

The Papakura Sentinel



Number 66

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Greetings/ Kia ora koutou to all our readers,

Since the previous *Sentinel* in June, a lot has happened. Members came out in force to farewell our patron Annette Gunson. Kara gave a fitting obituary on our behalf (see also pages 2 and 3), and afternoon tea was provided at the Museum. Iain Wakefield provided a fascinating talk on the life and times of Gen. Duncan Cameron at the well-attended second Museum Talk on Saturday 1 July; and after the Anne Frank exhibition, Turama: illustrating Matariki, was opened on 13 July by the artists led by Holly Tawhiao from Waikato. A lot of effort is going into the Rings Redoubt exhibition. The new Vietnam display "Home Fires Burning", is being installed in the military gallery, and the associated talk, with three speakers, will be held in the Museum on Saturday 30th Sept at 1pm as part of the Auckland Heritage Festival. Please note. Two walks are also being organised to coincide with this.

The PDHS is preparing for the **AGM** at the August meeting on the 24th. We welcome new members, and we hope that we will have a strong attendance at the AGM. Please consider whether you would like to join the Executive Committee: new committee members are needed to help steer the Society into the future. We never put pressure on people to join the Executive, and welcome feedback at the AGM, so please come along to have your say and enjoy a vintage Phil Sai-louie quiz (with lavishly promised prizes) and tea provided by our committed team. Thanks to those members who have already paid their **subscription of \$25**. Subs are now due, and help support our activities, including the *Sentinel*, speakers and trips.

Another Museum Talk will be provided at 6.30 pm on Wednesday 6 September, when Terry Carson will speak about *Law and Disorder in early South Auckland*. Not all our forebears stuck to the straight and narrow.

This *Sentinel* introduces a new asset held at the Museum, the pump organ belonging to Margaret de Penning nee Wright. I continue with the second of three articles on the rise and fall of water transport in the Pahurehure area encompassing ports at Drury, Papakura and the Weymouth-Karaka Point ferry. I suggest readers see the article as several connected servings, only one of which needs to be read at a sitting.

Rob, Ed.

PAPAKURA & DISTRICT HISTORICAL SOCIETY

Monthly Members' Meetings: 4th Thurs, 1pm – 3pm
 Regular Saturday heritage 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

Annette Gladys Gunson

28 February 1943 — 14 June 2023

Good Things Come in Small Packages. Never was that saying truer, than when applied to our very own Annette Gunson.

Annette's early years were spent at Rotorua, where her father (and grandfather) farmed on a large scale. The younger of Philip and Marion Gunson's two daughters, she and her sister Corallie attended the local school at Ngakuru. A younger brother completed the family in 1946. Tragically, Philip Gunson died at the age of 34 in 1951. Annette was just one month short of her eighth birthday.

The family moved to Auckland, spending a relatively short time in Flatbush/Papatoetoe, where Annette's maternal Grandmother lived. By 1954 her mother had remarried. A (much) younger sister was to come along, in the not far distant future, and Walters Road, Karaka, became Home for the next ten plus years. Later homes were in Youngs Road and Ingram Street.

Following school, Annette began work (as Corallie had before her) at Classic Fashions, on Subway Road (the site is now part of the Countdown carpark). Many other young women from Papakura also worked there during the firm's 18-year history. Annette maintained contacts, attended reunions, and later compiled the history — just one of her many contributions to the Museum's archives.

Annette's training at Classic, and a glowing reference from factory manager, Jack Raleigh, no doubt contributed to Annette's move to St Albans, Canterbury, where she was employed as a machinist, in the late sixties. By 1975 she describes herself as a dress maker (at a different St Albans address).

Numerous photo-albums (intermixed with postcards), speak loudly of Annette's love of travel. As well as all over New Zealand, she visited the UK, Europe, and other parts of the world. She already had a love of history, including archaeology. Those interests and extensive reading meant she could keep up with Alan in a discussion touching on ancient Egypt!



Above: Annette (aged 10) and Robert Higham walking along Blackbridge Road, Karaka, carrying a placard meant to be showing the dates for Karaka School's 50th

Having returned to Papakura Annette was living at Ingram Street with her mother. In 1983 Annette and her mother joined the Papakura & District Historical Society. It was after her mother's death in 2000 that Annette's immense value to the PDHS and the Museum, really came to the fore. It helped that by 2002 she had moved to her lovely home on Wood Street, a short walk from the Museum.

It began with looking after the membership register, recording new members, and sending out receipts and newsletters. In a short time, she took over as the social secretary. Members received phone calls on their birthdays, and an appropriate card for any occasion. If a member was in hospital she would visit. Often Annette received a thank you note in return, which she treasured. Before long she was actively helping with the archives and enquiries from the public. Whatever the question Annette generally knew where to find a book or piece of paper with the answer. **Papakura Museum Archives were definitely Annette's domain.** I know it was difficult for her at first when 'somebody' started to reorganise things, to (supposedly) make it easier for anybody to access the resources. Soon she embraced the idea and we got stuck-in, achieving a fair bit during the 2010s.

The 2020s arrived (along with Covid) but by 2023 Annette's own health had deteriorated to the extent that she moved into what we hoped would be temporary living arrangements. We talked about tasks she could do from home and decided a good project would be doing something to better utilize our 80 plus Scrapbooks. Sadly, it was not to be.

Other Community Groups benefitted from Annette's generosity when it came to being available to give a helping hand. Totara Hospice acknowledged more than 10 years of service. A thank you letter came from the Oncology team at Starship Hospital thanking her for the many warm and colourful beanies she made for the children. In 2007 Papakura Council presented her with a Community Volunteer Award. The nomination was put forward by the PDHS. The citation ended with: **"She is a tireless worker and if there is a job to be done, Annette will be there. Her input into the running of the society is invaluable"**.



Two years later Annette was granted Life Membership. The pinnacle of her achievements and very best way of showing our appreciation was selecting her as our Patron in 2022.

Through all her years of caring for or helping others it should be remembered that An-

nette herself had more than her own share of difficult times when it came to her health. She did not let that stop her. Just reflect for

a moment on how many countless treats she brought to meetings, or the lunchroom: sweet treats such as lolly cake, afghans and apricot slice, or asparagus rolls to die for, club sandwiches, and her famous, unbeatable cheese straws!



Tribute provided by Kara Oosterman



Artefact de jour

Cornish & Co. pump organ

These organs were produced from the 1870s to about 1917 in Washington NJ, USA, designed for the home parlour. It is a reed organ, operated by pumping the pedals.

