellington R1536. Ninety-nine of the burials are unidentified.



Wellington Mark II, W5442, (BU-V) of No. 214 Squadron RAF, at Stradishall, Suffolk. Behind W5442 is a Wellington Mark IC, (BU-Q). The motto of 214 Squadron was 'Ultor in Umbris' — 'Avenging in the Shadows'.

Life and Death in Bomber Command

The bomber war was fought largely by young, civilian volunteers from Britain and the Commonwealth, commanded by men who joined up before World War Two. The vast majority of aircrew were in their late teens or early twenties. Only 25% were officers. An increasing flow of Canadians, Australians and New Zealanders meant that one in four aircrew came from the Dominions.

Aircrew were first committed to thirty operational flights, not exceeding two hundred actual flying hours, which could last for any period from four months to a year. A six-month break - usually spent as instructors with training units - was followed by a second tour.

Instructing had its dangers, too, as it involved flying with inexperienced recruits in old aircraft. More than 8,000 men were killed in training accidents or other non-operational flying during WW2

Chances of survival varied, depending on factors such as inexperience, fatigue, type of aircraft flown and target. During the whole war, 51% of aircrew were killed on operations, 12% were killed or wounded in non-operational accidents and 13% became prisoners of war or evaders. Only 24% survived the war 'unscathed' — this statistic does not allow for what is now commonly referred to as Post Traumatic Stress Disorder.

The daily lives of most aircrew were a unique mixture of danger and normality. At one moment on a bombing raid, a few hours later (if their luck was in) safely at 'home' in the pub.

Occupational hazards such as lack of oxygen, frostbite and lower pressures at high altitude required equipment to keep them warm and breathing. These problems were increased by operating at night.

On operations, most aircrew feared anti-aircraft fire (flak) - although statistically, they were more likely to be shot down by fighters. Shrapnel from exploding flak could cause extensive damage to aircraft, and crew.

Fatigue and fear were the most common causes of combat stress for bomber crews. As many as 5,000-6,500 men suffered serious disorders and an unknown, possibly much larger, number experienced lesser symptoms. Simple treatments such as good food, rest and relaxation were helpful. About a third of all casualties eventually returned to operations. However, a few were labelled LMF meaning 'Lack of Moral Fibre' and removed from their stations so as not to affect other aircrew.

Many aircrew sustained severe burns. They needed complicated, long-term treatment and recovery periods. The pioneering techniques of plastic surgeon Archibald McIndoe benefitted many. McIndoe's RAF patients were known as 'the Guinea Pig Club'. By 1945, 80% of the club's 649 members were bomber aircrew.

When aircrew returned safely from an operation, relief was the overriding emotion. For the next few days there might be no flying. RAF stations had good leisure facilities and there were frequent dances, mess parties and variety shows. Aircrew were given a seven-day pass every six weeks and shorter periods were granted during prolonged severe weather or after difficult operations.

Aircraft were often 'ditched' at sea if severely damaged or out of fuel. An emergency landing on water was always hazardous. If a good landing were made, the crew could escape into rubber dinghies. Men in the water did not stay alive for long. If spotted or distress calls heard, rescue might come in the form of a fishing boat, sea plane or RAF Air Sea Rescue craft.

Bailing out over land was perilous. Parachutes were bulky and not completely reliable, escape hatches were small and had to be found in the dark, the aircraft might be on fire and out of control. Only 25% of airmen safely exited Halifaxes and Stirlings, a mere 15% from Lancasters. Survivors would try to evade capture. Almost 10,000 aircrew from Bomber Command became POWs.



