

Hangar No. 2 and Hangar No. 3 - RNZAF Base, Kororareka Avenue, Ohakea



(Source: New Zealand Defence Force files)

Architect: Public Works Department, Charles William Oakey Turner (1901-1994), Chief Designing Engineer

Construction date: 1939

Visible materials: reinforced concrete arches

Architectural style: Inter-war Industrial

Use/building type: Defence

Date and compiler: Ian Bowman, May 2014

New Zealand Historic Places Trust Registration: Category 1

Proposed ranking: A

PHYSICAL AND SOCIAL HISTORY

The Royal New Zealand Permanent Air Force, which became the Royal New Zealand Air Force (RNZAF) in 1934, was established in 1923 under the New Zealand Army. Following the acceptance of the recommendations of Wing Commander the Honourable Ralph Cochrane of the Royal Air Force, two squadrons of 12 medium bombers were established with back-up support. Cochrane was appointed the Chief of Air Staff of the RNZAF for 2 year to implement his proposals. The first requirement was the design and construction of storage, repair and accommodation facilities for the two squadrons. Cochrane selected two airfield sites, one at Whenuapai and the other at Ohakea and construction began in April 1937.

200 hectares was taken under the Public Works Act at Ohakea and the design work for the airfield was under taken by the Public Works Department (PWD). The base included a flying field, 1.6 km runway, two hangars and a small township for air force personnel. The hangars were designed by William Turner, Chief Designing Engineer and the successful tenderer was McMillan Brothers Limited, now McMillan and Lockwood, with a price of £105,127. Cable and Co. of Wellington fabricated and supplied the structural and reinforcing steelwork, which was not included in the tender price.

The airforce base was commissioned on 18 September 1939, 15 days after New Zealand declared war against Germany. The number 1 hangar was completed first, several days after the opening of the base, and the number 2 hangar was completed early in the following year. The Flight Wing Headquarters, and Combined Mess were also completed in 1939, while the Officers' Mess was completed in 1940.

Initially the base was used for training observers, air gunners and new recruits who then completed their training at the Empire Air Training Scheme based in Canada. They were then posted to the Royal Air Force or an RNZAF unit. By October 1940 the main role of the base was training pilots through the newly established 3rd Service Flying Training School. The training school was relocated to Levin in late 1940 by which time De Havilland Dragon aircraft were operating out of the base searching from German raiders off the coasts.

The base was expanded when Japan entered the war in December 1941 including runway improvements. A bomber and new fighter reconnaissance squadrons were formed.

Following the end of the war the role of the airforce became one of peace-time service with Ohakea becoming the base for the numbers 14, 42 and 75 squadrons. In the 1950s Ohakea became the home for the RNZAFs strike aircraft, squadron 14 of Electric Canberra jet bombers and later, squadron 75 with de Havilland Vampires jet fighters.

Skyhawks replaced the Vampire jets in 1970 forming no. 2 squadron which was relocated to Nowra in New South Wales in 1991 and in 1993 the Pilot Training School returned to Ohakea. In 2001 the Air Combat force was disbanded. Today number 2 hangar houses No. 3 Squadron of helicopters and number 3 hangar houses no. 75 squadron of fixed wing aircraft.

Modifications to the hangars were made to account for the changes in aircraft and servicing requirements as well as replacing roofing and flashings and the hangar doors. At this time the numbering of the hangars changed with hangar no. 1 becoming hangar number 2 and hangar number 2 becoming hangar number 3.

In the 1970s repairs were made to spalling of concrete from rusting reinforcing, thought to be due to the use of unwashed beach sand. In the 1980s concrete floors were replaced, external corrugated steel cladding was installed and the once exposed external buttresses were enclosed. In mid-1996 a mezzanine was installed in hangar number 2.

In 1990 Hangars No.2 and 3 were recognised by the Institute of Professional Engineers (IPENZ) as part of the 'Engineering to 1990' awards as follows:

“This item of New Zealand’s engineering heritage was recognised as part of the IPENZ “Engineering to 1990” project, which the Institution organised to help celebrate the country’s sesquicentenary in 1990. A plaque was unveiled to mark the significance of these aircraft hangars as part of the development of the nation.”

Engineer

Charles William Oakey Turner was born in Wales and trained as a mechanical engineer, working as a marine engineer on coal fired sailing ships sailing between the United Kingdom and New Zealand. In 1925 he decided to stay in New Zealand and joined the Wellington office of the PWD. Projects he was involved with include the Mohaka Viaduct and reconstruction in Hawkes Bay following the 1931 earthquake. He gained an understanding of seismic design principles from the reconstruction work which informed the first seismic design code in New Zealand. He was awarded a Commonwealth scholarship to complete a Masters in Engineering studying at both Stanford University and the University of Illinois. Following his return he was appointed deputy Chief Designing Engineer and the Chief Designing Engineer in 1937. He applied his expertise in concrete design to many railway and road bridges as well as the arch design work for the hangars at Ohakea and Whenuapai.

Builder

Brothers James and Lloyd McMillan established the firm McMillan Brothers in the mid 20th century. Their father, J L McMillan established a building firm in Wellington in the early 1900s. McMillan Brothers were responsible for constructing a number of North Island freezing works, particularly in the Manawatu. During World War 2, the firm was co-opted to construct the Ohakea Hangars. The firm is now part of the McMillan and Lockwood Group.

ARCHITECTURAL DESCRIPTION

The hangars are 67 metres wide and 58 metres deep. The door opening was 7.6 metres high and the floor area was 3475m². Additional accommodation to the hangars was added for workshops, machine rooms, fabric and dope rooms, parachute room, armoury, wireless rooms, navigator rooms, library and photographic room. These additions increased the building floor area to 5333 square metres.

Steel arched frames were to be the main structural system but the supply time for structural steel discounted this material as an option. A concrete roof integral with tensioned reinforced concrete arched beams was designed with mobile shuttering so that 3 bays could be poured at once. The reinforced concrete walls to the accommodation either side in conjunction with pairs of rolled steel joists provided a counter force to the thrust of the arches. The design and scale was innovative in the English speaking world however both the French and German air forces had designs of similar scaled structures in a similar period.

Window joinery was originally steel with sliding concrete doors on rollers. The concrete was found to be too heavy and the doors are now clad with corrugated steel with some glazing.

The hangars are located to the north west of the main runways and to south of Ohakea village. The village plan has a diamond shape with the control tower at the southern tip and the hangars either side, aligned with the south east and south west sides of the flying field perimeter.

REVIEW OF REPORT

Based on a review of the report and viewing of Council files, the assessment undertaken in 2014 for this building is still applicable as at June 2021.

SUMMARY OF HERITAGE VALUES

The hangars have high **national** significance for **physical** and **historic** heritage values.

The buildings have high **architectural** and **technological** values as rare, seminal, early examples of reinforced concrete arch construction. At the time they were largest such structures in the English-speaking world and were followed shortly after by two matching Turner-designed hangars at Whenuapai. Turner's pioneering reinforced concrete design came about as the more commonly used material, structural steel, was not obtainable at the time. The use of mobile steel formwork was also innovative.

The buildings contribute to the **group** values of the airbase as pivotal buildings within the overall diamond plan form of Ohakea. Their very large scale, location either side of the Flight Wing Headquarters, forming the boundary with the airfield and containment within a large greens space, bring about their high visibility and physical prominence.

The buildings have high **historical** values in their association with the RNZAF since 1939 and the nationally significant engineer Charles William Oakey Turner. The hangars and base are also associated with Sir Ralph Cochrane whose report saw the establishment of the base, and who became the first Chief of Air Staff. Seen as crucial to the operation of the base and to the war effort, the hangars were the first buildings to be constructed.

