Appendix 1 - Historic Context Statement

Aotea Great Barrier Island

May 2019

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Auckland Council
Te Kaunihera o Tāmaki Makaurau

Cover image: The Sanderson Dairy in the 1930s with Bill and Phyllis Sanderson posing in the foreground. (Courtesy of Ben Sanderson).

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1 CHAPTER ONE – LAND AND PEOPLE

This section outlines features within the physical environment of natural and, or cultural heritage interest. The natural landscape is a significant underlying theme as it forms the backbone of the place the community inhabits; it provides significant amenity value and has the potential to be of scientific and, or ecological value. Places of interest can include volcanic features (maunga), scenic reserves, soils, indigenous flora and fauna, waterways, as well as numerous other natural features. The specific traditional relationship of Mana Whenua with the area is also broadly discussed within chapter one.

1.1 Geology and Landform

Aotea Great Barrier Island is New Zealand's sixth largest island and the fourth largest in the main chain. It is about 40 km long and around 15km wide at its widest point, with an area of 285 square kilometres. There are numerous small islands and islets close to the main island. The largest of these are Kaikoura Island (564 ha) and Rakitu (Arid) Island (350 ha), the latter being the only sizeable island on the eastern side.

Aotea Great Barrier is a rugged, largely forested island, with 88% of the land in bush or shrub. Areas of coastal flats, many of which are former wetlands, occur along the eastern coast, and extend inland along larger streams, but flat and undulating land and rolling hill country make up only 16% of the island. The interior spine and northern part of the island are mountainous with spectacular cliffs and pinnacles.

Deep drowned river valleys form inlets or embayments along the western side of the island and provide protected or semi protected anchorages. These have been favoured for settlement and have become the locations of the main population centres on the island. The east coast is exposed and is a mix of rocky shorelines punctuated by sandy beaches.

Geologically the island is very similar to the Coromandel Peninsula, although volcanism ceased at an earlier period on Great Barrier and mineralisation is not as extensive. High quality obsidian is found on Aotea and was exploited by Māori, while mining of copper and silver-gold bearing ore bodies took place in the historic era. Kauri gum digging was also widespread in the 19th and early 20th centuries, principally in the central part of the main island where most of the kauri grew.

Shallow soils, developed from old (weathered) volcanic rocks, predominate with small areas of clay and alluvial (stream deposited) soil. Only 4% of the land is considered suitable for agriculture or horticulture.

The oldest rocks on the island are the underlying sedimentary ‘greywacke’ basement rocks which form the northern part of the island beyond Katherine Bay, and are also exposed on the eastern coastline in the vicinity of Harataonga. Volcanism commenced some 16-18 million years ago with the intrusion of dykes into the greywacke basement rocks. This was followed by a period of andesitic volcanism between occurred between 12-15 million years ago, depositing lava flows and breccias. The nature of the volcanism on the island then changed, producing more silica-rich rhyolite, igimbrite, breccias and ash, predominantly in the Mount Hobson and Rakitu areas. In the Mount Hobson area, this included an unusual obsidian breccia, which gave rise to the Māori name Hirakimatā. Eruptions appear to have ceased 4-5 million years ago, but circulation of mineralized fluid has resulted in silicification and silver-rich mineralization in the Te Ahumata vicinity. Copper mineralization is also present at Miners Head in the northern part of the island.

Great Barrier has been an island separated from mainland New Zealand for at least 10,000 years following the last post glacial sea level rise. While this period of time is insufficient for a distinctive island flora and fauna to have developed, there appear to have been differences between the terrestrial fauna on Great Barrier and that on the nearest part of the mainland (Coromandel Peninsula). Some of the differences that were observed by early European visitors to Great Barrier can be attributed to a lack of suitable habitat on the island. Others may be due to predation by Māori prior to European contact, to the introduction or absence of predators, or remain enigmatic (see below).

At the time of European contact there was an extensive area of unmodified kauri forest in the central part of the island, while pohutukawa, puriri, and kanuka were abundant in other locations. These resources, together with the sheltered natural harbours along the east coast, attracted shipbuilders, timber industries and firewood cutters. Farming and fishing have been largely subsistence scale activities on the island. Many areas cleared in the past by Māori or during the historic area are now reverting to kanuka.

Lovegrove[1] has identified a range of bird species that are likely to have been present prior to the isolation of the island from the mainland. Species that seem to have been absent when Māori ancestors initially reached Great Barrier (or at least for which evidence is lacking) include the moa and kiwi. Weka are also missing from Great Barrier. The apparent absence of kiwi is difficult to explain.

Tuatara must have once been present on the land mass that is now Great Barrier Island but do not appear to have survived until the time of European contact. There is evidence to indicate that they were formerly present on other Hauraki Gulf Islands including HauturuLittle Barrier. Tuatara populations do not generally persist in the presence of

kiore,[2] so the absence of this reptile on Great Barrier at the time of European contact is not unexpected.
Another unusual aspect of the natural history of GBI is the former presence of a large green lizard, which was recorded by Ernest Dieffenbach during a visit to the island in 1841.[3] No further evidence of this species has been found.

In the marine environment, populations of marine mammals such as fur seals, sea lions and elephant seals, which were originally found throughout New Zealand waters, would have present around the coastline of Great Barrier prior to human predation. The mainland New Zealand sea lion was hunted to extinction by Māori.[4] The breeding range of fur seals became restricted soon after the arrival of humans, and fur seals had become extirpated from the North Island coastline by around 1400 AD. Fur seals have only begun to return to the Hauraki Gulf in the modern era.

1.2 Māori Relationships with the Area

1.2.1 Traditional history

Aotea, the Māori name for Great Barrier Island, is associated with several early founding canoe traditions.[5] It is said to have been named after the ancestral voyaging waka *Aotea*. In another tradition the name Aotea derives from a white cloud that was the first sign of land seen by the voyagers Kupe and Ngahue as they approached northern New Zealand after their long journey from Hawaiki.[6] In Tainui oral traditions, it is said that a heavy fog surrounded their waka as they searched for the first signs of land. A large white coloured rock, likened to a cloud, suddenly arose from the ocean guiding them to safety, hence the name 'Aotea'.[7]

A later explorer, Toi, named the sea surrounding Aotea, Te Moana Nui ā Toi 'The Great Sea of Toi'. Aotea forms part of Ngā Pōito ō Te Kupenga ō Taramainuku or 'the floats of Taramainuku's net' referring to the many islands formed by the casting of a fishing-net of the Māori ancestor Taramainuku. In Ngāti Rehua tradition, Aotea and its surrounding islets and rocks are referred to as Ngā Unahi me ngā Taratara ō Te Ika roa ā Maui or 'the scales and the spines of Maui's fish', in reference to the rugged nature of the main island and the existence of the small islands beside it[8]. A number of specific landmarks, places or features on Aotea and its associated islands have names left by early ancestors.

1.2.2 Māori Occupation

There is extensive archaeological evidence of Māori occupation on Aotea Great Barrier Island and its inshore islands in the form of kāinga (settlement sites), pā (earthwork fortifications), middens (food refuse deposits), rua kūmara (storage pits), urupā (burial

places), former cultivations and resource gathering locations, artefact findspots and other sites. There are also tohu (landmarks), places or features that are of traditional significance (e.g. Te Punga ō Tainui at Motairehe[9]) that are not necessarily archaeological sites.

While systematic archaeological surveys have not been undertaken over a large proportion of the island the distribution of recorded sites indicates that pre-European occupation was concentrated in areas close to the coast, penetrating further inland in some areas of coastal flats or along stream valleys. The balance of the island remained in forest or wetlands until the time of European contact.

Some pā sites are identified on early sketch or survey plans of Aotea Great Barrier[10]. Interest in archaeological evidence of past Māori occupation on Great Barrier increased during the 1880s, when Sydney Weetman, a surveyor, reported finding moa and seal bones in a site at Awana (Fig.1). Weetman, during the course of a year spent on the island, also observed that there were several places that must have been at one time inhabited by large numbers of Māori. Weetman was impressed by evidence of stonework, rather than ditches, being used to create defences on pā, and in particular with a complex of stone-faced terraces, stone walls and enclosures at Korotiti. Weetman noted that the antiquity of these features was evidenced by the size of trees that had grown amongst them since abandonment.[11]

Some early archaeological site recording and other interest in the archaeology of the island had commenced by the 1960s.[12] In 1974 a Great Barrier Committee of Inquiry was held as part of the development of the Great Barrier Island County District Scheme. In 1975 the Committee made a recommendation that surveying of historic and pre-European sites should be undertaken on the island by central and local government together with the NZ Historic Places Trust.

Since that time there have been several periods of site recording, primarily under the auspices of Government departments or agencies including the NZ Historic Places Trust, Department of Lands and Survey, New Zealand Forest Service and the Department of Conservation. Additional surveys and site recording have been undertaken by the Auckland Museum, Auckland Regional Council, and by consultants engaged by developers or agencies undertaking earth-disturbing activities.

Two of the earliest systematic surveys on Aotea Great Barrier were undertaken for the NZ Historic Places Trust in the Kaitoke-Harataonga area by Coster and Johnston (1975) and in the southern part of the island by Butts and Fyfe (1978). In accordance with accepted practice in that era, only pre-European sites were recorded. Both surveys recorded large

numbers of sites, with Coster and Johnston[13] identifying three 'Grade I' (outstanding) sites recommended for special protection and 19 further 'Grade II' (representative sites of relatively high significance or that were unusually well preserved). Butts and Fyfe identified 13 Grade I sites and 29 further Grade II sites.[14] The Grade 1 sites would eventually be scheduled in the district schemes (see below).

1.2.3 Early occupation sites

There is a small number of recognizably early (pre-ca 1500 AD) occupation sites recorded on the Aotea Great Barrier. Other unrecorded early sites may be present in locations where there has not been significant foreshore erosion or survey coverage.

The most substantial of the known early sites is site T09_116 at Mulberry Grove, Tryphena. Over a period of many years numerous artefacts, faunal remains including moa and as many as 18 human burials have eroded from the site and were collected and or recorded by local identity Les Todd (now deceased). Other sites from which moa bone has been found are recorded at Awana[15] and Harataonga[16]. As moa bone has not been found in non-archaeological contexts on the island it is assumed to have been imported for industrial purposes or taken as food from the mainland, probably the Coromandel Peninsula, where moa appear to have once been readily accessible.

The is also likely to be, or have been, an early occupation site or sites in the Katherine Bay/Kawa area as at least one early (pre-1500) adze has been found in this area.

Obsidian from the Ahumatā [matā = obsidian] source on Aotea - Great Barrier Island was used by Māori for production of cutting implements. It is present in sites elsewhere in the Auckland Region from at least the 15th century, providing evidence that this resource had been discovered and exploited by this time (Refer section on Colonisation).

From a scientific perspective, early archaeological sites on Aotea Great Barrier can potentially provide significant information on the natural history of the island (in addition to the history of human occupation). This could include clarification about whether species that have not been recorded on the island (such as kiwi) were originally present when humans arrived and have since become extirpated or extinct.

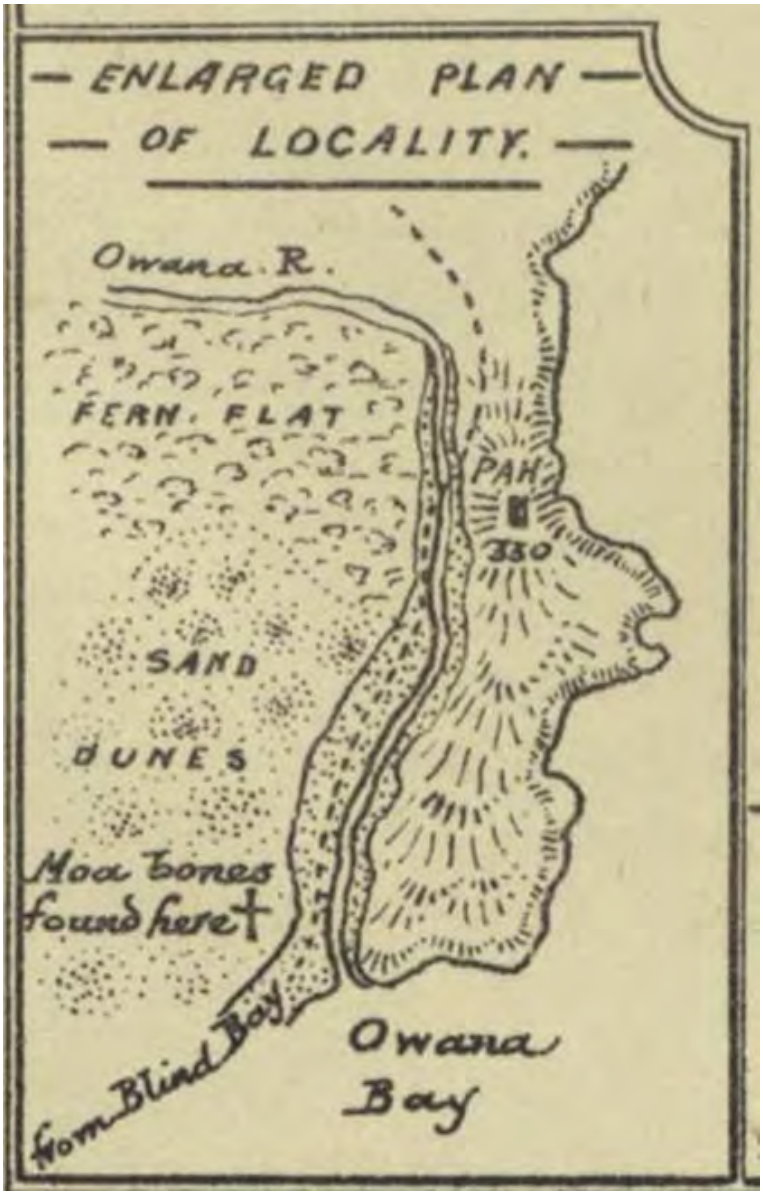


Figure 1. Weetman's 1886 map showing the location where he found moa (and seal) bones. Awana pā is also shown. (Weetman 1886, p193-4).

1.2.4 Later sites

There are numerous later sites recorded on Aotea - Great Barrier and the inshore islands, including 44 pā sites. A number of these pā (and other significant places) have known names and in some cases associated traditional histories. Ahuriri pā[17] for example is recorded in tradition as a Ngāti Te Haowhenua pā that was the site of the first of a series of engagements during the campaign by Ngāti Manaia and Kawerau under the Ngāti Manaia rangatira, Rehua, against the Ngāti Tai hapū. This ultimately established a Ngāti Wai/Rehua presence on Aotea Great Barrier.[18]

2 CHAPTER TWO – GOVERNANCE

This chapter covers various elements relating to the governance of Great Barrier. Sub themes addressed within this chapter are *Local Government, Public Services and Facilities, Defence* and *Healthcare.* The *Governance* theme is closely related to *Infrastructure, Building the Place* and transcends themes relating to *Ways of Life.*

2.1 Local Government

2.1.1 Overview of Local Government

This section records the development of local government on Great Barrier Island. Places of potential significance associated with local governance can include municipal chambers and offices, depots, local services provided by the council such as fire and postal services, and other places associated with local government.

The remote nature of Great Barrier Island meant that it was self-governed in its formative years of settlement with no real connection to the mainland authorities. Officially it was part of the Waitemata electorate. It was not until 1913 that a County Council was formed.

2.1.2 Great Barrier County Council (1913-1989)

The first County Council was elected in 1913 partially as a result of a quest to build roads on the island. Up until this time the island's connection routes consisted of pack tracks constructed by government grants. But these were only good for foot and animal traffic. The formation of a local body would be necessary to facilitate the collection of rates needed to pay for the roads.

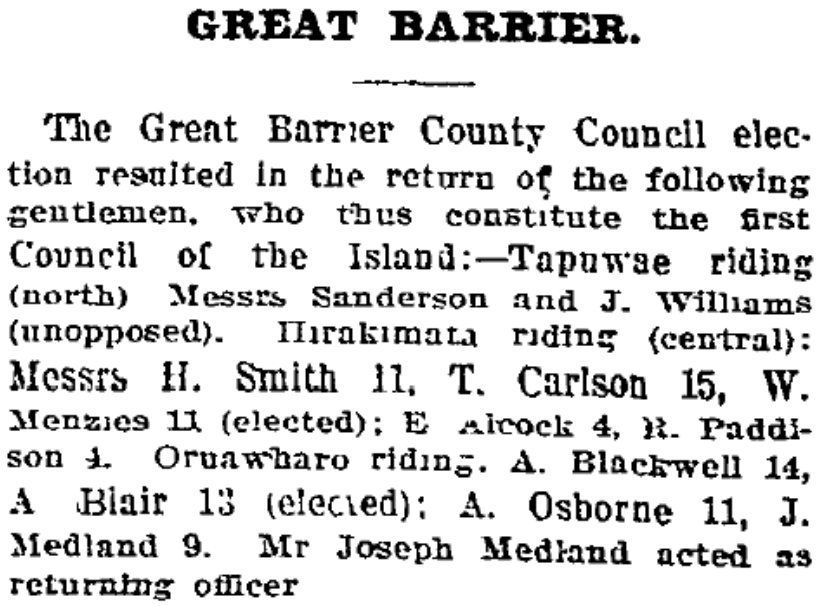
Historically isolated from mainland Auckland, Great Barrier Island's local body representatives were farmers. The early County Council representatives were from families of early settlers

Prior to 1913 locals had met on the island to discuss the subject of forming a County Council. Following the discovery of silver and gold at Okupu, a committee was set up in 1896 to look into the formation of a County Council.[19]

In her book *Great Barrier Calls,* Grace Medland refers to her family discovering that legislation in the Statute Book preventing any form of self-government to the islands in the Gulf.[20] The Medlands brought this to the attention of the central government, leading to a move to amend the law in October 1912.[21] County status was granted in July 1913.[22] It was divided into three separate ridings (electoral districts), called Tapuwae (north),

Hirakimata (central) and Oruawharo (south).[23] Joseph Medland was appointed the Returning Officer.[24]

The first election was held on 5 August 1913. Seven locals were elected. The first council meeting was held in Whangaparapara on 13 August 1913, with Mr A Blair being elected Chairman.[25]



GREAT BARRIER.

