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PART TWO

TIMBER BONANZA

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SAD DEMISE OF THE MAGNIFICENT KAURI FORESTS



LEFT: THE MIGHTY KAURI TREE.

Kauri timber was the first New Zealand natural resource to be extracted by Europeans, and the first export.

The first recorded Kauri cut was at Manawaroa Bay in the Bay of Islands by *Marion du Fresne* in 1772, for his ship's foremast.

The export trade commenced when the British Royal Navy ship "*Fancy*" took 200 trees for spars from Doubtless Bay in Northland and the Coromandel Coast in 1794, 25 years after Captain James Cook's rediscovery of New Zealand in 1769.

Merchants from Sydney in the newly settled New South Wales colony, and British Navy merchants were actively trading at the turn of the 19th century.

At first, with access only from the coast, relatively young, straight trees were cut that were ideal as masts and spars for sailing ships.

European trading ships started entering the Kaipara Harbour about 1838 to trade for timber. Most of the Kauri timber was extracted during the 19th century.

Before the turn of the century, Kauri was milled at an average rate of 236,000 cubic metres a year. The rate of production after a final ten-year boom period in the late 19th and early 20th century declined to an annual average of 3000 cubic metres.

The magnificent Kauri forests that once covered 1.6 million hectares (4 million acres) of the northern half of the North Island were destroyed by logging, fire and clearing for farming to leave about 7,000 hectares (18,000 acres) of remnants, mainly in the Waipoua forests in Northland, and State forest on the Coromandel Peninsula. Most of the Kauri timber was extracted during the 19th century. Before the turn of the century, Kauri was milled at an

average rate of 236,000 cubic metres a year. The rate of production after a final ten-year boom period in the late 19th and early 20th century declined to an annual average of 3000 cubic metres.

It took another 70 years of Kauri logging before realization of the dwindled resource, and a growing public sentiment to save the forest, caused government policy to be established for protection in 1973. This was the first protective legislation for an indigenous tree in New Zealand.

Starting in about 1830, after three decades of removing small trees, pit sawyers moved into the forests to cut logs into boards for local and export markets. Kauri rapidly became the preferred timber for house construction, furniture, and boatbuilding. The wood is soft, but strong and durable, with an even straight grain free of knots. Kauri is so easy to work that it is possible to plane against the grain.

Sawmills were first established in the late 1830's, and soon there were numerous small mills powered initially by water wheels, and then later with steam, cutting logs from Kauri forests around the sheltered harbors of Northland, Auckland and the Coromandel Peninsula.

Industry expansion was in excess of demand in the 1880's causing many mills to declare bankruptcy.

The Kauri Timber Company was formed in 1888 by a group of financiers in Melbourne, Australia, and quickly gained a monopoly of the Kauri industry by the takeover of a number of the distressed milling companies.

It owned and operated as many as thirty mills at one time, and shipped Kauri to Australia and the West Coast of the United States.

With the depletion of Kauri resources, the company diversified operations into other timbers, by taking over other milling companies including the 'White Pine Company' in 1902, Ellis and Burnand in 1904, and Butler Brothers in 1907.

In 1961 the Kauri Timber Company was itself taken over by Fletcher Timber Ltd, which is today New Zealand's second largest forestry company, operating in a number of countries. The depressed state of the Kauri industry continued until 1897, by which time 75 percent of the Kauri forests had been cut. Production then increased in a final great boom period that reached a peak in 1907. From thereon Kauri production declined, and minor quantities were milled from 1920 until 1973 when Kauri became protected. The supply of logs from private land had almost ceased in the late 1950's and early 1960's, but continued from State forests.

About 3000 Kauri dams were built in New Zealand in the 19th century and early 20th century. Called driving dams, they were built to transport large quantities of logs downstream from areas with no roads.

They played a significant part in the destruction of the forest, in making the removal of trees from inaccessible areas possible, and in the forest damage and soil erosion caused by the massive surge of logs and water. Even so, it is difficult not to recognize the impressive feats in building them without engineering drawings or calculations.

The Kauri dams withstood the pressure of tons of water, and a massive force of logs and water surging through them when the dam was tripped. Many Kauri dams are still in place today.

In the year of 1832 the idea of harvesting the Kauri tree and other trees such as the Totara and Kahikatea for commercial purposes between the Hokianga and Northern Wairoa was discussed in earnest between a European and local Maori.

The Jewish merchant, Joel Polack on his journey through the Waipoua forest 1832 meets up with Parore Te Awha the ruling chief of this area at the time and the following conversation as recorded by Joel took place...

This chief, after silence could be obtained from the Babel of tongues, commenced a discourse on the subject of my journey, regretted that his agricultural pursuits prevented him from the satisfaction of accompanying me, as his heart was set upon having commercial Europeans residing in his various settlements; that, unfortunately, his people had nothing to employ their thoughts or hands, after planting, but themes of war and renewing old grievances; but, if commerce was instituted among his tribe, they would be employed in working for articles that would prove most serviceable to them, by dressing the korari, or flax, felling timber, and planting provisions for other markets. I assented to all that the chief advanced.

Previously to taking leave, Parore showed me a puka-puka, written in English by a European residing on the Hokianga, announcing his intention, together with a company of commercial men in Sydney, to take the trade of flax and spars into their own hands. I bade the chief dismiss any fears as to the object of my journey, as it was intended to benefit natives and Europeans generally; that, if the river was found to be navigable for shipping, his lands would be rendered as valuable as the soil in the vicinity of those rivers inhabited by Europeans.

The chief was much pleased with my answer, which carried conviction. He gave me his nephew, Tamaroa, a smart active young chief, and a young friend, as companions in my journey, desiring them to use their influence in procuring me canoes, to accelerate my mission in descending the rivers Kaihu, Wairoa, and Kaipara.

The chief then presented me with additional provisions for the journey, also a pig which had originally belonged to Tamaroa, and now followed him with the fidelity of a dog. An increase to our stock of vegetables was added, with some bundles of fern-root and dried fish. I, then, made my troop pass on before me, and hastened away.

Kauri timber was the first New Zealand natural resource to be extracted by Europeans, and the first export.

2

HARVESTING TIMBER

MEN OF THE BUSH



IN 1911 TRAVEL WRITER W. H. KOEBEL DESCRIBED
THE NEW ZEALAND BUSH MAN

“Clad in blue dungaree trousers and coarse grey shirt, with clasp-knife in his belt, he plies his long-handled, keen-bladed axe with lithe, supple movements: He is of spare rather than of heavy build, but every muscle in his frame is of iron blended with elasticity. His arms and bearded face are tanned to dark mahogany, and his eye glows with the steady, keen light that only those who live their lives with nature possess”

LEFT: ONE MAN HOLDING AN AXE ANOTHER MAN SITTING ON A FELLED KAURI: BOTH WEARING HOBNAILED BOOTS AND WOOLLY HATS. A TWO MAN CROSS CUT SAW RESTS ON THE LOG.¹

BUSH CAMPS

Close-knit teams of bush men often lived in remote camps, working up to 12 hours a day, six days a week. Sunday jobs included sharpening tools and doing laundry.

Alcohol was usually forbidden, but the men relaxed by smoking pipes, playing cards and holding men-only *buck dances*.

¹ FROM AUCKLAND WAR MEMORIAL MUSEUM

The all-important cook was up at 4 a.m. to prepare a huge breakfast of porridge and meat stew. The men had jam sandwiches for lunch, but expected a dinner of soup, meat and vegetables, and pudding.

The cook announced meals by blowing on a bullock horn, which also raised the alarm if there was an accident. Injured men could face slow death or a painful trip to reach medical help.

Most bush camps were all-male, but sometimes the wife and children of the boss lived there too, the woman cooking for the men.

TREE FELLING

Gangs of *bush men* felled trees using axes and two-man crosscut saws. A scarf (wedge-shaped cut) was chopped in the trunk, on the side where the tree was expected to fall. The tree was then sawn through from the other side. Usually trees were cut singly, but a skilled bushman could fell several at a time in a *drive*. He did this by chopping scarfs in a line of trees up a hill, and then felling the highest tree, which took down the others like a row of dominoes.

Bushmen sometimes admired their beautiful surroundings, even though their work eventually destroyed many native forests. They learned bush lore, such as how to extract Matai beer— drinkable sap — from Matai trees.



LEFT: FOUR MEN USE TIMBER JACKS TO SHIFT A HUGE LOG. THE TIMBER JACK WAS A NEW ZEALAND ADAPTATION OF THE SCREW JACK, AND WAS WIDELY USED IN THE BUSH WHEN OTHER METHODS OF MOVING LOGS WERE UNAVAILABLE. THE JACK HAD A SPEAR-SHAPED BAR FITTED INTO A STOCK, WHICH CONTAINED A RATCHET OPERATED BY A SYSTEM OF COGS. TURNING A HANDLE MOVED THE BAR UP OR DOWN. ONE END OF THE JACK WAS HELD ON THE GROUND, WHILE THE SPEAR END OF THE BAR WAS FITTED UNDER THE LOG. THE HANDLE WAS THEN TURNED CLOCKWISE TO MOVE THE BAR UP AND ROLL THE LOG SIDEWAYS

FELLING TREES WITH WOOD

The hard wood of one native tree, the Rata, was used to help fell other trees.

Early bushmen made strong axe handles from Rata, and it was also used to build sawmills and sawmilling machinery. The sleepers of tramways made to transport logs out of the bush were often Rata.

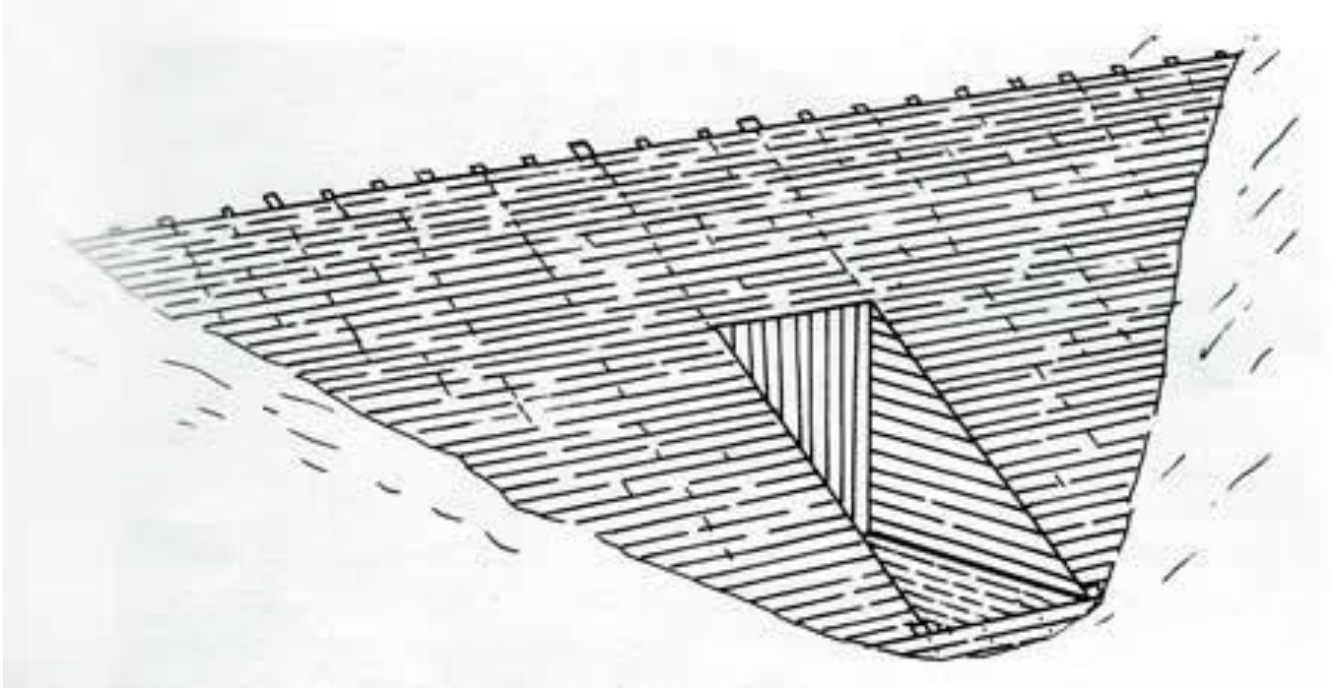
TRANSPORT

Trees were sawn into logs before being taken to the mill. During this process the logs were moved using the timber jack (a New Zealand adaptation of a screw jack). Teams of bullock's hauled logs to the mill, and in rugged areas, chutes, rolling and skidding roads and bush tramways were used. Driving dams helped float Kauri, the only buoyant native timber, down rivers – when water was released from behind the dam, the logs cascaded downstream with it.

About 3000 Kauri dams were built in New Zealand in the 19th century and early 20th century. Called driving dams, they were built to transport large quantities of logs downstream from areas with no roads.

They played a significant part in the destruction of the forest, in making the removal of trees from inaccessible areas possible, and in the forest damage and soil erosion caused by the massive surge of logs and water. Even so, it is difficult not to recognize the impressive feats in building them without engineering drawings or calculations.

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ABOVE: JUST ONE OF MANY PLANS FOR A DAM. BASICALLY WHEN THE WATER REACHED THE TOP THE GATE IN THE CENTRE WAS TRIPPED-OPENED AND THE WATER WOULD RUSH THROUGH TRANSPORTING THE TIMBER LOGS ALONG WITH IT.

BELOW: A SUBSTANTIAL TIMBER DAM WITH TWO TRIP GATES IN THE CENTRE.





ABOVE: LOGS WAITING FOR THE GATE TO BE TRIPPED OR OPENED.
AT LEFT A PICNIC BY THE POOL THE DAM HAS CREATED.

BELOW: LOGS BEING WASHED DOWN STREAM AFTER THE DAM HAD BEEN OPENED OR TRIPPED.





**ABOVE: THE DEATH OF ANOTHER NORTHLAND GIANT
SUCCESSIVE STAGES IN FELLING A KAURI TREE**

SAWMILLING

Once the gate way into the Hokianga and Kaipara Harbour's had been navigated the export of Kauri and other timbers began in earnest and prior to about 1840 the timber industry for these Harbour's had been confined to the preparation of spars for ships initially for the British Navy and small quantities of pit sawn timber for supply to the early settlers and for export.

Mostly Kauri, but puriri, rimu and the white pine (kahikatea) were also cut in quantity.

Some timber was milled near the logging site. Logs were jacked into position on a platform over a pit. They were then cut up by two men using a crosscut saw, one standing on top of the log and one beneath.

Pit-sawing could not keep up with the demand for timber, and from the 1840s, water-powered sawmills were built. After 1865 steam-powered mills appeared.

Sawmilling was skilled work. Sawyers had to judge how to cut a log to get the correct size and grade of timber. Like logging, milling was risky. Early machinery lacked safety guards, and there were some gruesome accidents. From the 1890s sawmill and timber workers unions helped improve conditions of work.



LEFT: SOME OF MY RELATIONS PIT SAWING
TIMBER IN THE WAIKATO

Small individually owned mills dotted the shores of the Harbours and navigable rivers with varying success until 1888, when the giant Melbourne-based **Kauri Timber Company** swept in with new technology and a firm financial base.

They bought up existing mills throughout the Kauri lands and established new ones. Within thirty years the hills were stripped of most usable timber and little but scrub and bare stumps remained, bordering Harbours, which had lost their pristine clarity through the dumping of sawdust and the beginnings of soil erosion.

With the timber dwindling the Kauri Timber Company moved on, closing most of its large mills and leaving a population searching for new employment.

3

TIMBER MILLING
HOKIANGA AND KAIPARA HARBOUR'S

HOKIANGA

The prosperity of Hokianga was built on flax, Kauri gum and Kauri timber. Timber mills were well established by the 1880's and milling operations were conducted at Kohukohu, Rangiora, Koutu, Waima, Rawene, Horeke, and Waimamaku. The chief gum areas were near Taheke, at Koutu, and around Rangi Point.

Europeans relied for their living almost exclusively on local resources: Felling, sawing and preparing timber for exporting and also for the local market as European settlers demanded. The ship-building industry that developed at Horeke was of course also based on timber resources.

By 1827 the timber industry on the Hokianga was in full swing as a notice that appeared in the Sydney Gazette May 1827 would indicate...

A branch of commerce had been entered into by Messrs Raine and Ramsey. The speculation consists of an extension of trade with New Zealand. A cargo of produce was brought up the other day in the barque "Faith" consisting of spars, fine deal planks, and forty tons of flax.

A few days later the same journal stated...

About fifty English men from this port (Sydney) are at Hokianga, sawing timber for deals and instructing the Maori in shipbuilding.

In October 1827 when Earle Augustus, the artist and author, visited the Horeke settlement beside the Hokianga Harbour with Captain Kent in the *Governor Macquarie*, he was surprised to see that, there were store-houses, dwelling houses and various offices for the mechanics: and every department seemed as well filled as it could have been in a civilised country.

By the end of 1831, then, it could fairly be said that a lively trade in Kauri timber with the Europeans had been initiated between Hokianga and Sydney: in garden provisions and pork as well as timber, with the Maori people.

It was at Pakanae, the settlement of Chief Moetara, that all this begun, but Kohukohu ultimately became the most successful of the timber settlements: it soon became the main base for the timber gatherers situated upstream from the *Narrows* of the Hokianga Harbour.

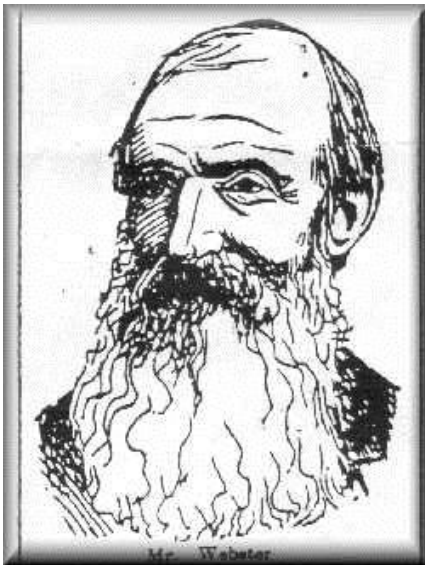


LEFT: SAILING SHIPS AT KOHUKOHU HOKIANGA
HARBOUR.²

THIS PLACE HAD BEEN GIVEN THE NAME *DEPTFORD*,
AND ALREADY THE SCHOONER *ENTERPRISE* HAD BEEN
BUILT HERE, LAUNCHED AND HAD GONE TO SEA.

² SOURCE: EARLE, AUGUSTUS, 1793-1838

WILLIAM WEBSTER



LEFT: WILLIAM WEBSTER WAS THE FIRST SETTLER IN THE WAIRERE BOULDER VALLEY HOKIANGA AND ERECTED NEW ZEALAND'S FIRST WATER DRIVEN TIMBER MILL.

William was born in 1816 in Montrose Scotland. He was in the process of studying medicine in Glasgow when the travel bug hit him and he wanted to try his fortune in the colonies and left in 1839 for New Zealand. He arrived at Wellington on Sunday 23.02.1840 on board the Bengal Merchant.

William settled at Wairere in the Hokianga where the big Kauri trees grew. He brought out with him a sawmill plant. This was New Zealand's first water driven timber mill.

Production started in 1845. His genial nature caused the natives to place great confidence in him. For years in the early days he held services amongst them, and before there was a doctor on the river, he attended to their ailments with considerable success.

In May 1841 William had a happy reunion with his brother John, who decided to join him and help him to get the mill going.

In 1842 they were joined by a third brother named George. He stayed with William and John, but went back to Scotland in 1845 when the troubles with Hone Heke began.

A flood damaged The Webster's saw mill. The timber business declined and he abandoned operations. He sold the mill and parts of the machinery were put at Mahurangi in a flour mill. The circular saw etc. was sold to Thomas Henderson.

In 1851 William married Annabella or Hana whose mother was a close relative of the big Ngapuhi chief Nene. Her father was Colin Gillies, a Scotsman who landed in NZ in 1825.

This marriage of William's is believed to be the first legal marriage between Maori and Pakeha.

Hana and William had 7 children, 2 girls and 5 boys.

John Webster quotes from his journal '**Reminiscences of an Old Settler in Australia and New Zealand**'.

In July, 1844, I made the acquaintance of Dr. (now Sir John Logan) Campbell. He had come to Hokianga to arrange with Mr. George Frederick Russell for a cargo of hewn Kauri spars and baulk timber, for the Home market (London). All squared by the Maori.

In September of the same year a ship arrived for the above cargo, Captain Daldy in command.

One day Mr. Russell, Dr. Campbell, and Captain Daldy came up to see the mill at Wairere. The former gentleman had written to my brother that the party were coming, so we had a log on ready. The water was turned on, and a fair amount of cutting was shown them.

I may here remark that this mill never paid my brother. He spent many thousands of pounds on it, but it was always breaking down. He was no engineer and had never learned to work a mill, but he had the confidence of my friends at Home. Nearly up to the time of his death, at the age of 89, he still persevered with that mill. At one time he tried steam. That also was a failure. He died in 1895.

Returning to Dr. Campbell, he proved afterwards a lifelong true friend of mine. He is a few months older than me. There were many years before us, the events of which will be related at the proper time.

My brother married in 1850. One of his daughters married Mr. Cardno, an Auckland merchant, another married Mr. J. McKell Geddes, also of Auckland, and now sole proprietor of Brown, Barret and Co.'s business.



LEFT: KOUTU POINT HOKIANGA HARBOUR
(LOGS WAITING IN LIMBO FOR TRANSPORTATION AND
MILLING)



ABOVE: COMMERCIAL SHIPYARD AT DEPTFORD/TE HOREKE HOKIANGA HARBOUR

DEPTFORD DOCK YARD CENTRE LEFT HOKIANGA HARBOUR THE SHOWRACKKI, [I.E. HOREKE] COMMONLY CALLED DEPTFORD DOCK YARD, A SHIP BUILDING ESTABLISHMENT, BELONGING TO SOME SYDNEY MERCHANTS IN THE SHUKEANGHA [I.E. HOKIANGA] RIVER, NEW ZEALAND [PICTURE]³

SHIPS MADE FROM NEW ZEALAND NATIVE TIMBER

Shipbuilding was one of the few European manufacturing industries to predate colonisation. But the timber and flax resources were never much good for naval spars and rope, as once hoped. However, after Ngapuhi chief Patuone visited Sydney in 1826 to promote the Hokianga as a trading base, New South Wales merchants opened a mill and shipyard there, naming it Deptford after the famous Royal Navy establishment in England. They built several ships, including the big barque *Sir George Murray* in 1830.

The story of Horeke shipyard - Deptford as it was sometimes called - is one of shipwreck and seizure, bankruptcy and death. Yet so far as actual shipbuilding was concerned the enterprise was a notable though short-lived success. Promoters of the venture were prominent Sydney merchants, Thomas Raine and Gordon D. Browne: David Ramsay, Raine's partner in other undertakings, seems also to have had an interest. Superintendent of the yard was Captain David Clark.

A small piece of land on the foreshore at Horeke was bought from Chief Muriwai in November 1826. In October 1827 the first vessel from the shipyard, the 40-ton schooner *Enterprise*, reached Sydney under Clark's command.

Returning to Hokianga after a second voyage under another skipper, the *Enterprise* foundered in a storm north of Hokianga heads on 4 May 1828 with the loss of all hands.

The *Enterprise* was not the first European vessel launched in New Zealand.

Over 30 years earlier, in January 1796, a small vessel called *Providence* sailed from Dusky Sound where she had been built - begun in 1792-93 by a sealing gang and completed by another party whose own vessel had been wrecked at Dusky in 1795; and in January 1826 the 55-ton schooner *Herald* was launched at the Paihia mission station in the Bay of Islands, only to be wrecked at Hokianga heads, but without loss of life, two days after the *Enterprise* disaster.