SOURCES

NZHPT Field record form

Engineering NZ Heritage Records

IMAGES

Photographs supplied by New Zealand Defence Force (10 November 2022)





HIGHDEN – 220 Green Road, Awahuri



Architect: Clere, Richmond and Fitzgerald, C. T. Natusch

Construction date: 1897

Visible materials: Painted timber framing, cladding and joinery, painted corrugated steel roofing

Architectural style: Queen Anne

Use/building type: Commercial residential

Date and compiler: Ian Bowman, May 2014, November 2020

Heritage New Zealand category: Category 1

Proposed Category: A

PHYSICAL AND SOCIAL HISTORY¹

Like many places in the Rangitikei-Manawatu Block, the land on which Highden was later built was subject to a protracted period of negotiation and protest in the 1860s and 1870s. Awahuri, which was within the Rangitikei-Manawatu Block, became the centre of a large 'Native Reserve.' The land, which Highden later occupied, was gifted to Annie McDonald in 1874 by Ngati Kauwhata, who originated from the Waikato but had occupied the Awahuri area in the 1830s. The generous gift of land was made in recognition of the important role her husband, Alexander, had played in helping to secure the land titles for the reserve. This assistance included advising the hapu, but in particular Alexander's protest action 'to stop the main road through the principle reserve...by shooting the leading horse in the mail coach.' This action was credited with finally inducing the Government to issue titles for the land, but also resulted in a three-year term of imprisonment for MacDonald.

Completed circa 1897, Highden was originally designed by Frederick de Jersey Clere (1856-1952) of Clere, Richmond and Fitzgerald, as the country estate of Walter W. Johnston (1839-1907), the first Member of Parliament for Manawatu and a prominent Wellington businessman. Upon completion of the grand house the Johnston estate at Awahuri was called Highden after Sir Charles Forster Goring, 7th Baronet of Highden's property in Sussex, England. Goring was the grandfather of Walter's wife, Cecilia Augusta. Highden was one of the largest stately homes in New Zealand at the turn of the

¹ NZHPT register

twentieth century

Cecilia, continued to live there after her husband's death and she engaged Charles Tilleard Natusch (1859-1952) to design major additions. These included the addition of a first floor verandah roof over the original verandah and additional servants quarters to the south.

Cecilia was from a staunchly Catholic family and she was active within this community. The changes, completed in 1908, included the addition of a new double storey wing to supplement the original servant accommodations and service area, the creation of verandahs on the upper levels of the existing house, which also necessitated raising the turret, as well as the building of a conservatory.

After her death in 1922 the residence was sold to the Society of Mary to function as a Novitiate. The Marist order is intimately connected with the establishment and development of Catholicism in New Zealand and the Highden Novitiate allowed them to continue their work because it was a place for housing and training novices, a key step in becoming a Marist priest or brother. The Marists occupied Highden until 1990 when the maintenance of the site and declining numbers of novices made continuing there untenable. After the Society sold the property it changed hands several times and was used as a function and accommodation venue, as well as a school and alternative medicine clinic.

Hon W.W. Johnston²

Despite being based in Wellington, Johnston had a long connection with the Manawatu, including being the electorate's first Member of Parliament from 1871 to 1884. Johnston had immigrated to New Zealand with his parents as a young child. Walter began his career working for his father's Wellington based mercantile business, Johnston and Company. After a period on active duty in the Wellington Militia in the 1860s he became a partner in Levin and Company with other high profile Wellington businessmen, William Levin and Charles Pharazyn. However, upon their father's retirement in 1878 Walter and his brother, Charles, ran Johnston and Company. During the early 1880s Johnston balanced his business commitments with important governmental positions, such as the Postmaster General, Minister for Public Works, and a member of the Executive Council. However, in 1884 he retired from politics to concentrate his energies on the family business. Johnston later became a Bank of New Zealand Board member and then a director and government representative on the Board. Until Highden was constructed the Johnstons were based at a large house in Wellington, on Tinakori Road, which is said to have been complete with 'a well-patronised ballroom.' They also had farming properties in the Wairarapa and Hawke's Bay. Johnston was an adroit and successful businessman, which was reflected in the considerable £500,000 estate he left upon his death.

F. de J. Clere³

Frederick de Jersey Clere was born at Walsden, Lancashire, England, on 7 January 1856, January 1856. He was the second son of Ellen Vaughan and her husband, Henry Clere, an Anglican clergyman. Frederick was educated at St John's School, Clapton, and then at the age of 16 articled to the architect Edmund Evan Scott of Brighton. From 1875 to 1877 he was chief assistant in the London office of Robert Jewell Withers.

Clere emigrated with his family to New Zealand in 1877, arriving at Wellington on the Hurunui on 12 December. After working briefly in Wellington, he practised in Feilding from 1879 to 1883 and in Wanganui from 1883 to 1886. He married Mary Goodbehere at Feilding on 18 April 1883; they were

² NZHPT register

³ Maclean, Susan. 'Clere, Frederick de Jersey 1856 - 1952'. *Dictionary of New Zealand Biography*, updated 7 April 2006, URL: <http://www.dnzb.govt.nz/>

to have three daughters and two sons. In 1886 Clere and his family moved to Wellington, where he was a partner in a succession of architectural firms.

The scope of Frederick Clere's work illustrates his versatility. From 1883 to 1888 he was architect to the Wanganui Education Board. He designed large country homes, such as Overton near Marton, and many houses in Wellington. His surviving commercial buildings include Wellington's AMP building and two harbour board buildings on Queen's Wharf, Wellington. Clere's early houses and his commercial and public buildings were generally conservative in design. His building techniques, however, were more innovative, particularly in their attempt to minimise earthquake and fire damage.

Clere is chiefly known, however, for the more than 100 churches he designed as architect to the Wellington Anglican diocese from 1883. Until 1904 these were of timber and were mostly in country districts; they are exemplified by St John's in Feilding. For urban churches on a larger scale Clere made increasing use of brick, as at All Saints' in Palmerston North, and ferro-concrete, notably for St Mary's in Karori, St Matthew's in Hastings, St Mary of the Angels in Wellington, and St Andrew's in New Plymouth. Almost without exception Clere's churches were an economical and unostentatious adaptation of the contemporary Gothic Revival style, expressed particularly by the pointed arch and a variety of roof-truss constructions and forms of tower or belfry. About 85 of these churches still stand.

Clere was elected an associate of the Royal Institute of British Architects in 1882 and a fellow in 1886; he was honorary New Zealand secretary for many years. He resigned from the institute only in 1948 at the age of 92. Clere also served as president of the Wellington District Branch of the Association of Architects, and was a foundation member, treasurer and later a fellow of the New Zealand Institute of Architects. He published a number of articles, on art and architecture.

Apart from his involvement in his profession, Clere served on the Wellington City Council, the Lower Hutt Borough Council, the Anglican diocesan and general synods, and the licensing bench. He was a life member of the Waiwhetu Lodge of Freemasons and of the New Zealand Academy of Fine Arts, with whom he exhibited watercolours. Clere was awarded the King George V Silver Jubilee Medal in 1935.

Mary Clere died at Lower Hutt on 7 April 1904. On 17 October 1905, at St Paul's Cathedral Church, Wellington, Frederick Clere married Elizabeth (Bessie) Johnston Ingles; they were to have two daughters. He died at Wellington on 13 August 1952, at the age of 96; Bessie Clere had died in 1920. A devoted family man of deep personal integrity, he cared greatly for the reputation of his profession. In both his personal and professional lives he rejected affectation and excess. As an architect he is highly regarded for his success in marrying European styles to New Zealand conditions.

C.T. Natusch⁴

Lewis Tilleard Natusch (always known as Charles) was born on 4 October 1859 at London, England, the son of Emma Sarah Dixon and her husband, Charles Francis Natusch, a mercantile clerk. Social contact with people of other countries played a part in shaping his character. The family had connections with overseas interests through an insurance broking business founded by his grandfather, René Frederic Natusch, centred at Bishopsgate Street and at Lloyd's, London, with agencies at Trieste, Venice, Paris and Havana. Young Charles was educated at Bancroft's School, London, and studied architecture under I. Barlow Badcock at Staple Inn, Holborn, London, and W. Phelps at High Wycombe. From 1882 to 1883 he travelled to the United States and Canada; this

⁴ Guy K. Natusch. 'Natusch, Charles Tilleard', from the Dictionary of New Zealand Biography. Te Ara - the Encyclopedia of New Zealand, updated 4-Dec-2013, ^[L]^[E]^[E]^[P]URL: <http://www.TeAra.govt.nz/en/biographies/3n2/natusch-charles-tilleard>

broadened his approach to design. On 14 March 1883 at the parish church of Kelvedon, Essex, he married Ada Spencer. They were to have 10 children.