The Great Barrier County Council election resulted in the return of the following gentlemen, who thus constitute the first Council of the Island:—Tapuwae riding (north) Messrs Sanderson and J. Williams (unopposed). Hirakimata riding (central): Messrs H. Smith 11, T. Carlson 15, W. Menzies 11 (elected); E Alcock 4, R. Paddison 4. Oruawharo riding. A. Blackwell 14, A Blair 13 (elected); A. Osborne 11, J. Medland 9. Mr Joseph Medland acted as returning officer

Figure 2. The report in the *Auckland Star* stating the elected members to the first Great Barrier County Council. (*Auckland Star*, 8 August 1913).

The County Council managed a long-term operation from 1913 until 1989 with two district schemes taking effect in 1976 and 1986.

2.1.3 Rodney District Council – 1989 - 1992

In 1989, by central government initiative, local and regional government throughout New Zealand was restructured, under the *Local Government (Auckland Region) Reorganisation Order 1989*. On 1 November 1989, Great Barrier Island became part of the new Auckland City and Auckland Region, administered as part of Rodney District Council. The new Auckland City was divided into 10 wards. The Hauraki Gulf Islands Ward was to have 1 member. It was then that a community board was set up on Great Barrier with 6 elected members.[26]

2.1.4 Auckland City Council – 1992 – 2010

This was the result of shifts in the management of the Hauraki Gulf Islands. In 1996, the Hauraki Gulf Islands District Plan became operative, setting out a range of management tools for Great Barrier Island.

2.1.5 Auckland Council – 2010 - Present

In November 2010, the Great Barrier Island became part of the unitary Auckland Council, consisting of merging a total of seven territorial authorities and an eighth regional authority, the former Auckland Regional Council. An Auckland Council service centre remains at Claris along with Local Board offices. The area is now situated within the Waitemata and Gulf Ward, one of 21 across the region.

Figure 3. Local Board offices c.1960s.
(Auckland Council, March 2018).

2.2 Public Services and Facilities

Public facilities have historically and continue into today, to provide an important service to the communities in which they serve. Socially focused services such as education, and churches are discussed under the *Ways of Life* chapter.

2.2.1 Communications

2.2.1.1 Postal Service

While the remainder of New Zealand was developing postal communication, the Barrier lacked the roads and transport facilities for the entire island to be accessed for postal delivery.

The isolation of the early settlers made it difficult to communicate by mail and in the very first years of settlement, they relied on the sighting of passing ships to get their mail sent to the mainland. Upon sighting a ship, they would make their way to the bay where it had landed either by track or by sea. By the 1890s the Northern Steamship company was offering a weekly mail service to and from the mainland.

The first post office is recorded in Port Fitzroy in the 1860s with the Postmaster recorded as being Albert J Allom, appointed on 1 July 1863.[27] By 1871 a second post office was recorded at Tryphena.[28] John Blair was the postmaster there for many years. By 1894 another post office was recorded at Okupu Bay.[29] Awanga (now Awana) is recorded as having a post office in the 1914 general elections.[30] In 1919 another two post offices, one in Okiwi and another in Okonga, were added to the existing number as places to vote in the general election.[31]

The post arrived and departed via a weekly coastal steamer which limited the communication the island had with the mainland.

Early postal facilities were accommodated in existing buildings, generally attached to a residence or store. In Port Fitzroy, Emilius Le Roy became the Postmaster in 1884 and he held the position for 40 years. A Post Office and General Store were located in Rarohara Bay close to his house. Telegrams and other urgent messages were taken to a place called Mill View at the top of the peninsular. They were put in a box next to a tall post that could be seen from many vantage points in Port Fitzroy. A red bandana, or something similar tied to the top of the post indicated that urgent messages were available. After a school room was built on Le Roy's property, the mail could be given to the children to take home.[32]

Emilius Le Roy relinquished the role of postmaster to Joe Paddison in 1923 who set up the post office and manual telephone exchange in a lean-to addition to his home, Glenfern. The Paddison property was more convenient, following the construction of the wharf at Port Fitzroy. Joe's daughter, Edna Cooper, who ran Glenfern as a guest house from 1934, also took on the role of postmistress for 40 years.

At Okiwi, the post office was opened on 1 December 1900[33] on the Cooper property with Samuel Cooper as the Postmaster. Operating a post office and store, these buildings were separate structures on the Cooper property. Very much a family affair, this role was continued by his daughters and then Freda Cooper, who was the Postmistress for 50 years, also managing the telephone exchange. This role was continued by her daughter until 1992 when the exchange closed down.[34]

The post office in Tryphena was initially established in 1871 at the Blair farmhouse.

Figure 4. Original building used as the Tryphena Post Office c1890s.
(Auckland Libraries Heritage Collections, AWNS – 18990120-2-4)

A new post office at Tryphena was built as a small room attached to the rear of a new bungalow. The house was built in the early 1920s and the small room that once housed the post office is still attached at the rear of the house as is demonstrated in figures 6 and 7 on the following page.

Figure 5. The bungalow rebuilt in Tryphena located at the end of Tryphena Harbour Bay Road.
(Auckland Council, March 2018)

Figure 6 and Figure 7. The former post office at Tryphena still exists attached to the rear of the bungalow.
(Auckland Council March 2018).

In Blind Bay the post office was on the grounds of the grounds of the Sanderson homestead as illustrated in Figure 8. Although the homestead is still there, the small post office has since been removed. The wharf, where the mail arrived, can be seen in the distance.

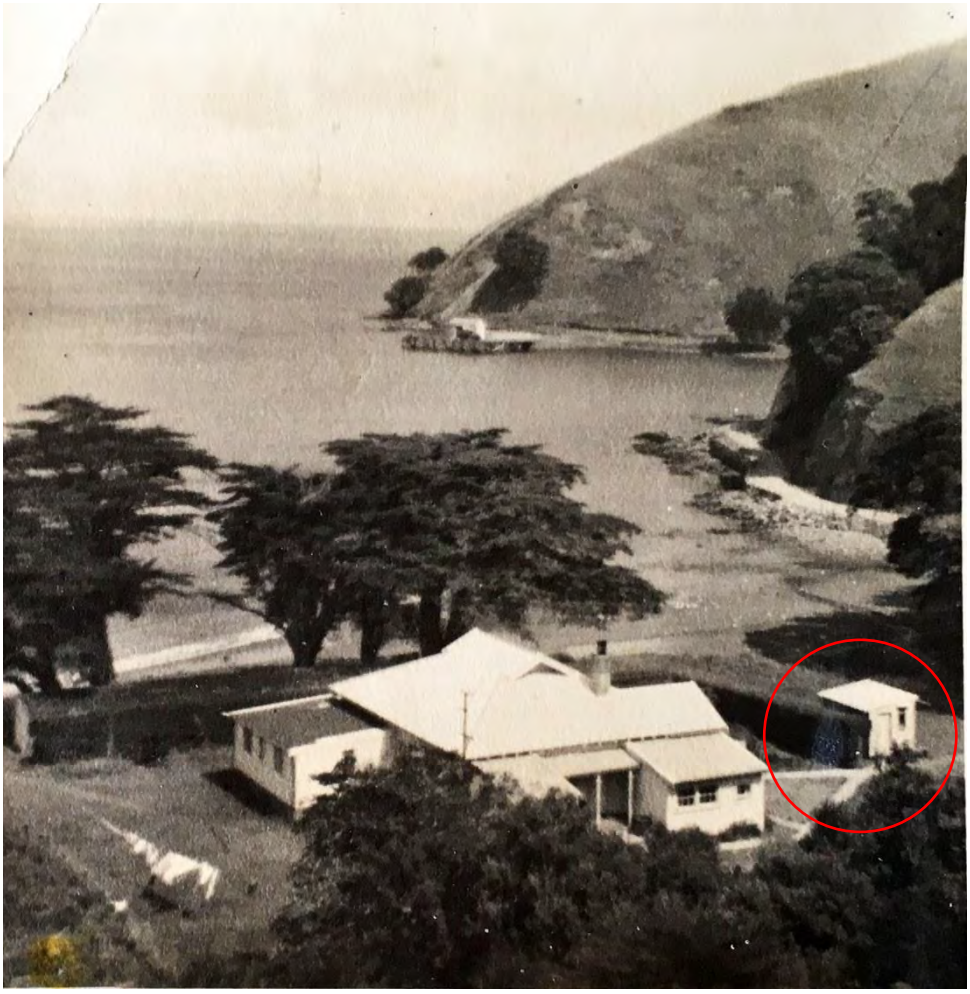


Figure 8. The Sanderson House at Blind Bay. The small post office building is shown in the circle. (Photo: courtesy Ben Sanderson).

2.2.1.2 Pigeon Post

Between 1897 and 1908 a Pigeon Post service was operated between Great Barrier Island and mainland Auckland. With no telegraphic communication between the mainland and Great Barrier Island, this service provided the fastest communication. Following the tragedy of the wreck of the *SS Wairarapa* at Miners Head in October 1894, when it took over 75 hours for the news to reach the mainland, the need for more urgent communication was highlighted.

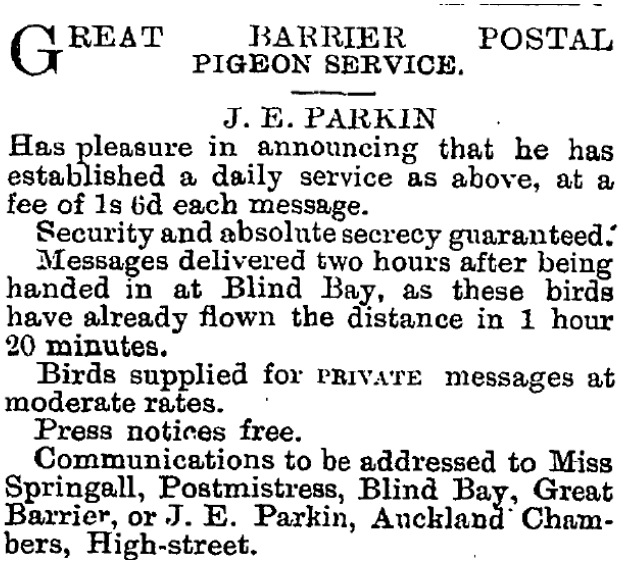
The demand for better communication gained impetus with the discovery of gold and silver on the island at Oroville in the 1890s. Joseph Smales, stockbroker in the firm Smales and Gould, and mining promoter, was a member of the Auckland Pigeon Flying Club[35] In February 1897, he established a partnership with a fellow Pigeon enthusiast Walter Fricker in a company called 'Frickers Great Barrier Pigeon Agency'. Both gentlemen are believed to have used pigeons to communicate with people on the Barrier in the past.[36] Walter

Fricker was a Ponsonby painter who had a loft of over 100 pigeons. A cost of two schillings for the use of a pigeon was levied by the service. As Okupu was the closest port to the mining centre, they engaged the services of the local postmistress at Okupu, Miss Springhall. Messages were written on light tissue paper and tied to the leg of the bird to be dispatched.[37]

Within two months, Smales and Fricker ended their partnership. Fricker requested the government to subsidise the pigeon service to relieve the cost which was unaffordable for many, making the operation less than viable. The government was unable to sustain this.

Seeing an opportunity to provide competition, Smales and his business partner Gould formed a separate pigeon carrier service in partnership with John Ernest Parkin. John Parkin, a well-known pigeon enthusiast, kept pigeons in the roof loft space of the *Auckland Chambers,* of which he was the caretaker. In direct competition with Mr Fricker, they established a daily service a 1/6 which was sixpence cheaper. Following an incident where Miss Springhall unknowingly confused Parkins birds for Frickers and dispatched them. Of course, they flew to Parkins loft offending Walter Fricker, who believed he had been double crossed. As a result, Fricker began to home his pigeons elsewhere on the island, reportedly with New Zealand artist Tom Ryan.[38]

Parkin then established a working relationship with Miss Springhall, Parkin placed a notice in Auckland newspapers announcing the new operation with the very competitive price.



GREAT BARRIER POSTAL PIGEON SERVICE.

J. E. PARKIN

Has pleasure in announcing that he has established a daily service as above, at a fee of 1s 6d each message.

Security and absolute secrecy guaranteed.

Messages delivered two hours after being handed in at Blind Bay, as these birds have already flown the distance in 1 hour 20 minutes.

Birds supplied for PRIVATE messages at moderate rates.

Press notices free.

Communications to be addressed to Miss Springall, Postmistress, Blind Bay, Great Barrier, or J. E. Parkin, Auckland Chambers, High-street.

Figure 9. *Observer* ,15 May 1897, p17.

In 1898, Walter Fricker began his rival service, which he called the ‘Great Barrier Island Pigeongram Agency’.

FRICKER'S GREAT BARRIER PIGEON AGENCY, AUCKLAND.

The above Loft now contains One Hundred Homers, bred from Stock secured from the undermentioned well-known breeders :—

SAMUEL HORDERN, Sydney.
W. H. SMITH, Annandale, Sydney.
ALBAN O'GEE, Auburn, Sydney.
MCEWEN, Dunedin, New Zealand.
COTES, North Shore, Auckland.
MCQUARRIE, Nelson.

Breeders, Fanciers, or any person taking an interest in Homers will be welcome to inspect the Loft on Saturdays from 2 to 5 p.m.

WALTER FRICKER,
Picton-street.

Figure 10. *Auckland Star,* 13 August 1898, p8.

Parkin moved his premises to a loft in Newton Road, Newton at some stage between 1897 and 1899. The building still exists in a modified form.

THE ORIGINAL PIGEONGRAM SERVICES' LOFT, NEWTON ROAD, AUCKLAND.

Figure 11. The original pigeon post services loft in Newton Road in c1899.
(Auckland Libraries Heritage Collections, AWNS - 18990915-6-2).

Figure 12. The Pigeon Post Service Building in Newton as it stands today
(Google Street View 2019)

Parkin sold the operation to a young entrepreneurial man named S Holden Howie in 1899. By November 1899, Miss Springhall was replaced as the agent in Okupu by the local storekeeper Charles Werner.[39]. By this time the pigeon post service operated from Okupu, Port Fitzroy and Whangaparapara.[40]


Figure 13 Great Barrier Pigeongram Service: Photograph of pigeons with messages attached.[1]
(1898, New Zealand, maker unknown. Purchased 1993. Te Papa (GH006298)).

[1] This image shows Charles Werner and Miss Trevethic with the pigeons outside Okupu Post Office.

Figure 14. Charles Werner's home and outbuildings c1900. Photo taken by Henry Winkelmann. One of these buildings housed the store and post office and another housed the pigeons.
(AWMM/L PH-NEG-1243)

The service provided a much more immediate form of communication and was well used by those on the island. In 1899 S Holden Howie reported that in the first two years 800 messages had been carried by their pigeons.[41] One incident that created a need for emergency contact occurred in 1900 when a young island resident, Charles Osborne was involved in a rifle accident which had shattered his arm. A pigeon post letter was sent by Charles Werner to Mr Winkelman in Auckland, informing him of the incident and requesting urgent medical attention. This was followed up immediately, with a nurse being sent to Great Barrier and bringing Charles back to the mainland, saving his life.

The Pigeon Post Service came to a conclusion when the Great Barrier Island was connected to the mainland by cable in September 1908.[42] The cable was laid between Port Charles on the mainland and Tryphena.

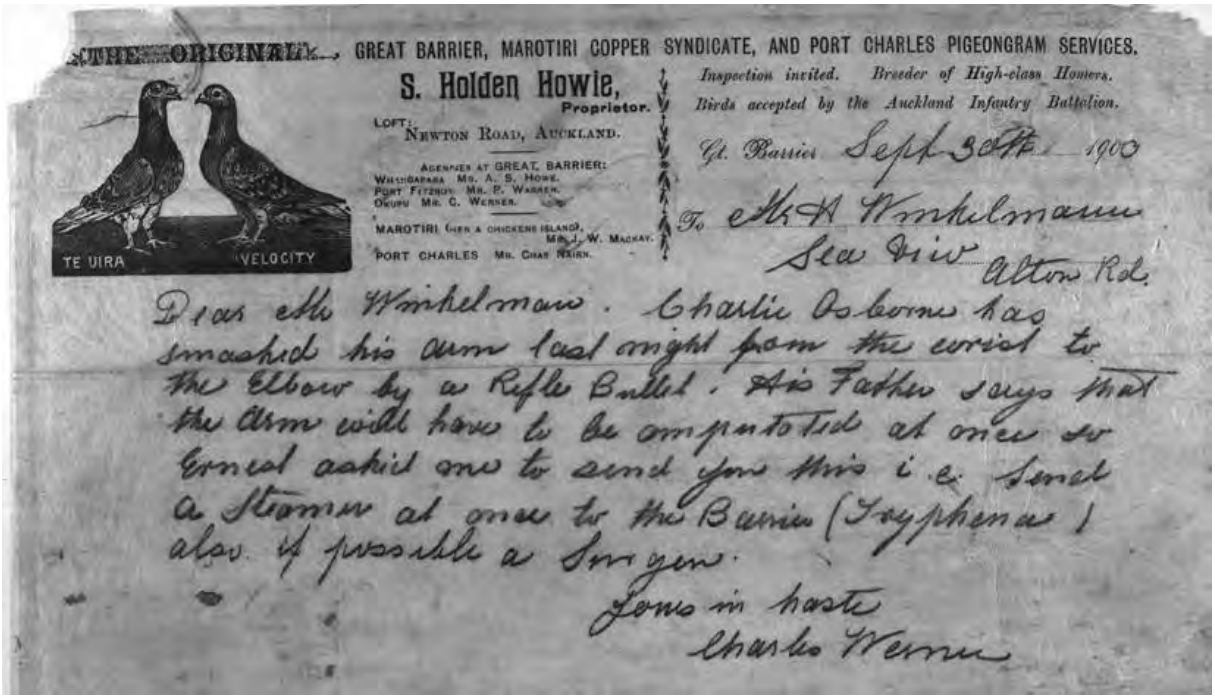


Figure 15. The pigeongram sent to Auckland from Okupu to seek help for Charlie Osborne. (Auckland Libraries Heritage Collections, 7-A11539).