Loyal and Enthusiastic - Royal Visits to NZ before World War II

Terry Carson

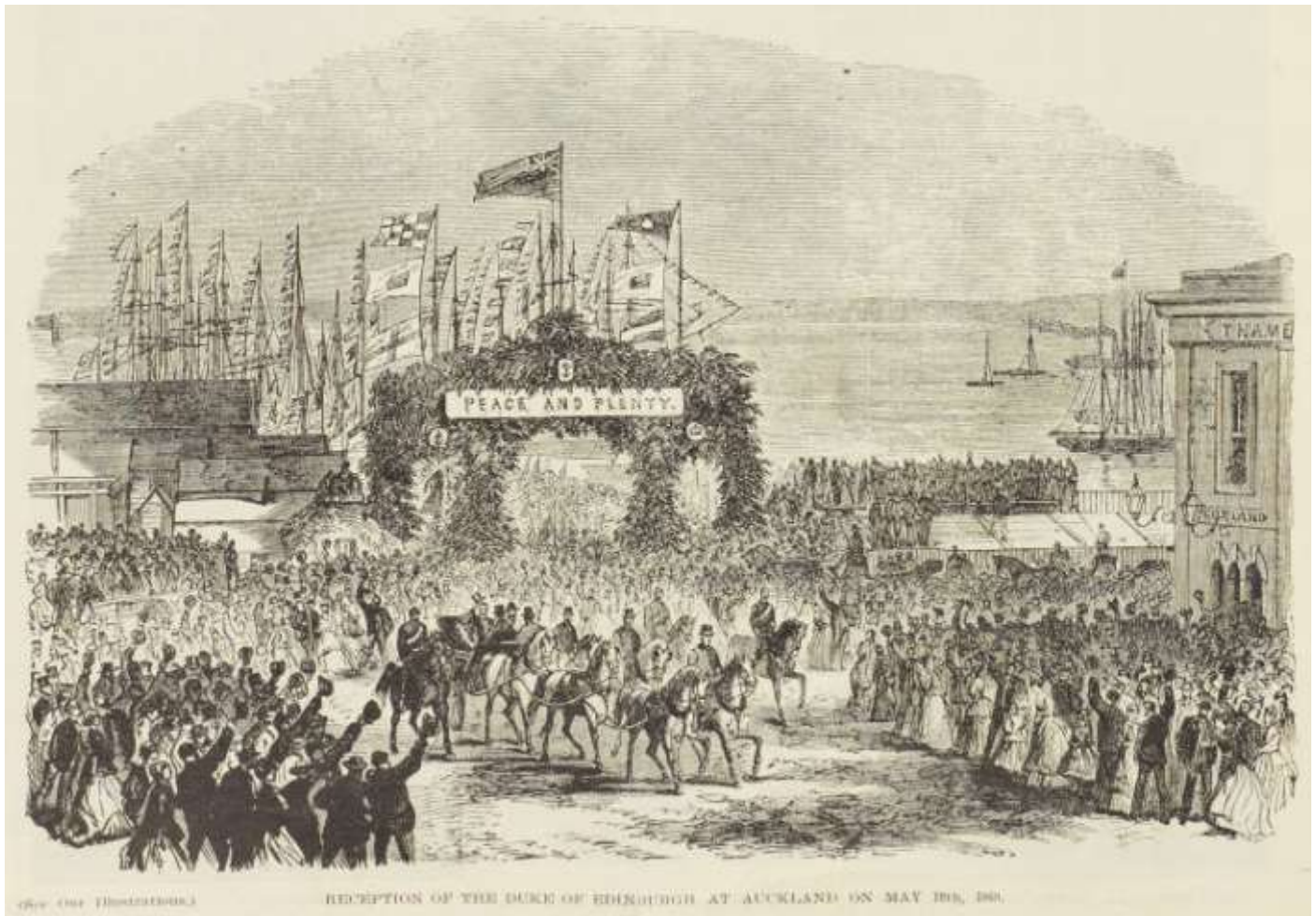
I recall in the mid-1950s my whole primary school being marched down to the local main highway. After a long wait, we saw the Governor-General of New Zealand, Lord Cobham, drive past in a motorcade. Seeing the large Daimler motorcar, with the flag on the bonnet, and the man inside dressed in a fancy uniform was very exciting to a young schoolboy. The Governor-General's visit was a major occasion for the small town of Upper Hutt. When he declared an unexpected day's holiday from school to mark the occasion, we all became even more ardent royalists. Now about seventy years later, I have real difficulty in remembering the last time I read or heard about a recent Governor-General going anywhere or doing anything that excited public interest.