The liberal political views of Natusch coincided with those of the philanthropist Lady Angela Burdett-Coutts. She was influential in having him commissioned for town planning at Westcliffe, Southend-on-Sea, Essex, where he designed a five-storeyed hotel called Westward Ho (1883–84). This was his last major work before departing for New Zealand. With his wife and two young sons he sailed from England on 31 May 1886 on the clipper *Canterbury*, arriving in Wellington on 13 September. There, on behalf of the architectural firm of Atkins and Clere, he prepared a schedule of quantities to establish the losses arising from a fire that had swept down Lambton Quay. This helped establish CT (as he became known) not only as an architect but also as an expert quantity surveyor. In 1887 he set up his own office and in 1890 received approval for a horse-drawn tramway from Wellington to Island Bay, although this was not built. His clients soon included wealthy landowning families such as the Pharazyns, Riddifords, and Williamses. Many other prominent people later appeared on his client lists in Rangitikei, Hawke's Bay and Gisborne.

The 1880s depression prompted Natusch to move with his family to Masterton, the centre of a growing community. Their first residence burnt down on 24 November 1892 and their 22-month-old daughter, who was overlooked in the confusion, died in the fire. Another infant daughter died three months later. After building a second residence around 1893 Natusch moved to Pahiatua, where there was commercial work designing shops, then on to Napier in 1895, where he purchased the practice of the recently deceased architect Robert Lamb. Many fine houses were built in the ensuing period of prosperity. Natusch opened offices at Gisborne in 1900 and at Palmerston North in 1908. Meanwhile, commercial work had increased in Wellington and he moved the family back there in 1906. He designed several houses at Belmont, and by the time he semi-retired in 1926 the firm of C. Tilleard Natusch and Sons had become a major practice based in both Wellington and Napier.

Natusch is now best remembered for his legacy of fine houses. In some of his work, such as Bushy Park, Kai Iwi (1905), there is a classical Florentine-style treatment, while a less formal approach evident in other houses such as Maungaraupi, Marton (1906), recalls the English Tudor and related American styles. He was a versatile architect who followed his own convictions in the use of appropriate materials. His approach to design resulted in his best works being imbued with a distinctive character, refinement and integrity, seldom equalled by other designers of large houses in the period from 1890 to 1910. Among the best examples of the 25 or more built were Gwavas (1890) and Matapiro (1907) in Hawke's Bay, Erewhon in Taihape (1898), Westella in Feilding (1901), Silverford in Napier (1903), and Shalimar (1906) and Atawhai (1908) in Palmerston North. Matapiro, like many other homesteads, became the centre of a community with separate schoolroom, outbuildings and woolshed. Erewhon, high up on the Napier–Taihape Road, is a house of great charm and architectural integrity. Bricks were made in a kiln on the site and timber milled there and seasoned for 12 months before building commenced. The half-timber frame and brick-panel construction provided good insulation as well as giving a unique exterior expression to this high-country homestead.

Natusch was also innovative in his designs for commercial, industrial and ecclesiastical buildings. In the Wellington Stock Exchange (1906) he used reinforced concrete for its superior resistance to earthquakes. He improved lighting in woolstores by introducing sawtooth roof structures from 1895. He designed a number of churches and chapels, notably Te Aute College Chapel (1900), a chapel at St John's Cathedral, Napier (1904), and St Andrew's Presbyterian Church, Hastings (1906).

Charles Tilleard Natusch was a member and fellow of the New Zealand Institute of Architects. He was closely associated with the Anglican church as a synodsman and lay reader and held a commission in the Ranfurly Rifle Volunteers. He was an expert horseman and swordsman. Remembered as a somewhat restless and outspoken character who did not suffer fools gladly, he never accepted poor

workmanship. Nevertheless, he was a kindly family man who was loyally supported by his wife, Ada, a warm-hearted woman who ensured that the family homes in Napier and Belmont lived up to their name of Whare Puare (the house with an open door). He died in his 92nd year, on 16 July 1951, at Paraparaumu, survived by Ada and eight children.

ARCHITECTURAL DESCRIPTION

Highden is a substantial timber framed and clad house with an approximately 'L' shaped floor plan aligned north south. The north wing is two storied with bay windows either side of the entry and a tower on the north east corner. It is largely symmetrical about the south central entry and this wing housed the main reception rooms, dining rooms and expansive stair hall. The first floor housed bedrooms. The lower south wing, stepped back from the north wing, was both double and single storied, with the two storied section symmetrical about the centre of the elevation. This housed the kitchen and servants quarters. Natusch's additions replaced the single storey portion with a lower two storied wing, maintaining the same style.

The main roofs are gabled with decorative gabled screens while there are also gabled dormers and vents to upper roofs. The tower roof is steeply pitched and faceted with a flare at the base. The original plans show tall and elaborate chimneys.

The general style of the building is Queen Anne, which was a revival style of late 17th and 18th century architecture popularised by British architects Richard Norman Shaw and William Eden Nesfield in the 1870s initially for large country houses. American architects Charles McKim and Henry Hobson Richardson also adapted the style and less academic versions of the American and British styles were used in New Zealand. The Queen Anne style was part of the picturesque movement and commonly the houses were designed to be asymmetrical, with conical towers and tall chimneys to create an interesting skyline and interplay of complex forms. Other key New Zealand characteristics of the style include highly decorated gable forms, half timbering effects, bay windows and wide verandahs. Art Nouveau inspired lead lights were also common with the style.

The materials used reflect the timber interpretation of the Queen Anne style. These include the extensive gable decoration and brackets, applied half-timber framing, shingles to gabled and spandrel panels, rusticated weatherboards, finials, verandah detailing which is continued onto the house as blind arcading and timber joinery. The roofing is corrugated steel to the house, tower and verandah.

The interior entry hall has varnished timber beamed ceilings, panelled walls with dados, carved posts, and timber floors throughout, while the main reception rooms have plastered walls and ceilings and Classically inspired cornices.

SUMMARY OF HERITAGE VALUES

The building has **national** significance for **physical, historic and cultural** heritage values.

The house has **high national architectural, technology, engineering, rarity, and representativeness** values for its exemplary interpretation of the Queen Anne style, as one of the most substantial late 19th century houses in New Zealand, the use timber construction for its scale and the high quality of craftsmanship and materials. It demonstrates the architectural skill and expertise of two of New Zealand's most significant architects of the period, F de J Clere who prepared the original design of the house, and C. T. Natusch who designed extensions to it.

Although hidden from the road, the building has obvious **high context** values as a landmark in the scale of the house while also having **high group** values as it is one of many substantial rural homesteads in the Manawatu district.

The land on which Highden is constructed and the building itself has **high historic people** values in its association Ngati Kauwhata, Walter Johnston and the Catholic Church. The land was gifted by Ngati Kauwhata to Annie McDonald in 1874 in recognition of the role her husband played in securing land title. The house was the country residence of Walter Johnston, the Manawatu's first member of parliament, a minister and member of the Executive Council. His extensive and successful business career based in Wellington ensured that his family was one of Manawatu's most prominent in the late 19th and early 20th centuries to which the scale and quality. When purchased by the Catholic Church, it was the first permanent Novitiate in Oceania. From 1922 to 1990 the house played an important role in the Society of Mary in New Zealand and the spiritual education and development of the novices who were trained at the facility.

The house has **high pattern** values as it demonstrates the considerable wealth and social status of the Johnston family and is representative of the lifestyle of similar wealthy families living in the Manawatu. This is reflected in the substantial scale of the house with attendant servants quarters which were then extended. The use of the building also demonstrates pattern values in the use of large country houses by a number of churches for spiritual, educational, and retreat purposes.

The house retains a **high** level of **integrity**.

Although the house is not publicly visible it is well known in the Manawatu and architectural communities contributing to a **moderate identity** and **public esteem** values.

Given the range of and level of heritage values, the building has **high education** values to the community.