2.2.2 Justice

There are limited resources for police on the island and any offences are still being dealt with as part of the Auckland judicial system. However, a small police presence on the island has continued to operate. Early lock ups existed, but they do not appear to have survived. There is evidence of one from Whangaparapara which is now located near the golf course at Claris. It is understood to be on private property and in a dilapidated state with vegetation growing over it.

Following some unlawful behaviour on the island including the well documented murder of Robert Taylor in Tryphena in 1886, Barrier settlers petitioned their local Waitemata MP, William Massey for a police presence on the island.

The first policeman on Great Barrier Island was Jim Johnson, who was appointed in 1895 as a special constable for the entire island. Jim was already a resident on the Barrier, living in Blind Bay. He held the position until 1928.[43]

2.3 Healthcare

Great Barrier Island has little history in the healthcare industry with no doctors or nurses until the early 20th century. The *Auckland Star* reported the presence of a resident doctor, Dr Fox, in 1916.[44] An advertisement in the *New Zealand Herald,* in 1909 offered a salary of £150 per annum for a resident medical officer.[45]

However, it appears there was not always a resident doctor there after this time. The island coped with just a district nurse for much of the 20th century, while doctors visited the island at various intervals. This may be related to the introduction of air travel to the island making a day trip feasible for doctors who had practices on the mainland.

In March 1928, the Auckland Hospital Board decided to pay a stipend of £60 to have fully qualified district nurse on the island.[46] They appointed an existing resident and member of the longstanding Medland family, who was qualified for the position.

The first district nurse was based in Port Fitzroy. There were many complaints by residents that due to the location of the nurse and the lack of good roading it was difficult for her to attend to cases in other parts of the island.[47] In the late 1930's, due to the remoteness of some of the settlements on the island, the only form of travel to reach patients, was either by horseback or boat, sometimes in less than ideal conditions.[48] By the late 1930s doctors could be taken to the island by the Navy's amphibian planes from Hobsonville air base.[49]

In 1937 a typhoid epidemic reached Great Barrier Island, predominantly in the Katherine Bay area. Although the district nurse was able to care for those suffering from the illness, she needed further assistance to bring the epidemic to an end. This affected the Māori population[50] and only a few Europeans living in the locality. Four people died before the Health Department sent Dr C B Gilberd and Mr W Armour to the island to investigate the dire situation. Dr Gilbard was able to inoculate the residents of Katherine Bay and return to check on the situation, thanks to the more immediate access of air travel.

The access to the mainland by air, probably prevented progress in increasing the number of healthcare professionals on the Barrier. Helen Jordan Luff discusses recollections of a volunteer doctor who would visit the island by boat with a pharmacist approximately once a month for a few years after WWII. They would be available for consultation as they travelled the island and could provide medicine.[51]The Auckland Hospital Board eventually sent a registrar over as a visiting medical practitioner, operating clinics all over the island and working with the district nurse.

It wasn't until 1954 that a nurse's cottage was built in Port Fitzroy. This served as both a residence and a clinic.[52]

Figure 16. The health clinic and nurse's cottage
(Auckland Council March 2018)

In 1980. Dr Ian Howie took up the position of the visiting doctor being sent to Great Barrier periodically. In 1983, he elected to live on the island as a permanent doctor, with a clinic in his caravan outside his home in Kaitoke. In 1987, a survey was conducted by the Ministry of Health on the islands' health services with a view to establishing a Community Health Centre. With the support of the County Council and a massive fundraising effort, the Community Health Centre became a reality. A house from Carrington Hospital, and consequently owned by the Auckland Area Health Board, was gifted to become the centre's building. A site became available when the former Community hall was relocated. The centre was opened in Claris in 1990.

2.4 Defence

In the early 1940's the New Zealand government became increasingly concerned at the possibility of a Japanese invasion, and in preparation undertook an analysis of the potential threat and current defences. The conclusion reached was that the most likely scenario would involve the capture of the North Auckland Peninsula, followed by an advance on Auckland combined with the capture of Great Barrier[53].In response military planners looked to reinforce coastal defences.

Located on the northern approaches to the Hauraki Gulf and Auckland, Great Barrier Island was considered a risk due to its capacity to host airfields and naval anchorages.

In early 1942 shortly after the attack on Pearl Harbor the New Zealand Army dispatched gunners with two 6inch field howitzers as a stop gap measure to cover the entrances to Port Fitzroy and the anchorages at Port Abercrombie.

Figure 17. Two 6inch 26cwt howitzers served on Great Barrier from 1942 to 1944.
(PA1-q-291-029-078; Department of Internal Affairs.)

The howitzers arrived at Port Fitzroy, but with their gun tractor wrecked in an accident, the gunners hauled the howitzers by rope up Aotea Road to gun pits dug into the high point or saddle located between Port Fitzroy and Okiwi. Some 3000 shells, each weighing 100 pounds were also manhandled up the slope.[54] The area came to be known as Mountain Camp.

The gunners were accompanied by an infantry company. The company was later expanded to a full battalion. The infantry was based at a camp located at Claris Airfield. The camp and huts were positioned in the area today occupied by the medical centre, library and arts centre.

An infantry garrison was housed to protect the howitzers at a camp at Port Fitzroy.[55] Their huts and tents were located where the Boat Club now stands. Indeed, the building now housing the Boat Club once served the camp. The soldiers were equipped with rifles, machine guns and mortars. Their transport included trucks and a few tracked Bren gun carriers. Given the rough country on the island, movement was difficult and thus pack horses were also used. A home guard drawn from local residents was also established. Members trained with the Army until the guard was disbanded in early 1944.

The howitzers were originally intended as a stopgap measure. Following a reconnaissance by officers of 9th Heavy Artillery Regiment based in Auckland, sites were identified for emplacement of two 6inch guns and a 4inch gun covering Port Fitzroy and Port Abercrombie. The emplacements were never built. Instead the equipment went to higher priority locations in the Pacific Islands. Four planned Bofors 40mm anti-aircraft guns also never arrived. Aircraft defences were thus limited to a few Lewis light machine guns.

Built in 1937, Claris Airfield was utilized by the Royal New Zealand Air Force. A flight of three Vincent patrol bombers from No 1 (Auckland) Squadron were based here for a period immediately after Japan entered the war. Aircraft tie-down points built for the Vincents remained in use at the airfield for many years.

Figure 18. RNZAF Vickers Vincent patrol bomber.
(RNZAF Museum)

Across Great Barrier Island other defence installations were also established. Coast watch stations were established at Tree Peak and Point Tryphena. These enabled soldiers to maintain a simple lookout and call in by radio any activity they spotted.

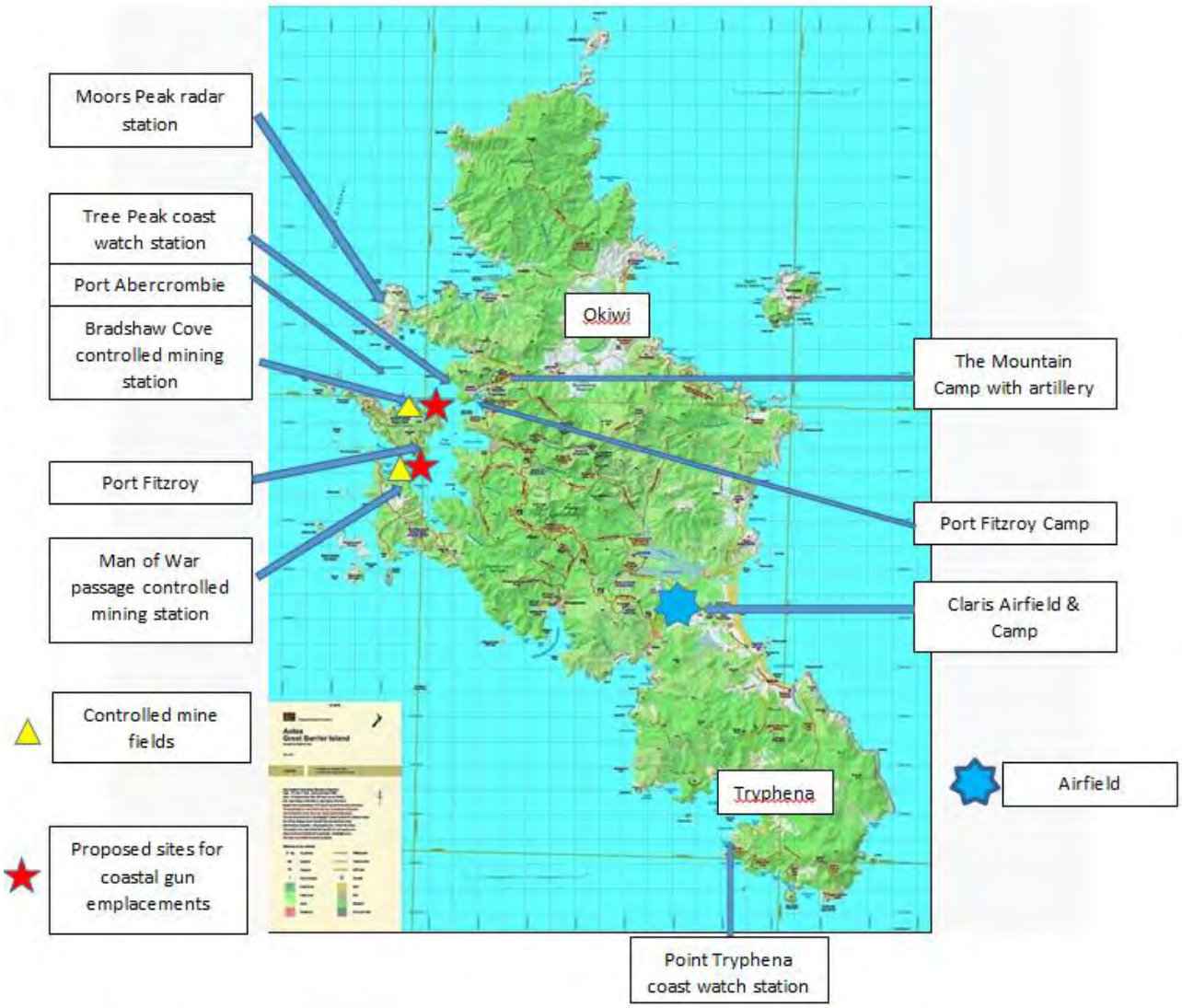


Figure 19. World War Two camps & installations on Great Barrier Island. (Maxwell 2018)).

A sophisticated radar station was established at Moors Peak, above Nagle Cove, covering the northern approaches to the Hauraki Gulf.[56] The radar equipment could detect both aircraft and ships. It was equipped with its own generator and huts for 20 personnel.

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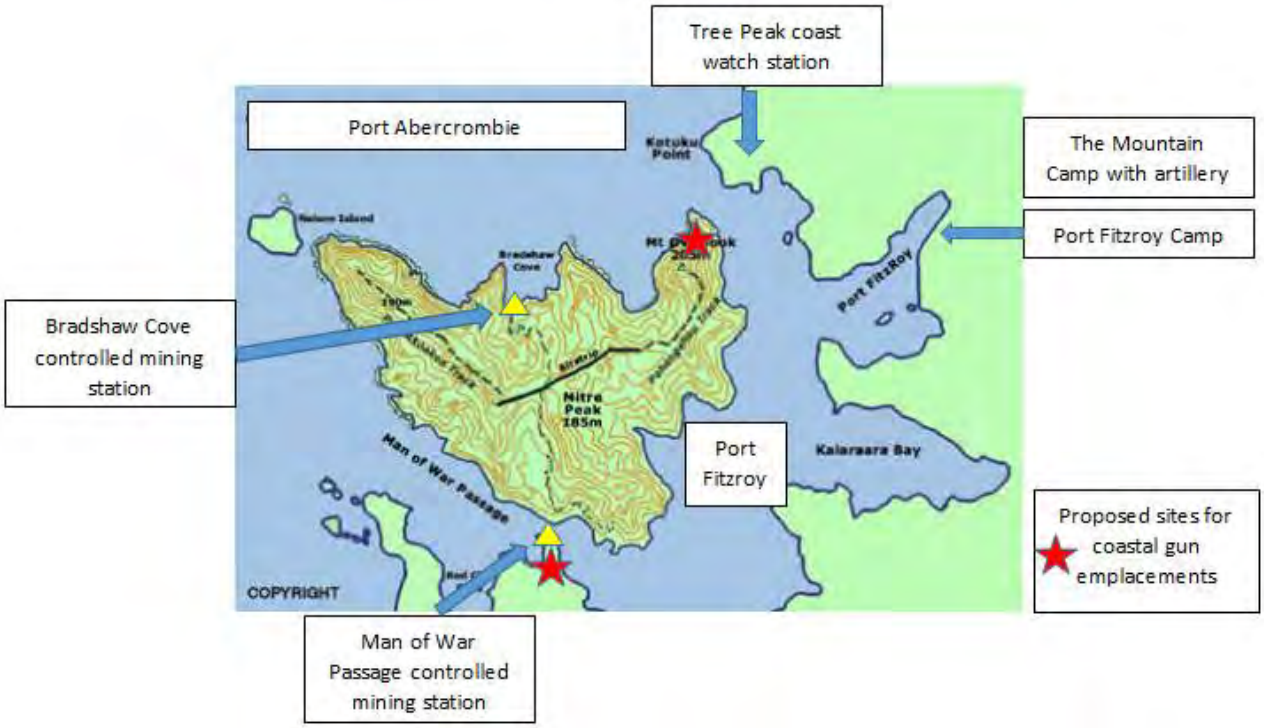

Figure 20. World War Two camps and installations at Port Fitzroy. (Maxwell 2018.)

These stations were part of a wider surveillance network covering northern New Zealand. The information they collected was assessed by commanders based in an underground centre, which today is located in the grounds of the Epsom Campus of the University of Auckland.

The Moors Peak radar station and the associated surveillance network was not established when the *Orion*, a German naval commerce cruiser laid mines in the shipping channels during the night of 13-14 June 1940 in waters near Great Barrier Island. Five days later the liner RMS *Niagara* was sunk when she struck a German mine in the northern Hauraki Gulf. Four of the mines later washed ashore on the island.[57]

Controlled minefields were a key element of the defence of Great Barrier and were established across the approaches to Port Fitzroy, in 1943. The fields consisted of mines moored such that they floated beneath the surface. Each mine was controlled so that it could be exploded beneath vessels passing above. Five mine loops and two guard loops (designated JL4) were laid across the entrance to Port Abercrombie and an observation field of forty-three mines (JO2) in Man of War Passage (then known as Governor's Pass), the narrow southern entrance to Port Fitzroy. By that time the Great Barrier minefield had been installed there had been a definite improvement in the strategic situation in the Pacific war, and in January 1944 it was decided to dispose of most of New Zealand's controlled minefields, including the Great Barrier fields, by firing them.[58]

Anti-submarine buoys

There are a number of large steel buoys on Aotea Great Barrier. Many of these have been modified and reused as barbeques, art works or for other purposes. These buoys are artefacts from WWII but were not part of the defence of Great Barrier. They supported a 4,000 ft anti-submarine boom that extended from North Head to Bastion Point as part of the wartime defences of Auckland Harbour. The net and the 300-gallon buoys were lifted in 1945.[59]

Figure 21. An anti-submarine boom. Few photographs of these exist due to wartime censorship. (https://novascotia.ca/archives/eastcoastport/archives.asp?ID=219).

We understand that the buoys were acquired as surplus items and brought to the island for use at the whaling station where they supported the oil pipeline that was used to pump whale oil from the storage tank to ships in the bay (Fig.), and that they have been removed by island residents after the station closed (see Whaling).

Figure 22. Boom defence buoys at Port Fitzroy, 1978.
(Ian Maxwell photograph, 2014).

2.4.1 Key Places Associated with the WWII Defence of Aotea - Great Barrier

Man of War Passage controlled mining station (CHI 12262; S08_369)

A controlled mining station was established on the southern side of Man of War Passage into Port Fitzroy to control the minefield moored in the passage. The station included a concrete observation post from which the minefield was controlled, together with huts for accommodation. The observation post was strongly built to protect the personal and equipment from incoming naval gunfire.

Figure 23. The Royal New Zealand Navy post war cruiser HMNZS *Bellona* leaving Port Fitzroy through the Man of War Passage. The controlled mining station buildings can be seen on the headland beyond.
(RNZN Museum)

Figure 24. The conical-roofed observation bunker for the Man of War Passage minefield.
(Robin Astridge, 2014)

Bradshaw Cove controlled mining station, Kaikoura Island (CHI 12290 & 12286; S08_42 & S08_398)

A second controlled mining station was established at Bradshaw Cove, on Kaikoura Island covering mines laid across the northern approach to Port Fitzroy. Facilities at Bradshaw Cove included a concrete observation post from which the minefield was controlled, accommodation huts and two underground bunkers of which one was for an electricity generator. This generator not only provided power to Bradshaw Cove but acted as a backup source of power to the Moors Peak radar station via an undersea cable. An underwater telephone cable also connected Bradshaw Cove and Moors Peak.

Figure 25. One of the two underground bunkers at the Bradshaw Cove controlled mining station. (Auckland Council March 2018).

Figure 26. Observation post at Bradshaw Cove.
(Auckland Council March 2018).

Figure 27. Compass rose depicted on the ceiling of the observation post at Bradshaw Cove.
(Auckland Council, March 2018).

Figure 28. WWII accommodation buildings at Bradshaw Cove. The fig tree on the right is possibly associated with earlier settler occupation.
(Auckland Council, March 2018).

