

# The Papakura Sentinel



Number 52

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## Editorial

Welcome to our second issue for 2021. This time last year may have felt like a belt of heavy rain crossing the country and pushing us all indoors; now it’s just a few showers and puddles to be stepped round. So it’s still masks, washing hands, keeping distance, and perhaps isolation. It’s interesting, from a historical perspective, how best practice in 2021 follows practices followed in the Middle Ages. The very word ‘quarantine’ comes from the practice in the Republic of Venice of isolating the crews of ships that came from plague-infected countries for ‘forty’ days. They didn’t know about germs and vaccination but they wore masks, isolated, locked down. Anti-maskers who flaunt isolation rules not only defy science, they ignore the lessons of history. Our speaker for April will tell us more on the history of pestilence.

Sadly we lost one of our senior members. Myrtle Thomas, wife of our Patron Theo, was farewelled on 15 March. Our deepest sympathies go to Theo. We will miss your gracious presence Myrtle.

We’re settling in to a positive year. The Warbirds exhibition is open—make sure you see this local collaboration— and we’re expecting all of our meetings will go ahead and looking forward to our numbers recovering. Ione’s been busy. Trips have become an issue, and we hope members will consider going on them since the committee is working on ways to keep costs down. And Wendy is getting into gear pre-

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### PAPAKURA & DISTRICT HISTORICAL SOCIETY

Monthly Luncheon Meetings: 4th Thurs, 1pm – 3pm  
Regular Saturday Bus Trips to places of interest

### PAPAKURA MUSEUM

**Open: Monday—Friday, 10am—4.30pm,  
Wed open till 6 pm, Sat 10 am—3 pm**  
Accent Point Building, 209 Great South Road  
Ph.: (09) 298 2003 [www.papakuramuseum.org.nz](http://www.papakuramuseum.org.nz)

paring for the celebration of 60 years for the PDHS, to be celebrated next March. She's looking for stories, information and photos.

This issue begins with an article by Terry (yes, you can't keep a good man down) writing on ... well, he'll explain. You will no doubt be as excited as I am to have a new voice, Edna, writing about a forgotten industry from Papakura's past. The Tracks and Stations saga reaches its terminal station, and I also revisit a question I once asked about the identity of a mysterious Papakura photographer. Good news, we now know who Mrs Campbell was!

So read on, enjoy, and share your responses—happy to publish them too.

*Rob—Ed*

# MUSEUM MUSINGS

## In Praise of Volunteers

Our small local museum is privileged to be able to employ paid staff, mainly through the support of the Local Board and Auckland Council, sometimes through funding applications which exercise our Manager, Kay. Alongside Kay are our qualified and dedicated Curator Lone and Researcher Kara, with Rosie on a fixed term position as Host applying media skills to a range of exciting projects. That the Museum functions at all depends on their enthusiasm and commitment. They often go beyond the call of duty and work in excess of their paid hours. They are all part timers, and share a spirit of voluntarism that helps deliver excellence.

Then, we also have volunteers, and like virtually every other heritage, educational or cultural organisation in the country our museum couldn't function without them. The current Warbirds exhibition is a collaboration with another group of volunteers. Our catering team is always on hand for Members' meetings and other functions at the Museum, and look after our staff well. Your Executive are volunteers, and so is the Trip committee with Dave Smith as its latest recruit. People offer their skills when called on. Brian has technical skills and recently helped rescue our telephone system from being scrapped. Ex-teachers come out of the woodwork when school groups appear. The expanded team help bring a real buzz to the Museum.

Quite a few person the desk, even if only on a relieving basis. If you drop in you will often see Malcolm, Celerina, Edna or Terry, Heather, Marion, Wendy, Peggy and others behind the desk freeing Rosie for other work or on the days she isn't there. The faces come and go with availability and need.

Corallie, Brenda, Carolyn and Wendy are the 'Wednesday girls'. They have a lot of fun supporting Lone in her work with artefacts, the collection and exhibitions. Lone has trained them to use gloves and conservation techniques. They take pleasure in presenting their own small exhibitions in one or two cabinets. They focus on a theme or a season like Christmas, bringing artefacts out from storage to display them for our interest. It helps to have some changing displays. Recent examples are the large cabinet showcasing the Navy and the ship emblems in the tent, the optical display, agricultural tools and the rugby display.

Kara and Annette are a team, and Anne has added her genealogical skills. Annette has lovingly searched and tended our archives for years, and knows where every document and photo is. They are always happy to help with the most casual inquiries. Kara's hours greatly exceed those she's paid for. They love researching local stories, and have everything at their fingertips. Like everyone else they do a wonderful job.

We celebrate our volunteers.

Museum Musings is brought to you regularly by members of the Museum or editorial staff.

# Artefact de jour

for this issue is contributed by Ione

## Warbirds is a collaboration between NZ

Warbirds Association based at Ardmore and the Papakura Museum, supported by the Local Board, and is exhibited at the Museum until June. Papakura has a long association with flight and military aircraft and pilots. Ardmore has had a national role comparable to the Military Camp. It had a defence role between 1942 and 1957. Several locals served during World War 2, both in Europe and the Pacific. Ardmore is still New Zealand's busiest airport.

One local pilot was Eric Eastwood (photo right).

Pictured is his World War 2 flying suit with lambswool collar. Below, from behind showing a seat pack parachute dating from the same period. (On loan Warbirds Association)

(Two other locals in the Air Force during World War 2 were Alex Brisbane, aircraftman, grandson of *Resolute* settlers, and Jimmy Osborne, son and grandson of local railwaymen. See photo and story on page 11)



# Our Changing Society

We all know the world we are living in is changing all the time. But what about the smaller society we are part of, ie the Papakura and District Historical Society Incorporated? Yes, the title of this article was left deliberately ambiguous. The word 'society' has many possible meanings. At our last monthly meeting Wendy Deeming announced the upcoming 60<sup>th</sup> anniversary of PDHS next year, and the celebrations we hope to have. It is surely a good time to ask, how much has our historical society changed over the last 60 years? How are changes in the wider world (the bigger society out there) impacting upon the way we run our own PDHS today, and in the future?

PDHS is an incorporated society. We operate in terms of a written registered constitution – which says what we can and can't do. We are now living in the third decade of the 21<sup>st</sup> century. Our constitution was drafted 60 years ago and has had only a very few minor changes since. However, bear in mind that it was carefully drafted to comply with the requirements of the Incorporated Societies Act 1908. We are supposed to operate in terms of a piece of Government legislation that is now 113 years old. Just think, the worthy men in the New Zealand Parliament, who passed this legislation were middle aged to elderly gentlemen, probably born in the middle of the nineteenth century. It is possible one or two of them were alive at the time the Treaty of Waitangi was signed in 1840. The legislative background under which PDHS operates as an Incorporated Society today is in one word – Victorian!