The next vessel laid down at Horeke was the brigantine *New Zealander*, 140 tons, which may be seen on the stocks in the above sketch, redrawn from Augustus Earle's watercolour of Horeke in March or April 1828. The *New Zealander* arrived in Sydney on her maiden voyage in December 1828. In March 1829, on her second voyage, Clark made the Tasman crossing in six days which earned for the brigantine the reputation of the fastest sailor out of Port Jackson.

The largest of the Horeke built vessels was the barque *Sir George Murray* (named after the Secretary of State for the Colonies).

Arriving in Sydney on 18 November 1830 she was immediately seized by customs officers for sailing without a register.



FROM THE RIVER A FAINT PICTURE OF A SHIP BEING BUILT

New Zealand not being a British possession, the New South Wales Government had refused a register to the *New Zealander* (although one had earlier been issued to the *Enterprise* and possibly also to the *Herald*), the question being referred to the British Government and the vessel meanwhile being permitted, at her owners risk, to sail between New Zealand and New South Wales.

After the seizure of the *Sir George Murray* the matter was again referred to Britain. By this time however Raine, Browne, and Ramsay were all bankrupt, their failure having followed Raine's inability, because of the severe drought in New South Wales, to fulfil his government contracts for the supply of bread and milk.

At an auction in Sydney in January 1831 the *Sir George Murray* together with the Horeke establishment where she had been built, was sold for £1,300 to Thomas McDonnell, an East India Company commander and formerly a lieutenant in the Royal Navy.

Risking the want of a register, McDonnell fitted out the barque, and on 30 March 1831, with his family, servants, and a number of settlers, sailed for Hokianga.

Although the *New Zealander* had apparently already changed hands, she remained under Clark's command until 10 April 1831 when, after an eight day crossing and with the usual cargo of sawn timber, pork, and potatoes, Clark for the last time sailed her into Port Jackson.

The Brigantine, of which he had once said he would much rather part with life than see her destroyed, then went into the whaling trade, and Clark returned to Hokianga where he was drowned six months later at the age of 65.

His infant son grew up to become Hori Karaka (George Clark) Tawhiti, member of the House of Representatives for Northern Maori.

In January 1833 the *New Zealander* in her turn was seized in Sydney for sailing without a

register. Her owner entered into sureties for double the value of vessel and cargo and once again the question of registers for New Zealand built vessels was referred to the British Government. Apart from a Pacific cruise later that year, the *New Zealander* remained in the Sydney - New Zealand run until wrecked on the Mahia peninsula on 7 August 1836.

Meanwhile the *Sir George Murray* was rumoured to be sailing under a foreign flag. In 1833 she obtained an East India Company clearance at Macao, and this was endorsed in 1836. Her subsequent fate is unknown.

Several small craft may have been built at Horeke during McDonnell's reign, but the name of only one has survived, the 35-ton schooner *Tui*.

During his stormy 12 months (1835-36) as honorary Additional British Resident, McDonnell sailed in the *Tui* to Kaipara; a voyage which he claimed opened that Harbour to European shipping. McDonnell was primarily a timber trader, and throughout the 1830s Te Horeke - to give it its correct name - was the principal trading establishment on the Hokianga, until the house on the hill, originally built for Clark, then occupied by Gordon Browne and afterwards McDonnell's home for over 10 years, was burnt down in 1842.

McDonnell was a keen horticulturist and among his other introductions to New Zealand was the Norfolk Island pine, the well-known trees at Waitangi and Te Wahapu in the Bay of Islands being the sole survivors of a box of seedlings given by him to Mrs Mair in 1836 or 1837.

The large pine in front of the Horeke hall was probably planted about the same time, in what was then McDonnell's garden.

The shipyard plaque stands as nearly as can be determined on the site where the *Sir George Murray* was built, the *Enterprise* and the *New Zealander* having been laid down a short distance upstream.

In the old Wesleyan mission cemetery at Mangungu, about a mile down Harbour, the tombstone of the first superintendent David Clark may be seen lying flat on the grass. The quotation from Lamentations I: 12 are still appropriate:

"Is it nothing to you, all ye that pass by".

LEFT: THIS PLATE CAN BE FOUND IN HOREKE AT THE ENTRY TO THE PARKING OF THE HOREKE LODGE. IT MENTIONS THE SUPERINTENDENT DAVID CLARK, WHOSE HEAD STONE IS IN THE GRAVEYARD OF THE MANGUNGU MISSION HOUSE.⁴



THOMAS McDONNELL

To judge from Buller's description of the place in the late thirties (confirmed by Charles Heaphy's watercolour), McDonnell lived in some style, with a large house, imposing gardens, and several pieces of cannon. He was indeed by virtue of birth, experience, possessions, and pretensions the leading settler in the Hokianga. Reputedly a younger son of the Earl of Antrim, he was born in Ireland in 1788, rose to the rank of lieutenant in the Royal Navy and served with the East India Company. He would thus have had much in common with Markham, but they failed to meet, for McDonnell was in England during 1834. He returned in the following year and, to Busby's indignation, was appointed Additional British Resident, an honorary office granted as a result of his own solicitations. In the 12 months or so he occupied the position McDonnell succeeded in stirring up discord along the whole length of the river. During the early months of his regime, he combined with the missionary William White in a futile attempt to enforce temperance, but after this short-lived alliance the two headstrong autocrats engaged in a feud which embroiled their neighbours, Maori and European, and continued after the Additional Resident's resignation in July 1836 and White's dismissal in the same year. McDonnell failed in his efforts to dispose of his property to the New Zealand Company and gradually declined in fortune and prestige. Lieutenant Morton Jones, of HMS *Pandora*, described him in 1852 as a "*pleasant, plausible, garrulous person, shunned because of his reputation, and living in an atmosphere of decay and fallen greatness*". He died in 1864.

George Frederick Russell, who is elsewhere termed McDonnell's manager or agent, also had some claims to gentility. A note in the Hocken Library's transcript of Markham designates him a relative of Lord John Russell. Settling in the Hokianga about the end of 1830, he married a niece of Nene. In the late thirties he shifted across the river to Kohukohu where, in 1869, James Buller met his well-educated half-caste daughters and their husbands, flourishing traders. Russell himself died in 1855. ⁵

⁵ SOURCE: - EARLE, 25; DAVIS, PATUONE, 23; YATE, 29; BULLER, 28, 144; RAMSDEN, MARSDEN, 75-6; RAMSDEN, BUSBY, 35N, 103-40 PASSIM, 163, 178, 314; DNZB, 2: 8-9, 263-4; R. M. R.

AN OLD CANNON

Two very interesting additions have been made to the valuable and diversified collection of relics of early settlement in New Zealand now displayed in the Old Colonists' Museum, at the Auckland City Art Gallery. During a visit to Hokianga made by Mr. T. W. Leys last year (says the Auckland Star) his attention was drawn to a large iron pot, formerly used on a whaling vessel for trying out oil. This pot had been accepted by the Maoris in the early days of the settlement at Hokianga in payment for 1000 acres of land. It was lying by the roadside at Horeke. In the same locality was a large cannon, which, in 1831, formed part of the defences of the fort established by Lieutenant Thomas M'Donnell, R.N., to protect the ship-building yard known as Deptford, at Horeke, which he had purchased from Messrs. Raine and Ramsay. This enterprising Sydney firm built several vessels at Horeke, including the Sir George Murray, a vessel of 394 tons. She arrived at Sydney in November, 1830, with a cargo of timber and flour, and the Gazette of that date says: "She is a fine vessel, and, considering that she was built entirely, equipped, manned, and laden at the uncivilised islands of New Zealand, she re-

civilised islands of New Zealand, she reflects the highest honour upon the enterprise of Captain Raine and all concerned in her construction." Lieutenant M'Donnell, R.N., bought the Sir George Murray for £1300, in January, 1831, and also about the same period became the owner of the dockyard at Horeke, for which place he sailed from Sydney with his family on the 31st March, 1831. He undertook contracts for the supply of spars to the Admiralty, and in 1835 was appointed Additional British Resident in New Zealand. His eldest son, Lieutenant-Colonel Thomas M'Donnell, had a distinguished career during the Maori war. The cannon which formed part of the old fort at Horeke was loaded and fired every New Year's Day, up to recent years, at the request of the natives who owned it. Upon the suggestion of Mr. Leys negotiations were entered into for the transfer of these very interesting relics to the Old Colonists' Museum at Auckland, for safe custody, and through the efforts of Mr. Arthur Potter, of Kohukohu, the natives of Utakura and Horeke have now donated the whaler's pot and cannon to the museum. They have been placed outside the entrance door in Kitcheners-street, with a tablet briefly noting their history.

KOHUKOHU TIMBER MILL

In 1881 Yarborough and Andrews took over the timber mill that had been established at Kohukohu in 1879 by Greenfield and Stewart Merchants of Sydney, operated as the Hokianga Sawmill Company Ltd. The depression of the 1880's created hard times - the mill closed in 1886, but only briefly.

In 1888 a group of Melbourne financiers bought out most of the surviving Kauri mills in New Zealand, including Kohukohu, and formed the Kauri Timber Company, which became the dominant player in the industry from that time on. With the mill back in full production, Kohukohu experienced a growth in population, employment and town facilities. 1907 was the peak year for production and export of Kauri timber, after which a steady decline set in.

The Kauri Timber Company's Kohukohu Mill closed down in 1909, and was demolished in 1912. Many of the surviving Kauri buildings in Kohukohu were built at that boom time from 1890 onwards.

Kohukohu's population grew from perhaps 50 people in 1870 to at least 600 people in 1910.

After the Kohukohu mill closed in 1909, Rangiora timber mill, other mills in the Hokianga and the new dairy factory at Motukaraka (opened in 1908) maintained the economy to a level that allowed Kohukohu to continue to operate as a busy commercial centre. The last timber mill that operated in Kohukohu opened in 1923-24 and closed after it was destroyed by fire in 1937. This mill supplied native timbers for building and manufactured kahikatea butter boxes that were sought after by Northland dairy companies. Employment generated by this mill helped bring the population of Kohukohu to a peak of 580 people in 1932.

TRAGIC NEWS FROM PAPERS PAST
TARANAKI HERALD, VOLUME XXVII, ISSUE 3096, 21 APRIL 1879, PAGE 2

TERRIBLE ACCIDENT.

A man named Isaacs, working at Brownlie's sawmill, Hokianga, got struck by the circular saw on the head, and his skull horribly gashed.

HAWKE'S BAY HERALD, RÖRAHI XXII,
PUTANGA 7650, 25 KOHITĀTEA 1887

HOKIANGA SAWMILL COMPANY (LIMITED.)

[In Liquidation.]

TENDERS,

THE undersigned as Liquidators of the above Company hereby call for tenders for the PURCHASE of the Freehold and Leasehold Properties of the Company, Mill, Machinery, and Plant—timber and other Stock to be taken at a valuation. Tenders will be received up till noon of TUESDAY, the 22nd February, 1887, by the Liquidators, or may be lodged with

The Dunedin Iron and Woodware Company,
Limited, Dunedin,
Stewart & Co., Timber Merchants,

Wellington,
Captain J. H. Dalton,

Picton,
J. T. Brown, Timber Merchant,
Christchurch,

The New Zealand Loan & Mercantile Agency
Company, Limited,

Napier, Nelson, and Wanganui,
The Company's Manager,

Kohukohu,

from whom or from the Liquidators printed particulars giving the fullest details of the property offered, with forms of tender, may be obtained.

A tender by telegram reaching the Liquidators prior to the time for receiving tenders will be recognised, provided that a written tender is lodged as above simultaneously. The lowest or any tender not necessarily accepted.

J. M. MILNE } Liquidators
J. AITKEN CONNELL } Hokianga Saw
Mill Company,
Limited.

Auckland, 14th January, 1887.

This is one of the best Kauri properties in the North Island, and the Mill and Machinery of the most powerful description and in first-class order. (See printed particulars and report.)

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AUCKLAND STAR, VOLUME XIX, ISSUE 50, 29 FEBRUARY 1888, PAGE 1

Dividends.

HOKIANGA SAWMILL COMPANY (LIMITED.)

IN LIQUIDATION.

A First Dividend of One Shilling in the £ will be payable at the Office of J. Aitken Connell, Government Insurance Buildings, Queen street, Auckland, to all Creditors of the above Company who have satisfactorily proved their Claims, on FRIDAY, the 2nd March next.

JOHN MILNE,
J. AITKEN CONNELL, } Liquidators.

Creditors who have not yet proved, please send in proofs of debt.

KAIPARA

The Kaipara Harbour is one of the largest in the world, extending 60 km long, covering 947 square kilometres.

At the peak of timber trading it was the busiest Harbour in New Zealand, with many ships leaving on a high tide during the day, loaded with Kauri timber from mills around the shores of the Harbour and the Wairoa River.

The entrance to the Harbour, where it meets the Tasman Sea is 6 km wide with treacherous sandbars that form 5 m below the surface two to five km from the shore. These sandbars move constantly and the Harbour entrance is known as the Graveyard due to the number of shipwrecks claimed by the sandbars.

The first European shipwreck was the *Aurora* that was lost in 1840. 43 shipwrecks have occurred at the Harbour entrance with 113 recorded shipwrecks along the Pouto coastline.

In 1839, European's settled in the area and begun to mill the New Zealand native tree *Kauri*, as it was in high demand as a construction timber. By the 1860's Kaipara Harbour was the biggest timber exporting port in the country. The towns of Dargaville and Helensville grew with the timber industry, with ships up to 3000 tons being loaded and heading out through the Harbour entrance to other ports in New Zealand and Australia.

NORTHERN WAIROA

AUCKLAND STAR, VOLUME XXXVIII, ISSUE 301, 18 DECEMBER 1907, PAGE 6

VII.

The immensity of the Northern Wairoa district is due primarily to the length of the finest navigable river in the Dominion. Steam boats of all descriptions daily ply upon its surface and bring into touch the many settlers with the river towns. Hardly less important to the river is the Kaihu section of railways, which traverses the 17 miles between Dargaville and Kaihu, the present terminus. By its means a large volume of trade is transacted with the bushes, gumfields, and farmers. In fact, all the settlers residing for many miles within the eastern confines of Hokianga County transact their business through Dargaville, and so severed are their interests from their own county that a movement is on foot to incorporate the whole of the Waipoua district in Hobson County. Daily the train leaves Dargaville, carrying stores of all descriptions, and returning with long rakes of kauri logs, trucks of sawn timber, sleepers, and kauri gum, and the line is rightly looked upon as one of the best paying the Railway Department possesses.

The townships of Dargaville and Mangawhare embrace the stretch of flat lands which are the entrants to the valley, and through which the Kaihu Creek winds its way from the ranges of Tutamoe to the Wairoa. A considerable area of rich alluvial flat appears to be in its native state, and one cannot help expressing surprise that such valuable territory is not laid down in grass. But although native growth is the predominant feature, and a wide extent of property appears uncared for, such is not altogether the case, for the same land is feeding many cows and horses, and at no distant date will be closely cultivated. Leaving Dargaville by train, that class of land is passed for some three miles, when Flaxmill Station is reached; and a wealth of floral beauty is observed on the creek banks with the white-blossomed, powerfully-scented ti or cabbage tree, and the surprisingly large stems of the crimson korari, or flax stems.

In olden days Flaxmill was a place of great importance, in fact 37 years ago it was the most important centre in Northern Wairoa, and the busiest hub of industry in the North. At that time, Mr. E. T. Tinne, representing a Liverpool syndicate, arrived from England, and noting the plentitude of the wild flax, decided to erect a manufactory for the treatment of phormium into rope, twine, paper, and matting. Extensive buildings were erected, modern machinery was imported, and special families used to spinning and such work were brought from the Old Country. Mr. John Mitchelson, who with his brothers has just retired from business in Dargaville, was an engineer and fitter employed in the construction of the mill, and it is interesting to note that at the same period, the Hon. E. Mitchelson, who was then a building contractor, was engaged erecting the Kopuru sawmill. Mr. Tinne started on a somewhat huge scale. Suitable areas were planted in flax, in fact the land on which Dargaville now stands was one of the best phormium fields. For ten years the industry was carried on, the output was material of the finest, and old established Auckland merchants will remember the satisfaction they evinced in using the twine, wrapping paper, and other Wairoa manufactured goods. But the markets of the world were restricted at that period, and the carriage of goods was an item of heavy expense. By the time the output had been conveyed by vessel to Helensville, thence waggoned to Riverhead, and carried by boat to Auckland, serious inroads were made upon its marketable values, and after ten years of hard, plucky striving, Mr. Tinne was forced to close down, and all that to-day remains of his enterprise is an empty portion of the huge building. The scale on which the industry was conducted may be gauged by the current report that over £100,000 was sunk in the venture.

Flaxmill is now a trading station of Messrs. Marriner and Wilhams, gum merchants, and quite an air of briskness pervades the picturesque creek side hamlet. A modern flaxmill is in the vicinity, and gives employment to a large body of men, and increases the volume of train freightage. This is the lower boundary of Messrs. Marriner and Wilhams' gum land property, which comprises 40,000 acres.

As the train speeds onwards the quality of the land improves, and at Taita it bears every appearance of being highly reproductive. Away on the right, clearings can be discerned on the range dividing the Kaihu and Awakino valleys. Several fortunate settlers are there locat-

cd, and have started cream supplying on a broad scale to the district butter factory. There is still a fairly large parcel of Crown lands lying idle, and which, when opened for selection, will be snapped up. From Taita on to Maropiu the train passes through the property of Mr. Jas. Trounson, and finer land cannot be seen. Every paddock is a fattening one, and one can only lament that the valley at this part is not many miles wide. At Maropiu is a store and hotel, and from there a road leads over the range into the Awakino Valley, where several settlers are raising stock on good bush land. The country here is picturesque and increases so as the train speeds Kaihuwards. At Ahikiwi the Kaihu Creek is crossed, and the eye notes with pleasure the wide, pebbly, purling stream, which runs almost parallel to the railway, and the improving scenic attractions of the vicinity. Close to Kaihu is a scenic reserve, an island of some ten acres, embowered in native bush—the most charming of all picnic spots, and where young and old of the Wairoa hold their summer picnics.

Kaihu is a township of importance, as befits a terminus. It contains plenty of stores of every description, and representatives of all trades ply their callings. The town is in many respects unique. When the line was carried to its present point, business men experienced a barrier to their efforts in securing building sites, as all the land belonged to the natives. The Railway Department acquired the area necessary for a station—far more than sufficient for its wants—and a portion of which was leased in small sections; so as one steps from the train he alights in the midst of quite a collection of commercial emporiums. The architecture of Kaihu is peculiar, but a visible appearance of betterment is apparent on every hand. The earlier buildings are conspicuous by their quaint, angular, and stunted construction; but the modern evidences bespeak taste and a superlative degree of comfort. As noticeable in the pretty residences to be seen nestling under the bush-clad heights. The native population predominates, and it would cheer the hearts of Dr. Pomare and Dr. Buck to witness the cleanly, healthy conditions under which they exist. There are two parties, under the chieftains Te Rore and Rākihana, and all live in concord and prosperity.

At the upper portion of the township is Trownson's sawmill, which gives permanent employment to a large staff. Here are also the booms, where the logs floated down from the upper bushes are arrested and loaded on railway trucks for Dargaville. This also is the point where the Kaihu waters, dammed back by the mass of logs at the booms, on two occasions broke through the mill property and actually diverted the whole large stream from its ordinary course into the township, wrecking mill, residences, bridges, and line, and entailing a severe loss upon those adjudged responsible for the damage. Such an occurrence is unlikely to happen again, as the waterway is kept free and the creek banks have been piled at great cost.

hunting public. The State school is always an indicator of place and people, and one has only to observe the scores of bright, clean, well-dressed children to base a correct opinion of the character of the parents. The children of Kaihu, pakeha and Maori, are a bonny lot, and it is a pleasure to observe them trooping into the school grounds. There is one institution in Kaihu which, at its inception, caused a wave of excitement amongst a large section of the population, and that is the Opanaki hotel. When those interested in the matter first conceived the idea of having a publicans' license transferred from Hokianga to Wairoa, the trouble began, and it was not confined to the district responsible for the disturbance. Public meetings were held in Auckland and elsewhere to protest against the movement, the assistance of our legislators was invoked to veto the proposal, and for a time a battle royal ensued between the temperance and the brewer sections, with the result that Kaihu has a commodious and well-appointed hostelry which is dominated not only by a licensing bench, but by the native owners of the property, who at any time may issue a prohibitory mandate against any Maori being supplied with liquor. The system has worked admirably, and I am told that natives seldom visit the hotel.

WAIPOUA TIMBER MILL
WHATORO TIMBER MILL
DONNELLY'S CROSSING TIMBER MILL

For years the idea of establishing a State saw mill at Waipoua was discussed by politicians but from my research it would appear that that idea was changed with the establishment of a State mill established first at Whatoro (**1920-22 BURNT DOWN**) and then at Donnelly's Crossing (**1922-24 CLOSED DOWN**)

Note: A private mill would operate at Donnelly's Crossing for many years after the closing of the State owned mill.

Selective logging was adopted with the Kauri being transported out to Donnelly's Crossing at the rail head for milling.

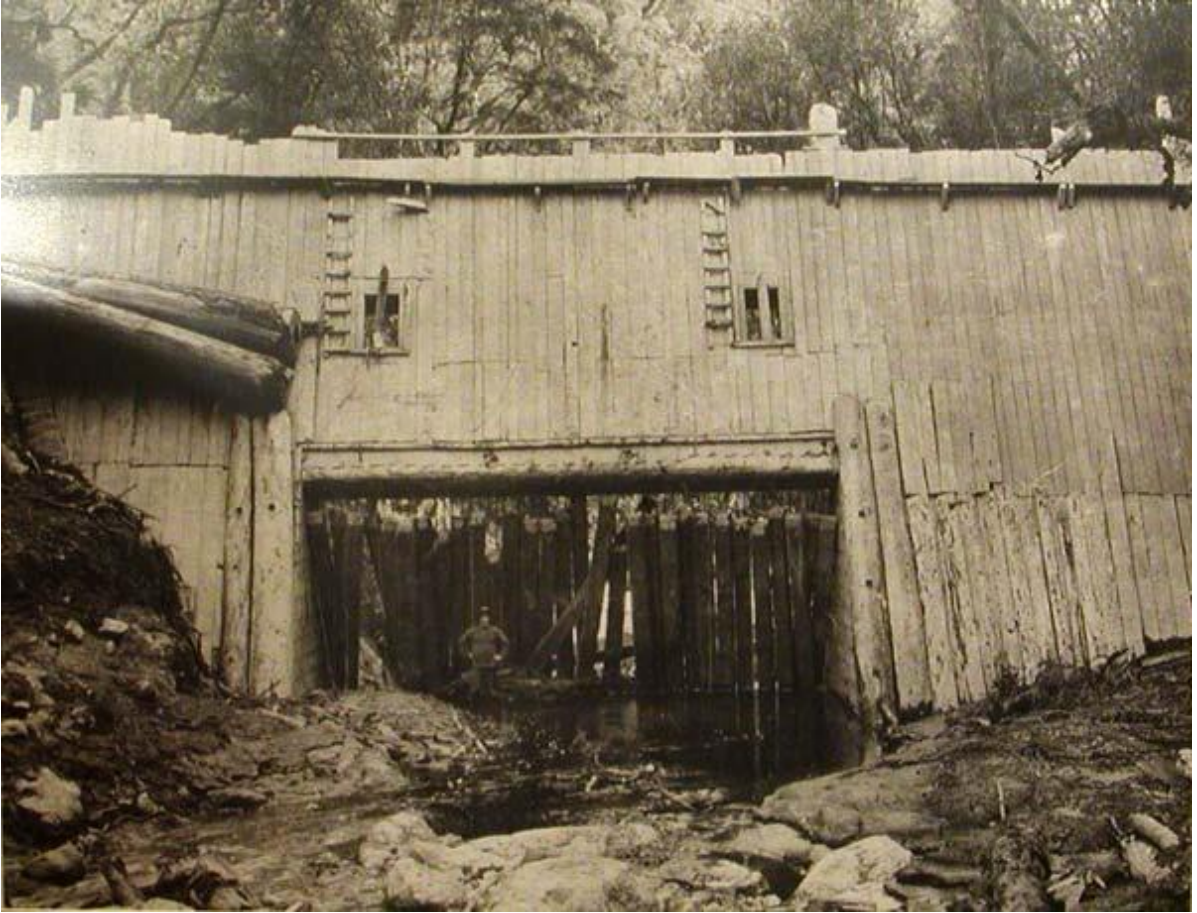
The Waipoua was purchased by the crown in 1876 and was set aside for forestry rather than settlement. However after the Second World War there was much pressure to harvest the Kauri and convert the land to pasture. In 1947 the Waipoua Preservation Society petitioned 52,000 signatures and presented it to parliament and the 9105 hectare, Waipoua Forest Sanctuary was declared in 1952.