Moor's Peak radar station CHI 12287; S08_399

Little information appears to be available on the Moors Peak radar station at the entrance to Port Abercrombie. It is said to have been built at a cost of £13,000 and that it included three accommodation buildings (CHI record). Cooke states that an ME-1 microwave radar set was planned for Great Barrier but cancelled [and by implication not installed] in a review in late 1943.[60] Confusingly, however, he lists an ME-1 set (No. 14m) as being installed as in June 1943 at 'Moon's Peak' [sic] under the Mokohinau station/location heading.

The radar station on Burgess Island was unable to provide coverage as far as Great Barrier Island, which may explain why this station was planned/installed as an adjunct to the Mokohinau station.

The CHI and ArchSite records for the site indicate that concrete foundations and steps to the summit remain at the site.

3 CHAPTER THREE - INFRASTRUCTURE

This theme explores Great Barrier Island's infrastructure development starting from early settlement through to the middle of the twentieth century. The infrastructure on Great Barrier Island is limited and reflects the isolated nature of the island. No roads existed until the early 20th century. To date there has been no development of the normal utilities,

such as power and water. The island operates on generators, solar panels, gas bottles and rain water tanks.

3.1 Transport

3.1.1 Background

The issues with transport on Great Barrier Island are associated with the sheer size and mountainous rocky nature of the island. Residents are not only isolated from the mainland, but a great deal are isolated from one another on the island. The population is dispersed into several small communities in various parts of the island, some connected by roads, while others, living in remote bays or islands are only reached by sea.

3.1.2 Roading, Bridges and Sea Walls

Roading was, and largely still is, based on connections to small communities dotted around the periphery of the island, with only a few smaller roads that provide access to some of the residential properties that exist on the island. To this day, a great deal of properties, can only be accessed by walking tracks or by sea. The roads that were constructed, were at first unmetalled. Once shingled, they remained that way until more recent times, having only been tar-sealed in the last 20 odd years. Roads that are less accessed remain as shingled tracks.

The first access track constructed on the island in the historic era is likely to have been the miners track associated with the copper mine at Miners Head. It is likely to date to 1842. This ca 1 m wide track, which was cut into the steep slopes from the Miners Bay village to the mine, is still clearly discernible.[61]

The original settler's tracks were carved out of dense bush by early settlers who needed to negotiate their way to various parts of the island for trade, mail and events. Dusty and muddy, these tracks were initially only good for foot transport and later for horses and bullocks. In the first decades of settlement it was essential for residents to equip themselves with a boat so that they could get to other areas of the island.[62]

In 1898, £200 was authorised by the Public Works Department for roading on Great Barrier Island.[63] However it took some time before any progression was made in constructing more formal roads for wider cartage and later motor vehicle use. Because of the rugged, hilly terrain, it was a hard task using local manual labour to develop roading on the island. By the end of the 19th century only narrow trails known as bridle tracks, created

by local residents allowed access between the east and west coast and connected Tryphena to Port Fitzroy.[64]

New industries emerging at various times played some part in the formation of roads. The Barrier Reefs Gold Mining Company for example, was responsible for forming a road (Fig) between the company's claim at Oreville and the Whangaparapara Harbour as well as building the wharf at Whangaparapara in the late 19th and early 20th centuries (see also Section 5.2 Mining and mineral prospecting on Great Barrier).

Figure 29. Road made by the Oreville mining company between the mining village and Whangaparapara. Photograph taken by Henry Winkelmann in 1902.
(AWMM/L PH-NEG-1426)

In 1916, the New Zealand Herald reported a graded road being built between Port Fitzroy and Whangapoua prior to a wharf being built there.[65] In Katherine Bay the roads to Motairehe and Kawa were surveyed in 1917, but they remained tracks until the early 1950s for Motairehe Road and then the late 1960s for Kawa Road. Mabeys Road was formed in the 1940s.[66] Harataonga Road, formerly Overton Road, was initially an access track formed by the Alcock family in the 1880s. It was during the time the Overtons resided in Harataonga that the road was constructed.[67]

Local families continued to play a large part in the formation of roads and bridges. The Medland family were involved in the forging a pack track, four feet wide, from Ouawharo (now known as Medlands) to Tryphena as early as 1900.[68] Without machinery, they did this using picks and shovels. In 1915, the Medland boys began work on a cart road after receiving a government grant of £100 to construct 20 chains of a 12 foot highway.[69] They did this by using explosives to force their way through the hilly rocky terrain and manual labour to create the road. This was done over years as they had to find time out of their busy farming schedule.[70]

Figure 30. Medland Brothers building road between east coast and Tryphena. Date and photographer unknown. (AWMM/L PH-CNEG-C10365).

In the 1930s the Medland brothers were responsible for building a cart road to the Tryphena Post Office and the desirable site of a proposed wharf for Tryphena. In doing so they replaced bridges with substantial culverts.[71]

The early 1930s also saw the Public Works Department work on the construction of Great Barrier roads for the first time. Using relief workers during these depression years, the roads were forged by hand using picks, shovels and wheelbarrows, with the assistance of explosives.[72] Stone masons among the relief workers created stone faced seawalls, bridges and culverts.[73]

Camps were set up for the workers in various parts of the island to create a road network for the Barrier. A cottage, built by Adam Blackwell, along the shoreline of his farm, was used by the roadmen while the road was being built from the Shoal Bay Wharf. The cottage later became Alice Borich's (nee Blackwell) home for herself and her husband and still exists along the shoreline beneath the road built to Shoal Bay.

Figure 31. Adam Blackwell's shelter believed to have been used by men working on the roads.
(David Watson, June 2018)

Following the completion of this road, the road from Blind bay to the east coast was also formed by the relief workers. As a result, the Blind Bay Road as it is now known has a handsome set of culverts and bridges completed by stone masons, along with the magnificent seawalls and the current wharf built at this time.

Figure 32. One of the stone culverts built by stone mason relief workers in the early 1930s.
(Auckland Council July 2017).

Figure 33 . Sea wall along Blind Bay shoreline.
(Auckland Council July 2017).

In August 1941 the New Zealand Government approved £3,700 to be spent on a road between Harataonga and Whangaparapara providing access between the north and the south and connecting the northern residents with the aerodrome.[74]

The roads remained shingled for some time with the main arterial roads more recently being sealed in the 1990s. There are still limitations to the roading on the island with some areas remaining disconnected.

3.1.3 Road Names

In November 1991 a working party of the Great Barrier Community Board was set up to look into appropriate naming of roads with members of the public being invited to make submissions.[75] New names were to reflect the culture and history of the island. A number of recommendations were made as a result of the submissions. Before determining the effects of the suggested names, research was undertaken by Graeme Murdoch of the Auckland Regional Council.

The Main Road

There was a suggestion that the main road between Port Fitzroy wharf and Shoal Bay Wharf be given eleven names that were considered relevant to the areas the road passed through. The community board took on Graeme Murdoch's recommendations that the use of eleven names would be confusing for all using it including emergency services. As the road was commonly known as Main Road, despite the various names that were already in place for it, Murdoch recommended that the entire road could be called Aotea Road after the traditional Māori name for Great Barrier Island.[2] Six road names eventually accepted. Aotea Road was adopted for a good deal of the road from Port Fitzroy Harbour until it reaches Palmer's Beach. The road then takes on the name of local historic family identities until it reaches Tryphena, beginning with Gray Road[3] which then meets Hector Sanderson Road[4] at Fourways. This road then runs into Walter Blackwell Road[5] where Oceanview Road intersects on the eastern side running down to Kaitoke Beach. When constructed, this part of the road divided the land owned by Walter Blackwell's family creating a number of issues for them. From the Blackwell quarry, to Tryphena Hall, the name then changes to Medland Road. This was considered by the board '*a fitting tribute to the family who actually made the road with picks, shovels'.*[6] The reminder of the road to Shoal Bay Wharf retained its name of Shoal Bay Road.

[2] Aotea dates back to the arrival of the Aotea canoe in the 14th century.
[3] Named after the Gray family who have lived in the area since around 1918 and are still associated with the area.
[4] Named after longtime resident in the Kaitoke-Claris area and descendant of early settlers, the Sanderson family.
[5] Named after longtime resident in the Kaitoke-Sugarloaf area and descendant of early settlers the Blackwell family.
[6] The Medland family were the first European settlers in the area and they were responsible for this road being formed.

Traditional Names

Other side roads, some of them mentioned earlier, have been named with traditional names at the time they were formed, and the use of their name has continued. These include roads such as Motairehe Road and Kawa Road in Katherine Bay. According to Graeme Murdoch's report Motairehe is the traditional name for Katherine Bay and for the Ngati Rehua Ngati Wai settlement at the head of the bay. Murdoch states the name is associated with the arrival of the Tainui canoe in the bay in the 14the century. Kawa is also a traditional name for the settlement, with the meaning 'flat, open cleared' area.[76]

The naming of Karaka Bay Road, which gave access to the Paddison Homestead, originated from the word, Waikaraka, meaning the Bay of the Karaka groves.[77] Kaiaraara Bay Road relates to the bay of the same name with a meaning associated with food gathering. Harataonga Road relates to the bay it gives access to and the name means to 'violate the tapu of a sacred object'.[78] The naming of Whangaparapara Road was changed from three names (including Whangaparapara Road) to the one name as proposed by the Community Board in 1991.[79] Relating to the traditional name for the harbour that the road runs down to, Whangaparapara means 'the harbour with the extensive tidal mudflats'.[80]

Omata Road which runs along the ridge from Harataonga Road to Stony Beach relates to Te Mata, the Māori chief of Ngati Tai at the time of the Ngati Wai conquest of Aotea. It is the traditional Māori place name for this area.[81]

Oruawharo Lane at Medlands Beach is associated with the traditional name of the islet and pa on the beach and the bay which is known as Oruawharo Bay.

Settlers Names

There is a small amount of side roads on the island that were named in memory of some of the earlier settlers on the island. None of these road names were changed when the 1991 proposals were made. Mabey's Road in Okiwi is named after the Mabey family who lived at the Whangapoua beach end of the road since around 1918. Curreen Road at Awana was named after the Curreen family who have lived in the area since 1922.

In Okupu, Macmillan Road was named after the Macmillan family who were associated with the area in the late 19th century. Thomas Road in Medlands is named after Thomas Medland, the earliest European settler in the area. Mitchener Road near Medlands Beach is named after the Mitchener family who have lived in the area since 1938. Blackwell Drive

in Tryphena commemorates the Blackwell family who have lived in Tryphena since the mid to late 1860s.

Names Relating to Island Industry and Settlement

Other names of some of the side roads relate to earlier industry or other historic occurrences on the island. Iona Road in Okupu is named after the Iona Stamping Battery. Tryphena Harbour Road originally ran the entire length of Puriri Bay from Tryphena Hall to the western end of the harbour and is now limited to a small section at the western end of Puriri Bay running south to the bay. It is associated with Tryphena Harbour and the harbour wharf built by the Medland brothers. The remainder of the road was renamed Puriri Bay Road. Mulberry Grove Road in Tryphena refers to the Mulberry trees that were believed to have been planted by Alfred Osborne in this locality in the late 19th century.

3.1.4 Public Transport

There is no public transport on the island given the limited population number. However, there are a number of bus shelters dotted around the roads.

3.1.5 Development of transport to the mainland

Transportation between Auckland and Great Barrier Island has always been hampered by the geographic isolation of the island and the winter climate. Weather conditions have often resulted in the cancellation of ferry sailings and the closure of the airfields.

3.1.5.1 Steamers – to ferries

From the 1890s the Northern Steamship Company provided a weekly passenger service between Auckland and Tryphena.[82] The Northern Steamship Company was still running a service between Auckland and Great Barrier Island until the company withdrew its last passenger ferry *Hauiti*, in March 1940, as they were incurring substantial losses in running the service. Mail and cargo were still delivered to Great Barrier by the company on a weekly motor boat. The County Council appealed the decision to stop the service as now the only means for people to get to and from Auckland was by private boat.[83] By September the central government had agreed to provide a £1,000 subsidy,[7] and the Northern Steamship Company agreed to continue their service resurrecting their steamer, *Wairua.*[84]

[7] The Northern Steamship Company had previously been supported by a £300 subsidy.

In 1943, the Northern Steamship Company, introduced a new motorised passenger vessel, the *Kapiti,* which travelled between Auckland and Tauranga calling into Great Barrier on Tuesdays and Saturdays.

However, in December 1948, the Northern Steamship Company ceased its passenger service to the Barrier, after 60 years. The service was replaced by a motorised vessel called the *Coromel,* operated by the Strongman Shipping Company.[85] It is believed the shipping company ceased operations to the Barrier in the late 1950s.[86]

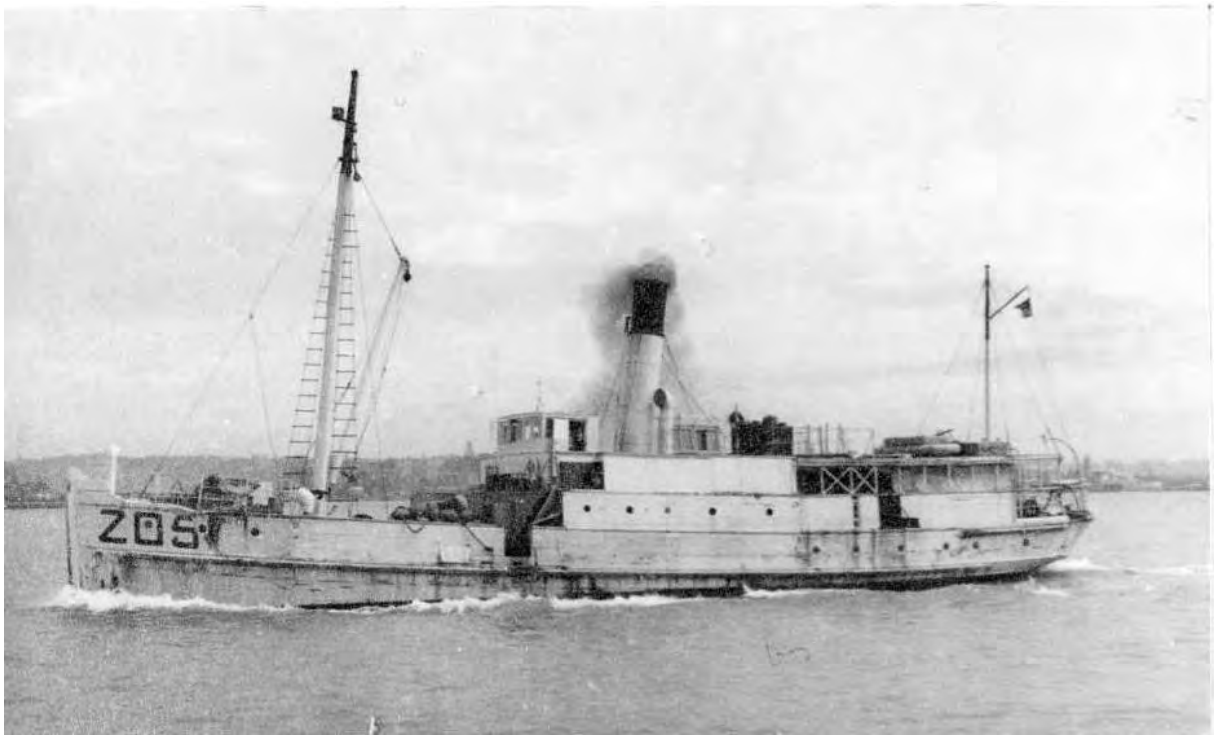

Figure 34. The *Hauiti* owned by the Northern Steamship Company and operated a passenger service to Great Barrier Island until 1940. (Auckland Libraries Heritage Collections 7-A15725).

Figure 35. Ferry *Coromel,* and passengers, at Port Fitzroy wharf, Great Barrier Island.
(Alexander Turnbull Library, PAColl-5521-10).

The *Coromel* was replaced by the Royal New Zealand Navy Fairmile, the *Ngaroma,* in the late 1950s, as a weekly service which sailed between Auckland and all of the west coast ports of Great Barrier Island. It stopped at Port Fitzroy, Whangaparapara, Okupu, Puriri Bay and then finally Shoal Bay, dropping of both passengers and goods.[87]

In 1967, the Subritzky family started a weekly operation to Great Barrier Island, with the vessel *Owhiti*. In August 2004, the Subritzky Line was taken over by Sea Link Kangaroo Island who brought over the vessel, *Island Navigator,* to service Great Barrier Island. Since 2011 Sea Link has operated as a New Zealand company, and operates the only year-round ferry service to Great Barrier Island. The service transports passengers, cars and goods on a 4 and a ½ hour journey.

From 1988 Fullers operated a fast ferry service to the Barrier. In the 1990s Fullers operated this service on the *Jet Raider.* Built in Fremantle in 1990 especially for this service, the ferry operated four or five days a week, completing the journey in two hours and carrying up to 200 passengers. However, as air travel became more frequent, the *Jet Raider* was used to service Waiheke.

Sea Link also offered a fast passenger ferry between Auckland city and Great Barrier Island during the summer months more recently.

3.1.5.2 Wharves and Sea Walls

In Whangaparapara, a wharf was built by the Oreville mining company around 1900 to ship out gold to the mainland. This was situated in front of where Great Barrier Lodge now stands.

In June 1909, the Marine Department granted a lease for a wharf site to the Kauri Timber Company for their mill site in Whangaparapara. (Refer Fig.115). As a result, substantial wharf around ¼ of a mile long was built.[88]

The wharf was replaced in 1936 close to the site of the current wharf. There are no remains of any of these earlier wharves.