There have been many changes that make working under our existing Constitution difficult. Internet banking, communication via email, and many other aspects of the modern world, are simply not within the ambit of our Constitution. Relief is supposed to be in sight as a new updated Incorporated Societies Act was presented to Parliament in 2020, but has stalled in the legislative process due to Covid 19 and other priorities. It may become necessary to amend our current Constitution as the year progresses.

What I really want to talk about in this article is what we are doing to comply with our legal obligations under the current Health and Safety legislation. No, No. No! Do not turn the page, please read the rest of this article. Health and safety does affect us all and I will try and keep it as simple and brief as possible.

PDHS has a formal Health and Safety Policy which is the starting point to comply with its legal obligations. I like to think that most of us would also believe that we have a moral obligation to make sure our friends, fellow club members, staff and visitors do not get hurt while engaging with us at any level – Society events or Museum ones.

A full copy of the Health and Safety Policy can be seen at the Museum at any time. We would encourage you to read it. It helps you understand what we, your Executive, are trying to achieve on your behalf, not to mention the obligations placed on our hard working Museum staff.

## HEALTH & SAFETY POLICY (a very brief summary/precis of the document)

Papakura Museum is fully committed to providing and maintaining a safe and healthy work environment for all people at the Museum in accordance with all the legislation, regulations, codes of best practice etc.

Papakura Museum will provide the necessary systems, equipment, information, training etc to provide and maintain the healthy and safe working environment.

Papakura Museum recognises the risks associated with its operations and is committed to work with all interested parties to achieve continuous improvement of its Health and Safety capability

Papakura Museum is committed to all its regulatory obligations under the NZ Health & Safety Act 2015

Papakura Museum is committed to fostering a positive and proactive culture towards health and safety, and all personnel are expected to reflect the appropriate values in the way they act on a daily basis eg; take responsibility; stop, think and act; communicate concerns; engage in partnership with each other to identify, assess and treat health and safety risks.

The Directors (Executive members) and Management (Museum staff) are all required to take reasonable steps to acquire and keep up to date their knowledge on health and safety matters; understand the nature of the operation and associated risks; ensure the appropriate resources are available; have the appropriate processes for receiving information about problems and respond in a timely and effective manner; and making sure that the necessary resources and processes are being delivered in practice.

Papakura Museum will maintain a Health and Safety Register as a formal record of known risks and hazards, and keep it under constant review.

The Museum has subscribed to a Health & Safety on-line programme provided by expert consultants that enables us to continually train, acquire more knowledge, and measure our progress in complying with the best health and safety procedures and requirements.

Fortunately we are not a high risk business. We do not operate heavy machinery or fell large trees, but we do encourage the public to join in our activities. Many small children and quite a few older citizens (I include myself and many other society members in that phrase) visit the museum, and some work there as volunteers. A simple fall on a wet floor or a trip over an electricity lead left carelessly lying around can lead to broken bones and possible hospitalisation.

I can only encourage everyone to be aware of Health and Safety issues. Do everything you can, while engaged in club activities or in the Museum, to keep yourself and others safe and well. Do immediately point out any potential hazards you might come across. In the Museum please let Manager Kay Thomas know, or if she is not there, another staff member. If there is an accident, a near miss, or even a very minor injury, we need to know and to have it recorded. Although other PDHS activities – the monthly meeting and bus trips are not covered by quite the same legal status as Museum activities, we should still apply the same approach to health and safety. Take care in moving around the meeting room, or getting in and out of a bus. Be careful if you are helping to set out or put away chairs and tables at a PDHS meeting. If you see a potential hazard, identify it and tell others. Health and safety is an ongoing never finished process. Let us all work together to keep everyone safe.

Terry Carson

## PAPAKURA'S GOLDEN HARVEST

Edna Carson

As New Zealand strives to become smokefree by 2025, it is easy to forget what an important role tobacco once played in this country. Up until 1995, when the last commercial tobacco crop was planted in New Zealand, it was a thriving industry, especially in the Motueka area, and was even grown commercially on a small scale in the Papakura district in the 1870s.



What is tobacco and when was it first introduced into New Zealand? The tobacco plant is one of the many species of *Nicotiana*, some of which can be seen flowering in home gardens. However, the bulk of the world's supply of tobacco is made from the large pointed oval leaves of the plant *Nicotiana tabacum*, which originated in America and which can be grown easily from seed. It was as seed that the plant probably made its first appearance in New Zealand, brought in by the early whalers, sealers and missionaries. The date of its actual introduction is still shrouded in mystery. The first record of it as a naturalised plant was in Bidwill's account of his visit to Rotorua in 1839 where he says, "*There was plenty of very fine tobacco growing near, although I never at any other place met with any that was worth gathering*". He also mentioned that the natives or Maoris had a great fondness for tobacco, either smoking it in a pipe or chewing the leaf, and that some tribes had attempted to cultivate it in their communal vegetable gardens. This had not been overly successful, as in some instances unscrupulous traders had foisted dock seed instead of tobacco seed on to them, actions which were undoubtedly responsible for the widespread nuisance that this weed is today. Even as early as 1835 when Darwin visited the Bay of Islands, he noted that "*the common dock is widely disseminated, proof that some rascally Englishman has sold the natives this dock seed instead of tobacco*". When settlers from England started arriving regularly, tobacco was often included along with firearms, gunpowder and alcohol to pay for provisions and other services, while Chiefs who signed the Treaty of Waitangi in 1840 were given tobacco, sometimes by the cask, which they distributed amongst their tribes.

Because of the widespread habit of smoking, either by pipe or in cigars, in the early period of colonisation, nearly all the tobacco had to be imported, usually from Australia, where it had been grown cheaply since the first days of the convict settlements. The customs duty payable on this as a source of revenue for the New Zealand Government increased rapidly every year, in fact trebled between 1841 and 1879. It was reported that the duty payable on tobacco and alcohol was the most reliable source of income for the country. For example, in 1872 the import value of tobacco and related products was £77,477 while the duty paid on these provided £98,132 in revenue.