SOURCES

NZHPT Field record form

Former Rongotea BNZ – 11 Douglas Square, Rongotea



Architect: 1945, R & W Thorrold-Jaggard

Construction date: ca 1890, 1945

Visible materials: Painted timber weatherboards and joinery, corrugated steel roofing

Architectural style: Edwardian Italianate

Use/building type: Commercial

Date and compiler: Ian Bowman, 2015

Proposed category: B

PHYSICAL AND SOCIAL HISTORY¹

Outline history

Based on its design and construction, the Bank of New Zealand Rongotea Branch building appears to have been constructed circa 1890. It is not known if this building was relocated to this site or was used for a different purpose until the BNZ opened its first branch office in Rongotea in the building on 14 July 1918. Until this time, the BNZ was served from Feilding from 1899. In 1945 the bank was extended by R Thorrold-Jaggard.

Architect

Reginald Thorrold-Jaggard was born and educated in England. He received his articles there before emigrating to New Zealand in 1913. He settled in Palmerston North and soon met and married Lily Daisy Collier who had been recruited in London by the local firm of Collinson and Cunningham as a

¹ Former NZHPT Manawatu Branch Committee files

dressmaker. Jaggard was initially in the employ of Oscar Jorgeson, a well known local architect, before setting up his own practice. In the ensuing years many local buildings and domestic dwellings were designed by Jaggard. Among those still standing are the former Hepworth Building (1917), King St Flats (1925), Square Edge (1945), Ward Brothers building (1936), Family Entertainment Centre, The Square (1935) and House, 314 Church St. The firm was carried on by his son Bill Thorrold-Jaggard who sold the business in 1962.

BNZ²

The Bank of New Zealand was not the country's first bank but it was certainly the most successful of the many that started in the 19th century.

The Bank opened for business 16 October 1861, in premises in Queen Street. Set up under its own Act of Parliament it was established and funded by a clique of Auckland businessmen, and others around the country. There had been much interest in the establishment of a truly New Zealand bank; prior to this banks had largely been overseas-based institutions. The Bank of New Zealand quickly expanded and by the end of 1862 had offices in all the larger New Zealand towns. Shareholder support was enlisted in a series of meetings around the country.

In this fashion Wellington branch was opened, initially in Swinburne's Steam Packet Hotel, Willis Street, on 15 January 1862. The prompt erection, at a cost of nearly 8,000 pounds, of a substantial new building designed by the country's leading architect, William Mason, signalled the Bank's confidence in its future. Completed in 1863, the building was altered inside in 1873/74 and then added to three years later. It was finally replaced in 1901.

A London office was opened in 1862 and this played a major role in facilitating trade between New Zealand, Great Britain and Europe. The Bank of New Zealand derived much of its early prosperity from the discovery of gold in Otago and the expansion of the pastoral industry in the South Island. By the early 1870s 56 offices had been opened around New Zealand and the following decade was generally a prosperous one. The Bank's operations continued to expand and offices were opened in Melbourne in 1872 and Sydney in 1875. In 1876 an office was opened in Fiji. The Bank also shared in the prosperity encouraged by the Vogel immigration and public works policies. In this decade Bank capital doubled from 500,000 pounds to 1 million pounds. Lending and profits consequently rose.

The end of the Vogel initiatives and a fall in world commodity prices started a depression in the mid-1880s which lasted for nearly 20 years. The down-turn was reflected in the failure of the Bank to pay a dividend in the second half of 1887. A government appointed inquiry into the Bank's affairs discovered that in excess of 320,000 pounds had been lost on insufficiently secured loans or by dishonest management.

In 1890 the head office was moved to London, although the General Manager stayed in Auckland. At the same time the assets the Bank acquired from the depression were put in a separate company, the Bank of New Zealand Estates Company. However this company continued to make losses and eventually the Government had to rush to the Bank's aid. In one dramatic night, 29 June 1894, a bill was passed to provide a two-million pound share issue and the Government assumed a considerable role in the Bank's affairs.

One of the conditions of the share issue was that the head office had to be moved to Wellington. This had obvious implications for the Wellington office, which was only a branch. A new building was planned, and completed in 1901, and the progress made by the Bank in the 20th century is reflected

² Bowman, I, *Conservation Plan former BNZ Buildings, Wellington, 1992, unpublished*

in the subsequent growth in accommodation, to the point now where the branch and head office are accommodated in one of the city's biggest buildings.

The Bank of New Zealand bought the Colonial Bank of New Zealand in 1895. The purchase of this bank, which was founded in 1874 and latterly struggled in the poor economic times, helped strengthen the Bank's trading position. From 1899 the Bank's fortunes greatly improved. Dividend payments to shareholders recommenced in 1902.

The outbreak of war in 1914 saw a brief dip in the Bank's fortunes but eventually the war only improved demand for New Zealand's primary products. Circumstances also forced the Bank to hire women to replace the men who had gone to fight. This substantial change in staffing structures was repeated in the Second World War. By 1926 capital stood at over 5,600,000 pounds, of which the Government held one-third. Later, in 1945, privately held shares were compulsorily acquired by the Government in exchange for cash or government bonds. The Government's ownership of the Bank has only recently been relinquished.

Since 1945 the huge advances in technology have had a major effect on banking operations. During the 1950s hand-posted ledgers were replaced by electronic machines and later still by electronic calculators. The first computer was acquired in 1966.

With the progress in technology the Bank, in common with other trading banks, instituted a number of initiatives, such as direct crediting and debiting and automatic payments, designed to speed up the banking process. Later the major trading banks formed a consortium to run Databank Systems Ltd, a company which electronically processes all banking transactions.

Diversification of the Bank's interests saw it buy or establish a number of companies. The BNZ Finance Company, 75% owned by the Bank, and BNZ Investments Ltd, are just two examples of such associated companies.

In recent years the arrival of credit cards, automatic teller machines and EFT-POS (Electronic Funds Transfer at Point of Sale) have all greatly altered, and improved, the banking process.

ARCHITECTURAL DESIGN

The building has been designed in the Victorian Italianate style, a style favoured by banks as it referred to the palaces of the wealthy Renaissance merchants.

This Italianate commercial style was a part of the classical revival of the nineteenth century which was championed by Sir Charles Barry from the 1840's in his design of clubs and smaller office buildings. His preferred style was the sixteenth century Italian Palazzo and he was also influential in using this style for large country houses for the wealthy. Commercial buildings, particularly banks, preferred the use of classical architecture, and the design of C R Cockerell's Sun Fire and Life Assurance building of 1838-42 in Threadneedle Street confirmed the Italianate Palazzo style. The design of larger structures using classical language was easily solved using the Palazzo style and quickly saw warehouses and multi-storey offices and other buildings adopt the Italianate Palazzo style. Architects such as Edward Walters, J E Gregan, Edward l'Anson, and John Gibson, popularized the style in England while Scottish architects also took up the style with gusto. The High Victorian period saw additional classical styles such as the French renaissance become a significant style, however the popularity of the Italianate Palazzo style for commercial buildings was maintained until the Edwardian period, when the style evolved into the Inter-war Commercial Palazzo style. This was developed by American architects

McKim, Mead and White initially for Chicago high-rise commercial buildings, and this style became popular throughout the 'New World'.

Originally a very modest building, its scale was considerably enhanced by the large parapet with entablature supported on solid Ionic pilasters. The round headed windows and keystones are also details commonly used with the style, while the spreading architraves of the windows and doors above the sill suggest a Georgian influence.

In an interior inspection of 1996, the banking chamber of the building maintains original features of timber dado, four panel doors, architraves and skirtings, while the original lean-to also retains the match lining to the ceiling and walls. The Thorrold-Jaggard addition has been lined in hardboard.

Its style and scale give a quaintness to the building while its location in a sparsely populated town square contribute to its urban design qualities.

No plans of the building have been sighted and the interior of the building was not inspected in 2015.

REVIEW OF REPORT

Based on a review of the report and viewing of Council files, the assessment undertaken in 2015 for this building is still applicable as at April 2021.

SUMMARY OF HERITAGE VALUES

The building has **moderate** to **high local** significance for **physical, historic** and **cultural** heritage values.

The former BNZ building has **high architectural** and **representivity** values as a good example of the Victorian Italianate Commercial style with typical characteristics of Classical detailing and proportions, symmetry, round headed windows and horizontality. It was a common style for banks from the 1840s in England and there are many examples in New Zealand in the later Victorian and Edwardian periods.

The building has **moderate rarity** values as a rare surviving local example of a late nineteenth century bank building.

The exterior appears to have **high authenticity** with little obvious external changes.

The building and site have **high associative** values with the BNZ, a significant national bank in New Zealand.