Arthur Edwin Wright, the tallest of William and Anne Wright's boys, was born in Buckhurst Hill, England in 1870. He started out farming at Mauku. He probably met Lily Hamlin at local gatherings or at church. Lily's real name was Sarah Annie Elizabeth Hamlin. She was the eldest daughter of Ebenezer and Sarah Hamlin, born in 1869 in Waiuku. Lily loved music and enjoyed playing the organ.

On August 20, 1891, Arthur Edwin and Lily were married at Holy Trinity church Waiuku. They had two sons and two daughters.

Lily played the organ at St Brides church Mauku, for over 20 years, until 1911. Lily was given a hymn book in thanks for her service to the church community.

When they retired from the farm, they moved to Mt Albert in Auckland. There was a huge farewell for them at the Mauku Victory Hall.

We don't know whether Arthur bought Lily this grand organ and had it sent from the US or whether the Wright family brought it with them from England.

Lily died in 1935 at the age of 66 at her home, 19 St Lukes Road, Mount Albert, and is buried at St Brides.

Unbeknown to Lily, her granddaughter Margaret Wright (born in February of 1935) – second daughter of her son Kingsley, also inherited this love and talent for music. Margaret Wright also played the organ at St Bride's church in her younger years.

Sometime in the 1970s the organ which Lily had enjoyed playing needed to have a new home. It was given to Margaret De Penning (nee Wright) who then lived in Manse Road, Papakura. Margaret often gathered a group of friends and they formed an organ club. Often visitors would ask to hear the old organ and Margaret would gladly play them a tune. Children were always fascinated by the different sounds the beautiful organ could make when you pulled out the knobs. And they loved the spinning stool!

Margaret De Penning lived in Manse Road Papakura for over 45 years before moving to a retirement village. The organ deserves a fitting new home, and it makes Margaret and her family happy to permanently loan this organ to the Papakura Museum.

Report contributed by the de Penning family.

Pahurehure Inlet—Watercraft and Landings

By land or by water?

Rob Finlay

In an earlier instalment, entitled "Waka and cutters", I described water transport in the Pahurehure Inlet of the Manukau in the world of Māori and the first Pakeha settlers up to the mid-1850s. Several events in the next decade brought about changes in the nature of water transport and the growing importance of land routes: these were the rapid development of the South Road, the discovery of coal in Drury/Opaheke, and the Waikato War. All were connected, and resulted in roads and tramways coming to supplement, and then rival, water transport, the appearance of steam engines, and settler dominance, with the almost overnight disappearance of waka from these waters.

A GREAT-ish SOUTH ROAD

Road transport was developing as an alternative to water transport. Foot tracks had become dray and bullock tracks. Papakura and Drury were two days out from Auckland for a bullock team on the direct land route south of Otahuhu. The track passed through mainly fern and scrub land until it reached the extensive area of bush at Papakura which was large enough for William Hay to lose his way when he set out to find his land at Opaheke. The main problems were streams that needed to be crossed on fords or wooden bridges, swamps like 'the morass' where Roselands is today, and pervasive mud that formed ruts and corrugations in the dry season. When the track became too muddy, teams and carts would find a new track, a situation familiar to bush trampers.



Old and new: Above, road and bridge at Coles mill, mid-1850s, as imagined by Ernie Clarke. Permission Papakura Museum. Right: Great

South Road, mid-1860s. Note bridge in centre, roadside buildings from right: Police Station, Papakura Hotel, Coles' house, Selwyn Chapel, Willis's home. Courtesy Alexander Turnbull Library Ref: E-309-q-2-108-2, National Library



In Papakura the original track had followed the line of today's Coles Crescent past Cole's mill at Waipapa, where it met the Pahurehure inlet, and a 'substantial bridge' had been built across the ford by the Mill when the millstone for grinding wheat was brought out by bullock cart in about 1852. William Cole described it as "three kauri logs of about 18 inches diameter, let into the banks each side of the stream and decked with heavy sawn planking. This was used by the public for about 10 or 12 months, and then unfortunately, a fire broke out and swept it out of existence". As no private or public body could be expected to rebuild it, the alternative route of today's Great South Road was developed. People "forced a track through the dense vegetation to the top (where the Presbyterian church was built in 1859) and then down to the other side till they came to 'the mo-

rass' (Roselands) ... First one, and then another would cut down tea tree, small trees etc, and throw it on the swamp, until in time, there was a sort of crossing formed, over which a certain amount of traffic passed... A rough bridge was thrown across the morass. In time the traffic was entirely confined to this road, and the Mill became isolated." (W Cole p6-7) South of the village (shown in the photo) the road was cut through the bush on the ridge dropping to Drury and another track branched off towards Wairoa (Clevedon). But several substantial inlets of the Pahurehure meant that a road west to Karaka was not possible. Water transport remained vital for Karaka people.

Further south, the first bridge over Slippery Creek was built in 1856, and a toll gate set up. By 1855 dray tracks were beginning to traverse Franklin between Drury and Waiuku.

This direct land route south was one of the factors that meant that water transport would not remain as vital for Papakura and Drury as for Waiuku. It would also later ensure the dominance of this route over the water route between Onehunga and Waiuku. Both led to Franklin, but more significantly for Māori, Auckland businessmen and Government officials, to the Waikato.

In the 1850s, a more direct route from Auckland to Karaka, Mauku and Waiuku was mooted. A winding track through tall tea-tree to Weymouth led to a crossing over the narrow Papakura Channel across to Karaka Point at the entrance of the Pahurehure Inlet. In early years the Papakura Channel had been swum by, among others, the athletic Bishop Selwyn and his companion Rota Waitoa, swimming alongside their horses. Weymouth was surveyed and planned as a town in 1857 with this in mind. The first settler on the Karaka side, and first ferryman, was the Gaelic speaker Charlie Cameron we will meet in the next story. The channel was deep – 'there was always forty feet of water' and 'on an outgoing tide, a considerable rip existed and boats crossing would head towards Papakura and then turn and be swept down towards Weymouth.' A notice terminating free ferry crossings was printed in the *Daily Southern Cross*, 4/4/1856.

Karaka Ferry, Papakura Channel.

NOTICE is hereby given to those parties that are in the habit of Crossing the Papakura Channel, (in my boat) herewith I beg to inform them that no person whatever from henceforth will be crossed gratis as heretofore.
The charge to be from this date 10s. for each passenger, and 5s. each horse.
CHARLES CAMERON.
Hikerangi, March 25, 1856.