Woman holding tobacco leaves. Whites Aviation Ltd: Photographs. WA-25301-G. Alexander Turnbull Library, Wellington, New Zealand. [/records/22698044](#)

Although there were isolated patches of tobacco grown for sale in the Hawkes Bay and elsewhere in New Zealand, there was none to any great extent at this time in the Auckland Province. Following a *Report of an Enquiry into the Present State of Agriculture in the Province of Auckland* in August 1871, which had been instigated by a group of Franklin farmers, who wanted to know why agriculture was so unprofitable in New Zealand, one of the many reasons given was "the want of manufactures, particularly sugar, tobacco and woollens". It was suggested that to remedy this situation, the Government could possibly pay a subsidy for sugar manufactured from beet root and for tobacco manufactured from leaf grown in the province. In an earlier report in January that year from one of the Auckland Provincial Council's committees, there had also been the recommendation that the Provincial Government be empowered to make moderate grants of land with qualified conditions to people willing to undertake certain industries using the resources of the province, e.g. the growing of hops, sugar beet, tobacco and grapes.

Mr T B Gillies, Superintendent of the Auckland Provincial Council, had recalled receiving an application a few years prior to this from settlers in the greater Whangarei district, who had wanted to expand their tobacco growing operation there. He suggested to William Hay, a fellow member of the Provincial Council and advocate for the Papakura Agricultural Association, that he might make some land available for this purpose. It was one of these settlers from up north, Edward Walter Gotch, who took up the challenge. Gotch had been born in London on 22 February 1840, migrated at a young age to Australia before moving on in the early 1860s to New Zealand to live at Mangapai near Whangarei. Soon after arrival, he had entered into partnership with John O'Meara to grow some tobacco, which they had then manufactured into cigars. They had been unable to expand this venture, as their request to the Provincial Council in February 1868 asking for support to acquire some of the waste land for this project had not been granted. On hearing the news about the possibility of getting the use of land further south, Gotch then moved to the Papakura district, where he thought the climate and soils would be more suitable for such a venture. He took up residence in Alexander Street and made plans for the future. It transpired later, possibly through the assistance of William Hay, that he had received a grant of £147 10s 3d from the Provincial Council as initial funding for this venture.

He explained how this had happened in his first report to the Auckland Provincial Council in November 1871, "*... shortly after my arrival here, I called upon Mr William Hay, who kindly showed me over his property and told me that I was at liberty to choose any that I thought was most suitable for my purpose. After looking about for a day, I selected 4 acres of a flat field, the soil being rich alluvial deposit, and very suitable for growing the description of tobacco I intended to manufacture. I also asked and received permission to use that gentleman's orchard as a nursery, and at once began preparing beds for raising plants. About the latter end of August and beginning of September, I sowed sufficient seed to grow me plants for six acres, but am very sorry to report a failure ... I have further to report that the timber for the erection of a house and drying sheds is being laid upon the ground, and that building will commence within a few days. I also desire to inform the Government that Mr Hay has been exceedingly kind in rendering me every assistance I required in the way of labour, manure, etc.*".

Evidently during his first attempt, the weather had not been favourable, extremely hot and dry, and as many gardeners have since found, the seedlings, except for a few he had taken home, had been eaten by slugs or caterpillars or had died from the heat. However, he was not deterred by this initial setback and his second crop of just over 2 acres, which he had planted and then harvested in July the following year, had produced leaf of such good quality that he was able to dry some and manufacture cigars and snuff from this in his new sheds. He was very optimistic that he could prove that "tobacco could be grown and manufactured as well and cheaply here as in Victoria, where it gives employment to large numbers of men, women and children".

He entered some of his tobacco products, snuff of 3 different kinds, Cuban, Emperor and Tom Thumb cigars as well as Virginian and German cured tobacco leaf in the NZ Agricultural Society's Exhibition held that November in the old Albert Barracks and was awarded first prize for his exhibit by the judges.

Meanwhile as it had become apparent that he could not grow enough tobacco plants himself for his manufactory, he urged farmers from other parts of the Auckland Province to plant a crop of tobacco, which he said would provide a return of £50 to £60 an acre. As an incentive, he would supply them with seed and instructions on its cultivation, and was prepared to pay one shilling per pound of well cured leaf, which would give them a greater return than most other agricultural crops. He had already received a quantity of leaf, which he had used in his manufactory, from Maoris in the Waikato region, as Sir George Grey had recently authorised the publication of a book "*The culture of the tobacco plant*" in both Maori and English, as he had hoped growing tobacco might provide some of the Maori tribes with another source of income.

At the opening of Auckland's new central Market in June 1873, Gotch set up another exhibit, in the midst of

which collection, there was "a monster cigar about a foot long which looked strong enough to satisfy the cravings of the most inveterate smoker". Then in November that year at the NZ Agricultural Society's annual cattle show held in Mr Buckland's grounds in Newmarket, he received first prize for his tobacco and his cigars were highly recommended. One reporter at the show went as far as to say: "*Mr Gotch's tobacco in the leaf, manufactured, and cut in every variety of way, has especial claim to notice. The luxuriance of the leaf, the success of the manufacture in all matters of detail, and undoubted energy and enterprise invested in the production, claim the very highest encomium*". Likewise in later agricultural shows, his tobacco exhibits received much praise and were considered in every respect more than equal to any imported products.

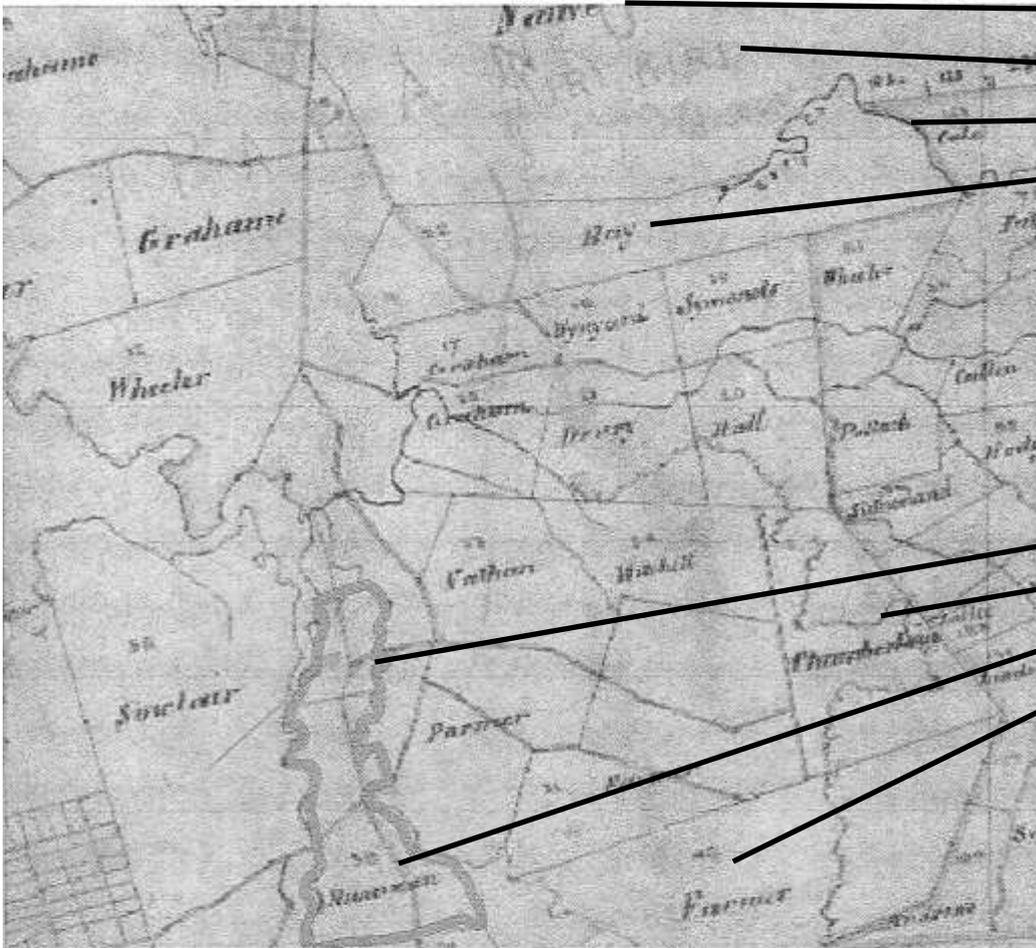
There were other farmers who lived near Papakura and who had been impressed by the results that Gotch had achieved with his tobacco crop and by the promise of such good returns. One of these, Robert Gillespie, who had leased a property on Clevedon Road (about 3 miles from Papakura), had by the end of 1873 already sown 24 large beds of tobacco plants which were ready for transplanting into eight acres of ground and was in the process of erecting a large drying shed, where he thought he would employ four men. By November 1874, he too was exhibiting his tobacco leaf at the NZ Agricultural Society's annual show.