The design and construction of the building has **high pattern** and **education** values reflecting the history of the growth and development of the small rural town from the late Victorian period.

SOURCES

Bowman, I, *Conservation Plan former BNZ Buildings, Wellington*, 1992, unpublished Former NZHPT
Former NZHPT Manawatu Branch Committee files

Halcombe Tavern, 15 Stanway Road, Halcombe



Architect: Unknown

Construction date: 1914

Visible materials: Painted timber weatherboards and joinery, corrugated steel roofing, wrought iron brackets

Architectural style: Edwardian Queen Anne

Use/building type: Commercial

Date and Compiler: Ian Bowman, 2015, 2019, Val Burr 2019

Heritage New Zealand listing: 2

Proposed category: B

PHYSICAL AND SOCIAL HISTORY

Some past studies of the history of this building claim that it was built in 1894. The source of that information is unknown, however, it is incorrect. It was in fact built in 1914, the original hotel having been built on the same site in 1876. Similarly, these studies give the name of the owner in the 1990s (at the time when the earlier research was done) as Stewarts Foodmarket Ltd. However, the Certificate of Title does not list this company (which existed under that name between 1985 and 1997) or its owner/s. However, that company and its owners certainly had a key involvement with the tavern during the period it was listed on the Certificate of Title as being owned by Kai Iwi Tavern Ltd.¹

The First Hotel

The first Halcombe Hotel was built by James Hastie (later of the Feilding Hotel). He applied for its licence in June 1876, prior to its construction. However, preparations to erect the building were already underway, in that the timber for it had been ordered.² The new hotel was duly opened on Monday, October 2nd, 1876, with James Hastie inviting many of his friends to the opening ceremony.³

¹ Stewarts Holdings Ltd., formerly Stewarts Foodmarket Ltd., Company No: 270113. Incorporated 30 April 1985; de-registered 7 August 2007: <https://app.companiesoffice.govt.nz/companies/app/ui/pages/companies/270113>

² *Wanganui Chronicle*, 25 May 1876, p. 2; *Wanganui Herald*, 27 May 1876, p. 2

³ *Wanganui Herald*, 4 October 1876, p. 2



Figure 1 The original Halcombe Hotel (1876-1914), with the Halcombe Railway yard in the foreground, cropped from an image dated 1883. (Filename: HAL:7, Manawatu District Libraries' image: <https://feildingphotos.mdc.govt.nz/nodes/view/16343>)

mortgagees. Tenders were due to close on 10 July 1880.⁶ While it is not clear from information sighted as to who won the tendering process, the next known owner was Edward Child, who had previously run the Halcombe Railway refreshment room. This purchase was announced in August 1881.⁷ Apparently things did not run too smoothly, as Child was taken away to the lunatic asylum in Wellington in April 1883.⁸ Child owned the hotel until the time of the death of his wife Sarah on 5 February 1885⁹, at which time it was purchased by Wilhelm Theodor Larsen, who had been running the Railway refreshment rooms at the station.¹⁰

When the London-born Edward Child died in Palmerston North (aged 93) on 30 August 1921, the *Manawatu Standard* published a detailed obituary on him. The article described him as being: *"Of a very musical temperament, being an expert violinist. During his residence in Halcombe he and his three sons were well known at the various dances and entertainments throughout the district, 'Child's Orchestra' being a popular combination."*¹¹

⁴ *Wanganui Herald*, 18 June 1878, p. 2

⁵ *Wanganui Herald*, 1 July 1878, p. 2; 3 August 1878, p. 2; 8 August 1878, p. 2

⁶ *Wanganui Herald*, 29 March 1879, p. 2; 9 April 1879, p. 2; 5 April 1880, p. 3; 20 April 1880, p. 3; *Wanganui Chronicle*, 2 April 1879, p. 2; 22 June 1880, p. 3

⁷ *Wanganui Herald*, 17 August 1881, p. 2; *Wanganui Chronicle*, 31 August 1881, p. 2

⁸ *Feilding Star*, 5 April 1883, p. 2

⁹ Births Deaths & Marriages online, Ref: 1885/1035: <https://www.bdmonline.dia.govt.nz/>; also: "Child, Sarah" Ref: http://www.mdc.govt.nz/Online_Services/Find_It/Cemetery_Search

¹⁰ *Feilding Star*, 7 February 1885, p. 3. The refreshment rooms at the railway station were then taken over by a Mr Pybus, who probably was the subsequent owner of the hotel of the same name.

¹¹ *Manawatu Standard*, 31 August 1921, p. 5

Owners and lessees of the First Halcombe Hotel – to 1913

The earliest known Certificate of Title involved with this property, was not sighted for this study, however it will have included the aforementioned list of owners, Messrs. Hastie, France, Southcombe and Child. Unusually, there was no entry for the hotel listed in the *Cyclopedia of New Zealand*, although numerous other Halcombe businesses were outlined.¹² Child was the property's owner when the next CT was issued. This listed the following sequence of owners and lessees:

CT WN28/52 (27 January 1882) Issued to Edward Child, Halcombe hotelkeeper, also lists the following:

- Transfer of ownership to Wilhelm Theodor Larsen under power of sale from the mortgage held on the property by Bill William Eassen – early 1885. This coincided with the death of Mrs Child.
- Transfer of ownership to Evie Kennedy, wife of John Kennedy, hotelkeeper of Wanganui – August 1887¹³
- Transfer of ownership to John Bryan Pybus, hotelkeeper of Halcombe – May 1888¹⁴
- Transfer of ownership to Mary Tuck, wife of John Tuck, brewer of Masterton – May 1889¹⁵
- Caveat (illegible, surname Young) – possibly 1899
- Transfer of ownership, with the consent of the caveator, to John Jarvis, sawmiller of Kimbolton – mid-1899¹⁶
- Transfer of ownership to William Thomas Watts, hotelkeeper of Wellington – late 1901
- Leased to George Alexander Allen for a 10-year term starting 17 December 1901¹⁷
- Transfer of lease to John Goodin – early 1904¹⁸
- Transfer of lease to Arthur Shirley Woolmer – The entry on the CT being dated 7 April 1905
- Transmission of lease to Annie Elizabeth Woolmer, following the death of Arthur Shirley Woolmer on 30th April 1905. He had died in Palmerston North Hospital after slipping and hitting his head at Halcombe Railway Station, while helping load some pigs.¹⁹
- Notice of Marriage: Annie Elizabeth Woolmer had been remarried at Halcombe on 18th October 1905, to James Alexander Lukashefski. It appears that the hotel license then went into Lukashefski's name.²⁰
- Transfer of lease from James Alexander Lukashefski to Thomas Arthur Sowman – mid-1910²¹
- Transmission of ownership to George Herbert Watts, grocer of Palmerston North, and William Richard Holmes, accountant of Auckland, following the death of the owner, William Thomas Watt, at his residence, the Masonic Hotel, Devonport, on 26 December 1910, aged 70.²²
- Lease to Thomas Arthur Sowman for 7-year term starting 17 December 1911 (entered on CT 25 March 1912)²³
- Transfer of lease to Frederick Charles Faber of Halcombe – early 1913²⁴

¹² 'Halcombe' in *The Cyclopedia of New Zealand [Wellington Provincial District]*, (Wellington, 1897): p. 1266: <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc01Cycl-t1-body-d4-d152.html>

¹³ *Wanganui Herald*, 5 August 1887, p. 2

¹⁴ *Feilding Star*, 5 May 1888, p. 2

¹⁵ *Feilding Star*, 16 May 1889, p. 3(1)

¹⁶ *Feilding Star*, 6 September 1899, p. 2

¹⁷ *Wanganui Herald*, 7 December 1901, p. 2; and *Feilding Star*, 3 May 1902, p. 3(5)

¹⁸ *Feilding Star*, 10 March 1904, p. 2; 11 May 1904, p. 3(2)

¹⁹ *Manawatu Standard*, 29 April 1905, p. 4; *Hawera & Normanby Star*, 1 May 1905, p. 3; *Feilding Star*, 1 May 1905, p. 2; & 29 May 1905, p. 3(2)

²⁰ *Feilding Star*, 3 June 1908, p. 3; *Wanganui Chronicle*, 22 June 1909, p. 3

²¹ *Feilding Star*, 4 August 1910, p. 3; & 8 September 1910, p. 2

²² *NZ Herald*, 27 December 1910, p. 1

²³ *Feilding Star*, 5 May 1911, p. 2(3)

²⁴ *Feilding Star*, 6 May 1913, p. 3

This brings the story of the first hotel to its conclusion, it being then owned by the W.T. Watts Estate, and being operated under lease by Frederick Charles Faber.