Today the surviving Kauri forests are probably about 1% of the vast forests that once grew in Northland. The Waipoua forest was probably protected initially by its inaccessibility. The rivers in that area were not large enough to transport logs to the mills.

In October 1923, the Minister of Public Works, Gordon Coates, directed his department to conduct a survey of the central route to determine its feasibility. The district engineer in the Dargaville office who had surveyed the route options favoured the coastal route which would be more speedily constructed and would cost less in maintenance. The district engineer in the Whangarei office favoured the forest route which would better serve the timber trade and railway. The coastal route, he reported, was "unoccupied except for a few Maori" and the remainder of the land was not likely to be farmed to any extent.

Coates, like his fellow dairy farmers, favoured the forest route, as did the Department of Public Works who operated the railhead and a saw mill at Donnelly's Crossing.

In June 1926, he finally sought and received the agreement of the commissioner of state forests to the inland route.



From papers past we get news of the day stating much discussion on where a State Mill should be situated and whether or not the Waipoua reserve be opened up for felling...

NORTHERN ADVOCATE, 23 JULY 1913

At Kirikopuni extensive work is being carried on, and nine miles of tramway have been laid from bush points to the main river bank. The contractors are Messrs. T. Hawkins, J. Howard, Finlayson Bros., and E. Baldwin, who have undertaken the delivery of logs representing 20,000,000ft, and to weekly deliver 250,000ft. In the Manganui Stream over 10,000 logs are awaiting the winter floods. Three white pine con- 1,000,000ft of millable timber will be standing in the Manganui Valley—a territory which has furnished over 100,000,000ft to Wairoa mills.

The kauri output of the Northern Wairoa totals 1,000,000,000ft, and so inexhaustible has the supply seemed, that many even yet refuse to believe that the kauri era is approaching its end. But with the exception of some 10,000,000ft in the Mangakahia Valley, 12,000,000ft at Kirikopuni, and 30,000,000ft in the upper portion of the Kaihu Valley, there remains only the Waipoua State Forest to furnish future requirements. The output to date of white pine approximates 600,000,000ft, and the three districts quoted also practically contain all the kahikatea areas worth assessment. They altogether contain 300,000,000ft of milling timber, which, if available for present-day milling, would furnish sufficient logs for eight years, but as two-thirds of the quantity are within the confines of the State forest, there remains in sight only 100,000,000ft to meet general needs. The proprie- tors of more than one Wairoa saw-

NORTHERN ADVOCATE, 27 MARCH 1915

The throwing open of the Waipoua State kauri forest in the North of Auckland district, which is recommended by the Forestry Commission in their report, will, if given effect to, have an important bearing upon the progress of settlement in that part of the Dominion. The commission recommends the lifting of the reservation on the whole of the area, with the exception of a park of 200 acres. Mr J. G. Coates, member for Kaipara, has pointed out that the result of the removal of the reservation would be that approximately 24,000 acres of State forest, and from 16,000 to 20,000 acres of ordinary Crown lands adjacent to the forest, would be available for settlement as soon as the timber was removed. The quantity of timber in the State forest is estimated at not less than three hundred million superficial feet. The question as to whether the proposed State sawmill should

be established in the Waipoua forest or on the Northern Wairoa River, is one which, it is stated, remains to be decided. Whether millers shall be permitted to purchase the timber on the Crown lands adjoining the Waipoua forest, with a view of its early removal, thus preparing the way for rapid settlement, is another question which will probably come up for the Government's consideration.

An impression is general that when the State sawmill comes into operation the Waipoua forest will be ruthlessly attacked and the logs be converted at once into timber for export but the officials state that the output will be restricted and arranged to meet State requirements only, and that a forest conservation policy will be rigidly adhered to. If the latter be followed out, the Waipoua forest should provide sufficient kauri to cover public works for the next 20 years.

CONTRACTS BEING WORKED.

In the Awakino Valley the felling and crosscutting of white pine has been temporarily suspended owing to there being over 4000 logs lying in the creek bed awaiting a flood. At Omu, McCraith Bros. are working 5,000,000ft of mixed standing bush, the logs being conveyed a distance of three miles by locomotive power to tidal water.

The timber industry shows continued activity in the Northern Wairoa district, and the seven river sawmills are constantly engaged in meeting orders for the Australian, South Island and local markets. The white pine output now largely exceeds that of the kauri, for, with the exception of the Kirikopuni, Mangakahia, and Kaihu districts, the erstwhile great kauri territory has been denuded of its growth.

In the Mangakahia Valley some thousands of kauri logs are stranded in the main stream and its tributaries, and represent some millions of feet of timber of a value approximating £10,000. At various points of the waterway there are hundreds of white pine logs which the winter rains, in company with the kauri, will sweep out into the Wairoa River. Bush work on an extensive scale is being carried out by Messrs. Finlayson Bros., who increase or decrease the log supply according to milling exigencies.

In the Kaihu Valley there is brisk movement. At Rotu, Fisher Bros. are working a white pine clump of 2,000,000ft. At Taita M. Brown is working 6,000,000ft, and in that vicinity T. Hawkins is engaged delivering 2,000,000ft; whilst at Maitahi B. Baker has in hand the supply of 10,000,000ft. Connected with these contracts there are two tramlines served by locomotives. They cover five miles of country, and a steady output is assured. As a result special railway trains run almost daily from the skids to Dargaville, to where the logs are conveyed, and from thence are towed to the mill centres.

WAIPOUA STATE FOREST
NORTHERN ADVOCATE, 25 MAY 1915, PAGE 2

meet general needs. The proprietors of more than one Wairoa sawmill have assured themselves of the position, and are already making provision for closing down within the next few years.

WAIPOUA STATE FOREST.

In regard to the timber standing in the Waipoua State Reserve, which is in Hokianga County, but adjacent to the Kaihu Valley in Hobson, the Government has already indicated its intention to erect a State sawmill and provide the Public Works Department with its timber requirements. Three officials recently traversed the forest and visited suggested sawmill sites at Koutou (Hokianga), Upper Kaihu Valley, Dargaville, and Helensville. At each of these places they heard evidence in favour of the respective sites, and will forward on their report to the Minister for Lands.

SAWMILL AT DARGAVILLE.

PETITION TO MINISTER.

Under the auspices of the Kaipara Chamber of Commerce the President, Mr F. J. Dargaville, has prepared a petition, to be addressed to the Minister of Lands, requesting that the proposed State sawmill in connection with the Waipoua State Forest should be erected at Dargaville. The petition will be circulated for signature up and down the Wairoa River. The petition is set forth in the following terms:—

“(1) That, in the opinion of your petitioners, the proposed State Sawmill to be used for the purpose of cutting the Waipoua State Forest Timber should be erected at Dargaville. (2) That an admirable site on the bank of the finest navigable river in the Dominion, and which will permit of large

vessels being loaded with cargoes for elsewhere in the Dominion, or for export; (3) That the timber loaded on the trucks at the Waipoua Forest could be unloaded at Dargaville at the mill breaking-down saw, with consequently considerable handling saved; (4) That labour conditions will be most favourable for a sawmill erected at Dargaville on account of the fact that a large number of sawmill employees are resident in this district, (5) That in the near future many of these men will be out of employment consequent upon the mills now working being shut down on account of their respective timber stocks being all cut. Your petitioners, therefore, humbly pray that you will favourably consider the request of your petitioners. And your petitioners, as in duty bound, will ever pray.”

In all the workings 170 men are employed, and in the sawmills the workmen total 200. The weekly wages disbursement exceeds £1000, and if to this were added payments made to the crews of the many timber-carrying vessels which trade to Kaipara, that amount would be considerably enlarged. At present, Wairoa mills produce annually 40,000,000ft of marketable timber, the bulk of which is exported to Sydney and Melbourne.

KAIPARA AND WAITEMATA ECHO, 26 AUGUST 1915

The extensive kauri areas of the Northern Wairoa, says an exchange, have in years past produced many millions of feet of timber and are still producing large quantities. This constant drain cannot be maintained for ever, and the fact that the last log in the Mangakahia is expected to be delivered into the main stream in another year's time, tangible evidence of the complete decimation of the forests. The area of Kirikopuni as a timber producing territory will follow suit and then all logging activity will be centred in the Kaihu Valley, where some 50,000,000 feet of mixed timber is available. Further yet is the Waipoua State forest, which is estimated to contain 100,000,000 feet of kauri and the same quantity of other timbers.

WHEN in Wellington some few days ago, Mr Dargaville conferred with the Prime Minister on the question of the establishment of a State sawmill. This (Friday) morning Mr Dargaville received a letter from Mr Massey with reference to the petition of the residents of Dargaville asking for a State sawmill in connection with the Waipoua forest. Mr Massey said: With reference to a State sawmill, the matter has been very fully gone into with the departmental officers who have received their report from the Commissioners. Several of the schemes that had been submitted to him would involve a very large expenditure, and in view of the war the question would be held in abeyance. In the meantime, continued the letter, in order to ensure the safety of the forest two extra rangers would be selected to guard it.—Dargaville "Times."

NORTHERN ADVOCATE, 15 AUGUST 1913

WAIPOUA STATE FOREST.

In a reference yesterday to the Waipoua State forest (near Dargaville) Mr. Massey said it was almost a miracle that the forest was not burned down last year, and if the present state of things are allowed to continue the Waipoua forest will of a certainty go up in fire and smoke. "I entirely agree with the Commission's recommendation regarding the forest. I don't say that private saw-millers should be allowed to exploit it, but it should be kept for State purposes. The Public Works and Railway Departments are using an enormous quantity of timber, and if the Kaihu railway were continued to Donnelly Crossing, the forest could be tapped, a State sawmill put up, and the Government's timber requirements filled so long as the supply lasted." Mr. Massey further stated as an indication of the timber value of the forest, that the kauri royalties alone would amount to £500,000, and the royalties on other timbers £250,000, or three-quarters of a million altogether in royalties. He went on to point out how exceedingly difficult it was to preserve a kauri forest from fire owing to its inflammability, and declared that it would be far better to set apart for settlement purposes most of the kauri area fit for settlement, reserving special areas for scenery purposes. Some of the best pieces of the Waipoua State forest could be so reserved.

NORTHERN ADVOCATE, 25 APRIL 1914, PAGE 7

THE CO-OPERATIVE SYSTEM.

Railway workers on the North Auckland construction works, in a petition to Parliament, protest against the introduction of the contract system, and urge a continuance of the co-operative principle. They state their firm opinion that the co-operative method is sound in principle, and if administered efficiently and fearlessly, is undoubtedly the most equitable system for the Dominion and the workers. "There are certain features in connection with the system of co-operation which we believe you can easily remedy" (the petition is addressed to the Minister of Public Works). Petitioners quote the experience of the Chief Railways Engineer in New South Wales, where construction by contract cost £4309 a mile, and by day labour £3321 a mile, thus effecting a saving of nearly £1000 a mile.

The member for Kaipara, Mr J. G. Coates, has been advised by the Minister for Railways that the Public Works Department will hand over the completed railway extension from Kaihu to Whatoro at the end of this month, when the line will be opened for traffic. The extension is three miles in length. It was under formation by the Kaihu Valley Railway Company 21 years ago, but when the Government took over the company's interests it decided not to complete the work, although several thousands of pounds had been expended in earth cuttings and bridges.

During the recent visit of the Minister for Railways to the district, he inspected the works under progress, and it was pointed out to him how by following the private line scheme, the immense Waipoua State kauri forest could be tapped at a cost not exceeding £2500 a mile. This forest contains 80,000,000ft of kauri and 120,000,000ft of other milling timbers, and the State has already determined to utilise the bulk of the valuable asset in providing needful timber for Government works.

KAIHU VALLEY EXTENSION
BIG TIMBER AREA TAPPED
Telegraph.—Press Association
DARGAVILLE, April 24

The line extension pierces Hokianga County for some two miles, and connects with the Taheke Road at the Waima Bridge, whence it is an easy day's journey by horse or vehicle to Kawakawa.

STATE SAWMILL

EVENING POST, VOLUME CIII, ISSUE 122, 26 MAY 1922

(BY TELEGRAPH.—PRESS ASSOCIATION.)

DARGAVILLE, This Day.

The State-owned sawmill near Whataro, on the Kihu line, was totally destroyed by fire this morning. The loss is very heavy. A large number of men were employed.

HAWERA & NORMANBY STAR,
VOLUME XLVIII, 11 OCTOBER 1924

The sawmill at Donnelly's Crossing, a fine up-to-date mill, which has been running about two years, closed down last night. Nothing is known as to the future of the mill, whether it will be sold to private enterprise or pulled down. There are still millions of feet available for cutting in close proximity to the mill. It is not known why the mill has been closed. It is a distinct loss to the district, as the monthly pay out was £3000 sterling.

A CORRESPONDENT signing himself "Waima Farmer," writing to the Dargaville "Times," says:—"It is pathetic to witness how certain Dargaville people are tumbling over themselves to benefit their fellow creatures in the matter of the proposed State sawmill. Anything and everything with them begins and ends in Dargaville, which in their idea is the hub of the universe. Dear me! I wonder how long Dargaville would last without its back residents. It strikes me that the business people of the baby borough don't know who is feeding them. In the Kaihu district we have now the bulk of all the standing timber in the Kaipara, and to get all the trickles of profit from converting the trees into lumber, the dear, generous people of Dargaville want the sawmill built in the centre of their town properties. If they were given their way there would be only one settlement in Kaipara, and that would be their own. The people of Kaihu, Waima, Aranga, and the other settlements beyond Kaihu will have more to say about the matter, and are forwarding a claim that the sawmill be erected close to the bush, so that everything worth cutting up will be used. If the mill is erected in Dargaville not a foot of land will be brought into new settlement, but if it is erected in the bush, thousands of acres will become farms and help to fill the hungry borough jaws.

MANGATU/MUNGATU

AUCKLAND STAR, VOLUME XXVI,
ISSUE 95, 22 APRIL 1895

The felling of kauri near Kaihu is occupying a number of men; it will quite alter the approach to our settlement, and no doubt help to improve the road by admitting the sunlight and wind. A few more houses have been completed, and, as it appears to be the custom, a dance was held in Mr Dunn's new house. The new grass is doing well, and should give abundance of feed during the winter. I hear the National Association are feeling the pulses of the settlers, striking out straight, and drawing a very black picture of what is before us under the present rule. The sections vacated are finding new occupiers, so our numbers are not lessened, besides there have been two births during the month. Advance Mungatu!—(Correspondent.)

ISSUE 126, 30 MAY 1896, PAGE 3

NORTHERN WAIROA.

The Mungatu co-operative settlers are now busy felling, splitting and sawing, in order to get their houses ready before the winter sets in. Immense quantities of timber are now being sent out of the Valley, no less than four sets of skids being kept constantly at work.

MAUNGANUI BLUFF

At Maunganui Bluff/Aranga, WB Stephens ran a small mill cutting Totara railway sleepers and timber for local settlers. He employed about six people and milled about 300,000 feet a year.

NORTHERN ADVOCATE, 3 DECEMBER 1906, PAGE 2

A rather serious accident happened at Mr Stephens' sawmill, Maunganui Bluff, a few days ago. Mr F. Kohn was engaged working at the circular saw, when in some unexplained manner a flitch, in the course of being sawn, struck him heavily on the shoulder and head, inflicting severe scalp and face wounds. The injured man was unconscious for some hours till surgical aid arrived. He was then conveyed to the hospital.



OPANAKI/KAIHU TIMBER MILL

1898: JAMES TROUNSON

After his move from Paparoa to land near the Flax mill at Parore just north of Dargaville James purchased large tracts of land in the Maropiu area and to the North of Opanaki/Kaihu including the area's known as Siberia and Waima.

To mill the timber on his land he built a saw mill just north of the Opanaki/Kaihu town ship on the banks of the Kaihu River. By this time the railway had reached Kaihu from Dargaville, and in 1904 James let a contract for the felling and the delivery of four million super feet of Kauri per year from Siberia and his Waima forests. The contract was estimated to extend over four and a half years and the labour to cost 40,000 pounds. This entailed construction of a gigantic tramline to Siberia from the top of the Kaihu hill all the way down to the mill at the Kaihu River. This became a centre of attention for many visitors to the district.

Floods were an all too frequent menace and caused considerable losses of cut logs at both Maropiu and Kaihu.

The big flood of 1907 caused logs to be strewn from Kaihu to Dargaville, and even left logs on the railway line at Kaihu.

The 1917 flood again broke the boom at the Kaihu mill and Kauri logs and heads piled up against the Ahikiwi railway bridge, causing massive flooding in the valley, the water lapping the lower branches of the Puriri trees on the Maropiu flats.

Logs were reclaimed painstakingly over a long period. Even as late as 1968 a log was found at Maitahi with James Trounson's brand on it.

Early in the 20th century James retired from active work in the Northern Wairoa, leaving his sons Edmund and Vivian to attend to his interests: Edmund, his timber interests, and Vivian his farming interests.

He built a house at Maropiu for three daughters, Mary, Annie and Kate, and in 1901 he built a new home for himself on Northcote Point in Auckland known as "Quinton". This house was of colonial architecture and was built entirely from one Kauri tree chosen by James himself. There were no joins in the wood and even the rafters in the ceilings were made from long lengths of the same Kauri. The timber was brought down from Kaihu by train to Dargaville and then to Northcote Point by scow.

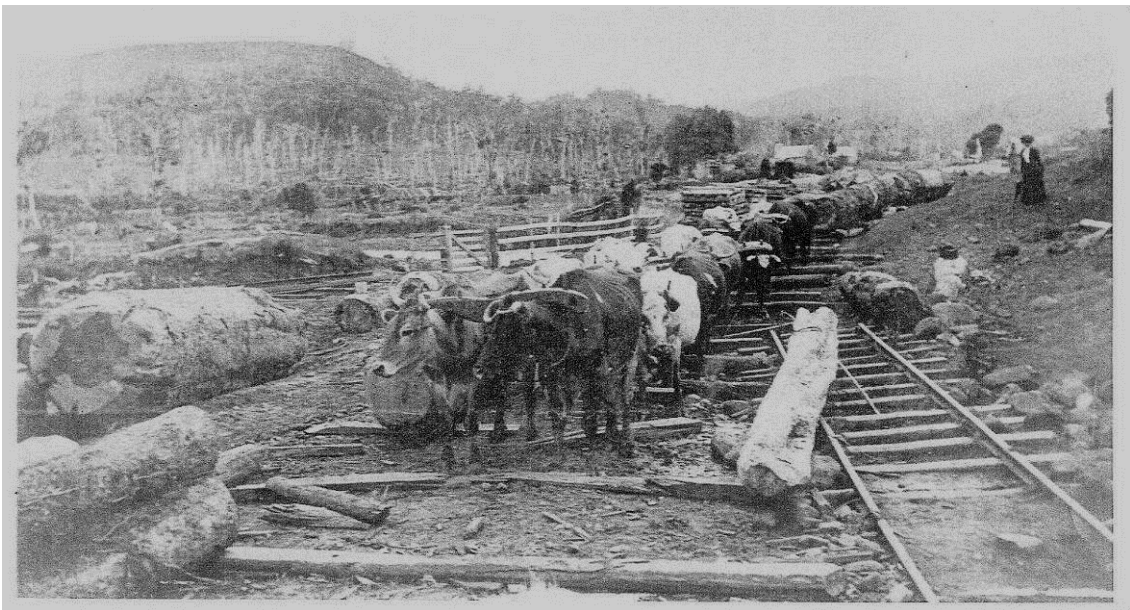
In 1921 James Trounson gifted some of his land North of Whatoro which was covered with a magnificent Kauri forest, to the people of New Zealand. Today this place is called Trounson Park and is now run by the Department of Conservation.