However, despite the early optimism that tobacco growing and manufacturing would be a successful and profitable agricultural industry in the Papakura district at this time, the reality was otherwise. After a fruitless attempt in early 1875 to attract either qualified cigar makers or a partner with capital to invest in and help expand his tobacco manufactory, Gotch was having financial difficulties, as he was being sued for non-payment of monies owed to a local grocer. He remortgaged his interest in the house in Alexander Street to pay his debts and left the Drury property. His next move was to Victoria Street, Auckland, where he started business as a tobacconist, possibly to sell many of his own products which he still had in stock, and stayed there for about two years. One of the other reasons that he left Drury at this time may have been the death on the 15<sup>th</sup> February 1875 of William Hay, who had provided the land, support and even labour at times for his manufactory, as Hay's son who inherited the property may not have wanted the land used for growing tobacco. It was also the year in which the railway was opened as far as Drury and the lines ran through Hay's property with a siding for the Opaheke Station.

Gotch had evidently kept some of his tools and equipment from his time in Drury, as he had one last attempt to set up a tobacco growing and manufacturing company near Opotiki in the Bay of Plenty, when he moved there in September 1877. To do this, he had hoped to encourage some of the Maori tribes to grow tobacco plants for his new manufactory. Although the Maoris weren't willing to provide much tobacco leaf, the operation was successful for a few years until the establishment of the Local Industries Commission. The Commission had been set up to discuss and make recommendations on the future and direction of such secondary industries. As a result of submissions from revenue officers, who were concerned that if the local tobacco industry was allowed to flourish, one of the most important sources of revenue from the duty on imported tobacco would be dried up, it was decreed that local growers would not receive special treatment. The passing of the *Tobacco Act 1879*, which spelled out the high level of duty to be paid on both imported and locally grown tobacco, virtually suppressed the local tobacco trade. It meant that Gotch could no longer operate his small business profitably and he had to close it down. He claimed compensation of £4,280 for the losses that he had accumulated since 1865, during which time he said that he had cultivated a total of 49 acres of tobacco in different parts of New Zealand, manufactured products of equal or better quality than those being imported from Australia and had received widespread praise for these from smokers throughout the country. Whether he received any compensation is not known.

The *Tobacco Act 1879* effectively put an end to the livelihood of many smaller growers. Robert Gillespie ended up moving to Hunua where he farmed and grew strawberries. We also know that after the failure of his company in Opotiki, Gotch moved to Wellington, though he did not entirely give up his interest in tobacco. After a short period of time as a writer, he worked as an officer for the Customs Department until his retirement in 1905. In this role, it's presumed that he found it was much easier and far more profitable collecting customs duty on tobacco rather than having to pay it.

(PAPAKURA)



Native land  
(In pencil KIRIKIRI)

Hays Creek

Hay

(OPAEKE)

Other early land-owners who settled:

Grahame/Pollock

(DRURY)

Chamberlain

Runciman

Farmer

**Map showing location of William Hay's property., 1850s**

**Source: National Archives**

Sources:

O'Shea, Patricia K. *The golden harvest: a history of tobacco growing in New Zealand.* Hazard Press, 1997

Wise, H.L. *Tobacco growing and manufacture in New Zealand.* Whitcombe & Tombs, 1945

Papers Past – articles in *Daily Southern Cross* and *New Zealand Herald*

Archives NZ – documents relating to Edward Gotch and William Hay

Thanks Edna. We're pleased she's joined the writing team, and there's more to come!

Photo on page 5 Health and safety warning? - Tobacco plants outside the Museum of the American Indian in Washington DC. Photograph R Finlay 2016

# Tracks and Stations (9 - or 7b?)

## The busy lives of railway staff 1920-1950

(This is truly the last in the Tracks and Stations series. Rob Finlay)

Until fairly recently Papakura legitimately advertised itself as a place where Town met Country. In the last few years the grasping Motorway and remorseless assault on surrounding greenfields has mocked that claim. But for more than a century, the district could also have advertised itself as Town, Country and Railway.

Lists that recorded occupations from the 1920s to the 1950s showed farmers and railwaymen as the biggest employment groups. The recorded number of railwaymen in the district focussed on Papakura seemed fairly stable at 8 in the 1890s to 1910s, increased a little during the Great War (though some went into the Army), and to more than 33 by 1920. Numbers for Papakura alone were about 30 in 1930 and 47 in 1950. (These figures are from stated occupations in Wise's Directories and, in 1950, on the Papakura Borough Electoral Roll.) Only one woman is recorded, Postmistress Helen Whitburn, wife of a porter at Drury in 1920; and the first evidence of Maori staff is a named photo of Papakura staff in 1917 showing a uniformed fireman called (Te?) Wake; in 1950 Hirani Brown was a 'railway servant'. Times have changed.