This crossing remained a possible alternative route south. It would later be considered, along with Paerata and Papakura for the Waiuku railway in the 20th century, before Paerata was chosen. There is still talk at times of a road bridge over the channel to Karaka. But coal and the development of the Great South Road during the Waikato War helped decide the issue in favour of the Papakura-Drury route.

COAL IN DRURY/OPAHEKE

Events in Drury brought options for land and water transport to the attention of investors and officials. Coal was discovered in the Drury/Opapeke area in 1858, first on Campbell's land, then on Farmer's Waihoehoe. Transport of the coal to Auckland was vital if this resource was to be profitable. A letter signed by James and John Runciman and Joseph Middlemas urged that it was: 'Very easy to get to a navigable river; as a road for a horse and dray to get to it could be made *in four or five days at most*, if a bridge were to be erected on the branch road to the Rama Rama (which bridge ought to have been done long ago.)" *DSC* 17/9/1858. But how would the coal be transported from the Slippery Creek (the current name of Drury) to Auckland? Two ideas were mooted: a railway from Auckland to Drury, or a water-born solution.

Thomas Wing, who had become the Manukau Pilot and Harbourmaster in 1857, was commissioned to explore the water option, and he set out with a party from Onehunga in a new 31-foot sealer's boat under a jury lug at 11.30 am on Tuesday 12 December 1858 'with the first of the flood' and with a NE breeze. A full account of the trip was provided by one of the party. (*New Zealander* 16/12/58)

They sailed round Puketutu (Weekes) Island and straight down the flat coast along a swathway, then cut across the Papakura Channel and reached Cameron's house prominent on the Karaka shore at 2.25 pm. Here they were entertained for two and a half hours – no doubt with some whisky – before resuming their journey down the Channel against a strong ebb under a moderate breeze. At low tide a little before sunset they encountered the first impediment in the narrows (where today's Hingaia bridge is), two shelves of rock, one from each side which required some delicate manoeuvring. The party made landing at 6.30 pm and rested for the night. Wing was of the opinion that the obstructions could be easily removed.

At 9.15 am the next day the party struck camp and continued 'at the last of the ebb' but were unable to proceed far, about 2½ miles/3km, to near Young's Inn at Drury. Ahead were 'a succession of rocks and shoals, which would require to be dealt with'. The crew were left on the boat with instructions to take her further when the tide allowed, while the 'gentry' explored Drury.

Returning to the boat, now at the Drury bridge on a wide stream with 5-7 feet/1.5-2 m. of water to begin their return, the party remarked on the sinuous course of the stream, requiring care but not unduly difficult. Turning about they again availed themselves of Mr Cameron's hospitality at Karaka overnight before beating their way back to Onehunga. As for the value of the route, it was judged to be practical but would require the expense of much beaconing and the removal of obstacles, with care at low tide.

Captain Wing advised that the obstructions "'some few miles below Drury Bridge... could be easily blasted and cleared away with pick axes' at a cost of about £500.' (T B Byrne, *Wing of the Manukau*, 223-4, footnote 1858) The Provincial Government, always fiscally challenged, was slow to come up with the costs.

The tramway terminal wharf was built where the motorway crosses Slippery Creek today, and in September 1859 tenders were being called for construction of a wharf and excavation of a channel for the Coal Depot for the Waihoi Mining and Coal Co. at Geddes Basin (now Gloucester Park) at Onehunga. (DSC 13/9/1859). A 3-mile wooden tramway for horse-drawn wagons, the first in the North Island, was built in 1862 to transport the coal from the mines to the Slippery Creek port.



Site of coal wharf adjacent motorway bridge. Photo R Finlay

Thomas Wing wrote a report on navigation on the Manukau in January 1860. It covered 7 points. The introduction and first clause are below:

"[In order to open] the extensive districts penetrated by the numerous arms and creeks of the Manukau, as well as to induce traders from Melbourne and elsewhere to visit the Harbour, the following improvements ought to be made as early as possible.

"1. Slippery Creek and Papakura Channel, being the outlets for the Coal District, require to have the rocky obstructions cleared away, and the Channel Buoyed and Beaconed, so as to make it available for a larger class of vessels than are at present employed in the navigation."

(This message was echoed for the Waiuku channel, for the channel and port of Onehunga, and the South Channel at the Heads, and Wing expressed his long-held concern for the Pilot Station at the Heads. Wing's numerous requests for adequate funding usually fell on deaf ears in the impoverished Auckland Provincial Government, and it took the support of Naval officers, the Admiralty and the New Zealand Government after the fateful sinking of HMS *Orpheus* at the Heads in 1863 before his major concerns were heard.)

We are privileged to have an account from a sailor somewhat less skilled than Wing, Henry Smythies, gentleman landowner and land agent of Mangrove Creek near Onehunga. He shared his experience of sailing to Drury in a three-ton cutter with his 14 year-old son, to buy some bags of coal, as an 'instructive' tale. Indeed. Whereas Wing took 4 1/2 sailing hours to get from Onehunga to Hingaia, returned to Onehunga on the third day, and enjoyed Cameron's hospitality, Smythies tells a harrowing tale of his journey of 9 days. (*New Zea-*

lander 6/10/58) He begins by referring to the reputation of Slippery Creek. "Slippery Creek, upon which Drury stands, has been always regarded with fear by Manukau sailors, and I have heard of rocks and shallows and other dangers, but was wholly unprepared for the difficulties . . . I experienced.'