QUINTON VILLA

VILLA AT 2 PRINCES STREET, NORTHCOTE

BULLOCKS HAULING LOGS INTO TROUNSON'S MILL

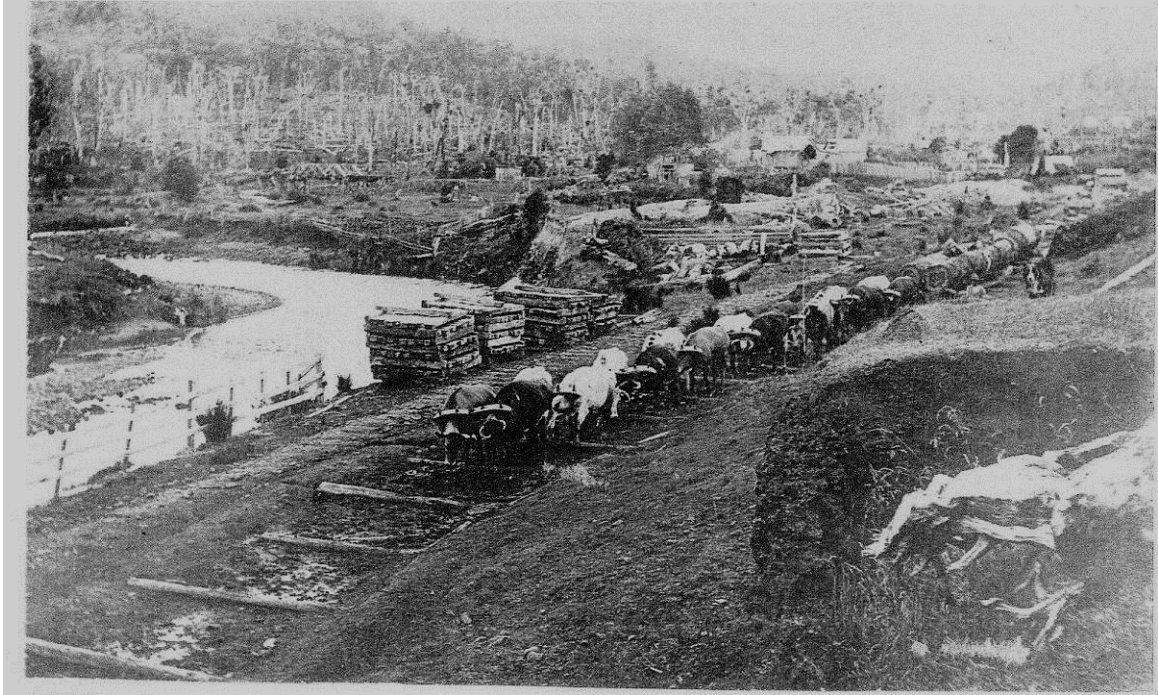




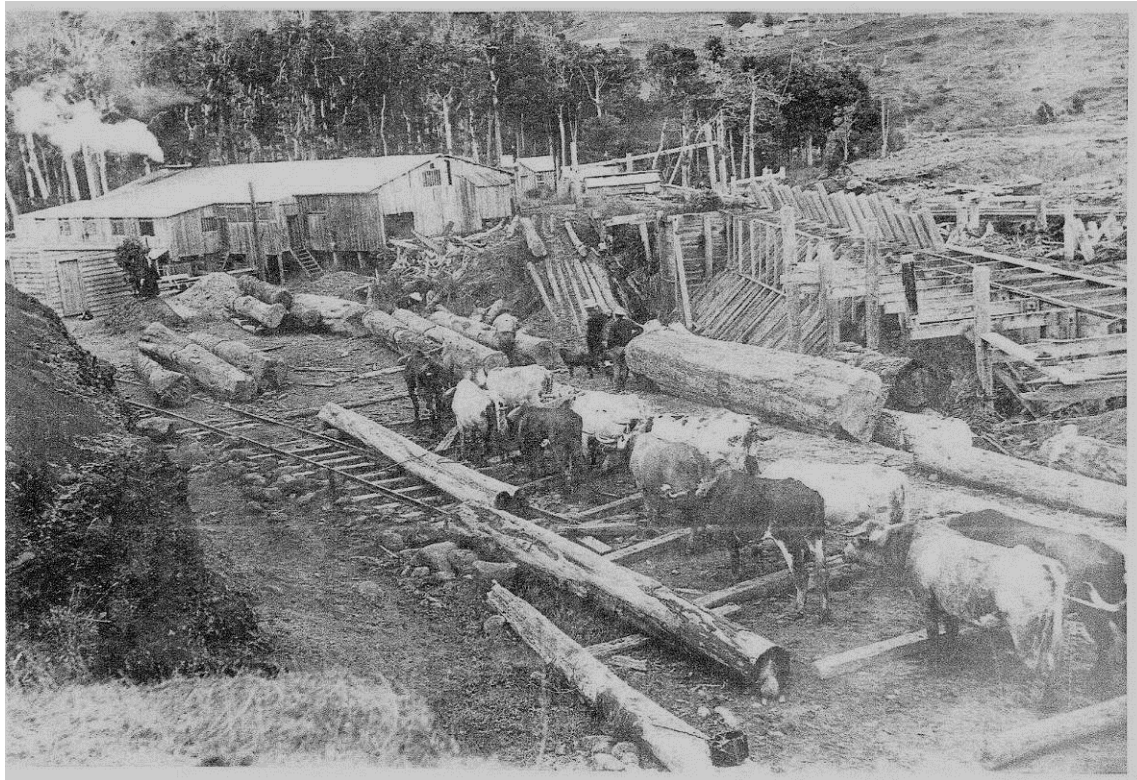
ABOVE: THE STEEP TRAMLINE ON WHICH TIMBER IS BROUGHT FROM THE SIBERIA BUSH KAIHU ⁶

BELOW: THE FIRST LOG COMING OUT OF THE "SIBERIA" BUSH



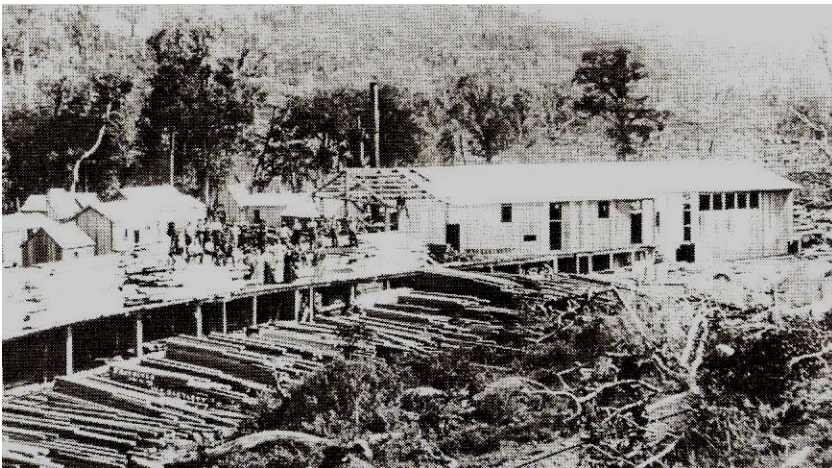


ABOVE AND BELOW: BULLOCKS BRINGING IN THE LOGS TO TROUNSON'S MILL AT KAIHU





LEFT: TRANSPORTING LOGS FROM SIBERIA WEST OF KAIHU AT THE TOP OF THE HILLS DOWN TO THE MILL BESIDE THE KAIHU RIVER.

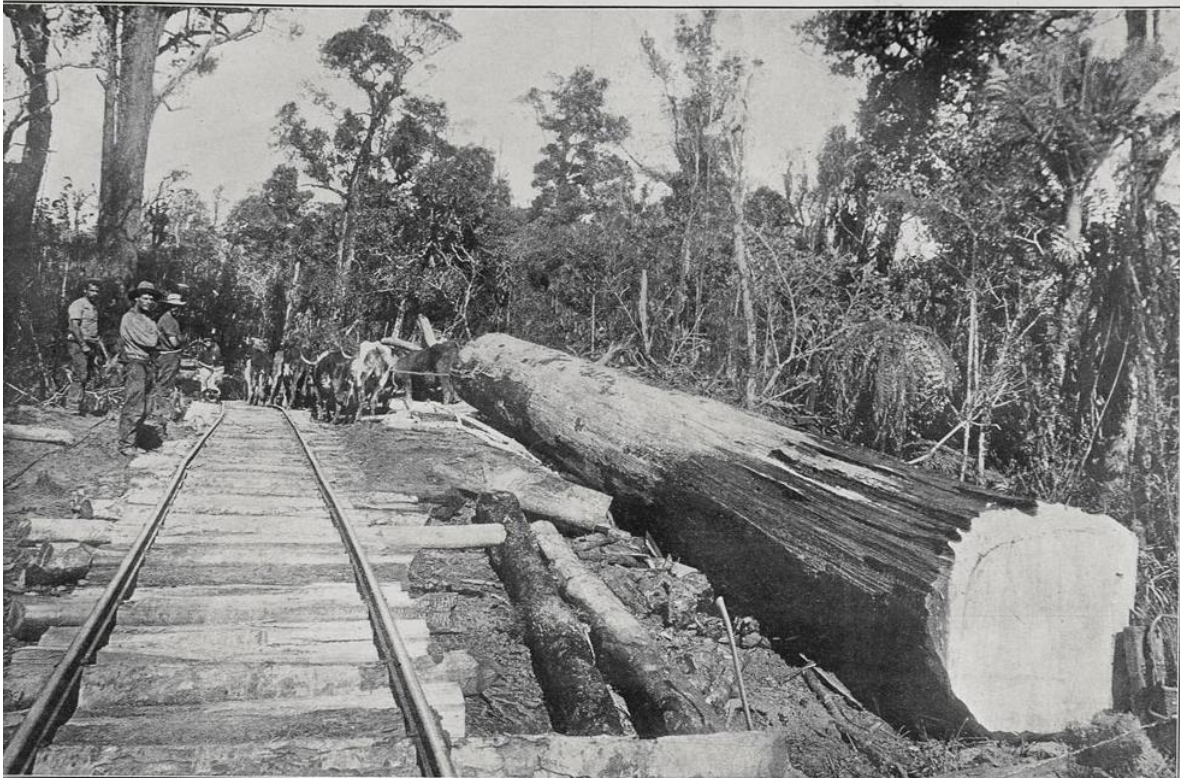


LEFT: JAMES TROUNSON'S MILL AT KAIHU



LEFT: THE KAIHU MILL AFTER THE FLOOD OF 1907

MAROPIU



ABOVE: HAULING A LOG OUT TO THE TRAMLINE IN MESSER'S BONELLA AND YOUNG'S BUSH AT MAROPIU

In 1904, the tramway at Maropiu, Northland, had such a steep grade it required a brakeman riding on each bogie (small cart). They both wound hand cranks that pressed board brakes onto the faces of each wheel. It was very dangerous work. On a nearby tram in that same year, a brakeman was crushed to death by a log when a bogie wheel collapsed.



LEFT: BRAKEMAN ON THE MAROPIU TRAM LINE ⁷



ABOVE: LOGS AT THE MAROPIU RAIL STATION 1912

AUCKLAND STAR, VOLUME XXXVI, ISSUE 251, 20 OCTOBER 1905, PAGE 4

SEQUEL TO AN ACCIDENT.

(By Telegraph.—Press Association.)

DARGAVILLE, this day.

A serious accident occurred in the Totamoe Bush yesterday. A bushman named Peter Coburn was breaking down two kauri logs on a truck on a steep incline, when the inside rail broke and shot the log over Coburn. Twenty-two men took five hours to carry the sufferer over the roads to Maropiu. At many places the men were waist deep in mud and slush. A special train was run from Maropiu to Dargaville. Coburn was finally taken to the Northern Wairoa Hospital, where he was found to have been injured internally.

THE AWAKENING OF THE NORTH.

New Zealand Herald, Volume XL, Issue 12182, 30 January 1903, Page 7

No. II.

MAORI CULTIVATIONS IN THE KAIHU VALLEY.

THE WAIRUA KAURI FOREST.

[BY OUR SPECIAL REPORTER.]

I LEFT Dargaville by a fast and furious timber train, and made a halt at Maropiu. Maropiu is about midway up the Kaihu Valley, and is a big timber-working centre. Messrs. Mitchelson Bros. hold extensive kauri forests here, and contractors are at work sending down logs to the railway line. Well-built tramways have been carried into the bush from the valley, and run back in the hills some miles. I followed one of these tramways to Stokes and McGregor's camp. The ascent was gradual—the hill slopes on each hand for miles being easily ploughable, so far as steepness goes. In places where camps or fires had been there was a considerable amount of grass, showing that the land would make pasture if the proper kind of grass seed were sown, after the bush is cleared. Some people complain of the North being broken country, but so far as I have seen the western part of it at any rate is quite easy country compared with the famous pastoral districts of North Canterbury, and is simply level country compared with much of Otago.

One cannot help being astonished at the costly works necessary to bring timber down to the mills. The tramway, though only temporary, was as substantial as some railways, and great skill was shown in its construction. The way that it was carried over watercourses and spurs filled one with admiration for the engineering capabilities of

admiration for the engineering capabilities of those who engineered it, and yet the timber-workers who constructed it do not go through long courses of college instruction or spend years in obtaining certificates or diplomas. Anyone who sees their works and their working, however, must give them their admiration, and if ever this country needs skilled men to move heavy guns and construct roads through rough ground a call on the timber-workers would bring some thousands of the most active and resourceful fellows in the world who can make roads where roads seem impossible, and move tremendous weights with an ease that seems marvellous. The actual work of getting out timber in the Maropiu Bush was suspended at the time of my visit, but the work of extending roads into the bush to communicate with the tramway was going on apace.

I left Stokes and McGregor's Camp and tramped over a low spur to Snowden's Camp, and here too road-making instead of felling and hauling was being carried on, so I descended to the Kaihu Valley again, striking it near the Maori settlement of Ahikiwi. At Ahikiwi is the Ngatihinga hapu, a section of the great Ngapuhi tribe. The whole hapu was busy digging up their early potatoes and planting kumeras and potatoes for the autumn crop. The crop of early potatoes, grown without manure, was a heavy one, and the tubers were remarkably fine and healthy. Men were ploughing and harrowing, so that we could see how the soil worked, and it would make a farmer's heart glad to see how easily that chocolate-coloured loam turned over to the plough, and how friable it was before the harrows. Such soil, in that warm, moist valley, should yield prodigious crops. There were extensive patches of maise, and some of the cobs of last year showed what can be done with this crop.

this crop.

I followed the course of the Kaihu River back to Maropiu, through luxuriant grass on the flats, and by beaches of shingle and sand. Rapids alternated with deep pools, making beautiful fishing water, and if the stream were only well stocked it would be the delight of anglers, for nearly every inch of it can be fished, and the deep pools should carry big fish.

On the previous day I had seen from the bank of the river near the Maropiu railway station three fish in the water running, so I should guess, about three-quarters of a pound each in weight. If they were not rainbow trout they were close relations. I am as sure they really were trout as a man can be without having the fish before him on the grass, and a Maori who lives by the river there, on being asked, said, "Oh, them fellow trout fish," which, of course, should clinch the matter. I took other opportunities of examining the river, but saw no other fish resembling trout. This, however, to anyone who knows the shy habits of trout, is no argument that other fish were not there.

On leaving Maropiu I went up to Kaihu or Opanake, at the terminus of the line, and through the courtesy of Mr. Trounson was able to see some of the finest kauri bush left in New Zealand, and some of the most extensive bush workings. I took horse and proceeded along the main north road, which leads through to Hokianga, and from which branch roads go to the East Coast. This road, which, though a little rough, is a good summer track for vehicles, rises up the west side of the Kaihu Valley in a gradual incline, giving excellent views of the river, which here runs through a series of picturesque, though not majestic gorges. I rose to the hill summit, which lies between the Kaihu and the Pacific Ocean, and commanded a magnificent view. On the one hand broad slopes going down to the sea, with the great Maunganui Bluff standing out gaunt and blue against the lines of fern and manuka country. On the other hand, forest-covered hills, stretching to endless distances. The country we rode through, though in reality the backbone of the seaward ranges, was under a thousand feet in height, and resembled a broad rolling plain, with an inclination westward. It is gum country, and one dare not say much to Aucklanders in its favour, but the soil was a dark, good-looking loam, at least two feet in depth, and the sub-soil a friable sandstone. Judging by appearances there must be tens of thousands of acres of this class of country, covered with scrub and fern that should require little labour to turn it into grass. The ubiquitous danthonia was in evidence, its white seed stems showing up in little patches where the gumdigger had made his fires. This grass only requires encouragement to turn all that great stretch of now useless land into good sheep pastures.

About an hour's ride from Kaihu is the

sheep pastures.

About an hour's ride from Kaihu is the Kauri Park, given by Mr. Trounson, sen., to the public of this country. It lies alongside the main road, and is a magnificent piece of forest. I did not enter it on this occasion, for just before reaching it we branched off suddenly to the left, and entered the Wairua Bush, surely one of the noblest forests in New Zealand. Gigantic kauris, with trunks twenty and thirty feet in circumference, rise like steady columns sixty and seventy feet in height, sometimes without a perceptible taper and often without a branch. And above these noble silver-grey columns towers the spreading head of the tree. The undergrowth, in strange contrast to the massive kauri, consists largely of slender, graceful lanoswood, and palm-like spiderwood, with giant ferns and kie-kie, kauri grass and toe-toe in great profusion. I have ridden through many of New Zealand's forests but none impressed me like this Wairua Bush. Mr. Whitehead, who was guiding me, told me how many millions of feet of timber there were in the standing kauris, but I forget the figures, and after all the quantity is diminishing rapidly, for men are at work cutting down the trees as fast as they can, and tumbling them into the Wairua Creek so that floods can carry them to the booms at Kaihu. The road through this bush is almost level, and in fact the whole of the high country for miles around is practically a plateau with an altitude of about a thousand feet above sea level. When the forests are cleared and the gum dug out, no doubt men will turn their attention to settling even the kauri country, which has a bad name among those who think grass should grow without any trouble.

Utilizing kauri bush is an industry that

trouble.

Working kauri bush is an industry that has often been described, still an hour or two watching the industry gives one a better insight into the actual work than any number of words, no matter how skilfully utilised. The crosscutters were at work on a tree, and the sharp-toothed saw wielded by four men bit into the green timber at a marvellous rate. In half an hour the tree was all but cut through, and the great pine fell crashing into the undergrowth. To saw the trunk into lengths and to drag these lengths through the bush by means of bullock teams is the second and the third operation. The slow, patient bullocks hitched on to the log drag it to the skids, where it is jacked on to a sledge or catamaran, which in its turn is dragged over a series of rounded sleepers, well graded, towards the shoot. In some places where the incline is steep a wire rope is fastened to

the catamaran, and a turn is taken round a convenient stump. This acts like a brake, and prevents the catamaran with its heavy load sliding down on to the bullocks, and crushing some of them to death. So great is the friction even on the greased and rounded sleepers that the timber smokes as if it were burning, and a smell of charred wood mingles with the dank smell of the forest. The shoot down which the logs are sent to the creek is simply a gutter composed of lengths of trees. Great logs weighing several tons were jacked into this shoot, whilst we were there, and went thundering down the steep and slippery way at an enormous rate of speed, bounding out of the shoot on to the bank of the creek, and falling over into the water with a huge splash. One would think that the Wairua Creek would do the rest, and carry the logs down to the booms unaided, but driving dams have been erected in its bed, and when there are plenty of logs in the creek, and plenty of water in the dam, the great sluices are opened and an enormous volume of water rushes out, carrying the logs before it, and with it like matches. The booms near the Kaihu township catch the logs eventually, and they are dragged out to be ripped into slabs and boards in the busy mills.

The life of the bushmen in these way-back camps would be an absorbing study to those interested in human character. These men are probably among the strongest and most capable of physical workers in the world. The manner in which they move huge logs in rough forest country is marvellous. I do not know which among the different classes—axemen, crosscutters, jackers, or bullock-drivers—wins the greatest admiration. Each can do what only picked men can do, and their splendid physique and bodily endurance is equalled by their genuine hospitality.

(To be continued.)

MANGAWHARE

WEST BANK AT THE MOUTH OF THE KAIHU RIVER

T. S. FORSAITH was one of the earlier exporters of timber from Mangawhare at the mouth of the Kaihu River: from his biography we have the following...

In 1834 he sailed as fourth officer in the Hoogley which was under charter by the Government to transport convicts to Botany Bay. In July 1836, in the Lord Goderich, he again visited Australia and on the return voyage called at Hokianga to collect a cargo of Kauri spars.

On 17 May 1838, at the Congregational Church in Old Broad Street, London, Forsaith married Elizabeth Mary, daughter of Robert Clements, of Hoxton – their wedding being one of the first legally celebrated in a dissenting place of worship.

Later in the same year he chartered the Coromandel, loaded it with trade goods and lumber making machinery, and immigrated to New Zealand.

In 1839 he purchased two blocks of land in the Kaipara district and established a trading station on the northern Wairoa River. He also erected a mill to cut Kauri spars (then selling at £17 each) for the British Government, and imported cattle and farm implements to break in his land.

HIS LAND PURCHASES...

1839. 10 September. Mangawhare:

I Tirarau hereby agree to sell Mangaware to Mr. Thomas Spencer Forsaith for 50 Pounds in money and one coat. These are the boundaries of this Land, viz. On one side by the River Kaihu, following its course until it reaches the foot of the hill called T. S. Forsaith. [400 acres] Motuaronga the which hill (or elevated Land) forms the boundary on the other side extending to the Wairoa River.

1839-2,000 acres...

Forsyth buys off Wiremu Tipene of Ngati Whatua:

Deeds—No: 337: Hokorako Block, River Arapaoa, Kaipara District

Now this Indenture witnesseth that in consideration of Twenty-five pairs of blankets, ten waistcoats, ten pair of braces, one cloak, ten coats, twenty pairs of Trowsers, twenty shirts, five pieces of handkerchiefs, one piece of Dungaree, six pieces of gown print one dozen Comforters, five single fowling pieces, two boxes percussion caps, fourteen razors, five cloth Caps, two bags of Sugar, two bags of Flour, four Casks of Powder, two casks of Tobacco, Six Iron pots, one cask Ball, two boxes Soap, one box pipes, five boxes, a cow and calf, one boat, two double barrel fowling pieces and thirty Sovereigns lawful coin of Great Britain in hand well and truly delivered by the said Thomas Spencer Forsaith

HASTINGS ATKINS 1851

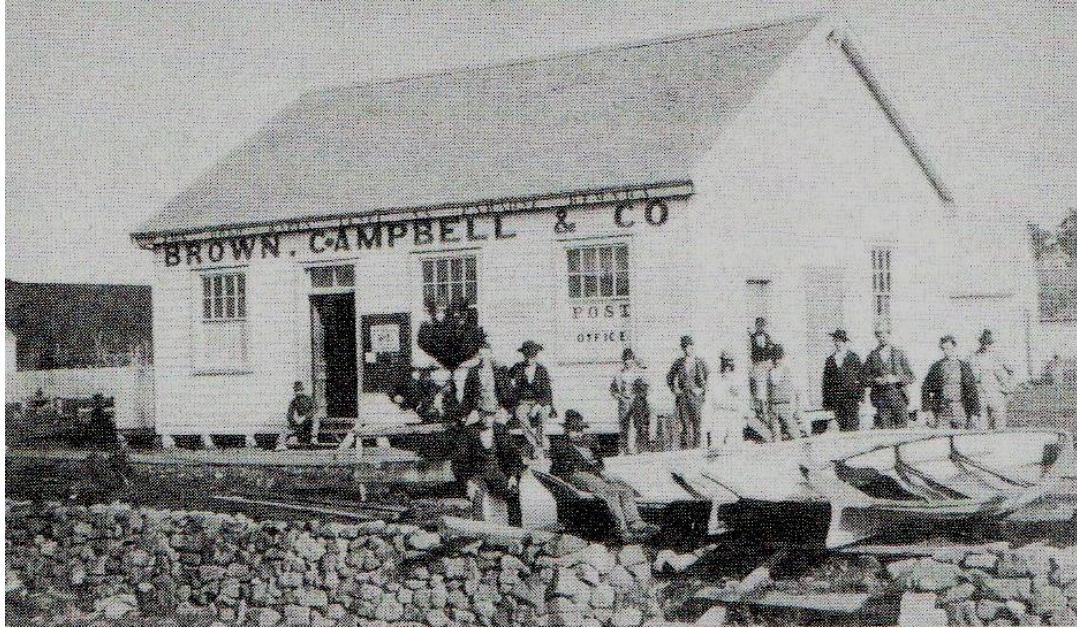
On the 3 June 1851 Hastings Atkins bought the Mangawhare property off T. S. Forsaith for 175 pounds. The acreage was now 351.

The first serious attempt at exporting timber was under taken after 1851 when Mr. Atkins and his agents Matthew Marriner and Messrs' Brown and Campbell formed an exporting business at Mangawhare.

The purpose of the Mangawhare business was to export timber and Kauri gum, these being secured from all over the district including the Kaihu River Valley.

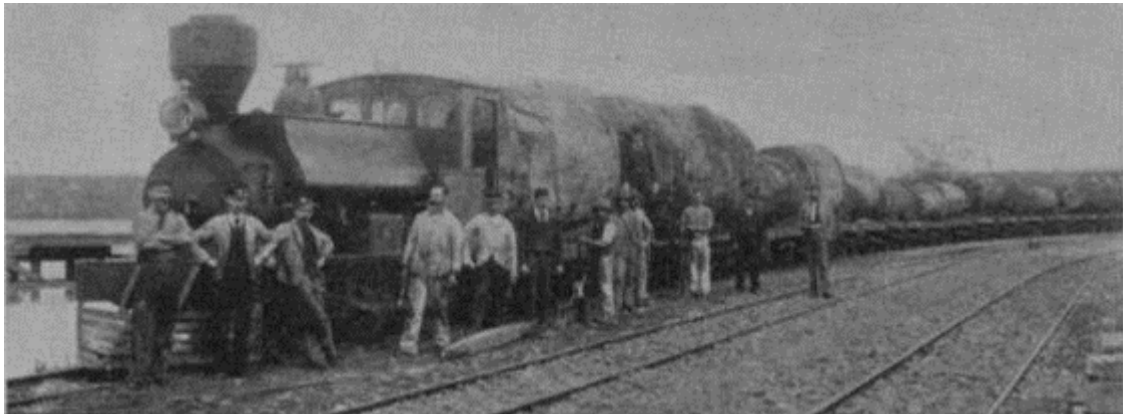
In 1852 Atkins obtained a timber license as per the following news clip (page 167) and in 1857 it is recorded that he is sending to Portsmouth, England aboard the barque *Signet* a consignment of 50 Admiralty spars, 28 Tons of Tanekaha bark and 330 tons of Kauri gum.

In 1862 Mr. Atkins retired, and the business was taken over by Dr. Campbell of Messrs' Brown, Campbell and Co.