The 1950 Electoral Roll also provided addresses, showing clusters of railway houses, like the 'railway village' in Old Wairoa Road and another cluster round Railway St West, Onslow, Marne, Chapel, Settlement Roads and Plunket St (now Settlement Road), all close to the Station. Many of these houses are still there, turn of the century villas, with others similar in design to the Old Wairoa cottages, all well maintained. Paddy Finn lived in 16 Opaheke Road close by. Others lived in Valley (Porchester) Road, between the Station and Old Wairoa Rd. George Dickson, an engine driver, lived further afield in Elliot St, Archibald Michie in Bunnythorpe, Ivan Kozanic in Great South Road, Stephen Lee in Wellington St, John Mack in Takanini.

Almost half of the 47 described themselves in general terms as Railways staff/worker/ servant. Of those who were more specific, there were five drivers, 5 platelayers, 4 guards, two firemen, a clerk, a porter and a fitter. The stationmaster at the time, Thomas Joseph Casey, was living in Railway St West.

Some railway staff have always been locals. Charles Watkinson, train driver, James Croskery, platelayer, and Robert McLennan in 1899-1900 all lived in Kirikiri, and Cossey and Sutton were from Drury and Opaheke. A few names in 1950, including those living further from the station, were local names – McLennan, Mack. Newcomers married locals, and settled. Arthur James Moody, from Dunedin, married May, daughter of Thomas and Annie Campbell nee Hall, in 1909, and was a guard in Papakura until at least 1920. By 1930 he was a driver. He was still living locally in 1944, when he helped pull Thomas Shove, 17, of Wood St out of a mud hole in a creek off Queen St Papakura, and unsuccessfully tried artificial respiration. (I'm trying to imagine a muddy hole in a creek off Queen St. )

A shunting accident at the station in 1920 resulted in the death of a Newmarket porter Sharp and various local employees were involved in the court case, including Inspector Osborne, Driver Ashby, railway guard James Joseph Bovaird and porter Thomas Dickey .

Railways ran in the blood for some families. In 1920 William F Osborne was the senior, most highly paid Railways employee in Papakura, earning £430, and with 36½ years in the Department. As Inspector of the Permanent Way he was responsible for the easement of the line – 'duplication and the easing of grades, curves, etc.' between Papakura and Pukekohe, and had been responsible for the upgraded station and yards at Papakura. Beginning as a platelayer on the Kaipara line in 1885, he had worked his way up, briefly in Dunedin and Aramaho, then round Auckland. He had also been inspector at Taihape and in 1918 applied to return there, but his rejection led to the Railway Appeals Board. The Auckland District Engineer 'said he could find no fault with

appellant's work... Appellant had invented and improved appliances used by the Department, and by his suggestions had saved the Department a considerable sum of money. He had never met a man who could handle men better than appellant.' In the event he was transferred to Wanganui, and retired there in 1925 after 40 years service, the maximum for Government servants. He died in 1929 aged 60, and his widow appears to have returned to live with her family in Papakura. While in Papakura, the Osbornes had provided a social centre for the railway community. Guard Holloway was farewelled after 5½ years at Inspector Os-



Sergeant-Pilot Albert Osborne, aged 19, youngest son of Mr. and Mrs. F. W. Osborne, Railway Street, Papakura, has gained his commission. He was born at Papakura and educated there and Seddon Memorial Technical College. He left for Canada in 1941 and has since been flying in Great Britain, Northern Africa and Malta.

*Auckland Star*, 3 April 1944, p 4

borne's office, and Ganger E McAnnally who left to take charge at the Cambridge Acclimatisation Society game farm in the same year was farewelled at the Osborne home. William's son Frank Osborne, followed him from Taihape. He was a fireman in 1918 and a train driver by 1930 and still in 1950. He married Ellen Rose Sharp in 1913. He was a very active sportsman, president of the Papakura Amateur Athletic Club in 1930 and 1941, He recounted that in addition to playing in the same rugby team as his father in Taihape—'Dad was in the forwards and I was on the wing', he had done a bit of swimming and road raced on the Taihape-Mangaweka cycle circuit. When transferred to Papakura he played Rugby, as a Manukau sub-union representative and captain in 1921 and 1922, but confessed he had never played League. He revived the Papakura Amateur Athletic Club in the mid 1930s to keep the young people together, and had been president of the southern suburbs basketball club. He was an active president of the Railway Tennis Club by 1940. He also became Chairman of the School committee). He sold a Cadillac light model 815. The couple's youngest Papakura-born son Albert James (Jimmy) Osborne, gained his wings and left for Canada in 1944, as an officer in the Air Force. (After the war Jimmy Osborne ran a dairy on the corner of Clevedon and Grove Road for years, and the family still live locally. (Information Neville Williams.)

Charles Henry Aukett was born in Lyell Creek in the Buller where his father was a miner. By 1905 the family were in Papakura, father and a brother working as farm labourers. In 1914 they were in Otahuhu, Charles working as a railway porter where his father was a confectioner. In that year his mother and an infant daughter were tragically killed getting off a moving train at the Otahuhu station, and he and his wife Elsie and family moved to Papakura, as a railway clerk. He was listed as a railway clerk in Papakura in 1920 on £305. But by 1928 he had shifted to Te Kopuru near Dargaville as a shopkeeper. In 1929 his store there was destroyed by fire. He raised the alarm and tried to fight the fire but was knocked unconscious and had to be carried out by his employee Christian Ruge. Ruge married Gertrude Aukett, his employer's niece, that same year. Her father, Charles' brother, Albert Ernest had been a railway shunter at Otahuhu in 1919, but when he died in the following year his widow and family returned to settle in Papakura, living in 18 Onslow Road., close to the Railways community. Three sons worked in trades—lead working, carpentry and blacksmithing. She died in 1970 aged 93. The Ruges lived in Clevedon Rd, and Ruge worked as a grocer's assistant before becoming a fruiterer in Stanley building (Dr M A Smith.) There are still Auketts in the local phone book.

Like the Auketts, there were two Beams brothers in Papakura in the 1920s and 1930s. Arthur Beams was a railway employee, previously a waterside worker, and James Beams a confectioner/stationer and Methodist preacher, whose daughter Hilda was a music teacher and organist. All played sport.

There was also the family of Clevedon-born Patrick (Paddy) Allen Finn who joined Railways after returning from World War, where he had been gassed. He married Alma Smith in 1921, and the couple lived at 16 Opaheke Road. He was a surfaceman/ ganger until his early death in 1955, in consequence of his gassing.

Mrs Alma Finn used to pick up the overalls from the single men who lived in the huts near the tennis courts and turntable, and wash them in her copper over the weekend. One of their four daughters married Dick Steele, one of those single men, a fireman, who retired from the Westfield Depot as an assistant locomotive fireman in 1987 and died 4 years later. Another daughter became the mother of train driver Robert Neale, who lives in Papakura and drives goods trains out of Auckland, and whose son also works in railways. Four generations in Railways is not uncommon. (Robert Neale provided information for this research.)