If we were excited to see the Queen's representative visit in the 1950s, just imagine the excitement when a real live member of the Royal Family visited New Zealand in earlier times. The first member of the British Royal Family to visit New Zealand was Prince Alfred, Duke of Edinburgh, Queen Victoria's second son. These days we might call him the 'spare' not the 'heir'. Prince Alfred was a commander in the Royal Navy in charge of his own frigate, HMS *Galatea*. He visited New Zealand on three separate occasions during 1869 and 1870. Incidentally, he was the first member of the Royal Family to circumnavigate the globe.

At the time of Prince Alfred's visits most of the European population of New Zealand had been born outside of the country. Many came from Great Britain and they still regarded themselves as Englishmen, Scots, or whatever. The unique self-grown Kiwi identity came much later. Historian Michael King in his book, *The Penguin History of New Zealand*, suggests that the success of the first rugby teams sent overseas in the 1890s and 1900s started the development of a sense among European settlers of being New Zealanders. These first stirrings of a national identity were of course considerably enlarged and strengthened at Gallipoli and during World War I.

Prince Alfred arrived in Wellington on 11th April 1869 where he was greeted with a haka, many speeches, and much bunting on display. Large triumphal arches made from ponga and fern fronds were also popular. After pig hunting on the Miramar peninsula, he visited Nelson, Christchurch, Dunedin, and Auckland. In Auckland he met with 150 Maori chiefs in an attempt to improve race relations between Maori and Pakeha. This was not long after the end of the Waikato Wars, the King Country was off limits, and there was still trouble in Taranaki. He also found time to shoot pigeons and pukeko. Prince Alfred had originally intended to visit New Zealand in 1868, but his visit was delayed after he was wounded in an assassination attempt in Sydney that year.

The Prince again briefly visited Wellington in August 1870 before returning from Australia to Auckland in December 1870 on his way home to the United Kingdom. On this visit he had with him on board the HMS *Galatea*, Tom, the baby elephant that had been given to him in 1868 by the ruler of Nepal. Tom was a huge hit with Aucklanders and his behaviour was often mentioned in the newspapers of the day. During this visit, the Prince took the opportunity of travelling to Rotorua and Taupo to visit the famed thermal areas. It is believed he was not short of female company when enjoying the hot pools in the evenings.



Reception of the Duke of Edinburgh in Auckland, May 10th 1869, *New Zealand Graphic and Ladies Journal*, 11.8.1900.
Auckland Libraries Heritage Collections NZG-19000811-0255-02

On the 16th January 1871 Prince Alfred left Auckland and voyaged back to the United Kingdom, rounding Cape Horn on the way. Tom, by now a much-travelled elephant, was still on board and ended up in the Dublin Zoo.

It was not until 1901, the year of Queen Victoria's death, that the next royal visit took place. This was the visit to New Zealand of the Duke and Duchess of Cornwall and York (later to become George V and Queen Mary). At the time of the visit the Duke was the second son of the recently crowned King Edward VII and Queen Alexandra. He probably never expected to become King of England. The visit had been arranged for some time, and it was decided that the death of Queen Victoria in January the same year should not delay the visit. One reason for the visit was for the Prince to attend the first sitting of the Australian Commonwealth Parliament. From the 1st January 1901, the six Australian colonies were now the federation of Australia. Another important reason for the visit was to thank the colonies of the Empire for providing troops to support the 'Motherland' in the Boer War.

The Duke and Duchess arrived on the Orient Line ship *Ophir*, especially adapted for the royal tour. It was accompanied by a Royal Navy escort. The royal couple toured up and down New Zealand, often by train. The newspapers were full of details of train timetables for special excursions and public notices about requirements for military volunteers, veterans, about when and how to get to Government House, and other venues - if you were lucky enough to receive an invitation to a formal event.



Arawa welcoming the Duke and Duchess to their own village, Ohinemutu, Rotorua, 14 June 1901. Auckland Libraries Heritage Collections AWNS-19010628-08-01

There was the constant reviewing and presentation of special service medals to New Zealand's Boer War returned servicemen.

The 1901 visit seemed to be one where the presentation of medals and memorabilia was rife. There were 150,000 copper medallions made and given to school children. Special gold and silver medals were given to Māori chiefs in Rotorua, and for months afterwards there were reports of various folk who had performed services for the royal couple receiving

mementos, such as, the secretary/manager of the Northern Club in Auckland, who received a commemorative silver tray with the royal couple's likenesses engraved upon it, as a thank you. A contingent of troops from India and other Empire countries also visited New Zealand. A later newspaper report placed the cost of the royal tour at 50,000 pounds.