ABOVE: BROWN AND CAMPBELL AND COMPANY'S STORE AT MANGAWHARE
ON THE BANKS OF THE NORTHERN WAIROA RIVER

BELOW: LOGS ARRIVING AT THE MOUTH OF THE KAIHU RIVER FROM THE KAIHU VALLEY FORESTS⁸



⁸ IT IS INTERESTING TO NOTE THAT THIS LOCOMOTIVE "F" 216 SPENT THE WHOLE OF HER LIFE ON THE KAIHU SECTION, HAVING BEEN ERECTED THERE IN 1888. SHE WAS KNOWN AS K.V.R. NO. 1 (I.E., KAIHU VALLEY RAILWAY NO. 1).

NEW ZEALANDER, VOLUME 8,
ISSUE 658, 4 AUGUST 1852

Commissioner of Crown Lands' Office,
Auckland, 14th July, 1852.

NOTICE.—TIMBER LICENSES for the undermentioned persons are now ready for delivery at the Colonial Treasurer's Office. Parties are requested to take them out forthwith.

Names.	Localities and date of application.
Hastings Atkins	Wairoa District, Kaipara, Oct. 14, 1851.
Robert Anderson....	Wai Werawera River, Dec. 1, 1851.
John Brown.....	Okura Creek, Dec. 30, 1851.
Henry Brown	The Okura, Dec. 31, 1851.
William Menary	North Shore, April 14, 1852.
G. F. Russell	Hokianga, May 20, 1852.
Richard Binns.....	Pura Creek, Mahurangi, May 5, 1852.
William Bayett	Manukau, June 7, 1852.

EDWARD MAYNE,
Commissioner of Crown Lands.

NEW ZEALAND SPECTATOR AND COOK'S STRAIT GUARDIAN, VOLUME IX,
ISSUE 923, 7 JUNE 1854, PAGE 3

DISASTROUS FIRE AT KAIPARA.—We regret having to report the occurrence of a calamitous fire at Kaipara, by which the large store of Hastings Atkins, Esq., has been consumed, and property to a large amount completely destroyed. From the extended nature of Mr. Atkins' engagements in the important timber trade of the Kaipara district, and the consequent necessity of his having a considerable supply of goods and provisions on hand, the store was one of the largest in the Province (out of Auckland) and at the time of the accident contained not less than £2200 worth of property, the whole of which was consumed, with the exception of a few cases of tobacco. The cause of the fire has not been ascertained, but it is supposed to have arisen from the negligence of some person smoking either in the store or close by it; this catastrophe ought to be an additional warning to those who are addicted to smoking, or who are employers of smokers, to exercise double caution in the practice near wooden buildings, as one occurrence similar to this at Kaipara might involve a whole street or a great portion of our city in ruin.—*New Zealander*,. April 22.

THE PRISONER HOPES.—The period of ser-

SHIPPING INTELLIGENCE PORT OF AUCKLAND
DAILY SOUTHERN CROSS, VOLUME XIV, ISSUE 1043, 26 JUNE 1857, PAGE 2

June 25—**Signet**, barque, 539 tons, W. C. S. Lewis, master, from Kaipara, with 50 admiralty spars, 28 tons tanekaha bark, and 330 tons kauri gum shipped by Hastings Atkins. Passengers for Portsmouth, England:—Hastings Atkins, Ada Mairiner, Rhoda Mairiner, Annie Chapman.—Brown and Campbell, agents.

PORT OF ONEHUNGA

DAILY SOUTHERN CROSS, VOLUME XVIII, ISSUE 1518, 4 JUNE 1862, PAGE 3

KAIPARA.—The following is the report of Capt W. H. Yule, ship City of Manchester, dated Kaipara, May 29th, which has been handed to us (DAILY SOUTHERN CROSS) for publication ; —“Arrived off the heads of Kaipara from Auckland on the 12th inst, after a passage of seven days. Could not see any distinguishing or leading marks on the heads, as per chart. Brought the north head to bear N.E. (magnetic), and steered in boldly for the head on the same bearing, when a fine open, broad channel presented itself to my view, bearing a N E. course right through, carrying 7 fathoms at half ebb, wind N.W. I consider Kaipara a safe place to enter in any weather. From reports in Auckland and elsewhere I expected to have had great difficulty with my ship, COUPLED WITH DANGER, which made me take a pilot with me from Auckland to take the ship through the heads, which I should not have otherwise done. I would advise every ship-master who, may chance to come this way to make the land a little to the north of the heads, say 8 or 10 miles. By doing so the heads cannot be mistaken, and no difficulty nor danger need be apprehended, as you sail along the land, say 5 miles off, and bring the north head to bear N E. (magnetic), steer boldly in, and a fine open channel will burst on your view, about 1½ mile wide, as near as I could judge. I cannot see why Kaipara should have such a mighty bad name, as ships of the largest tonnage can enter at any time of tide. It has the advantage of all the other ports on the west coast, which are bar harbours, whereas Kaipara has no difficulty such as that to surmount; and should it be my lot to be on a lee shore in this locality I should make directly for Kaipara, having so much confidence in it myself. Mr Matthew Marriner offers every facility for the loading of ships (as agent for Mr. Hastings Atkins) under his consignment.”

WE are glad to find that the spirit of enterprise is abroad ; and as a necessary result of the judicious application of capital, we expect to find that our provincial resources will be rapidly developed. From a recent tour in the north of this province, we are enabled to state that incalculable wealth is lying dormant, which a little energy and capital would soon convert into money. There are immense forests, and hundreds of thousands of acres of the most fertile land lying waste. It is satisfactory, however, to know that something is being done to develop at least one branch of industry in the north. We refer to the timber trade. Mr. John McLeod established the pioneer steam saw mill on Kaipara a year ago, and it is now as complete an establishment as any one might wish to see. He has likewise opened up a new trade with India in squared timber, which promises well for this country, as it has been found that kauri is the only wood which the white ant does not attack. The effect of Mr. McLeod's enterprise has been to bring four vessels a month, on an average, into the Kaipara. Another steam saw mill has been erected on the upper reach of the Oruawharo, by an Albertland settler ; but when we visited the settlement it was not quite completed. Mr. Bonar, of Kaukapakapa, is building a steam saw mill on the Wairoa, below Mr. Marriner's ; and we believe the machinery for another steam saw mill for the Wairoa is coming out from England. Hokianga is likewise to have its steam saw mill, arrangements for the erection of which are, we have been given to understand, being made by Mr. Webster and a gentleman in Sydney. In enumerating the mills to the north of Auckland we must not forget the extensive works of Messrs. Henderson and Macfarlane, on the Waitemata, or of the old established concern at Pakiri, on the East Coast. South of Auckland we have four saw mills in full operation on the Manukau, and a floating mill is being taken to the Waikato by Mr. Gibbons, the proprietor of two of the Manukau mills. On the west side of the peninsular of Coro-

WHAPU

EAST BANK AT THE MOUTH OF THE KAIHU RIVER

TIMBER BUSINESS

It was not until Hasting Atkins bought out T S Forsaith at Mangawhare that the timber business at the mouth of the Kaihu River began in earnest and then after the arrival of Joseph Dargaville 1871 we had merchants operating each side of the Kaihu River employing hundreds of men in this growing business.

As the mill settlements grew, so too did the demand for service industries. Homes, stores, hotels, churches and schools: rugby and cricket clubs were formed and other recreation clubs; people were settling in and so roads and a railway line had to be built to help with the ever ending demand from the worlds populous and immigrants. In deed a very busy time.

1871: JOSEPH McMULLEN DARGAVILLE

In 1869 -70, Irish Entrepreneur by the name of Joseph McMullen Dargaville joined the Melbourne firm of 'Must and Company' as their Auckland agent and opened a business as a wholesale merchant in Hobson's Buildings, Shortland Street.

In 1871, Joseph, travelled to the mouth of the Kaihu River then known as Whapu and decided to set up shop for his firm Must and Co on the East bank initially and then for himself as follows...

Note: Dargaville commuted frequently from Auckland until late in 1871, when he promoted Edwin Mitchelson, a member of his staff, to local manager.

Recognizing the trade potential of the relatively undeveloped resources of Kauri timber and gum, Joseph initially leased from Parore Te Awha four acres on the adjacent Kaihu River and then eventually in 1872 he purchased from Parore and others the Tunatahi block of 171 acres, and at the junction of the Wairoa and Kaihu rivers founded and developed the town of Dargaville. He set up a trading post and built up a prosperous timber industry that by 1876 was reputed to employ over 400 men.

At his own expense he built a large store and gum shed, and tramways and wharves to service the expanding overseas trade. In time, cottages and two hotels were erected and in 1874 a spacious family home was built on a prime site in the town. He donated land for the

Anglican Church and for a school and was one of the original promoters of the Kaihu valley railway connecting Kaihu with Dargaville.

In 1876 Joseph Dargaville sold part of his timber interests to the Union Sash and Door Company and Edwin Mitchelson took over his merchant businesses. Dargaville continued to own, almost exclusively, the land and buildings of the township, from which he derived considerable income through leasing. To gain the maximum economic advantage from his estate he established the Dargaville Trust in his wife's interests and transferred the management of his property to the trustees.

NORTHERN WAIROA KAIHU

DAILY SOUTHERN CROSS, VOLUME XXXII, ISSUE 5324, 4 NOVEMBER 1876, PAGE 5

NATIVE GATHERING AT NORTHERN WAIROA.

THE largest and most influential gathering of the Maori "upper crust" which has taken place here for some time was held at Mangawhare last week. The meeting was attended by chieftains from Hokianga, Mahurangi, Kaipara, and this district. Amongst those present were Parore Teawha, Tirarau Kukupa, Te Rore Taoho, Pirika Ngi, Tiopira Kinaki, Tawhu Moetara, Pairama Ngutahi, Te Hamara Taumatini, Hemana Whiti, Te Kene Nene Matitukuba, Mihaka, Taurau, &c. The object of the meeting was to consider the alienation of a piece of land situated at the junction of the Kaihu and Wairoa rivers, on which are the business premises of Messrs. Must and Co. The land contains about 170 acres, and was at one time given to one of Mr. W. A. Marriner's children, and subsequently leased to Messrs. Must and Co. by the natives. It seems that Mr. Marriner's title to the land had never been completed, the vendor's right to the disposal of it having been disputed, and I believe an adverse judgment given in the Native Lands Court. The land has since then become very valuable as a business stand, and J. M. Dargaville, Esq., wished to purchase it. The natives, keenly alive to the value of the property,

were at first very high in their demands, asking £500 for the 170 acres; ultimately they agreed to sell to the highest bidder, and Mr. Dargaville became the purchaser for £171. —At the same meeting Mr. W. A. Marriner, as native interpreter, negotiated with the Upper Kaihu chiefs on behalf of Messrs. Bonar and Johnson, of the Aratapu Saw-mills, for the purchase of an extensive forest of kauri timber on the Kaihu river. This was effected in consideration of the sum of £250, the first instalment of £50 being paid at the completion of the transfer. —Mr. Preece, on behalf of the Government, offered to treat with the natives for the purchase of a kauri forest in the Kaihu district, but the owners, thinking I suppose that they had transacted business enough at one meeting, declined to entertain his proposals. —The Rev. F. Gould was at Mangawhare on Sunday, and held Divine service in Maori. There was a good attendance, and after the service he expressed his satisfaction at meeting such an intelligent and appreciative native audience. Mr. Gould left here for Auckland on Thursday last. The natives remained for two or three days enjoying each others' society and visiting their friends, and dispersed well satisfied with the amount of business done.

15.44 Sale of Tunatahi block [Dargaville], July 1872

AUCKLAND STAR, VOLUME VI, ISSUE 1688, 16 JULY 1875, PAGE 2

BUSINESS is very brisk in the various bushes around here, especially in the work of felling and squaring timber. Since my last the barque 'Harriet Armitage' has taken her departure, with a load of squared timber, for China. — We have now a skating rink

AN absurd rumour has gained currency in the South to the effect that Sir Julius Vogel and Mr Thomas Russell have entered into a contract with the Admiralty, on behalf of the New Zealand Government, by which a large portion of the New Zealand kauri forests are to be reserved for the purpose of supplying the British Admiralty with timber for shipbuilding purposes. The true facts of the case, we believe, are these :— During his residence in England, and in his private capacity, Mr. Thomas Russell has pressed upon the attention of the Admiralty the valuable qualities of the kauri pine for shipbuilding, and has succeeded in arranging for its use to a very large extent at the naval dockyards. With this view he has entered into a contract with the Admiralty, on his own behalf, to supply two and a-half million feet of timber per annum, in the form of spars and balk timber. This important contract has been sublet to Mr J. M. Dargaville, who, as is well known, has acquired rights over extensive kauri forests on the Wairoa river, Kaipara, and elsewhere, and has now some large contracts on hand for supplying logs to mills, particularly to the Aratapu sawmill. The Shortland Sawmill Company, in which Mr. Russell is a shareholder, has also undertaken part of the contract. The arrangement will no doubt tend to bring the kauri into still greater repute, and by increasing the demand will tend to accelerate the present very rapid process of denuding the lands of the province of their timber. Even at the present rate of consumption, the time is not far distant when the kauri pine will be a rarity. The tree is one of very slow growth, and no measure, however comprehensive, for the conservation of forests can possibly keep up such a supply as that now being drawn from this province.

About 1910 at the township of Dargaville another saw mill was established and continued to operate up until the 1950's. The greater part of its life span was catering for local needs rather than export. The mill was established by Anderson and Sundberg, and was known as Anderson's Mill for many years.

In the latter part of its life it was owned by the Rope Family.

In 1954 a new company was formed by Morse and Ramsey which continued until 1970, when the mill was dismantled and re-erected at Parore, a little North of Dargaville. The original mill site was upgraded and now forms part of the waterfront area of Dargaville. The

extent of the site was from the Northern Wairoa Boating Club to that land now occupied by Woolworth's supermarket.

Another mill was owned by Woolsey Allan.⁹

FIRE AT DARGAVILLE

EVENING POST, VOLUME XCIII, ISSUE 44, 20 FEBRUARY 1917

DARGAVILLE, This Day.

At 12.45 o'clock last night the fire bell sounded an alarm. It was found that Woolsey Allen's mill was ablaze.

When the brigade reached the scene the buildings and a large stock of timber were a mass of flames, and there was no chance of saving anything. Anderson's mill, contiguous, was in danger.

Luckily, the wind was blowing from the right quarter, and a plentiful supply of water and the heroic efforts of the brigade prevented the fire spreading.

Anderson lost five hundred thousand feet of timber, part of which was being loaded on the barque Margra.

Allen's insurances total £1900; Anderson's insurances are not known.

BUSH ADVOCATE, VOLUME XIX,
ISSUE 851, 21 OCTOBER 1907

SEVEN DROWNED.

[PRESS ASSOCIATION.]

AUCKLAND, To-day.

Wallace Bros.' launch, containing a fishing party of 12, capsized on the Whangapae bar on Sunday evening.

Seven were drowned, including:—

David and Harold Wallace, flax-millers.

W. Adamson, clerk.

Rawini Riri and Thos. Yorke, mill-hands.

George Harris, saddler.

Arthur Popplewell, a boy.

Those saved were: Woolsey Allan, jun., mill manager; N. Irving, bush contractor; R. Blundell, engineer of the launch; Wi Hare and Tepaa, mill

⁹ SOURCE: (EXCERPTS FROM "SAWMILLS ON THE KAIPARA" BY RAY HILL-TAYLOR)

A SAWMILL ACCIDENT

ASHBURTON GUARDIAN, VOLUME XXXIII,

ISSUE 8821, 18 MARCH 1914

DARGAVILLE, March 17.

Late this afternoon Harold Anderson, proprietor of a Dargaville sawmill, met with an accident while dogging a log preparatory to hauling it up to the saw. The wedge slipped and a chip off the log entered his right eye. The doctor ordered his removal to the Auckland Hospital immediately. It is feared that he will lose the right eye. He was taken by launch to Helensville this evening.

LOCAL AND GENERAL

NORTHERN ADVOCATE, 28 JANUARY 1920, PAGE 2

The Te Kopuru sawmill (which has just been closed down) was the third built in the Northern Wairoa district. The promoters were Messrs Henry and Charles Walton and W. S. Graham, the owners of up-river properties, which carried considerable kauri forests. The machinery was shipped from England on the Cossipore, about the year 1866. The vessel got as far as the Bay of Biscay, when she was found to be in a leaky condition and put back to port. Captain Wilson took command, and a fresh start was made. When the ship arrived at Te Kopuru it was found that the machinery was much damaged, and the purchasers refused to take delivery. Two engineers, Messrs Shepherd and Firth, had been sent out by the makers of the machinery to see to its erection, and others were also on the ground ready to go on with the work, so that the delay was costly. Long litigation ensued, and the workmen were disbanded. Mr Firth was drowned in the Te Kopuru creek, and was buried on the bank. Ultimately the machinery was put up to auction by the old Auckland firm of Messrs Cochrane and Son, Mr Samuel Cochrane being the auctioneer. A peculiar feature of the sale was the announcement made by Mr Cochrane that the money, according to his instructions, was to be paid in sovereigns, but he was prepared to take the responsibility of accepting Bank of New Zealand notes. The purchaser was Mr Alley, who bought it for the original purchasers.

It is reported from Dargaville that the Te Kopuru mill of the Kauri Timber Company, has closed down, and that the company's bushes in the Northern Wairoa have been cut out. For many years the Te Kopuru mill registered the largest output of timber of any mill in the district, and some years ago more timber was exported from the Kaipara harbour than from all the other New Zealand ports combined. The industry has a striking record in the Northern Wairoa, at one time employing many hundreds of men in the forests, on the rivers, in the mills, and in connection with the shipping of the timber to oversea ports. But the larger mills have passed away, the Tatara-riki sawmill being the only one of considerable dimensions now remaining. Next comes Mr Anderson's mill at Dargaville. Three other small milling plants are engaged cutting up the smaller kahikatea and rimu in isolated portions of the country. For the last year or two only twenty to twenty-five men have been directly employed at Te Kopuru.

The Craig liner Ihumata leaves Dargaville wharf this afternoon direct for Sydney with six hundred thousand feet of timber from Anderson's mill. A special steamer has arrived from Auckland with mails to be despatched by the Ihumata for Australia.

EDWIN MITCHELSON AND CO. 1876



LEFT: EDWIN MITCHELSON.¹⁰

In 1871 Mitchelson joined the firm of J. M. Dargaville and Company, timber and Kauri gum merchants. He was soon promoted to manager of their store and trading concerns. The area's first post office was located in this store and Mitchelson was postmaster from 1871 to 1880.

In 1876, when Joseph Dargaville sold the timber interests, Mitchelson took over the other enterprises. With his brothers Richard and John he founded the firm of E. Mitchelson and Company, which later extended its activities to include the timber trade. He was also involved in founding the shipbuilding industry on the Kaihu River. He owned several ships, including the fine schooner Huia,

trading regularly between Kaipara Harbour and Lyttelton. Mitchelson along with Mr. Dargaville was one of the original promoters of the Kaihu Valley railway.

When Mitchelson moved to Auckland in 1881 he established a branch of E. Mitchelson and Company, with offices and a gum warehouse in Little Queen Street. From the 1890s the output from the saw mills he had built at Aoroa and elsewhere in the north was prodigious. In December 1898 a new company, Mitchelson Timber Company, was formed and the head office transferred from Dargaville to Auckland. At the peak of sawn timber production in 1907 the company held cutting rights to Kauri on Crown lands in Hobson, Hokianga and Whangarei counties.

A BIG RAILWAY CONTRACT
MARLBOROUGH EXPRESS, VOLUME XXIII, ISSUE 17, 21 JANUARY 1887, PAGE 2

(UNITED PRESS ASSOCIATION.)

AUCKLAND, Jan. 21.

Owen, the contractor for the Kaihu Valley railway, has arrived from Sydney, and means to start operations at once, giving employment to 100 men. The first section of $16\frac{1}{2}$ miles is to cost £58,000, including rolling stock, railway stations, and other buildings. The railway will tap a splendid kauri bush, containing 300 millions of feet of timber. The railway plant and rolling stock will be brought direct from England.

American timber can be put into any of the Australian markets at nearly one-half the cost of our kauri, and hence it will be seen that unless we can produce at a cheaper rate the industry is a thing of the past, and Sir Julius Vogel will be able to conserve the kauri forests of New Zealand for generations yet unborn. Last year the Union Sash and Door Company, the largest timber concern here, lost £18,000, and having a big overdraft with the Bank of New Zealand, the company is now forced to curtail and shut down its mills till lower wages rule. The Americans have the great pull of us in that they can get their baulk timber down in winter while the ground is frozen and the rivers a sheet of ice. When the ice thaws the timber moves off down stream with little trouble or expense. Here the timber has to be got out in winter, and has to be hauled over some feet of mud instead of slippery frozen ground, and great dams—costing hundreds of pounds—have to be built, to catch a head of water sufficient to drive the junk timber out into the main stream. All eyes just now are turned towards the Kaihu valley, where a contract for some 20 miles of railway has just been let by a private company, in which Messrs E. Mitchelson, J. M. Dargaville, and others are largely concerned. This line will open up one of the finest kauri forests in the colony, and when completed will give the industry another “boom,” as the timber will be got out cheaply and expeditiously, which is the whole secret of success in this business. I have known as

peditionously, which is the whole secret of success in this business. I have known as much as £2000 worth of logs to lie in a stream 18 months waiting for a fresh, which simply means ruination to any company. The Kaihu valley line will not only open up a great extent of forest country, but also a large area of very fine agricultural land, much of which is suitable for fruit culture. The line is to be finished in 18 months, and some of this land will come into the market in about a year's time. The company is building the line under the old District Railways Act, and gets some 20,000 acres of land.

North Auckland, by the way, is very poorly off for railways, the main trunk ending at Helensville, 38 miles north of Auckland. There are small coal sections at Whangarei and Kawakawa, and the Kaihu, now in course of construction, is all that the district can boast of in the way of railways. It is little better off for roads, though here and there—at Whangarei and the Bay of Islands—are some few miles of macadamised highways. There is a main north road running through the district, but in many places it is only a clay track. Fortunately the district has numbers of fine harbours, with navigable rivers running from them into the interior, and nearly the whole of the traffic of the North is carried on by steamers; and as showing the progress of the colony, I may quote the fact that the speedy and yacht-like s.s. Wellington, which only a few years ago was one of the chief coasting boats, now plies between Auckland and Northern ports,

To return again to the North Auckland district, I may point out that land which a few years ago was considered absolutely valueless—the “gum ranges” from which the kauri gum is obtained—has proved itself eminently adapted to fruit culture, particularly to apples, pears, and plums. Just this very week there have been on exhibition in Queen street some of the finest apples and plums ever seen in Auckland, grown by a Mr Parr, a nurseryman, at Waikomiti, a few miles from the city, on the “hungriest” of looking land. One of the apples weighed 27oz. This gum land was always considered next to valueless, but latterly quite a quantity of it has been put down to fruit, and agreeably surprising results have been obtained—in fact, for certain fruits it cannot be beaten. At Mangapai a Mr Knaggs has an orchard—about eight acres—on gum land, off which he nets every year about £200. The forests in burning off no doubt deposited in the soil the elements of potash which fruit trees feed so largely on, and hence the results. This same gum land gave to the North its bad name for so many years, and people going North in search of land used to get so disgusted at meeting with nothing but barren gum ranges for the first 50 or 60 miles that they turned back without reaching the great fertile valleys of the Far North, and gave the district the character of being a barren waste. These gum lands have been of immense value to the province, for they have not only supported a large number of men all through the bad

times, but have always been a great assistance to the small cockatoos, who during dull times could go and dig gum to raise a little cash. To the settlers generally, too, the gumdiggers' camps have been of great benefit, affording a good market for butter, cheese, bacon, beef, &c. Thousands of diggers roam about the North, and the value of the industry is shown by the annual amount of gum exported—namely, £299,000. The kauri timber industry has also been a great support to the North, the mills and bushes throughout North Auckland employing some thousands of men, and these again have always provided first-class markets for settlers' produce. Till quite lately the gum industry was quieter than it had been for very many years, owing to the unprecedented low prices, but it has taken a rise lately, and now all the fields are again well manned, and good wages (in the case of an expert digger as much as £3 10s a week) are being made. The greatest novice will not make less than 30s, but it is very hard work and long hours, the gum gathered in the day having to be “scraped” at night. The timber trade is still terribly depressed, and I learnt from Mr E. Mitchelson yesterday that the Aratapu mills (the largest in the province), in the Northern Wairoa, will “shut down” and dismiss all hands next week. High wages have ruined the timber industry, and before it can again be revived successfully the workpeople will have to be content with at least 25 per cent. less wages. American timber can be put into any of the

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THE KAURI TIMBER COMPANY

*THE UNION STEAM SAW, MOULDING, SASH AND DOOR
COMPANY: 1864*



LEFT: ¹¹

The Kauri Timber Company was formed in 1888 by a group of financiers in Melbourne, Australia and quickly gained a monopoly of the Kauri industry by the takeover of a number of the distressed milling companies.