A railway wife and daughter who has spent her life moving round railway towns described how the Railways community was a close one. Living in a community of railway houses gave a sense of security. Since the men were on shift work there was always someone around. There were also social occasions, surprise gatherings for birthdays. Moving around was the way to earn promotion.

**B J Atkinson**, the new Papakura stationmaster in 1932, was probably the subject of a short news item about bobby calves in the *Franklin Times* in August 1932. It was bobby calf season and one Monday 300 of the little creatures were railed from Papakura station. The weather was cold and boisterous and the sympathetic stationmaster 'had them despatched to their destination by a train leaving Papakura some hours ahead of the train by which they were to have been taken'. He appears to have remained until he retired in 1939 on superannuation, after 40 years in Railways. But he took a holiday in 1936 in Australia, and various people relieved for him at different times.

**Frederick Charles Cleverley**, from Auckland, had been a clerk at Papakura with 8 years service in 1922. He was appointed Drury stationmaster in 1932, and proved a popular officer, involved with the ratepayers' association and as treasurer of the Drury football club, but for him and his wife Muriel, their time in Drury had its moments. In December 1934, they were having a late lunch in the stationmaster's house when a crackling sound alerted them to a fire in the front of the building. Despite the efforts of staff on duty pouring water through a hole in the roof, little was saved. Telephone cables passing over the house were burnt and circuits in Hamilton, Tuakau, Pukekohe and Waiuku were out of action for several hours. The house was replaced in 1939. One night the next year, as they were driving south on the Great South Road in a 'baby' model car at night, they were struck in a head-on collision by another car driving north, just south of the one-lane Slippery Creek bridge. The other driver, who claimed to have been dazzled by the lights of his car, was fined.

Railway staff engaged in the social life of the community. Bruce McCurdy had been President of the Fruit-growers Association in the 1890s. Mr J Rushton served in Papakura for 12 years before leaving for National Park on promotion to ganger. He was farewelled by 60 members of the Papakura Amateur Athletic and Railway Tennis Clubs, and had also been president of the Papakura branch of the NZ Labour Party. Quite a few were involved with sport. Percy Hunt was on the Bowling Club committee and the first President of the Railway Tennis Club. He died in Papakura in 1957, aged 80.

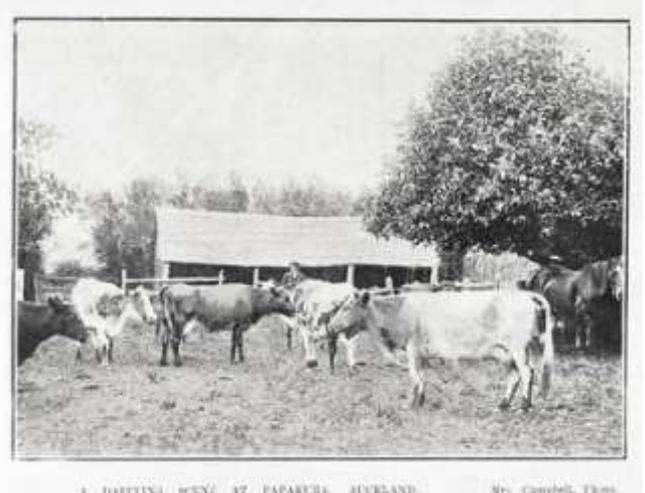
Railways staff had their own sports activities. The Railways Tennis Club had their courts near the station (the western carpark today). The club was officially opened by Percy Hunt in perfect weather in October 1933. A rollcall of railway men and their wives and families competed against Papakura, Methodist, Presbyterian, Anglican and outlying district clubs, as well as against other Railways tennis clubs. In 1937 the annual railway tennis match between the Papakura and Otahuhu staffs was won by Papakura by 11 rubbers to 7 – C Aukett, F Osborne, F Johns, and others were listed. In February 1938 Otahuhu reversed the score winning 11 rubbers to 7. The different depots also played cricket, bowls, rugby (the Otahuhu Workshop fielded a team.) During the war, tug-of-war competitions were held between the Athletic Club, railways and the military club on a regular basis. Today there are regular golf competitions.

Stationmasters have gone, replaced at first by two rotating signalmen, switching in and then out to the suburban trains. Now the process is controlled nationally from Wellington. Railway houses were sold in the 1980s and 1990s in the era of neo-liberal irresponsibility, often bought up by railway staff and well-cared for. There are many other changes in the Railways department but there is still a railway community. Life goes on.

[Sources available on request. Thanks to Robert Neale, train driver and Neville Williams for information.]

## Who was Mrs Campbell, photographer?

In a previous article (#38, December 2018, p. 14), I moaned about how Victorian and Edwardian women were almost invisible in records or newspapers. They are often just identified as 'Mrs'. (If the context is a social occasion we might be told what they wore or sung.) If we are lucky, their husband's name or initials might follow the 'Mrs'. But for Mrs Campbell, whose photos of the Papakura and Manurewa areas appeared in the *Auckland Weekly News*, even those were lacking. Auckland and Manukau libraries had a few of her photos, all in the 1904-9 period, but could throw no light on her identity. So, who was 'Mrs Campbell, photographer'?