Figure 36. Early wharf in Whangaparapara being used by the Kauri Timber Company Sawmill c1910
(The Alexander Turnbull Library Reference PAColl-5521-06)

Residents in Port Fitzroy had petitioned the government for a wharf for several years. In 1908 a deputation was made to the Minister for Marine, Mr J A Millar, by Northern Steamship Company officials for a wharf at Port Fitzroy. Prior to this their steamers had been anchoring in the harbour and transporting people and goods by boat. Plans were drawn up for a wharf to be situated where the road from Okiwi met Port Fitzroy. However, it was not until 1916 that the wharf was finally built in Port Fitzroy.[89] The new wharf meant

that local farmers in the area as far as Whangapoua, could ship their cattle directly from Port Fitzroy to the mainland.

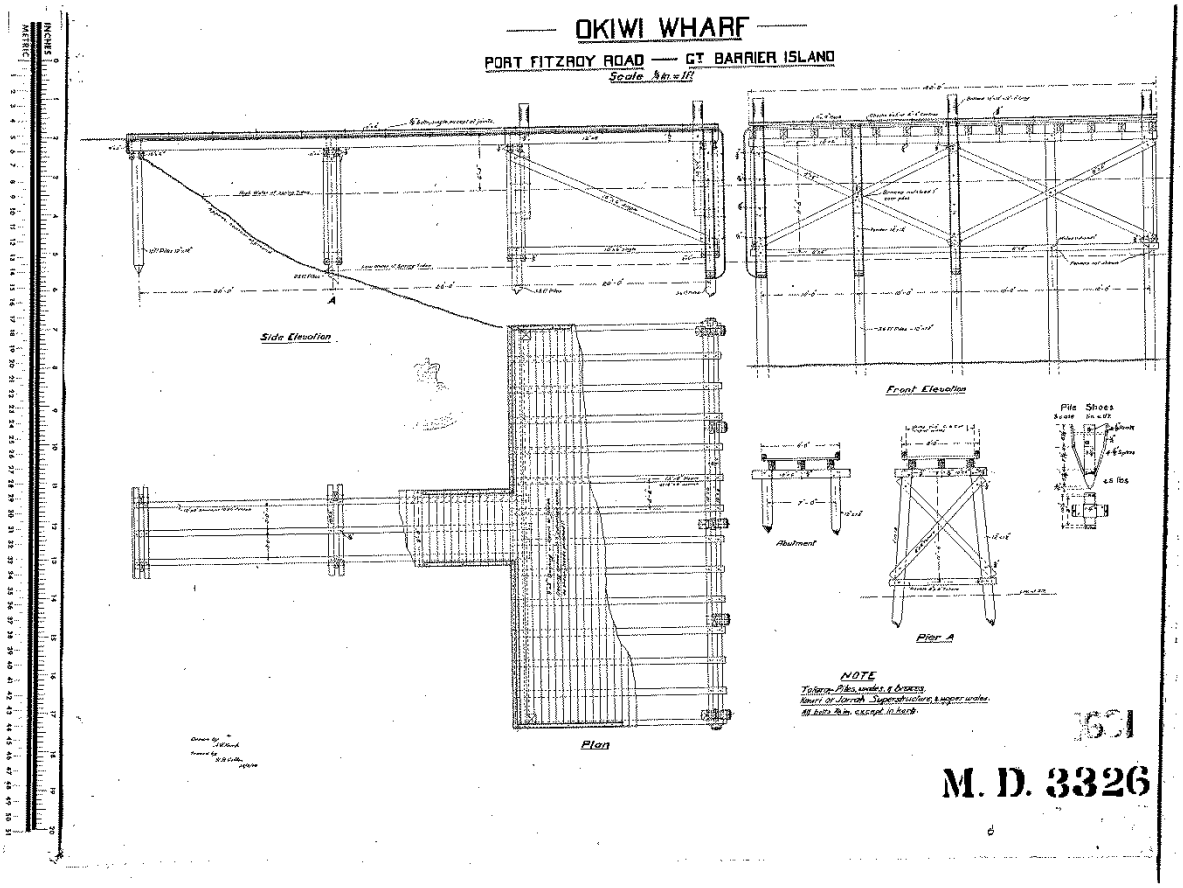

Figure 37. Plans for wharf at Port Fitzroy.
(Marine Department, Plan 3326).

Other wharf sites were looked at in the harbours along the west coast of Great Barrier Island. They included Okupu and Tryphena.

Okupu Wharf was completed in the mid to late 1930s, as part of the sea wall relief work along the Blind Bay foreshore. It is significant for its stone sea wall entry. An earlier wharf had been built there as early as the 1860s as the main landing for the central part of the island. It remained in constant use until the Oreville Mine Company built the wharf at Whangaparapara in 1900.

Figure 38. Okupu Wharf.
(Auckland Council June 2018).

In Tryphena, there were two possibilities selected for wharf sites, one in Shoal Bay and the other in Puriri Bay, near the Tryphena Post Office. Residents of the island were divided on which site would be best. The latter site was considered to be the most desirable by those who lived on the east coast particularly as it already had a cart road access that had been built by the Medland Brothers. The site in Shoal Bay could only be accessed by a track at this stage. The Medland family were affected most by the positioning of the wharf as the Puriri Bay location was so much closer for them to reach, cutting down precious transport time, for their farm goods.

The Public Works Department acted as an arbitrator after officers visited the site in 1925, calling a public meeting. Unfortunately, the Medland brothers were called away during the meeting and were unable to provide their votes for the wharf to be built in Puriri Bay. Therefore, the vote went to Shoal Bay option.[90] Despite continued opposition, not only from Barrier residents but also from some government officials, the Shoal Bay wharf, partly financed by a government subsidy of £1,000,[91] went ahead and was completed in 1934.

In 1937 a new wharf was completed at Puriri Bay, Tryphena. The wharf was financed and built by six east coast residents, five of them from the Medland family, and their neighbour Cyril Eyre. They completed the wharf in their spare time over three years.[92] To build the wharf at Tryphena, in typical Barrier style the residents, purchased the coal hulk, *Veritas,* towing it from Bayswater in Auckland's harbour to the site of the intended wharf. They salvaged material from the hulk to help build the wharf, also using local kauri from Cyril Eyre's farm. The wharf was completed after many years, complete with a wharf shed and

tramlines. The shore end (which can still be seen) was used as a barge ramp for stock loading. The wharf no longer exists. It was demolished in 1968.

Figure 39. Puriri Bay Wharf in 1960.
(Courtesy Beverley Blackwell's archives).

Figure 40. Remains of Tryphena Wharf at Puriri Bay built by the Medland brothers.
(Auckland Council, March 2018).

3.1.5.3 Development of air travel –

The first plane landed on the Barrier in Port Fitzroy on 9 October 1931.[93] Piloted by Captain J Hewett, the plane, a De Havilland 60G Gipsy Moth[94], landed at Oneura Bay.

Figure 41. The landing of the first aircraft at Oneura Bay in Port Fitzroy. (https://sites.google.com/a/aotea.org/don-armitage/Home/great-barrier-island-history/air--sea-transport-tofrom-great-barrier-island/air-transport/the-first-aircraft-to-land-at-great-barrier-island?tmpl=%2Fsystem%2Fapp%2Ftemplates%2Fprint%2F&showPrintDialog=1)

By the late 1930s an aerodrome was being constructed in Claris. The aerodrome was named after an engineer who played a big part in the construction of the airfield, William Holman Claris who was killed in March 1938, not long before construction was completed. He was the passenger in an Auckland Aero Club plane which crashed near the boundary of the airfield.[95]

The airfield at Claris officially opened for commercial flights in December 1938.[96] The runway was sealed in 1996.[97]

A grass airfield was opened at Okiwi, much later. Due to flooding issues on a grass airstrip, upgrading to a sealed landing strip was completed in 2014, making this end of the island more accessible from the mainland.

Another airstrip was constructed on Kaikoura Island in 1997.

Figure 42. Claris Airfield not long after it opened.
(Courtesy of Beverly Blackwell archives).

Despite the airfield in Claris opening in 1938, it is understood that it wasn't until the shipping service *MV Coromel* ceased operation in 1955, that a regular air service began between the island and the main land.[98] Up until this time the Auckland Aero Club had offered only chartered flights to Great Barrier Island. In September 1955, Auckland Aero Club began the first regular air service to the island. This service continued until 1984, at first under the name of the Auckland Aero Club until 1975, and then under its rebranded commercial name, NZ Air Charter Services.[99]

In 1983 that Great Barrier Airlines (initially known as Island Air Services) began a regular service to the island in competition with the Auckland Aero Club's NZ Air Charter Services. When the Auckland Aero Club stopped flying to the Barrier, Great Barrier Airlines monopolised the Auckland Claris route until the late 1980s.[100]

Gulf Air ran a service between Auckland and Claris from December 1988 for a few months. It is uncertain when it eventually ceased operations but appears to have been shortlived.[101]

In 1992, Great Barrier resident, Monique Van Dooren established Tikapa Air.[8] Offering an air charter and sightseeing service, Tikapa Air also operated a Monday return service to Auckland, establishing a more regular service in 1994 in competition with Great Barrier Airlines. In 1995 Tikapa Air merged with Air National to create Great Barrier Express in 1995.[102] However, the airline ran at a loss against the other competitors and ceased this service within 12 months in October 1996.[103]

From November 1996 Trans Island Air launched a scheduled twice daily service to Great Barrier Island in a Cessna Grand Caravan which seated 12 passengers and two pilots. However, competition between the three airlines flying the Auckland Claris route escalated and in December 1997, Trans Island Air declared the service was not financially viable and discontinued its flights to Great Barrier Island.[104]

Amongst all this competition, in 1996, Northern Air initiated a five day a week service to Great Barrier Island.[105] It was a popular service and continued to operate the service until November 1998 following the introduction of yet another airline, Mountain Air (now known as Fly My Sky) set up a new scheduled service between Auckland and Great Barrier Island.[106]

Following the departure of the fast ferry and the amphibian planes, along with the fierce airline competition, only Fly My Sky and Great Barrier Airlines now run a scheduled Auckland Claris service.

The introduction of air travel to Great Barrier clearly improved access to the island.

Amphibian flights

For many years an amphibian plane service operated between Auckland City and Great Barrier Island. Legendary aviator, Fred Ladd initiated the first amphibian air service to Great Barrier Island. When he first proposed the service, in June 1955, there were no regular flights to the island. However, the Auckland Aero Club began a service of scheduled flights from September 1955, after the Strongman Shipping Company ceased sailings to the Barrier that same year.

Fred Ladd had established the company Tourist Air Travel in the mid-1950s. Missing out on the opportunity for a scheduled service to the Barrier, Ladd operated a weekly non-scheduled service on a Monday to Whangaparapara and stopping at Tryphena and Port Fitzroy if required. The sea planes left from Mechanics Bay. Ladd flew his sea planes to the Barrier for 13 years until 1967. The service became so popular, possibly because it

[8] Named after Tikapa Moana, the Māori name for the Hauraki Gulf.

offered different west coast ports, that in 1959, the company was able to offer a more regular scheduled service.[107] Fred Ladd is renowned for his dare devil stunt of flying his Widgeon sea plane under the Auckland Harbour Bridge in 1967 on the last day he flew as a tourist operator.[108]

Figure 43. The Grumann G44 Widgeon ZK-CHG flown by Fred Ladd to Great Barrier Island in the 1960s. (http://3rdlevelnz.blogspot.com/).

In late 1967, Fred Ladd's Company was bought by Mount Cook Airlines and continued to fly the sea planes to Great Barrier Island. However, after a fatal crash in 1970 and other incidents, Mount Cook Airlines flew its last flight in 1976. The airline was bought by Sea Bee Air.

See Bee Air gained a licence to operate a passenger and freight service to Great Barrier Island, with daily flights over the summer and only on demand flights offered during winter. The competition with Great Barrier Airlines and the introduction of the fast ferries were partly responsible for Sea Bee Air's demise and the company ceased its amphibian service in 1989.[109]

4 CHAPTER FOUR - BUILDING THE PLACE

4.1 Residential Development

4.1.1 Overview of Residential Development

This section of the *Building the Place* chapter addresses the residential development of Great Barrier Island. This touches on Māori occupation in the very initial years and early pioneer settlement patterns (1850s-1870s) leading into late 19th and early 20th century development as well as moving forward into the Inter War and post-World War II periods.

As a rural community, the pattern of European development was scattered over different areas of the island and reflected the rise and fall of various commercial enterprises such as the mining and timber industries.

Potential heritage places that remain relating to the development of the island are limited in number and they include Ox Park, Glenfern, and Harataonga Homestead.

4.2 Colonisation

4.2.1 Early Settlement

Aotea is said to have been settled by iwi of Tainui and Te Arawa descent, known as Ngāti Huarere. Ngāti Huarere were subsequently defeated during the Marutūāhu conquest of Hauraki and largely absorbed by them.[110] By the mid 1600s, Aotea was occupied by an iwi known as Ngāti Tai.

In the late 17th century, Te Whaiti, a rangatira of Ngāti Manaia,[9] and his son, Te Awe, journeyed with a group to Aotea where they stayed as manuhiri (guests) with Ngāti Te Hauwhenua, a north western hapū of Ngāti Tai. The union of Te Whaiti's daughter, Te Koro, to a rangatira soon followed, but Te Koro was subsequently killed in a family dispute. Te Whaiti sought utu for his daughter's death, calling upon his whanaunga (relatives) Rehua and his son Te Rangituangahuru for assistance. Two taua, one lead by Rehua and the other by Te Whaiti, proceeded to Aotea.[111]

After a series of battles, Ngati Rehua defeated Ngāti Te Hauwhenua and settled the northern part of the island.[112] Peace was made with Ngāti Taimanawa, a central and south eastern hapū of Ngāti Tai with the union of Rehua and Waipahihi, the sister of rangatira Te

[99] Ngāti Manaia would later become known as Ngāti Wai (McMath 1995:7)

Mata. Peace was also made with Ngāti Te Wharau, a western hapū of Ngāti Tai with the union of Te Rangituangahuru and Rangiarua.

Te Whaiti returned home to Mimiwhangata, and there followed a period of peace on Aotea, before hostility arose once again. This resulted from the killing of Rehua by Ngāti Tai on Rakitū, an action that was avenged by Te Rangituangahuru, joined by Kawerau hapū from Mahurangi and by Ngāti Manaia, in a series of battles known as Te Karo ki Mahurangi or 'the protection that came from Mahurangi'.[113]

In the Ngāti Rehua version of events all of the remaining Ngāti Tai were driven from Aotea and fled to the Coromandel area. Marutūāhu on the other hand assert that Ngāti Tai continued to occupy the southern parts of Aotea and dispute any conclusive defeats in that area. The Māori Land Court heard evidence from both parties and found that Ngāi [Ngāti] Tai continued to reside in the southern area and strengthened their relationships with Marutūāhu. The court found that Ngāti Rehua also strengthened their relationships with Marutūāhu. This was evident in the continued whanaunatanga relationship between Marutūāhu and Ngāti Rehua by way of intermarriage, sharing of resources and significantly Marutūāhu's prominent role in coming to the aid of Ngāti Rehua during the battle of Te Mauparaoa with Ngāti Kahungungu.[114]

During the musket wars Aotea was a stopping off place for both northern-bound southern tribes and south-bound Ngāpuhi war parties. In 1838, Ngāti Rehua was taken by surprise when a group of Ngāti Kahungungu and some Ngāpuhi stopped off at Aotea with a taua of some 120 well-armed warriors on their way home from Tai Tokerau to the Hawkes Bay.

Marutūāhu quickly assembled a powerful force and came to the aid of Ngāti Rehua. In a decisive battle at Whangapoua known as Te Whawhai ki Te Mauparaoa, Marutūāhu incurred significant losses, said to amount to 100 warriors, while a much smaller number of Ngāti Rehua were killed.[115] Around 30 survivors of the Ngāti Kahungungu party returned to the Bay of Islands on a European trading vessel, where they arrived on 2 February 1839.[116]

Following the battle of Te Mauparaoa, most of Ngāti Rehua and Marutūāhu left Aotea for fear of reprisals.[117] At a subsequent hui in Waiau (Coromandel), both tribes gathered to discuss compensation for the losses incurred by Marutūāhu. Te Horeta,[10] demanded that Ngāti Rehua sell their land to his son-in-law William Webster and his business partners William Abercrombie and Jeremiah Nagle and made the following comment:

[10] Te Horeta, also known as Te Taniwha, was a leader of Ngati Whanaunga, one of the Marutuahu confederation of Hauraki Gulf and Coromandel Peninsula tribes ..

Ko nga kiko ma matou, ko nga whenua ma koutou, me hoko ki te Pakeha, hei utu mo matou (We have paid in flesh, you pay in land. Your land should be sold to the Pākehā as recompense for us).

Amid heated discussion it was finally agreed that the entire interest of Ngāti Rehua in the northern part of Aotea would be sold in reparation for losses sustained by Marutūāhu, and a deed was subsequently entered into. However, the deed, drawn up by the land-purchaser's agent, did not reflect what was agreed at the hui. The purchaser, William Webster, subsequently claimed ownership to the whole of Aotea Great Barrier, including the Marutūāhu portion. The claim was reviewed by the Land Claims Commissioner in 1844, and Webster was awarded 24,269 acres in the northern part of Aotea. The Ngāti Tai chief, Tara, maintained the right of the Marutūāhu confederation to the land in the south, which was subsequently sold. After the last of the land sales was completed, Marutūāhu left Aotea permanently,[118] while Ngāti Rehua, who had returned from Hauraki, settled in the Motairehe area petitioning the Crown for land and in 1854 was awarded a 4,500acre native reserve at Katherine Bay.[119]

4.2.2 The First European Inhabitants

The first known contact between Ngāti Rehua and Europeans began in the 18th century when whaling ships and cutters would visit Aotea Great Barrier Island to trade for supplies. By the early 19th century, Europeans were looking for possible natural resources on the island that could be cultivated for export. By 1842-3 a small village of mine employees and their families had been established at Miners Bay, a bleak and isolated location in the north-eastern part of the island. This would be the first of a number of settlements on Great Barrier that provided accommodation for individuals and their dependants engaged in extractive industries only to disappear as the resource became depleted or the company closed down.

