

A Crowded Century

The Daily Telegraph

centennial
number

1971

NAPIER — 100 years ago ...



Town and around, 1871

Climb on to a buggy for a jaunt through the dusty streets of Napier on the mild summer evening of February 1, 1871.

Starting point: The Post and Telegraph Office at the foot of Shakespeare Road (where the Government Buildings now stand).

It's the centre of the budding township. Nearby (on the present telephone exchange site) is the two-storeyed Provincial Council Building, administrative centre of the separated Province of Hawke's Bay, and around it are trim lawns.

Shakespeare Road, silhouetted against the setting sun, has a number of cottages and two hotels, the Settlers' and the Empire (now Cabana), and a few stores, including the grocery of Mr E. W. Knowles, later to become the sole proprietor of The Daily Telegraph.

Opposite our starting point is the Clarendon Hotel, focal point of much social life and meeting place of the Napier Rifle Club, the 43-member Clarendon Cricket Club, and other institutions.

Inside, the issues of the day—perhaps the appearance of the province's new daily newspaper—are debated.

A tug on the bridle and off we move. Browning Street heading toward the beach is soon a mere path leading to the Napier Athenaeum standing alone (on the present museum site). On the Marine Parade, construction of the present courthouse is soon to begin. The site is levelled and fenced. The only building on the Marine Parade is the Hawke's Bay Club.

In Hastings Street, stores line each side of the dusty thoroughfare as far as Tennyson Street. The two-storeyed Bank of New Zealand rises like a sentinel on the site of the present Cathedral fountain.

The original Masonic Hotel (on the present site) offers service "second to none in the province" and the proprietor, Mr S. C. Cauldon, in his advertisements describes the locality as "cheerful and salubrious".

Tennyson Street has the printing office of The Herald and a few other buildings. Emerson Street is little more than a well-used track. The "sunny side" has but half a dozen modest buildings. The premises of Mr Robert Holt, a Lancashire-born joiner, builder and undertaker, are on the site now occupied by Haywrights' department store.

The fern-clothed hills, almost bare of trees, are dotted with a few homes. Barracks of the departed 63rd Regiment remain on the present hospital site. The town's first Grammar School for Boys is located on the present Central School site (the school building is now the Anglican Ormond Chapel).

The Ahuriri Lagoon almost surrounds Napier. Clive and Havelock North are thriving villages. Hastings is not envisaged among the swamps.

Beyond, pioneer farmers live in near isolation, with few roads and no railway. Waipawa (three hotels) is the largest settlement. The sites of Daneworks and Norsewood are undisturbed in the Seventy-Mile Bush.

The setting sun casts a red glow on the lagoon stretching to the Poraité hills, broken by a gravel spit fingering its way north to Petane.

Port Ahuriri, with its inner harbour, is a lively shipping and merchants' centre during the day. There are wool stores, shops, stables and four hotels in the vicinity of the Iron Pot.

Yet as our buggy trundles back to town there is little hint of the transformation man and nature will bring in the century to come ...

... the scene today



A Crowded Century 1871 - 1971

From Victoriana to the space age. From creaking, sea-lashed sailing ships to the lunar module. A giant's leap, indeed, and all in the space of The Daily Telegraph's crowded century.

On Wednesday, February 1, 1871, The Daily Telegraph was born of optimism and faith in the future of Hawke's Bay, a 12-year-old independent province in the most far-flung colony of Victoria's Empire.

When the first issues sold (for twopence) to an inquisitive populace, the province stood at the threshold of a telling decade and the most exciting century in man's history.

The subsequent 10 years produced significant social reforms in New Zealand, lasting public works and a rate of population growth in Hawke's Bay unequalled to this day.

In the inflationary decade of the 1880s, thousands of Hawke's Bay settlers came from diverse backgrounds. From Lancashire's dreary cotton mills. From the bleak crofts of Scotland. From the wealthy homes of rural England. From Scandinavia's rugged forests. From scholarly public schools and scruffy back streets.

Yet most had a common purpose. They sought fresh air, hard work, their own homes, independence and a less fettered life. They endured seasonated weeks, survived disease, hardships and privations to become the backbone of a growing province.

Many Ships

Immigrant ships arrived frequently at Napier in the 1870s. The population of Hawke's Bay leapt from about 7000 to more than 21,000 by the decade's end. In 1871, the New Zealand Government was offering free passages to selected British immigrants, mainly farm labourers, navvies, mechanics, female servants and dairy maids.

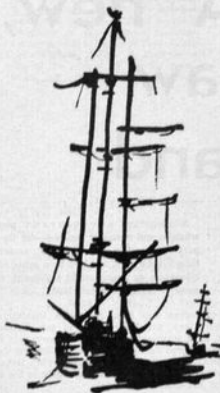
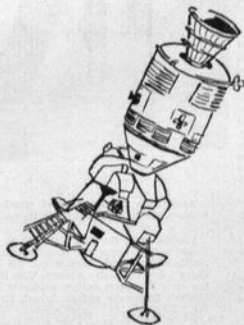
Farm labourers, fed and housed in crude bunk houses, were paid £1.50 weekly. Sheep musters earned up to \$4 a week in the season. Domestic workers were lucky to get \$1 a week. Skilled men in towns earned more, mechanics getting about \$1.20 a day.

A tailored tweed suit cost \$7. Oxford laced shoes were 75c. Two-pound loaves of bread were 3c and a pound of farm butter 10c. Eggs sold for about 12c a dozen and a ham for 12c a pound.

On February 1, 1871, Colonial Treasurer and future Prime Minister, Sir Julius Vogel, was overseas, implementing his policy of extensive borrowing for road, rail and telegraph construction in a bid to encourage immigration and land developments.

Going Ahead

The House of Representatives was in the process of an election. The Daily Telegraph's first issue reported that the Hon. Donald McLean, Minister of Defence and Minister of Native Affairs, was returned unopposed for Hawke's Bay, and, at a Waipawa meeting, the Hon. John Davies Ormond, who became Minister of Works, was re-elected unopposed for the Clive district.



● An early Hawke's Bay homestead.

The province was administered by the Hawke's Bay Provincial Council. The Superintendent Mr Ormond, called for tenders for further work on the Napier-Traupo road in his capacity as general Government agent.

In Napier, citizens were urging the provision of public baths—but had to wait another 20 years before they got them. They also sought a bridge to replace the ferry service between the Eastern and Western Spit at Westshore. Wool exports were increasing. A flax industry was prospering. Frozen meat was unheard of.

Overseas, the Crimean War was over but not forgotten. War between England and Russia still threatened. Newspaper editorials feared that beyond a declaration of war with Russia loomed the possibility of war with America which had agreed to harbour Russian vessels. Charles Dickens' grave had just been completed. Lenin was an infant.

It all seems another age. Other people, other problems. Yet this is our community, our beginning. The crowded century embraces their lives and ours, spans the brave deeds of many yesterday, the achievements of today and the hopes of tomorrow.

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A new, raw land

Mineral, adventure, pleasure, wholeness and recovery features are the most part a reality. **Swampy, mountainous, beautiful** area, located by a series of dry, cascades or bar, sought fullness, excitement or refuge in a new land.

There were the first European inhabitants of New York's East, the descendants of our ancestors. Some were displaced and others were driven to the west shores during the century following Captain James Cook's voyage of discovery in 1781. But others remained in New York to contribute to the broad tape of European settlement.

When Cook sailed across New York Bay in mid-October 1781, he saw an island east that had almost been forgotten. The intense writing of the island over long periods of geological evolution had subjected it to numerous tectonic movements.

The mountain valleys and alternate plateaus of New York's East, where the first man ever planted, had long been shaped, tilled and cultivated.

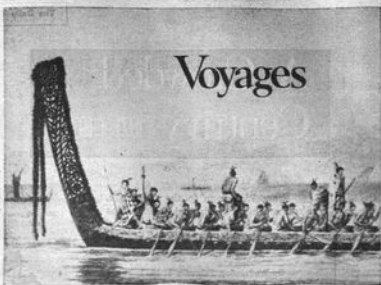
Soils from volcanic activity covered the area. Capped high country, high island plateaus (various islands) and small volcanic plateaus. Thick beds, brown lakes and swamps suggested millions of years with Pangea, Pangea, Pangea, and was abundant.

Long-held lands New where once the earliest Europeans to come to this island. Known as the first land where people of the South landed the first man ever planted, tilled and cultivated.

The advent of the first American settlers before the mid-18th century was not limited to the island. The island was either killed or abandoned in the mid-18th century. The island was either killed or abandoned in the mid-18th century. The island was either killed or abandoned in the mid-18th century.



▲ Recent archaeological work by Dr. S. P. Price, chief of Research, at Fort... 12 miles south of... has shown that... the island was... the island was... the island was...



▲ Ship from the illustration of a sailing vessel... New York's East... the island was... the island was...

▲ Captain Cook, the first European to set eyes on New York's East, began the... the island was... the island was...

▲ Cook's island gave the first English name to the province's geographical features, New York and Cape... the island was... the island was...

▲ He named the bay after the then First Lord of the Admiralty, Sir Edward... the island was... the island was...

▲ A number of other European explorers followed Cook in the... the island was... the island was...

▲ After putting James... the island was... the island was...



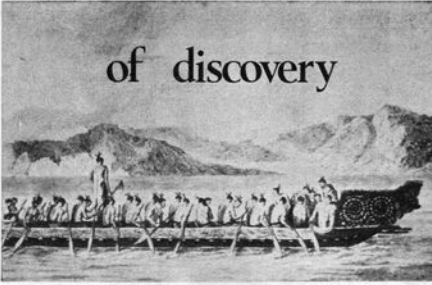
▲ A Native American man... the island was... the island was...

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▲ Large whaling vessel... the island was... the island was...

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▲ The first missionary... the island was... the island was...

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▲ Bishop Selwyn... the island was... the island was...

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▲ Many whalers... the island was... the island was...

▲ At the height of the whaling industry... the island was... the island was...

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▲ John Goreham... the island was... the island was...

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▲ Fortunately, they... the island was... the island was...

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There must be a reason why Rothmans is the world's largest selling – most wanted – King Size Virginia.

It's simply this: Rothmans extra length, finer filter and the best tobacco money can buy give you true King Size flavour.

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▲ Ahuriri almost a century ago. The lagoon stretches to the hills, over the site of the present Hawke's Bay Airport. At right can be seen the masts of sailing vessels and the old Ahuriri Hotel (extreme right) situated on the site of the present Rothmans Tobacco Co. factory. The Westshore bridge (left) ended the ferry era.

WEALTH UNLOCKED

Ngati-Kahungunu at Mahia, and Father John Lam-pala is said to have converted Maori to Christianity in the Heretaunga district, notably Pakowhai. In October 1844, several weeks before Coleman established his mission at Waitangi.

Eventually, and gradually, Europeans of another category began to appear in Hawke's Bay—the settler. These were the farmers, tradesmen, businessmen and labourers whose pioneer spirit led them to seek a new life in a far-flung colony.

But European settlement of Hawke's Bay had an uncertain beginning. Unlike six other earlier provinces of New Zealand, Hawke's Bay was not founded on an organised basis.

At the outset there was no immigration schemes to bring British pioneers and their families to an already planned city, as was the case of Auckland and Wellington and some other centres.

So land settlement did not get under way in earnest until after 1850 and, during the 1840s, the only European inhabitants of Hawke's Bay were the shore whalers, the missionaries and a trader or two.

The first European to make a permanent home in Hawke's Bay was an Austrian naturalist, F. W. C. Sturm. Mystery surrounds his arrival in Hawke's Bay, but he lived at Nuhaka as early as 1839 and acted as an arbitrator and accountant for the whalers. He later moved to Napier and died at Clive in 1887, aged 41. He was a greatly respected horticulturalist and is remembered in Napier by Sturm's Gully.



● Dr T. Hichings, Hawke's Bay's first medical man, arrived in 1856 and began work in primitive conditions. In 1859, he was appointed provincial surgeon in charge of the first hospital in Napier, a two-ward building at the corner of Seely and Harvey Roads.

Another early permanent settler was William Edwards, a whaler. He is believed to have settled south of Cape Kidnappers shortly after 1839. He later moved to Tangolo where, in 1849, William Coleman legalised his marriage to a Maori. The missionary recorded that Edwards was "a quiet Englishman who has lived on these shores for nearly 10 years".

In January 1841, land purchase from the Maoris had a false start. A partner in a number of whaling operations, Mr W. B. "Barney" Rhodes, an influential Yorkshireman, arranged to buy a huge area of Hawke's Bay land—about half the size of the present province.

He made the arrangements, however, before he knew of the Treaty of Waitangi, and the deal was ruled invalid, though he was given some land in compensation.

Though he never settled in Hawke's Bay, Rhodes subsequently shared with his brothers, Robert and Joseph, ownership of a number of large Hawke's Bay sheep stations, including Clive Grange, Rising-ton and Springhill.

Joseph Rhodes was active in early Hawke's Bay politics, and he moved the resolution, at a meeting in Napier's "Golden Fleece" Hotel, on Monday, September 20, 1857, which eventually procured the separation of Hawke's Bay province from Wellington.

A Scot of strong physique, Mr Alexander Alexander is recognised as the first European farmer and businessman in Hawke's Bay. In 1846, when about 36, he began farming the foothills of Whareangai and is believed to have opened Napier's first building, at Ahuriri, where he kept a schooner and traded with Maoris and whalers.

He married a high-ranking Maori in romantic circumstances and years later his daughter married an Australian settler, Mr William Burnett, who eventually became Mayor of Dunedin.

Alexander remained an influential figure in the young Hawke's Bay settlement till his death on July 25, 1873. His gravestone at Whareangai reads Alexander Alexander, born May 30, 1820. Arrived New Zealand May 20, 1840. Died July 25, 1873.

It bears the epitaph, "He was a man, Horatio."

It was not until 1849 that any definite step was taken to organise the settlement of the district—10 years after the founding of the cities of Auckland and Wellington.

Governor Grey appointed Donald McLean (later Sir Donald) to visit the Ngati-Kahungunu to negotiate the purchase of land. He left Wellington on November



● Te Hapuku, chief of the Ngati-Kahungunu, whose negotiations with Donald McLean for the sale of large blocks of Hawke's Bay land led to the peaceful European settlement of Hawke's Bay.

18, 1850, to negotiate with the Maori chiefs, notably Te Hapuku.

McLean returned the following year with 13000 to complete the purchase of large blocks of land. His deals unlocked the wealth of inland Hawke's Bay. Pioneer homesteads were soon to appear on the isolated hillides. Sheep in their thousands were soon bound for Hawke's Bay pastures.

Within six years, a network of more than 30 sheep stations spread across Hawke's Bay, mainly in the first two blocks purchased by McLean.

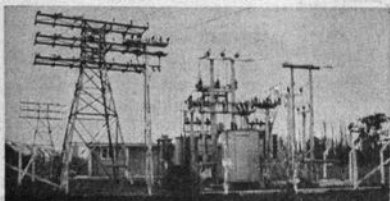
Townships germinated at Port Ahuriri and in the country districts. In 1854, Alfred Donnet, appointed Hawke's Bay's first Commissioner of Crown Lands, named the town of Napier, and, on November 13, 1856, the purchase of Scinde Island (Matarauhou), the site of Napier, was completed, for £50.

People arrived, facilities appeared. The determination for advancement and the regional pride typical of the pioneer New Zealand settler, manifested themselves in the political movement towards separation from Wellington province.

Disgruntled settlers, far from the seat of Wellington-based provincial government and, with little voice in it, protested loudly that only a small fraction of money taken from sales of land found its way back for district development.

On November 1, 1858, Hawke's Bay was proclaimed a province, with Napier its capital, and, under the Hawke's Bay Provincial Council, a wide range of development works was undertaken in the 1860s.

Building Hawke's Bay readied itself for a rate of population growth during the 1870s that it has not again achieved.

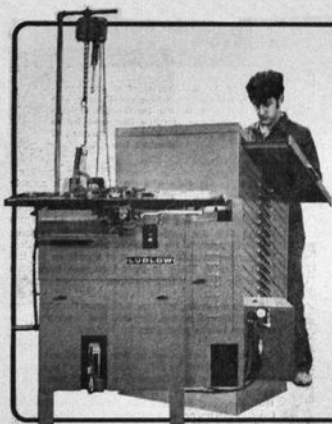


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cogs in the highly tuned
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10" x 15" sheet size, Platen Model T.
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As general suppliers to the graphic arts industry we wish to extend our most sincere congratulations to the Napier Daily Telegraph on the completion of 100 years of successful operation.

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Names from far and near ...



Maoris, explorers, settlers and administrators — diverse sources bestowed the Hawke's Bay place names which, today, we take for granted.

In many instances the province's founders were content to retain Maori place names. Many of these survive today—except where too long or too coarse (William Colenso chased at least one Maori name into obsolescence because of its crudity). Other names reflect the associations and the origins of the early European settlers.

In the north, Mahia (which means "indistinct sound") has roots deep in ancient Maori history. Perhaps it was the first Hawke's Bay place name, given when Whatonga landed about 1150 A.D.

Wairon ("long water") took its name from the Maori pa which existed alongside the river long before European settlement.

Napier remembers Sir Charles John Napier, distinguished British soldier in India, who died shortly before the first District Commissioner, Alfred Domett, arrived to plan and name the settlement in 1854. It is thought Domett was asked to commemorate the Indian campaign by Napier settlers who had served there.

Taradale and Greenmeadows were named when the areas were bought from the Government in 1858, Tara being an early Maori in the area.

Clive, Havelock North, Meeanee continue the British-India association. When Hastings was founded some years later, in 1873, it, too, followed the trend. As an alternative to the embryonic name, "Hicksville", settlers chose to honour India's Governor-General, Warren Hastings.

Waipukurau perpetuates the name of a Maori settlement named after a fungus, pukurau, edible when soaked in water (wai). Waipawa, a name bestowed by European settlers, means, in Maori, "dead or stagnant water", but is locally regarded as meaning "meeting of the waters".

Norsewood and Dannevirke maintain a link with their Scandinavian founders. Norsewood, like Dannevirke, was settled by Norwegians and Danes who cut a clearing in the Seventy-Mile Bush—hence its name. Dannevirke means "work of the Danes" and is thought to be named after the old fortification at Schleswig, which the Danes lost to Germany in 1864.

The names themselves sketch a story — a story of the development of a province, and its places, by influence from far and near.



Alfred Domett



Lord Havelock



Lord Clive



Sir Charles Napier



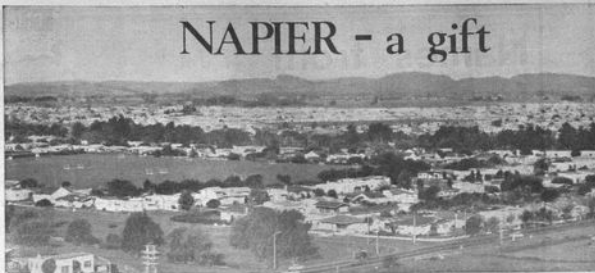
Lord Hawke



Lord Hastings

Hawke Bay was named by Captain Cook in 1769 in honour of the then First Lord of the Admiralty, Sir Edward (later Lord) Hawke. Cook also named Cape Kidnappers after a Maori attempt to kidnap a Tahitian cabin boy, Taiaia, from the Endeavour while the barque was anchored near the headland.

NAPIER - a gift



Napier — 1971 — stands tall. It's a shining city of the 1970s, a product of men's faith and nature's force.

Napier was founded and established by earthquake and fire exactly 80 years ago this month. Now the population near 40,000, modernized buildings and a cathedral's spire reaches symbolically upward where once dark clouds covered death and devastation. Planning, tree-lined boulevards spread where once wasteland lay.

Napier people overcame the misadvent of New Zealand's worst natural disaster, and, given thousands of acres of upland scrubland, planned a program on a state previously unimagined.

Treaded in the wrappings of terror and destruction, the 1931 earthquake scar, for Napier, a gift of the sea. In moments it released the weary hands that from the seabed had constrained the lower's development.

But, in the earliest days, back in 1841, there were few prospects for the primitive settlement. — The island, already bereft, a clang for its existence in the shadow harbor of Ahuriri.

In January, 1841, Alfred Domett, lawless poet, administrator and future Premier of New Zealand,

• When war was in the Marne France came only in the century. The Marne was the center of the campaign in 1918. In fact, the Marne was the center of the Marne France movement, including the wall and French towers.

From swampy, unplanned beginnings, Napier grew

before little promise when he settled in a crude shack on the rocky limestone shore Napier's history began.

As Hawke's Bay's first District Commissioner, he had been sent to examine, plan and settle the settlement.

On March 20, 1841, he wrote: "I am inclined to think the principal part of this district can never be in the port itself. There is no wood and no water and the ground suitable land is now either dead from the port."

He concluded the port was an "abominably disagreeable" site only a subordinate town should be laid out, and the district's principal town should be laid out at Tairāhema.

Domett proposed that inhabitants had requested the principal town be called "after the great founder of our Indian Empire, Lord Clive."

"As it appears that the port town can only be subordinate, I would propose the latter should be named in commemoration of one of our greatest and best Indian captains just dead, Sir Charles John Napier."

After using the supply of names with Indian associations, Domett gave many Napier streets their literary nomenclature.

Napier's early course, then, was unplanned, unimagined. Ahuriri's earliest inhabitants were the one or two adventurous traders and the whaler, a group which took advantage by the tavern, the restaurant and Mount women.

But during the 1850s, as the whaling industry waned, land settlement got under way in the country. From the sea, the source of Ahuriri's existence moved inland, to the sheep stations.

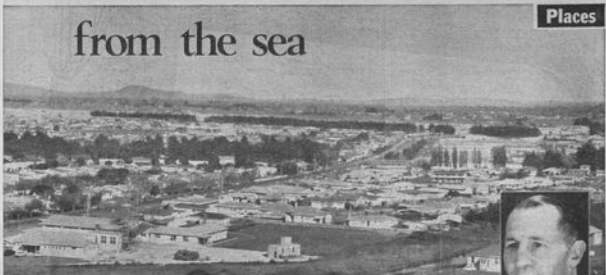
By the time Domett arrived, a few men of more responsible character, the new Hawke's Bay pioneers, had appeared at Ahuriri. Among the more visible



Alfred Domett, lawless poet, administrator and future Premier of New Zealand, proposed that inhabitants had requested the principal town be called "after the great founder of our Indian Empire, Lord Clive."



from the sea



Places

• About 1860 some men became convinced when the 1931 earthquake rolled inland across around Napier by night had, making sites for suburbs and industrial zones at Omeke, Omeke and Ahuriri. Then: The Mayor stands over city expansion. Mr. Major Tait.

of the port, they favored building sites on the other side of the "natural mass of hills" which Domett named Mount Saddle.

Early Napier did not take shape until Domett's arrival, but more than 100 years after his arrival, and some 18 years after the establishment of Auckland and Wellington. Unlike other New Zealand provinces, Hawke's Bay settlement did not begin in a planned city and moved to the country. Rather, it took the other course.

By 1840, about 20 Europeans and their families had settled in the harbor. Two sections were offered for 15 and suburban sections for £1. Quarantine sections at Ahuriri, then 100 the trading center, sold for £20 each.

The 1840s brought £20 an acre. As the second sale on February 3, 1842, two quarters were offered at the foot of Shakespeare Road, the most desirable location in the town, sold for £20 each.

Despite a pessimistic description in 1840 as "a hopeless, barren spot for a town site", Napier proved up. The tribes of pioneer immigrants in the 1850s moved during the 1850s and remained as a steady flow.

Mainly working class from Britain's industrial centers, they were still a diverse lot. The port bustled with wine as families crisscrossed up and trade grew. Despite their diversity, immigrants grew together in community interests.

Charities, societies, committees came into existence. Demands for services, food and more grew. Napier led banks, shops, churches, streets and transport.

Napier was administered by the Hawke's Bay provincial Council till 1870. Disputed interests, towns and country led to the declaration of Napier borough on November 25, 1870, and the first council with a leading merchant, Mr. Robert Stewart as Mayor, first met on February 5, 1871.

The borough's first election had totaled 493 electors. Total expenditure was £4,000. A rate of 1s was authorized to produce £200 monthly.

The council tackled the problems of water supply, sewerage systems and the health hazard of the land swamps where "Voluntary Road" was now situated.

A road was built in Tairāhema. A road was the

From turmoil, anguish and rubble, it rose again



ingraving of soil started by the Tairāhema. Work was started by steady rain and some, eventually, by dry winds.

Tairāhema district was bought from the Government in 1862 by Messrs Alley and E. E. Tait. Mr. Alley built the first house, at the Tairāhema end, in 1864, and Mr. Tait built at Greenmeadows.

Two sections were first sold at Tairāhema on April 25, 1861, and it was declared a town district in 1860. First Greenmeadows land sales were held in 1859.

None of the best land had sufficient money to recolonize the area south of Napier. The challenge was accepted by private enterprise.

In February, 1860, Landlord and Company, engineers in Auckland which included Messrs C. D. Kennedy and George Lambton obtained contracts from the Mayor Harbour Board to embark on a scheme and in April 1860 the first part of Napier

South was put on the market. A total of 128 sections, covering 30 acres, sold for £23,000.

Under the 16-year administration of Mr. C. D. Kennedy, one of a line of well-founded early Mayors — the Marine Parade was constructed and the walls built by private enterprise from high rents. The Edwards Street-Cross Road 400 ft. long was finished by April 1861 at a cost of £2000. Further plots added the distinctive touch in 1860.

In 1859 Napier early celebrated its Jubilee, but could not remove the approaching disaster which reshaped the town's course seven years later.

In the 40 years since Napier rose from the ashes, it has achieved very much. In 1860, and progressed in many lines. Under the 13-year administration of Mr. Peter Tait the only two developed Waterfalls, Tairāhema and Greenmeadows and three acres thousands of acres of reclaimed land.

Napier has accumulated disaster. The "brimstone age" is still growing — and full of hope.



• District school building stands among trees in Clive Avenue during the 1890s. The State School (1875) and the Theatre Royal (1881) are prominent buildings at the foot of Marine Road.

Hastings
February 19 1914

Dear Victoria

Today was one of excitement. Frank and I
wrote at length the new company proposition established by
H. Roach, top of the embassies of King and Hastings
Studs a venture which must surely prove an asset to our
small community. What a delight to see the household
articles and garments so tastefully arranged, an experience
outweighing the long dusty walk from the railway
enclaves. Uncle Hubert's new launch proved comfortable
for the ride into town although the horses have not
the light weight



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cosmetics — expresses your special approach to life. And
when buying for men or boys, children and teens, or
taking care of that important gift with china or practical manchester... shopping at Roachs
is a pleasure for we are your kind of store. A wonderful relationship from such small beginnings...

John's new Mercedes Sports is just a
spent the day at Waimarama and tanned beautifully!
Maggie Bikin! I picked up at Roachs... you should see their
new Fashion Court! It's the most advanced shopping
concept in the Bay with just the swiftest fashions and
fab shoes. And the building is really something; decorated
in juiced up orange and white with a marvellous char/green
carpet - you'll rave when you see it.
well there's the latest Vicky, love to all.

Carleen

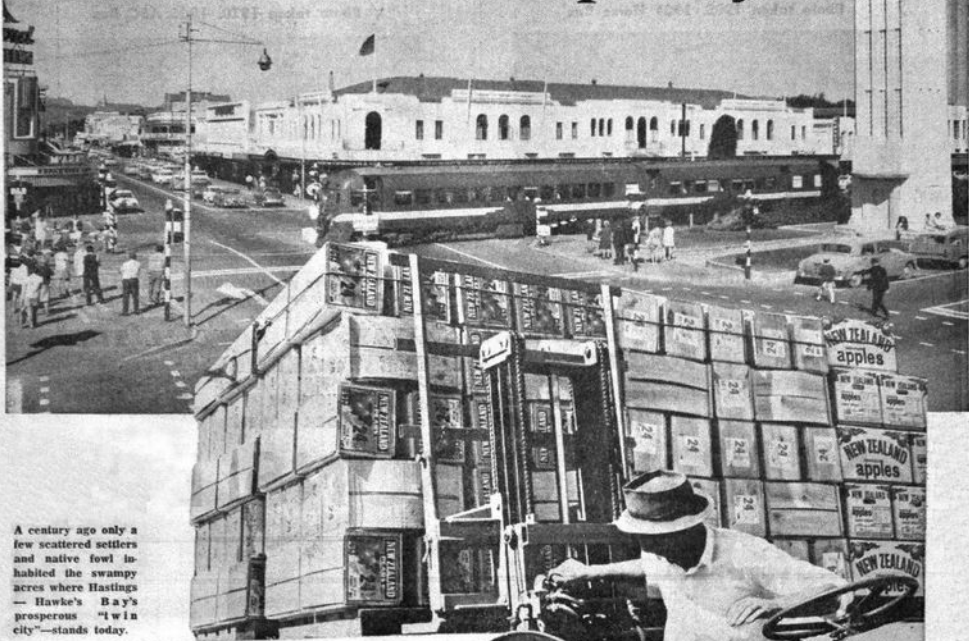
P.S. Saw the zaniest cocktail gear for Mumsie -
by Mona Crawford, an exclusive to Roachs,
just the thing for her to meet the Royals!



ROACHS
Ltd
HASTINGS

Where Fashion is a Pleasure...

SWAMPERS gave forth plenty



A century ago only a few scattered settlers and native fowl inhabited the swampy acres where Hastings — Hawke's Bay's prosperous "tin city"—stands today.

In 1871, The Daily Telegraph's earliest subscribers read how Thomas Tanner offered Here-tunga block land (the best area of the present city) at £4 an acre, and failed to get a buyer.

It wasn't even news. Everyone knew the acres of swamp, bristling with raupo, scrub and fern, were near useless.

Tanner even offered to give away an acre for every three acres ploughed. One of the few takers was Francis Hicks, a man of foresight, who became the founder of Hastings.