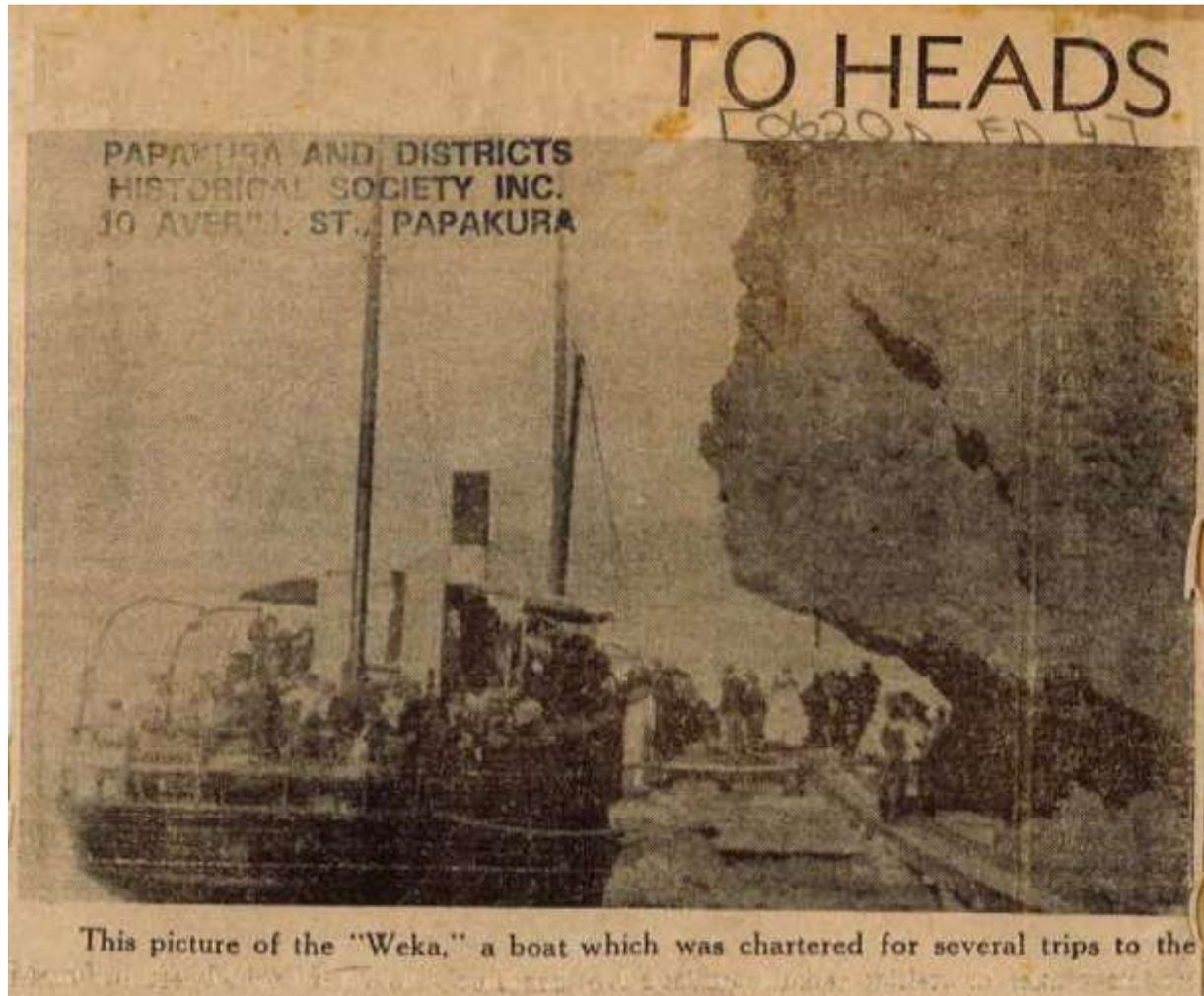


Top left: Creamery, Manurewa, 1906. Courtesy Manurewa Historical Society. Auckland Libraries Heritage Collections Footprints 00023

Left: New shop, Manurewa c 1909. Auckland Libraries Heritage Collections Footprints 01211

Above: A dairying scene at Papakura, 1905. Supplement to *Auckland Weekly News*, 29/6/1905. Auckland Libraries Heritage Collections AWNS-19050629-14-2

Some sleuth work using Electoral Rolls pointed to Mrs Anne Campbell, wife of Thomas Duncan Campbell, settler, who lived in Papakura in 1896 (the first year that women were included as voters) and 1900. However in 1896 another Annie and George, were farming in Alfriston. Both were possible, especially since almost all the photos we had seen were of areas between Papakura and Manurewa. Both were identified with 'domestic duties', no photographer recognised. But certainty came when Kara found another photo, an undated cutting from an unknown paper – (see over, with news text copied below) – naming her as 'Mrs T D Campbell'. Bingo!



And

This picture of the “Weka”, a boat which was chartered for several trips to the Manukau Heads, by Mr Frank Coulthard, a Papakura timber miller, to take residents for a harbour excursion. The “Weka” would anchor off Young’s Beach Road, and small boats were rowed out to her with the passengers. It was open to all residents to make the trip and was a great day for the participants. The picture shows the “Weka” tied up at Paratutu, at the northern head of the harbour. On the way down passengers were picked up at Weymouth. It was a great experience to spend a few hours viewing the open sea. Many of the passengers were sea-sick but even these unfortunates endeavoured to join in the songs on the homeward voyage. – Photo by the late Mrs. **T.D. Campbell**, Papakura.

Now we know her identity, we can provide her story. She and husband came from two of the early settler families in Kirikiri, East Papakura (the ‘Settlement’ of Settlement Road that we will be writing about later this year). Most of the Kirikiri settlers, including the Campbells, arrived in New Zealand in 1865 on two ships that sailed from Glasgow, the *Viola* and the *Resolute*, two among the ‘Thirteen Ships’ that settled Franklin.

Annie Hall was from one of the minority of Kirikiri families who had not arrived on those two ships. William Hall and family were from Baugh in County Cavan, Presbyterians in one of the predominantly Catholic counties in Ulster, so they were a good match with the mainly Presbyterian Scots and Northern Irish of the main group. Annie was born in about 1857, the ‘fourth daughter’ of William and Anne (according to her marriage notice, but the second daughter on the shipping record). They arrived in New Zealand in 1877 on the *Oxford*, shipping from London on 29/11/1876: most of the passengers appear to be Irish. By 1879 and 1882, William was described as farmer of Kirikiri. In 1880-1, William Hall was recorded on Lots 3-4 Kirikiri (north of Settlement Road on the flanks of the hills), and in the latter year, William Jun. on Lot 27 Hunua. In 1880, by order of

the Supreme Court, a 'compact little farm' of 50 acres, previously advertised in 1876, 'with all the Buildings and Improvements now occupied by Mr W Hall' was put up for sale, but the sale was later withdrawn. Twelve years later, another 40 acres on the corner of Settlement and Dominion Road 'in the possession of William Hall was offered for sale at the cost of £3.10s per acre. The advertisement was repeated during June and July.

**KIRIKIRI (near Papakura)—40 acres of very rich Land, being Allotments 1, 6, 7, and 9, partly improved, and now in the occupation of Mr. William Hall.**

*New Zealand Herald 26/5/92*

As neighbours the Halls became connected with *Viola* and *Resolute* settlers through marriage. In 1882, at the home of William Hall in Kirikiri, 21-year old Annie married Thomas Duncan Campbell, 24, who had arrived from Scotland in Kirikiri as an 8-year old: Thomas was then a carpenter at the boomtown of Aratapu on the Kaipara; two large sawmills were being built at the time; and she was a housemaid in Auckland, but they made their home in Papakura. Her brother, William Jun., and three sisters, Jane, Sarah and Rachel also married in Papakura, and we know of another brother, David. William Hall Jun., married another *Viola* immigrant, Jane McCrae, in 1885. There were some business dealings between Thomas Duncan Campbell and William Hall in 1886 relating to Pt 27 in the Parish of Hunua (Vol 43. Folio 22 and 23), located on the corner of Wairoa (now Clevedon) Road and Dominion Road, (the area bounded by Valentine and Cargill streets). In the late 1880s and early 1890s, William Hall Jun. tendered with the Papakura Town Board, sometimes successfully, for road formation and delivering road metal (Papakura Town Board Minutes book). Wisers Directory for 1894 lists him as a carrier and David as a labourer. The trail seems to go cold and the last Franklin reference to a William Hall is of a carter in Taupiri in 1905. There are no local burials of Halls of this family, so it is not clear where they ended up. (Jane married Robert Taylor in 1875, Sarah married Francis Davys in 1885, Rachel married John Watkinson, of another Kirikiri family, in 1894.)