The village was associated with the Miners Head copper mine, one of the first commercial enterprises to be established on Aotea Great Barrier Island. The mine was developed by the Great Barrier Mining Company, which was set up by three business partners, William Webster, William Abercrombie and Jeremiah Nagle.

William Webster was a young American entrepreneur who had set up a timber and trading post on Whanganui Island in the Coromandel Harbour. He married a daughter of Te Horeta. Webster had formed a partnership with Jeremiah Nagle and William Abercrombie, to undertake a number of ventures on Great Barrier Island. On taking ownership of the island, they began copper mining, following the discovery of copper deposits north of Nagle Cove. Together they formed the Great Barrier Mining Company. (Refer section on

mining, 5.2.). Taking advantage of the abundance of kauri and other timber on the Barrier, they also established a ship building yard at Nagle Cove.

Local iwi, who were generally settled around Katherine Bay, were close to the miner's village at Miners Head, and supplied food to the copper miners in return for trade goods and work.[120]

Figure 44. Ruins of a cottage at Miners Bay.
(Auckland Council, 1990)

William Abercrombie was a businessman based in Sydney. He ran a distillery with his brother, Charles, owned cattle farms and kept racehorses.[121] Abercrombie took a major part in running the copper mining and ship building ventures and his name is commemorated in the naming of the entrance to the northern bays. The Abercrombie brothers also brought over sheep and cattle from their farms in New South Wales in the hope of encouraging settlers to the island to establish farms. The animals were believed to be unloaded at Nagle Cove and possibly later at Tryphena between 1841 and 1844.[122]

The other partner, Jeremiah Nagle was a ship's captain. In late 1840, Nagle, with his wife Katherine and their children, settled in the secluded northern bay on Great Barrier Island which was subsequently named Nagle Cove. Nagle's sister, Albinia and her husband Willliam Twohey, also settled there. Nagle built the *Rory O'More* at Nagle Cove in 1841.

In 1842, Nagle took up a position as commander of the New Zealand Government brig *Victoria*. The economic recession in New Zealand in 1842 had left him financially strapped and the new position was welcome. By the mid-1840s he had taken up a position as a magistrate on the island.[123]

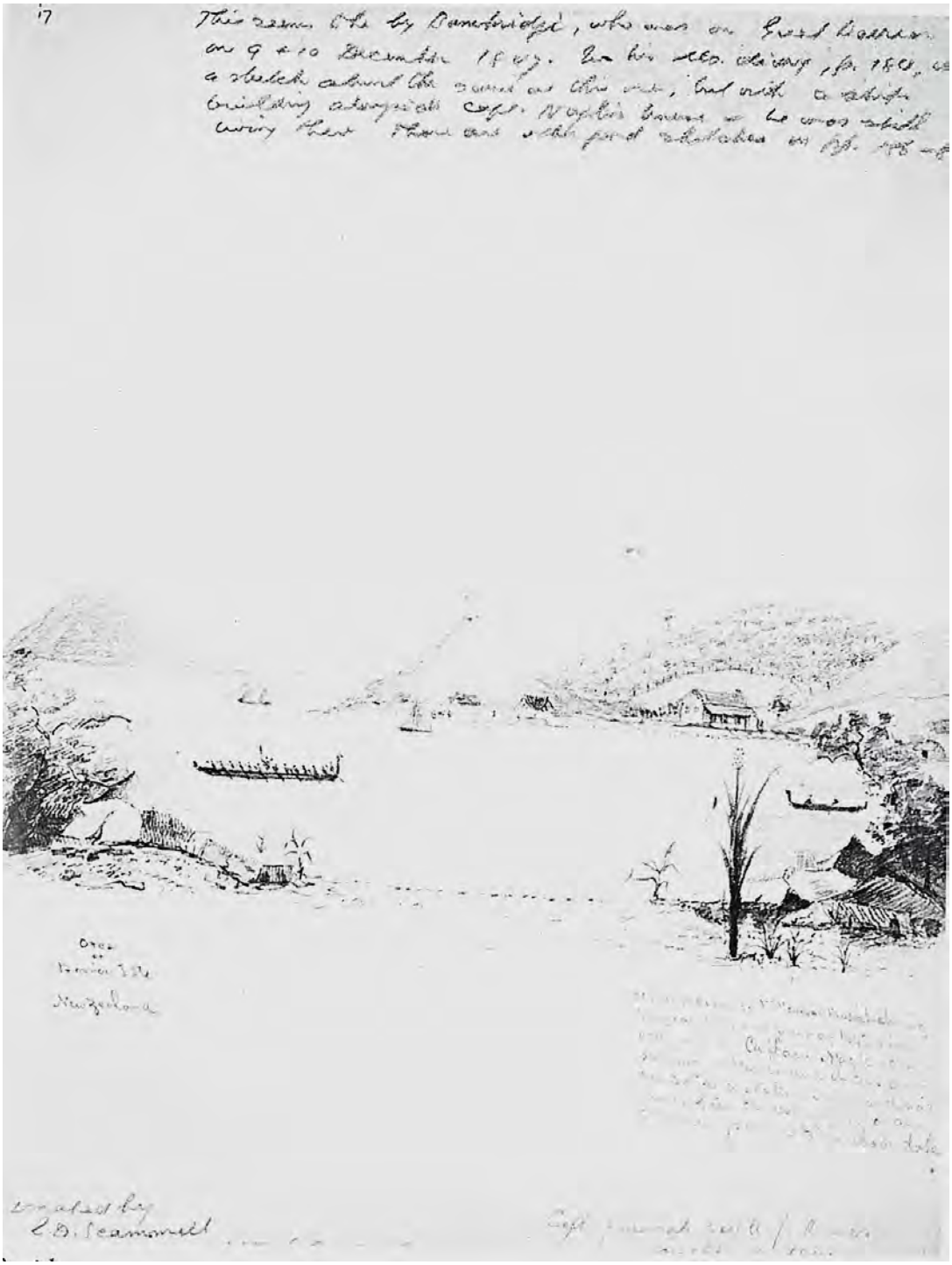

Figure 45. This sketch of Nagle Cove was drawn by William Bainbridge in 1847 when he visited Nagle Cove. It shows Jeremiah Nagle's home along with other residences indicating a small settlement there.
(https://sites.google.com/a/aotea.org/don-armitage/Home/great-barrier-island-history/the-barque-stirlingshire-1841-1887)

The copper mine only ran for three years under the Great Barrier Mining Company and was dismantled in 1845. Threats by Hone Heke's men to settlers at Miners Bay were reportedly substantial enough for the partnership to sell their interests in the mine.[124] At this time William Abercrombie withdrew from his investment in the island. The construction of the *Stirlingshire*, which Abercrombie had financed, was underway and completion of the vessel was then funded by Arthur and Patrick Devlin.[125]

It appears Webster, who was in serious financial debt, returned to the United States in 1851 and continued to fight for the ownership of all of Great Barrier Island, along with other substantial land claims. It is not certain when the Nagle families left Great Barrier, but it is thought to be at least two years after the partners' mining operation closed. Jeremiah Nagle was still there in 1847 as indicated in a sketch drawn by William Bainbridge on his visit to the island in December of that year (**Error! Reference source not found.**).

The copper mine only ran for three years and was dismantled in 1845. Threats by Hone Heke's men to settlers at Miners Bay were reportedly substantial enough for the partnership to sell their interests in the mine.[126] At this time William Abercrombie withdrew from his investment in the island. The construction of the *Stirlingshire*, which Abercrombie had financed, was underway and completion of the vessel was then funded by Arthur and Patrick Devlin.[127]

In 1854, the sale of the island was disallowed. However, the northern third of the island was granted to a new mining company (now owned by Theophilus Heale and Frederick Whitaker) and the southern two thirds were purchased by the Crown. As already mentioned, Ngati Rehua were awarded 4,500acre native reserve at Katherine Bay.[128]

In 1859 Heale and Whitaker sold the mine to a group of English shareholders who appointed Albert Allom as their General Manager and Agent. The new company was called the Great Barrier Land Harbour and Mining Company Ltd. Allom and his family arrived from England in 1861 on the *Mermaid.* They settled in Kaiarara Bay. Allom built a home there in 1862.[129] The home was later inhabited by Arthur Pittar between 1881 and 1882 an then it became the home of Matthew Blair. According to Cyril Moor[130] the house was destroyed by fire in 1909. (Fig 43). (See also Section 5.2 Mining and mineral prospecting).

Figure 46. The Allom homestead in a photograph taken in 1894 by Henry Winkelmann when it was owned by the Blairs. (AWMM/L PH-NEG-1377).

The company turned their attention to timber milling and farming. Establishing farms in Nagle Cove, Kaiarara Bay, Kiwiriki Bay and Kaikoura Island, they leased these properties to settlers working in the mine or in the timber mill. However, the mining company was heavily in debt and eventually was unable to pay its employees. By 1867, the company was no longer able to call on its creditors to fund the ventures on the Barrier and the company ceased all business there in 1868. (Also refer to section 5.2). While some of the employees moved on to mining operations in Thames, a number received payment in the form of land on Great Barrier, which they chose to take up and settle.

While the northern section of the island was being developed with ongoing industry and farming, the middle section of the island also being developed. On 12 December 1844, the centre of the island[11] believed to be around 3,500 acres in area, was sold by Tamati Te Waka and other chiefs, to Frederick Whitaker and John Peter Du Moulin. Not surveyed, the land had only boundary descriptions.[131] The two investors petitioned their interest in the land to the Land Claims Tribunal in 1846.[132]

In 1854, the Crown purchased land to the south of the Whitaker/Du Moulin land claim, which was the Rangitawhiri Block. Then in 1856, the Crown purchased the central part of

[11] This was land between Whangaparapara and Okupu.

Great Barrier (approximately 15,000 acres) from Ngāti Mahu and Ngāti Wai, with the exception of land claimed by Whitaker and Du Moulin.[133] At this time, no land on Great Barrier Island had yet been surveyed and the Land Claims Commissioner, Dillon Bell directed that surveys should be done.[134]

In 1861 Commissioner Bell issued 5,463 acres of land to Frederick Whitaker and 1,000 acres to Du Moulin.[135] However it appears the owners did little to develop the land and in fact leased land to be farmed.[136]

Following the purchase of land by the government, 40acre Crown grants were offered to settlers in the southern end of the island.

Figure 47. 1902 Survey map showing Whitaker and Du Moulins' large ownership of the island.
(Auckland Libraries Heritage Collections, NZ Map 3571).

4.2.3 Early Settlement – The Families and their homes

There were a number of early families that subsequently settled on Great Barrier Island. They were scattered around the island and as a result, small communities developed in various corners of the coastal areas of the island. The following are the main settlements of the various families and some of the earliest families that created the island as we know it today. This is not all inclusive of all European Barrier settlers. More detailed research would be required to complete such a study. However, it does help us understand how the Barrier evolved and how important the remaining built heritage on the island is today.

4.2.3.1 Nagel Cove

The Moor Family and Farm

Amongst the first European settlers in Port Fitzroy (along with the Flinns), John and Susan Moor, and their son William, arrived in Auckland in July 1859 on the *Whirlwind.*[137] John Moor took up the position the same year as a tenant farmer for the Great Barrier Land Harbour and Mining Company, on a 700 acre farm in Nagle Cove, Mohunga Bay, between Port Abercrombie and Katherine Bay, supplying fresh provisions to the copper miners.[138] By 1865 he was grazing 1,000 acres.[139]

When the mining company closed in 1868, the Moor family stayed on the island on the farm he had tenanted, taking ownership of the former copper mine land. By this stage the Moors had 5 children and they were amongst only three families that remained in the area around Port Fitzroy.[12]

John Moor formed a school committee in 1879, following the call for compulsory education in 1877. John and Susan remained on the property until around 1906,[140] when they moved to Auckland to stay with their daughters. They both died in 1911[141] and were buried in Karaka Bay on the Paddison property with their son William.

Their son William, married widow Susan Taylor in April 1900[142] who had lived on Kaikoura Island with her husband Allen.[13] William died In December 1900 when Susan was expecting their first child. He was buried next to her late husband who was his good friend at Karaka Bay.

The Moor homestead was destroyed by fire, although it is unclear when. Aerials indicate that Norfolk Pines remain from this early occupation and possibly 2 Morton Bay figs at the back of the bay (Fig.48). The Moors sold the property when they left the island. In 1912, a

[12] The others being the Flinns and the Paddisons.
[13] Susan Taylors husband Allen died in a boating tragedy in late 1892 following the birth of their 2nd child.

report of the home of Joshua Williams[14] being burnt down.[143] Williams bought the farm in 1910,[144] and it is likely that he lived in the same house.

Another house was built on the former Moor farm close to where the *Stirlingshire* was constructed. This house remains there today. This house is known as the Blyth homestead. The Blyths bought the farm from Williams in late 1919.[145] The house is recorded in the Auckland Weekly News[146] with a photograph in 1920. However, it is entirely probable this house was built earlier by Joshua Williams after losing his house earlier (Fig 50). There is still an early woolshed on the property that is believed to have been built by the Moors. (Refer section 5.8 Farming).

Figure 48. The Moor homestead.
The Norfolk pines date from this early occupation and 2 Morton Bay figs at the back of the bay. This image is dated 1907 and was taken by Henry Winkelmann. The house is believed to have burnt down soon afterwards.
(AWMM/L PH-NEG-1255).

[14] Joshua Williams married Alfred and Fanny Osborne's daughter, Ivy

Last Monday at Nagle Cove, near Po
Abercrombie, on the Great
Island, the house of Mr. Joshua Wi
liams, sheep farmer, was destroyed b
fire. The building was insured for £22
but Mr. Williams estimates his loss in
furniture, clothing and effects (including
a gold watch) at over £200. Mr Wi
liams is a son of Sir Joshua Williams.

Figure 49. The Auckland Star report regarding the house in Nagle Cove being destroyed by fire. (*Auckland Star*, 28 October 1912).

A CALM DAY IN SPRING: NAGLE COVE, A PLACID INLET ON GREAT BARRIER ISLAND.

Figure 50. Homestead in Nagle Cove in 1920, possibly built by Joshua Williams. (Auckland Weekly Times, 21 October 1920)

Figure 51. The homestead still extant today.
(Auckland Council 2014)

4.2.3.2 Port Fitzroy

The Paddison Family

Born in Lincolnshire in 1838, Edward Paddison arrived in Auckland on the *Mataoka* in September 1859.[147] He travelled with fellow passengers Alfred and William Edlington and George Stark. All four men located to the Barrier to work in the copper mine at Miners Head. When the mining company went into liquidation in 1867 Edward then took up land offered in Karaka Bay to farm. Here he built a house with *a kitchen, dining room, sitting room, three bedrooms and an outhouse. It was built from pit-sawn timber with wooden spouting and a roof of split kauri shingles.*[148] (Fig.49)

In December 1867, he married Anne Marie Cooper.[149] They sold firewood to pay for their life on the Barrier while they tried to get the farm up and running. Their ten children were schooled on the farm. They built a room on the end of the farm's woolshed for schooling. The room was also used for Church services and celebrations.[150]

When a group of visitors visited Port Fitzroy in 1897, they reported the following:

"*One day we had an early breakfast and pulled to Karaka Bay, where Mr Paddison, an early settler resides. He has been there for thirty-three years and has got a nice place. One would have thought it was an English farm, as the stockyard is nicely paved with cobble stones, and all the outhouses in first rate order, and a good path leading to the house. There is a nice garden in front of the house containing over an acre of flat ground, where all kinds of vegetables were growing and looking well not-withstanding the dry weather. They had a nice flower garden at the back of the house. Mr Paddison took us through his orchards which were on the side of a hill."*[151]

In the 1910s the Paddisons ran the house as a guest house for visitors to the island to help supplement their income. The family farm was sold in 1957 after the death of Alice and Joseph Paddison's son Roy. In 1963, the property was purchased by Neville and Dorothy Winger who set up the Orama Christian Community. The Paddison homestead was demolished in the 1980s after it fell into disrepair.

In 2006, the Orama Christian Community leased out some of the land to be used for the Great Barrier Outdoor Marine Centre, a division of the Sir Edmund Hillary Outdoor Pursuits Centre of New Zealand.

Figure 52. The Paddison homestead in Karaka Bay, Port Fitzroy. (https://teara.govt.nz/en/photograph/1898/the-paddison-family-great-barrier-island1898).

A large section of the land, facing Port Fitzroy, was gifted to Edward and Annie's eldest son Joseph (Joe) when he married Alice Paultridge in 1900. Joe and Alice built Glenfern overlooking the bay. Glenfern was used as a boarding house in the summer. Joe Paddison was involved in building the kauri dams on the island for the logging business. Alice worked as a teacher at Okiwi School in 1912 for the year it was open, schooling her three children there. In 1923 a lean-to on the side of the house was to become the local post office and manual telephone exchange in Port Fitzroy, managed by the Joe and later his daughter Edna (Refer. 2.2.1 Communications). Glenfern remains in Port Fitzroy today and is still being used as accommodation for visitors to the island.

Figure 53. Glenfern in a photograph taken by A E Le Roy c.1910.
(AWMM/L PH-CNEG-M636(22-23)

Figure 54. Glenfern.
(Auckland Council March 2018).

The Flinn Family

William Flinn and his wife Charlotte arrived on the Barrier between 1859 and 1861. William and his family were amongst the first settlers, along with the Moors, in the Port Fitzroy area. According to their grandson, Peter Flinn, the Flinn's landed on the beach with 2 boys, a bag of flour and not much else.[152] William had been offered a position with the Great Barrier Land, Harbour and Mining Company who established a logging operation in Port Fitzroy. William Flinn was the saw doctor for the Kaiaraara area and supervised the construction of the first kauri dam.[153] The Flinns initially leased land from the company in Wairahi Bay and they were able to purchase this later and extend the area of ownership to run a substantial farm of 2,500 acres.[154] Grazing sheep and some dairy cattle, the farm stayed in the family almost 100 years. They built their home, Sunnyside, pictured below. The house burned down in the late 1950s or early 1960s.[155]

Figure 55. Flinn family homestead Known as Sunnyside in Wairahi Bay, Port Fitzroy c1902. Photograph taken by Henry Winkelmann. (AWMM/L PH-NEG-1740).