Then, in 1873, came talk of the railway, with its promise of progress and change. On June 7 Hicks offered a 1½-acre site free to the Government on condition the contemplated railway passed through his property.

He cut up 100 acres into town sections around the gift site—and today they comprise the city centre.

Hicks offered 144 sections for sale. Buyers realised the potential of his scheme. Prices reached £56 an acre. The town was born.

Earlier, the first European settlement of the Hastings area took place about 1864. Tanner and William Rich leased the Here-tunga block of about 16,500 acres from the Maoris.

A few years later, a syndicate known as "The Twelve Apostles" bought the block for £1 10s an acre. The syndicate paid £16,000 in cash and the balance was paid on behalf of debts incurred by the Maoris.

The land was cut into 42 portions, but, in fact, there were fewer than 12 members of the syndicate. Most had more than one share. The members were Tanner, J. N. Williams, Capt. W. R. Russell, J. G.

Gordon, J. D. Ormond, Purvis Russell and J. B. Brathwaite.

After Hicks' land sales, houses quickly took shape. The first hotel, the Railway, rose on the site of the present New Grand Hotel. The 22-roomed kauri building served the expanding community well till destroyed by fire.

The railway track reached Hastings in 1874. Drainage schemes worked. Orchards grew. Within 12 years, Hastings outstripped long-established Havelock North. In 1886, it was constituted a borough, and it became a city in 1956.

Men of vision like Hicks have boosted its economy. Two such are the late Mr William Nelson and Sir James Wattie. As early as 1890, Nelson opened a small boiling-down factory at Tomoana. Three years later it was absorbed into Tomoana freezing works and marked the beginning of the freezing industry in the district.

In 1934, James Wattie combed Hastings for backers to launch an undertaking in a small house, around which his factory was built. Now the enterprise is huge and international, a mainstay of the city.

Today, Hastings is a spacious, expanding city of the plains. Its fruit, canned products, agricultural prowess and industrial endeavour are renowned. The swamps have given forth plenty.

But for the man who started it all, Francis Hicks, there is obscurity. Once known as Hicksville, the settlement was soon renamed. In 1938, Hicks Street became Mayfair Avenue. Today, the city's founder goes largely unremembered.

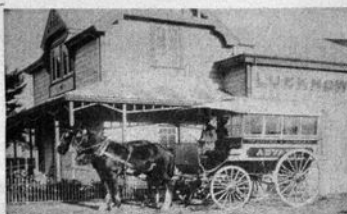


● Left: Here-tunga Street in the 1880s. Inset: The founder of Hastings, Francis Hicks.

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Photo taken 1905. 1901 Horse Bus



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Photo taken 1970. 1966 AEC Bus



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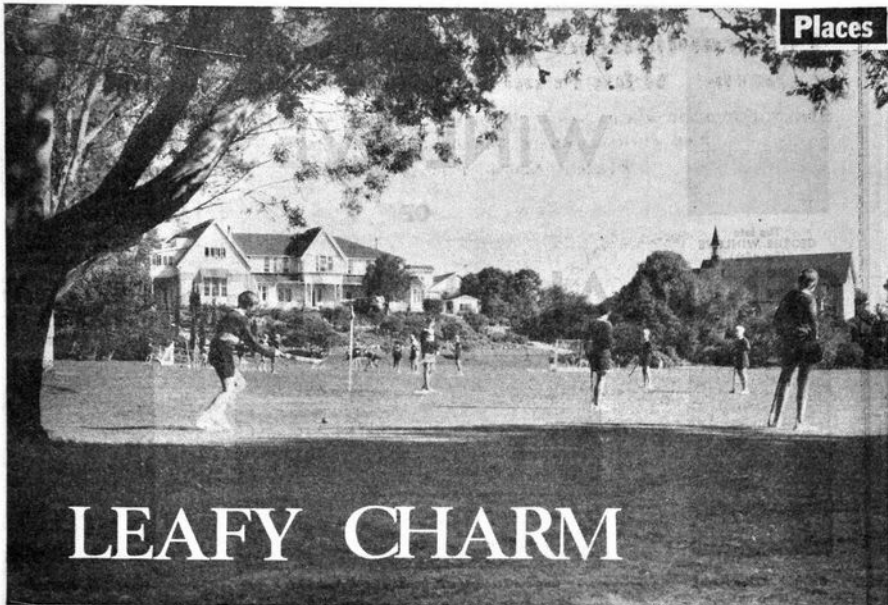
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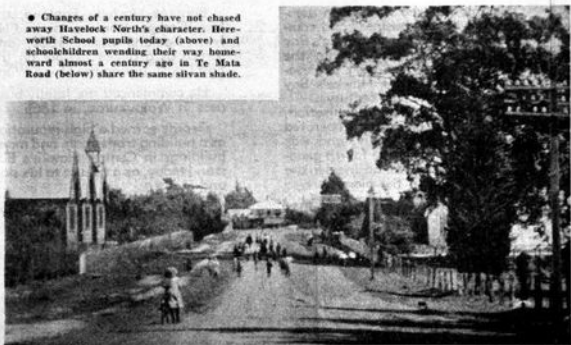
Changes of a century have not chased away Havelock North's character. Hereworth School pupils today (above) and schoolchildren wending their way homeward almost a century ago in Te Mata Road (below) share the same sylvan shade.

Havelock North may be called the town that missed the train but retained its soul.

In 1871, Havelock North was a principal settlement of Hawke's Bay. A stopping place for travellers between Napier and the south, it possessed two hotels (the Exchange and the Havelock), a new Presbyterian Church, blacksmiths, wheelwrights, a school and several stores.

But in 1873 the railway line by-passed the growing settlement and, instead of bringing commercial prosperity to Havelock North, gave birth to the city of Hastings.

The reason for the by-pass of Havelock North is obscure. It may have been reluctance, or apathy, on the part of Havelock ranchholders, or, as has been more recently suggested, the natural diversion of the Ngaruroro River after the 1867 flood which made the site of Hastings safe for the railway and a station.



Whatever the cause, the absence of rail abruptly changed the course of Havelock North's development. Instead of becoming, over the past century, a Hawke's Bay city of the hills, the rival of Napier, it has retained its rural beauty and "village" charm.

For decades, Havelock North remained "the village". It was not until 1932 that it was declared a borough, with Mr J. J. Nimon as its first Mayor, and its population has steadily increased to 6500 during the past 20 years.

Apart from its fruitgrowing and nearby sheep stations, Havelock North has long held a distinction as a home of learning.

Two long-established girls' colleges, Woodford House and Iona, draw their pupils from all parts of New Zealand and some of the country's most notable families.

For many years it was the home of Heretaunga Boys' School—a school which, some years ago, incorporated Hereworth School at Wangamui, and which now embodies the two under the name of Hereworth.

Commercial and industrial growth may have by-passed Havelock North. Yet otherwise it might well have lost the character that makes it one of New Zealand's most distinctive boroughs.

A trusty horse bus outside the Post Office in 1911 presents a typical Havelock North scene of bygone days. Horse buses plodded to Hastings for a generation till their owner, Mr J. G. Nimon, replaced them with Studebakers in 1911.



The late
GEORGE WINLOVE
(Founder)

1865 — 1971

WINLOVE'S

OF

CENTRAL HAWKE'S BAY



The late
JOHN WINLOVE
(Son of Founder)



GEORGE M. WINLOVE
(Director)



Original Premises still standing at Waipukurau.



HARRY M. WINLOVE
(Managing Director)

Winloves, who have been associated with the business and community life of Central Hawke's Bay for 106 years, congratulate the Daily Telegraph on their achievement in serving the Hawke's Bay province for the past century.

The founder of our organisation, which is still owned and operated by the Winlove family, and was recently joined by the fourth generation, established a business in the best tradition of the pioneers.

Born in Norfolk, England, the late George Winlove arrived in New Zealand about 1860, and served as a dispatch rider on the East Coast, during the Maori Wars.

He commenced the family business in Waipukurau, in 1865.

George earned a high reputation as a building tradesman, and many buildings in Central Hawke's Bay stand today, as a tribute to his skill and industry.

The family has also been prominent in the community affairs of the district, and two members, the late John Winlove, and his son Harry, have held office as the Mayor of Waipukurau.

Keeping abreast of contemporary trends, the firm entered a period of specialisation about 10 years ago, and has now become the largest stockist of home appliances in Central Hawke's Bay.

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(Sales and Service)

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your



DEALER

A MODEL THAT GREW

A century ago, Waipukurau represented an unusual development in Hawke's Bay town planning ... a model village.

Four years earlier, in 1867, the pioneer runholder, H. E. Russell, completed the purchase of the 207-acre Waipukurau pa site and decided to establish a model community.

He built several cottages and leased sections for 99-year terms, mostly to tradesmen and artisans he brought to New Zealand and employed. One of the first "model" residents was a carpenter, Mr George Winlow, who arrived in 1863 and whose descendant, Mr H. M. Winlow, is a recent Mayor.

Russell planted many trees which beautify the area today and donated sites for churches. He imposed restrictions on employment in the town to provide one blacksmith, one baker, and so on.

The model era ended with the compulsory takeover of the large blocks by the Government in 1909. The breakdown of huge sheep runs into smaller farms opened the way for Waipukurau's expansion and constitution as a borough in 1912.

...and "towns" that didn't

Waipawa, 100 years ago, overshadowed the small village of Waipukurau. In 1871, it was the most important and largest centre between Napier and the Manawatu, with three hotels, several stores, a church and a school.

Like Waipukurau, it was not established by the Government but by the local runholder, F. S. Abbott. The first sale of town sections on January 7, 1869, introduced the town as "Abbotsford", but the name did not stick.

A highpoint in Waipawa history was the 1888 industrial exhibition. With poultry, horticultural shows and brass band contests, it was one of the biggest events produced in the province. Exhibitors from many parts of New Zealand included 21 Auckland industrial firms.

In the past few decades, however, Waipukurau's growth has outpaced Waipawa's, at times creating intense rivalry, particularly concerning siting of Government department offices and other institutions.

Yet both remain sturdy, important commercial centres of one of New Zealand's richest sheep farming districts.

Other embryo Central Hawke's Bay towns of 100 years ago did not fare so well. By 1871, several towns were laid out and sections sold in places such as Hadley, between Waipawa and Teikoio, Blackhead, Porangahau, Wanstead and Taunton. Wanstead, initially, consisted of 163 town sections—more than Hastings.

But most land sales in these towns were to speculators who had no intention of taking up residence, and the century passed them by.

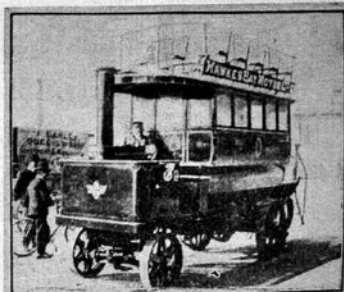
• Waipawa High Street in 1868 (above) when the township was emerging as the most important centre between Napier and Manawatu. Below: The official opening of the first traffic bridge in 1889, a landmark in Waipukurau's progress.



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NAPIER — HASTINGS — TAUPO — GISBORNE — WAIROA

"How's the bar today?"



● Shovels and manpower open the Wairoa River bar in 1911. The state of the bar, which often cut Wairoa's steamer contact with the outside world, was of daily concern till the advent of adequate road and rail links.



● The rail era arrived in the late 1930s. Right: At Wairoa station for the opening of the Napier - Wairoa - Waikokopu section on July 1, 1939, Mr D. G. Sullivan (front), the Minister of Works, Mr R. Semple (front right), Sir Apirana Ngata (back row, third from left). Below: A view from North Clyde of the old Wairoa traffic bridge which replaced the ferry.

The three Rs—river, road and rail—have played vital roles in the development of Wairoa during the past century.

Each has contributed to Wairoa's position as an important, growing focal point of Northern Hawke's Bay—and helped banish the bugbear of isolation.

Initially, however, poor access and reluctance of the Maoris to sell land delayed European settlement in the pre-1871 period. The only Europeans in the district were a handful of whalers, traders and the occasional missionary—daring men willing to face the dangers of isolation and native hostility.

Using the river, traders eventually developed a trade with Napier in flax, fruit and timber. In 1865, the first Crown purchase of land included 4750 acres for a town to be named Clyde—a name that lingered for many years but never replaced Wairoa, the name of the original Maori pa.

In 1871, settlement was just beginning on an organised basis. The Clyde Hotel was five years old. A police station and courthouse had just been built and town sections offered for sale at between £5 and £9 a quarter-acre.

Descriptions of the period stated: "The Marine Parade straggles all over the place, with toe toe and manuka growing along much of it" . . . "Street alignment exists not" . . . "Scrub covers much of the township" . . . "There is no newspaper".

Wairoa had a fruit-growing reputation long before the Heretaunga Plains. It possessed many large orchards but, with the clearing of land and the stocking of the sheep stations, most disappeared.

The unreliability of the river port, which was often made useless by bar conditions, retarded early development. The Wairoa Harbour Board set out in 1872 to improve the port, but failed, and the port was closed in 1938.

Improvements to the Napier-Wairoa road, however, gradually boosted prosperity. Harbour works also began at Waikokopu (25 miles east) in 1924-25, but, with the advent of the Napier-Wairoa railway in 1939, port trade declined and the port was last used in July 1942.

Wairoa has been served by a number of progressive, public-spirited citizens. A forerunner was Mr Joseph Corkill, first Mayor, chairman of the town board and chairman of the harbour board, who, early in the century, was one of Wairoa's most energetic businessmen.



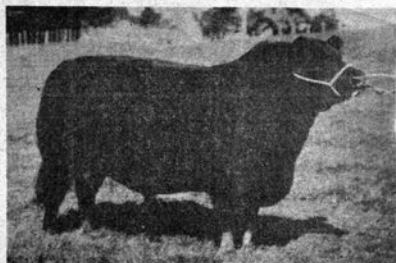
He even found time to form the Wairoa brass band, and was its conductor for many years. In 1896, the band earned fame other than musical for travelling to Napier on horses to take part in the Brunner Relief Fund campaign.

The journey became known as "Corkill's Ride"

and was quoted as a triumph over the difficulties of travel in the olden days of Wairoa.

Other go-ahead citizens have inherited the Corkill drive and initiative and, in recent years, have kept Wairoa on a steady path of progress.

DANNEVIRKE STUD CATTLE



MULBEN EMBASSY

Mr Donald Grant established "Mangatoro" from foundation sire, Mulben Embassy, and long before he died in 1967, was recognised in the cattle centres of the world to have few peers in his chosen career.

The success of "Mangatoro" owes much to the long term policies adopted by Mr Grant, not only in breeding, but also in business practice.

Prudent management of the returns from the early sales of progeny, made it possible for Mr Grant to pay the high prices necessary to procure cattle which would continue to improve the blood lines of the stud.

He later saw his judgment vindicated when overseas buyers purchased "Mangatoro" cattle and they were exported to U.S.A., Japan, Australia and Tasmania.

Mr Grant became a frequent visitor to the world famous Aberdeen Angus fairs at Perth, Scotland and it was here that he enriched his stud.

While the purchase of males has always been of major importance, Mr Grant paid particular care when selecting female cattle for the stud.

He maintained that the dam of the sire had a great influence on how that sire would continue to breed.

The fact that some overseas countries have taken more females from "Mangatoro", than males, shows how well his theories have held up.

"Mangatoro" continues to flourish under the control of Miss Maisie Grant, a daughter of the founder.

Internationally Acclaimed!

Pedigree cattle from "Mangatoro" Aberdeen Angus stud have repeatedly made headlines since 1936, and have brought distinction to Dannevirke, in New Zealand, as well as overseas.



The late Mr Donald Grant honoured with life membership by the Aberdeen Angus Associations in Scotland and New Zealand.

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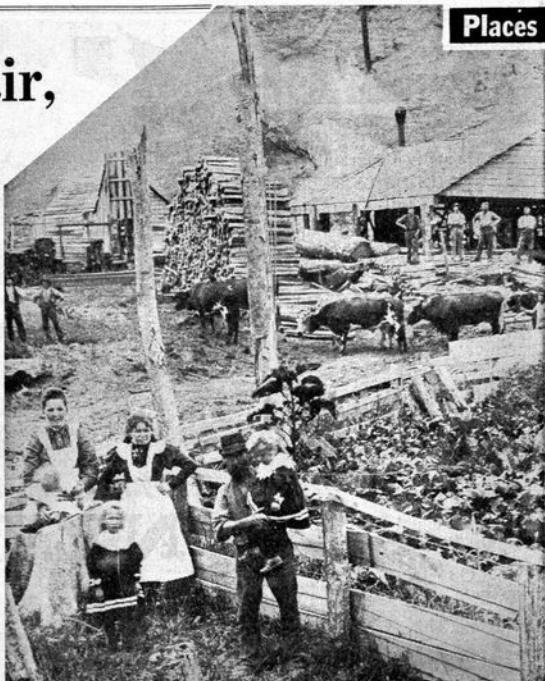
W. B. Easton Ltd.

STRUCTURAL ENGINEERS

DANNEVIRKE



Blond hair, blue eyes



Dannevirke, the principal town of Southern Hawke's Bay, reaches its own centenary next year—100 years after 21 hardy Scandinavian families founded the township in the primitive bush clearing.

In the span of a century, the town has endured great initial hardships and passed through a prosperous phase as a sawmilling town, to emerge as a growing servicing centre for an internationally known beef, dairying and sheep farming district.

Originally, the site of Dannevirke lay within the Seventy-Mile Bush on an ancient Maori trail linking Manawatu and Hawke's Bay. It was bought from the Maoris jointly by the Wellington and Hawke's Bay Provincial Councils and arrangements were made to open up the thick bush country with assisted immigrants from Scandinavia.

By June 1872, a bridge track linking Napier and Palmerston North had been surveyed by Charles Weber and placed in fair condition.

In September 1872, the vessels *Hovding* and *Ballarant* arrived at Napier with the pioneer Scandinavians. By October 15, the families occupied sections cut from the bush.

The nearby site of Norsewood was also cleared and settled. But high transport costs, hardships and privations of isolation and bush fires threatened both settlements with abandonment.

'... green sward where bush once soared'

The Norsewood pioneer museum established in 1965 provides a glimpse of the hazardous way of life.

Only Government employment schemes on road making, and splitting of railway sleepers, kept the pioneers in work. Yet the settlements survived till road improvements and the advent of the railway in 1884 developed the sawmilling industry with great rapidity in Southern Hawke's Bay.

Norsewood settlers had striven for years to overcome privation—always comforted by the knowledge that the railway would eventually pass through their village, bringing prosperity at last. But for them, the railway never came. It was re-routed six miles east of the settlement. Norsewood settlers grimly worked on to overcome this great setback to their

hopes, but never did they forgive the authorities responsible for the decision to by-pass their village.

In the centre of the finest milling bush, Dannevirke—through which the railway did pass—supported more than 20 mills within a few years. It was consolidated a borough in 1892—only 20 years after its establishment.

In the 20th century, bush has made way for pastures. Dannevirke's economy has changed. Other industry has appeared and, now, beef cattle breeders from overseas visit the town each year to buy stud cattle from the district's stud farms.

Against the backdrop of the towering Ruahines, the green sward, where the bush once soared, supports some of the country's finest livestock.

● An impressive parade of Aberdeen Angus bulls at a Dannevirke fair.



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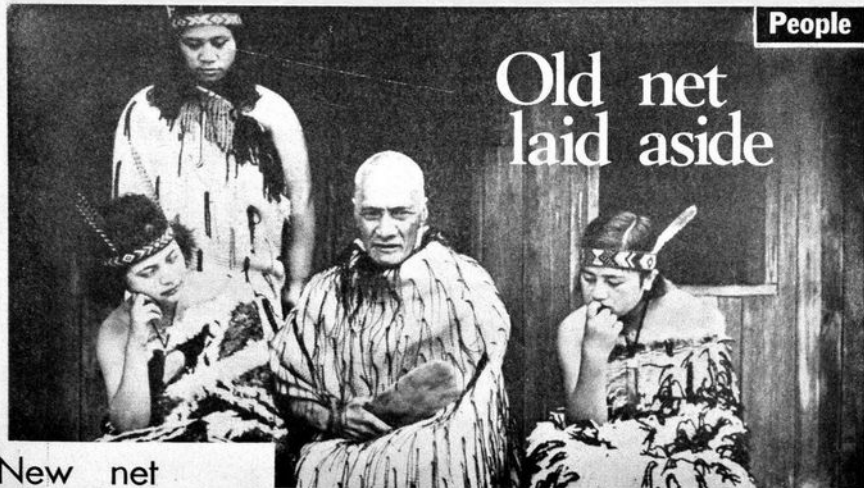
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Old net laid aside



• A Urewera chief and daughters at their whare—an old study photographed when problems of survival faced the Maori race.

New net goes afishing

The century of *The Daily Telegraph* has also been the century of the Maori—a century of Maori renaissance.

When *The Telegraph* began to serve its first readers in 1871, the Maori race throughout New Zealand was at its lowest ebb. An estimated 150,000 to 200,000 population in 1840 had been reduced to a dwindling 40,000 by the advent of the measles and European diseases to which the Maori had little resistance.

By 1871, the deadly conglomeration of inter-tribal warfare, land wars with the European and, particularly, tuberculosis, threatened extinction. The Maori was a dying race.

Inevitably, aspects of the mid-19th century Maori disaster spread to Hawke's Bay, even though the province's early Maori-pakeha relationships generally had been good, due to the wisdom of early pioneers like the Rev. William Colesso and Donald McLean, and the Maori chiefs, notably Te Hapuku.

Te Hapuku realised he must prepare his people for life in a new civilisation, and, despite opposition from elders, engaged peaceably in land deals. Consequently, the full bitterness of the Maori was not to reach Hawke's Bay.

The biggest threat to pakeha settlers was the hostility of Te Kooti and the marauding Hau Hau fanatics. It culminated in the 1866 Battle of Omarunui—a 1 hour 40 minute engagement in which Hau Hau rebels, whose advance threatened Napier, were routed by the Militia and friendly Maoris including Renata, Tareha, Ihaka and Kopa.

Other degenerative influences, however, had considerable depressive effects on the Maoris in Hawke's Bay: Having broken the power of Maori chiefs by war in many areas, the Government, in 1871, attempted to hasten the extinction of the race by breaking its culture.

The Native Schools Amendment Act ruled only English would be spoken in schools. In fact, the Government, through the Education Department, declared war on the Maori language.

Yet, in spite of these pressures, the Maori revival began. Maoris never succumbed to the language legislation and, subtly, gained their traditional revenge. They have never elected to Parliament a representative who could not speak Maori.

By the 1901 census, improved medicine and hygiene had halted the downward population trend. By 1920, the Maori was the fastest-growing sector of New Zealand's population. Today, statisticians estimate that, but for the mid-19th century repression, the Maori population would now approach three million—equal to New Zealand's total population.

The 20th century heralded the emergence of new Maori leadership. Hawke's Bay, and Te Aute College in particular, figured in the appearance of capable Maori mediators versed in the ways of both races.

These new leaders included Sir James Carroll, son of a Ngati-Kahungumu chieftainess, and the first Bishop of Aotearoa, the Rt. Rev. Frederick Augustus Bennett (father of the present bishop, the Rt. Rev. M. A. Bennett).



• The Maori of another age. — Top right: The first Bishop of Aotearoa, the late Rt. Rev. F. A. Bennett. Left: Construction worker. Above: Award-winning architect, John Scott, of Hastings, in front of a luxury Havelock North residence which embodies a suggestion of the classical whare design.

From Te Aute College Old Boys' Association stemmed the influential Young Maori Party, led by Sir Mani Pomare, Sir Apirana Ngata, Sir Peter Buck, the Rev. M. Kohere, Dr T. Wirepa, and others.

These men represented a new breed of Maori—leaders, politicians, scholars. They transplanted new heart into an ailing race. In two world wars and on the sportsfields, the 20th century Maori emerged with honour and confidence.

In the 1960s, the Maori was rediscovered by the educationists, the economists and the statisticians. Reports were produced, new institutions established, including the Maori Education Foundation.

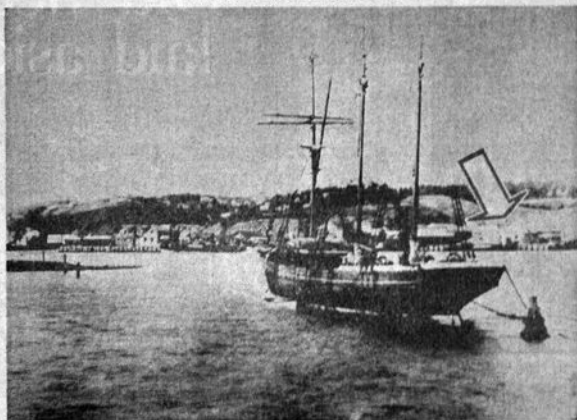
Today, the Maori lives on, holding the riches of tradition, noble ancestry and culture. The problems

of a dying race have been overcome. Yet as he moves alongside the pakeha at the workbench and in the suburban street, the Maori faces new problems, further challenges.

But now the Maori race does not stand alone. No longer is New Zealand attempting to shed an unwelcome appendage like a small boy casting off warts. Rather, it is facing up to the challenge of producing a truly multi-racial society, rich in diversity yet equal in opportunity, education, income and welfare.

Ka pu te ruha
Ka hao te rangatahi
The old net is laid aside
The new net goes afishing.

The "Frank Guy" at anchor at Ahuriri,
Williams and Kettle Ltd's original store on West Quay
Marked in background



FAR AWAY DAYS...

... A Sincere Tribute ...

At this Centenary of The Daily Telegraph, we desire to pause, to give thought and due acknowledgment. We would pay homage to the founders of this worthy paper and to the pioneers of our farming industry on which town and country depend ... our grandparents and great grandparents.

We acknowledge their great labours under constant hardship and frequent adversity, and rejoice in the magnitude of their achievement in so few crowded years.

Determination, enterprise and honest endeavour have made our nation great colonisers and successful pioneers.

It is our sincere hope and wish that we may be able to match their advance by carrying the torch still farther, that these traditional characteristics may be handed on by us to our children that they in turn, generations hence, will look back and think of us in terms of grateful affection.

We Recall—

One memorable day in October 1880 a young man full of ambition and dreams, left his relatively secure job to start a business of his own.

In a galvanised iron shed at Port Ahuriri, Napier, leased with his meagre capital, Mr F. W. Williams opened his first office and store.

In July 1885 Mr Williams was joined in partnership by Mr Nothaniel Kettle from Dunedin.

They traded under the title of F. W. Williams and Kettle until July 1, 1891 when the partnership was formed into the limited liability company Williams and Kettle Ltd.

With ten years to our own centenary, we dedicate ourselves to the furtherance of the aims of our founders — honest trading and high emphasis on service to our clients.



MR F. W. WILLIAMS
Founder of Williams and
Kettle Limited at Port
Ahuriri, Napier, in 1880.



MR N. KETTLE
Who joined Mr Williams
in partnership in 1885.

W&K WILLIAMS and KETTLE LTD.

FOUNDED 1880

They gave HEART to the hills...



Hawke's Bay's pioneer farmers were mostly men who counted their acres before they counted their sheep.

The explanation is their opportunism. A century ago, acquisition of huge tracts of land was not frowned upon. Aggregation was a clean word.

The explorer, the trader, whaler and missionary had lived their lives of adventure and avarice, and for the most part, had, by 1871, left Hawke's Bay to the settlers and squatters — men of fixed abode, home and family, spade and plough, sheep and cattle.

Some were rich. Some were not. Some were reckless. Others just plain lucky. History has sorted them into their categories—the opportunists, the diligent, the dedicated.

Flick the clock back 100 years and many pioneers would be found in circumstances that this generation would say were humiliating. Some were in thick bushland where deep-rooted forest lay between impetuosity and solvency. Others, if tracked down in vast unfenced tracts of fern and scrub, had little to boast them other than good health and high spirits.

In those days Hawke's Bay was young and green, too. Providence gave it a kind climate and fertile soil. These young men gave it heart.

Even before Donald McLean's purchase of large blocks of Hawke's Bay land for the Government in the 1850s, squatters had moved up the coast from the Wairarapa, past Castlepoint, into Hawke's Bay.

It was illegal under Sir George Grey's land regulations for private individuals to purchase direct from the Maoris, but many obtained land on lease from the chiefs and toiled uneasily on land of insecure tenure.

The trend began in 1847 when, despite opposition from the missionary, the Rev. William Colenso, Captain James Northwood and Henry Stokes Tiffen succeeded in leasing about 50,000 acres at Pourerere from a chief named Morena.

A flock of 3000 Merino ewes from Australia was driven by Edward Davis and Fred Tiffen through the Wairarapa and up the coast to Pourerere where they arrived on January 30, 1849, to establish the first sheep station in Hawke's Bay.

After the spring of 1850, Fred Tiffen moved inland and H. S. Tiffen dissolved partnership with Northwood, who apparently took Charles Nairn, once a runaway cabin boy, as a new partner.

In the next few years scores of settlers drove sheep on to Hawke's Bay land. Impatient and annoyed at Government policy, many obtained illegal leaseholds from Maoris. Others waited to obtain rights to properties from the Government after Crown purchases had been made.

● Rolling hills of Hawke's Bay's coastal country (above) were an inviting prospect for pioneer sheep farmers. Including F. J. Tiffen (right) who helped drive 3000 Merino sheep through Wairarapa and up the coast to establish the first Hawke's Bay sheep station in 1849.

In other parts of the country there was blood shed because settlers failed to appreciate that, according to Maori law and custom, the mere exchange of money did not authorize the transfer of land titles. Early settlers in Hawke's Bay were lucky that Maori chieftain land-owners soon saw the case for updating this technicality.

In 1851, the influential Hawke's Bay chief, Te Hapuku, who had probably visited the growing township of Wellington, expressed his willingness to part with land, in a letter to the Governor Sir George Grey.