In 1920 the world's most eligible bachelor, male fashion icon, and heir to the British throne, Prince Edward, Prince of Wales, visited New Zealand, as part of a world tour. At this stage of his life, years before his short reign and abdication to marry Mrs Simpson, not to mention his believed flirtation with Nazism just prior to World War II, the Prince was immensely popular. He showed a friendly face and real interest in people from all levels of society and made a great impression on the crowds who turned out to see him. On occasions, he changed plans and made unscheduled stops to meet waiting fans. His easy-going manner also made him popular in the United States of America when he visited there. An American newspaper referred to 'the Prince's unaffected, democratic, kindly manner and boyish charm.' The *Auckland Star* on the 23rd June 1921 (the Prince's 27th birthday) used such words as, 'was the world-popular heir apparent...magnetic and friendly personality...triumphant world tour'.

Prince Edward visited fifty towns and cities between Auckland and Invercargill, mainly travelling by royal train and motor coaches. He was mobbed by enthusiastic crowds and is said to have shaken 25,000 hands. (Interestingly enough in Australia handshaking was discouraged as the Prince had arrived with a hand injury from all the enthusiastic handshaking in America.) Despite the Prince's ever-smiling response to his public reception, he perhaps not surprisingly, is said to have written to a mistress back in England, that 'the cheers, God saves, and God blesses got on his nerves.' (NZ History Site, nzhistory.govt.nz.)

HMS *Renown* followed the Prince down New Zealand, sailing from port to port being available for various dinners and activities to be hosted on the ship. Following the theme of the 1920 royal visit, a good deal of time was spent acknowledging the role of New Zealand in the First World War. Prince Edward had served as a staff officer in the Grenadier Guards during the war, although his initial training had been in the Royal Navy.

The Prince of Wales's visit to New Zealand was an enormous success but clearly an exhausting one. *Te Ara Encyclopaedia of New Zealand* states that some people regarded the visit partly as a propaganda exercise for Prime Minister Massey's Reform Party. Also, that the Duke returned to England exhausted, disgruntled, and he later suffered a minor nervous breakdown.

The HMS *Renown* was again pressed into service as a royal yacht in 1927 for the visit of the Duke and Duchess of York. This Duke of York, in common with his uncle, the earlier Duke of Cornwall and York, now George V, who visited twenty-six years earlier, was a second son and not expecting to ever be on the throne of England. However, he became George VI in 1936, when his elder brother Edward VIII (the popular Prince Edward of the 1920 visit) abdicated. During the two months visit to New Zealand, the Duchess, later Queen Elizabeth (and later still, Queen Elizabeth, the Queen Mother) became ill with tonsillitis in Nelson, and withdrew from her public appearances during the latter part of the visit, leaving the Duke to officiate alone. This must have been difficult for the reserved Duke, whose severe speech impediment, was of course many years later featured in the film, 'The King's Speech.'

My mother Grace Carson (nee Dawson) recorded memories of this royal visit in her memoirs in 2016. She was an eleven-year-old Girl Guide, living in Takapuna, and recalls:

'Probably the biggest event I remember was when the Duke and Duchess of York visited in 1927. All the Guides and Scouts from all over Auckland, and perhaps further afield, went to a large public ceremony in the Auckland Domain. We had gone to the Domain for numerous rehearsals over some weeks before they arrived. It was a very hot February, and I remember we had to stand around for hours, and a number of girls fainted. On the day we did a routine where we all formed up to represent a huge map of the world, each group of Guides or Scouts wore a different coloured cloth on their backs, so when we were in position, and we bowed over each country was shown in a different colour. I think it looked very effective after all our rehearsals.'