Setting out on a Thursday evening, and rounding Weekes Island, an ebb tide forced him to the west, away from his destination, so, unable to distinguish the Papakura Channel in failing light, they anchored for the night. In the morning, they entered what looked like the Papakura Channel against a rising wind that prevented them from making headway, and anchored for a second night. Continuing on their course they found themselves on Sunday at Waiuku. On the ebb tide they retraced their way, and at 11 am on the Monday, they "ran into Cole's Creek at Papakura having missed the Slippery Creek on our run up the Karaka channel". They walked down to Drury, arriving in time to attend a prospectors' meeting at Young's Hotel, and then – we have to applaud their energy— walked (presumably) to Farmer's land and saw the seam of coal. On Tuesday they arranged for a ton of coal to be delivered to the landing at Runciman's Bridge, and then retraced their steps to Papakura and the boat "and as soon as she floated, about 12 o'clock (midnight)" they proceeded, "poling against tide" to Slippery Creek. With a waning moon they had difficulty finding their way among all the tributaries, but were helped by an incoming tide "which flows with a wonderful swiftness up the channel, and ebbs still faster". When the tide started to ebb early on the Wednesday, they "cast anchor in a whirlpool where we could find no bottom with the pole" while the tide loudly roared away "at the rate of about ten knots", and then at dead low water, they were able to proceed up the channel to Mr Runciman's bridge. Here they loaded their coal, and mid-afternoon "commenced our descent *which would have entirely stopped our progress but for the force of the tide*. It was dark when (they) arrived at the rocks" through which they were swept in a sort of slalom race which ended when Smythies ended in the water and the boat on its side on a shallow rock. Finding a place to anchor, "here we spent the night, and thought of our friends in their comfortable beds at home". On the Thursday, once they had freed the anchor with the aid of an incoming tide, they tacked their way out of the Creek, although they ran aground for a while and lost their rudder. Once they got into the Papakura channel on the Friday, they left the boat and walked the 20-odd miles home to organise repairs on the rudder. We assume they got the coal home, and that the 14-year old remained resolutely cheerful.

Smythies ended with some advice: conceding that despite the difficulties and expense, "boats can pass the rocks at high or low water, but this entails the loss of a tide both ways. Of one thing, however, there can be no doubt, *the coal must be worked*, for it is a treasure of more real value to the Province than the richest Gold-field."

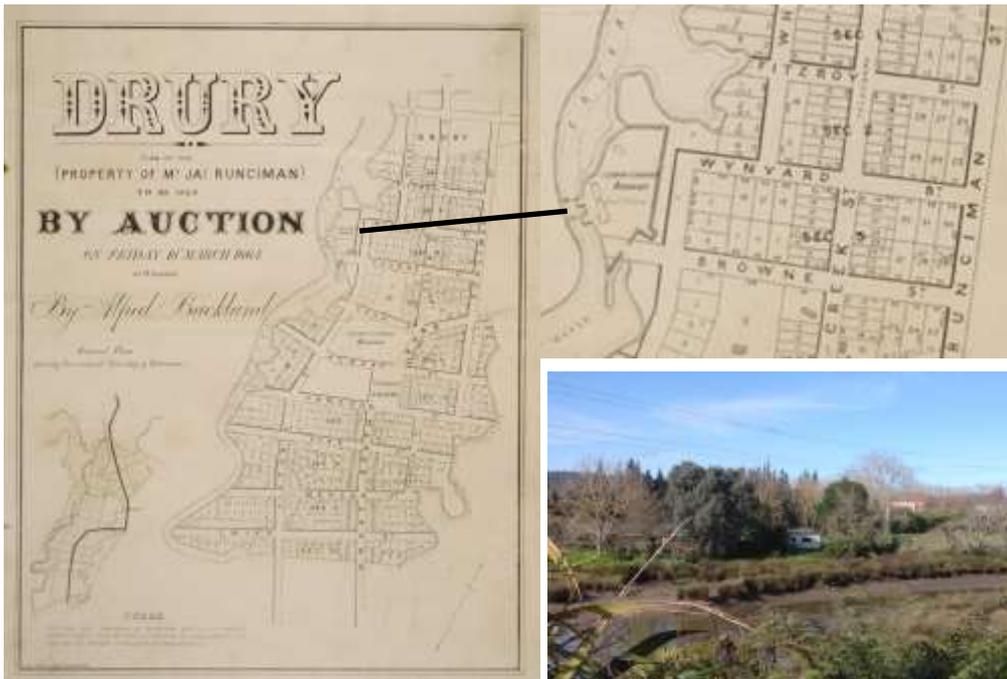
A disdainful response appeared in the *New Zealander* on 13 Oct 1858. "The midnight cruising of Slippery Creek by Mr Smithies (sic) . . . is likely to deter owners of sailing craft from allowing their boats to go up to it, if they accept his 'log' as reliable; perhaps therefore you will do me the favour to insert this as a proof of the practical navigation of this Creek by *competent* men." The writer, identified only as "A 'Slippery' Subscriber" (could it be a Runciman, Rhodes or Middlemas?), proceeded to provide some valuable information on recent shipping:

"The 'Skimmer', a 30 ton vessel belonging to Mr S Laurie has been up twice. She took down from Mr. Runciman's 350 bushels of grain, posts and rails, etc, and came from and went to Onehunga without difficulty. The 'Harry Bluff', 12 tons, belonging to Mr. Norman, has been up and down two or three times with grass seed and machines, and took back at one time 700 puriri posts and 400 rails without inconvenience. I have sailed up and down the Creek with competent parties, and experienced no such adventures as Mr Smithies seems to have done."

Meanwhile plans for the Auckland to Drury Railway also went ahead. The case for the railway was first

made by Joe Middlemas, Papakura member of the Provincial Government in 1858, and this body passed an act to build a railway in 1863, but quickly ran out of oomph and funding, only picking up a head of steam again in 1872 when the project was resumed by the national Government under Vogel's ambitious immigration and public works scheme.

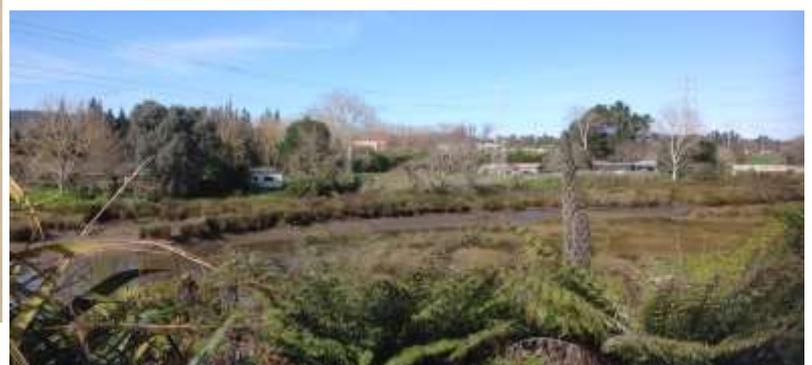
But although the road was being improved and extended, and a railway was planned, Drury was being developed as a port. In addition to the coal port where the motorway crosses Slippery Creek, Runciman wharf was built about 400 m. away on the Ngakarua Creek, named on the map as Slippery Creek, adjacent to Browne Road (where Jesmond Bridge to Auranga is today). A map drawn for the sale of Runciman's land in 1864 clearly shows a wharf with two jetties and two sheds on a Government Reserve. This wharf had become the Commissariat (or Government) wharf during the Waikato war.