The Le Roy Family

Emilius Le Roy was the son of well-known Auckland sailmaker and tentmaker E. Le Roy. He took up farming at Rarohara Bay, Port Fitzroy around 1880 following his marriage to Sarah Jane Cooper. They built a two- storey home and operated a store close to the home. The couple had 10 children. In 1884 he became the Postmaster at Port Fitzroy and held the position until 1923. (See also Section 2.2.1.1 Postal Service). A school was also operated from the Le Roy property. (Refer Section 6.2 Education). In 1902, the Le Roy family home was destroyed by fire.[156]

Figure 56. The first Le Roy Homestead circled in a photograph taken by Henry Winkelmann in 1902, not long before it is believed to have burnt down.
(AWMM/L PH -NEG-1423).

A new homestead was built by settlers within one week, following a pigeongram being sent to the mainland to obtain timber from the Kauri Timber Company.[157] According to the council's Cultural Heritage Inventory (CHI) the second house was later demolished.[158] It was still standing in 1987, although uninhabitable and in a state of decay by this time.[159] The former store, post office and schoolroom which were opposite the Le Roy jetty have also since disappeared. Other buildings on the Le Roy property are believed to have included a tent drying shed and a tent oiling shed demonstrating that Emilius had some involvement in the family business.[160]

Figure 57. The second Le Roy house in 1907. Henry Winkelmann photograph.
(Auckland Libraries Heritage Collections.AWNS-19070328-2-4).

Sarah Jane died in 1906[161] and Emilius remarried in 1911 to Elizabeth Craig and they had one daughter, Agnes, known as Girlie. In 1908, Emilius and Sarah Jane's daughter, Ada, married Joss Moor.[162] Emilius died in December 1944.[163] The Le Roy farm was then taken over by his son Selwyn and youngest child, Girlie. Following Selwyn's death in 1962, Girlie continued to farm the property until her death in 1979.

Another Le Roy house was built around 1910 and it is almost certain this is the house shown in *More True Tales,*[164] as what is described in a letter as the "old Le Roy cottage." Cyril Moore discusses a cottage being built on the Le Roy property that he stayed in and references a postcard dated 1910 of the same cottage (Fig.58 and 59) still extant in 1978.[165] It appears that the CHI[166] location is close but not correct being recorded slightly to the west. However, this home does survive, albeit in a modified version, with later additions on its original site at 140 Kaiarara Bay Road.

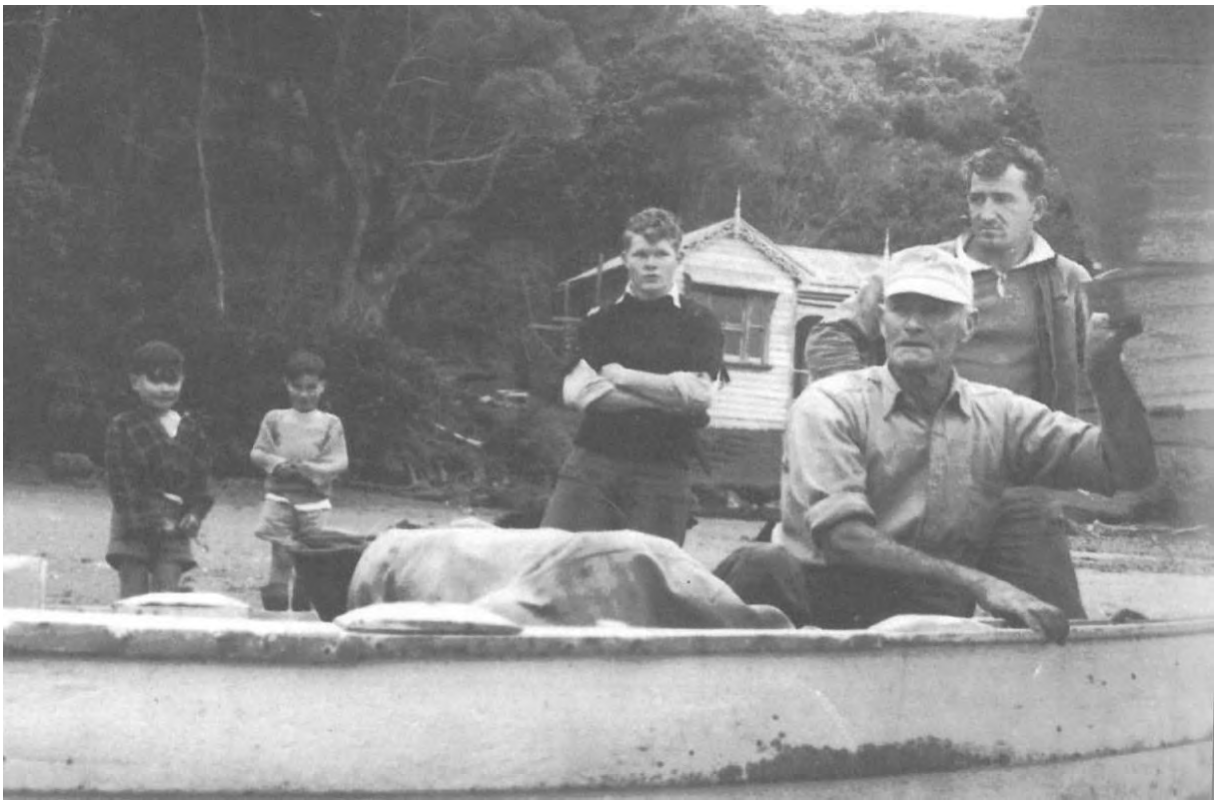

Figure 58. Le Roy Cottage c.1950s.
(Courtesy of Megan Wilson).

Figure 59. The former Le Roy cottage c.2017.
(www.tigers.nz).

The Warren Family

Phillip and Selina Warren and their children moved to Rarohara Bay in the late 1880s. CHI records[167] report that the Warrens bought the Cook family farm following the death of William Cook in 1893. The house on the property became their home which they also operated as a small guesthouse. The house was recorded as having 14 rooms. On the property was a woolshed, a mill, a workshop and a butchery.[168] Later additions were reportedly made to the house from materials salvaged from the Busch house.

Figure 60. The Warren homestead in 1899.
(Auckland Libraries Heritage Collections, AWNS 18990120-2-3).

To cope with the number of guests in the summer, the Warrens built an accommodation block parallel to the shore near the mill. A long verandah ran the length of the block. There was also a tennis court. Phillip's son Norman became the District Constable. The farm and house remained in the Warren family until 1946.

The house was demolished in the late 1940s and the materials reused to build the current house on the site. Evidence of the house site still reportedly exist with the remnants of brick chimney rendered with concrete mixed with small beach pebbles.[169] The CHI record

also reports a stone wall along the foreshore believed to have been built by the Warrens to tie up their scow.

The Bush (Busch) Family

Henry and Sarah Bush settled at Kaiarara Bay in the late nineteenth century. Henry was from Germany. They established a home and store at Kaiarara Bay raising a large family. According to CHI records,[170] Henry was a saw doctor and possible worked at the Kaiarara sawmill there. The family home was close to the waterfront. The children rowed across to the next bay to attend school at the Le Roy's schoolhouse.[171] The Bush family remained on Great Barrier until they died. Sarah died in 1938[172] and Henry in 1941.[173] CHI records report the original house was destroyed by fire around 1909.

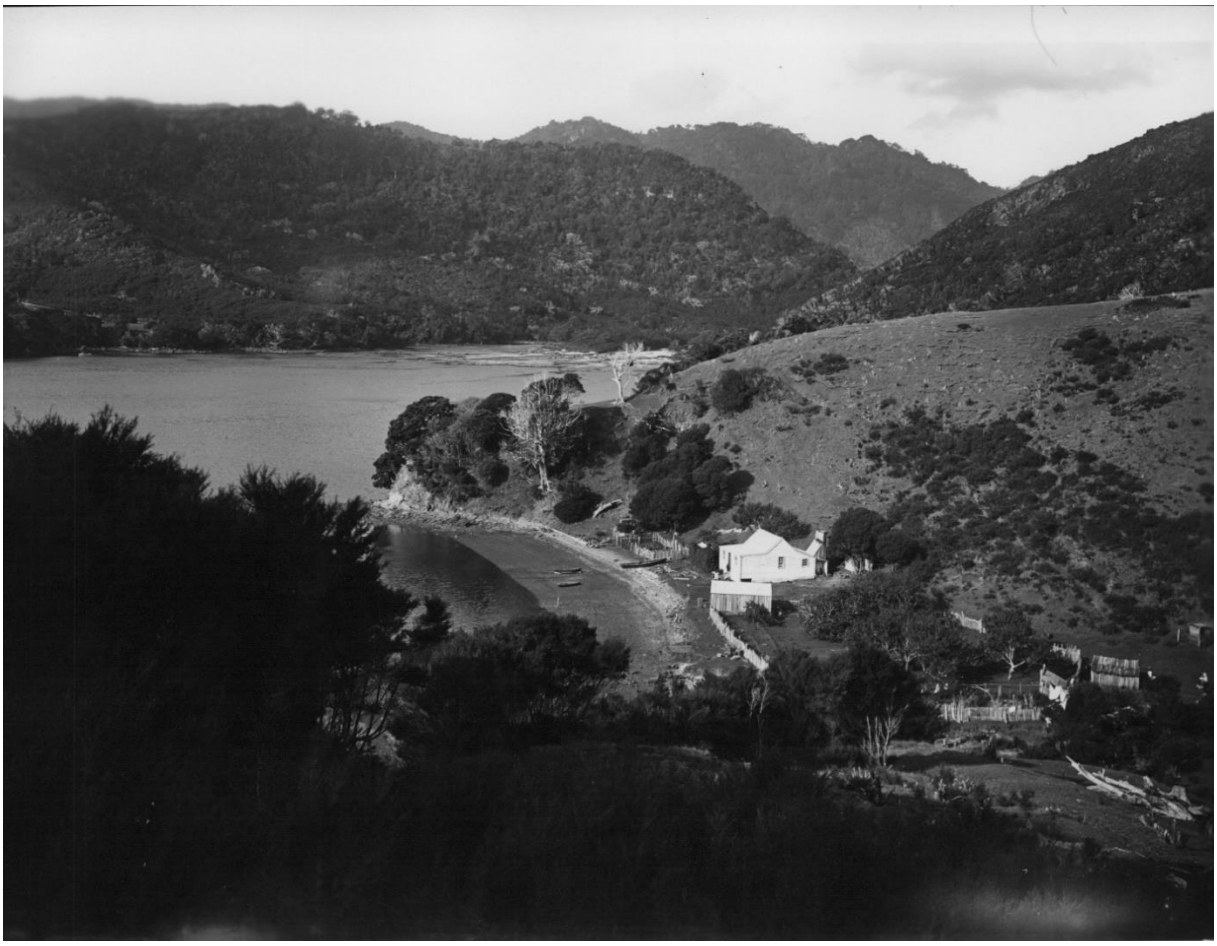

Figure 61. The Bush home and store in Kaiarara (Bush's) Bay in a photograph taken by Henry Winkelmann in 1908. (AWMM/L PH-NEG-1780).

Figure 62. Levelled site of former Bush family homestead.
(Auckland Council, March 2018)

4.2.3.3 Okiwi

The Cooper Family

Elizabeth Cooper followed her husband Joseph to Auckland arriving in January 1866 on the *Ballarat*[174] with their three children, Ann-Marie, Samuel and Sarah Jane. It is uncertain when her husband, Joseph arrived, but is believed to have been some months before Elizabeth.

In 1867 their eldest daughter, Ann-Marie married Edward Paddison, who was a farmer living on Great Barrier Island.[175] Ann-Marie went to live on the Paddison farm in Karaka Bay.

Joseph Cooper died in 1869[176] and in 1874, Elizabeth married George Stark. (friend of Edward Paddison) who lived at Whangapoua on the Barrier. Elizabeth remained on the island until her death in 1902.[177]

In 1879, Elizabeth's youngest daughter, Sarah Jane married Emilius Le Roy,[178] and, also moved to Great Barrier to settle in Port Fitzroy on land Emilius' father had purchased at Rarohara Bay from the mining company.[179]

Elizabeth's son, Samuel, also moved to Great Barrier as is indicated in the 1881 electoral roll.[180] He bought land at Okiwi to farm. Samuel Cooper was to become a JP[181] on the island and was also the Postmaster at Okiwi for several years from 1900 with the post office being run from his home.[182] Sam Cooper married Ellen Paddison Their house was located on Mabey Road close to Aotea Road. According to CHI record 10942, the house was built by Edward Paddison. There are two Norfolk Pines on the site which are believed to have been brought as a seedling to New Zealand by Ellen Cooper. On the 1 December 1900, the Coopers opened the post office and a store next to the house. Gum diggers paid for their goods in gum. The house is believed to have been dismantled in 1920 and the materials were used to build a second house which was demolished in 1982.

Figure 63. Cooper homestead in Okiwi featuring the Norfolk pines.
(AWMM/L PH-NEG-B9472).

William Cooper, Elizabeth's brother, also settled on Great Barrier Island with his family. He purchased 1020 acres of land at Rarohara Bay next to the Le Roy property and built a large corrugated metal shed by the shore for the family to live in until their house was built in 1881.[183] The shed was then used as a woolshed. William Cooper was killed in an accident in 1893 when he was felling trees with his friend Phillip Warren.[184] The Warren family then bought the Cooper's home.

George Stark

George came to the Barrier with the Edlington brothers and Edward Paddison in the late 1850s to early 1860s, to work at the copper mine at Miners Head. George took up a parcel of land in 1867, offered by the Great Barrier Land Harbour and Mining Company when it closed down, as compensation for wages. He built a house on the land located at the foot of Whangapoua Hill.[15] The house is no longer extant. The fig trees planted in the area are reportedly planted by the Starks.[185] There is an English oak tree in the location that was either planted by the Stark's or Amy and William Sanderson who also lived in the area. (Fig.65).

Figure 64. George and Elizabeth Stark's homestead in Whangapoua. The photograph was taken by Henry Winkelmann and is dated 1895.
(AWMM/L PH-NEG-1172)

[15] Map SO 3936.

Figure 65. Early English Oak tree near former Stark and Sanderson properties.
(Auckland Council, March 2018).

2.4.2.1 The Edlingtons

Brothers, Alfred and William Edlington came to Great Barrier Island to work in the Coppermine in the early 1860s. Like others, employed by the mining company they were offered land in lieu of pay that they were owed. They took up 300 acres each at Tapuwai.[186] One house they built there was reported to have been built from timber salvaged from the earlier Kaiarara dam, which had collapsed in a storm. The house was reported to have been destroyed by fire. A second house was believed to have been built around 1901 and was also destroyed by fire in 1912.[187]

According to his obituary, Alfred Edlington left the Barrier following the mine closure and worked in the Thames goldfields. He returned to the farm on the Barrier with his wife Jane in the 1880s and raised 10 children there.[188] Their son, Thomas, (who married Margaret Blackwell) was one of the main participants in helping save survivors from the wreck of the Wairarapa. Jane died in 1899 and is buried on the farm.[189] Alfred continued to live on the Barrier and died in 1909.[190]

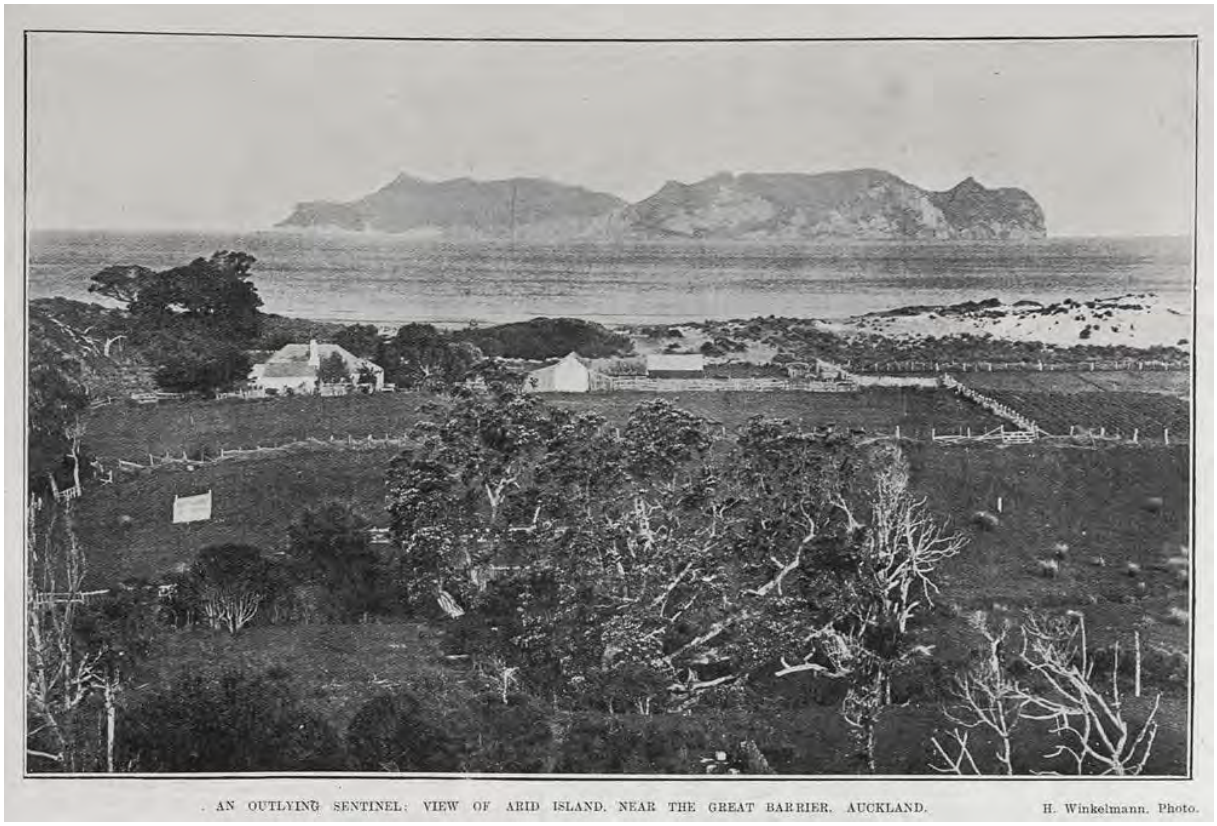

Figure 66. Edlington farm with Jane Edlington's grave in the foreground in a picket fence. A number of farm buildings are close to the house. The photo was taken by Henry Winkelmann in 1907.
(Auckland Libraries Heritage Collections AWNS-19070711-1-1).