There is a tenuous Papakura connection arising from the 1927 royal visit (*at last, the Sentinel editor no doubt exclaims*). One of Papakura's most famous daughters, writer and pioneering woman journalist, Elsie K Morton, was the official royal tour correspondent for the *New Zealand Herald*. Here are two extracts from her 1928 best-selling book, *Along the Road*. (Unity Press Limited, Auckland)

'From the moment the great engine, emblazoned with the Royal coat-of-arms, drew slowly away from the crowds at Auckland Station, one knew this train journey was to be something different. All the fittings, the woodwork finishing, shone with a rare and speckless lustre. Not one of the windows stuck, and one could even go out on the platform and stand there without acquiring a light finish of coal dust and grime. The dining car was an interesting reminder of other days, but never was an ordinary dining car replete with such fascinating piles of silver teapots and jugs, such dainty silver wall vases, filled with flowers and maidenhair fern... nothing could have dampened the enthusiasm of the thousands of men, women and children who gathered at wayside stations, and by the side of country roads, waiting for the great moment when Royalty should pass.'

An important part of the royal visit was the unveiling of the Arawa Memorial in Rotorua for Maori soldiers who had died in World War I. Elsie Morton wrote,

'The exquisite peace and beauty of the morning, the sight of scores of Maori soldiers all wearing the badge of honour, the vast crowd standing with bowed heads before the memorial, the voices of the people of two races mingling in prayer and praise, introduced an entirely new note, one of deep and reverential

solemnity, in the round of ceremonial functions connected with the Royal tour.'

After extensive travelling throughout New Zealand, opening hospitals, government buildings, inspecting and visiting others, with a spot of trout fishing thrown in, the Duke and Duchess of York left New Zealand from Bluff on 22nd March 1927.

The final pre-World War II royal visit was that of Prince Henry, Duke of Gloucester, in 1934-35. It was reputed that the Duke was sent out to visit Australia and New Zealand by his father King George V, to get him away from a scandalous affair he was having with a married woman. The Duke arrived on 15th December 1934 on board HMAS *Australia* and left again on the 29th January 1935.

The Duke was very well received in New Zealand (one cynical journalist referring to the public response as nearly amounting to 'adoration') and did the usual tour of many towns around the country. Gisborne was excited to receive its first royal visit. Among his many royal duties, the Duke laid the foundation stones for the Wellington Railway Station, as well as the Church of the Good Shepherd at Lake Tekapo. He also managed a fourth place when riding in the Ladies Bracelet race at the Marton Jockey Club and fitted in a few days fishing in the Bay of Islands. In honour of his visit, King George V instituted a series of appointments to the Royal Victorian Order for New Zealanders rendering special service to the Prince on his visit. The Cabinet Minister, James Young, in charge of the tour, received a knighthood, while the police inspector in charge of detectives and the Duke's head waiter both were made fifth class members of the Order. The Royal Victorian Order clearly had a pecking order element to it.

The Duke had an army background from a young age and served in World War II. In 1944 he was appointed the Governor-General of Australia, the first royal prince to hold such a position.

The royal visits before World War II to New Zealand were all received largely with great enthusiasm by the royal family's loyal subjects. Thousands of Kiwis turned out and often waited for hours to receive a glimpse of a royal visitor passing, and no doubt Papakura residents on occasion lined the railway lines waiting for royal trains to pass. Papakura never featured in the royal itineraries, but the newspapers were full of train timetables and special excursions so as many people as possible could travel into Auckland, or to Rotorua, or elsewhere, to attend a royal function and hopefully catch a glimpse of a royal visitor in person.



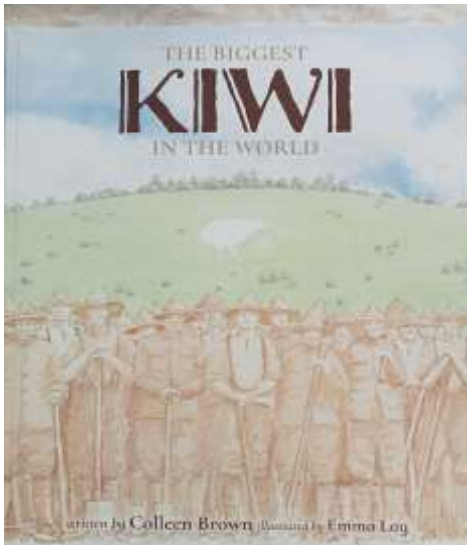
Poster relating to the Duke of Gloucester's visit to New Zealand, 1934-35. Museum of New Zealand Te Papa Tongarewa 310056

Continued from page 7

The **Papakura Art Gallery** is in 10 Averill St, in premises originally built for the Papakura Fire Brigade, and then used by the Papakura Museum until it shifted to Accent Point. Opening hours: Wed 10-4, Thurs 10-5, Fri 10-4, Sat 10-2.