It owned and operated as many as thirty mills at one time, and shipped Kauri to Australia and the west coast of the United States.

With the depletion of Kauri resources, the company diversified operations into other timbers, by taking over other milling companies including White Pine Company in 1902, Ellis and Burnand in 1904, and Butler Brothers in 1907.

In 1961 the Kauri Timber Company was itself taken over by Fletcher Timber Ltd, which is today New Zealand's second largest forestry company, operating in a number of countries. The depressed state of the Kauri industry continued until 1897, by which time 75 per cent of the Kauri forests had been cut. Production then increased in a final great boom period that reached a peak in 1907. From thereon Kauri production declined, and minor quantities were milled from 1920 until 1973 when Kauri became protected. The supply of logs from private land had almost ceased in the late 1950's and early 1960's, but continued from State forests.

By 1890 the Australian registered Kauri Timber Company owned and milled huge areas of Kauri forest in this country for use in Australia and the West Coast of America. It owned and operated as many as 30 mills at one time towards the close of the century, at a time when an estimated 35,000 square kilometres of land was either milled or cleared for pastoral farming.

Some of those mills included the Hokianga saw mill company: New Zealand timber Company: W B Jackson and Jackson gum company all in the Hokianga district and also the Kaihu Valley Railway Companies timber only.

The company was registered in Melbourne, Victoria on July 4 1888 and re registered on August 31 1920.

In 1957 Industrial Products of Australia was acquired. This subsidiary had steel franchises covering Western Australia. In October 1957, Leask Corporation Pty. Ltd of Waitara, NSW was acquired.

In June 1961, it was announced that the company had sold all its New Zealand interests to the Fletcher Trust Investment Co. Limited and the balance of some minor interests was sold to the same company in December 1961.

A significant chapter in the history of industrial relations in New Zealand was the Waterfront Strike of 1913. This dispute began on the Wellington waterfront between waterfront workers and the Union Steam Ship Company over wages. The dispute soon spread to other industries around the country.

The labour movement and trade unions in New Zealand remain an important aspect of industry in New Zealand.

The following photograph shows the infamous Massey's Special Constables outside the gates of the Kauri Timber Company on the Auckland Harbour, controlling the workers during the 1913 Waterfront Strike.

NEWS OF THE KAURI TIMBER COMPANY FROM PAPERS PAST

A KAURI TIMBER SYNDICATE
STAR, ISSUE 6202, 3 APRIL 1888

SATISFACTORY NEGOTIATIONS.

AUCKLAND STAR, VOLUME XIX,
ISSUE 133, 6 JUNE 1888

According to the *Northern Advertiser*, five gentlemen have come over from Australia with a view to bringing the proposals to purchase the Auckland kauri forests and mills to a point. After inspecting the machinery at Te Kopuru and Aratapu, they proceeded up the Kaihu Valley to have a look at the forests. They went part of the way by rail and part on horseback. Of course, like most business men who have a large transaction to carry through, they are disposed to be reticent, but they did not attempt to conceal their admiration of the immense kauri forests at the head of the valley, and the splendid tract of country in the vicinity of them. Judging from the general tenor of their conversation, it would appear that, so far, no insurmountable difficulty has arisen in the way of completing negotiations, and that as soon as certain details are agreed upon, the purchase will be made. The names of the visitors are Messrs Blair, Walker, Campbell, Sharpe, and Christian.

SINCE we went to press yesterday some further information has transpired regarding the properties purchased by the Melbourne timber syndicate. The properties comprise 430,000 acres of timber land, 270,000 of which, however, is leasehold. The amount of growing kauri on these lands is estimated at 1,600,000,000 feet, and the sawmills purchased are equal to an output of 100,000,000 feet per annum, exclusive of manufacturing machinery. The following is a complete list of the properties purchased:—Mercury Bay Timber Company, Auckland Timber Company, Henry Brett (Kaipara district), Hokianga Sawmill Company, Shortland Sawmill Company, Port Fitzroy Company, Helensville Timber Company, Kopuru (Dr. Campbell), Jagger and Parker, Coates and Kendall (Kaipara district), Bradley, Cairns and Mander (Kaipara), William Meikle (Mercury Bay), J. Wigmore (Whangaroa), Coulthard Brothers (Drury), Lane and Brown (Whangaroa), P. Lanigan (Ngururu), E. T. Dufaur (Kaipara), Blair and Son (Kaipara and Thames), New Zealand Timber Company, W. B. Jackson (Hokianga and Whangaroa), Jackson Gum Company (Hokianga), Whitelaw and Day (Whangarei), R. M. Houston (Mongonui), Union Sash and Door Company, Schappe and Ansenne (Mercury Bay), Whangaroa Sawmill Company, Whangaroa Rafting Company, Kaihu Valley Railway Company (timber only), Jas. Christie (Whangaroa), Hare Brothers (Whangaroa).

The gentlemen composing the syndicate are:—George Holdship, Harvey Patterson, John Sharp, William Smith, George Napier Turner, William Harper, John Moodie, George Lush, George Shaw, Robert J. Harvey, George Haymann, Matthew Lang, Matthew Henry Davies, Edwin C. Elliot, John H. Patterson, Alexander Fraser Ross, Michael Willis Ferguson, David Blair, Charles F. Orr, Thomas Christian.

THE PROPERTIES TRANSFERRED.

The properties which have been transferred, and which are now held by the syndicate, are the following:—Mercury Bay Timber Company; Auckland Timber Company; Henry Brett, Kaipara district; Hokianga Sawmill Company; Shortland Sawmill Company; Port Fitzroy Company; Helensville Timber Company; Kopuru (Dr Campbell); Jagger and Parker; Coates and Kendall, Kaipara district; Bradley, Cairns, and Mander, Kaipara; William Meikle, Mercury Bay; J. Wigmore, Whangaroa; Coulthard Brothers, Drury; Lane and Brown, Whangaroa; P. Lanigan, Ngururu; E. T. Dufaur, Kaipara; Blair and Son, Kaipara and Thames; New Zealand Timber Company; W. B. Jackson, Hokianga and Whangaroa; Jackson Gum Company, Hokianga; Whitelaw and Day, Whangarei; R. M. Houston, Mangonui; Union Sash and Door Company; Schappe and Ansenne, Mercury Bay; Whangaroa Sawmill Company; Whangaroa Rafting Company; Kaihu Valley Railway Company (timber only); James Christie, Whangaroa; Hare Brothers, Whangaroa; and several others, with whom contracts have been made to deliver their timber at a fixed price.

THE KAURI TIMBER SYNDICATE
STAR, ISSUE 6264, 14 JUNE 1888

We learn from the *Auckland Herald* that the properties which have been acquired by the Kauri Timber Company comprise about 160,000 acres of freehold and 270,000 acres of leasehold lands, with growing kauri, exclusive of other timber, estimated at 1,600,000,000ft, with twenty-eight sawmills, capable of sawing 100,000,000ft per annum, exclusive of the re-sawing, planing, and manufacturing machinery. The terms are, in most cases, a cash deposit, and the balance within four months.

THE PRESENT SYNDICATE.

The principal members of the syndicate are the following, all of them well-known in Melbourne:—George Holdship, Harvey Patterson, John Sharp, William Smith, George Napier Turner, William Harper, John Moodie, George Lush, George Shaw, Robert J. Harvey, George Haymann, Matthew Lang, Matthew Henry Davies, Edwin C. Elliott, John H. Patterson, Alexander Fraser Ross, Michael Willis Ferguson, David Blair, Charles F. Orr, Thomas Christian.

KAURI SYNDICATE

ASHBURTON GUARDIAN, VOLUME VII,
ISSUE 1887, 7 JULY 1888,

SYDNEY, July 7.

The prospectus of the Kauri Timber Company is published with a capital of £1,200,000; 100,000 shares are reserved for New Zealand.

THE KAURI TIMBER COMPANY

MARLBOROUGH EXPRESS, VOLUME XXIV,
ISSUE 148, 12 JULY 1888, PAGE

(UNITED PRESS ASSOCIATION.)

AUCKLAND, July 12.

The prospectus of the Kauri Timber Company, received from Sydney, shows that the Company has a capital of £1,200,000 in 600,000 shares of £2 each, of which 150,000 are offered in Melbourne at 5s on application, 5s on allotment, 5s in two months, and 5s in three months. The remaining 150,000 shares are retained for vendors who guaranteed a dividend at the rate of 10 per cent for four years on the paid-up capital.

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THE GREAT KAURI SYNDICATE
WANGANUI CHRONICLE, VOLUME XXXI,
ISSUE 11299, 18 JULY 1888

A GIGANTIC CORPORATION.

CAPITAL—ONE MILLION AND A
QUARTER.

(BY TELEGRAPH).

(SPECIAL TO CHRONICLE)

AUCKLAND, July 17.

The Star referring to the new Kauri Timber Company says:—"The publication in our columns to-day of the prospectus of the Kauri Timber Company places the public in possession of complete particulars of this gigantic corporation, and some conception may be formed of the number, and value, and properties that have been secured by the syndicate. Whatever may be the after effect of the amalgamation of so many sources of wealth under one head on the future prosperity of this provincial district and the colony as a whole, we have no hesitation in expressing the opinion that the enterprise will prove enormously profitable to the shareholders. The immense saving in the cost of management alone, brought about by the extinction of so many small interests, and the substitution of one head with one policy, should alone, even in a time of depression, enable the kauri timber industry to be kept at a paying point. Another circumstance that induces us to think favourably of the Company as a remunerative method of investment is that the names of Mr David Blair and Mr George Holdship appear on the prospectus as managing directors. To Mr Blair belongs the credit of having conceived the idea of

managing directors. To Mr Blair belongs the credit of having conceived the idea of bringing under one corporation the great kauri properties in this district. It first occurred to him six years ago, but the time was not then ripe, as owing to the general prosperity that existed in connection with the timber trade the sum that would have been required to secure the properties was an insuperable barrier. He, however, quietly bided his time, and has realised to the full the truth of the axiom that 'everything comes to him who waits.' The prosperity of six years ago took wings and has flown, and Auckland's extremity proved Mr Blair's opportunity. In November last year Mr Blair conceived that the time had arrived for putting his plans into execution. He consulted with Mr Garlick, of the firm of Stewart and Garlick, brokers, with the view of acquiring the various properties, and during the next few months a good deal of progress was made. Mr Holdship, whose long and successful connection with the Auckland Timber Company rendered him an important factor in the matter, was away in England at this time, but on his return early this year he was consulted by Mr Blair, and came to New Zealand armed with full power to negotiate for the purchase of the various properties. It is doubtful if, without Mr Holdship's assistance, the concern could have been made a genuine success, the prestige of his name alone being of incalculable value to the syndicate. The negotiations which Mr Holdship undertook were of the most delicate nature. He had to reconcile trade jealousies, overcome legal and business difficulties which stood in the way

cile trade jealousies, overcome legal and business difficulties which stood in the way of the transfer of some of the most important of these properties, and it appeared more than once probable that the negotiations would have to be abandoned. Mr Holdship persevered, and, in conjunction with Mr Blair, finally succeeded completely in settling the basis upon which the Company has been formed. The other directors include some of the best men in Melbourne, and the Board will be thoroughly representative of the commercial, mercantile, and banking interests of Victoria. It is probably the strongest directorate that has ever sat at the head of a business undertaking. Glancing at the prospectus, we notice that the properties secured represent 1,563,000,000 feet of kauri, worth, at the lowest valuation of 1s per foot, £781,500; 28 sawmills in full working order, valued at £400,000; and stocks of timber worth £117,000, the total value under these three heads being £1,398,500. These figures seem to be based on a very modest valuation, and take no account of the value of the 146,000 acres of freehold and 257,000 acres of leasehold land, the gum deposits, and other timbers, kahikatea, rimu, and totara which grow densely between the kauri clumps. Since the issue of the prospectus 150,000,000 feet more timber and 25 per cent. more land have been secured, making the total kauri controlled by them 1,700,000,000 feet. This, speaking broadly, includes all the kauri in the colony, except some 300,000,000 feet on Government land. It is believed that the Company will be able to maintain the output at the present annual rate of 60,000,000 feet

pany will be able to maintain the output at the present annual rate of 60,000,000 feet per annum, and that year by year, as the appreciation and demand for kauri increases, a larger business may be expected. Recent opinions of experts on kauri place a higher estimate on the value of the wood than has been accorded to it. Mr Allison Smith, Locomotive Superintendent on the Victorian Railways, while under examination before the Forest Commission in April last year, said, in reply to a question: 'It is the most useful timber I have come across anywhere. It is useful for house-building, for ship-building, for rolling stock of every description; in fact, for every purpose you can put timber kauri is useful. I do not know a more useful tree in the world.' In the report of the experts, who experimented on the colonial timbers sent Home to the Indian and Colonial Exhibition, the remark appears that kauri 'is undoubtedly the best of all soft woods.' The promoters of the Company have reserved about 100,000 shares for New Zealand, though there appears but little doubt but that the whole capital would without difficulty be subscribed in Australia. It is very desirable on public grounds, however, that there should be a fair representation of New Zealand capital in the venture, and we therefore hope that the application for shares on this side will at least equal the reservation, while a guaranteed dividend at the rate of ten per cent. for four years is an earnest of the confidence of the promoters that the Company will be a huge financial success, and should prove a strong inducement for capitalists to speculate.

POVERTY BAY HERALD, VOLUME XV, ISSUE 5232, 26 JULY 1888

THE WANGANUI HERALD, JULY 26, 1888.

PROSPECTUS

OF THE

KAURI TIMBER COMPANY, LIMITED.

Registered under the "Companies' Statute, 1864."

CAPITAL: £1,200,000, in 600,000 shares of £2 each,

Of which 450,000 Shares are now offered to the public on the following terms of payment, viz :

5s on Application

5s in Two Months from Application

5s on Allotment

5s in Three Months

„

It is not anticipated that it will be necessary to make any further calls, but in any case they will not be made in larger sums than 2s 6d per Share, nor at intervals of less than three months. The remaining 150,000 Shares are retained for the Vendors, as hereinafter stated. A Dividend of 10 per cent per annum upon the Paid-up Capital is guaranteed for Four Years by the Vendors.

100,000 Shares are specially reserved for New Zealand.

DIRECTORS:

Hon. James Balfour, M.L.C., Messrs Balfour, Elliot, and Co., Limited
Robt. Harper, Esq., M.L.A., Messrs Robt. Harper and Co.
George Lush, Esq., Messrs Newell and Co.

George H. Mann, Esq., Messrs Ettershank, Eaglestone, and Mann
Harvey Patterson, Esq.
Hon. Lieut.-Colonel F. T. Sargood, C.M.G., M.L.C.

John Sharp, Esq., Messrs John Sharp and Sons

MANAGING DIRECTOR:

David Blair Esq., Market Street, Melbourne.

LOCAL DIRECTOR FOR NEW ZEALAND:

George Holdship, Esq., Auckland.

NEGOTIATING BROKERS:

Messrs Stewart and Garlick, Auckland.

SOLICITORS:

Messrs Madden and Butler, 75 Collins Street West, Melbourne
E. T. Dufaur, Esq., Auckland.

BANKERS:

Bank of Australasia Bank of New Zealand
Bank of New South Wales The City of Melbourne Bank, Ltd.

SECRETARY (pro tem.): A. M. Valentine, Union Buildings, Chancery Lane.

BROKERS--MELBOURNE:

James Donaldson and Co, Limited
Chapman and Wakley, Limited

Messrs Clarke and Co.

Wm. Noall, Esq., Collins Street East

Messrs Brook Bros., Metropolitan Chambers, Collins Street East

Herbert Wilson and Co, Limited, Collins Street West

BROKERS--SYDNEY: Fraser and Co.

Neither is any estimate included in respect of large Gum Deposits to be found on the lands which the company will acquire, and from which a considerable revenue is expected.

Nor for the large quantities of Kahikatea (White Pine), Rimu, and Totara timbers, dense forests of which occupy part of the lands the Company is to acquire, and which are of great value.

Part of the property acquired from the NEW ZEALAND TIMBER COMPANY LIMITED comprises some 26,476 ACRES OF FREEHOLD, which has a frontage of 8½ miles to the COROMANDEL GOLDFIELD, and it is generally believed that large and payable gold and silver deposits are to be found thereon.

The company will also be entitled to all or any contracts made by the Vendors, not specified in this prospectus, without further payment than the cost for which the Vendors obtained them.

The Vendors are, by the agreement with the Company, to receive 150,000 fully paid up shares ; and the Company is to take the position of the Vendors under the contracts, to recoup them such part of the purchase-money as has already been paid, to provide for payment of the balance, take the legal transfers, etc., and generally carry out the contracts, including certain obligations of the various concerns according to the terms of the contracts, but the Vendors are to receive all discounts to be allowed thereunder for prompt payment.

The Directors are in a position to secure the services for a definite period, at remuneration to be fixed, of Messrs David Blair, of Melbourne, and George Holdship, of Auckland, and, with their experienced management and immediate knowledge of the trade, as well as the economy and efficiency of a united control of the whole of the properties, the Directors confidently anticipate increasingly satisfactory dividends, and the Vendors guarantee the first four yearly dividends at the rate of ten per cent. per annum, either personally or by the guarantee of a Guarantee Company.

The first annual meeting to declare dividends will be held in October, 1889.

The Annual Export of Kauri Timber from New Zealand, according to the latest statistics, is estimated by the Vendors as follows, viz. :—

To Victoria	...	...	...	10,000,000 feet.
„ New South Wales	...	...	...	10,000,000 „
„ South Australia	}	...	...	5,000,000 „
„ Western „				
„ Queensland				
„ Tasmania				

MAKING A YEARLY EXPORT OF ... 25,000,000 feet.

The Annual Consumption in New Zealand and the adjacent Islands has been carefully estimated at 35,000,000 „

MAKING AN ANNUAL OUTPUT OF ... 60,000,000 feet.

The Directors, from their long experience of the trade, are confident that the Company will not only be able to do business to this extent, but that year by year, as the appreciation and demand for kauri increases, a larger business may be expected.

Taking, however, the full extent of the Company's business to be annually, as above, the profits, after making all necessary deductions for Sinking Fund, etc., are estimated at much more than amply sufficient to pay the guaranteed dividend.

The only charges to be borne by the Company, beyond the expenses of completing the contracts, are the usual charges for brokerage, advertising, and other preliminary expenses.

The Memorandum and Articles of Association, with the various contracts hereinbefore referred to, or certified copies thereof, plans of the properties and the Agreement between the Vendors and the Company, are now lying

THAMES STAR, VOLUME XX, ISSUE 4683,
7 AUGUST 1888

AUCKLAND, This day.

Nearly 90,000 shares in the Kauri Timber Co. have been taken up by the public in New Zealand. The Syndicate takes the balance. Mr Blair returns to Melbourne by the Sydney steamer this afternoon.

BAY OF PLENTY TIMES, VOLUME XV,
ISSUE 2328, 3 SEPTEMBER 1888

SYDNEY, September 1.—The share list of the Kauri Timber Company is closed. Nearly all the shares have been taken.

OTAGO DAILY TIMES, ISSUE 8321,
23 OCTOBER 1888

The Kauri Timber Company have now so far completed its arrangements that the shareholders in the various timber companies are being paid for their interests. Probably a quarter of a million will be released in this way, part of which is being reinvested in the company's stock. The effect cannot fail to be otherwise than beneficial to trade in all its branches, besides giving relief, financially, to many business people who have suffered by the depression in property. So far the company is paying but little attention to the local demand for timber, which is rather limited, through the cessation of building operations, but is devoting itself to the export trade to the Australian colonies which is likely to assume considerable proportions. The shutting down of a number of milling establishments, and the amalgamation of interests, has led to the discharge of a goodly number of men in this branch of industry, and most of these are heading for Victoria, in default of work nearer home. They all express their intention of returning at the earliest possible period, and the slightest revival in the domestic timber trade will see them back again. It is as yet too early to judge, with any degree of accuracy, as to the wisdom or unwisdom of concentrating the control of the timber industry in the hands of a huge syndicate, and most people are reserving their judgment, being content to live and learn.

AUCKLAND, Oct. 30.

The business of the Kauri Timber Company has been got into working order, and Mr G. Holdship, the managing Director in New Zealand, left for Melbourne to-day. The export trade has been very brisk at all the timber centres, and through having to fill a number of large orders from the South and from Melbourne, the immense stocks at Aratapu, Tairu and elsewhere are being rapidly diminished. It is probable, therefore, that at an early date operations will have to be resumed at the various centres of mills owned by the Company. It is said that the Syndicate have paid over half a million pounds in purchase money to former owners in this district.

EVENING POST, VOLUME XXXVII,
ISSUE 92, 18 APRIL 1889

RECEIVED

AUCKLAND, 17th April.

An argument of points of law in an important matter as between the Kauri Timber Company on one side and the Kaihu Valley Railway Company on the other was set down for the sitting of the Supreme Court in Banco to-day, before Mr. Justice Gillies. The argument was on an application made under the Land Transfer Act, 1885, for an order to remove a caveat lodged by the Kauri Timber Company against the property of the Kaihu Valley Railway Company. The caveat forbade the dealings of the Kaihu Valley Company with this property, on the ground that they had entered into an agreement with the Kauri Timber Company to sell all the kauri timber on their land to that company. Part of the agreement was that the Timber Company was to advance the Kaihu Valley Company £2500 against the timber to be supplied and on the security of the land. The grounds of the application were that no estate or interest in the lands passed to the Kauri Timber Company; that the agreement had not been executed by the Kaihu Railway Company; and that it was *ultra vires*. Mr. T. Cooper appeared for the Kaihu Valley Company and Mr. E. Hesketh for the Kauri Timber Company. By consent, proceedings were removed to the Court of Appeal, to be argued at the ensuing sitting.

EVENING POST, VOLUME XXXVII,
ISSUE 102, 1 MAY 1889

Mr. Fallon, contractor of the last two and a half miles of the Opunake section of the Kaihu Valley Railway, has been notified by the company to cease operations for the present, thus throwing nearly 100 picked men out of employment. This is one of the results of the action taken by the Kauri Timber Company against the property of the Railway Company.

A LIVELY MEETING OF CREDITORS
EVENING POST, VOLUME XXXVII,
ISSUE 109, 9 MAY 1889

The motion for the removal of the caveat lodged by the Kauri Timber Company to protect its interest under an agreement for the sale to it of the timber growing on the lands of the Kaihu Valley Timber Company is still being argued in the Court of Appeal.

EVENING POST, VOLUME XXXVII,
ISSUE 123, 25 MAY 1889

In the case of the Kaihu Valley Railway Company v the Kauri Timber Company, which was a motion for the removal of a caveat lodged by the Kauri Timber Company, the Court ordered that the caveat should be removed on the ground that the argument regarding the sale of growing timber was ultra vires, as being an undertaking to carry on business as timber merchants. Costs were allowed on the highest scale.

OTAGO WITNESS, ISSUE 2099, 17 MAY 1894, PAGE 13

SUPPLY OF KAURI.