Drury: plan of the property of Mr James Runciman, to be sold by auction, 1864. Kura Collection, Auckland Libraries, Ref: 455.

Enlargement to right

Below: The site today, from Auranga path. Photo R Finlay



Water or land transport? James Runciman's two sons-in-law covered both options. Edward Rhodes took charge of the store at the wharf, while William John Young established the coaching and carrying business that bore his name, and was later sold to Quick. It cost 5s to travel between Auckland and Drury and 6d between Drury and Papakura in 1859-60. (See over for their respective advertisements).

By November 1856, Robert Willis was also advertising in *The New Zealander*, on behalf of his Papakura Stores, that from December he would run a van weekly, 'for the carriage of passengers and goods, leaving Papakura for Auckland every Friday, and returning thence from Auckland the day following.'

Of the two villages, Drury appeared to have the advantage as a transport hub, for three reasons. It was the centre of the coal district, it was at the farthest reach of the Pahurehure Inlet, and from it tracks branched out across the Franklin district and south to the Waikato River.

All this time waka were using these streams as the people of Te Kirikiri, Opaheke, Maketu and Karaka, went about their business. But Te Akitai, Ngati Tamaoho, Ngati Pou and other local Māori were troubled by the road pushing through towards the Waikato River, because it was being built by soldiers and appeared to have a military purpose.

Runciman's Wharf, Drury.

EDWARD RHODES begs to inform the settlers and public in general, that his commodious Store at the above Wharf is now completed, and that he is prepared to receive and take charge of goods at reasonable rates.

All goods landed at this Wharf will be received and stored for the owners unless instructions are received to the contrary.

A wharfage of 6d. per ton extra on ALL goods landed.

Drury, Nov, 19th, 1862,

Both of Runciman's sons-in-law advertised with *The New Zealander*. Above: Edward Rhodes' advertisement for the store at Runciman's wharf, Nov/ Dec 1862; and Right: W J Young's advertisement for coach and mail vans based on Farmers' Hotel, 16/9/1859



THE FARMERS' HOTEL, DRURY.

W. J. YOUNG,

NOW that the Summer Season has commenced, I would respectfully invite the attention of the Inhabitants of Auckland to the superior accommodation offered at his HOTEL, to parties desirous of spending a few days in the Country. The Bed-rooms are lofty and well ventilated; the public Dining-room is spacious and opens on to a wide verandah, from whence a fine view of the Country between Drury, Papakura, and the Manukau is had; and there is a large Garden. For Families or Invalids, a comfortable private Sitting-room is provided. Charges moderate, varying according to the length of stay.

Good Stabling, Saddle and Side-Saddle Horses ready at the shortest notice. Also, a good Gig and Dog Cart.

The Drury and Hunua Coal-Fields are in the immediate neighbourhood; and the Great South Road between Drury and Maungatawhiri on the Waikato is now in good order for Gigs and Dog-Carts.

Passenger and Mail Vans daily between Auckland and Drury; and twice a week between Drury and Waiuku, communicating with the Mauku, going Wednesday and Saturday, returning to Drury the following days.

THE WAIKATO WAR—BY LAND AND WATER

If optimism about the economic potential in the Coal District to the south of Auckland prompted choices between water or land transport, Governor Grey's Waikato war required both. The Waikato was invaded by land and water, and the important supply chains through South Auckland required transport in both forms. In preparation for the invasion, the Great South Road project meant extending and metalling or fascinating the dirt tracks south from Otahuhu to Drury and then developing them beyond to the Mangatawhiri stream frontier south of Pokeno, the intended launching point for his invasion. The road itself contributed to the war as it raised anxiety among the Kingitanga and local iwi. A huge amount of effort went into surfacing and metalling the road south and building bridges so it could take foot, horse and bullock traffic. General Cameron set up his first headquarters in Drury, which became a vital focus for both.

Commissariat, Auckland,
July 3rd, 1862.

TENDERS in duplicate will be received at this office until noon of WEDNESDAY, the 16th instant, from persons willing to contract for

WATER CONVEYANCE In the Manukau Harbour,

between Onehunga and Runciman's Bridge, Drury. Tenders to state the rate per trip, including return loads. The Boas will be required to sail from Onehunga or Drury, whenever so directed by the Commissariat. The contractor to receive and deliver all stores from, and to, the carts at Onehunga, and the Wharf at Drury.

Boats not to exceed 20 tons measurement.

LANDING AND SHIPPING Cargo, at per ton, Passengers at per head.

The contractor will be required to provide such assistance in loading and unloading, as is usually given by watermen, and such number of boats as may be demanded, failing which, the power of hiring on account of the contractor, will rest with the Commissariat.

Meanwhile the Military Commissariat was also preparing for water transport to Drury, as this ad in the *New Zealand-er* shows, a year before the actual invasion began. The notice specified a maximum displacement of 20 tons.

The invasion began in winter—12 July 1863, forever disrupting life for Manukau iwi. Governor Grey's ultimatum of 9 July threw the lives of South Auckland Māori into chaos, as they were given an impossible choice between tacitly supporting a war against their Tainui kinsfolk and the Kingitanga, or leaving their homes.

Those in Mangere and Pukaki had to leave for the south, and all routes led through Papakura. The village of Te Apa-

rangi in Kirikiri where the elderly rangatira Ihaka Takaanini, his father Pepene Te Tihi and their hapu lived, was the destination when the 100- 150 people of the other major hapu of Te Akitai led by Mohi Te Ahiatapu came south from Pukaki village on 11 July along on the Great South Road, their goods loaded on “fifteen or sixteen” drays, “driving fifty or sixty horses” before them, and sharing the road with long lines of troops. They stopped at Kirikiri, no doubt to greet, lament and discuss events with their kin.

Events quickly accelerated: with hostilities at Mangatawhiri and Koheroa beginning the next day, Te Akitai were trapped behind a battle frontier.