Problems with the Old Hotel

The setting for the construction of the present hotel begins with a report in the *Feilding Star* of 4 June 1913 (p. 3). This reveals that the Oroua Licensing Committee had granted a temporary transfer of the hotel's licence from T.A. Sowman to F.C. Faber. The article also added that *"the Health Officer reported adversely on the state of the Halcombe Hotel, which was in an advanced state of deterioration. Several parts of the hotel are rotten. Scrim and papering was impossible. Mr Poynton described the report as the strongest against any hotel he had seen. The application for licence was adjourned to June 18. The Committee intend to inspect the premises before that date."*²⁵

The *Feilding Star* of 18 June 1913 (p. 2) then reported that the renewal of the hotel's license had been granted conditionally. The committee had inspected the building and had found it to be in *"exceedingly bad condition."* The owners had also inspected the building, along with a competent builder, and it had been found to be in a worse state than had been anticipated. Renovations costing £160 were needed, along with a new kitchen, washhouse, bathroom, etc. that would cost another £400, with new fire escapes and painting included in this sum. The Licensing Committee chairman suggested building a whole new hotel instead of the £560 mentioned, as the Cheltenham and Bunnythorpe Hotels had both been built for under £1,000 each. The committee decided to grant the license conditionally on a new building being erected and ready for occupation in June 1914. Plans were to be submitted to the committee, which stated that it would not insist on more than the minimum number of rooms required by Statute. If these conditions were not met, the license would be refused at the next annual meeting.

The *Manawatu Times* of 5 July 1913 (p. 4) was more blunt: *"The Halcombe Hotel which is an old landmark of forty years' standing, is about to be rebuilt. At the last meeting of the Oroua Licensing Bench the Health Officer reported that it was useless to attempt to repair the old structure which was in an advanced state of decay."*

The plans for the new hotel were duly submitted at the September meeting of the Licensing Committee. They were viewed as *"very creditable"*, and the owners were reminded that the new building had to be completed by the next annual licensing meeting.²⁶ Unfortunately the name of the architect concerned was not mentioned.

By the time the Licensing meeting was held on 3 December 1913, there was no indication as to when the old building would be demolished, and the new one started, although the deadline was still six months away. The *Feilding Star* thought that there should have been some sign of the work starting by this time. The committee again reminded that the licence would be cancelled if the work was not complete by the deadline.²⁷ What clearly was not taken into account was that Frederick Faber's eighteen-year-old son Reginald had been killed in a motorcycle accident at Whanganui the previous day.²⁸

²⁵ *Feilding Star*, 4 June 1913, p. 3

²⁶ *Rangitikei Advocate & Manawatu Argus*, 18 September 1913, p. 4

²⁷ *Feilding Star*, 4 December 1913, p. 2

²⁸ *Wanganui Chronicle*, 3 December 1913, p. 4 (x2)

Meanwhile the current licensee, Frederic Faber, sued the previous licensee, Thomas Sowman, for the return of some steel engravings. Sowman was ordered to return these pictures or pay £15 for them. Sowman opted to pay the £15.²⁹ The next identified step was the unreserved sale of hotel furniture that Faber held at the hotel on 1 April 1914. The cause was given as the pending replacement of the old hotel. Items included bedroom furniture, kitchen and lounge furnishing and utensils – and a Strauss & Berthold piano.³⁰

Work was finally underway by May 1914, with an advertisement appearing in the *Feilding Star* requesting that carpenters seeking work apply to the foreman at the Halcombe Hotel.³¹ The following week tenders were called to build chimneys at the hotel. Those interested were to apply to G. Newth at the hotel site.³²

The annual meeting of the Oroua Licensing Committee was held on 10 June 1914 – and the granting of the renewal of the Halcombe Hotel’s license was adjourned for a month.³³ The following month it was again adjourned, this time “*till September, to enable some improvements to be made.*”³⁴

Finally, the Licensing Committee granted the renewal of the licence to the Halcombe Hotel on 2 September 1914.³⁵ There is no sign of a celebration being held at the official opening of the new hotel, but the country was now at war, and the timing was possibly not the best for such an event.³⁶



Figure 2 A White’s Aviation image of the Halcombe Hotel in 1958. (Source: National Library: REF:natlib.govt.nz:emu:WA-48817: http://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE28112982&dps_custom_att_1=emu)

²⁹ *Feilding Star*, 10 January 1914, p. 2

³⁰ *Feilding Star*, 31 March 1914, p. 3 (1 & 6)

³¹ *Feilding Star*, 6 May 1914, p. 3(8)

³² *Feilding Star*, 14 May 1914, p. 3

³³ *Feilding Star*, 10 June 1914, p. 2

³⁴ *Feilding Star*, 8 July 1914, p. 2

³⁵ *Feilding Star*, 2 September 1914, p. 2

³⁶ For example, *Feilding Star*, 7 September 1914, p. 2

The Current Halcombe Hotel

Frederick Faber played an additional role in the town's social scene other than 'merely' as the first lessee of the new pub. He was also a key person in the establishment of the Halcombe Brass Band that was formed in September 1913, serving as its first president.³⁷ The band's first public appearance was at the official opening of the town's new post office on 20 January 1914, where despite signs of nervousness when amidst the dignitaries, the band "*acquitted itself well.*"³⁸ With Faber's departure from the town, he did not seek re-election after his first term.³⁹ However, he was back the following year, having brought four wounded soldiers over from Whanganui (where he now lived) to a special welcome home event (which included the band) for Halcombe's first wounded returned soldier – Private Charles Booth.⁴⁰ Frederick's only remaining child, Frederick George Faber, served in the Mounted Rifles in the Middle East between 1917 and the end of the war, and returned home safely in 1919.⁴¹

Frederick Faber died in New Plymouth, aged 59, on 10 February 1927, after a long illness - by which time he was proprietor of that town's Terminus Hotel. His obituary described him as prominent in sporting circles, and as a very popular hotel proprietor.⁴² His wife Laura, who had also been a very active member of the Halcombe community during the couple's time there, died in 1958, aged 86.⁴³

As with the previous people connected to the hotel (for example, Annie Woolmer in 1905), some included men taking over the hotel, who then died, leaving their widows to run it. Amongst these was James Lyman Lewin, who took over the lease of the hotel – and then subsequently purchased it - in about June 1924. He was described as a hotelkeeper of Wellington at the time of the purchase, although clearly he had moved to Halcombe to run it himself. However, he died in Wellington on 13 July 1925, aged 60 years. He had been ill for some time, and was visiting Wellington on medical advice at the time of his death.⁴⁴

Ownership of the hotel then passed to his wife, Annie Lewin in early 1926, and then she duly leased it to Alexander Steele Molleson for a five-year term, starting from 17 March 1927. The lease of the hotel was then transferred to its future owner, William John Rogers in late 1928. He duly purchased the hotel in 1932. Annie Maria Lewin died on 23 May 1938, aged 69 years.⁴⁵

Under Rogers' ownership, the hotel was leased again from 1937. He then died on 30 March 1942, aged 73, resulting in the hotel's ownership being transferred to his wife Violet Evelyn Rogers, along with their solicitor, William Lockhart Fitzherbert, both of Palmerston North (i.e. it was probably operating as the Estate of W.J. Rogers). In early 1950, Evelyn became the sole owner of the property, which she retained until mid-1953. She died on 6 July 1961, aged 77 years, and both are buried

³⁷ *Feilding Star*, 13 September 1913, p. 2; 22 November 1913, p. 2

³⁸ *Feilding Star*, 21 January 1914, p. 2. (For further information on the Halcombe Brass Band, see the book '*Halcombe School and District Diamond Jubilee 1877-1937*' [Feilding, 1937], pp. 19-20)