On May 3, 1851, Te Hapuku wrote: "... This is from your loving friend who has agreed to give Mr McLean the land for you that you, the Governor, may have the land and send me Europeans for my land as soon as possible at the same time with the payment, that we may have respectable European gentlemen.

"I am annoyed with the low Europeans of this place. Let the people for this place come direct from England, new Europeans to live in our lands ... let it be a large, large, very large town for me."

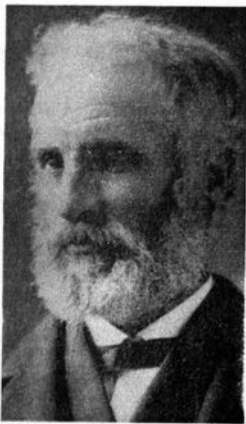
Te Hapuku was always well disposed toward European settlement and refused to join the King movement. Had he been hostile, the whole story of European settlement in Hawke's Bay would have been different.

There were, however, incidents involving well-known early pioneers that caused much feeling. Thomas Tanner and a well-known group of settlers, who became known as "The Twelve Apostles", were at the centre of a controversy for obtaining leasehold of the greater part of the Heretaunga Plain from Maoris at a time when such action was illegal.

A Parliamentary return of 1864 shows that Tanner, the Rev. Samuel Williams, Captain Russell, J. D. Ormond, T. P. Russell, J. B. Brathwaite, J. G. Gordon, J. Gordon and W. Rich had previously leased 20,000 acres at £750 a year. Messrs F. Sutton, J. Watt and J. N. Williams also leased land on the plains.

A Royal Commission in 1873 inquired into the Heretaunga purchase and its report was critical of the actions of some settlers, telling how they induced Maoris to sign sale documents.

Nonetheless, acres, and the acquisition of them, meant activation for Hawke's Bay in the early decades of European settlement.



Then came the era of subdivision. The breakdown of the huge stations was foreseen by some, including J. D. Ormond, as early as the 1870s. But Hawke's Bay did not get its first real taste of what pastoral strongholds could expect until April 25, 1891.

On that day the large Hatuma Estate, totalling 25,737 acres, ceased—by law—to be the property of T. Purvis Russell.

Other major subdivisions soon followed, but the breakup of Russell's domain, which stretched from the Tuki Tuki River at Waipukurau across 15 miles to the east of Kopua, was perhaps the most notable subdivision in the North Island.

Premier Richard John Seddon's closer settlement enactments forced the sale of Russell's block of limestone sheep country—the most magnificent in the province. Under Russell's control the 26,000 acres had grazed about 39,000 sheep and 850 cattle.

Russell's refusal to sink money into improvements was widely known. The average net earnings of the property were £9536 a year. The Government's Land for Settlement Act visualised something better. A score of new farmer settlers brought new effort and vigour into the management of those acres.

The story of the subdivisions is a rich chapter in

(Continued overleaf)

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WHAKATU FREEZING WORKS WAS DESIGNED FOR A KILL OF 1500/2000 SHEEP AND LAMBS PER DAY AND COMMENCED OPERATION IN JANUARY, 1915.

The progress of Hawke's Bay is illustrated by the Works records :-

For one Day — December 22, 1970 — — 20, 197 Sheep and Lambs

For season 1969/70 — — — — 79, 784 Cattle

— 2, 147, 572 Sheep and Lambs



View of a section of the "side boning" floor at Whakatu — The first in New Zealand.

The Meat Industry in New Zealand trades with all parts of the world and provides interesting and remunerative work for all classes of staff including Tradesmen, Clerical Staff, Engineers and Specialists with University Degrees.

There are exciting prospects at all levels for those who wish to join up with an Industry which provides a large part of New Zealand's overseas income.

Through surf to ship



● Wool loading through surf only ceased relatively recently as road improvements reached the most distant coastal stations. Right: One of the "Twelve Apostles", Thomas Tanner, whose Riverlea homestead (below) was a showpiece of colonial grandeur on the Havelock Bay Plains.



the province's history. It includes the breakup of Colonel J. E. Herrick's Forest Gate on the Hualaniwha Plain and of J. Harding's Mount Vernon property, with its strong overtones of feud between Harding, Russell and F. J. Tiffen.

The Stokes brothers were responsible for one of the largest subdivisions, that of Milbourne, which covered 33,000 acres between Waipawa and Maraekakaho. The property adjoined the Maraekakaho Station of R. D. D. McLean and Gevras, owned by A. S. G. Carlyon. The Napier Public Hospital benefited from one of the Stokes brothers, and one of the wards bears his name.

Gradually the little empires in Hawke's Bay were carved up. There were the vast holdings of the Rhodes family, and that of Colonel Sir George Whitmore, who boasted that his "farm" stretched from the top of the Kalkwicks to the sea.

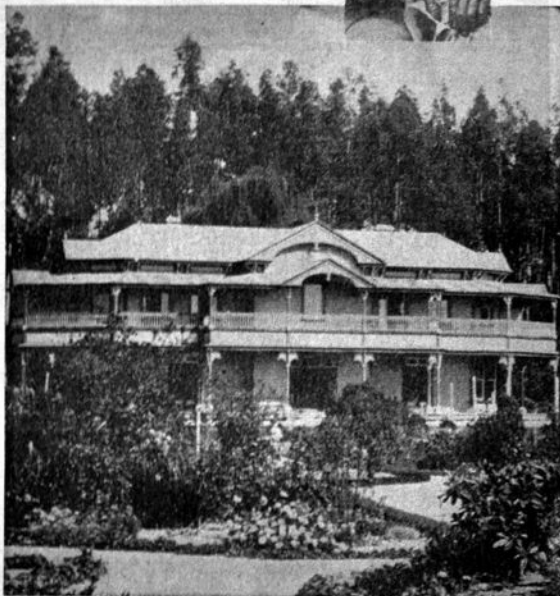
The Tuki Tuki block—once a famous station—is now farmed by more than a dozen sheepmen along the Waimarama Road. Mangatoro, first owned by Captain Douglas Hamilton, stretched from Nursewood almost to Woodville and was cut into 22 farms in 1902.

Lesser lights are such names as Fairfield, Mangatarata and Arlington in Central Hawke's Bay. Mangatahi is a truly historic property adjoining Oring and Ben Lomond. Mangatarata is perpetuated by the name Gollan. Spencer Gollan was twice golf champion of New Zealand. His father, Donald, was one of the wealthiest men ever to live in Hawke's Bay.

Gollan's manager was de Felichet, who, with J. B. McLeod, was associated in the formation of the mercantile firm which still bears their name.

Government intervention was a spur to subdivision, but there were other incentives. Indeed, many settlers subdivided by choice. One such pioneer was Thomas Lowry, of Okawa, the grandfather of Mr. T. C. Lowry and his two brothers, Messrs J. N. and R. H. W. Lowry.

An enigmatic figure was Algernon Tollemache, who moved behind the scenes in the early period of Hawke's Bay development and left a string of estates and interests to be administered by Napier solicitors, Messrs Cotterill and Humphries.



Record of integrity

The period of settlement in Hawke's Bay was a major development. But there were other land marks in the past century. One was the development of the freezing industry.

The Hawke's Bay pioneer William Wilson says that the departure of the Dowdell from Port Chalmers, with the first consignment of export frozen lamb in 1882, would change the face of farming, particularly in Hawke's Bay.

It was the prime mover in the establishment of the first freezing works at Taranaki on the present site in 1882-83. In 1885, Thomas Dowdell had been busy operating their own works at Pukekura. The building was destroyed in the 1911 earthquake and not rebuilt.

The advent of the freezing works coincided with the steady decline of the Mutton sheep. John Scudder, Charles Taylor and J. J. Williams, with others, had already introduced the Romney breed from the United States and later breeds, such as Fries, of Ohio, improved the breed.

In time, Hawke's Bay growers crowded west came to be among the most sought after by British exporters and the Continental houses. But the freezing industry called for a change of a different order—representation of the district, with a central freezing works. The Southern was introduced and has given frozen mutton ever since.

In the early morning when farmers like H. B. Stacker introduced the Hereford, Sharn the Shorthorn, and Fleischschaff, Armstrong and others, the Angus, All Three Breeds, Souths and all have

▲ **And they claim:** a few of the province's most choice breeds of New Zealand Lister, a ewe's back of the former, commander. **Back:** Mr L. E. Harris, one of the Hawke's Bay farmers who has applied various techniques to farming with remarkable success.



THE LONG WHITE CLOUD



▲ Facing a hostile terrain, an aerial specialist aircraft hovers across the steep hills and valleys of the Tairāwhiti district. Aerial photography, one of the most significant developments in the history of Hawke's Bay farming, resulted from the technological advances of the Second World War.



Central operations for the wool properties such as Te Pahi, Seatonsville and Mangatani.

Among the many breeders who achieved success are W. I. Matthews, L. E. Harris, P. G. Pinner, Donald Grant, J. L. Berrick, C. E. Nairn, the French breeders, M. Knight, W. Pines, John Macfarlane, Andy McGee and M. Marshall.

Farming in Hawke's Bay never took to the Orkney, the Shetland, the Tairāwhiti and the string of prominent valleys whose careers are documented in the sheep books.

But credit accrues, too, to the thousands of other settlers who gave themselves to the land. Men and women who did not achieve prominence but, nonetheless, formed the backbone of the province.

These people failed to leave a book endorsement in the histories—these were good folk who had never posted a notice before coming to New Zealand, and had not wanted a solid garment or hand-drawn horse.

Their introduction to Hawke's Bay was a happy one in a fabled wagon over rough terrain, to an uneasy journey on horseback or on foot to homesteads that had already become well-settled communities. Even when the first of mauling by the Maori subsided, other trials had started.

Stock had to be fed, land burnt, grassed, fenced and sheared. No shearing machinery in those days, no milking plants, no tractors and no engine mauls. Shears were set in hills and paid for in details of the books of stock and water, accompanied by that last time kept creditors waiting and gave settlers sleepless nights.

Improved rearing, the railway, schools, the railless era, the freezing industry, the South African War, the strike, the widespread strike of 1911, the Great War, the depression, war again... all these events and developments were reflected in the Hawke's Bay life.

The motor car, the machine age, electricity, the 1911 earthquake, the post-war boom—the present country has yet known—combined to change the methods and customs of the farming community.

Farming tracks, with huge crates in tow, bullockies, trucks from private industry. The farm land followed the transport home into redeveloping an outback, pre-war treatment and a new wool superprogramme.

From the horrors of war came the realization that no settlement had a place on the farm. Thus, in time, every farm had a landing strip. Aircraft adapted to the task spread throughout the Bay.



▲ Mr P. G. Pinner, of coastal Hawke's Bay, has been president of Provincial Farmers and one of the province's most notable wool breeders.

The long white cloud settled on the hills and valleys of the province.

Clouds also ploughed the land. Snowdrifts were paid off. Toughly made snowdrifts accounted for the blade of the scythe. Weathering became production.

In 1971, the year 1971 looks remote indeed and the Hawke's Bay country a different place. Techniques of the bygone era seem clumsy, but how could it be otherwise? In that same year of time the world has come from the flicker of candlelight to the blinding nuclear flash. Production based on bullock wages at a few yards a minute coincides with the space and rocketed in thousands of miles to the moon.

The Hawke's Bay landscape has been transformed. The Heretaunga Plain Progressives today makes more money from a handful of acres than the squatter of old made from thousands.

Harvesting today is the order of what in 1971 would be considered a world for private profit and gain. One of the Akaroa shepherds has announced that in time gone by would have been the province's white wool clip.

The story of Hawke's Bay farm settlement is one of change, advancement and the progressive onward of the methods. It all adds up to a record of integrity as a wool industry.



The World knows this Kiwi

Just as the Kiwi symbol of the New Zealand Insurance Company is found all over the world—so too, you'll see it in Howke's Bay. The first office outside Auckland, was established in Napier in 1861 and since that time NZI has been a partner in the progress of the whole district. Backed by its experience, financial

strength and international reputation, NZI holds the "Key to Security" for businessmen, farmers, industrialists and householders alike.

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Look for the Names

WARWICK

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LIFE WAS FUN, TOO...

Settlers breaking in a raw province still had time for fun, tea and romance...

TOP: Friendly rivalry at the New Year's Day picnic at the "Bush" near Waipawa in 1812. For many years the picnic was Central Hawke's Bay's most popular fixture, a welcome break from a life of isolation for many families.

RIGHT: The ever popular parish garden party, offering tea, cakes and hats galore.

FAR RIGHT: There was romance, too, during those country walks on sunny Sunday afternoons.

BELOW: And there was time, too, for sport. Horse racing soon became a major sporting pastime in Hawke's Bay and, as early as the 1850s, the three-day meetings of the Hawke's Bay Jockey Club were long-awaited events. The turn-of-the-century scene shows the gaily-dressed crowd at the Hastings racetrack.

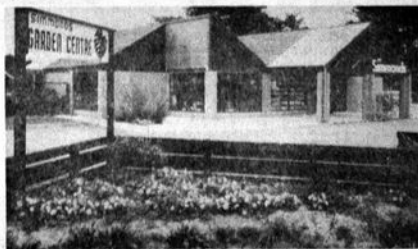
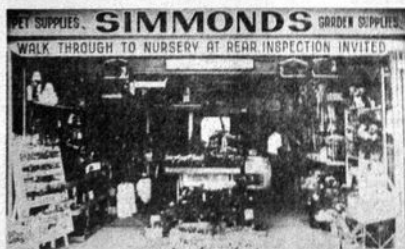


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Like THE DAILY TELEGRAPH our business has grown through SERVICE and
the know-how

PICTURES BELOW DISCLOSE THE PHENOMENAL GROWTH IN THE PAST
100 YEARS



TOP LEFT: Hastings Street shop in the late 1800s.

CENTRE: In Emerson Street in 1970 with modernised shop.

TOP RIGHT: Hastings shop in Heretaunga Street.

BOTTOM LEFT: Our new Taradale shop in Gloucester Street.

BOTTOM RIGHT: One of the most modern Drive-in Garden Centres opened recently in Riverbend Road.

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Six of the best

Many notable personalities have stepped down the path of Hawke's Bay history.

Colonialism emphasised certain types of activity and in these fields most top men (and women) emerged. Churchmen, soldiers, explorers laid the way for statesmen, farmers, industrialists. The arts and cultural activities have lacked emphasis but still produced some outstanding figures.

The names are many: Bishop William Williams, first missionary and first Bishop of Waiapu, Archdeacon Henry Williams, Father E. Regnier, Mother Mary Joseph Aubert, Bishop P. A. Bennett, first Bishop of Aotearoa, Major-General Sir George Stoddart Whitmore, William Nelson, Sir James Wattie, H. Guthrie-Smith. The list of names linked with achievement seems endless.

The rise of some figures possessed the element of good fortune. Many others would have been outstanding personalities in any era.

Some names are already securely marked on the route of provincial progress, but time and perspective have yet to place most of his contemporaries. On this page: a biographical glimpse of six of the best.



William Coleso, the most colourful figure of Hawke's Bay history, applied an unflagging zeal to varied talents as printer, missionary, explorer, botanist, educationalist and politician.

Yet his uncompromising personality and dictatorial nature robbed him of the affection of his Maori converts, and brought him into conflict on many occasions with his superiors, colleagues and neighbours.

Poignancy pitted his life. His place in history was clouded for some years by his intolerant, irascible character, but his versatile, vigorous and brilliant spirit survived.

Born in Penance, Coleso was a 23-year-old missionary-printer with the Church Missionary Society when he arrived at Pahiia in 1834. Ill-equipped, Coleso improvised to produce the first book printed in New Zealand: the epistle to the Philippians and Epheasians, in Maori, other religious publications and the earliest Government proclamations.

Coleso's authority on Maori subjects and the natural history of New Zealand was unquestioned. He was co-founder (with Sir George Grey) of the New Zealand Society for the Furtherance of Scientific Research, an active member of the New Zealand Institute and founder of the Hawke's Bay Philosophical Society. He was acting Speaker for a while of the Hawke's Bay Provincial Council, represented Napier in Parliament in 1861, and was inspector of schools in Hawke's Bay for many years.

Throughout, he retained a religious fervour. As a white-haired but still crusty old gentleman living on Napier's Coleso Hill, he was readmitted to the services of the church in 1894, five years before his death.



John Davies Ormsod, Superintendent of Hawke's Bay, Minister of Public Works and member of the Legislative Council, dominated Hawke's Bay's early development and figured in national politics for more than half a century.

Born in Wellingford, Berkshire, he came to New Zealand as the 16-year-old protégé of Lieutenant-Governor E. J. Eyre in 1846. He left the position of clerk to the Executive Council in the early 1850s to take up a run near Waipukurua and become one of Hawke's Bay's first settlers.

Of great mental power, cool and resolute, he entered politics during the move for Hawke's Bay's separation from Wellington and stayed in the political arena for the rest of his life. The alter ego of Sir Donald McLean, he and McLean virtually ran the province in its early years.

Ormsod became the leader of almost every important political and social body in the province; a pioneer industrialist, successful breeder and exhibitor of poultry and sheep, and noted racehorse owner before his death in 1917.



Sir James Carroll (1853-1926), son of Wairoa's first European farmer and a Maori chieftainess, Tapuae, became the first Maori Minister of the Crown, twice Acting Prime Minister, and the right-hand man of Premier Richard Seddon.

Carroll, who brought up 30 foster children, is regarded as one of the finest speakers the New Zealand Parliament has known. A gem of his picturesque language, on unveiling a memorial to an opponent and friend: "My mind is a hive to which are homing a hundred memories".

Miss Jerome Spencer, O.B.E., educationist and daughter of Napier's third Mayor, Dr W. I. Spencer, earned a niche in New Zealand history who she founded the Country Women's Institute movement, still the largest organisation for women in the country (more than 1600 institutes), at Hastings in 1921, and the Townswomen's Guild movement in Napier after the 1931 earthquake.



Sir Donald McLean, also known as Te Makariri "the chief of Hawke's Bay", played a significant part in the European occupation of New Zealand during a lifetime touched with tragedy.

Born a child when his father died, the 19-year-old McLean emigrated from the Hebrides in 1828 to work as a timber agent in New South Wales and New Zealand. He quickly learned to speak Maori, which proved a valuable qualification when appointed Subprotector of Maoris, then land purchase officer, mediator and ultimately Native Minister and Defence Minister.

In 1850, while negotiating the purchase of Hawke's Bay land, he married Miss Susan Strang, of Wellington, but their tragically brief marriage ended with her death shortly after the birth of their only son, Douglas, in 1852.

McLean himself was critically ill with rheumatic fever during the Maori war crisis in Taranaki when his knowledge, judgment and rapport with the Maoris could have eased trouble.

As a Cabinet Minister, his exercise of personal authority achieved peace, making way for the public works and development of the 1870s. But political attacks, anxiety, the burdens of office and ill-health through early hardships led to his death on January 5, 1877.



Sir James Wattie, industrialist, has transformed the economy of the Heretaunga Plains and elsewhere in the past quarter century.

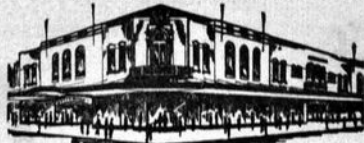
Born in Hawarden, North Canterbury, he moved to Hastings as a boy with his family and, in 1915, went to work as a 13-year-old with the Hawke's Bay Fruit, Produce and Cool Storage Company. After studying accountancy in his spare time, he eventually became manager of Hawke's Bay Fruit-growers Ltd and, in 1934, formed J. Wattie Canners Ltd.

His business acumen has guided the firm to international success, yet he has never lost the common touch. In the past decade, he has also had popular success as a racehorse owner.

A hundred years ago,
 Marauding Hau-Hau bands
 Threatened peaceful settlers
 in Hawke's Bay.

There was loss of life and land
 Till Whitmore took his stand
 And in deciding battle —
 Won the day.

IN THE SERVICE OF HAWKE'S BAY



Life then took more settled form;
 "The Daily Telegraph" was born —
 To spread the news of life
 From day to day.

'Twas a Journal of renown
 With lofty hopes for man;
 And it functions so
 In service still today.

— WESTERMAN'S SPECIAL VALUES —
 IN HONOUR of a GREAT OCCASION!

FABRIC SPECIALS OF DISTINCTION

36in. CREASE RESISTANT CREPES, washable teteron. \$1.65 yard
 36in. WASHABLE TETERON CREPE, heavyweight. \$2.50 yard
 54in. CRIMPLENS, in self-coloured jacquard patterns and newest shades. \$4.50 yard
 45in. PRINTED COTTONS, lovely Eastern designs, cut into 1½ yard dress lengths. From \$1.99 per length
 36in. PLAIN LINENS, smart mix-match checks, in 10 shades. \$1.10 yard
 36in. PLAIN LINENS, all newest, lowest shades. From 99c yard
FANCY, HOSIERY, GLOVES, etc.
ELEGANT HANDBAGS in leather and plastic, lovely range, choicest colours. From \$6.75
QUALITY KID GLOVES, fawn, tan, navy, white, black. From \$6.95 pair
DAINTY SCARVES, Benbow, long square, assorted shades. 60c to \$2.25 each
ATTRACTIVE HANDKERCHIEFS, boxed and loose. Boxed from 75c Loose from 15c
COMFY PANTY HOSE, in all sizes and best makes. From \$1.20 pair

HOUSEHOLD SPECIALS

LARGE PRINTED BEACH TOWELS, good driers in knockabout quality, 30in. x 60in. \$1.35 each
 INDIAN BINNEY TOWELS, in nine fast-dyed colours, absorbent and durable. Size 25in. x 48in., hemmed, this will be the last sale. Special \$1.00 each
 PRINTED TOWELLING, figured and floral designs, on good quality 36in. Indian towelling, at 79c yard

FOR THE HOME—REAL VALUES

LINEN TABLECLOTH and NAPKIN SETS, smart checked designs in Autumn and blue-green tones. Usualy \$4.95. Special Price — \$3.95 set
 LACE TRAY-CLOTHS, white vinyl, size 12in x 18in. Special \$3.00 each
 PLACE-MATS in fashion colours, durable, washable, fringed and overlapped, size 12in x 18in. Special 59c each
 HASTINGS SOUVENIR LINEN TEA TOWELS, in gay, lovely colours. Special — 79c each
 KITCHEN TOWELS, in fashion colours and fancy checks, neatly hemmed. Special — 59c each

With Warmest Sentiments from . . .

WESTERMAN'S

(Westerman and Co. Ltd.)
 THE QUALITY DRAPERS

FAMOUS FOR LOW PRICES

HASTINGS

As we prepared this advertisement in 1970 . . .

It occurred to us that by manipulating the figures in the year 1970 you can come up with 1790, which happens to be the year when one of the first newspapers in London was produced on an all rag content newsprint. Our newsprint these days, of course, is produced entirely from ground wood pulp. The main source of supply being from Tasman Mills at Kawerau.

The year 1790 and especially the date 17th September has produced an original copy of "The Morning Herald" from which some articles are herewith produced exactly as they appeared then. If you remember, a read 'S' where appears to be 'F' you should have some interesting reading.

The Morning Herald.

No 3093.

FRIDAY, SEPTEMBER 17, 1790.

PRICE 4D.

SALES BY AUCTION

MR. J. SPURRIER and PHIPPS,
 By order of the Executors of Mr. THOMAS LEACH-
 MANN, deceased, at Otago in Coleridge's, To-morrow, the 17th inst. of Public Sale, the following particular not being completed his Executors.

A Clear yearly INCOME OF TWELVE
 POUNDS THE RENTALS for a Term of 21
 Years, and nearly twenty by a Leasehold Estate, consisting
 of a Brick Building, House, Office, Shop, in Market
 Street and Upper-Store, Bathing-garden, Also a piece of certain
 Ground behind the same Premises of the yearly value
 of Five Pounds.

To be viewed any time past noon till the day, when view
 spectators may be had on the Premises, of Mr. J. Spurrer
 and Phipps, Capital Auctioneers and Contractors.

EXTENSIVE GROUND PLOT.

By Mr. SPURRIER and PHIPPS,
 To-morrow, the 17th of September, at Otago in Coleridge's,
 "Change Alley" in Public Sale, the following Particulars.

A Valuable EASEMENT RESTAURANT, very
 well situated, on a Street facing from 1800 to
 1900 YARDS, and communicating with Coleridge's,
 Market Street, Coleridge's, and Langbehn's, being a
 very complete and regular PLACE OF RESORT, containing
 upwards of TWO ACRES, divided into a number
 of gardens, with many brick buildings, a Greenhouse,
 and other buildings, part set in stone walls, at several
 ground-entries, but the greater part set in masonry
 walls, and capable of great improvement; the present rental
 about 200 POUNDS.

TWO HUNDRED POUNDS per annum.

Hold for an uncertain term of Years, the yearly ground-rent,
 varying four pounds.

The Situation and particulars particularly desirable to any
 manufacturer or merchant residing near Coleridge's.

To be viewed any time past noon till the day, when view
 spectators may be had on the Premises, of Mr. J. Spurrer
 and Phipps, Capital Auctioneers, To-morrow, the 17th inst. of
 Public Sale, at Otago in Coleridge's.

OLD BATTLE.

Yesterday the fellow at the Old Bailey com-
 menced; they were opened with the usual forms,
 before the Right Hon. the Lord Mayor, the Jus-
 tices, and Judge Gould, Gages, and Lord
 Chief Justice Evans.

William Slaughter was indicted for a burglary in
 the dwelling-house of William Grace, on the
 night of the 5th of August, and stealing thereon
 certain articles of wearing apparel.

The prosecutor, William Grace, keeps a lodg-
 ing-house in Black-Horse Yard, East Smithfield,
 and went to bed on the night of the 5th of Au-
 gust, after fastening his door, at eleven o'clock
 about twelve he was awaked by the watchman
 finding his house open; his clothes were taken
 from his bed-side. The prisoner was stopped the
 same night by the watchman, with the clothes in
 his custody, in a bundle, and the neck-cloth about
 his neck.

The prisoner, in his defence, said he found
 them; but the circumstance of having part of the
 property about his neck rendering such an ac-
 count not credible, he was brought in by the Jury,
 Guilty—Death.

CRIM. CON.

On Sunday last a butcher, in the city, having
 reason, for some time past, to suspect his wife's
 fidelity, laid a scheme whereby he actually
 caught her guilty, who is a painter, in bed
 with her—his rage was such, that he went in-
 stantly proceeding to the most dreadful acts of
 violence with an axe, which he had fixed in
 the room, when a proposal from the painter
 suddenly altered his intention.—The offer was
 the painter's own wife, and three hundred guineas
 were thrown into the bargain. It was agreed; the
 parties have since agreed, and on Tuesday they
 signed and sealed.

- Both happy in their several states we find.
- 'Tis thus parted by venting, and both thro' the side.
- 'Tis thus, if you will, done the Lawyer's trade.
- 'Tis thus, if you will, done the Lawyer's trade.

Great Places.

A Young Black Girl, about twenty years of
 age, a native of Charles Town, America, was
 first met with, and taken into custody, by
 one, and sent with her, being both well brought up,
 and fit to have a part to be granted the rights of
 a free woman, and to be admitted to all the
 rights, and can have an undeniable character for honesty
 and industry.

Enquire at No. 45, Duke Street, Manchester Square.

Inserted by B. J. BALL N.Z. Paper Merchants
 And Suppliers to the Daily Telegraph for 50 years

Cutting out the frills



Fashions have frolicked from the fullest frills to the flimsiest of creations. In a century of fickleness, women have daily looked for "something new" — showing more and shedding 19th century modesty on the way.

To male delight the "swinging Sixties" brought the mini-skirt and blew the fashion world thigh-high. Yet with the maxi-skirt now on the scene, how long will it last?

Top: Frills aplenty at the races—nearly a century ago.

Top right: Too daring even for the model to reveal her face, the first harem-skirt in Naples was shown at McGruers Ltd. in April 1911 and raised a storm of controversy.

Right: No fears, though, for little Miss Moderns of today as hems get higher and necklines lower. How will the "maxi" and "midi" styles fare by comparison?



HAIRSTYLES

TURN A

FULL CIRCLE

- Men seem just as fickle. Seeking the fashionable hairstyle, the modern male has put back the clock 100 years.

CONGRATULATIONS from ONE OLD HAWKE'S BAY FIRM TO ANOTHER!!



**Our Modern
Premises . . .**

Now situated on the corner of
Pandora Road and West Quay.

After establishment in Wag-
horne Street in 1895 we moved
to these premises in 1967 . . .
location map below.

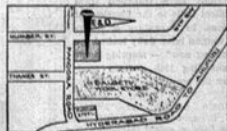
- ★ A comprehensive range
- ★ Service
- ★ Free Delivery

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WHOLESALE WINE and SPIRIT MERCHANTS
PANDORA ROAD, NAPIER

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Telephone 37667 Napier



Malcolm Thorne,
Branch Manager.

F. T. WIMBLE and Co. (N.Z.) Ltd.

The Printers' Supply House

Congratulate The Daily Telegraph

For a century of valued service to the public of New Zealand and in particular to its subscribers in Hawke's Bay.

**Wimbles have served Printers
throughout Australia and New
Zealand for over 100 years . . .**

We are leaders in the manufacture of all printing inks
and also suppliers of graphic arts equipment.

Pictured are the men who currently service the Hawke's
Bay area.

F. T. WIMBLE & CO. (N.Z.) LTD.



Bob Linde,
Machinery Representative



Jeff Cox,
Technical Manager.



Al Chalmers,
General Representative

DEEDS OF COURAGE



● Hawke's Bay's Major-General Sir Andrew Hamilton Russell commanded the entire Anzac Force in the evacuation of Gallipoli after the historic landing at Anzac Cove depicted above in the Cuseac painting.

Our century embraced horrifying periods of conflict — the worst mankind has known.

In the fires of war, Hawke's Bay men fought, bled and died. On distant deserts, hostile shores, at sea and in the air, they faced the enemy and death with deeds of courage, determination, perseverance.