The first lot of kauri logs from the Kaihu Forest was brought down by rail on Tuesday from the Kauri Timber Company's forest near Ahikiwi. The company could supply 200,000ft of kauri per week for the next 15 years before the Kaihu forests would be exhausted. The Crown owns a large quantity (some 50,000,000ft), which will eventually come out over the railway line also, and Mr John Owen's 40,000,000ft are in addition to the above.

TRADE WITH THE ISLANDS

AUCKLAND STAR, VOLUME XXVIII,
ISSUE 298, 23 DECEMBER 1897

The following are the report and balance-sheet of the Kauri Timber Company for the past year:—

The directors' report is as follows:—
“Your directors, in submitting the balance-sheet for the ninth year of the Company's operations, to 31st August, 1897, have to report as follows: The increased business referred to in their last report has been well maintained throughout the past year, but has necessitated a considerable sum of money being put into log stocks, and a consequent temporary increase of the Company's indebtedness to their bankers. A further sum of £15,000 has been paid off the debentures on satisfactory terms. The balance-sheet has been prepared, under legal advice, to conform with the requirements of the new Companies Act. This involved some alteration in the form of the accounts, including the insertion of the item of £197,592 4s 7d, representing the value of timber cut in the ordinary operations of the Company during the nine years of its existence. Owing to his departure for Europe in May last, Sir Frederick Sargood resigned his seat on the directorate, but has been actively engaged whilst in London in furthering the interests of the Company there, and will now shortly return to Melbourne. No steps have been taken to fill

bourne. No steps have been taken to fill the vacancy, as your directors feel confident that the shareholders will concur with them in the desire that Sir Frederick Sargood should on arrival resume the seat he has held on the Board since the formation of the Company. Messrs Lush and Harper are the retiring directors, and, being eligible, offer themselves for re-election.

“That the assets and liabilities of the Company on the 31st day of August, 1897, were as follows:—

LIABILITIES.

Capital--			
450,000 shares of £2 each	..	£900,000	0 0
Less uncalled 18s per share	..	105,000	0 0
		<hr/>	
		495,000	0 0
150,000 shares issued as paid up to £2 per share	..	300,000	0 0
		<hr/>	
		£795,000	0 0
Debentures and accrued interest secured by mortgages over portion of the assets of the Company	..	242,050	0 0
Premium payable on redemption of debentures	..	12,000	0 0
Sundry creditors	..	20,559	3 5
Due to contractors, account logs	..	34,124	17 1
*Debenture sinking fund and accrued interest under conditions of debentures	..	25,897	7 10
*Fire insurance fund	..	24,755	2 3

Unclaimed dividend	1 0 0
Total	£1,198,750 14 0

*These funds although they have been transferred from profit and loss account for the special purposes mentioned are not reserve funds.

Contingent liabilities—	
Bills under discount	£12,711 13 6

ASSETS.

Real Estate (not including standing timber thereon) at cost as approximately apportioned	£148,153 13 5
Icakenolds, Leasehold Forests, Mills, Buildings and Timber standing on Freehold Lands at cost as approximately apportioned less deduction for timber cut, £197,502 1s 7d, Vessels and Bush Plant at cost, Rafting Gear, Furniture, and Stocks at Valuation	701,127 1 3
Kauri Freehold Gold Estates Shares at Valuation	15,000 0 0
Bills Receivable	£2,031 13 6
Sundry Debtors	52,886 0 7
	51,927 14 1
Less provision for Bad and Doubtful Debts	2,110 1 1
	52,517 13 0
Cash in hand and at Bankers	3,707 15 10
Progress Payments to Contractors	
Account Logs	9,215 3 9
Consignments Less Drafts	4,261 9 0
Debenture Sinking Fund Investments Commercial Bank Pref. Shares at Cost	£3,555 13 5
Cash in Bank	511 14 5
	4,097 7 10
Cash in hand of Trustees, Executors and Agency Co. (Ltd.) for redemption of Debentures	223 16 10
Debenture Expenses	23,827 7 11
Premium payable on Redemption of Debentures	These items are 10,500 0 0
Preliminary Expenses	not represented 6,000 0 0
Accumulated Assets Depreciation being for timber cut off Company's Land since formation of Co.	197,502 4 7
Balance Dr. Profit and Loss Trading account	13,605 19 7
	£1,198,750 14 0

CONTINGENT ASSETS—

Bills under Discount, per contra	£12,711 13 6
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PROFIT AND LOSS ACCOUNT—

To Management and Office Salaries, Printing and Stationery, Rents, Rates, Taxes, Directors' and Auditors' Fees and all Expenses at Head Office and Branches	£15,335 1 4
Del Credere for Bad and Doubtful Debts	3,717 8 0
Repairs Mill and Plant	7,999 12 6
Fire Insurance	3,266 17 2
Interest Paid and Accrued	11,715 17 4
Balance carried down	27,246 12 1
	£102,281 8 5
Balance from last year	£10,852 11 8
Profit for year brought down	27,246 12 1
Total at Dr. of Profit and Loss Account	£13,605 19 7
By Profits on Timber and Stores sold, Gum and Flax Royalty, etc.	£102,278 3 0
Transfer Fees	3 5 5
	£102,281 8 5

TIMBER WORKERS' DISPUTE
AUCKLAND STAR, VOLUME XXXII,
ISSUE 99, 27 APRIL 1901

Mr. R. Goring Thomas, Clerk of Awards, has fixed a meeting of the Conciliation Board for the 7th of May, at Aratapu, to enquire into a case filed by the North Auckland Timber Workers' Industrial Union. Those cited are the Kauri Timber Company, Mitchelson Timber Company, New Zealand Timber Company, Proprietary Opua, Soote Brothers, Lane & Brown, National Mortgage Agency Company (Northern Pine Sawmills), Manders & Bradley, W. Allen, James Trowenson, W. Chadwick, Smith Brothers, and Waikare Sawmilling Company. The Union asks that a minimum wage be fixed, that forty-six hours be a week's work, that overtime pay and holidays be fixed, that all wages be paid on Friday, that provision be made for old and incompetent men, and that boys commence at 15/ per week.

EVENING POST, VOLUME CXL,
ISSUE 115, 12 NOVEMBER 1945

COMPANY DIVIDENDS.

The directors of Kauri Timber Company announce that subject to audit they have resolved to recommend a dividend of 3 per cent. for the half-year ended August 31, making with the interim dividend paid in June, 5 per cent. for the year.

AUCKLAND STAR, VOLUME XXIII, ISSUE 118, 19 MAY 1892

The body of a man named James Miller, who was until recently night watchman at the Korukohu Sawmill, Hokianga, was found drowned at the Narrows on May 4th.



ABOVE: TIMBER MEN CROSS CUTTING AN ANCIENT KAURI



ABOVE: BOOM AT KOHUKOHU HARBOUR, HOKIANGA NORTHLAND
SHOWS THE LOGS CLOSE TO THE SHORELINE, AND A WAKA NEAR THE FOREGROUND ¹²

BELOW: THE BARQUE "ASHMORE" (LEFT) AND THE SCOW "KORORA" BEING LOADED
WITH KAURI SPARS AT KOHUKOHU: SHOWS A BOOM IN THE FOREGROUND ¹³



¹² SOURCE: PHOTOGRAPH TAKEN CIRCA 1910s, BY THE NORTHWOOD BROTHERS.

¹³ SOURCE: PHOTOGRAPHED BY HENRY WRIGHT IN 1893

BELOW: SAW MILL AT KOHUKOHU ON THE NORTHERN SHORELINE OF THE HOKIANGA HARBOUR, NORTHLAND
(SHOWS LOGS FLOATING IN THE WATER IN FRONT OF THE MILL, AND BUILDINGS OF THE TOWNSHIP ON THE HILL BEHIND) ¹⁴



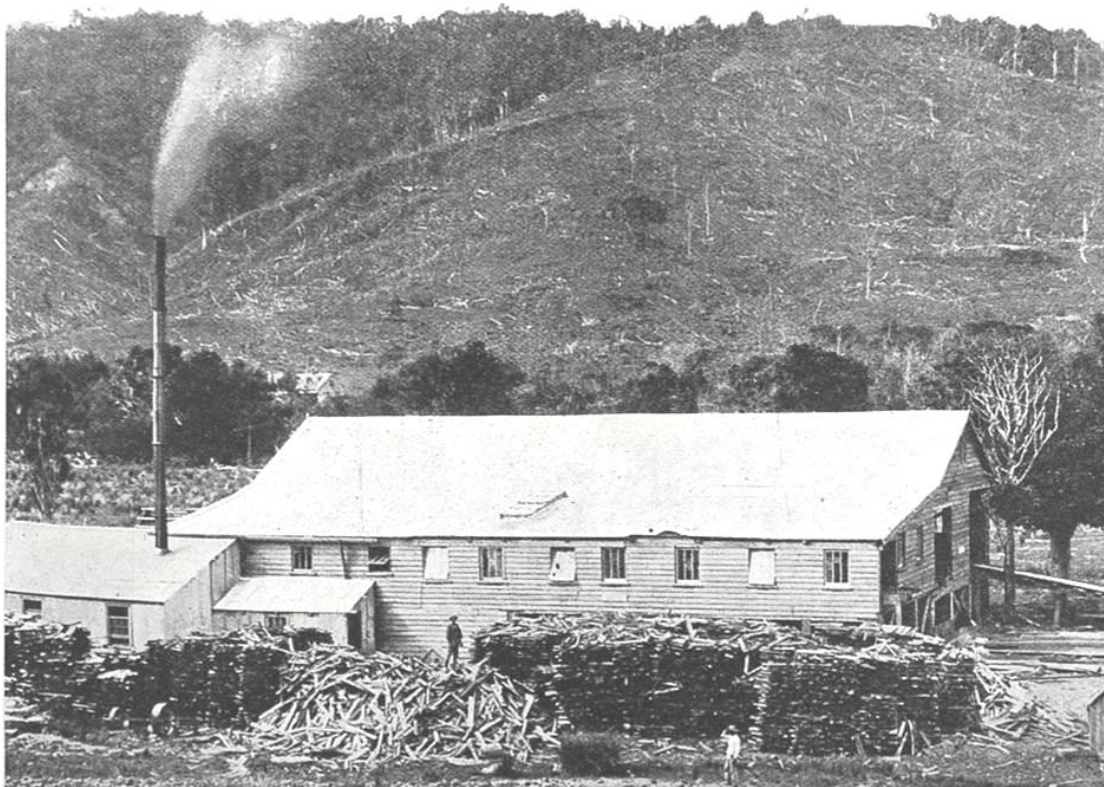
14 SOURCE: PHOTOGRAPH TAKEN CIRCA 1910s, BY THE NORTHWOOD BROTHERS.

THE KAURI TIMBER COMPANIES SAWMILL AT WAIMAMAKU

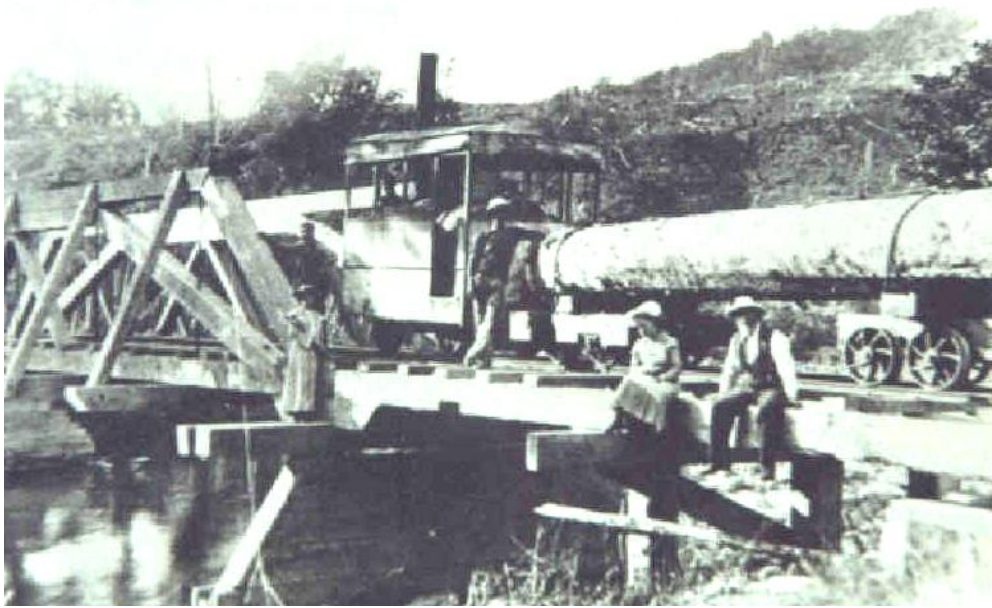
HAWERA & NORMANBY STAR, VOLUME XLVIII, ISSUE 8018, 22 JUNE 1904

The Waimamaku correspondent of the New Zealand Herald writes "The first bush to be worked in connection with the Kauri Timber Companies new mill has been opened. It is estimated to contain half- a million feet of Kauri. The timber is easily accessible, and it is thought will be sufficient for the winter. In the summer some of the, larger bushes will be opened".

BELOW: WAIMAMAKU TIMBER MILL
(ESTABLISHED BY THE KAURI TIMBER COMPANY 1904) ¹⁵



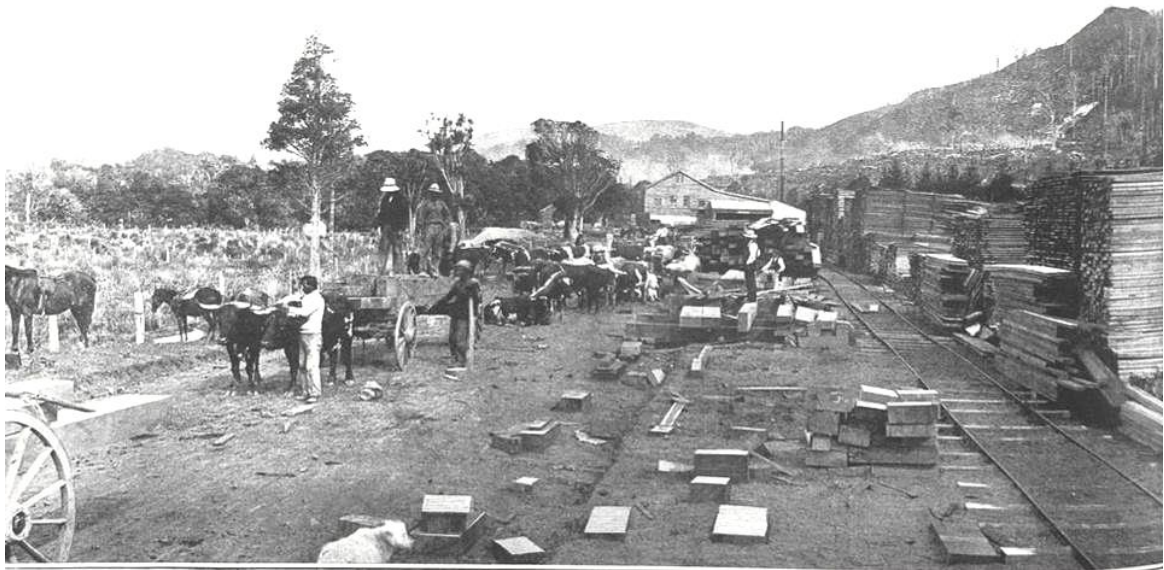
¹⁵ SOURCE: PHOTOGRAPH TAKEN BY THE NORTHWOOD BROTHERS CIRCA 1910.



ABOVE: STEAM ENGINE SHUNTING A LOG TOWARDS THE MILL AT WAIMAMAKU

BELOW: A GIANT KAURI FELLED IN MESSRS.' FAITHFUL AND HOW'S BUSH WAIMAMAKU





LOADING UP BULLOCK WAGONS AT THE KAURI TIMBER COMPANIES YARD WAIMAMAKU ¹⁶

16 PHOTO'S SOURCED FROM...



HELPING TO MAKE NEW ZEALAND'S DIGITAL CONTENT EASIER TO FIND, SHARE AND USE.
TOP OF FORM

UNION STEAM SAW, MOULDING, SASH AND DOOR COMPANY 1864

1873: The Union Sash and Door Company buy the timber mill at Aratapu on the Northern Wairoa River.

1874: The Union Sash and Door Company obtain large forests in the Kaihu River Valley for their mill at Aratapu. Local Maori benefit from the cutting rights at Opanaki/Kaihu

1876: Joseph Dargaville sells part of his timber business to the Union Sash and Door Company at Whapu at the mouth of the Kaihu River.

DAILY SOUTHERN CROSS, VOLUME XX, ISSUE 2155, 16 JUNE 1864, PAGE 3
UNION STEAM SAW, MOULDING'S, SASH, AND DOOR COMPANY

A new project under the style of the "Union Steam Saw, Moulding, Sash, and Door Company," with a capital of £25,000 in 5,000 shares of £5 each, is announced in our advertising columns to day. The advertisement states that five shillings per share is to be paid on application, one pound on allotment, a call of one pound five shillings per share if needed three months after allotment, and the remainder at intervals of not less than three months; and that it is intended to allot only 3,000 shares for the present, 2,000 of which have already been applied for. Mr. David Nathan's name appears first on the list of directors and further particulars can be obtained from Messrs: C. Arthur and Son, Queen street.

DAILY SOUTHERN CROSS, VOLUME XXI, ISSUE 2350, 31 JANUARY 1865, PAGE 5

The first half-yearly meeting of the Union Steam Sawmill Sash and Door Company (limited) was held at Messrs' Arthur and Soil's Chambers, Queen-street, on Friday, January 20. Mr. D. Nathan was in the chair, and the report, which was led by the secretary, was most satisfactory. A dividend of 20 per cent, per annum on the paid up capital was declared, and a considerable amount was carried forward as a reserve fund.

AUCKLAND STAR, VOLUME II, ISSUE 477, 21 JULY 1871, PAGE 2

SASH, AND DOOR COMPANY.

THE half-yearly meeting was held at the office of Mr. F. A. White, Shortland-street, yesterday afternoon, G. S. Kissling, Esq., in the chair. The directors' report and balance-sheet was read, from which it appears that a net profit of £1,342 6s. 4d. has been made during the half-year ended 30th June last. Messrs. Stone and Howard, retiring directors, were re-elected, and Mr. John Buchanan was re-appointed auditor. Votes of thanks were tendered to the manager and secretary for their valuable services. A dividend at the rate of 20 per cent. per annum is declared payable at the office of the company on and after the 22nd inst.

DAILY SOUTHERN CROSS, VOLUME XXVIII, ISSUE 4651, 22 JULY 1872, PAGE 2

The ordinary half-yearly meeting of the Union Steam Sawmill Sash and Door Company (limited) was held on Saturday at the office of Mr. F. A. White, Shortland-street; O. J. Stone, Esq., in the chair. The affairs of the company appear it a very satisfactory condition, and a dividend of 12 per cent, was declared, payable at the office of the company on and after the 24th instant.

DAILY SOUTHERN CROSS, VOLUME XXIX,
ISSUE 5075, 26 NOVEMBER 1873

£45 per ton.—The Aratapu Saw Mills have changed hands. They are now the property of the Union Sash and Door Company, Auckland. The employees at the Aratapu

NELSON EVENING MAIL, VOLUME IX,
ISSUE 90, 16 APRIL 1874

The timber on a block of land of ten square miles, in the Kaihu district has been sold by the native owners to the Union Sash and Door Company, at Auckland, for the sum of £2050.

DAILY SOUTHERN CROSS, VOLUME XXXII,
ISSUE 5330, 11 NOVEMBER 1876

ARATAPU: PUBLIC MEETING.

On Monday evening a public meeting was held in the Aratapu District School to take into consideration the advisability of erecting a hall in Aratapu. There was a very numerous attendance Mr. H. E. Stehl being voted to the chair, and Mr. W. M. Higgs appointed secretary. The matter was fully discussed, and it was ultimately resolved "That as the only available building (the district school room) being totally inadequate for the requirements of the place, a hall is absolutely necessary, and should be at once erected. The appointment of a committee to collect the necessary funds and manage or superintend the erection of such hall," was the next business upon the board.—The meeting unanimously elected Messrs. Hartley, Dodd, and Clark, who, with Mr. Higgs, will act as such committee.—Then followed a little discussion on the question of ways and means, or more properly the mode of raising funds necessary for the erection of the hall. After various propositions it was resolved that the committee should petition the directors of the Union Steam Sash and Door Company to supply the necessary timber, doors, and sashes, and that a subscription list be at once opened to defray the cost of erection. Accordingly the list was at once opened and laid upon the table, when upwards of £50 was most readily subscribed. It therefore appears there will be no difficulty in obtaining the cost of the labour of erection, and as I have no doubt that the Union Steam Sash and Door Company will provide the necessary materials, we may look forward to having a good commodious and substantial hall in Aratapu at an early date. The size proposed is 26ft. wide and 60ft. long, inside measurement, or 10ft. longer and 1ft. wider

than the hall at Kaihu. —At the close of the above meeting in reference to the hall, another meeting was held in the same place, for the purpose of appointing a church committee (Wesleyan), when Messrs Chadwick, Power, Wrigley, Walker, and Hartley were duly elected as a committee to act with the Rev Mr. Osborne for the well-being of the Wesleyan portion of our rapidly-increasing community.

UNION SASH AND DOOR COMPANY
WAIKATO TIMES, VOLUME XXVI, ISSUE 2124,
18 FEBRUARY 1886, PAGE 2

At the adjourned annual meeting of the shareholders on Tuesday, the following committee report was read and adopted, to be incorporated with the directors' report:—The balance-sheet for the year 1885, and the books of the Sash and Door Company, disclose a state of affairs which could not have been expected by the shareholders from the accounts of previous years and the repeated assurances of the directors. For some years (with the exception of the Opunake Bush, near Kaipara) the properties and stocks of the company have been valued at extensive amounts, and, in the process of re-valuation which has recently taken place, the whole of the reserve fund has disappeared, upwards of £4000, under the head of "profits" of last year have been absorbed, and the Opunake Bush, which originally cost £2495 8s, is now valued at £37,500 (sic.); that is to say a sum of upwards of £80,000 represents the amount of the over-valuations as admitted by the directors. The question of course arises: Whether the existing valuations are reasonably fair? Taking the business of the company as a going concern, we think they are. As an example of the nature of the purchases and the character of the valuations, we may instance the Matamataharakeke bush. The price agreed on three years ago was £10,000. Of this sum £5000 has been paid; £1000 a year, with interest added, has to be paid till the whole is liquidated. Not a stick of timber has yet been cut from this bush, nor has the company derived one penny profit out of

be carried on so as to make it pay a fair dividend to the shareholders. The annual sales are from about £87,000 to £100,000. The gross profits last year from all sources were £22,400 ; Against this has to be set, Depreciation and Royalty, Bad Trade Debts, Office Expenses, etc., Interest and Insurance, which together last year amounted to £19,700 ; leaving only a balance of £2,700. The bad debts of last year were, however, large, amounting to £1,600. Some reduction might be made in office expenses, so that perhaps the balance, under good management and with no further fall in the price of timber, might reach from £4,000 to £5,000. A dividend of 5 per cent. on the capital would absorb about £7,500. The estimated probable balance would give a dividend of about 3 per cent. were there no liabilities to be provided for. The general outlook is not cheering, but there is one feature in it that may remove a little of its gloom. The Opunake bush is untouched ; it is estimated to contain 150 million feet of timber. At present this timber cannot be got out, but the Kaihu railway will run through the bush and when finished the timber will be at once available at a small cost. Large profits may be fairly expected, and better dividends paid. In the meantime, with proper management, we think the business of the Company might be carried on without further loss. We think the Articles of Association should be reconsidered, with a view of giving the Shareholders some real voice and share in the appointment of Directors ; as matters are at present, it is the Directors themselves who, to all intents and purposes, have the appointment of their co-Directors. The honorarium to Directors, under the present circumstances of the Company, we think should be reduced one half, and the number of Directors to five.

the number of Directors to five. We think the Articles of Association generally give to absolute a power to the directors. We consider the directors (with the exception of Mr Ware, who has only been recently appointed, and to whom the revaluation is entirely due) responsible to the shareholders for the present financial condition of the Company. An animated discussion ensued upon the reading of the report. The meeting was still proceeding when we went to press.