³⁹ *Feilding Star*, 9 June 1914, p. 2

⁴⁰ *Feilding Star*, 18 September 1915, p. 2

⁴¹ Auckland Museum Online Cenotaph: <http://www.aucklandmuseum.com/war-memorial/online-cenotaph/search?n=Frederic+George+Faber> ; *Wanganui Herald*, 16 January 1919, p. 5

⁴² *Evening Post*, 14 February 1927, p. 1; *Patea Mail*, 11 February 1927, p. 2 (note that this obituary erroneously refers to him as "Felix R. Faber")

⁴³ Births, Deaths & Marriages online: Ref: 1958/34101 <https://www.bdmonline.dia.govt.nz/>

⁴⁴ *Manawatu Times*, 16 July 1925, p. 3; Births, Deaths & Marriages online: Ref: 1925/7987 <https://www.bdmonline.dia.govt.nz/>; Wellington City Council: Cemetery database: Ref: 'Lewin, James Lyman': <https://wellington.govt.nz/services/community-and-culture/cemeteries/cemeteries-search>

⁴⁵ Births, Deaths & Marriages online: Ref: 1938/16604: <https://www.bdmonline.dia.govt.nz/>

together at Kelvin Grove Cemetery, along with the ashes of their unmarried daughter, also named Violet.⁴⁶

The lease had been transferred to Cecil Saunders in 1951, and he then purchased it in 1953. He sold it to The Tui Brewery Ltd. in 1968, and that company then owned it for the next twenty years - albeit under three different names, and with a succession of ten lessees.

The *Halcombe School 1877-1977* (p. 5) publication lists names of people who were connected to the hotel/tavern over the years. Of these, only one name (Wong) is not also recorded on the various Certificates of Title.

**NOTICE OF APPLICATION FOR
TRANSFER OF LICENSE.**

I, Annie Lewin, of Halcombe, Hotel-keeper, being the holder of a Publican's License in respect of the premises situate at Willoughby street, Halcombe and known as the Halcombe Hotel, do hereby give notice that I desire to obtain, and will at the next Licensing Meeting to be held at the Magistrate's Court, Feilding, on the 5th day of December, 1925, apply for a transfer of the said License from myself as Executrix of the Will of the late James Lewin, deceased, to myself personally.

Dated at Halcombe the 5th day of October, 1925.

ANNIE LEWIN.

**NOTICE OF APPLICATION FOR A
PUBLICAN'S LICENSE.**

I, Annie Lewin, of Halcombe, do hereby give notice that I desire to obtain, and will at the next Licensing meeting to be held at Feilding on the fifth day of June, 1926, apply for a certificate authorising the issue of a Publican's License for a house situate at Halcombe, containing 15 rooms exclusive of those required for the use of the family, and known as the Halcombe Hotel.

Dated at Feilding this 4th day of May, 1926.

Name of owner: Annie Lewin, of Halcombe.

**ANNIE LEWIN,
Applicant.**

Figure 3 These two notices are from the *Manawatu Times* of 30 October 1925 (p. 1) and 7 May 1926 (p. 1). They give an indication of the complexities of transferring a licence following a death. Annie Lewin's husband, James Lewin, had died on 13 July 1925. Then on 4 September 1925 (p. 3) the *Manawatu Times* recorded that: "Mrs Annie Lewin, widow of the licensee of the Halcombe Hotel, was authorised to carry on the business of the said premises for a further period of three months unless probate of the will be sooner granted." She duly applied to transfer the license on 5th December 1925 from herself as executrix of her husband's will, to herself personally, and then six months later she had to apply for the license in her own right. By this time she was also the owner of the hotel.

Appendix 1 includes a list of the Halcombe Hotel Owners and Lessees of the current Halcombe Hotel, from 1914 onwards.

⁴⁶ Palmerston North City Council: Cemetery database: <https://www.pncc.govt.nz/services/cemetery-and-cremation-search/>



Figure 4 A White's Aviation view of Halcombe Hotel in the midst of a busy town in 1975. (Source: National Library: REF:natlib.govt.nz:emu:WA-72507-F http://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE6494142&dps_custom_att_1=emu)

Timelines of other events

The Manawatu District Council building permit records⁴⁷ reveal that in 1956, then-owner Cecil Saunders had alterations done to the bar, including demolishing existing partitions to the lounge and bottle store, and installing a new bar. Steel posts were installed to pick up the top floor joists on each side of the lounge. The new bar was described, details including the tops of the counters being covered in lino, and a sliding door to go between the new bar and the existing one. The cost was to be £500.

In 1971, then-owner L. Canning applied for permission to install a toilet, while DB Breweries (the then-owner since renamed D.B. Central Brewery Ltd.) applied to alter a toilet in 1976.

In January 1976, the D.B. Group drafts-people of Auckland, drew up plans of the building as it then was. These show that the hotel's first floor had included six bedrooms (two large and four small), along with a lounge and a bathroom, a shower room and toilets. The subsequent plan the following month showed the plan for converting the hotel into a tavern, with the upper floor becoming the manager's flat, and a new side entrance to the upper floor becoming the entrance to the manager's flat. One of the smaller bedrooms also became an office. In addition, the external doors were converted from opening inwards, to opening outwards.

⁴⁷ Manawatu District Council: Building Permit files for the 'Halcombe Tavern, 15 Stanway Road', Halcombe (including 'FC Halcombe Tavern', and 'LQ2094', which covers the tavern's liquor licensing matters); Note also that a brief list of the Building Permit records held by the Manawatu District Council, was located in File No. 30-029 on the property which was compiled in the Historic Places Manawatu-Horowhenua Inc. (held at Te Manawa, Palmerston North)

The tavern was listed (as the 'Halcombe Hotel') by the NZ Historic Places Trust on 2nd July 1982, and given a Category 2 status. However, little historical information is recorded about it on their website - other than an incorrect date of construction.⁴⁸

The Building Permit records include an application by Peter and Lyn Stewart, of Stewarts Foodmarket, Halcombe, in 1994, to re-roof the existing garden bar, and to add to the bar. The same year permission to install a drain to the kitchen was also applied for. This work, to be done in two stages, was to cost £14,000

In 1999, permission to install a freestanding fireplace was also applied for.

An article on Halcombe that appeared in the *Manawatu Standard* of 5th September 2017, credited the Halcombe Tavern as being one of the features (along with house prices and pastoral appeal) that was bringing "new blood" into the town. This was despite there being "no shops, just a lone pub, packs of huntaways are more common on the main street than king charles cavaliers, and locals tend to wear gumboots or go barefoot." The article recorded that the town's population had grown from 420 to 530 since 2006.⁴⁹

ARCHITECTURAL DESCRIPTION

Planning, style, construction

The two and single storey, timber framed and clad, building is located on the north east corner of Stanway Road and Willoughby Street, Halcombe. It appears that the building originally had a 'U' shaped plan with a central courtyard facing north west. This has now been filled in with a single storey addition, and joins a single storeyed gabled extension to the south west wing beyond the original extent of the building. A lean-to extension is added to the north east wing.

The hotel is built to the street boundary with the south east elevation facing Stanway Road and the original south west elevation facing Willoughby Street. The building has a chamfer at the corner while the two storey section has gables to the north east and south west with a verandah supported by wrought iron brackets connecting the two at first floor level.

The 1976 description of the planning of the building suggests that the ground floor had a lounge, two bars, a bottle store and toilets on the ground floor. It is presumed that there are also kitchen and storage facilities on the ground floor. The first floor had six bedrooms, a living room, bathroom, shower and toilet. A kitchen is not discussed.

There are few windows and two blocked up doors on the south west ground floor while an entry door is located on the chamfer. Pairs and single double hung sash windows are located on the south east elevation with two additional doors. The first floor joinery appears to be more authentic with a pair of double hung sash windows under each gable and single double hung sash windows in between. A door on the south west elevation gives access to the verandah.

The roof to the original 'U' shaped building is hipped to both north west roofs and facing the corner which is continuous over the verandah. There are gables to the south east and south west facing the streets. Single storey roofs are gabled and designed as a lean-to.

⁴⁸ Heritage NZ: <http://www.heritage.org.nz/the-list/details/1195>

⁴⁹ *Manawatu Standard*, 5 September 2017: <https://www.stuff.co.nz/manawatu-standard/news/91447082/welcome-to-halcombe-house-prices-pastoral-appeal-and-old-pub-lure-new-blood>

The style of the building is a simple version of Queen Anne as seen in the gable half-timber framing, asymmetry, double hung sash windows, exposed eaves although without exposed rafters, and a verandah.