From the most severe episodes, they emerged with honour and victory.

And muddied glory

Hostility against Maori Hau Hau fanatics was virtually a closed chapter when The Daily Telegraph was established in 1871. Three weeks after the first issue of the newspaper appeared, the last detachment of British troops left New Zealand.

A local militia was maintained in the province, and, in 1871, Colonel G. S. Whitmore, of Hissington, a veteran of the Crimean war, was commander, with Lieutenant-Colonels C. Lambert and J. L. Her-

rick under him. Whitmore emerged as an outstanding soldier of the Maori wars. He was later appointed Minister of Defence and knighted.

There followed a generation of peace rocked only by the Russian "scare" of 1883, and, at the turn of the century, Hawke's Bay fighting men were ready and willing to join the "Colonials" — volunteers in South Africa.

Hawke's Bay claimed to have sent more men a head of population to the Boer War than any other province — 386 in 10 contingents.

● Below: Hawke's Bay farewells its first troops to serve overseas, the "Colonials" of the South African war of 1899-1901. Crowds cram the Masonic Hotel verandas to watch the proceedings around the band rotunda in front of Napier's old council chambers.



Lt. P. V. Storkey, V.C.



Maj.-Gen. A. H. Russell


The glory of war in the hey-day of Imperialism was soon muddied in the trenches of France.

New Zealand contributed 10 per cent of its population to the 1914-18 war and 40 per cent of the male population between 20 and 45 saw service.

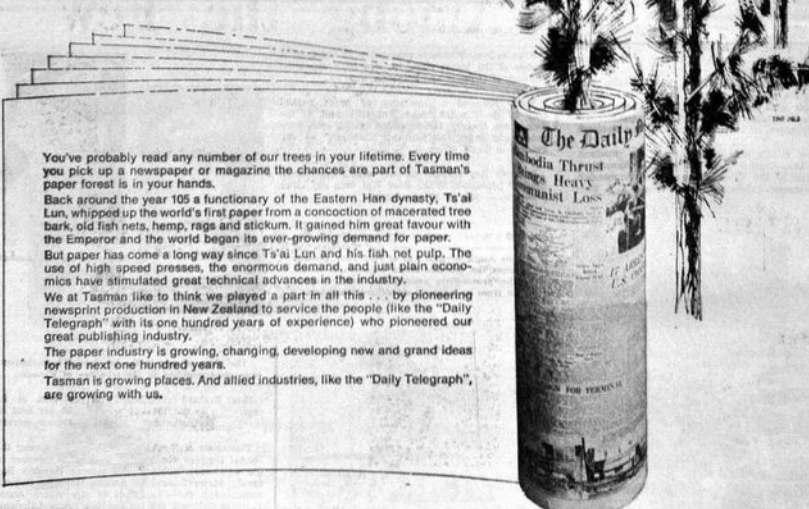
Thousands of Hawke's Bay men were among the 100,444 Diggers who served overseas. A member of the well-known military and pioneer Hawke's Bay family, Major-General Sir Andrew Hamilton Russell, commanded the evacuation of the entire Anzac Force at Gallipoli, and led the New Zealand Division through France to Germany.

General Russell, born at Greenmeadows, returned home with many foreign decorations, served again in the Second World War as Inspector-General of Forces in New Zealand, and died in 1960.

A former Napier High School boy, Percy Valentine Storkey, became one of New Zealand's few Victoria Cross winners for his "continuous bravery, leadership and devotion to duty" when in charge of a platoon in an attack on Hangard Wood, near Villers-Bretonneux, on April 7, 1918. Later, he became a New South Wales judge. He died in Britain in 1969.



Read any good trees lately?



You've probably read any number of our trees in your lifetime. Every time you pick up a newspaper or magazine the chances are part of Tasman's paper forest is in your hands.

Back around the year 105 a functionary of the Eastern Han dynasty, Ts'ai Lun, whipped up the world's first paper from a concoction of macerated tree bark, old fish nets, hemp, rags and stickum. It gained him great favour with the Emperor and the world began its ever-growing demand for paper.

But paper has come a long way since Ts'ai Lun and his fish net pulp. The use of high speed presses, the enormous demand, and just plain economics have stimulated great technical advances in the industry.

We at Tasman like to think we played a part in all this . . . by pioneering newsprint production in New Zealand to service the people (like the "Daily Telegraph" with its one hundred years of experience) who pioneered our great publishing industry.

The paper industry is growing, changing, developing new and grand ideas for the next one hundred years.

Tasman is growing places. And allied industries, like the "Daily Telegraph", are growing with us.

Tasman

PULP AND PAPER COMPANY LIMITED.



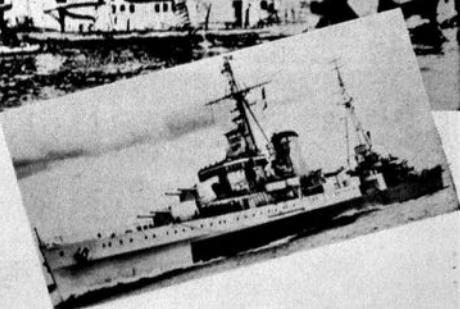
TASMAN PULP AND PAPER COMPANY LIMITED,
Fannydale, New Zealand.



Sole Selling Agents: DONALDSON PAPER COMPANY LIMITED,
M.L.C. Building, Queen Street, P.O. Box 500, Auckland.



● The scene in the River Plate estuary as the German pocket battleship, Admiral Graf Spee, is scuttled after having been trapped by Allied ships, including H.M.S. Achilles (right) in which a number of Hawke's Bay navalmen saw their first action of the Second World War.—A.T.I.

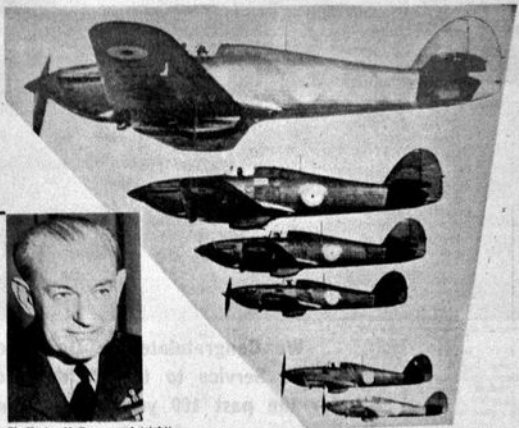


"Make way for the Digger Rag", New Zealanders called as H.M.S. Achilles attacked, then trapped and helped force the scuttling of the pride of the German Navy, the pocket battleship Admiral Graf Spee.

The Battle of the River Plate on December 13, 1939, was the first occasion on which the New Zealand Ensign was hoisted in naval action — and it introduced to New Zealanders at home the realities of the Second World War.

Ordinary Seaman C. F. Marra, of Waipukurau, wounded in the battle, was one of several Hawke's Bay men among the 221 New Zealanders serving in the Achilles. His was among the first Hawke's Bay blood spilled in a new war—a war that grew into a new horrifying dimension.

Among the Few



Sir Hector McGregor and (right) Hurricanes in formation.

Hawke's Bay men were among the Few. With Europe in the Nazi grip, the British Army still recovering from Dunkirk, many Hawke's Bay airmen in the Royal Air Force helped defend a weak, exposed Britain.

Four New Zealanders commanded fighter squadrons in the Battle of Britain and 93 fought as fighter pilots. Auckland, Air Vice Marshal Sir Keith Park, played a vital role as commander of 25 squadrons of No. 11 Group.

The outstanding Hawke's Bay airman was Wairoa-born Air Marshal Sir Hector McGregor. In the Battle of Britain, he commanded No. 211 Fighter Squadron with distinction. He went on to a brilliant Royal Air Force career. A member of a well-known

Napier family, he retired a few years ago after holding several distinguished posts, including that of Commander-in-Chief R.A.F. Fighter Command.

At least one Hawke's Bay airman died in action during the war, and many Hawke's Bay pilots and other airmen served in R.A.F. Bomber Command and in the R.N.Z.A.F. in Europe, the Pacific and elsewhere. A total of 19,959 New Zealand airmen served in Britain alone, more than 6000 in the R.A.F. Casualties were 2285 killed, 138 seriously wounded and 368 captured.

Battles at sea

In the 1939-45 conflict, Hawke's Bay produced many distinguished navalmen. With bravery and skill they served in craft of many kinds—battleships, motor torpedo-boats and submarines, destroyers and cruisers—and in the Fleet Air Arm.

A notable naval contribution was made by the Herrick family of Hastings, descendants of the Napier militia officer of 100 years ago. Captain T. D. Herrick and Lieutenant-Commander L. E. Herrick were both honoured for distinguished service in the Royal Navy and Miss R. Herrick became the first director of the Women's Royal New Zealand Naval Service in 1942. After the war, Captain Herrick served as assistant Chief of Naval Staff.

By 1944, more than 9000 New Zealanders were serving in the Royal New Zealand Navy or the Royal Navy. Of 873 who died, 451 were with the Royal Navy.

Hawke's Bay navalmen saw action in the Pacific, the Atlantic, the Mediterranean, the North Sea and at Normandy. Around the world, they fought the battles of the sea.



1895 — 1971
W. TUCKER Ltd

*have grown with
the requirements of
the WOOL GROWER from
the horse and cart age
to one of the largest
wool scouring plants
in New Zealand*



**We Congratulate the Daily Telegraph
on their Service to the Residents of Hawke's Bay
for the past 100 years and extend to them
our good wishes for the future**

***Progress with the Province by
Consigning your Wool
to***

W. TUCKER Ltd

COMMISSION WOOL SCOURERS, WHAKATU

MAIN ROAD — CLIVE — Private Bag, Hastings — Telegraphic Address "TUCKWOOL" — Phone CE-895

Dust, sweat and cheers

● New Zealanders bring down their wounded from a feature at Takrouna, Tunisia, on May 12, 1943. Below: The Prime Minister, Mr. Winston Churchill, takes the salute from units of the 28 (Maori) Battalion in Britain.—A.T.I.



Two out of every three Hawke's Bay men between 18 years and 45 entered the Services during the Second World War. Most were among the 104,308 New Zealand Army personnel who served abroad.

Their resourcefulness, spirit and aptitude for the outdoor life earned high praise and respect in all theatres of war — the Desert, Europe and the Pacific.

Maoris whose ancestors fought alongside Hawke's Bay pioneers against the Hau Hau rebels a century earlier joined in action overseas.

Hawke's Bay tribes, which were represented in the Maori Pioneer Battalion of the 1914-18 war, again contributed skilled officers and men to the 28 (Maori) Battalion of the Second World War.

The Ngati-Kahungunu formed a large section of D Company and went on to serve with distinction.

In the dust and sweat of North Africa, Hawke's Bay soldiers in the Second New Zealand Division faced Rommel. In Italy, they slogged on to Cassino and beyond.

Many Hawke's Bay soldiers served in the 22nd and 23rd Infantry Battalions, but large numbers also served in the Artillery, the Engineers and the whole range of Army units from the specialised Long Range Desert Group to the medical and educational units.

Throughout the war, New Zealanders at home, particularly many women, added a priceless contribution to the effort.



As hostilities dragged on, more Hawke's Bay soldiers saw service in the growing New Zealand Third Division in the Pacific. They persevered on the hot beaches and in the jungles of the Pacific till their withdrawal in 1944.

Restive prisoners

When captured, the New Zealander was a restive prisoner. The spirit of escape rose high and often in a number of Hawke's Bay men. Among them was Rapper Roy Natusch, of Maraekakaho, taken prisoner on April 28, 1941; and who escaped on September 12, 1944 — after nine attempts.

Napier-born Brigadier George Clifton, who died at Taupo in 1978, turned his extraordinary escapades into an exciting book, "The Happy Hunter". He made nine attempts to break from German and Italian hands. Five times he escaped from confinement, and twice he returned to Allied lines.

In more recent decades, Hawke's Bay fighting men have fought and died with New Zealand forces in South-East Asia, notably in Korea and Vietnam. Against less easily defined enemies, they use equipment, devices and methods their forefathers could not have imagined.

In the conflicts of a century, many of the province's men and women have endured and triumphed over the hardships and bitterness of war and confinement. Cheering crowds have rejoiced at their return. Their contribution will not easily be forgotten.

● Captured Brigadier Clifton (extreme left) meets Rommel (centre) on September 4, 1942. The exposure was found in a German photographer's camera when he was killed the following month.—A.T.I.



She's a beaut!



Our sporting record

We have a champion history for Hawke's Bay sport. Rugby, Tennis and ... you name it. You'd be surprised at the champion we have produced.

From A to Z in the world of sport there athletes to Zephyr often reaching, Hawke Bay sportsmen have had a go at most things. And in many events we have achieved "individuality" and the Commonwealth Games have opened to favour of sportsmen, or at least "individualism", and more recently "sportsmanship".

Mostly, our individuals and teams have been left to their own devices, with relatively few facilities. For their sportsmen to go to the top through harder, determination and ability.

The American actor, Kinnear, said nothing great was ever achieved without setbacks. It is



In the early days, Hawke Bay men bridged

sporting milestones with or without "individualism", sportsmanship, state-of-the-art, or professionalization, the credit/department in evidence. It is a point that has been proved many times by successful Hawke's Bay sportsmen.

New Zealand is a sports-conscious country. There can be no doubt about that. You don't produce Olympic, World Cup, Rugby and Super 15 small professional like ours unless there is tremendous interest to support achievement.

Hawke's Bay has taken to sport just as avidly as most other New Zealand regions. At times an organised outburst got under way in the 1800s and 1850s, rifle shooting, horse races and cricket continued beyond great setbacks.

One of New Zealand's greatest rugby administrators and personalities, Mr Norman MacKenzie (left), who died in 1956, was one of the great Hawke's Bay sportsmen for 20 years and the mentoring of the re-emerging to dominance of the Hawke's Bay Rugby Union between 1925 and 1952.

establish a number of sports on a national basis. The inaugural meeting of the New Zealand Racing Conference was held in Hawke's Bay in 1933. The first New Zealand horse racing championships were played in the province in 1958 and the first national and international championship was won from the Hawke's Bay in 1955.

Private S. Gray was probably Hawke's Bay's first national champion. He was lightest rower in the Queen's Boat of the New Zealand rifle Challenge Cup competition away back in 1914. Since then, P. M. O'Brien and L. T. Proctor, of Napier, and more recently M. G. Gordon, of Okara, have collected the valuable title on a number of occasions.

More national champions emerged in 1931 — a good year, it seems, for Hawke's Bay sporting achievement. In that year, J. Foster, of Napier,

The 1953 Hawke's Bay Rugby team were travelling performers before the onset of 21 consecutive consecutive Hawke's Bay victories, but only in 1933 when Auckland retained the title 123 points Hawke's Bay-Rugby were (from left) W. MacKenzie, J. C. McFarlane, C. J. Rowland, J. A. Mackay, R. A. Gordon, L. A. Wilson, L. M. Harcourt, H. E. Brier, third row W. V. P. Hill, C. R. Finlay (captain), A. R. Gordon (captain), R. S. Reed (captain), N. L. Hill (vice-captain). First row: B. M. O'Brien, C. W. Mackenzie, M. Gray.

because New Zealand's first single male champion of Wellington. The only other Hawke's Bay competitor to take the title was W. Taylor in 1936, through the Hastings angle. Tony Duff, has since claimed the 150 yards title for Hawke's Bay since its recent years.

In the same year, 1953-8, Hawke's Bay produced its first national champion, V. M. Lewis. It was the 100 yards sprint champion with a time of 18.6 and V. Hill was the mile life at the same meeting in 1955.

In the early years, Hawke's Bay had some great sportsmen. There was Jack Stowell, a New Zealand representative, who represented Otago, records which include 100 yards title for Hawke's Bay in 1911 at Chatterburn in 1884 — equaling the world record.

Finlay's brothers of these early athletes have been followed by many national champions from Hawke's Bay. W. S. Finlay (captain) and P. J. Murray in the 1930s, the contemporary sprinter, Craig Duff,

under E. Form, Walter S. Delaney, Gordon J. M. Hill, and more to follow and G. G. Gifford and the winner, G. O'Brien, M. Reed and C. Reed-Curtis. These are some of the champions. Among them, they collected several titles.

Hawke's Bay has been a popular sport on Hawke's Bay's away, well-known ground. From the thousands of spectators, here have been many champions. J. A. Richardson, of Napier, won the 1935 national

The 18th hole's back. Hawke's Bay's 18th hole. At the 18th hole, the Hawke's Bay's 18th hole. A 6 1/2 mile stretch, the 18th hole and the 18th hole. It is a 6 1/2 mile stretch, the 18th hole and the 18th hole.

The 18th hole's back. Hawke's Bay's 18th hole. At the 18th hole, the Hawke's Bay's 18th hole. A 6 1/2 mile stretch, the 18th hole and the 18th hole. It is a 6 1/2 mile stretch, the 18th hole and the 18th hole.

It is added in the last few days of 1956. A contractor (center) was building a 6 1/2 mile stretch, the 18th hole and the 18th hole. A 6 1/2 mile stretch, the 18th hole and the 18th hole. It is a 6 1/2 mile stretch, the 18th hole and the 18th hole.

► Legends: All Hawke's Bay champions of the 1950s, Michael Brown, Johnnie Campbell and Raymond (center), George Brown, and Thomas (left) of the Hawke's Bay's 18th hole, are a famous name from the 1950s. In the foreground of the Hawke's Bay's 18th hole.



ROBERT HOLT
Founder of Robert Holt & Sons Ltd.,
one of Hawke's Bay's greatest industries.



Well Played Daily Telegraph



SCOREBOARD	
	runs
Daily Telegraph	100
Robert Holt	112



Our centenary was in 1959 and we are delighted to pay tribute to your completion of a century of service.

May we extend to the staff and management our congratulations on past achievements and best wishes for your continued success.

Now heading for our second century we too are playing the game according to the rules, upholding the traditions of honest trading and service to the community!

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IT'S GREAT



● Moments of triumph for English Channel swimmer Keith Hancock, a former Napier boy, and Canadian amateur golf champion, Stuart Jones, of Hastings.

Hancock became the first New Zealander to swim the Channel (in 15 hours 23 minutes), on August 7, 1965. The previous year, he swam Cook Strait in the record time of 9 hours 34 minutes (on February 7).

Jones won the Canadian title in 1965, after having been many times New Zealand amateur champion and winning open tournaments against some of the world's top professionals. For the past two decades, he has been New Zealand's outstanding amateur golfer.

Inset right: The 1962 national amateur golf champion, Kuraop Tarahe, of Napier.

● Tom Lawry, the most colourful New Zealand cricket captain, and Hawke's Bay's most famous cricketer. While at Cambridge he played county cricket for Somerset, represented the Gentlemen against the Players, and toured New Zealand with the M.C.C. in 1922.

He returned to New Zealand to be appointed captain of the first team to tour Britain in 1927 and was again captain in 1931 when he scored 191 not out at Lords. He toured again in 1937 as manager and served as president of the New Zealand Cricket Council. He also became well-known as a racehorse owner.

Other Hawke's Bay cricketers who represented New Zealand are batsman H. B. Lusk, who dominated cricket in the province from the 1890s to 1916. E. L. H. Bernal, a fast left-arm bowler who toured with Lawry's team in 1927, and the contemporary all-rounder, M. J. F. Shrimpton, a stylish batsman.

singles title and W. D. Bennett, of Hastings, matched this effort three years later. Teams have had their many successes, too, but the womenfolk really set the pace in the 1950s and 1960s. Mrs. S. Winstanley and Mrs. M. Nichol, of Mārewa, won so many national singles, pairs and fours titles that people lost count.

Think of boxing in Hawke's Bay and you think of the Donovans and Barry Brown. But there were many other champions, particularly in the immediate post-war years when Hawke's Bay was a top boxing province.

Hastings roller skaters, Merv Wybrot and later Dean Hayes, won world speed titles and Hawke's Bay artistic skaters have figured at world championships.

Other individuals, unfortunately too many to mention by name, have gained national championships in a host of sports, including canoeing, chess, croquet, cycling, golf, gymnastics, horse jumping, motor racing, motor cycling, shearing, tennis, weightlifting, wrestling, yachting — and even draughts.

Ranfurly Shield exploits overshadow all other achievement in team sports. However, other Hawke's Bay teams have reached a high level of performance and sustained it. The Freyberg Rose Bowl golf team in the 1960s, the Hawke's Bay women's hockey team in the early 1900s and again in the late 1960s, and

(Continued overleaf)

Action

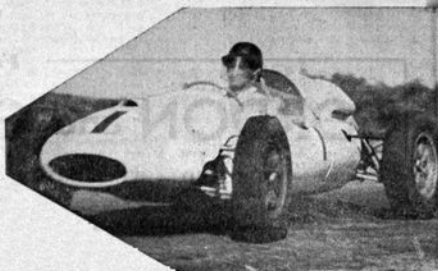


And it's a women's world, too!



● Among the many women to win national and international recognition are Olympian hurdler, Margaret Sturt, of Hastings (left), hockey international and tennis champion, Mrs Margaret Hiba, winner of The Daily Telegraph's Sportsman of the Year award in 1962, and Mrs S. Winstanley, of Mārewa (right) many times national bowls title winner.

● 1963 was a good year for motor sport in Hawke's Bay. Angus Hyslop (right), of Hastings, was second in the New Zealand Grand Prix and first New Zealander home in an international star-studded field. In the New Zealand T.T. open championship, A. H. Dobbs, the Napier motor cyclist, clinched the title, riding his Manx Norton.





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NAPIER — HASTINGS — WAIROA

Good Luck

Daily Telegraph . . .

WELCOME To The Century Club!

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GORDON and GOTCH (N.Z.) LTD

AUCKLAND — WELLINGTON — CHRISTCHURCH — DUNEDIN

Established 1853



● A great finish: The 3-1 favourite, Even Steven, wins the Melbourne Cup in 3m 21.3-5s in 1962 for Hastings owner, Sir James Watts. Left: Sir James holds high the gold trophy with winning jockey, Les Coles, and trainer, Mr Arch Mcgregor, on each side and the Governor of Victoria, Sir Dallas Brooks (extreme left).

Three in a row

Hawke's Bay's most popular winner of the Melbourne Cup, Even Steven, completed a treble on the Australian turf scene in 1962 by also winning the Werribee and Caulfield Cups.

The province can claim three other Melbourne Cup winners. In 1916, Beaumont, owned by Messrs W. G. Stood and E. S. Luttrell, of Hastings, scored one of the easiest victories in 3m 27.1s at 12-1.

In 1939, Mrs A. Jamieson, of Napier, was owner of Catalogue which won in 3m 26.4s at 25-1, and in 1959, Toposco, at 6-1, won in 3m 23.6s for Mr N. H. MacDonald, of Dannevirke.

But probably the most amazing Hawke's Bay horse was the sheepchaser, Moifaa, the only New Zealand and the first colonial horse to win the English Grand National, away back in 1904.

Moifaa, bred by the Ellingham family, of Teitahi, by Kaitake out of Denigh, was a ciring of New Zealand stamens with as much as 11.5 lb. In 1903, he was sold by Mr Alf Ellingham to prominent Hawke's Bay sportsman and station owner, Mr Spencer Gollan, who created a sensation by shipping Moifaa to England for the Grand National with Hawke's Bay trainer Mr Jimmy Hickey.

The legend that Moifaa's ship was wrecked and the horse swam ashore, is not correct. But on March 25, 1904, Moifaa caused a Royal upset by winning the National, the hardest and most famous steeplechase in the world, defeating King Edward VIII's Anubus 2nd, the hot favourite.

Even staid English writers claimed Moifaa was the greatest winner in the history of the race. The King was so impressed he bought Moifaa for 2500 guineas and started him in the Royal colours the next year. Like many another big horse, Moifaa went by the wind and did not race again. King Edward backed him and rode him on all ceremonial occasions.

In the King's State funeral cortege through the streets of London, two animals took pride of place ahead of Kaiser Wilhelm and every crowned head of Europe — the King's white-haired terrier Cesar, and, with a significantly empty saddle, the old horse Moifaa (below), late of Hawke's Bay.

Like father, like son



● Olympic boxer Paddy Donovan (above) followed the battling footsteps of his father, the "fighting fireman" of the 1920s and 1930s, Tommy Donovan (right). Tommy who died in 1968, won the national amateur featherweight championship in 1927 and Paddy won the title in 1954. Tommy turned professional in boxing's hey-day and, in 1939, before a record 18,000 crowd, scored one of three wins over Pete Sarren, who was subsequently featherweight champion of the world. Paddy won a host of national titles in the 1950s and 1960s and represented New Zealand at Olympic and Commonwealth Games.



the Hawke's Bay polo, softball and bowls teams, are good examples.

Other teams have tasted success more briefly. The Hawke's Bay cricket team first held the Hawke Cup for only one match in 1948, regained it briefly in 1951 and again in 1968-1969. Most fleeting success story concerns the Hawke's Bay surf life-saving team which won the Nelson Shield when it was first presented in 1913 at Napier but has failed to regain it in 55 years of trying.

Single-minded dedication has taken some Hawke's Bay men and women to the glistening arenas of the Olympic and Commonwealth Games — and they have emerged with honour and medals. Among the medallists: Schoolteacher J. M. Heuland, who spent several years in Hawke's Bay, won the 440 yards silver medal at the Auckland Empire Games in 1908 and a bronze at the Helsinki Olympics of 1952 in the 400 metres hurdles. C. Rivett-Carnac won a bronze in the women's javelin and J. A.

Engelbretson a bronze in the bowls four at the Auckland Games. Boxer Paddy Donovan won two Empire Games bronze medals in the lightweight division at Cardiff in 1958 and Perth in 1962. Rona Tong, a Hastings sprinter, collected a bronze at Sydney's Empire Games in 1938.

Apart from the deeds of local sportsmen, overseas athletes have performed memorably in Hawke's Bay — the great Rugby teams, the Springboks, the Lions — the cavalier West Indian and classical English cricketers — the soccer stars of Bernard Joy and Tom Finney — Olympic gold medallists Robby Morrow, Kipohage Keino — top swimmers, Murray Rose and Johnny Devitt — the world's golf greats, Bobby Locke, Gary Player.

The names, the memories, seem endless. These have been great performers, and great occasions, in Hawke's Bay sport. The oldtimers, cherishing and perhaps embellishing their memories, may always claim the present champions are not like they used to be. Record books argue the point. But, in any event, it is indisputable that the new century will bring new names onto the sports pages — new heroes to match the deeds of the old.



● Bushy-looking southpaw, Barry Brown, of Dannevirke, culminated a fine career with a knock-out defeat of Gerald Drever, South African holder of the British Empire weight championship, in 1953. He became the first New Zealander to win an Empire title in a home ring and was Hawke's Bay's first holder of the New Zealand Sportsman of the Year award.

My personal congratulations - J. Wattie



After 100 years of steady progress, The Daily Telegraph can be rightly proud of the way it has served the citizens of Hawke's Bay. The Telegraph was with us when New Zealand was still a colony . . . saw us become a Dominion . . . served us through two World Wars and a Depression . . . kept us up with the news even during Hawke's Bay's disastrous earthquake of 1931.

On behalf of my company, sincere congratulations.

J. Wattie Canneries Limited has a long time to go before it can look back on 100 years of service. Nevertheless, in its lifetime, it, too, has had to overcome its share of difficulties.

From a modest beginning 36 years ago when, in its first year of operation, it had a turnover of some \$8000, the J. Wattie Canneries Group of Companies has grown to the top bracket of New Zealand enterprises with a turnover of \$96,327,000.

It takes a large number of people and a vast quantity of goods and services to produce a sum of this magnitude and the figures below show how this money was used.

OTHER FACTS OF INTEREST CONCERNING THE WATTIE GROUP

- (a) Staff. Almost 5000 men and women are directly employed. In addition, there are many thousands who are dependent on the operations of the Wattie Group for their livelihood.
- (b) Wages and Salaries paid last year \$13,802,000.
- (c) Ordinary Shareholders total 20,329 and comprise
 - 10,261 Men
 - 8,800 Women
 - 1,268 Estates & Companies
- (d) Export Trade \$4,032,912.
- (e) Consolidated Tax Paid Profit for the year was 4.25% of turnover or \$4,109,688.

HOW THE GROUP'S TURNOVER FOR THE YEAR WAS USED:

Payments for materials, services, etc.	59.8%
Wages and Salaries	14.3%
Selling and Distribution expenses	10.2%
Administration and Financial expenses	4.3%
Depreciation of Assets	3.3%
Taxation	3.8%
Dividend to Shareholders	2.1%
Profits retained in the Group	2.2%

100.0%

J. WATTIE CANNERIES LTD. . . . HASTINGS

In the arts, a revolution

Television has wrought a cultural revolution in most Hawke's Bay homes during the last decade of our century.

It has projected its probing eye into the sparetime pursuits of the community, bearing a glossy world of culture into our homes—a world of good and bad, in which Bernstein, Olivier and Fonteyn fight for exposure against a mass of questionable light entertainment.

Television has had a significant effect on the hobbies, habits and artistic endeavours of many people. Some doers became mere viewers, but, according to overseas experience, this may be merely a phase.

For others, television has served at times as a cultural stimulant. Into our homes have come fresh artists, fresh performances, fresh ideas and techniques some of which, in turn, have been translated and absorbed by local artists performing and working within our own community.

It is inescapable that since its introduction into Hawke's Bay in 1962, television has become part of the community and, for good or ill, influences our culture.

The days of the strolling minstrels and players, often lovable rogues of pioneer Hawke's Bay, are long gone. The Edwardian "musical evenings" are memories largely replaced by the advance of communications, recording, radio and television.

Even though the province's colonial character has generally laid the emphasis elsewhere, some Hawke's Bay people have made a valuable contribution in the field of art.

In the sphere of literature, the doyen has been H. Guthrie-Smith, whose book "Tutira", the story of a New Zealand sheep station, remains a literary classic not only of the life of the pioneer farmer but of the country's flora and fauna.