But not all refugee movement was by land. On Monday 13 July, the day after General Cameron’s troops had crossed the Mangatawhiri border, Cole’s flour mill at Waipapa beside the Pahurehure Inlet was a hive of activity. Several Pakeha men from the village were working at the landing and on the rough road beside it. One of the Cole sons had an elevated view of the inlet. Suddenly a light waka with two men in it shot out from behind Young’s headland, and was followed by formal lines of waka. At a time of tension, there was some anxiety among the Pakeha, but there was no sign of hostility. So the decision was made to see this as a peaceful occasion. The waka headed for Chalky Point just round the line of low cliffs. The Māori drew their canoes ‘up on the beach above high water mark’, and ‘worked with feverish activity to get the cargoes removed from the fleet.’ A short while later, a long line of Māori, laden with belongings appeared over the path and approached the mill. Cole, Willis and the others carried on with their work as the line walked past them, continued up the track that led up to the ridge and then inland through Kirikiri into the Hunua ranges. (I take it that these people were from the other iwi at Mangere and Ihumatao, neighbours of Mohi’s hapu. They left their waka behind and never returned for them. They seem to have spent the previous night in Titirangi Bay before heading for Waipapa. Coles ms)

This incident marks the end for the previously prolific waka in the Pahurehure. When it became clear that Māori would not return to reclaim their waka, the settlers took possession of them. Some were taken up to Queen St, others apparently used for their timber. The large waka that had been left at Chalky Point ‘swung at its anchor for a while and then a gale of wind drove it up the bay towards Wheelers (later Kirks) just beyond the shores. It entered one of the little creeks and then grounded. In time the sand engulfed it and rushes grew in it. (This would have been somewhere on the edges of Ray Small Park.) ‘A gumdigger found it several years afterwards and he and (William Coles) dug around it but it was greatly decayed.’ (Coles ms.) In happier days George Cole had been given the prow of a large waka with carved figurehead ‘on account of his services to the natives at various times.’ (Coles ms, *Incidents of the Maori War.*) A later article (*Auckland Star* 26/11/1879) about the ‘Karakā block’ area closest to Papakura includes a re-



Te Toki-a-Tapiri in the Auckland War Memorial Museum. Photo 1910s. Auckland Libraries Heritage Collections 3-ALB63-12. Right: The tauihu, carved prow, photographed by John Kinder, 1860s. Auckland Art Gallery.

flection on the end of the era of Manukau waka. 'We start on a tour of the cultivated part of the property, walk over an old war canoe turned upside down, which spans a creek and forms an admirable bridge.. Centres of canoes are made to do duty for bridges, while the ends of canoes are utilised for feeding troughs.' At least local waka were spared the indignity of those down the Waiuku river which were collected and towed to Onehunga behind the *Lady Barkly* and all but one blown up. The exception, the splendid *Toki-a-Tapiri*, ended up in Auckland Museum where it is familiar to visitors today.

Tonson, in *Old Manukau*, says *Toki-a-Tapiri* was discovered behind Karaka Point.

The war went through various phases. In the run-up to the fighting, as Cameron moved his forces forward and massed them at Queens Redoubt and Mangatawhiri, most men and supplies went through Drury. Once the advance was under way down the Waikato, ships sailed out of Onehunga through the Heads and sailed up the Waikato River as well.

Thereafter both land and water served the military and the settlers. Runciman wharf by the Jesmond bridge, known as the Commissariat wharf, was kept busy with visits from various cutters and small schooners and the steamer *Lady Barkly*, carrying Commissariat stores for all South Auckland and Waikato destinations. The wharf was described as having deep water at high tide. Lennard, writing in 1986, describes "the commissariat depot, protected by earthworks, built on the banks of the tidal stream". He added that "the walls of the protecting earthworks, visible until a few years ago, have been razed for buildings." (Maurice Lennard, *The road to war*.) William Morgan described a visit to the wharf on the morning of 16 December 1863: "Drury boasts of a wharf – I was surprised to see so large a number of vessels lying there, and the bustle that prevailed in the unloading of those vessels. Provisions to satisfy the wants of so many thousand men, forage for some thousand horses, shipped at Onehunga and landed here, must needs cause a little bustle."

Morgan suggested that there was a 'screw loose' in the decision to deliver stores to the Commissariat wharf at Slippery Creek and then cart them by teams 'along the fearful roads that exist between Drury and the Wairoa', when the latter could be easily supplied by sea directly. (*Journals of William Morgan*, ed Nona Morris)

Until the Waikato River became the main source of supplies, use of the Commissariat wharf was an effective way of bypassing much of the road traffic north of Drury, which were also in a very bad state with all the horses, bullocks and wagons. With a winter campaign under way, the heavy use of wheeled vehicles chewed up muddy roads, and emphasised the case for Commissariat supplies to be ferried by water to Drury. *As late as month, 70 waggons* were arriving at Queens Redoubt daily. Morgan further described the roads round Drury as unmetalled and unfascined, in a 'fearful' state.

Water transport was mainly by cutters or schooners but steam also made its debut on the waters of the Pahurehure. The first steamer was a naval screw sloop *HMS Harrier*, of 748 tons, 100 horsepower, and with 17 guns. In the week after the invasion commenced she brought men to Drury on their way to Queens Redoubt. Too large to reach all the way, she anchored off the Karaka "The *Harrier* is in the Papakura creek; most of the blue jackets (marines) have been landed from her" in the ship's cutter, which ferried them to Drury. *Daily Southern Cross* 20/7/63 also refers to a body of (30) marines from the *Harrier* at Drury. They then marched to Queen's Redoubt to take part in the actions on the Waikato, where they again met *Harrier*, which had sailed up the Waikato River.

The *Lady Barkly* was the Commissariat's paddle steamer, and consequently referred to as the Government steamer. She was built in Tasmania, bought at Dunedin and arrived at her new base at Onehunga on 16 August 1863. She made several trips to Drury, sometimes with five cutters in tow. Although Commissariat had originally specified boats serving Drury should be 'under 20 tons', *Lady Barkly*, 'a long narrow wooden boat' (91 feet long 12 wide), displaced 42 tons, and had a 25 horse-power engine. She had a shallow draft, 3 feet of water forward and 4½ aft. One article said that 'she will carry 30 tons of dead weight on a mean draught of four and a half feet'. The benefit of using this capacity was that she would 'liberate 15 wagons, 90 horses and their drivers, for a track of from 18 to 20 miles'. *New Zealander* 20/8/63. As the wagons and horses and bullocks were chewing up the Great South Road, this was a huge benefit.

Speed was another potential advantage of steam: 'with a good tide she could steam up to Drury from Onehunga in five to six hours'. Observers commented that with steam there was no need for poling on the creek when there was no wind.