The CHAIRMAN moved the adoption of the directors' report and balance sheet.

Mr R. G. WOOD moved as an amendment the addition to the motion of the words "together with the report and accompanying accounts of the Committee appointed by the shareholders and read before this meeting to-day."

Mr J. M. McLACHLAN seconded the amendment.

Mr UPTON considered it was clear that the directors had blundered, and he accused them of systematic over-valuation until they were £100,000 to the bad, when, in order to set themselves right with the shareholders, they wrote everything down to the bone. Thus, in one year, Tairua was written down by £5,490, Aratapu by £7,815, Mata-mataharakeke £7,363 ; Aratapu log stock, £14,154 ; Tairua log stock, £11,750 ; and Mechanics' Bay plant and buildings, £3,627. To ask them to believe that the property had depreciated by £80,000 in one year was to believe them fit subjects for the Lunatic Asylum. He did not say that the over-valuation of previous years had been consciously made by the directors, but that did not lessen their responsibility to the shareholders. They should see that they were not misled by inefficient officers. But for the fact that they had placed £35,000 on the balance-sheet in anticipation of the Opunake bush being worked, the share-

might reach from £4000 to £5000. A dividend of 5 per cent, on the capital would absorb about £7500. The estimated probable balance would give a dividend of about 3 per cent, were there no liabilities to be provided for. Leaving out of view the bank overdraft of £17,000, the company is under agreement to pay off the debentures at the rate of £2500 a-year, and to pay for the next five years about £1000 a-year on the Matamatabarakeke block. If these sums cannot be obtained by the sale of some of the property, of the company, there is no other source but that of profits whence the money can be had. Hitherto these payments have been made by having recourse to the simple expedient of an overdraft, but we think the overdraft ought not to be increased. There is a property at Kupara of about 13,000 acres, of the Dargaville purchase, from which all the timber has been taken, and the land which is not being used by the company is valued at 7s 6d per acre; if this could be sold for about that sum the proceeds could not be better used than in paying off a portion of the debenture debt. As regards the policy of selling some of the bush properties of the company, that is a question that requires more consideration than we have been able to give it before offering an opinion. The general outlook is not cheering, but there is one feature in it that may remove a little of its gloom. The Opunake bush is untouched; it is esti-

The Opunake bush is untouched; it is estimated to contain 150 million feet of timber. At present this timber cannot be got out, but the Kaihu railway will run through the bush, and when finished the timber will be at once available at a small cost. Larger profits may be fairly expected, and better dividends paid. In the meantime, with proper management, we think the business of the company might be carried on without further loss. It is understood that the Kaihu Railway Company have disposed of their debentures, and that financially they are in a position to go on with the work. Probably in a year and a-half the railway will be open for traffic. We think the articles of association should be reconsidered, with a view of giving the shareholders some real voice and share in the appointment of directors; as matters are at present, it is the directors themselves who, to all intents and purposes, have the appointment of their co-directors. The honorarium to directors, under the present circumstances of the company, we think should be reduced one-half, and the number of directors to five. We think the articles of association generally give too absolute a power to the directors. We consider the directors (with the exception of Mr Ware, who has only been recently appointed, and to whom the re-valuation is entirely due) responsible to the shareholders for the present financial condition of the company.—R. W. MOODY, Chairman of the Committee.

NELSON EVENING MAIL, VOLUME XXII, ISSUE 93,
23 APRIL 1888

The *Northern Advertiser* informs its readers that arrangements are shortly to be made for commencing the work of opening up the Kaihu bushes. The Union Sash and Door Company alone will require to draw about a million feet per month from their bushes, and the Railway Company will probably bring out about half that quantity from their own forests later on.

UNION STEAM SASH AND DOOR COMPANY
AUCKLAND STAR, VOLUME XVII,
ISSUE 49, 27 FEBRUARY 1886

The adjourned annual meeting of the shareholders of the above Company was held at 2 o'clock on Tuesday afternoon, February 16. About 30 shareholders were present. Mr W. Ware (Chairman of Directors) presided, and in opening the proceedings stated that the business of the meeting was the reception of the report of the Committee appointed to examine the accounts, properties, and revaluations, and the election of directors and auditors. Mr R. W. Moody (Chairman of the Investigation Committee) distributed printed copies of their report, from which we make the following extracts:—The Balance Sheet for the 1885, and the books of the Sash and Door Company, disclose a state of affairs which could not have been expected by the Shareholders from the accounts of previous years and the repeated assurances of the Directors. For some years (with the exception of the Opunake Bush at Oara) the properties and stocks of the Company have been valued at excessive amounts, and, in the process of revaluation which has recently taken place, the whole of the Reserve Fund has disappeared, upwards of £4,000, under the head of "Profits" of last year, have been absorbed, and the Opunake Bush, which originally cost £2,485 8s, is now valued at £37,500; that is to say, a sum of upwards of £80,000 represents the amount of the overvaluation as admitted by the Directors. We regret to be obliged to draw attention to the fact that for some years accumulated bad debts of bush contractors, which last year amounted to about £12,500, have been regarded in the Annual Accounts submitted to the Shareholders as good. In the revaluation this sum of £12,500 has been entirely written off. As regards the future, looking at the amount of capital and indebtedness, it is worth considering whether the business can be carried on so as to make it pay a fair dividend to the shareholders. The annual

WANGANUI CHRONICLE, VOLUME XXX,
ISSUE 11485, 13 MAY 1887

DIRECTORIAL REPORT AS AN ORIGINAL.

The Taranaki Herald's Wellington correspondent says that.—Auckland has lost down a good member in Mr. Monk, who is well-versed in everything pertaining to the timber trade, and is giving this subject a great deal of attention. He is anxious to have something done to prevent the terrible waste of forest timber by fire, and has authority for saying that the loss in Kaihu Bush alone from this cause is between 10,000,000ft. and 15,000,000ft. The Union Sash and Door Company have had a committee of practical men inquiring into the losses which they have sustained in their bushes from fire, and their reports show a deplorable destruction. Mr. Monk says that he will oppose the vote of £16,000 for Professor Kirk's tree planting department while such fearful devastation of the native forests is allowed to continue without hindrance.

THE TIMBER BOOMS ON THE KAIHU RIVER

KAIHU VALLEY RAILWAY.

The short section of this line, about 55 chains in length, beyond Opanake Station, which my predecessor stated last year was already formed, has since been completed by the laying of the permanent-way. This extension brings the line to a point on the Kaihu River where timber-booms and skids have been constructed by private enterprise for the purpose of arresting logs in and removing them from the river for carriage on the railway. A considerable increase in traffic by reason of this extension is already assured, and a further extension of the line will be taken in hand as soon as the requirements of traffic demand it. The vote taken last year was for £3,000, but, as operations were not begun until near the close of the year, scarcely any expenditure came to charge before 31st March last. A similar vote is proposed for the current year.

17

10th, March, 1897.

The General Manager.

Timber booms, Cairns Section.

Please see District Manager's report attached.

The owners of the booms, Messrs. Mitchelson Bros., are authorised to erect them under the "Timber-Floating Act, 1884" and are also held liable for damage caused thereby.

If the damage reported is really traceable to the booms, and I assume this is so, a claim should be rendered to Mitchelson Bros. for the cost of repairs.

I recommend this be done, and that the District Manager be instructed to interview them and discuss the position, pointing out that it is to their interest to prevent a recurrence of the damage. He should also endeavour to agree with them what protective works are advisable, and arrange with them whether they will do it themselves, or whether we will do it at their cost.

J.H.L.

Chief Engineer W. R.

ME 9/1/093
Chief Engineer
Accordingly
W.R.
19/3/97

22 2 97

4405
11

Sept. 1897.

12/37 of lat. inst.

District Manager,

Wagonsville.

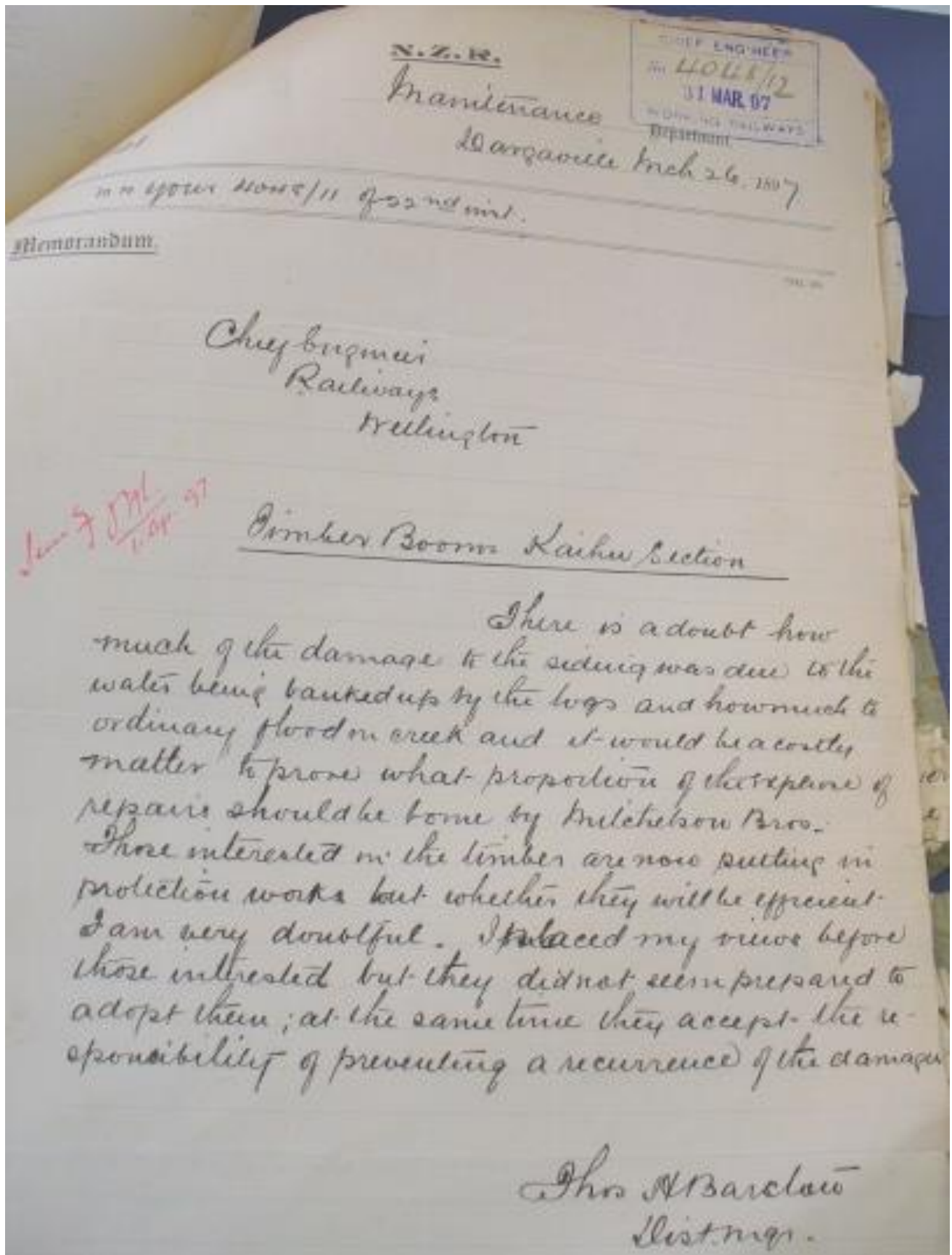
Timber boom, Kaim Section.

If the damage to the siding reported by you is really traceable to the boom, a claim should be rendered to Messrs. Mitchellson Bros. for the cost of repairs.

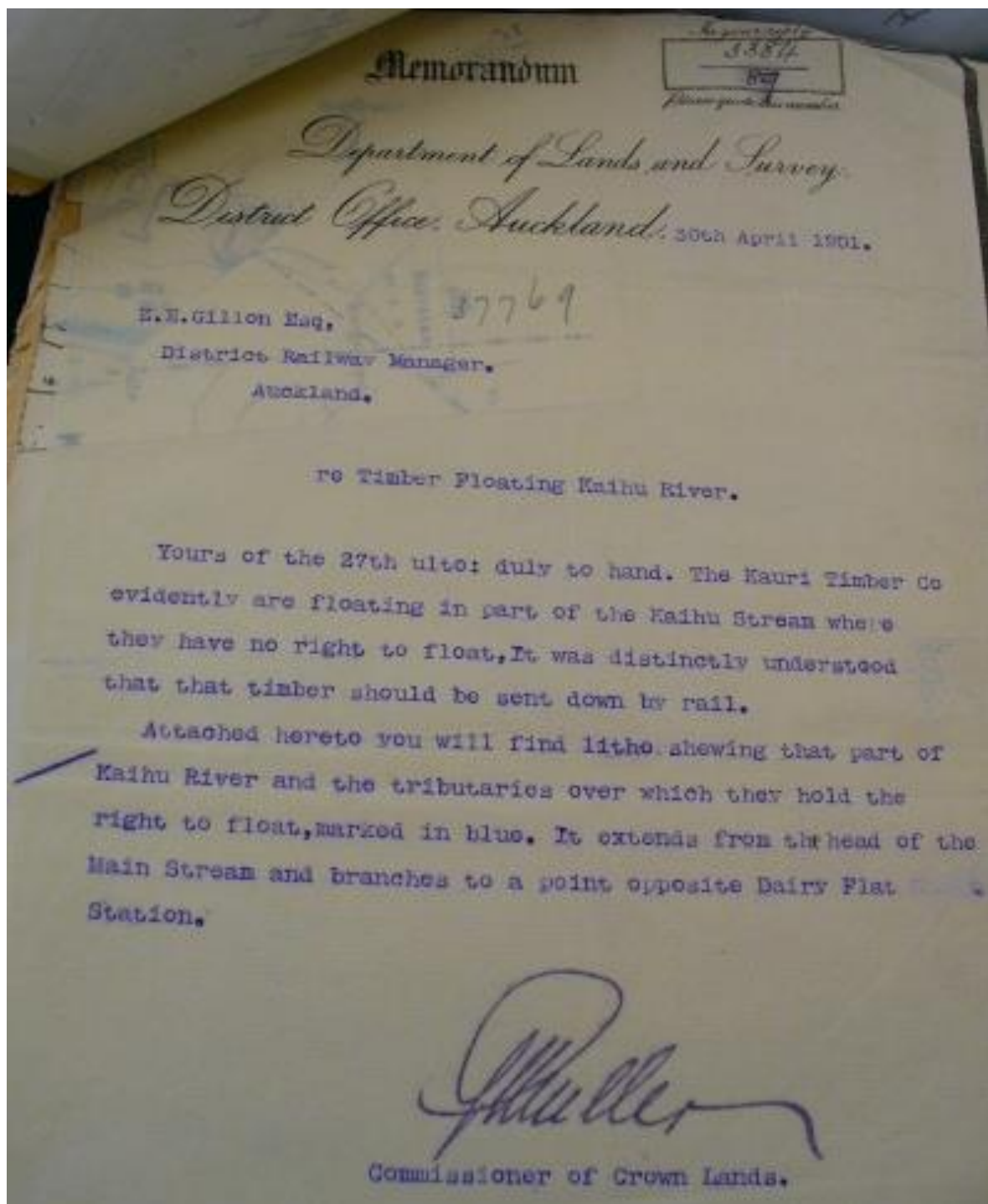
Please interview them and discuss the position, pointing out that it is to their interest to prevent a recurrence of the damage. You should also endeavor to agree with them what protective works are advisable, and arrange whether they will do the work themselves, or whether we will do it at their cost.

J. H. L. & J. H. L.

Chief Engineer W. R.



There has been a wonderful drive of logs to the booms at Kaihu, Kaipara district, amounting to about 4,000,000ft of kauri and totara.



Suppression May 7, 1902

ILLUSTRATIONS

General Manager
Rockaway
Washington

- Turner's Floating Kachu River -

On the 27th of March last I wrote to the
Commissioners of Crown Lands Auckland
pointing out that the Kauri Timber
Co were erecting a wharf at the
back of Tairā Station the timber
from which they proposed to float
across the Kauri River

I attach the copy and
plan enclosed

Will you kindly take this
matter up with the Department.

The bush in question contains about 2,500,000 sup. ft. and some of the timber has already been placed in the creek ready for a float.

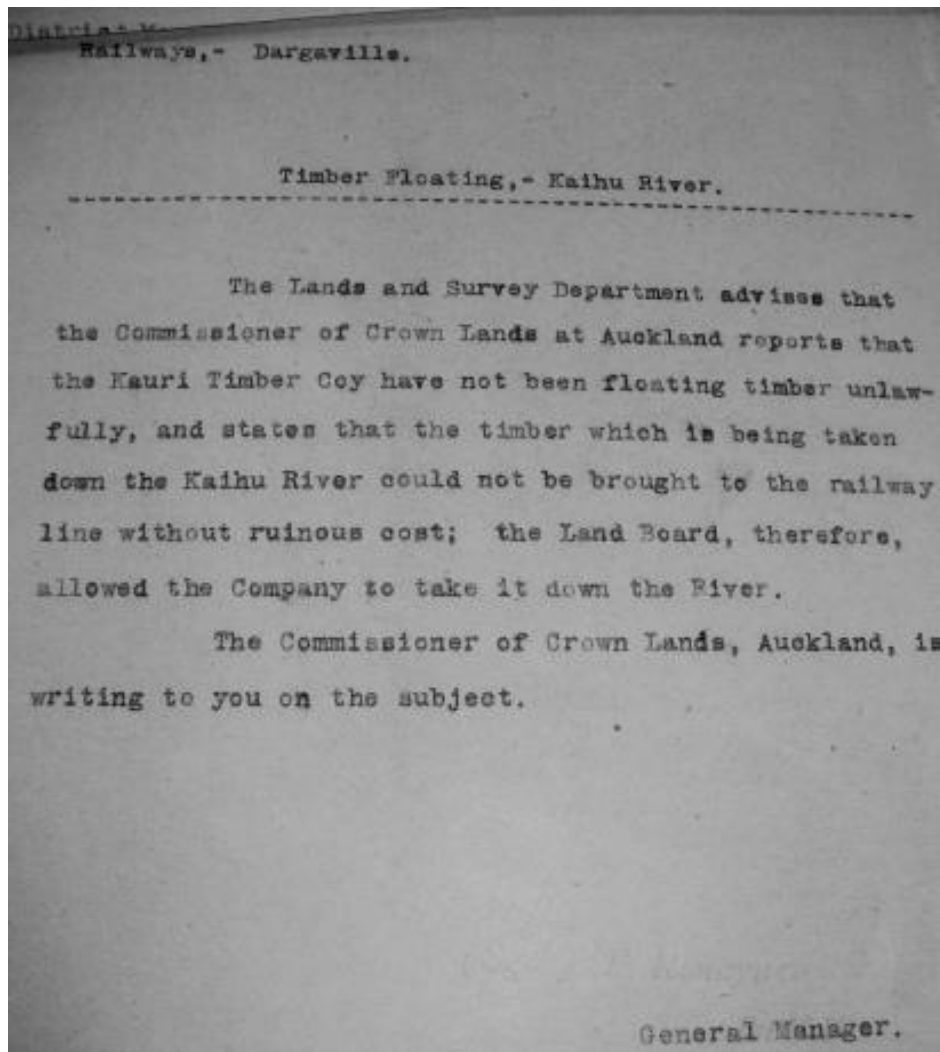
I have marked the
creek on the plan

Under Secretary
Bureau of Survey

Edwin
D. Smith

I shall be glad if you
will take this matter up.

S. T. Romaine
General Manager
18. W.W. 27.5.01



ROBERT P GIBBONS

11 December 1916, Order in Council approves plan M D 4698 of a timber-boom for Robert P Gibbons (Limited) on Kaihu Creek, Kaipara Harbour. A second Order in Council licenses Robert P Gibbons (Limited) to occupy foreshore at Kaihu Creek as a site for a timber-boom.

Source is entitled "Return showing the Orders in Council which have been issued during the year ended 31st March, 1917". All the Orders in Council listed in some way relate to maritime activities, and those that mention the names of persons have been indexed. In all cases the mentions are very brief, and each index entry contains all details available in the source. Entries in this list include the names Na Himi Hare and Catherine McCallum.

Note: the entries for Robert P Gibbons (Limited), T M Lane and Sons, and A S Andrewes and Sons, have been indexed here both under the name of the firm and of the individual, but the full entry appears only under the name of the individual eg the entry for Robert P Gibbons (Limited) is found under Gibbons, Robert P. ¹⁸

THAMES STAR, VOLUME XXXIX,
ISSUE 10471, 22 NOVEMBER 1904

The largest white pine sawmiller in the colony is Mr Robert P. Gibbons, of Auckland. He controls six mills, the two largest of which alone are cutting timber at the rate of 23,000,000ft per annum. The bulk of the timber sawn by the six mills is sent to Australia.

COLONIST, VOLUME XLVIII,
ISSUE 11670, 4 JULY 1906

Mr Robert P. Gibbons, who was one of the leading sawmillers in New Zealand, died at his residence in Auckland the other day. The deceased came out from Newfoundland with his parents in his father's vessel in 1860. His father was one of the founders of the Bank of New Zealand. Deceased, during the Maori war, made a small fortune supplying goods to the troops. For some years past he had controlled five sawmills in the Auckland district, and he was the largest exporter of white pine timber in the Colony.

EVENING POST, VOLUME XCII,
ISSUE 99, 24 OCTOBER 1916

The damage done by fire last Friday to the large sawmill at Tangawahine, near Dargaville, owned by Messrs. Robert P. Gibbons, Ltd., is estimated at £5000. Almost the entire output of the mill for many years past has been absorbed by the Australian market. Mr. Frank Gibbons has been manager at Tangawahine for some years.

RICH ESTATES

BUSH ADVOCATE, VOLUME XIX,
ISSUE 886, 2 DECEMBER 1907

[PRESS ASSOCIATION.]

WELLINGTON, To-day.

The following are the largest estates of deceased persons finally certified to for stamp duty last month:

Auckland district—Alfred Price, £40,779; Robert P. Gibbons, £37,920; John Goldsworthy, £8986; Thos. Radford, £3789; Anne Babe, £3701; Thos. Cranwell, £2604; John McLean, £2579; Harriet Wade, £1434; Elsie Dawson, £1153; Catherine Dell, £1217.



ABOVE: KAURI BOOM ALONGSIDE THE PARKER-LAMB TIMBER CO LTD, AUCKLAND ¹⁹

BELOW: A BOOM OF LOGS AT MITCHELSON AND BROTHERS MILL AT AOROA ON THE NORTHERN WAIROA RIVER ²⁰



19 SOURCE: NATIONAL LIBRARY. GOVT. N.Z: TAPUHI: -6181-60

20 SOURCE: AUCKLAND WEEKLY NEWS.

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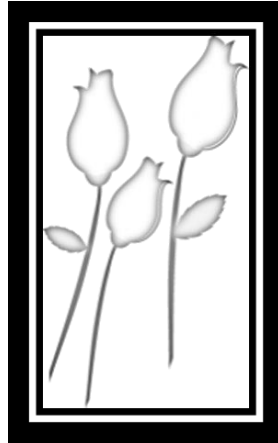
Note: A very special thanks to my Daughter Johanna Thomas-Mold whose brilliant mind helped me in so many ways with my computer and layouts for my journals... and I do apologize if I have missed acknowledging anybody who has helped with any source of knowledge and or photos throughout my journal's...

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*AOTEA GENEALOGISTS AND
HISTORIANS*

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