● H. Guthrie-Smith, outstanding author, naturalist and successful sheep farmer, who died in 1946, feeds a native pigeon at Tutira homestead. Guthrie-Smith spent 58 years at Tutira and his books on natural history plead the case for conservation of New Zealand native forests, birds, fauna and flora. His works include the classic "Tutira" one of the very few really first-class books to come out of New Zealand.



T. A. McCormack and the late Rita Angus are Hawke's Bay artists who figured in New Zealand's emergent art. McCormack's landscapes and beautiful watercolour still life painting have been widely acclaimed as a notable contribution to New Zealand art.

Amateur dramatic and musical productions have flourished and waned and flourished again in most Hawke's Bay centres, at times reaching worthwhile peaks. In lighter vein, the Napier Frivolity Minstrels maintained a remarkable record over 75 years, during which Mr W. Ireland has served the organisation for more than half a century.

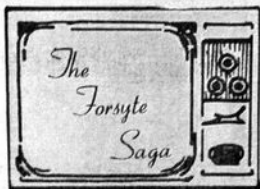
In the realm of music, the emphasis professionally has been on teaching. Many able teachers have set and kept a high standard over a long period. The 1971 Hawke's Bay Directory lists the province's first "professor of music and singing", Mr G. Worzant, of Napier, and also a "musician", Mr Thomas Collins, of Emerson Street.

In 1871, too, brass band concerts were a feature of Napier's Saturday afternoons as the Volunteer Band (now the Napier City Band) performed on the lawn of the Hawke's Bay Provincial Council Building, Shakespeare Road.

● The director of the Hawke's Bay Art Gallery and Museum, Mr J. S. R. Manser, admires one of the gallery's proud possessions, a landscape of the Havelock North hills by Hawke's Bay artist T. A. McCormack.



Action



Millions of male television viewers in many countries felt in love with Napier-born ash blonde, Nyree Dawn Porter (left), for her performance as Irene in the expensive British television production of the classic "The Forsythe Saga" in the late 1960s.

It was a high point in a successful career on television, stage and in films for the glamorous, talented product of amateur theatre in Hawke's Bay. Nyree originally "Ngaire" graduated from amateur drama musical and ballet productions in Napier to the New Zealand Players in the 1950s and arrived in Britain in September 1959 on a three-week trip as New Zealand's "Miss Cinema". Her sparkling green eyes have never looked back.

Nyree is probably the most famous of the many Hawke's Bay expatriates who travelled overseas to attain success in music, the arts, science, technology and other chosen fields.

According to the first issue of The Daily Telegraph, the early performances of the band met with a mixed reception. The Telegraph's controversial columnist, Towton, noted in his first column: "It seemed to me the Volunteer Band was hardly playing up to its proper form on Saturday last; the selection from 'Rigoletto' was one degree worse than a regiment of hussars, anything but a pleasing discord."

In spite of Towton's early disparagement, bandmen have since served the province well, at times reaching high standards, notably in the 1950s when both pipe and brass bands earned some of the highest national honours.

On the professional scene, many of the world's most famous artists and entertainers have performed in Hawke's Bay. Some of them have been financially backed in the province by Napier entrepreneur, Mr J. Fairclough, The Musica Viva, the New Zealand Broadcasting Corporation and other agencies.

Famous names may recall fond memories for nostalgic Hawke's Bay concertgoers—violinist Campbell, pianist Solomon, the vocalists Webster Booth and Anne Zeigler, negro Todd Duncan, Gladys Moncreiff, Fraser Gange, Stanley Holloway, the Vienna Boys' Choir, the Berlin Chamber Orchestra and other great orchestras, Russian ballerina Pavlova, Roger Livesey and Ursula Jeans, Dame Sybil Thorndyke, Google Withers and other stars of stage and screen.

The bill reaches back almost a century to when the touring artist was also an adventurer... and programmes cost only 1d.

PRIZE



AN EXCEPTIONAL RECORD

- 100 years of faithfully reporting the news of the district is a record to be proud of, and we join in offering The Daily Telegraph our congratulations.
- For more than half that time — 58 years to be exact — George Murfitt served the people of Hawke's Bay while a salesman at Bon Marche Ltd., in Hastings — an exceptional record of loyalty and service to one firm.
- Beginning in 1905 as a 12-year-old parcel boy, George — he was "George" to everybody — worked with the three generations of the firm's management — the founder, the late Mr Matthew Johnson, his son-in-law, the late Mr James F. Jones, and more recently, Mr Jones' four sons, Ross, Stuart, Bryce and Richard.
- In his time, George outfitted hundreds of fathers, sons and grandsons. People were his life, and because of this, he loved his job as a salesman. He retired in 1963 and died last year. We miss him. His was the old tradition of service.
- Happily, his example follows him. We are thrilled from time to time to receive letters of thanks from customers who have appreciated that "old time service" — that little extra that Bon Marche staff seem so happy to give. We want to leave an exceptional record, too!

Pictured: George Murfitt, framed by Tui Hill and Pam Taylor, at the Hastings Blossom Festival Fancy Dress Day in 1961.

"We interrupt our congratulations for a message from absent friends..."

Many
happy
returns

Bonne Anniversaire

Herzliche
Glückwünsche
zum Geburtstag

Tanti
augurii

Gelukkige
verjaardag

CONGRATULATIONS

(You see, it's our birthday too)

In congratulating all at the "Telegraph" on this Centennial milestone, we'd like to make it a double celebration. Because it's now over a century ago that Edwards Dunlop first set up in Australia as machinery merchants to the printing industry.

And now we're entering our second century of growth, as agents for some of the finest international names in the manufacture of printing equipment. With

suppliers in France, Holland, West Germany, Sweden, Finland, the U.S.A., England, Italy, Switzerland and Japan, we're in a position to really 'deliver the goods' to the New Zealand printing industry.

Wishing the "Telegraph" the best for their second century, we'd like to conclude our congratulations with a commercial... the names of just a few of those 'absent friends'.

Buhrs-Zaandam N.V.,
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Zaandam Wrapping
Machines
Dutro-Hewson Inc.,
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EARTHQUAKE DISASTER...



DEATH TOLL 256...HAWKE'S BAY...NEW ZEALAND...FEBRUARY 3 1931

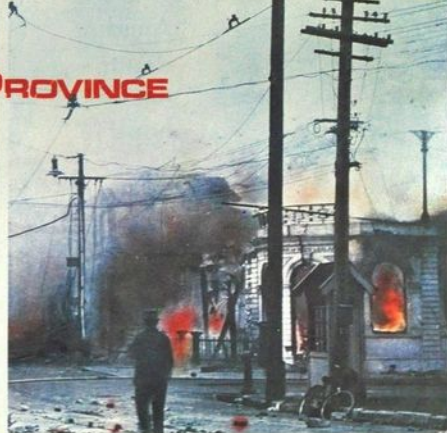
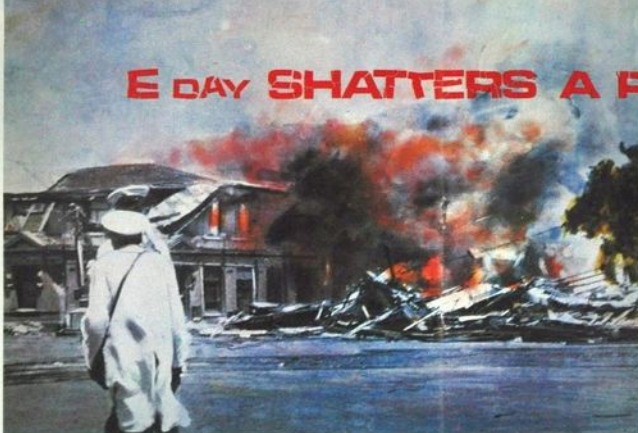


Fire, fear and fortitude

It was a warm, languid mid-summer's day. Holidays over, children had returned to school. Town centres were quiet. Then three minutes of shuddering violence jarred the course of Hawke's Bay history.

In the worst disaster New Zealand has known, 256 people died. Today—exactly 40 years later—the Hawke's Bay earthquake of February 3, 1931, remains one of the world's most severe during the past 200 years. In Napier, fire swept through the town's heart, consuming what the earthquake had failed to destroy. A total of 161 people died in the long minutes of terror and torment. Waiapu Cathedral, the Nurses' Home, Old People's Home, Technical College and public library collapsed with heavy loss of life. Hastings was also severely damaged and 59 people died. Heavy stretches from Wairoa (where two people were killed) to Danversville and north Wairarapa.

E DAY SHATTERS A PROVINCE



- Photographs in this double-page feature, believed to be the first coloured pictures of the earthquake to be published, show:
- Top: The blazing Masonic Hotel, with sailors from H.M.S. Veronica in the foreground.
- Top right: The old Bank of New Zealand obdure on the site of the present Cathedral fountain.
- Right: Shakespeare Road, with the old Post Office building on the right.
- Right centre: Rescuers searching for victims in Hastings Street.
- Extreme right: Fire reaches Emerson Street.
- Below: The blaze sweeps along Hastings Street.
- Below right: The "bank corner" at the top of Emerson Street.



Yet faith endures



Amid death, new hope is born



- Top left: Stretcher bearers carry a victim from ruins.
- Top right: A baby born amidst the desolation a few hours after the earthquake.
- Above: Devastated Napier, with Tennyson Street in the foreground.
- Below: Dr T. C. Moore's private hospital on the Marine Parade. Right: Westshore embankment road. Below right: Sailors from vessels sent to Napier during the emergency engaged in demolition work in Herschell Street.



DR MOORE'S HOSPITAL NAPIER

APRIL 1931

Other times of PERIL



● Debris surges across the Mohaka river rabbit bridge on the Napier-Wairua road during the disastrous Anzac Day flood of 1938. Right: Wreckage of the Northumberland at Petane beach after a terrific gale on May 16, 1887. Passengers and crew escaped but five men aboard a small steamer, the Boojum, drowned when their vessel capsized in breakers while assisting the Northumberland.

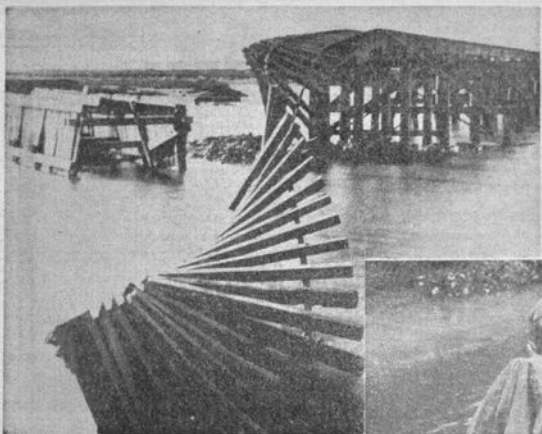


If disaster creases opportunely, Hawke's Bay has not lacked opportunely. In addition to the devastation of earthquake, fire, flood, shipwreck and storm have caused havoc and destruction.

Through history, the stark statistics of tragedy point a wary finger at public holidays in Hawke's Bay. On a number of occasions they brought disaster. Three such were the Good Friday flood of 1897, the 1938 Anzac Day flood and the Queen's Birthday flood of 1963. The Anzac Day flood came a few weeks after a freak rainstorm wrecked parts of the East Coast railway and killed 21 men and women at Kopuawhara railway camp.

Fire has struck at many Hawke's Bay communities. Perhaps the worst, apart from the blaise which accompanied the earthquake of 1931, was the 1866 Napier fire. It destroyed almost the entire business section of the town, including the offices of The Daily Telegraph and The Herald.

Twenty-five offices and shops were destroyed and eight others badly damaged in the fire. It came at Christmas.



● The torn, twisted Waitangi railway bridge at Clive after the Good Friday flood of 1897. Several settlers and a team of rescuers were drowned at Clive when the Tutakuri River broke its banks and flooded almost the entire Horetangia Plains. The disaster had many sequels in this century, including the flood of Queen's Birthday, June 3, 1963. That time the river was held by stopbanks and there was no loss of life. But Tangioia and Bay View settlements suffered heavily and floodwaters washed across Napier's new Onekawa suburb (right), where boats rescued families from their homes.



We're ready for business



"ONE HUNDRED YEARS"

★ **TO A FELLOW PIONEER VETERAN** there's no occasion so stimulating as a centenary. We hasten to be among the first to congratulate our old friend and customer, The Daily Telegraph on the sterling job it has done for this sturdy province.

★ **OUR VALLEYFIELD MILLS IN SCOTLAND** have been making fine paper since 1779. Naturally the history of Alex Cowan and Sons in New Zealand cannot go back that far. Our pioneering here started in 1883, just about the time the early "Bay" farmers were laying the foundation for the thriving food, wool and fruit industry which exists today.

★ **MR ANDREW GIVEN**, who was sent from Sydney to open our first New Zealand establishment in 1883, died at a ripe old age in 1927. His successor, Mr Alexander Ferguson, pre-deceased him by several years. Our only regret about this day of celebration is that they are not here to take part in an Occasion we know they would have enjoyed to the full.

★ **WITH THE THOUGHT IN MIND** of these fine men who laid the foundations of our business in New Zealand we re-emphasise our congratulations to The Daily Telegraph on an achievement of its centenary and extend the sincere hope that its life ahead will be equally long and prosperous.

ALEX COWAN & SONS (N.Z.) LIMITED

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MEN & WOMEN AT WORK

Though primary production continues as the mainstay of Hawke's Bay wealth, growing emphasis has shifted in recent decades to industrial activity and commercial ventures.

Most of the province's working men now gain their weekly pay packet not directly from the land but from secondary industries.

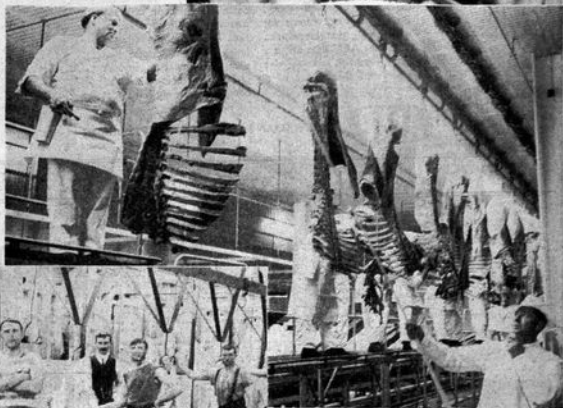
Work force in factories increased by 50 per cent in Hawke's Bay in the 10-year period from 1959. By the end of 1969, a total of 964 registered factories in the province (not including Dannevirke) employed more than 12,450 people, including 2375 women.

Ten years earlier, the province's factory work force totalled only 4763, including 1562 women.

By the end of the decade, the average worker in the factory, commercial and servicing industries in the Napier industrial district worked 37.4 ordinary hours a week and 3.9 overtime hours for an average of \$46 a week.

He worked about the same number of ordinary hours as the average New Zealander in the same category, but one hour more overtime.

• Women represent nearly one-fifth of Hawke's Bay's growing work force, and many are deft machine operators like these pictured (above) in a canning factory and (right) in a textile factory.



• One of Hawke's Bay's most important industries for nearly 50 years has been meat freezing for export, mainly to Britain. Advances in technique are shown in these pictures of the North British Freezing works at Westshore 70 years ago (left) and a modern chain (above).



• Production of wine was one of Hawke's Bay's first secondary industries. It was introduced by French missionaries in 1831. The mission winemakers are pictured (right) at harvest at the Meeanee mission in 1903.



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AUSTRALIAN MUTUAL PROVIDENT SOCIETY

The A.M.P. Society is pleased to be associated with the Daily Telegraph in the provision of staff superannuation and congratulates the company on 100 years of service to the community



Staff

Superannuation

the choice of successful employers

John Dickinson's welcome The Daily Telegraph to the Centenarian Club

On February 1, 1871, when the first issue of The Daily Telegraph was published, John Dickinson's had been making fine paper in England for over 40 years. Since 1930, the New Zealand company has been supplying local printers with paper and board of the same high quality, while their Croxley and Basilston Bond brands of stationery have become household words. Their "Three Candlesticks" and "Churston Deckle" writing paper has become the choice of discriminating people throughout the country, and they are now the largest manufacturers of envelopes in New Zealand. They congratulate The Daily Telegraph on their hundred years of progress too, and join them in their aim to continue serving the people of Hawke's Bay for many years to come.

John Dickinson & Co. (New Zealand) Limited

Croxley House, Wellington

Makers of fine stationery

Umbrellas, cigarettes & seafood cocktails...

From frozen meat to home appliances . . . fertilizers to seafood cocktail . . . canned peaches to filter cigarettes.

Hawke's Bay's working man of the 1970s makes a broad range of manufactured and processed products for the local and export markets.

It is remote indeed from the industrial scene of 1871. Then, Hawke's Bay's first industry, whaling, was already virtually extinct. French missionaries were engaged in wine production. A few blacksmiths gave impetus to an engineering industry by fashioning farm implements. Otherwise, Hawke's Bay's labour force toiled almost entirely on the land.

Local demands for basic domestic products gave rise to clothing, footwear and furniture manufacture, and the advent of the freezing works in the 1880s laid the foundations for secondary industry.

However, overshadowed by primary production, secondary industry developed slowly. The Husbeer family, tobacco pioneers from Germany, founded the National Tobacco Co. Ltd. in Napier in 1923 and spurred New Zealand's tobacco industry. Sir James Wattie founded his food processing empire in Hastings in 1934. Many ventures failed in the depression of the 1930s, but others survived.

Post-war industrial development led to an awakening to the possibilities of export trade in the 1960s. Boosted by devaluation and the work of trade missions, Hawke's Bay manufacturers found new markets, particularly in the South Pacific, Australia and Asian countries.

Now Hawke's Bay products sell in many parts of the globe: Riptop canned beer in Australia, soap and paint in the Islands, carpet yarn in the United States, canned products in Europe, building hardware in South Africa.

Heavy-duty mowers from Hawke's Bay cut and roll the classical greens of English parks and golf courses. Stylish Hawke's Bay umbrellas flick open in the showers of Singapore.

Cities of Napier and Hastings—with more acres awaiting industrial development—form the nucleus of the province's secondary productivity. Other centres, however, have also developed and sustained manufacturing and processing industries of their own.

Freezing works (Wairoa), ice cream manufacture (Waipukurau), knitwear (Norsewood), concrete production, footwear and clothing manufacture (Danese virke) are among the activities that keep Hawke's Bay men (and women) at work.

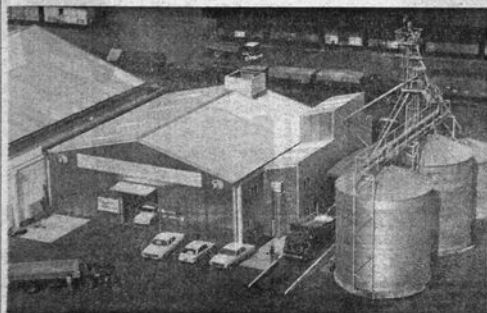


● Diversity seems to be the trend in Hawke's Bay secondary industry. Among the products, many of which are aimed at export markets, are cigarettes (top picture), seafood cocktails (above), and welding equipment (right).



● The return of the logging export trade to the Port of Napier (left) preceded the planning for the establishment of a pulp mill near Napier. Milling is a long-established Hawke's Bay industry. The scene from another era (above) shows bushmillers at work at Takapau in 1897.

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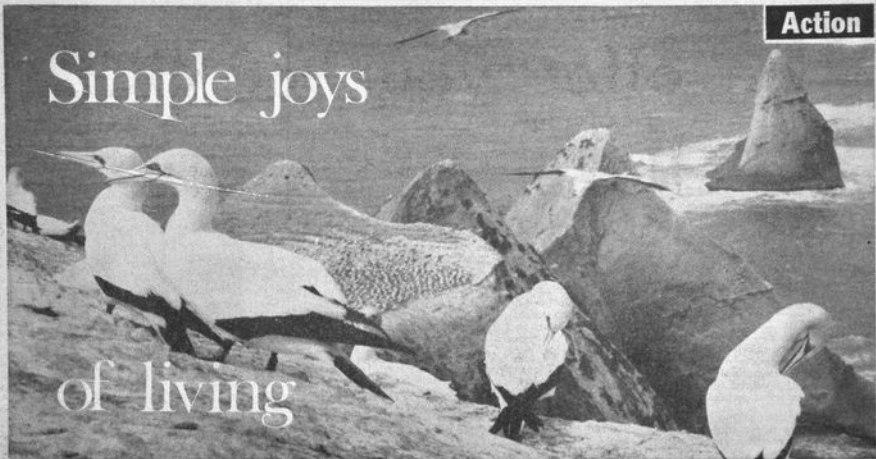
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Hawke's Bay Farmers'

Simple joys

of living



In holidays and leisure time, Hawke's Bay people are joined by thousands of tourists in seeking away-from-it-all relaxation and, perhaps, a snapshot for the family album...

The magnificent Cape Kidnappers gannet sanctuary, the only one of its kind in the world, offers rare scenic grandeur...



Children get plenty of fun from the Hastings Fantasyland, complete with its castle, boating lake, tree houses and slide...



Toups, Lake Tutira and Hawke's Bay rivers hold many joys for the trout fisherman...



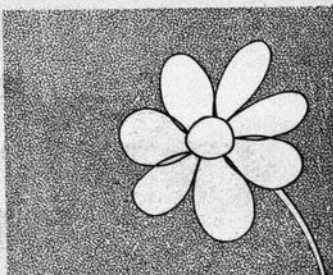
For a decade, the bair chicks bred in captivity at the botanical gardens have been a favourite attraction, along with Marineland, in tourist-conscious Napier...



...and, year after year, the beach retains its appeal for the young and the not-so-young.

1871

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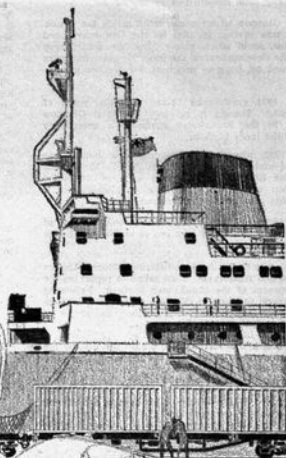
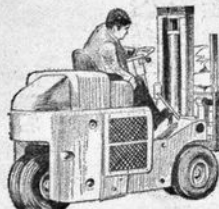
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Railways



Iron horse



helped break in a province

Gaiety, glamour and merrymaking surrounded the progress of the railway in 19th century Hawke's Bay. The opening of sections of rail from Napier to various points south were gay occasions with an atmosphere far different from the grey image of the present day railway.

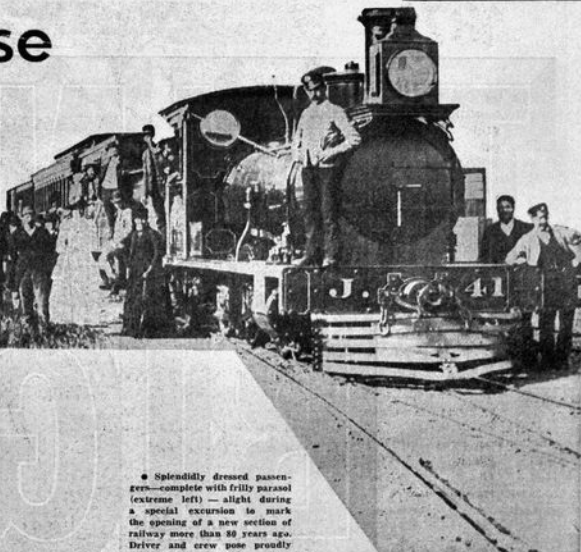
About 100 people at a picnic celebrated the opening of the province's first railway between Napier and Hastings on October 12, 1874. The 12-mile section was the third public railway in New Zealand and the longest.

When the Maori chief, Te Hapaku, saw Hawke's Bay's first train he declined to take a seat, preferring to remain an astonished spectator. But he cheered loudly as the engine puffed away, with a string of decorated trucks.

Gaily festooned, a special train left Napier to mark the completion of the railway to Waipukurau on September 4, 1876. Thousands of Central Hawke's Bay residents joined the excursionists to watch festival cricket.

"Present were the crème de la crème of Hawke's Bay. With the youth and beauty of the province, the scene was picturesque in the extreme," The Daily Telegraph reported. Many people "full of beer and joy" were left behind when the train returned to Napier.

Perhaps the revelry was overdone. For a "great



• Splendidly dressed passengers—complete with frilly parasol (extreme left)—alight during a special excursion to mark the opening of a new section of railway more than 80 years ago. Driver and crew pose proudly around their gleaming J class locomotive.

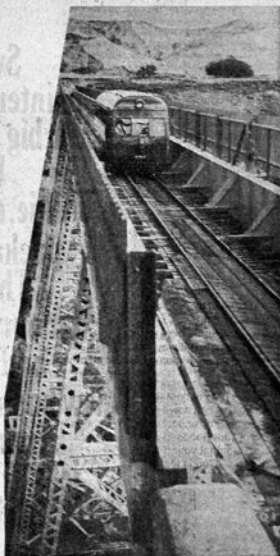
temperance banquet" marked the completion of the rail link to Woodville in March 1887—a function attended by about 4000 people.

The development of the East Coast railway, however, was a chequered, not-so-pleasant affair. Originally conceived as a railway from Napier to Waihi, via Gisborne and Rotorua, it got under way in January 1912 amid national political discord and local argument over the route.

The railway crept to Putorino by November 1929 but, after the earthquake damage of 1931, work was abandoned.

The first Labour Government immediately re-started the project upon its election in 1935. Two years later the Mohaka viaduct and the link to Wairoa were completed but the flood of April 25, 1938, did greater damage to the track than the earthquake. The line to Putorino was closed for more than six months.

A total of £323,000 had been spent on the East Coast railway by the time it reached Waiokopu in 1939. The "outbreak of war" further hampered progress and the section to Gisborne was not opened until February 1, 1943—a whole generation after the hopeful first sod was dug at Westshore.



• Prime Minister Sir Joseph Ward turns the first sod to begin construction of the controversial East Coast railway on January 25, 1912. Before the ceremony, three bands led a huge procession from the Marine Parade to Westshore. It was described by reporters as "a sort of triumphal march" for a "great epoch-making event". But 25 years passed before the rail reached Wairoa and the first railcar (above) crossed the Mohaka viaduct on July 1, 1937.

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GIANT strides

in a shrinking world...

The century that reached for the moon—and left footprints on it—brought Hawke's Bay close to the mainstreams of a shrinking world.

For other developments illustrate so spectacularly the extent of man's giant strides during the past century.

When the \$300,000 Hawke's Bay Airport was opened on February 15, 1964, travelling time between Napier and Wellington was trimmed to a mere 55 minutes.

A century ago it was an arduous overland journey of several days, or, given fine weather, a 30-hour voyage by steamer.

Imagination, daring, ingenuity and bravery of undaunted air pioneers sparked the transport revolution manifested in Hawke's Bay by the province's modern airport. New Zealand soon became an air-minded country and Hawke's Bay air pioneers played a significant, early aviation role.

A Napier engineer, Bertram Ogilvie, was one of the country's earliest aviation pioneers. On a 100-foot-long timber ramp built near Riverbend Road, he tested a number of weird machines between 1907 and 1909, only a few years after the Wright brothers made the first flight in a heavier-than-air craft on December 17, 1903, in North Carolina.

Ogilvie's experiments with ailerons (movable flaps) were conducted independently of similar trials by South Canterbury farmer Richard Pearse, now recognized as the inventor of ailerons. Pearse is known to have flown some considerable distance on March 31, 1904—thus New Zealand very nearly produced the first successful aeroplane in the world.

Amazement, scepticism and admiration greeted Ogilvie's contraptions. His supporters managed to attract the attention of Lord Kitchener, who was visiting New Zealand. Kitchener visited the trial

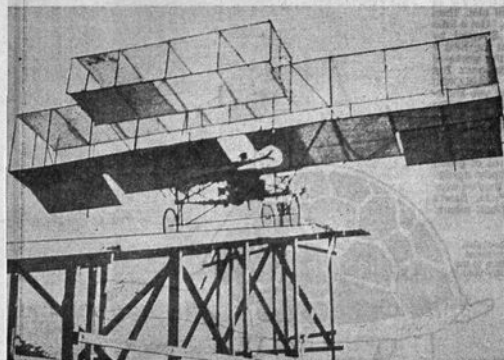
site and promised Ogilvie assistance, and a syndicate of well-wishers paid for the inventor to travel to Britain.

Subsequently, Ogilvie made a number of flights in England in a triplane, fitted with ailerons, and built by Handley Page to his design.

In 1915, "Tye" Hushner, whose family emigrated from Germany to Hawke's Bay to pioneer the tobacco industry, made a flying machine at Haumoana and he is regarded by some as the first man to fly in Hawke's Bay. The Hushners were, technically, aliens in the First World War and police were given instructions for the machine to be destroyed. In 1930, Mr Hushner was a founder of the Napier Aero Club with Mr Arnold Wright.

The aero club movement, which has made an outstanding contribution to aviation in New Zealand, was quickly fostered in Hawke's Bay. The Hawke's Bay and East Coast Aero Club in Hastings was the second formed in the country—only one day after the first. It began flying activities in a paddock at the corner of Pakowhai and Longlands Roads with Captain (later Group Captain) "Tiny" White as instructor, in 1928.

For aviation, the 1930s were exciting days of trial and error. Aero clubs began to popularize flying. Commercial airlines took their first faltering steps. Aerial mapping in New Zealand was pioneered by a young Hawke's Bay man, Mr Piet Van Asch, now managing director of the Hastings-based NZ Aerial Mapping Ltd.



From Hawke's Bay's modern airport at Napier, a British freighter takes off with produce bound for the world's markets. A Friendship passenger aircraft and another freighter stand by. Inset: Sir Charles Kingsford Smith flies his famous three-engine "Southern Cross" into the old Napier embarkment aerodrome on a demonstration flight following his epic first Tasman crossing from Sydney to Christchurch on September 11, 1928.