But there were issues, indicated by repeated comments that 'Coloured stakes to mark the channel would be a great help, and could be put up in a few hours and at little expense.' *NZr* 28/8/63. *Lady Barkly's* length and draft also caused problems. In September of 1863 she was reported to be stuck on a rock in the Slippery Creek on the 7th and awaiting a spring tide. On the 15th she was reported to be free and back at Onehunga.

Laxon summarises her service thus: on her first trip to Drury, she ran aground, and was pulled clear a fortnight later, no damage. It was decided to use her on Waikato and provide armour plating, but half way through the process the plating was removed and she was put back on Drury run. On her next Drury trip she was caught on another mudbank and snapped off her rudder. He repeated a comment that "the vessel is completely unadapted for these waters". Once fixed, she was sent to Waiuku to collect waka for removal – becoming the first steamer to navigate both the Papakura and Waiuku arms. Later in October she was placed under command of Lieut. Hunt of *Harrier*, and despatched to Drury with 100 bluejackets and an Armstrong gun. This time she went aground on the upward journey, delayed for 3 days before could complete the trip.

She not only served Drury, but was used for carrying men and supplies to other Manukau ports, and frequently



END OF A WELL-KNOWN NEW ZEALAND STEAMER. THE LADY BARKLY
ABANDONED AT NELSON, SOUTH ISLAND.

Lady Barkly, at the end of her life. *Auckland Weekly News*, 14 August 1924, Auckland Libraries AWNS-19240814-50-2. At the time of the photo *Lady Barkly* was over 60 years old. In 1883 she had been converted to a propeller ship at Nelson.

passed through the Heads to the Waikato River, Raglan, Taranaki and further. There were other steamers on the Waikato too. But during the summer of 1863 – 1864, the Waikato River became 'too low for the draft of steamers' (Byrne 313), and the Onehunga – Drury route again became essential for supplies. By the end of 1864 the Commissariat was offering *Lady Barkly* for sale, although she continued to serve on the Onehunga and Drury run to the end of 1865.

One other steamer is known to have visited Drury with Commissariat loads. *Bluenose* (or *Blue Nose*), a paddle steamer, is known to have visited Papakura and Drury in 1864. Laxon described her as a locally built 50 ton paddle steamer built at Onehunga, 'little more

than a glorified barge fitted with an engine', but she 'possessed the supreme advantage for the Manukau of a draught of only 16" (0.4m) light and 2'8" (0.8m) loaded. So urgent was the authorities' need for steam tonnage that the BLUE NOSE did not even wait for the formality of a trial trip, but within a week of her launching had already made the trip to Drury with 70 tons of supplies for the Alexander Redoubt, and was then taken on Government charter for that run. With her extremely light draft she was able to navigate the shallow channel to Drury with much greater success than the LADY BARKLY.'

In addition to the steamers, a number of other boats are named in newspapers. A news item in 23 January 1864 reported that Captain Kells set off for the front at Meremere with a convoy of 40 carts. The *Sea Shell* and *Kate* were unloading at the wharf and the *Favourite* was in sight. 'In all probability she will be up with this tide.' Two days later, the new wharf at Drury in front of the iron shed had been completed, and would be a great benefit as it would allow two boats to unload at the same time. 'The following arrived on Saturday night and on Sunday:- The *Favourite*, *Florence*, *George*, *Wairoa*, *Lizzie*, *Edward Moore* and *Dart*.' NZH 26/1/64. These cutters and schooners were regularly named at Drury during this period. (*Favourite* and *George* were both registered as schooners of 17—18 tons.)

By March 1864, the *Herald* was reporting on the thriving little town of Drury and the presence of five schooners, some unloading 50 tons, as well as the *Lady Barkly* at the deep water port on Slippery Creek on the same tide. It also mentions that the creek had been cleared, 'so that vessels of considerable tonnage can navigate the river safely'. (NZH 2/3/64)

ALLOTMENTS AT DRURY.

—
J. CRISPE,
LAND AND GENERAL COMMISSION
AGENT, DRURY.

HAS still some very CHOICE ALLOTMENTS for sale in that
FAST IMPROVING DISTRICT,
which must prove a GOOD INVESTMENT for the LARGE or SMALL CAPITALIST from the certainty of its becoming the future centre point of
ROAD, RAIL, AND WATER CONVEYANCE.
Allotments from £8 upwards.

Meanwhile the war was retreating further south, and the Drury and Papakura areas were looking ahead to post-war prosperity. In the same month, a notice in the *New Zealander* (31/3/1864, left) expressed great confidence in the future of Drury, and 'road, rail and water conveyance' was specified as an important ingredient of that promise.

Predictions can be uncertain. The railway had to wait another 9 years and Drury was no longer the terminus when it happened.

Transport around the Pahurehure Inlet was very different in 1865 than it had been 10 years before. Waka had disappeared from its waters along with their owners, cutters and schooners regularly visited the wharves at Drury, steamers had also appeared though their arrival in Drury wasn't the simple solution predicted due to shallow waters, a ferry was operating on demand between Weymouth and Karaka Point. At the same time a very muddy Great South Road extended all the way to the Waikato River with horse coaches travelling regularly from Drury to Auckland, tracks sneaked across the area, and the decision had been made to build a railway track with a terminus at Drury. Although the railway was stalled, it was only a matter of time.

The next few years would see road transport dominate, although the waters of the Pahurehure Inlet continued to be used by shipping for many years yet.

Postscript to the Waikato War:

In the aftermath of the war came the confiscation of land owned by all of the South Auckland iwi, and the Waikato Immigration Scheme. As told previously in the Kirikiri series, a total of thirteen ships were commissioned, and sailed from London, Glasgow, Cork and South Africa, bringing approximately 3000 new immigrants to populate confiscated land.

In the winter of 1865, two years after the war began, the *Resolute*, out of Glasgow, arrived in Auckland. The passengers were sent in different directions, but a large group of them were destined for the new Settlements at Kirikiri and Maketu, where 10 acre blocks had been surveyed out. They were moved overland from Auckland to Onehunga and put up in barracks there. And then, in a winter storm, it was long remembered, they were marshalled into two cutters late at night, the intention being to catch the tide which would take them down the coast, through the Pahurehure Inlet, and down the Hingaia and Ngakaroa/ Slippery Creeks. Presumably they left on a flood tide, and probably southerly winds, which meant butting through spray as they worked their way out of the Mangere inlet. There is no description of the trip, but the settlers long remembered that night as horrendous.