The **Papakura Art Group** meets at the Lady Elizabeth Hall on Wednesdays 1pm – 3.15pm.

Right: Collaborative piece by various artists. Papakura Old Central School, 2019. Mixed media



The Biggest Kiwi in the world, by Colleen Brown.

Colleen held her book launch at the Museum recently. This book for children, (and their parents and grandparents), is based on the Bulford Kiwi carved in the chalk hills overlooking Sling Camp, where numerous Kiwi troops prepared before crossing the channel for France and Flanders, and then, very different men, waited to return home after the war.

What do a terrible long war, slow shipping, a flu epidemic, bored and restless soldiers, a riot, some creative New Zealand officers—and the British Arctic Squadron have in common?

Meetings held on the fourth Thursday of each month in the Library Meeting Rooms opposite the Museum, the talk first at 1 pm, then business and afternoon tea provided by PDHS members (for \$2 gold coin). PDHS members arrange interesting speakers.

Museum Talks periodically on Saturday afternoons.

Events are advertised here, on the screen in the Museum window and on our blog and Facebook pages. Please check for updates and Museum news.

Trips are usually held monthly except during winter.

Watch notices for transport arrangements and cost. Cost is \$5 more for non-members, but anyone is welcome on a first come first aboard basis. Please register early and advise if unable to attend as numbers may be limited.

To register for trips, please ring Dave at (09) 2984507. Please register early.

Visit Papakura Museum on

Website: www.papakuramuseum.org.nz

Our blog: <https://papakuramuseumblog.wordpress.com>



The Papakura Museum & Sentinel are supported by

The Papakura Sentinel is a bimonthly magazine of the Papakura & District Historical Society. Your contributions are welcomed. Please send directly to editor Rob by email: pdhs@papakuramuseum.org.nz



When, in 1870, Prince Alfred visits Auckland, Police Sergeant Patrick Kelly is put in charge of protecting Tom, the prince’s baby elephant. When Fenians intent on assassination arrive, Kelly unexpectedly finds himself in the thick of the action. Tom also lends a trunk.

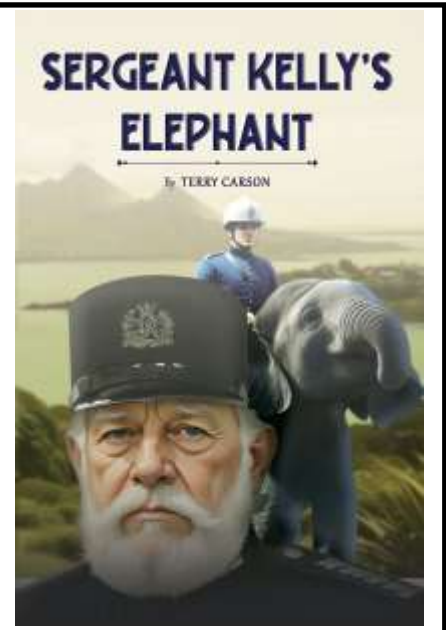
This new novel written by Terry Carson can be obtained from www.alibipress.co.nz, or as an e-book from Amazon KDP, Smashwords, Kobo, and all the major e-book distributors.

Or just ask Terry the next time you see him.

A great Christmas Present! Prepare for December 2025. (Ed)

Ad-space

Would you like to advertise to our readers? \$10 or donation for this space / \$5 or donation for half space



Become a member of the Papakura & District Historical Society

Please complete the following

Name: _____ Phone: _____

Address: _____ Email: _____

Annual Subscriptions \$25 (1st July - 30th June: Free for those 90 years and over)

Are you Interested in daytime/evening speakers? Daytime ___ Evening ___

Are you interested in volunteering? (We **love** volunteers!) ___

Are you interested in joining trips? ___

You will receive bi-monthly *Sentinels* and other communication.

Please pay at meetings, by direct banking or online— **ASB 12-3031-0166218-03**. Payment slips available.