Air hero Sir Charles Kingsford Smith formed the first successful commercial airline in Hawke's Bay, Dominion Airlines Ltd, which, in 1939, offered air travel between Hastings and Gisborne in a two-passenger single-engine De Soutter monoplane to those bold enough to take the risk.

It was the second regular scheduled passenger service in New Zealand, and began operations only seven weeks after the first, a tri-weekly service between Christchurch and Dunedin.

The company's regular pilot was the late Mr G. B. Bolt, one of New Zealand's greatest aerial pioneers. The aircraft performed valuable communications tasks during the 1931 earthquake emergency.

But on February 5—just five days after the disaster—the plane crashed at Wairoa, killing the relief pilot, Mr I. Knight, of Dannevirke, who was a director of the company, and two passengers.

It was the first fatal air service accident in New Zealand and the loss forced the company into liquidation.

Other bold pioneers maintained early airlines in Hawke's Bay until East Coast Airways was taken over by Union Airways in 1937. Ten years later, Union Airways went into voluntary liquidation on the formation of the National Airways Corporation on April 1, 1947.

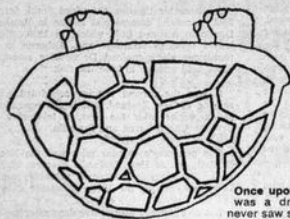
Installation of the Hawke's Bay Airport, including a 4,500-ft sealed runway, at Napier's Beacons aerodrome followed a volatile two-year controversy between 1959 and 1961 on the siting of the province's jet-age airport.

In the 1970s, the sophisticated air industry, represented by the Hawke's Bay Airport and its services, is far removed from the Ogilvie launching ramp and the balsa wood crudities of the early 1900s. Yet to the efforts of these doughy pioneers, aviation owes its existence.

One of the most historic photographs in New Zealand aviation: Napier engineer Bertram Ogilvie tests one of his weird machines on a ramp erected in Riverbend Road in 1909.



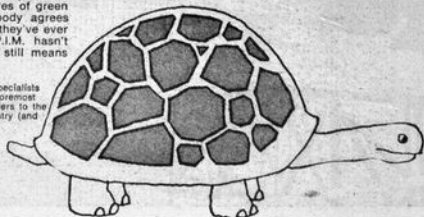
Leopard salute the Daily Telegraph



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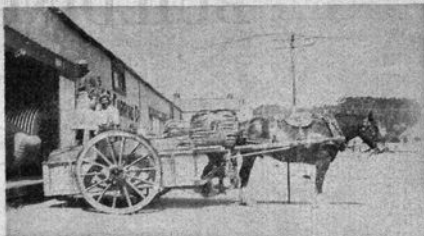


Taming rivers and building bridges has been a major engineering feat in flood-prone Hawke's Bay. Since the devastating floods, the Catchment Board, earlier known as the Rivers Board, has led flood control work and for 34 years was under the chairmanship of the late Mr Chris Lassen. Above: Seven bridges at Clive during work on the Heretaunga Plains flood control scheme. Right: The 1962 opening of the spectacular Mohaka bridge on the Napier-Taupo road.

Below: The mighty Mohaka railway viaduct, standing 315 feet high—taller than a 25-storeyed building—is one of the world's highest. In the foreground, the project engineer, Mr D. O. Haskell, of Napier.



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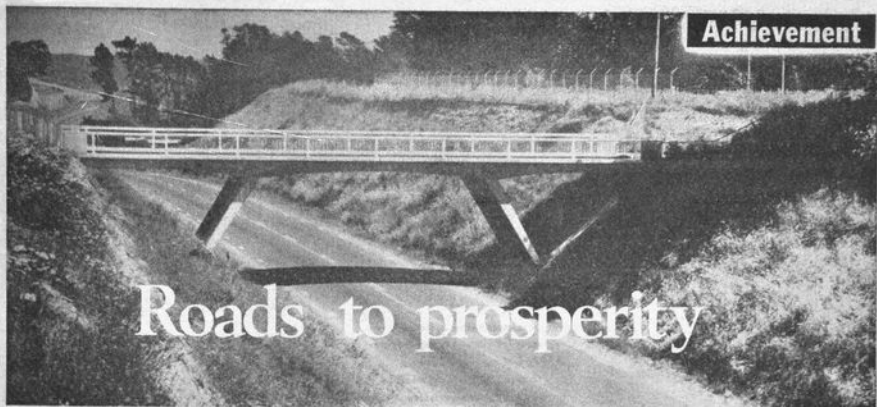
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Roads to prosperity

● Road building in Hawke's Bay has laid a two-lane path for industrial prosperity and passenger comfort. The high-speed deviation which cut through the Norsewood hill on the main south highway (above)—with its Swedish-type overbridge—gave Hawke's Bay an early taste of modern motorway construction, in the early 1960s.

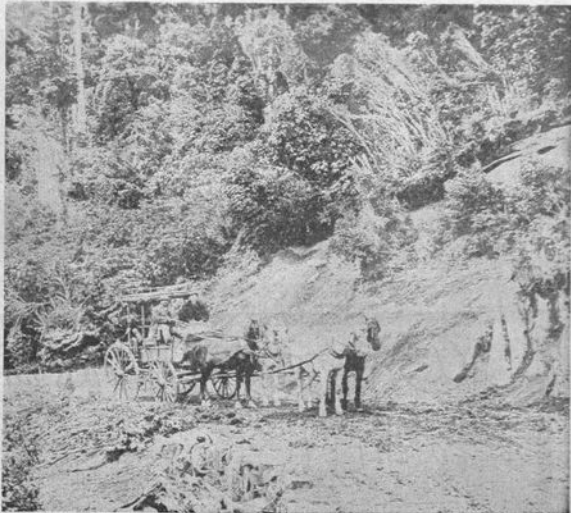
Ancient

Construction of Hawke's Bay's northern road outlet, the Napier-Taupo highway, has been a century-long battle to tame some of New Zealand's most rugged country.

In February 1871 the General Government agent, Mr J. D. Ormond, was letting contracts for further work on the road. Maori gangs were being enlisted to help with picks, shovels, wheelbarrows and little else.

It was reported at that time that the "first 30 miles" was "satisfactory", but a section through the Runanga district was still only a track "and not yet able to take a Cobb coach".

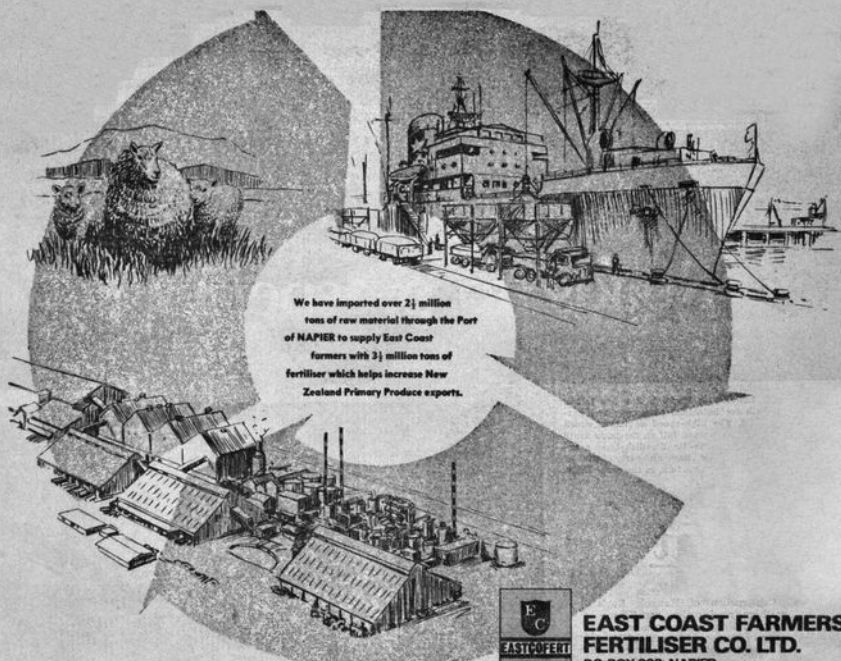
● The road to Taupo was eventually opened to wheeled traffic in March 1877. For many years the Cobb coach driven by Mr Harry Haybow (right) kept a northern link for passengers and mail. He is pictured at Runanga in September 1906.



and modern

● Today giant machines carve straight, smooth highways through tortuous country for high-speed traffic. Left: The first luxury bus to cross the Titiokura deviation in May 1966 contrasts starkly with the four-horse coach of a by-gone era.





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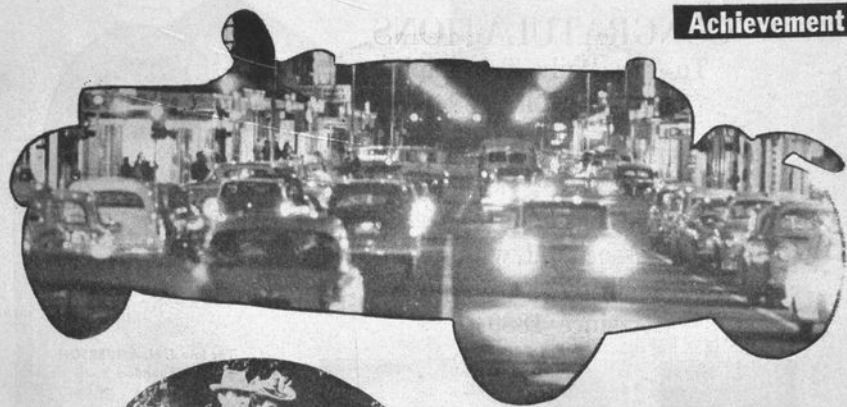
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SPINNING WHEELS

ON SOLID RUBBER

Modern traffic-jammed society has been shaped in many ways by the development of the motor vehicle — an advance that had noisy beginnings at the turn of the century.

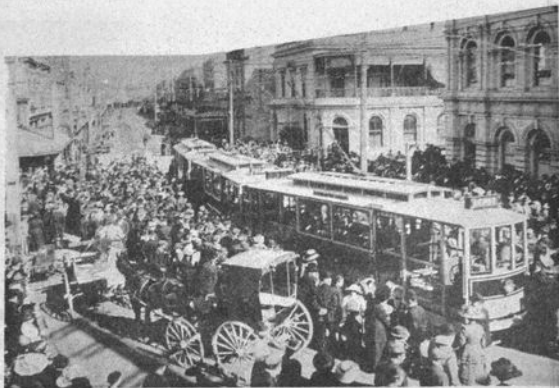
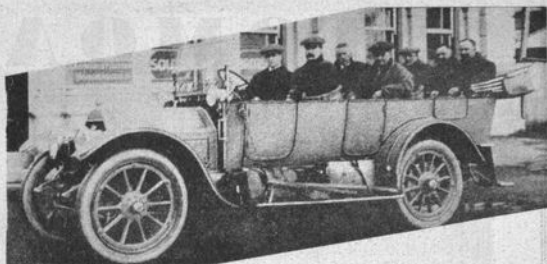
As was the case in other countries, the internal combustion engine had a profound effect on communications, commerce and industry in New Zealand.

The huge contribution of the motor age, however, has had drawbacks that cannot be overlooked. Since 1921, more than 11,000 people have been killed and more than 250,000 injured, many seriously. The road toll is now moderately estimated at a \$90 million loss to New Zealand.

Above: The horseless carriage of Mr John Chambers, of Havelock North, is reputed to have been Hawke's Bay's first motor car.

Top right: Driver and passengers share a common grim determination before they set out in a 1912 Cadillac — the first successful service car on the Napier-Taupo road.

Right: The motor car ousted the progress of the tramways in most New Zealand centres. In Napier, the first trams began running in 1913 (as shown in the first-day Hastings Street scene) and were still running in 1931 when the earthquake wrecked the system beyond repair.



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AIMING
HIGH



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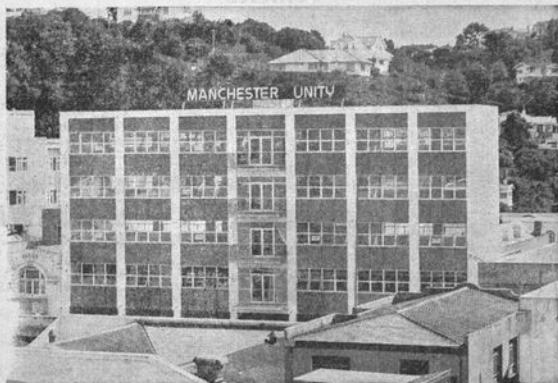
Clean lines contrast with the heavy ornamental stonework of the pre-1931 architecture which caused many fatalities during the earthquake.

- Top left: Hastings' multi-storeyed N.I.M.U. building.
- Top right: The new clinical and medical services' block at Napier Public Hospital.
- Right: Napier's Manchester Unity building stands head and shoulders above its Emerson Street neighbours.

Achievement



Yet playing
safe



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NAPIER — HASTINGS — WAIPUKURAU

What J.D.O. foresaw



● John Davies Ormond — the last Provincial Superintendent of Hawke's Bay — views a modern embodiment of local self-government in the shape of the Napier City Council's \$700,000 civic centre.

Ormond, even though Provincial Superintendent of the Hawke's Bay Provincial Council, advocated the abolition of the provincial method of administration in favour of an "advanced form of local government", basically the present system.

As a member of the General Assembly, Ormond voted in favour of abolition in September 1875, "because I think I see in it, for the first time, a real local self-government . . . I shall vote for it," he said, "because I think it will lead up to a great career for this country."



Men of the moment

Politicians, visionaries, idealists and pragmatists have served and shaped Hawke's Bay through various levels and eras of government — local, provincial and Parliamentary.

The irascible, the wordy, the shrewd, the able and the not-so-able have figured in phases of the province's administration in the past century.

In times of change, stress and emergency, notably in the crucial formative years of local government and after the 1931 earthquake, there emerged men with character and ability to match the situation.

Two of the outstanding figures in Hawke's Bay history were Sir Donald McLean and the Hon. John Davies Ormond, contemporaries and friends, whose abilities carried them into important Cabinet offices.

Other men and some women have given notable services in the many spheres of local administration, and the facilities and services provided and maintained by local bodies throughout the province are their memorial.

Hawke's Bay's independent political history virtually began in 1856 — three years after the district was named as part of Wellington Province when the six provinces of New Zealand were first proclaimed.

The province's first recorded political meeting at Waipukurau on June 11, 1856, under the chairmanship of Henry Russell set up the first political group in the province — the Inland Settlers' Committee. It led to the formation of the Ahuriri Settlers' Association which, representing only a few hundred settlers, audaciously gained separation from Wellington on November 1, 1858.

On February 15, 1859, Hawke's Bay entered a 17-year period of independent provincial government when the first Hawke's Bay Provincial Council was elected. Members were T. H. Fitzgerald (first superintendent), W. Colenso, Dr T. Hitchens (Napier), H. S. Tiffen, J. C. L. Carter (Napier Country), J. Rhodes (Clive), R. Riddell (Mohaka), E. S. Curling (Te Aute), J. D. Ormond and J. Tucker (Waipukurau).



● Mr J. Viger Brown — Napier's lonrest-
serving Mayor and a Member of Parliament — was perhaps Hawke's Bay's most colourful political character.

He made Parliamentary and local body election nights unforgettable in Napier. Thousands gathered outside The Daily Telegraph offices in Teunysun Street to watch results screened on a large canvas strung across the street — before the advent of radio.

Amid the noisy, hooting and cheering crowd, "Victorious Viger" would appear to thank electors for his re-election — a spectacular, robust figure. He used to climax his election night performance by tossing his white bell topper into the screaming crowd and leaving them to fight for it.

He lost many toppers, won many votes. His record: Four times elected Member of Parliament for Napier, and elected Mayor for a total of 18 years, from 1907 to 1917, 1919 to 1921 and 1927 to 1933.

The province surged ahead under the council, which, strangely enough to modern minds, was able to tackle its work conscientiously without recourse in its early years to rates or taxation. Initially using only revenue from land sales, the council steered a progressive course, firstly under Fitzgerald and later under subsequent superintendents, Captain J. C. L. Carter (1861 to 1867), Sir Donald McLean (1867 to 1869) and J. D. Ormond (1869 to 1876).

In the council's deliberations, however, Victorian verbosity was a time-consuming characteristic. Long-suffering reporters complained bitterly about the drawn-out debates of elected representatives, with the colourful William Colenso a chief culprit.

Reporters commented acutely about Colenso's "acting, elocution, gesticulations and grimaces". As treasurer, Colenso produced a five-column report which, critics pointed out, could have been substantially covered in 16 words: "While Hawke's Bay has so many rich acres to dispose of, she can never become bankrupt".

Divergent interests of various communities developing within the province led to the establishment of Napier as a municipality in 1874 and the breakdown of the provincial system of government. On November 1, 1876, the provincial councils throughout New Zealand were abolished in favour of local government by municipalities, county councils, and roads boards — the system which has led to the proliferation of local bodies we know today.

TIMES HAVE CHANGED

**Through the
Days
of our Years**

Great changes there have been since 1888 when Boots and Shoes from Thorps first trod the good earth of Napier and Hawke's Bay. Sailing ships have gone from our seas — steam from our railways — and we've watched man walk on the moon.

Shoe styles have changed too, but it is a great satisfaction to us, at a time like this, to look back over our records and see the continuity of custom that exists in our business.

So we say very many thanks to all our clients. The days of our years have brought their own rewards — it's like that in the friendly contacts made in a family shoe store — but it is especially rewarding to join with The Daily Telegraph at their centenary time and pay tribute to our pioneers.

THORPS

Hastings Street — Napier



THE NAPIER MEMBERS
*of the N.Z. Printing and Related Trades
Industrial Union of Workers*

extend their congratulations to

THE DAILY TELEGRAPH

on attaining its centenary

The power of the printed word — for good or ill — was never more potent than it is today, so that it is more important than ever that worthy men are associated with all aspects of the printing industry.

The printing unions of this country have played their full part in upholding the traditions and skills of their craft. It is a credit to them that the standard of printing and the quality of the men who perform it are of the highest order.

Everyone who has even a nodding acquaintance with the history of the trades union movement must be aware of the great part that the members of the craft have and are still playing. Despite the fact that members of the craft were scattered in small groups of two and three on newspapers and in small printing shops all over the world, there has been traditionally a very strong sense of unity. Members of the craft have stood by one another in times of adversity and have been resolute to protect what they considered their just rights.

This might be considered, in itself, enough to be proud of, but there is more than that. It has always been a craft union and pride in their craft has been the force which cemented them together. With pride in the craft has gone a deep sense of the obligation of the craft, the obligation of the Press to keep the public informed, the obligation of the craftsman to share with the newspaper proprietor the responsibility of getting the news through to the public.

Development of the printing industry has been greater during recent years than during any other period in the long history of "the art to conserve all arts". Today the industry is expanding in many directions, undreamed of by early news-sheet printers, its impact on the cultural, commercial and educational life of the community is so great that the modern world would not function without the assistance of the printer.

Horsewhips, hangings and horses

The Daily Telegraph was born into lively times. Society, and its customs, in 1871 were in many ways different from those of today.

People spoke their minds more forcefully and hides were tough. Early newspaper files reflect the atmosphere of a time when newspaper editors, in particular, were very plain-spoken about rival productions and individuals.

The Daily Telegraph was only seven months old when, in August 1871, the editor was horsewhipped in the street by an enraged Napier solicitor.

The solicitor was summoned to court and pleaded the horsewhipping was justified as he had been grossly insulted by the newspaper, which had described him as "a bad egg".

The Bench ruled the solicitor had in fact suffered provocation and inflicted a fine of only two shillings, a judgment that received loud applause in the courtroom.

These were rowdy times. In 1871 there were eight licensed hotels in Napier and three years later the number had doubled.

The temperance movement reached the province in the 1870s and campaigned to banish noisy public houses. The Independent Order of Rechabites established itself first at Waipawa and, according to one report, brought about "marvellous" results in quietening hotels.



• Kereopa — his execution was Hawke's Bay's first. BELOW: Hawke's Bay policemen aided Police Commissioner James Cullen (on horseback) in arresting the Maori "prophet", Rua, at a Urewera bush stronghold in April 1916. The Maori leader and his followers were arrested on liquor charges after a desperate struggle.



• Hooligans challenged law and order in blatant mob misbehaviour on Hastings' Blossom Day, September 10, 1969. The usual gay blossom parade washed out by rain, youths from Wellington, Hutt Valley and other centres sparked off brawls in hotels and streets. Police called in the fire brigade to use fire hoses to restore order in what was termed the second "battle of Hastings".

In 1874, the Ngaruroro Licensing Court was petitioned to cease granting hotel licences, but it rejected the petition on the ground that there was a doubt that two-thirds of the inhabitants had signed.

The first major Supreme Court trial in Napier recorded in the columns of The Daily Telegraph was of national and historical interest. In December 1871, Kereopa, a leader of the Hau Haas, was found guilty of the murder of the Rev. Carl Volcker at Opotiki.

He allegedly ate the eyes of the missionary. He was sentenced to death by Judge Johnston. Kereopa pleaded innocence and said: "If any of my children, Taranakis, perpetrated the murder, it was without my knowledge".

Kereopa's execution, the first in Napier, took place on December 5, and the Taranaki chief gave no indication of fear or contrition. The Rev. William Colenso wrote a long letter, later published as a book, *Flat Justitia*, deprecating the execution on the grounds that Volcker's death had already been fully avenged.

Ua, the founder of the Hau Haas, Patara, his East Coast leader, and Te Koodi, who was responsible for the Mohaka massacre, were all pardoned. Kereopa, however, was hanged for the murder of a man who, it has been said, would have had him forgiven.

Another execution which aroused widespread interest was the hanging of Roland Edwards at Napier jail on July 15, 1884, for the murder of his wife and children at Ormondville.

In the mid-1880s the Salvation Army's "invader" stirred the community. Fifteen Salvationists appeared in court charged with breaking a by-law by marching through Napier "headed by their instrument blowers and torchlight bearers".

The magistrate, Captain Preece, upheld the view that the by-law was an encroachment on constitutional rights, but the Supreme Court subsequently ordered the magistrate to inflict a fine.

The leader, Joseph Hildreth, refused to pay even a nominal fine and chose, instead, to go to jail. Upon release, there was a triumphal march through the town by the Salvationists, who were called by The Courier "lovers of noise, disorder and convulsive religiosity". As years went on, however, the Army became recognised as a worthwhile institution filling a need in the community.

The police in Hawke's Bay have maintained a proud record in their dealings with individuals who put themselves on the wrong side of the law. The legal profession also has a noble history and men who have achieved national eminence on the right side of the Bench include Mr Justice Alpers (1867-1927), a Danish-born product of Napier Boys' High School, and Mr Justice Woodhouse, a present member of the Supreme Court judiciary and another former Napier High School pupil.

The young generation appeared to be as much a "problem" at the beginning of the century as now. In the 1870s and 1880s, Napier's "mashers" drew caustic comment from newspapers for their Saturday night behaviour and mode of dress.

"Trousers cling with touching tenderness to shapely limbs and dandy shoes are just 'too, too,'" said one critical correspondent.

In 1923—the halfway stage in our century—a New Zealand Board of Health Committee discussing the high rate of venereal infection, found the reason to be:

"The great deal of laxity of conduct among young people of all social conditions, especially in larger towns."

The main factors were: "The influence of the cinema, modern dancing and the provocative dress of young women."

Perhaps the new morality is not so new after all.



WE CAME AS SOON AS WE COULD!

The National Bank opened its first branch in Wellington in 1873. Then we merged with the Bank of Otago and added 13 more branches within a few months. There was no holding us back — we expanded — opening branches wherever there was a need for our sort of banking . . . fast, efficient, and friendly!

One of our first new branches was right here in Napier. We opened in 1873 — in our very first year of operation. We've been here ever since. Growing with the city . . . playing our part in the progress of Hawke's Bay. And still providing your kind of banking . . . fast, efficient, and friendly!

So while we may have been a couple of years late by the Daily Telegraph's standards, we came just as soon as we could.

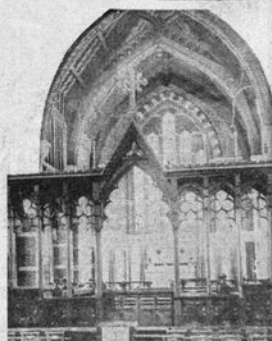
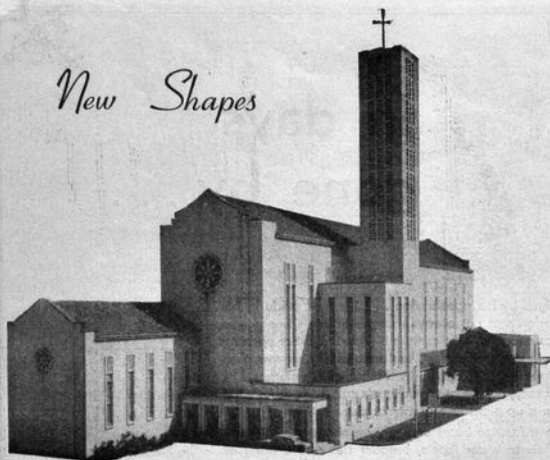
The National Bank

OF NEW ZEALAND LIMITED

—YOUR FRIENDLY BANK

Branches and Agencies throughout New Zealand

New Shapes



● The bold simple lines of the new Waipapu Cathedral, Napier, contrast with the Gothic architecture of the first Cathedral (above) destroyed in the 1931 earthquake.

express an
old faith

Bishop W. Williams

For nearly 140 years of Christianity in Hawke's Bay, evangelism and church building have been a continuous, dual process.

Early coastal mission stations at Wairoa and Waitangi (Clive) had modest shacks, built by missionaries, as places of worship. But the first inland church in Hawke's Bay was built by converted Maoris at Waipukurau in the 1840s in anticipation of the arrival of the first resident missionary, the Rev. William Coleman.

Since that day in the 1840s man has prepared houses for God wherever he has settled in the province.

By February 1, 1871, the Anglican, Presbyterian and Roman Catholic Churches were well established. In Napier, the United Methodist Free Church was seeking donations for a building fund which later produced the Trinity Methodist Church at Clive Square.

At St John's Anglican Church, Napier, parishioners 100 years ago could be "Baptised free of charge, churched for one shilling, married by Banns for 10 shillings and buried for eight shillings".

Today, the soaring steeples of city churches and the host of other church buildings throughout the province are a tangible testimony of the intervening years of Christian endeavour.

The lives of notable church people remain, too, as symbols of faith and service. Among these are



● St James' Anglican Church, Hastings, is one of a number of striking church buildings erected in Hawke's Bay in recent years.

Mary Joseph Aubert, a humble Frenchwoman who arrived at Napier a few days after the first issue of the Daily Telegraph was published in February 1871.

A fellow student of Florence Nightingale and once a piano pupil of Franz Liszt, she left France to serve the Maoris in New Zealand and came to Hawke's Bay to assist Father E. Regnier, S.M., a founder of the Roman Catholic Church in the province.

Mother Aubert soon became catechist, seamstress, organist and especially district nurse to Europeans and Maoris from Waikaremoana to Woodville. In 1873 alone she treated 1353 poor and sick, including many Maoris, from her Mecumee dispensary.

She later moved to Wangamui, where she founded the nursing order, Daughters of Our Lady of Compassion. She continued to serve others till after the First World War and has been subsequently called "New Zealand's greatest woman".

The first missionary to visit Hawke's Bay, the Rev. William Williams, was later consecrated the first Anglican Bishop of Waipapu. He published a Maori translation of the New Testament in 1837 and, 106 years ago, in Napier, he was completing the third edition of his 1844 Maori dictionary.

Coincidentally, at this time, William Coleman, then a politician, abruptly lost a Government contract for the compilation of a New Maori dictionary. Coleman, who printed the 1837 Maori New Testament, spent five years on the dictionary until public outcry over the slow rate of progress brought the termination of the contract.

The Bishop of Waipapu who has just retired, the Most Rev. N. A. Lesser, became Waipapu's first Primate and Archbishop of New Zealand in 1961. In the past decade he has seen the completion of the rebuilt Waipapu Cathedral in Napier, by virtue of his office, became the spiritual capital of Anglican New Zealand.



Father E. Regnier



● The unusual Lady of Lourdes Roman Catholic church in Havelock (left) was built by Marist fathers and was opened in 1906.



In days gone by . . .

A man was judged by his appearance . . . He took pride in his clothes . . . Comfort was not always thought of . . . Change was essential. Fabrics changed, fabrics were blended together opening up new avenues in design, comfort, texture and all the time man was ever-conscious of style, design in the cut of his clothes . . . Call it what you may, but we at Blackmore's call it "fashion", the word that conjures up pictures and memories.

Today's fashion influence bears strongly on shape . . . Shaped waists with a flair to wider lapels, broader ties and a burst of colour in shirts. Fashion changes are constantly in the mind of Blackmore's buyers and when you see the racks of Blackmore's fashion (for women as well as men), you'll agree that fashion is to the fore today, as it was in days gone by . . .

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Changing needs bring new methods

"Is it all a matter of surprise that with such teachers the status of education in Hawke's Bay should be low?" asked an editorial in the 1870s.

It was commenting on the fact that of the 14 teachers in the province examined under new Government legislation, only seven gained certificates of competency. The remaining seven were not eligible for re-engagement and their examination work was likened to that of lower-form pupils.

"It is something to be gained that our condition is fully revealed. The next step will be to improve it," the article said.

For a century, educationists, politicians, teachers and parents have worked to transform the condition of Hawke's Bay education to today's state of competency and diversity.

In 1871, a public school system, with 15 schools, was taking shape under the control of the Provincial Council. Earlier, education was largely the concern of churches, private secular organisations, parents and private tutors.

In 1873, with the abolition of provincial government, education became the direct responsibility of central government operating through the Department of Education, education boards and school committees. The change-over presented the Government with the opportunity of examining teachers—and revealing their shortcomings.