With the aid of the descriptions of Wing's and Smythies' journeys, we can imagine the trip. After a few days regaining their land legs, a journey for families with small children crowded in small cutters on choppy shallow water would have induced sea-sickness. The wind and rain, late at night and into the small hours, would have ensured that the passengers were cold and uncomfortable. Presumably there was enough moonlight for visibility under scudding clouds. Once the Papakura Channel was reached the tide would have been behind them. We are not furnished with time of departure or arrival, but first sight of the creeks would have been in grey half-light, as the boats were poled up the channels between banks of flax, scrub and bush remnants.

At least we know that when they reached the wharf, there were sheds. Hopefully locals were awake and alerted to the need to help unload and transport luggage to barracks, and to prepare hot tea, soup, bread and porridge for the Scots. Exhausted mothers and older children would have marshalled sleep-deprived and bewildered children, while men and older boys would have taken responsibility for the goods. Arriving at the 10 acre blocks further up the muddy roads promised another shock. When the Settlers protested against the failure of the Provincial Government to keep promises, this memory provided additional fuel for anger.

Life and death after the Manukau: the story of some small sailing craft

Some of the cutters and schooners mentioned above and in the previous article featured in later stories, all of them outside the Manukau. Although the Manukau Heads presented a challenge for small craft, most of those that sailed in Manukau waters passed through its turbulence at some stage, and worked on the Tasman or Pacific coasts. Danger was always present for these workhorses of trade.

Te Tere was the 17-ton schooner built by the prominent Waitemata ship-builder Nicol for Ihaka Takaanini in 1852, and almost immediately offered for sale. A list of boats, including *Te Tere*, launched by Nicol in January 1852 states that "the performances of all these vessels have been equal to their appearance." (DSC 4/1/52) She was listed in a register of Auckland shipping in 1853 and 1854 with 'native owners'. In the next few years she features in shipping records outside the Manukau, sometimes with Māori skippers (Haki Taki sailing between Auckland and Russell in December 1852, returning with 3 horses and two cows), then with Pakeha skippers, once in 1853 for Kaipara via Hokianga, and through the rest of the 1850s round Auckland, Waiheke and Thames. In the early 1860s she was sailing between Napier and Wairoa on the East Coast, again under Māori skippers.

Harry Bluff, cutter of 18 tons, described as a ketch, was one of the two craft named to prove that the Slippery Creek was perfectly safe under competent sailors. She first appears in 1852, recorded with 'native canoes' bringing Māori trade to Onehunga, so was based in Waiuku. She is also mentioned in ad-

vertisements in 1852-53 inserted by Constable, owner of the Kentish hotel. In the Auckland Shipping List of 1853 and 1854 she is listed with 'native owners', probably from Ngati Teata, who had apparently sold her by 1858 to Samuel Norman, owner of New Leith Inn, Onehunga, engaged in shipping.

In 1867 she sailed out from Onehunga to Fox River under Capt. Williamson. (*DSC* 6/3/67), and from this date she was based on the West Coast of the South Island, helping connect mining communities on an exposed coast with dangerous bars on the river mouths. Shipping movements include Charleston, Hokitika, Pakihi, Jackson's Bay, Brighton. In mid-1868, she was beached onto a shingle bank at Mokohinui near Charleston and 'had to be fitted with twelve feet of new keel, a new sternpost and new rudder', and was still under repair in August. *Grey River Argus* also told of *Harry Bluff* leaving some miners at Jacksons Bay and promising to return with provisions while sailing from Big Bay for Melbourne, the men almost starving on an inhospitable shore (6/8/68). One of her last assignments in September 1869 was to search for another cutter, the *Pearl*, which had been carried out of the Buller harbour by a flood, but was unable to do so due to the broken weather and very heavy surf on the bar. (*Westport Times*, 7/9/1869). In October, she was wrecked on the rocks trying to get out of Constant Bay, Westport and was smashed to pieces. The crew of three tried to get ashore, but Harry Hill, who had been on the crew of *Lady Barkly* – and so might have had a long association with the boat, drowned, and another man died in hospital. Only the skipper Frederick Jackson, who admitted to 'no certificate of service or competency', survived. (*Westport Times* 5/10/69, 12/10/69)

Another two of these boats are recorded in Trevor Bentley, *Transgressing tikanga*. Both relate to incidents later in the New Zealand Wars after the Pai Marire (Hau Hau) campaign in the East Coast.

The *Kate*, 23 tons, had been working on the Bay of Plenty coast, and was the vessel that brought information to Tauranga of the murder of the missionary Volkner at Opotiki. Later in 1865 she was attacked, and plundered and sunk off Whakatane. Three were killed and three held prisoners before escaping.

On 27 June 1868, the 56 ton schooner *Florence* arrived in ballast, from Hokitika, at Waitangi in the Chatham Islands, to pick up potatoes, pigs and other produce. On 2 August another schooner, the *Rifleman*, arrived from Wellington. The Chathams were in use as a prison camp for captured "Hau Hau", and among them, although he was apparently arrested on false charges, was Te Kooti Rikirangi. He led a revolt and captured the *Rifleman* to escape back to the East Coast. To prevent pursuit, the rebels cut the anchor of *Florence*, and she drifted ashore. An attempt to refloat her for use in pursuit failed, with the death of a Maori volunteer. She became a total wreck.

Sources:

In addition to those listed in the first article, the following were used:

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NOTICES

MEETINGS: (held in the Papakura Library Meeting Room):

August: Thursday 24 August at 1 pm. AGM, followed by Quizmaster's high stakes classic!

September: Thursday 28 Sept at 1 pm. Graham Walton, History of Eden Park. Swamp to glory.

MUSEUM TALKS quarterly series in the Museum:

Wednesday 6 September at 6.30 pm. Terry Carson: 'What great grandad got up to' - Law and Disorder in early South Auckland.

MUSEUM EXHIBITIONS:

July—September: Turama: illustrating Matariki, by Hollie Tawhiao and friends.

TRIPS:

Thursday 31 August: 'Yesteryear of Papatoetoe' photographic exhibition at Papatoetoe Museum, entry by koha. Leaving by train at Papakura Railway Station at 11.06 am.

Saturday 30 September: Pukekiwiriki/ Pukekoiwiriki visit. Details to follow.

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). Phil Sai-Louie & PDHS arrange interesting speakers.

Museum Talks quarterly in evening or Saturday.

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Trips are usually held on the fourth Saturday of each month two days after the meetings. 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 are limited.

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