Annie's in-laws, the **Campbells**, were a prominent *Viola* settler family. Thomas senior was 41 and his wife Annie Fyfe 36 when they arrived at the Wairoa River, Clevedon, with four children, 17-year old Jane, 14 year old Alexander, Thomas Duncan, born in Stirling, who was 8 and Hugh aged 1, and took up their ten acres and town lot at Kirikiri. Three more children were born in New Zealand - John in February 1866, Robert in 1868 and Catherine in 1871; she died as a toddler in Thames. Thomas gave his trade as mason on the shipping record, but displayed an impressive range of skills and much energy. In early Papakura he was appointed constable having been a policeman in Scotland. He also represented the new settlers in various organisations and events. Like everybody else they cleared land and cut trees on their blocks, and the couple dressed flax and sent samples to the newspaper. He was one of those who sold out to George Clarkson and was employed felling trees for him. Meanwhile he also tried his hand at gold mining in Thames, and by 1870 the family had shifted to Thames. With the oldest son Alexander, he was mining at Shortland but then became a teacher at Ponga Flats. Between 1880 and 1882 Thomas was the teacher at Kaiwaka in Northland, but returned to Thames. His wife Ann died at their home in Pollen Street, Thames in 1894, he remarried in the following year, and died at his home in Victoria street West, Auckland, in 1896. He was farewelled by the Loyal Orange Lodge Newton and remembered for his Christian and temperance activities. He returned to Franklin at least twice for the weddings of two of his sons. On the latter occasion he described himself as an 'occasional preacher'.

Once **Thomas Duncan Campbell** returned to marry **Annie Hall**, they settled in Papakura. He became head sawyer at Coulthard's mill where he witnessed James McLean's fatal accident in 1893. But he also described himself as a farmer (1894 Auckland Directory). Their 1 acre in 1888 - 94 (Lot 18 Sec 11) was the

section originally allocated to the family) and they had 3 acres on Wairoa (now Clevedon) Road by 1909. He was elected to Papakura Town Board, and, says Dr Smith, earned a reputation for being outspoken.

They had five children: Mary born 1883, Thomas (1884), Ann (another Annie, 1888), William (1892), and Dorothy Mavis in 1907. Mary (known as May), married Arthur James Moody, NZR, from Dunedin 1909. He was working with Railways in Papakura until at least 1920 as a guard, and was a driver by 1930. (The couple were living in Wairoa Road in 1938 ) Thomas died at Brockenhurst, England, of wounds received in France, in October 1918, aged 34. Annie worked for Farmers (there is a photo of her with other staff), and married Thomas Charles Dunckley from Shannon in Papakura in 1929. Dorothy Mavis, the youngest, married Clarence Giles Dalley in 1939.



Annie's photographs appeared in the *Auckland Weekly News* in the first decade of the twentieth century. There are not a lot of known photos, which makes the photo of the *Weka* at Paratutai valuable. Possibly descendants of her daughters or William may have an album of other photos she took. Here's hoping!

At the time of her death in 1925 their home was in Wairoa (now Clevedon) Road. She was 68, and had been in NZ for 50 years. Her husband lived to be 91 and died in 1945. Their gravestone at Papakura also commemorates their son Thomas who died of wounds in 1918.

**About that other photo, and the daytrips on *Weka*:**

Paratutai (also spelt Paratutae/ Paritutu/ Paratutu) is the steep rock on the northern shore of the Manukau Heads, near Whatipu. Paratutai wharf served the Whatipu community: the Post Office is behind the stacks of timber. I would not be at all surprised at people being seasick as a boat lays off the rock at full tide with the breakers rolling in. Since Thomas Duncan Campbell worked for the Coulthards, they were



probably regular participants, and Annie may even have been given the role of taking photographs for the trips.

Other photos exist from this same period, and as some of them are of unknown provenance it is possible that they may also have been taken by Annie Campbell.

*Weka* (left) and *Rimu* at the Paratutai wharf, 'photographer unknown', (dated to the 1920s, but see below) Auckland Libraries Heritage Collections JTD-06A-02919.

Although the record in the Auckland Libraries Heritage Collection dates the above photo to the 1920s, according to the NZ Maritime Index *Weka* only steamed on the Manukau between 1894 and 1914, which is the period when we know Annie was active as a photographer. So did she take the above photo on another trip?

Rob Finlay

# NOTICES

**April trip on 10 April to Stony Batter, Waiheke.** Contact Dave Smith

**Monthly Meeting 22 April at 1 pm: Margaret Gane** speaking on **The Story of Eyam, the Plague Village, Derbyshire 1665- 1666**

**Monthly Meeting 27 May at 1 pm: Joanne Graves**, returns in **Nothing but the truth** to tell us about the infamous newspaper **The NZ Truth** , which shocked Kiwis with its muck-raking & sensationalism.

**Monthly Meeting June at 1 pm: Murray Parker**, on **Go South young man**. He won a 2-month trip to Antarctica as a young man and will tell us of the Dry Valleys, penguins, Scott & Shackleton.

## MUSEUM EXHIBITIONS:

**Warbirds, till June**

**RECENT:** Appreciative audiences appreciated these talks by two PDHS members.

**February 25: THE CHANGING FACE OF NZ STAMPS, Phil Sai-Louie**

**March 25: WHO KILLED JFK? Rod Baldwin** surveyed wide range of suspects

**Meetings** are held on the fourth Thursday of each month at the Library Meeting Rooms opposite the Museum, starting with the talk at 1 pm, continuing with business and afternoon tea (for a **\$2 gold coin** minimum). All are welcome. Phil Sai-Louie arranges our interesting speakers.

**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 on the fourth Saturday of each month two days after the meetings. The bus leaves from East Street behind the Access Point building at 10 am, unless otherwise stated. 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 are limited.

**To register for trips, please ring Dave at (09) 2984507**

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