● Pupils at Napier's Colenso High School—one of New Zealand's largest—experiment (above) in aspects of modern physics. Right: Children at Nelson Park School, Napier, learn the intricacies of "new maths".



Free, secular and compulsory education established in 1877 was followed by other educational reforms, including the establishment of high school boards.

In Hawke's Bay, the Anglican Church's Te Aute Catholic and Hukarere Maori Girls' School, the Roman Catholic schools and also the private establishments, mainly centred on Havelock North, made notable contributions.

Te Aute College was the first school in Hawke's Bay, having been founded in 1834 (on a site obtained originally by the missionary, the Rev. William Colenso) by the Rev. Samuel Williams, with the backing of the Governor, Sir George Grey. Other early schools were opened in Napier and at East Clive, Petane and Waeroa.

Henry Hill, the province's inspector of schools

from 1878 to 1915, Colenso, who also served as a school chairman and inspector of schools, and Miss A. E. Jerome Spencer, a long-serving principal of Napier Girls' High School and later founder of the Country Women's Institute movement, were among the many notable educationists to serve the province.

Teaching institutions figured in the developments that kept methods abreast of changing needs. The Education Act of 1964 reflected today's technological requirements, making provision for the establishment of technical institutions devoted solely or largely to technical and continuing education.

Hawke's Bay's newest educational development—the provincial polytechnic—will extend education facilities in this direction as the province attempts to keep pace with the complexities of the computer age.



● A historic picture (left) of Archdeacon Samuel Williams, a founder of Te Aute College, with an early influential supporter of the institution, Sir James Carroll, in the college grounds.

● The first plumbing class at Napier's Technical College, which was destroyed in the 1931 earthquake. This undated photograph was probably taken about the turn of the century.

It's the
Daily Telegraph's
Centennial
Issue.

There's always a
lot of interesting
news in this
paper!

Great paper
this!

Says here M&G
have a luxurious
upstairs suit-lounge.

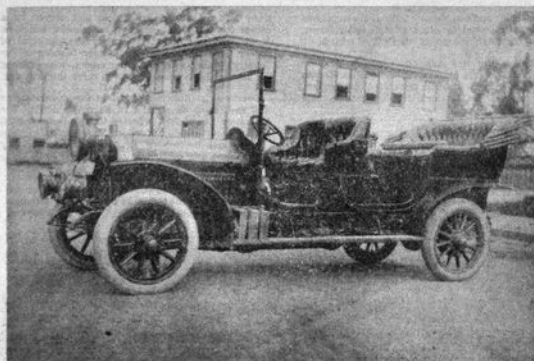
Must stop there
tomorrow and buy a
new suit. They've
a great selection.

There's a lot to say for buying a new suit at Millar and Giorgi

They've a fabulous Upstairs Suitlounge — with luxury features . . . Spaciousness, elegant decor, fully carpeted, natural lighting, and complete privacy providing you with an excellent atmosphere to take time and choose a suit.

AND SUITS ! They've racks of Anthony Squires, Hamblyn and Sincerity, 2 and 3 piece suits — all fittings in an exciting range of fabrics, textures, colours, and the latest in styles. You must see our suitlounge for yourself !

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SORRY! WE HAVEN'T ANY 1912 MINERVAS IN STOCK AT PRESENT

These good used cars were advertised in The
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Ever since 1871, The Daily Telegraph has been advertising 'Penny Farthing' bicycles, gigs, phaetons and drays, and then these new-fangled motor cars in the 'Vehicles For Sale' column. From a luxury for the rich to every man's transport in 1971. The Daily Telegraph has spread the information so 'Beggars can ride' . . . Telegraph readers know that the **BEST USED CARS** come from **BAILLIE MOTORS**, your Vauxhall dealers who sell over a hundred used cars a MONTH, so that our stock is constantly changing and **ALWAYS 'FRESH'**.

When YOU want a reliable used car, at a reasonable price, come to **BAILLIE'S**.

Tell us:

What you want from a car ?

How much you want to pay ?

How many you want to carry — and how far per year ?

WE WON'T SELL YOU A CAR . . . Our experts will select the right car for your use, and your pocket — and find very easy ways for you to pay . . . then you'll buy.

TRY US, THE PEOPLE WHO KNOW.

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In every town from **WAIROA** to **WAIPIKURU-RAU**, but especially in sunny **NAPIER . . .** and **GREENMEADOWS.**

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Our first 100 years



Mr J. W. McDougall, longest-serving editor, 1884-1929.



Mr T. M. Geddis, managing-director 1915-56, chairman of directors 1950-70, editor 1929-1951.



Mr A. F. B. McCredie, associate-editor 1935, editor 1951-60.

"A Crowded Century" is not least the story of 100 years of publication by The Daily Telegraph, for what is printed in the pages of this special number appeared first in the columns of the daily paper.

Life and death, and what else makes news, have paraded the pages of a century.

Communications have quickened since the first issue in 1871, typography has improved, pictures arrived and the paper has grown bigger, but always there has been the instinct to serve.

Service was mooted then, in its first issue, the proprietors identified the paper as "the first attempt to provide the educated public of Hawke's Bay with a journal worthy of the thoughtful community whose suffrages it desires to gain".

Editorial policy was founded on the principles of liberalism — equal freedom, equal right and equal opportunity for all. The special spur was the land question, and the paper campaigned vigorously for the partition of the biggest land blocks in Hawke's Bay. Editorial opinion was forthright—

We object to any description of Crown land being sold at auction, it should be left open for free selection at a moderate upset price. The selection at auction offers a direct bonus to the speculator and to the shark and gives no encouragement to the bona fide intending settler.

"Disreputable contemporaries" of the Daily Telegraph bore heavily on the new-comer. Before the end of its first year of publication the public company which started the paper was wound up and the property was taken over by four of the principal shareholders. They were Messrs E. W. Knowles, G. E. Lee, A. Kennedy and T. K. Newton. None was a journalist.

Most active among them in the management of the company was Mr Knowles, who became the sole proprietor in 1891 and continued as such until 1908. His business experience, combined with his natural shrewdness, fitted him for the successful management and development of a progressive provincial newspaper. Advancing years caused him to sell the property in 1908 to a company comprised of the Geddis, Leys and Brett families, of Auckland.

Since 1908 the paper has been under the personal direction of the Geddis family, first by Mr W. J. Geddis, M.L.C., who died in 1926, then by his two sons (Messrs T. M. and C. S. Geddis) and in turn by their sons (Messrs B. S. and J. B. Geddis).

Mr W. J. Geddis was a trenchant writer whose conduct of the New Zealand Observer earned him an enviable reputation in New Zealand journalism. He subsequently was appointed managing-director of the New Zealand Times, Wellington.

The first editor of the Daily Telegraph was Mr Richard Halkett Lord, a London journalist with a witty and facile pen. He resigned to return to England. He was succeeded by Mr Robert Price, who edited the paper until 1893.

Third editor was Mr Richard Martin, an Otago journalist of marked integrity and strong convictions, but unfortunately he was handicapped by physical disabilities.

Then came the long reign of Mr J. W. McDougall, his 35 years being near a record in New Zealand journalism. He was an

original and fearless writer whose judgment was valued by the community he served.

Mr Trevor M. Geddis took over the editorship in 1929. He had been through the ranks, first as a printer's apprentice, then as reporter, sub-editor, and Press Gallery reporter in Parliament. He had been managing-director for 10 years. He had closely associated with him, as director and secretary of the company, his brother, Mr Clifton S. Geddis, and a number of the staff from early in the century. All their resources were to be needed when, for the first time in its history, the paper could not be published on February 3, 1931.

The earthquake and fire tragedy which struck Hawke's Bay that day is pictured on the centre pages of this number. Less than 48 hours before the disaster The Daily Telegraph celebrated its diamond jubilee with a special issue of 32 pages recording not only its history but that of the province it served. After 10.40 a.m. on February 3, the paper was without premises, plant, paper, stocks or equipment of any kind.

In an extraordinary effort, Mr Trevor Geddis mobilised staff, searched the town for hand type and other equipment and produced, on February 4, a 14in. x 9in. one-sheet "News Bulletin" that heartened those of the stricken community who had not been evacuated from the town. It published Napier's first roll of fatalities and gave directions on sanitation, drinking water and other matters of urgent importance.

For weeks after the earthquake the future of Napier hung in the balance. A wholesale exodus of its citizens and surrender on the part of its businessmen to the calamity might have administered a fatal shock to the town. The Daily Telegraph, by carrying on, helped to avert any such danger.

Although he retired from the editorship in 1951, Mr Geddis was at the helm of the paper until his death last year. Mr A. F. B. McCredie succeeded him as editor, after service as associate editor from 1935 and a member of the literary staff since 1930. Mr McCredie was a fine, all-round journalist with an informed and probing mind. His sudden death in 1960 at the age of 51 robbed the community and New Zealand journalism of a leader. The present editor, Mr D. G. Conly, was appointed in 1960.

Ownership of The Daily Telegraph has remained among the descendants of the three families which bought control in 1908. The present directors are Messrs G. T. Upton (chairman), B. S. Geddis (managing-director), N. K. Brett (longest-serving director) and J. B. Geddis.

The Daily Telegraph is produced by a staff of 134.

All this is past. It is the present that counts. To the best of its ability The Daily Telegraph continues to serve Hawke's Bay and the communities with which it has been so long paired. For today it feels "100 years young".

More than 370 years' service is represented in the picture below, showing present members of the staff of The Daily Telegraph who have qualified breach service for gold watch awards.

Back row, from left: Messrs A. M. Gibson (stonchard, 22 years), H. L. Beer (advertising manager, 41 years), B. S. Geddis (managing-director, 33 years), J. G. Gleny (commercial machinist, 32 years), A. E. Street (bindery foreman, 30 years), E. G. Rees (chief sub-editor, 41 years), D. A. Rees (deputy editor, 42 years), A. J. McCarthy (head commercial machinist, 40 years). Front row, from left: Messrs E. H. Exeter (linotypist, 41 years), A. E. Fraser (accountant, 28 years), H. G. Taylor (stonchard, 41 years), Mrs J. I. Walsh (senior clerk, 21 years), Messrs S. H. Exeter (linotypist, 47 years), E. Sallhouse (secretary, 45 years), J. L. Dean (head stercopyer, 41 years).



Mr E. W. Knowles, an 1871 founder of The Daily Telegraph and sole proprietor 1891-1908.



Mr G. T. Upton, director 1950, chairman of directors 1958.



Mr B. S. Geddis, director 1950, managing-director 1956.



Inside The Daily Telegraph



80 years ago we chose Napier first

Looking to the future is a Dalgety tradition. A tradition that has helped to keep us in the forefront of New Zealand's primary industry for a very long time.

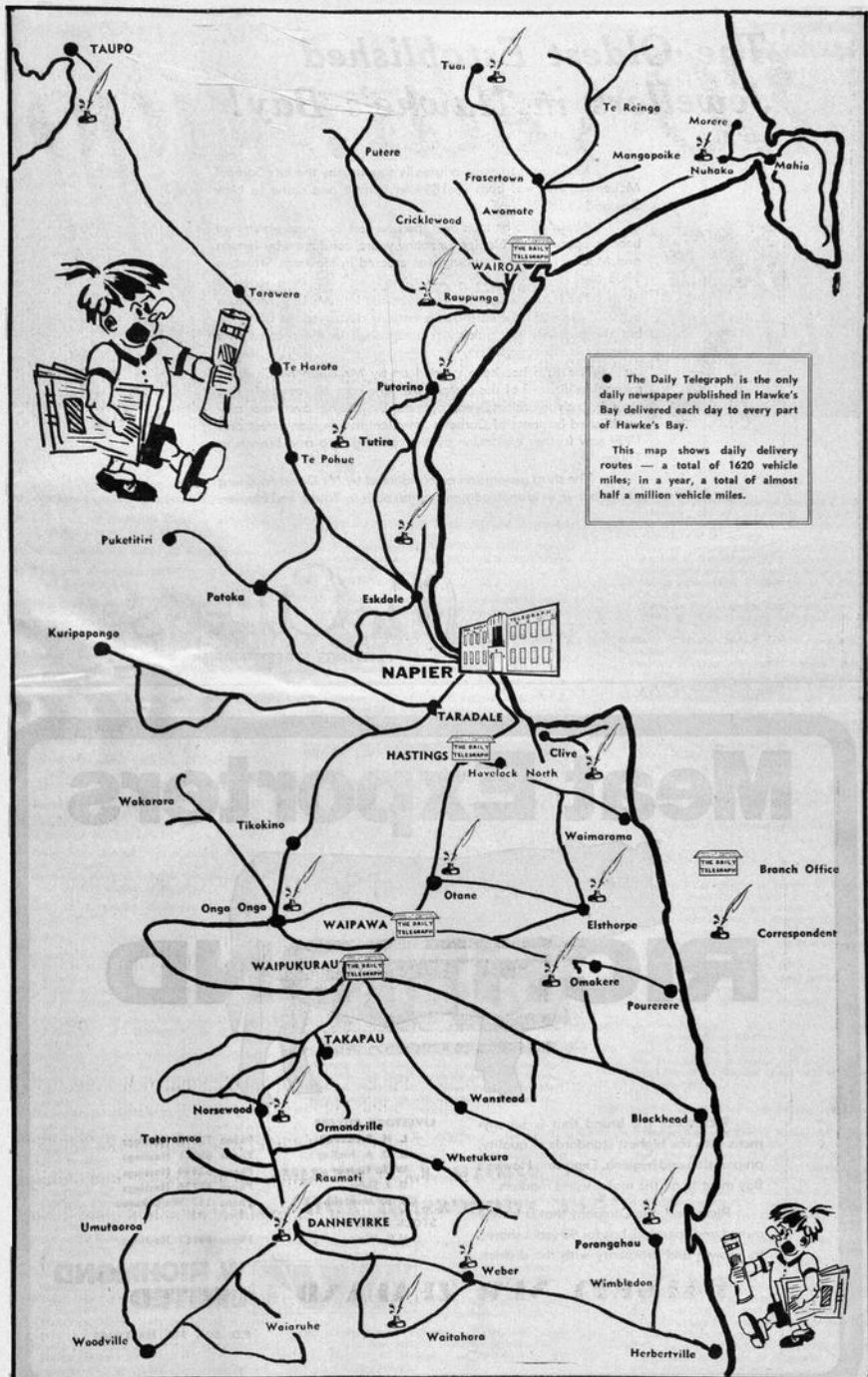
Our firm was founded in Lyttelton in 1858. Thirty years later we looked northwards and for our first bridgehead in the North Island WE CHOSE NAPIER . . .

. . . NOW over 80 years later, Hawke's Bay has grown to be one of our strongest branches. With our branch office, sub-branches in many centres, huge wool store and many other facilities, we are part of the Hawke's Bay life just as The Daily Telegraph is. We feel we have helped in the growth of the province and know that the loyal support of the Hawke's Bay people has helped us grow.

Dalgety

**As one centenarian to another we wish
The Daily Telegraph
another successful 100 years**

DALGETY NEW ZEALAND LIMITED



The Oldest Established Jewellers in Hawke's Bay!

McClurgs Ltd., was originally founded by the late Samuel McLernon who was born in 1854 in Belfast and came to New Zealand in 1877.

About 1885 he took over the jewellery business which had been in operation in Napier for many years, conducted by Jensen and Moeller. A new building was erected in Hastings Street in 1903.

The business was purchased by the late Mr L. S. McClurg in 1917. In 1931 the earthquake entirely destroyed the building, but the business was quickly re-established in the present new premises in Hastings Street.

The firm has been carried on by Mr Allan McClurg as managing director of the company for the past 30 years. In this time branch premises were opened by taking over the old-established business of Corbetts Jewellers in Emerson Street and 1954 saw further expansion by the opening of a new branch in Taupo.

The third generation is represented by Mr David McClurg who is active in branch administration both in Taupo and Napier.

McClurgs

HASTINGS STREET, NAPIER

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Richmond, the brand that is synonymous with the highest standards of quality, preparation and hygiene. Exporting Hawke's Bay meat to all the major world markets.

Richmond, the Company that is locally owned and operated, has for 40 years shared its growth and prosperity with the district.

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From our files

- 1769: October—Captain Cook sailed into Hawke Bay.
- 1795: Log book of England's Glory, a whaler, recorded passing along east coast.
- 1796: Whaler, Mermaid, sailed off Hawke's Bay.
- 1827: February 3—Dumont D'Urville, in Astrolabe, off Hawke's Bay.
- 1829: Ship Nimrod brought Barnet Burns to Mahia.
- 1834: Thomas McDonnell's chart of New Zealand showed Ahuriri as McDonnell's Cove.
- 1837: Sketch made of harbour of "Hau Ridi" (Ahuriri) by Captain Thomas Wing, master of the schooner Trent.
- 1839: Captain W. B. Rhodes established trading stations at Ahuriri and Table Cape. F. W. C. Sturm settled at Nuhaka.
- 1840: The Rev. W. Williams visited Mahia Peninsula.
- 1841: Bishop Pompallier visited Mahia twice in this year. Frederick Hunt visited Hawke's Bay.
- 1842: November 16-17—Bishop Selwyn at Ahuriri.
- 1843: December 18—W. Colenso and Rev. W. Williams at Ahuriri.
- 1844: October 28—Joseph Thomas and H. S. Harrison at Ahuriri. December 30—Rev. William Colenso established mission station at Waitangi.
- 1846: May 22—Alexander Alexander recorded at Ahuriri.
- 1848: Ankettell joins Alexander on Westshore Spit.
- 1849: January 30—First sheep station in Hawke's Bay established at Pourerere. (The sheep belonged to J. H. Northwood and H. S. Tiffen and were driven from the Wairarapa by E. Collins, E. Davis and F. J. Tiffen.)
- 1850: Port Ahuriri at this time was known as "Hourdece", or "Howredce" as Europeans called it. August 13—Colenso recorded an earthquake shock in Napier. December 18—First families, the McKains and the Villiers, settled at what is now Westshore. December 18—Donald McLean arrived at Waipukurau to arrange for the purchase of 600,000 to 700,000 acres of Hawke's Bay land, which led to the settlement of the Hawke's Bay province.
- 1851: January—Catholic Mission established at Pakowhai by Father Lampila, S.M., and Brothers Florentin and Basil. April 7—Captain Joseph Thomas joined McLean at Ahuriri. First public house opened by William Villiers at Ahuriri in what is now lower Carlyle Street. June 7—First export of wool from Port Ahuriri. October 1—First organized horse race meeting in Hawke's Bay held at Waipukurau while Europeans waited for completion of land sale. October 28—Waipukurau block bought by Donald McLean for £2400. November 17—Donald McLean bought for the Government the Ahuriri Block, comprising land bounded by Puketitiri, Tangoteo and Awatoto, but not Scinde Island, for £1000.

- 1852: Napier's first post office opened at Port Ahuriri. Estimated that 50 boats engaged in whaling from Hawke's Bay. John Ormond bought 4000 acres from Maoris and named the settlement Wallingford. First resident in Waipukurau, C. L. de Pelichet.
- 1853: August 22—Samuel Revans elected to represent Wairarapa and Hawke's Bay in Parliament. August 29—Sir Charles James Napier died in England. Sir George Grey came to Hawke's Bay to persuade chiefs to agree to further land sales.
- 1854: January—Alfred Domett arrived at Ahuriri as Provincial Crown Lands Commissioner and resident magistrate.



"The Den" was the name of this room in Sir Douglas McLean's house, Napier Terrace, Napier, showing the McLean family's relics of Maori associations. Sir Douglas was the son of Sir Donald McLean. Most of the weapons and pictures displayed are now in the Hawke's Bay Museum, Napier.

- 1855: February 22—First official use of name Napier for Ahuriri area. April—Streets of Napier named by Alfred Domett. April 6—First sale of Napier sections. H.M.S. Pandora surveyed Ahuriri harbour and approaches.
- 1856: March—Domett left Napier. November 13—Purchase of Scinde Island by the Government completed by Commissioner of Crown Lands, Napier, George Sisson Cooper. Loyal Napier Lodge founded, meetings being held in a lodge-room in Onepoto Gully.
- 1857: Shakespeare Road begun, connecting Napier with Port Ahuriri. Not finished until 1859. May—First steamer visited Napier, S.S. Wonga Wonga. The Southern Cross became the first wool ship to arrive at Napier. Clive laid out as town.
- 1858: January 30—Meeting held in the Royal Hotel (Napier), at which Ahuriri Agricultural Society was formed, later to become the H.B. A. and P. Society. February 8—Detachment of 65th Regiment arrived in Napier, settled in Onepoto Gully. Taradale-Greenmeadows district bought from the Government by — Alley and H. S. Tiffen at its acre. Mr Alley named his purchase Taradale and built the first house there in 1860. Mr Tiffen named his area Greenmeadows. March—Catholic Mission moved from Pakowhai to Mecanee. August 19—Hostilities at Pakiaka Bush, Whakata, involved Te Moananui, Karaitiana and others against Te Hapuku, Puhara and others. Henare Tomoana was the fighting chief on one side and Puhara on the other. Puhara was killed. Series of skirmishes, which continued until March 22, 1858, led to appeal to Government by Napier people for military protection. September 4—Union Bank opened a branch in Napier. European population of New Zealand, 59,413. November 1—Hawke's Bay proclaimed a province. John Ormond first Speaker, Provincial Council.
- 1859: January 1—Electoral roll for Napier contained 89 names. March 6—First church in Napier, St Mary's Chapel (Catholic), opened at corner of Shakespeare and France Roads. April 23—First meeting of Hawke's Bay Provincial Government, in the Golden Fleece Hotel, which stood on the site now occupied by the Cathedral fountain. Diocese of Waipara formed.
- 1860: January 7—First sale of town sections at Abbotsford. New Waipara. Havelock North laid out as township.
- 1861: April 8—Captain J. C. L. Carter elected Superintendent of Hawke's Bay. June 16—St Paul's Church, Napier, erected. July 31—Chief Te Moananui died at Clive. December—First Waitapu Synod held at Waerenga-a-hika.
- 1862: April 2—The Bank of New Zealand opened a branch in Napier. Scheme to improve Port of Napier abandoned after expenditure of £17,000. First Money Order Office opened in Napier. Hawke's Bay Provincial Council decided to recommend the Government to fix a minimum price of not less than 16s an acre for all waste land sold by auction. August 20—Hawke's Bay Club established.
- 1863: February 1—First Anglican church in Napier consecrated. October 14—Ahuriri Agricultural Society became H.B. A. and P. Society and first show was held in Daver's paddock, Have-lock North. Total exhibits, 72. Sir Donald McLean, having decided to settle here, became Superintendent of the Hawke's Bay province, succeeding Captain Carter. Only three public schools in Hawke's Bay, with total attendance of 45 pupils. First settlement at Tikokino.
- 1864: November 24—Ship Strathallan, from England, arrived at Napier with immigrants.

History

- 1863: February 26—Sisters of Our Lady of the Missions arrived and first convent was in use (Napier).
 December 17—Ship Strathallan, from England, returns to Napier. White population of Hawke's Bay, 3370.
- 1866: March 16—Hawke's Bay A. and P. Society's second show, held at Waipukurau.
 October 12—Battle with Hau Hauss at Omarunui.
 December 2—Ship Strathallan, again returns to Napier.
- 1867: February 18—First artesian well in Hawke's Bay, at Meeanee.
 March 8—Hawke's Bay A. and P. Society's show at Meeanee.
 March 27—Ship Montmorency destroyed by fire three days after leaving Napier.
 April 5—Last of the Imperial forces, a detachment of the 12th Regiment, left Napier.
 October 10—St. Joseph's Maori Girls' College opened on Convent Hill, Napier (known as The Providence).
 White population in Hawke's Bay, 5175.
 Only 12 schools in Hawke's Bay, with a total of 390 pupils.
 Waipukurau laid out as model village by H. R. Russell.



Memorial service for King Edward VII was held at St John's Cathedral, Napier, on May 2, 1918.

- 1868: February 27—Barque Ida Zeigler, from London, smashed to pieces on Petane beach, Napier, during a heavy gale.
 June 16—First telegraph between Napier and Wellington opened.
 July 18—Hau Hauss prisoners escaped from the Chatham Islands and, led by Te Kooti, landed at Whareangonga, south of Gisborne.
 July 20—Engagement between volunteer forces and Te Kooti's force at Papatutu. Victory to Te Kooti.
 August 5—Engagement with Te Kooti at the Raikaiti River, Captain Carr and Davis Canning killed. Te Kooti escapes.
 November 9-10—Massacre of Poverty Bay settlers by Hau Hauss under Te Kooti.
 December 3—Successful attack on the Hau Hauss at Makareta, north of Waioa. Te Kooti retreated to a strong position at Ngatapa.
 December 5—Unsuccessful attack on Ngatapa by Government forces, mostly friendly Maoris (Ngatiporou) under Major Ropata and Captain Pricee.
 Chief Karamira Papa killed in action against Te Kooti.
 Awatoto toll gate erected.
- 1869: January 5—Capture of Ngatapa by mixed force of Armed Constabulary and Ngatiporou fighters under the direction of Colonel Whitmore.
 March—Te Kooti raided the Bay of Plenty.
 April 10-12—Massacre of Mohaka settlers by Te Kooti's forces, and attacks on two Maori pas. One captured with small slaughter and the other defended until relief arrived from Napier.

- September 9—Te Kooti defeated in an engagement at Tokaanu by Henare Tomoana and Hawke's Bay Maoris.
 September 25—Te Kooti attacked Tokaanu and was repulsed by Armed Constabulary and Hawke's Bay Maoris, including Henare Tomoana, Peene and Kaiwhata. Henata Kawepo of Omaha lost his eye in the engagement.
- 1870: April 5—Final engagement with Te Kooti at Te Poere by Hawke's Bay Maoris and Armed Constabulary, effective military defeat of Te Kooti.
 The Hon. J. D. Ormond became Superintendent of the Hawke's Bay province, succeeding Sir Donald McLean.
 "F" Battery of Artillery formed in Napier, under Captain Joshua Cuff.

- 1871: February 1—The Daily Telegraph established.
 February 24—Last detachment of British troops left New Zealand.
 April 16—Catholic Church built at Waipawa.
- 1872: February 14—Last shot in Maori Wars fired at Mangaone, near Lake Waikaremoana.
 April 28—Tiffen sold sections at Greenmeadows.
 April 31—National Bank of New Zealand opened in Napier.
 First coach run, Napier to Taupo.
 Meeanee College for boys (boarding) opened.
 September 13—On this date the Hawke's Bay Agricultural Society changed its name to the Hawke's Bay Agricultural and Pastoral Society.
 September 16—Arrival at Napier of ships Ballarat and Hovding, with Scandinavian immigrants, who proceeded to and settled at Norsewood and Dannevirke.
 November 16—Ship Excelstor, from London, arrived at Napier.
 Ship Chile, from England, arrived at Napier.
 First Foresters' Lodge established in Napier.
 Toll gate erected on Taradale Road, does received being for road maintenance.
- 1873: July 3—First Hastings town section sold.
 August 18—Succed Catholic Church built on Convent Hill, Napier. It was moved in 1910 to Port Ahuriri and opened on July 31, 1910, as St Mary's.
 October 15—Hawke's Bay A. and P. Society's show held in Mr Reynolds' yards, Havelock North.
 Committee set up by Hawke's Bay Provincial Council to inquire into the possibility of constructing a breakwater at Napier, Norsewood District School established.

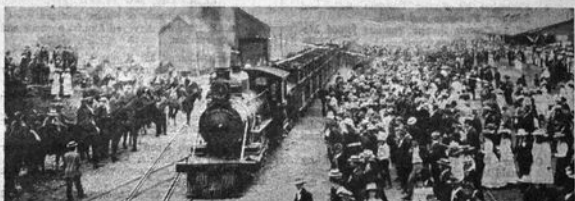
- 1874: February 2—Ship Queen of the North, London, arrived at Napier.
 March 8—Ship Invercree, from England, arrived at Napier.
 May 24—R. D. Mueser cut into quarter-acre sections the Taradale Block, which he had bought from William Colenso, who had bought it from Alley.
 July—Hakareze Maori Girls' School opened in Napier.
 July 4—Ship Haleione, from London, arrived.
 October 12—Railway opened between Napier and Hastings.
 Barque Queen Bee arrived at Napier from London. Afterwards wrecked near Nelson.
 October 22—Ship Helen Denny, from London, arrived at Napier.
 October—Hawke's Bay A. and P. Society's show held at Hastings for first time, in yards belonging to the society.
 November—Ship Bebbington, from England, arrived at Napier.
 November 26—Borough of Napier founded.

- 1875: February 12—Barque Hudson, from England, arrived at Napier.
 February 2—First meeting of Napier Borough Council, with Mr Robert Stuart as Mayor.
 May 1—Hawke's Bay railway extended from Hastings to Paki Paki and declared opened.
 June 8—Ship Counties of Kintore, from London, arrived at Napier.
 September 30—Ship Helen Denny, from London, arrived at Napier.
 Napier Rowing Club started. Mr Spencer Gollan first president.
 Tragedy in Napier. Man killed his wife in small cottage in France Road then Chappell Street.

- 1876: February 15—First meeting of Napier Harbour Board.
 May 24—Ploughing match conducted by the Hawke's Bay A. and P. Society in Mr R. Wellwood's paddock.
 August 12—Railway through Hawke's Bay opened as far as Waipawa.
 August 22—Meeting of citizens held at Waipukurau, where it was decided to build a public hospital.
 September 1—First railway train to Waipukurau.
 November 1—Abolition of New Zealand provinces took effect; country divided into counties and boroughs.
 December 21—Ship Waitara, from England, arrived at Napier.
 Napier Fire Brigade came into existence.
 Union Rowing Club (Napier) started.
 December 28—Hawke's Bay County Council elected for first time.
 First land settlement at Ormondville.