A new house was built on the property c1912-1914. Some of the timber from the former Edlington homestead was reportedly salvaged to be reused. William Mabey bought the property in 1918. The Mabey family have retained ownership of the property since that time. The early Mabey house has since been relocated to the Arts Village in Claris. However, there are several early farm buildings that still exist on the property including the Mabey honey shed, a shearing shed, and milking shed.

Figure 67. Former Mabey Homestead.
(Auckland Council, December 2018).

4.2.3.4 Harataonga

The Alcock Family

William and Susannah Alcock are believed to have travelled to New Zealand with the Sandersons on the *Tyburnia* which arrived in Auckland in September 1863. William and Susannah had a son, also named William, born in 1844.[191] They acquired 3,000 acres[192] on Harataonga beach. Their son married Sarah Sanderson in 1871.[193] Susannah died in 1882 and William (snr) in 1892. They are buried on the rise south east of the homestead.

Originally there was a gabled settler style cottage on the property, (Fig.68) but this was later replaced by William and Sarah around 1902, when they built the house that stands today (Fig.69). It is not known what happened to the first house. William and Sarah had 9 children born between 1872 and 1888.[194]

Figure 68. First Alcock homestead c1895 in a photograph taken by Henry Winkelmann. (AWMM/L PH-NEG-1150).

Records indicate that William and Sarah moved away from the Barrier to the Waikato prior to 1919, when William died.[195] The farm remained in the possession of the family at least until Sarah died in 1925.[196] It appears at least one member of the family remained on the island but had moved to Puriri Bay, Tryphena. This was Sarah and William's son Henry who married into the Bailey family of Tryphena. (Refer Section 4.2.3.10)

The house was purchased by Thomas and Gracie Overton in 1925. The Overtons had sold a farm in Lake Ellsmere, Canterbury and moved to the Harataonga farm, with sheep and dairy and grazing some cattle. The Overton's extended and altered the homestead.[197] The house is a square villa with a return verandah. The house and farm stayed in the Overton family until the early 1960s. Tom and Gracie Overton are buried in the burial ground above the house.

The house has undergone further renovations more recently.[198] However, the house has retained its original form and is easily readable as an early farm homestead. It remains an important surviving early example of Barrier homesteads.

Figure 69. Harataonga Homestead.
(Auckland Council, November 2016).

There are many trees around the homestead that have been planted early in the life of this farm's occupation. These include Norfolk pines phoenix palms, magnolia, and jacaranda.

4.2.3.5 Whangaparapara

There were a number of families that settled in Whangaparapara, particularly as significant industries were operating there or near there over various periods. However, further detailed research would be necessary to discover more about the families that lived here. There are some names that have been reasonably well documented as Whangaparapara early residents.

There were two families by the name of da Silva who were amongst the earliest settlers in Whangaparapara, arriving in the 1870's. Domingo da Silva and Paulo da Silva had both deserted whaling ships while in New Zealand waters. Although it is rumoured that they may have been brothers, this has not been confirmed. Domingo da Silva, believed to be from Brazil and of Spanish and African descent, married and raised children in Mangati Bay, Whangaparapara. CHI records[199] date back to 1994 and report that there are no

remains of Domingo's house site at Mangati Bay apart from a platform indicating where a house was built. There were remains of an orchard at that time, including lemon and orange trees.

North of Whangaparapara, a house site is recorded on CHI[200] as belonging to Paulo da Silva in the late 1890s. The house is recorded as being there in 1893[201] and in 1993 there were still the remains of a corrugated iron hut and a few other remnants, including a stone wall.[202] It is not known if these are still there. Both Domingo and Paulo worked at logging kauri at Whangaparapara.

Fanny and Alfred Osborne's son Harry lived in Whangaparapara. The oldest of the Osborne children, Harry was a fisherman by trade, but also a builder on the island. He built his house in Whangaparapara possibly in the early 1900s, when he married. The house was demolished following his death in 1954.

Another family of interest was the Gascoine family.[203] George Gascoine ran the store for the Whangaparapara mill (Fig 70). Although the Gascoine home and store are no longer extant, there is still some physical evidence associated with this family remaining in the form of Ollie's bach at Puriri Bay, Tryphena. (Refer study list). George's son Oliver relocated to Tryphena.

There are very few intact built remains of any of the activity that occurred in Whangaparapara, despite the extent of the settlements there. However, there is a building that is recorded in CHI[204] as being built, prior to WWI for the Whangaparapara and Awana schoolteacher. Further research would be necessary to confirm this. Other sources[205] report that it was built for Bill Kilgour, who is listed as a driver in the 1927 Great Barrier Island telephone directory.[206] Although not confirmed, it is more than likely this building has been relocated to its current site. It is believed to have been constructed by the Kauri Timber Company.

Figure 70. The Gasgoine home and store.
(https://sites.google.com/a/aotea.org/don-armitage/Home/great-barrier-island-history/great-barrier-island---places/whangaparapara).

Figure 71. Cottage in Whangaparapara, possibly built for Bill Kilgour.
(Auckland Council, March 2018)

4.2.3.6 Awana

Families in Awana

There was some early settlement in the Awana area with gum digging camps in the area.

A Cadastral dated 1881 shows a John Springgall as a landowner here. According to CHI records[207] he is believed to have run a store at the Kaiarara Mill in the 1860s while later running a farm at Awana. In 1890, the death of John Springgall of Great Barrier is reported in the *New Zealand Herald.*[208] Springgall built a house on the property at Awana. (Refer Fig 73).

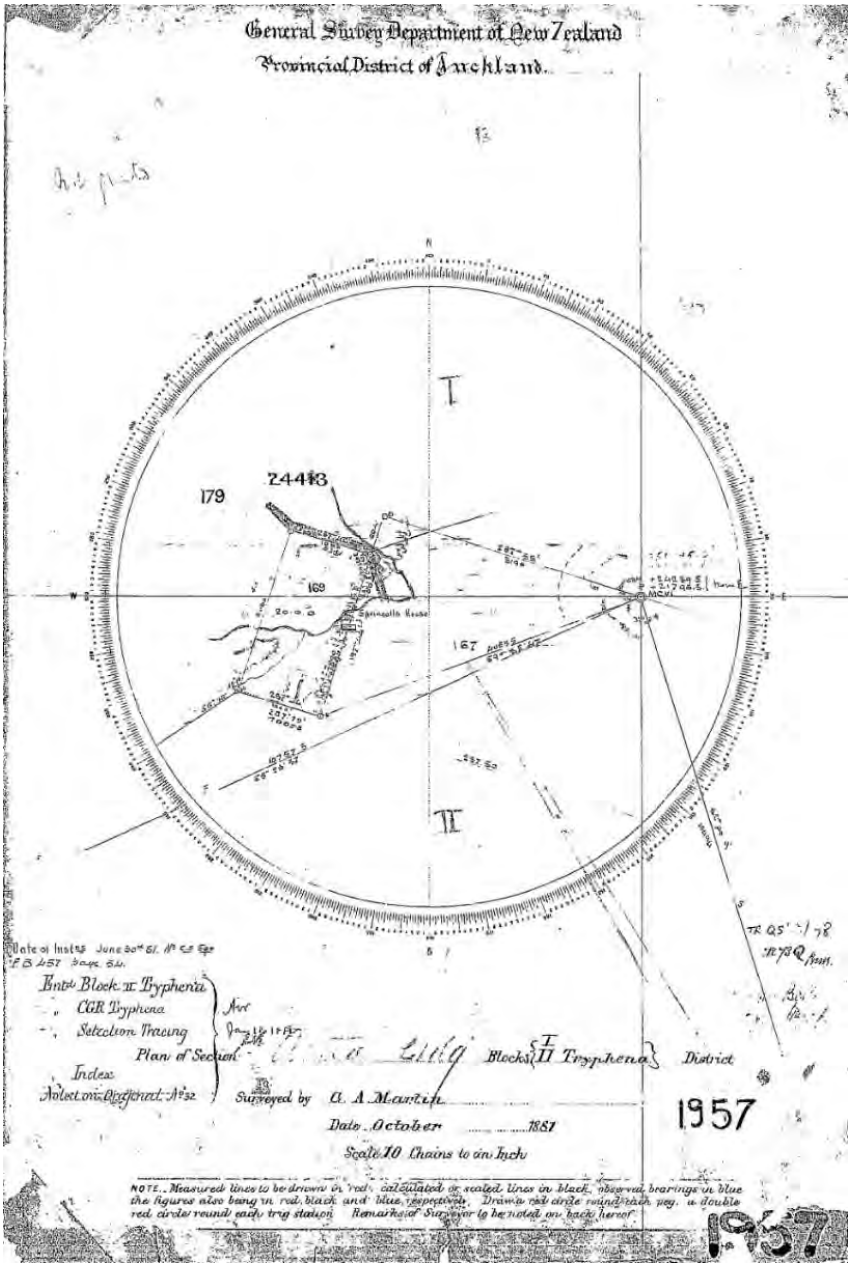

Figure 72. Map SO 1957. (LINZ).

Figure 73. The Springall house in Awana.
(Courtesy Ben Sanderson)

A Miss Springall, sometimes spelt Springhall, was the Postmistress at Okupu in the late 1890s and is more than likely from the same family.[16] A Mrs Springall and her daughters appear in later newspaper reports as running a guesthouse in Blind Bay in the 1890's.[209]

Ben Sanderson says the Springall property was sold to a Paddison. An Edward Paddison is indicated as the owner of sec 179 in cadastral map SO6888. The CHI records[210]report that Ned Paddison (Edward?) lived in Awana running a store and post office. According to CHI records,[211] William and Anne Curreen came to Great Barrier in 1922 and lived in the Paddison house before they built their house in Awana around 1930. This house has not been sited but it is understood to be an intact bungalow with associated farm buildings. Curreen Road leading down to Awana Bay has been named after the family.

This land at Awana is now the property of the O'Shea family. The O'Shea house is believed to have been built in the early 1900s by Ned Paddison.[212] It is not known what happened to the earlier house owned by Paddison.

Another couple in Awana were Walter and Georgina Menzies, who had come from Scotland to Great Barrier Island in 1911. The Menzies home now sits in a paddock,

[16] It is believed that Miss Springall was his daughter.

removed from its earlier site, when they resided in it. (Fig.74). The Menzies home was believed to have been relocated from the former timber mill village at Whangaparapara in 1920.[213] This has not been confirmed and requires further research.

Figure 74. Former Menzies Home.
(Auckland Council March 2018).

The Aikman family leased a farm in Awana in 1919-1920, building a house there.[214] Adam Aikman also built a school house around the same time for his children to attend. The school house reportedly burnt down in 1924.[215] Adam Aikman also helped build the second school in Awana soon after the fire.[216] When Adam Aikman died in 1938, his family retained the property until the 1970s.[217] The Aikman house has since been demolished.

4.2.3.7 Kaitoke

Brothers, Hugh and Frank Gray came to Great Barrier Island around 1918 and originally settled in Awana, soon after buying land at Kaitoke. Frank had established a farm there of 1500 acres.[218] They set up a small sawmill operation on the farm. While Frank never married, Hugh and his wife raised their family on the property until 1942 when the children needed further education. They returned to the island within three years.[219] Their son John took over the family holding. The Gray homestead, built in 1922, was donated to the Arts Village and relocated there in the early 2009. The house is reportedly built from the timber salvaged from the wreck of the *Wiltshire*.

Figure 75. Former Gray Homestead at Arts Village.
(Auckland Council, March 2018).

4.2.3.8 Okupu

Albert Allom purchased approximately 500 acres of farm land in Okupu in 1866 adjoining the land owned by Jean Du Moulin.[220] This included the bay known as Allom Bay. However, the Allom family remained in the company house in Port Fitzroy. Although he may have had intentions to stay, the Allom family left the island when the Great Barrier Land Harbour and Mining Company Ltd collapsed in 1867.[221]

The Sanderson Family

Arriving in New Zealand on the *Tyburnia* in September, 1863[222] William and Ann Sanderson, with three children, Sarah, Benjamin and Annie, at first settled in Thames to take part in the gold mining industry. Unsuccessful in their attempts to capitalise on the gold rush, they eventually travelled to Great Barrier Island, settling at first in Tryphena. They joined the industry of selling firewood to the mainland. Around 1864 they purchased 50 acres in Blind Bay, Okupu to farm both sheep and dairy. They were the first European settlers in the area. They built a stone dairy around the time that they first settled on the farm, the remains of which are still extant.

Figure 76. Sanderson's stone dairy.
(Auckland Council March 2018).

Another son, William was born after settling in Blind Bay. In early 1893, William and Ann's son's Ben and William Sanderson, who had been prospecting in their neighbourhood, found silver at Blind Bay.[223] The result was the mine established at Oreville. (Refer Section 5.4.2 Oreville battery site)

While Ben Sanderson stayed in Okupu, his brother William Sanderson Junior married Amy Paddison[224] from Port Fitzroy in 1894, in what is believed to have been only the second marriage service and celebration on the island.[225] They moved to Amy's grandmother's property (Elizabeth and George Stark) at Whangapoua and built a house.

Figure 77. Sanderson Homestead Relocated and replaced an earlier homestead.
(Auckland Council July 2017).

The Ryan Brothers

John (known as Jack) and Thomas Ryan took up land at Okupu in the 1860s.[226] This must have been after the time that Allom owned the land unless they purchased land adjacent to his or extended their land to include Allom Bay later. The brothers, in their twenties had arrived in New Zealand in 1864 with their parents and two sisters. Tom built a house in Allom Bay[227] and Jack built his on his acreage in the next bay, known as Jack Ryan Bay.[228] They both farmed sheep on the island. Beverley Blackwell advises that her father and grandfather leased the Ryan land to graze sheep over the winter in the 1930s and 1940s and stayed in Tom Ryan' s house. The brother's nephew, also called Tom Ryan, lived on the island as an adult for a time. He was a well-known artist and was, at one stage, responsible for the pigeons in the first years of pigeon post.[229]

Thomas Ryan's cottage has been well documented in photographs and is believed to have been relocated to Whangaparapara, but the details of this are sketchy.

Figure 78. Thomas Ryan's homestead in Allom Bay in a photograph taken by Henry Winkelmann c1908. (AWMM/L PH-NEG-1388).

Figure 79. Closer view of Tom Ryan's cottage in Allom Bay, later leased by the Sanderson family. (Phoitograph courtesy of Ben Sanderson).

Jack Ryan's house is no longer extant. It is recorded as being pulled down in the 1950s and the house timber being reused on Charlie and Winnie Blackwell's house, which was later destroyed by fire in the 1970s.[230]

Charles Werner

Charles Werner, born Carl Eduard Werner, was an immigrant from Peitz, East Germany. He arrived in New Zealand in 1875 aboard the *Fritz Reuter.* It is not known when he moved to Great Barrier Island. However, in 1885 he married Charlotte Flinn, from an early settler Barrier family. They raised a family of four sons and one daughter. There he initially worked cutting firewood and shipping it to the mainland.[231] Charles opened a store at Okupu, from which he supplied gum diggers. It is believed this was operating as early as 1884.[232] In the late 1890s he took over the Okupu agency to run the pigeongram service. The Werners left Great Barrier Island in the 1900s to live in Kaitaia. His home and store (Fig. 14) are no longer extant.

4.2.3.9 Medlands

The Medland Family

Thomas Medland arrived in New Zealand with his brother James in August 1865 on the *John Temperley*.[233] They joined John and Thomas Ryan travelling to Okupu. Not satisfied with their land on the Barrier, James left for the Waikato and Thomas stayed earning money by cutting firewood to buy government grants for land on the east coast of the Great Barrier Island. There he bought some cattle and built a raupo hut. When the goldrush started in Thames, he left the farm to take part in the minefields. However, he was not successful in this venture and ten years later he was back in Auckland. He married Elizabeth Stringer and initially settled in Otahuhu. Thomas returned to his farm on the Barrier in the 1870s and Elizabeth joined him later. Elizabeth arrived in Tryphena with their baby son John and travelled to the east coast by a bullock led by George Blackwell. To help her with her new isolated and primitive lifestyle, Elizabeth joined the Salvation Army and encouraged Thomas to join her. They raised their family according to the principles of the Salvation Army.

They eventually built their home *Woolstone* in the 1890s which was named after the Medland family home and estate in Poundstock Parish, Cornwall. The house became the property of Thomas and Elizabeth's son Sam and then his son, George, who apparently demolished the house in 1975. Thomas Medland died in 1920 at the age of 78.[234] Elizabeth Medland in 1953 at the age of 100.[235]

Five Medland sons farmed on the family land which was subdivided in the 1930s. Sam lived at Woolstone. The other sons also had homes on the original Blackwell land. Bram's home was *Moss Vale*, Jim's *Rangimarie,* and Joe's was *Low Lands* by the beach. John built *Glen Haven* in the 1920s which can be seen on the road to Tryphena.

Figure 80. Woolstone.
(AWMM/L PH-NEG-B937).

Figure 81. Glen Haven
(Auckland Council. March 2018)