- 1877: January 5—Death of Sir Donald McLean.
 February 3—Mr H. S. Tiffen elected first chairman of the Hawke's Bay County Council.
 March 12—Napier connected with Takapau by railway.
 March 20—Ship Fernglan, from England, arrived at Napier.
 May 22—St. Mary's Anglican Church, Waipukurau, consecrated.
 May 24—Public hall at Waipukurau opened.
 November 21—Ship Waitara, from England, arrived at Napier.
 December 3—Barque Langstone, from London, arrived at Napier.
 Free and compulsory education for children introduced in New Zealand.
 Napier Working Men's Club opened. (Name changed to Cosmopolitan Club, October 16, 1927.)

- 1878: January 19—School committees elected in Hawke's Bay for first time.
 April 4—Education commissioners in Hawke's Bay replaced by Education Board.
 April 11—Bishop Selwyn died in England.
 May 5—Chief Te Hapuka died at Te Hapuka.
 May 7—Hawke's Bay A. and P. Society held a grain and roots show in conjunction with the ploughing match at Mr William Orr's, Clive.
 October 22—Immigrant ship City of Auckland, from London to Napier wrecked at Otaki.
 November 27—Hawke's Bay A. and P. Society purchased 80 acres from Mr T. Tanner and Messrs Knight Bros and Chapman, Hastings, for a showground. The Hawke's Bay Jockey Club took over these grounds.
 December 19—Abercorn Masonic Lodge (No. 104) formed.
 School inspector for Hawke's Bay (Mr Henry Hill) arrived in Napier.
 Freemasonry introduced in Hastings by formation of Lodge Heratanga.
 Marist Brothers took over Catholic boys' school, Napier.



Railway station farewells as the 1st Contingent leaves Napier for the Boer War.

- 1879: January 1—Lighthouse at Cape Mahia completed.
 March 3—Chief Karaitiana Takamoana died at Napier, buried at Pakowhai.
 June 27—Ship Celano, from London, arrived at Napier.
 September 13—Big sale of residential properties at Hastings.
 November 7—Ship May Queen, from London, arrived at Napier.
 First patients admitted Waipawa County Hospital at Waipukurau.
- 1880: January 11—Ship Adamant, from London, arrived at Napier.
 Tomoana Freezing Works started.
 Chief Renata Kawepo died at Omaha.
 First race meeting held on Hastings racecourse.
 Hawke's Bay Lodge opened in Hastings.
- 1881: Licensing committees formed in Hawke's Bay for administration of the licensing laws.
- 1882: April 6—Great earthquake in New Zealand. First cargo of frozen meat left Hawke's Bay for London.
 April 16—Catholic Church opened in Hastings. Pungania County Council formed.
 Catholic Church built at Waioira.
 Napier Chamber of Commerce established.
- 1883: April 26—Violent eruption, Tongariro.
 September 17—Ship St Leonard (Captain Todd) arrived at Napier.
 December 1—Public library opened at Waipawa.
- 1884: January—Waipawa Town Board formed.
 January 29—Napier Girls' High School opened.
 February 4—Hastings constituted a town board district.
 July 15—Roland Edwards hanged at Napier jail for killing his wife and children at Ormondville.
 First lawn tennis tournament in New Zealand held at Farnham (Clive).
- 1885: January 20—Poll favours breaker at Napier.
 Telephone exchange opened at Napier with 40 subscribers.
 St Augustine's Church, Napier, erected.
- 1886: January 4—Hastings Volunteer Fire Brigade formed.
 May—Plans approved for laying out and beautifying Clive Square, Napier.
 June 10—Eruption of Tarawera. The explosions were heard in Hawke's Bay.
 August 19—Hastings declared a borough.
 August 26—Salvatorians jailed for marching through Napier.
 September—Napier Cathedral erection began.
 October 11—Ship Laira, from London, arrived at Napier.
 October 20—First meeting Hastings Borough Council.
 December 12—Big fire at Waipawa; more than 20 buildings, including the post office, destroyed.
 December 18—Great fire at Napier; 160,000 damage.
 Mr John Collinge appointed first town clerk of Hastings.
 Napier Park Racing Club founded.
 Taradale declared a town district.
- 1887: January 5—Ship Asterion, from London, arrived at Napier.
 January 11—First block laid in connection with construction of Napier Breakwater.
 May 16—Northumberland wrecked off Petane beach.
 Hastings Rifles founded, with Captain (later Sir William) Russell in command.
- 1888: March—Waipawa Volunteer Fire Brigade formed.
 North British Freezing Works built on Westshore Spit.
 November 12—Barque Langstone afloat in the Napier roadstead. Much damage to vessel's decks and cargo of wool from Hawke's Bay.
 December 14—Waipaoa Cathedral consecrated.
- 1889: January 14—Ship Waimea, from London, arrived at Napier.
 August 27—Big maritime strike affected the whole of New Zealand.
 September 17—Ship Orangi, from England, arrived at Napier.
 October 13—Barque Langstone, from London, arrived at Napier.
 December 4—Ship Lochnagar, from London, arrived at Napier.
 Hawke's Bay Hunt Club founded.

- December 5—General election; first on one-man-one-vote principle.
- 1891: January 15—Ship Lochnagar, from London, arrived at Napier.
 February 27—Ship Pleiades, from London, at Napier. Afterwards beached at Akito.
 Napier Sailing Club established.
 European population of Hawke's Bay 28,506.
- 1892: May 27—First child admitted to Hawke's Bay Children's Home, Napier.
 November 10—Dannevirke Borough Council formed, first Mayor, Mr A. McKay, installed in December.
 November 28—Barque Langstone, from London, arrived at Napier.
 December 6—Ship Hurumui, from England, arrived at Napier.
 December 10—Ship Soukar, from London, arrived at Napier.
 December—Ship Jessie Readman at Napier. Left some days after and was stranded at Chatham, becoming a total wreck.
 Norfolk pines planted on the Marine Parade, Napier.
 Samples of Meeseux Mission wine sent, at request of French Consul (Comte d'Abbas), to Paris Exposition and were awarded silver medal for excellence.
 Hastings Polo Club founded.
- 1893: February 9—Great fire in Hastings; 22 shops destroyed; damage estimated at £30,000.
 April 17—Death of Te Kooti, at Ohiva.
 June 12—First vessel, Tavimi, 910 tons, berthed alongside breaker to load a circus.
 November 28—General election; first at which women exercised vote.
- 1894: February 24—Woodford House, Havelock North, established.
 March 22—First licensing local option poll taken.
- 1895: April 5—Serious typhoid epidemic at Hastings.
 November 19—St. Patrick's Church, Napier, opened.
- 1896: January 15—Ship Margaret Galbraith at Napier.
 October 23—Glasgow Wharf opened inside Napier breakerwater.
 December 24—Ship Canterbury, from London, arrived at Napier.
- 1896: January 13—Ship Rangitikei, from London, arrived at Napier.
 August 1—Hastings telephone exchange opened.
 August 6—Mr A. H. Whitehouse licensed to exhibit a kinemascope at Hastings.
 Puketiri sawmill established.
 Napier Frivolity Minstrels formed.



Off the rails, near Te Aute, 1825.

- 1897: April 16—Disastrous flood in Napier and district. Crew of rescue boat drowned.
 July 29—Wreck of steamer Tasmania on Mahia Peninsula, with the loss of 10 lives.
 October—Hawke's Bay Kennel and Poultry Club established.
 Norsewood Co-operative Dairy Factory established.
- 1898: March 31—Dannevirke Dairy formed.
- 1899: February 10—Rev. William Colenso died in Napier.
 October 14—First Labour Day.
- 1901: March 31—New Zealand European population 772,719.
 June 2—End of South African War celebrated in Hawke's Bay.
 October 7—Hastings City Council took over Hastings Athenaeum for a public library.
 Hawke's Bay Employers' Association established.
 Haha Hutana appointed chief of Ngati-Kahungunu tribes, comprising Wairapa, Hawke's Bay and Waioira.
- 1902: April 23—Hawke's Bay A. and P. Society's first autumn show.
- 1903: Argyll estate cut up for closer settlement.
- 1904: February—Chief Henare Tomoana died at Hastings.
 October—Totalisator purchased by Hawke's Bay Jockey Club and worked by club officials.
 October—Napier Dramatic Students' Society conducted its first play, "The Magistrate", in Theatre Royal.
 First trotting club formed in Hawke's Bay. It later became defunct.
- 1905: March 8—Waioira Hospital opened.
 November—Waipukurau Town Board constituted.
 November 9—Cornwall Park, Hastings, officially opened.
 December 4—Paki Paki Freezing Works opened.
- 1906: February 10—Troopers' Memorial on Marine Parade, Napier, unveiled.
- 1907: September 26—Proclamation of New Zealand as a Dominion.
 Waipukurau County Council formed.
- 1908: April 1—Waipawa Borough constituted (Mr W. I. Limbrick first Mayor).
 Dannevirke County Council formed.
- 1909: January 27—Foundation stone of Hastings Post Office laid by Sir Joseph Ward.
 September 30—Waipawa District High School established.
 October 19—Napier Municipal Baths opened.
- 1910: May 5—First photographs of Hales's Comet, taken from Meeseux astronomical observatory.
 August—Waipawa Municipal Theatre completed.
 November 9—Waipawa Druids' Lodge formed.
 Lord Kitchener visited Hawke's Bay.
- 1911: April 2—New Zealand population 1,000,468.
 June 6—Gaiety Theatre, Napier, destroyed by fire.
 November 8—Official opening of Mount St Mary's Scholastic.
- 1912: January 29—Construction of East Coast railway began at Westshore.
 February 6—Havelock North constituted town board district.
 February 29—Work on East Coast railway started at Waahi end.
 June 30—Windsor Park, known as Beston's Park, Hastings, bought by city council for £4000.
 November 13—Napier Municipal Theatre opened.
- 1913: August 28—Dr Averill, Bishop of Waiapu, became Bishop of Auckland.
 September 13—Napier electric trams began running.
 September 24—Death of Sir William Russell, ex.M.P. for Hawke's Bay, former Leader of the Opposition.
 November 18—Beginning of big strike in New Zealand.
 Waipukurau Borough Council formed.
- 1914: April 27—Arrival in New Zealand of General Sir Ian Hamilton to inspect military forces.
 August 4—Britain declared war on Germany.
 August 15—Departure from Wellington of advance guard, N.Z.E.F.
 October 16—Main Body N.Z.E.F. left Wellington.
- 1915: April 25—The landing at Gallipoli.
 June 2—First military honours awarded to New Zealanders.
 December 8—Waipawa Progressive Association formed.
 December 20—Evacuation of Gallipoli completed.
- 1916: February 9—Hastings Municipal Buildings opened.
 April 15—Anzacs landed in France.
- 1917: October 22—Fire razed three-quarters of Dannevirke.

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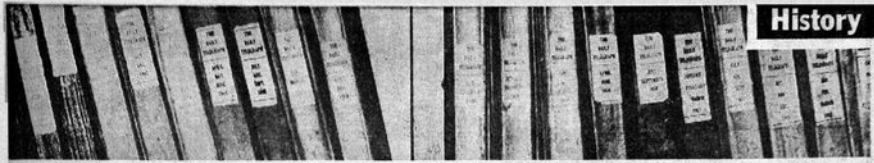


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- 1918: March—Great German offensive on Somme repulsed, N.Z.E.F. taking an important part.
- November 11—Armistice signed.
- November—Influenza epidemic raging in Hawke's Bay and rest of New Zealand.
- 1919: November 11—Two minutes' silence at 11 a.m. in memory of the fallen.
- £18,000 collected for Fallen Soldiers' Memorial Hospital in Hastings.
- 1920: April 29—Nelson Park bought by Hastings City Council.
- May 3—Prince of Wales in Hawke's Bay.
- 1921: January—Central Hawke's Bay Electric Power Board formed (provisionally).
- 1922: June 18—Severe earthquakes at Taupo and Wairakei.
- 1923: November 1—Explosion of gas cylinder at Port Ahuriri, with fatal results.
- 1924: January 2—Opening of France Home, Ekdale.
- January 12—Port Elliott wrecked near East Cape.
- February 20—Central Fire Station opened in Napier.
- May 9—Visit to Napier of H.M.S. Hood and other British warships.
- May 28—Napier inner harbour entrance piers destroyed by easterly gale.
- September 23—Foundation stone laid of new Boys' High School in Napier.
- November 9—Napier War Memorial unveiled.
- 1925: September 22—Tragic railway disaster at Aute. Two deaths, 20 injured.
- October 21—Hawke's Bay A. and P. Society new showrooms opened at Tomoana.
- 1927: Ebbett Park donated by Mr George Ebbett.
- June 3—End of first Ranfurly Shield golden era (from August 9, 1922).
- Hawke's Bay Aero Club started.
- 1929: Population of Hastings now 10,666.
- 1931: February 3—Hawke's Bay earthquake.
- June 19—First silted Hawke's Bay Adjustment Court.
- 1932: May 13—Napier breakwater harbour development began with election of board.
- 1933: January 21—Kingsford-Smith lands at Napier.
- January 23—Napier Hospital replanned following destruction in earthquake.
- 1934: April 1—Signing of the Murewa development agreement.
- August 15—Hastings City Council sold electrical undertaking to Hawke's Bay Electric Power Board.
- August 1—Watlie Canneries Ltd. opened factory, re-registered under Companies Act 1936.
- September—Former Ahuriri Lagoon area handed over to Small Farms Board for settlement.
- December 13—Kennedy Road bridge opened in Napier.
- December 19—Visit of Duke of Gloucester to Hawke's Bay.
- 1935: Hastings clock tower built.
- June 23—St. Joseph's Maori Girls' College opened at Greenmeadows.
- 1936: February 12—Opening of H.B. Art Gallery and Museum, Napier.
- June 2—Tutakahi River diverted.
- 1937: May 12—Hawke's Bay celebrates Coronation of King George VI.
- November 24—Foundation stone of new Napier Municipal Theatre laid.
- 1938: February 19—Railway gang at Kopuwhara swept away by flood, 21 men killed.
- March 12—Foundation stone of Napier Government Buildings laid.
- July 2—Official opening of first State house in Murewa, Wairoa.
- 1939: July 1—Napier-Wairoa railway opened.
- September 3—Britain and France declare war on Germany.
- November 18—W. B. Walker, the first ship to berth at Geddis Wharf, Port of Napier.
- December 13—Battle of River Plate.
- 1940: January 5—First Echelon left New Zealand.
- February 12—Anzac Expeditionary Force reaches Egypt.
- April 4—Y.M.C.A. opened in Napier.
- July 12—Battle of Britain begun.
- 1941: April 14—New Zealand troops in action in Greece.

- 1942: March 9—Air raid shelters dug on Napier foreshore.
- May 4—Battle of Coral Sea.
- May 29—Rationing of clothing, footwear and household items.
- 1943: February 1—Waikokopu-Gisborne section, Napier-Gisborne railway, completed.
- September 8—Unconditional surrender of Italy to Allies.
- 1944: April 24—Beacons chosen as central airport for Hawke's Bay in development of post-war aviation.
- June 6—Allied invasion of France; landings on Normandy coast.
- July 12—Hawke's Bay Catchment Board inaugural meeting held.
- 1945: May 8—End of war in Europe.
- August 15—Capitulation of Japan.
- September 19—First kiwi hatched in captivity at Greenmeadows Game Farm.



Smoking ruins of the Gaiety Theatre, Napier, destroyed by fire on June 6, 1911. The theatre was re-opened on a section opposite, in Dickens Street.

- 1946: February 11—Forest fires cause \$1 million damage in Rushines, Takapau, Taupo and Puketitiri areas.
- 1947: October 17—Oil-burning locomotives introduced on Napier-Palmerston North line.
- October 22—82 recipients at military and civil investiture in Napier.
- 1950: March 18—Napier proclaimed a city.
- October 6—First Blossom Festival in Hastings.
- 1952: April 1—Havelock North proclaimed a borough.
- 1953: April 27—Port Jackson loaded first chilled beef cargo from Napier.
- 1954: January 7—Queen Elizabeth and Duke of Edinburgh visited Hawke's Bay.
- June 19—Holt wing at Hawke's Bay Art Gallery and Museum opened.
- June 13—Pauia station erected.
- October 5—Hawke's Bay and East Coast Fertiliser works at Awatoto opened.
- 1955: February 1—Hastings Girls' High School opened.
- May 28—Hawke's Bay Catchment Board adopted river diversion plans.
- December 3—Napier skating rink opened on Marine Parade.
- December 13—Memorial floral clock donated to Napier by Mr and Mrs A. B. Hurst.
- 1956: September 8—Hastings proclaimed a city.
- 1957: May 11—Hobesa Home opened at Whareraangi.
- December 15—Hawke's Bay Aquarium, Napier, opened.
- 1958: February 3—Queen Mother in Hawke's Bay.
- 1959: February 7—Colenso High School, Napier, opened.
- October 10—Napier centennial exhibition and wool festival.
- October 18—Hastings War Memorial Library opened.
- December 2—Hawke's Bay's first woman deputy-Mayor, Cr Dorothy Lucas, elected at Taradale.

- 1960: February 24—New St. John's Cathedral dedicated.
- May 31—Higgins Wharf opened.
- 1961: January 27—Opening of Westshore Bridge, Napier.
- February 9—Demolition of Kuripapango Bridge on Taihape Road.
- February 11—Whareraangi Home bought for Hobesa Homes.
- December 9—Escaped petrol alert at Ahuriri.
- April 26—Approval of Hawke's Bay Catchment Board's scheme for flood protection of the Heretaunga Plains.
- May 15—New lights along Napier's Marine Parade switched on by Mayoress, Mrs Tait, as first stage in "Plan to light the city".
- May 18—Beacons to be Hawke's Bay Airport site.
- September 27—"Omata" homestead, Rissington, given to Hawke's Bay Girl Guides.
- October 1—Opening of old people's home, Hastings, on behalf of Little Sisters of the Poor.
- December 13—Traffic lights (five sets) turned on in Napier.
- 1962: July 9—First use of Hastings Railway Station.
- 1963: June 3—Flooding of Tangelo, Bay View and Onekawa.
- 1964: February 15—Hawke's Bay Airport opened by Air Marshal Sir Hector McGregor.
- April 1—Flaxmere became part of Hastings city.
- 1965: January 27—First dolphin at Marineland.
- March 9—Present Waiapu Cathedral dedicated.
- May 12—Opening of Titikura deviation on Napier-Taupo highway.
- October 9—St. Columba's school, Waipawa, opened by Monsignor J. J. Fletcher.
- 1966: February 4—First traffic over new Waitangi Bridge, on Napier-Hastings coastal highway.
- April 29—Rahiri home for aged at Dannevirke, dedicated and opened.
- May 25—Wool Exchange, Napier, opened.
- November 9—Completion of first stage of Marineland, Napier.
- December 13—Olympic Pool, Onekawa, opened.
- 1967: February 20—North Clyde Post Office, Wairoa, opened.
- July 29—Port Nicholson the first ship to berth at Kirkpatrick Wharf.
- September 20—First cargo of palletised hides from Hawke's Bay loaded at Port of Napier.
- October 7—1967 Hawke's Bay Sportsman of the Year, Kelvin Treman, captain of the Hawke's Bay Rugby team.
- October 8—Present Waiapu Cathedral consecrated.
- November 29—Aquatic Centre, Frimley Park, Hastings, opened.
- 1968: March 16—New Fire Station, Napier, opened.
- March 26—Police Station, Hastings, opened.
- April 1—Napier and Taradale amalgamated, making Napier New Zealand's 10th largest city.
- November 16—1968 Hawke's Bay Sportsman of the Year, Margaret Hiba (hockey and tennis).
- 1969: June 26—Holt Planetarium, Napier, opened.
- July 12—Sunkens Gardens, Napier, opened.
- Porarangaui Bridge opened.
- July 29—Professor Christian Barnard, world's first heart transplant surgeon, addressed a subscription dinner arranged by Napier Jaiques in aid of Napier cardiac clinic equipment.
- August 18—Haumoana Post Office opened.
- October 10—1969 Hawke's Bay Sportsman of the Year, Allen Christie (surf life-saving and swimming).
- September 27—End of second Ranfurly Shield golden era (from September 24, 1966).
- 1970: March 21—Queen and Prince Philip visit Napier.
- August 30—Church of St Thomas More, Napier, opened.
- October 23—Contract signed for construction of pulp mill in Hawke's Bay.
- October 28—Clinical services and medical wards blocks, Napier Hospital, opened.
- November 13—1970 Hawke's Bay Sportsman of the Year, Dean Hayes (skiing).
- December 17—Hawke's Bay local bodies vote to introduce 3c a gallon petrol tax to assist their finances.



This is How it all Began—

In 1885 the late Mr William Hannah opened business in his Boot and Shoe Store in Napier at the corner of Hastings and Browning Streets, (now the site of Kalafat Service Station).

This was a one-storey wooden building to which an extra storey was later added as a store room.

In 1915 the three-storey building illustrated above was erected with Hannahs Shoe Store occupying the ground floor and of fices the other two storeys.

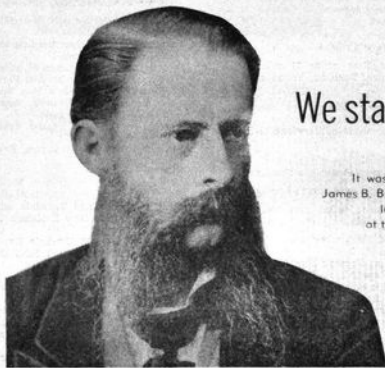
This building did not fall in the earthquake but was completely gutted by the fire which commenced in the two-storey chemist's shop next door in Hastings Street. The fire came in through the windows and went down the light wells.

Immediately following the earthquake the present site in Emerson Street was purchased, a new building erected and trading resumed.

And so it continues — man, woman and child are supplied with every Footwear need plus a tradition of service back over the years we have shared with our centenarian newspaper friends.

Wm. HANNAH & Co Ltd

ESTABLISHED 1885



We started a trend back in 1858...

It wasn't in fashions—although our first manager James B. Braithwaite (that's him above) did sport luxurious sideboards and wore trousers that swung free at the cuff. The trend was in banking and it started

when James B. Braithwaite arrived from Wellington with his wife, 14 chairs and 15 packages to open up an agency of the Union Bank of Australia—and in the words of the Press of the day 'completely revolutionised monetary arrangements'. Since then we've seen many changes—for example the Union Bank of Australia merged with the Bank of Australasia to become ANZ which has grown and developed and become something of a necessity.

New trends have developed in banking making it more of a service—for example—we offer 33 separate Customer Services—banks have discarded old taboos and men believe it or not have started to disport themselves in a manner very similar to that of our Mr Braithwaite. Well—it's the trend.

ANZ BANK
AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED

THOSE WERE THE DAYS

"HOLD IT PLEASE"

History

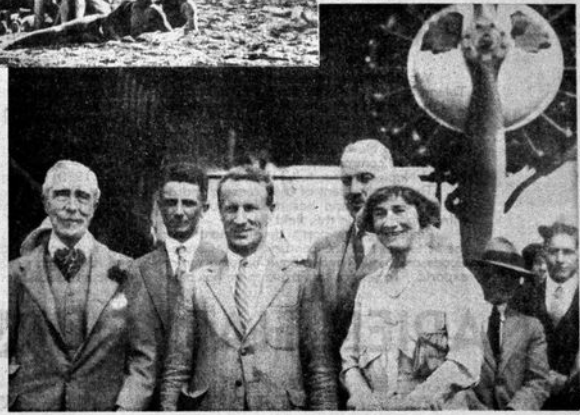


● The camera shutter clicks to record the magnificent trout landed at Lake Taupo by American author Zane Grey in April 1926. Grey did much to make Taupo popular as a tourist and fishing resort.



● In the "Roaring twenties", Napier municipal baths, the "hydro-pathic institute"—and beach fashions—were far different from those of today, but the appeal of sunbathing is unchanged.

● A memorable day in the 1920s when aviation pioneer Sir Charles Kingsford Smith (centre) landed his "Southern Cross" aircraft in Napier and was greeted by a huge crowd which included the Governor-General, Lord Bledisloe (left) and Lady Bledisloe (right). Second from left is Mr W. E. Barnard, M.P. for Napier.



A CHANGING WORLD . . .

Murray, Roberts & Co Ltd

(FOUNDED 1868)

INCORPORATED IN 1961 WITH

National, Mortgage & Agency Co of N.Z. Ltd

(ESTABLISHED IN N.Z. 1878)

WHO JOINED

RUSSELL, RITCHIE AND CO., DUNEDIN

(FOUNDED 1864)

NOW



THE NAME HAS CHANGED BUT NOT THE SERVICE... IN HAWKE'S BAY
SINCE 1879

CONGRATULATIONS TO THE DAILY TELEGRAPH 1871 - 1971

The PORT of NAPIER...

Since Constitution

As a Port of Entry in 1856

Has continually served the district as —

GATEWAY TO THE PROVINCE!

We have grown together with The Daily Telegraph and other provincial centenarians and this tremendous growth is quickly reflected in our trading figures.

Napier exports more Wool than any other Port in New Zealand, wool having been a constant commodity in the trade of the Port of Napier for our full 115 years.

The development of the Freezing Industry in New Zealand has made Napier the third export port in this field.

Reviewing the port's development over the latter part of the century, Fruit, Canned Goods and now Timber have become major exports. To service this trade there has been

substantial growth in the import of Fertiliser and Petroleum Products.

This growth is pin-pointed by the increase in the bales of wool handled over our wharves each year. The 95,329 bales of 1930 in 1970 became 404,401. Similarly with Frozen Meat — 24,556 tons (1930), and 101,428 tons (1970) — a quadrupled growth in each case. This pattern is reflected in the total trade of the port as well with 1930 tonnage being 196,760 and in 1970, 938,255.

The board has kept pace with the provision of facilities to match this trade growth and is making provision to cover the requirements of the district in the years ahead.



NAPIER HARBOUR BOARD

Stars were born



In days gone by, the summers seemed longer and boating was the vogue on the old Tutakuri at Napier South and on other willow-fringed Hawke's Bay rivers . . .



. . . Napier Frivility Minstrels introduced their ageless brand of comedy and song to the province before the turn of the century. They posed for this photograph in 1906, and they are still going strong . . .



The traveling tinsmith knocked from door to door and, finding work, engrossed the children — and the cat — with his craft.

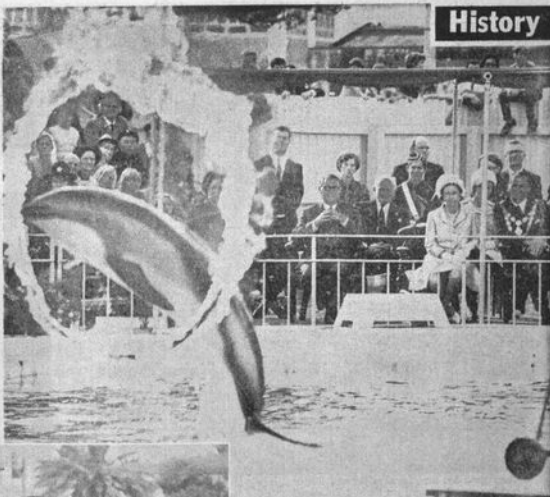


Remember the stars of the silver screen who, for more than half a century, entertained moviegoers in Hawke's Bay and around the world . . . ?

- 1: 1926— Charlie Chaplin in "The Gold Rush".
- 2: 1936— Ivo Novello and Mae Marsh in "The Rat".
- 3: 1946— Robert Taylor and Vivien Leigh in "Yank at Oxford".
- 4: 1958— John Mills in "Scott of Antarctic".
- 5: 1969— Jack Wild and Ron Moody in "Oliver".



THE ROYAL YEARS



● Two thousand children gave the Queen and Prince Philip a tremendous cheering welcome to Napier's Mariseland in March 1970. And dolphin, Bonnie, turned on her best form to soar gracefully through the burning hoop.



● On their second visit to Hawke's Bay in February 1963, the Queen and Prince Philip visited Hastings and Napier. Above: Napier youngsters gaze in admiration at the Royal couple, who are accompanied by the Minister of Internal Affairs, Sir Leon Goa.

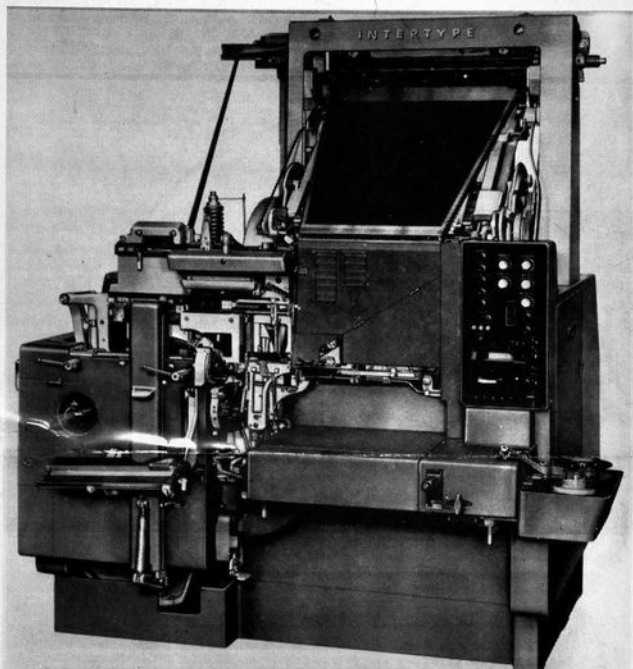


● The first visit to Hawke's Bay by a reigning monarch came in 1954 when the Queen and Prince Philip made their first tour of New Zealand. Above: The Queen, crowned for less than a year, is escorted by the Mayor of Napier, Mr E. R. Spriggs.



● Thirty years separate these two pictures of the Queen Mother in Hawke's Bay. Above: As Duchess of York, she meets a Hastings identity, Mr Sam Graham, in Cornwall Park in 1927. Left: Showing delight at a display in Napier, during her return visit in 1958.

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