There are many similar rural hotels listed by Heritage New Zealand. These include the Central and Commercial Hotels in Dargaville, the Commercial Hotel in Clyde, the Cornwall Arms in Thames, the Customs Hotel in Nelson, the Globe Hotel in Takaka and the Dominion Breweries Hotel in Whangamomona.

No plans of the building were viewed and the interior was not able to be inspected.

Style background

The Edwardian Queen Anne style was a revival style of late 17th and 18th century architecture popularised by British architects Richard Norman Shaw and William Eden Nesfield in the 1870's initially for large country houses. American architects Charles McKim and Henry Hobson Richardson also adapted the style and less academic versions of the American and British styles were used in New Zealand.

The Edwardian Queen Anne style was part of the picturesque movement and commonly the houses were designed to be asymmetrical, with conical towers and tall chimneys to create an interesting skyline and interplay of complex forms. Details often included flying gables, gable screens, double hung and casement windows, window or door hoods, square and canted bay windows, prominent chimneys, decorative entry porches and exposed eaves. Other key New Zealand characteristics of the style include highly decorated gable forms, half timbering effects, bay windows and wide verandahs.

Setting

The building is constructed on the intersection of Willoughby Street and Stanway Road at the south eastern end of Halcombe Village. Opposite to the east is a former shop and house. Diagonally opposite is the former Halcombe Post Office and opposite to the west is a former dairy and several other buildings lining Stanway Road. The Halcombe War Memorial is located in the central, circular traffic island.

Stanway Road leads to the railway line to the west and Halcombe Road, the main road between Feilding and State Highway 1. The Halcombe Tavern is sited close to both streets on a long narrow section with parking to the north west. The Halcombe Fire Brigade is the immediate neighbour to the north west on Willoughby Street while there are two houses to the north east on Stanway Road. Halcombe village is largely flat with gradually rising ground to the east and west, most of which is open farmland with scattered housing.

SUMMARY OF HERITAGE VALUES

The Halcombe Tavern has **low** to **high local** significance for **physical, historic** and **cultural** heritage values.

The building has **moderate architectural** and **moderate representivity** values as a rural hotel designed in a simple interpretation of the Edwardian Queen Anne style. As there are many similar hotels throughout New Zealand the building has **low rarity** values. The building has **moderate group** values as one of three listed heritage buildings, one object, and one memorial in Halcombe.

The exterior of the tavern appears to have been modified on the ground floor such that it has **moderate authenticity**.

The building has **low historic people** values in its association with local owners of the current and former hotel but **high pattern** values in that a number publicans wives took over the licence following the deaths of their husbands. There is also **moderate pattern** values in the ownership of the hotel by Dominion Breweries, one of two major New Zealand breweries who bought hotels throughout New Zealand to ensure the sale of their products.

Given the range and levels of heritage values, the Halcombe Tavern and its predecessor has **moderate education** values as it can contribute to an understanding of early settlement patterns in Halcombe, the role of women in the hotel trade in the Manawatu and early 20th century hotel architecture.

SOURCES

Online Sources

Auckland Museum online cenotaph: <http://www.aucklandmuseum.com/war-memorial/online-cenotaph> [As per footnote]

Companies Office website: <https://companies-register.companiesoffice.govt.nz/> [As per footnotes]

Heritage New Zealand: <http://www.heritage.org.nz/the-list/details/1195>

NZ Births, Deaths & Marriages online: www.bdmonline.dia.govt.nz/ [As per footnotes]

Google Street View <https://www.google.co.nz/maps/>

Halcombe Community & Districts: <http://www.halcombecommunity.co.nz/>

Halcombe School and District: Diamond Jubilee 1877-1937 (Feilding, 1937)
http://www.halcombe.school.nz/index_files/Halcombe%20School%20Diamond%20Jubilee%201937.pdf

Halcombe School 1877-1977 (Halcombe, 1977)
http://www.halcombe.school.nz/index_files/Halcombe%20Centenary%201877%20-%201977.pdf

Manawatu District Council: Facebook page: <https://www.facebook.com/manawatudc/> ; Maps: http://www.mdc.govt.nz/online_services/find_it/district_maps ; Cemetery Search: http://www.mdc.govt.nz/Online_Services/Find_It/Cemetery_Search [As per footnotes]

Manawatu District Libraries' image: <https://feildingphotos.mdc.govt.nz/nodes/view/16343>

Manawatu Standard, 5 September 2017: <https://www.stuff.co.nz/manawatu-standard/news/91447082/welcome-to-halcombe-house-prices-pastoral-appeal-and-old-pub-lure-new-blood>

National Library: Halcombe, Manawatu, 1975 – Aerial photograph taken by Whites Aviation: REF: natlib.govt.nz:emu:WA-72507-F:
http://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE6494142&dps_custom_att_1=emu ; Halcombe, Manawatu-Wanganui Region, 1958 - Aerial photograph taken by Whites Aviation: REF:natlib.govt.nz:emu:WA-48817 :
http://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE28112982&dps_custom_att_1=emu

Palmerston North City Council: Cemetery database: <https://www.pncc.govt.nz/services/cemetery-and-cremation-search/>

Papers Past: <https://paperspast.natlib.govt.nz/newspapers> (*Evening Post, Feilding Star, Hawera & Normanby Star, Manawatu Standard, Manawatu Times, NZ Herald, Patea Mail, Rangitikei Advocate and Manawatu Argus, Wanganui Chronicle, Wanganui Herald* [as per footnotes and text])

The Cyclopaedia of New Zealand [Wellington Provincial District], (Wellington, 1897): 'Halcombe', p. 1266: <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc01Cycl-t1-body-d4-d152.html>

Wellington City Council: Cemetery database: <https://wellington.govt.nz/services/community-and-culture/cemeteries/cemeteries-search>

Trademe - 'Halcombe Tavern' advert: <https://www.trademe.co.nz/property/commercial-property-for-sale/auction-666027734.htm>

Other Sources

Historic Places Manawatu-Horowhenua Inc.'s File No. 30-029 on the property (held at Te Manawa, Palmerston North)

Manawatu District Council: Building Permit and other related operational files for the 'Halcombe Tavern, 15 Stanway Road, Halcombe'; 'FC Halcombe Tavern' and 'LQ2094'; Certificates of Title [as per footnotes and captions]

Please note that the footnotes attached to the names on the lists of information obtained from the Certificates of Title, are simply noting supporting evidence from old newspapers, and not intended to replace the Certificate of Title references.

IMAGES



Figure 5 Halcombe Tavern – 23 October 2016 (Photo: Val Burr)



Figure 6 Halcombe Hotel in its setting (Source: <http://www.halcombcommunity.co.nz/>)



Figure 7 The balcony of the Halcombe Tavern overlooks Halcombe’s war memorial, and this proves a perfect place from which to play the Last Post to the people below. This scene took place following the Anzac Day parade around the war memorial, on 25 April 2017. The 1944 Ford Jeep in the foreground was one of a number of restored military vehicles present, along with horses and their handlers, and nurses all in the appropriate regalia. (Source: Manawatu District Council’s Facebook page: <https://www.facebook.com/manawatudc/photos/a.1881388378786415/1881388822119704/?type=3&theater>)

APPENDIX 1:

Owners and lessees of the current Halcombe Tavern – from 1914 CT WN28/52 (first issued 27 January 1882, and continued with the new hotel)

- Lease to Frederick Charles Faber for 2-year term from 17 December 1918. Note that this entry was written into the CT in June 1915. The previous lease, taken out in 1911, had been for a 7-year term.
- Transfer of lease to James Fitzpatrick – June 1915⁵⁰ Fitzgerald was charged with serving a drunk, and this reflected negatively on him at licensing time, perhaps resulting in his subsequent departure.⁵¹
- Transfer of lease to William John Mitchell – mid-1916⁵²
- Transfer of lease to Douglas Gordon Hadley Hosken and Katie Hosken as tenants in common – mid-1917⁵³
- Lease to Douglas Gordon Hadley Hosken for a 3-year term starting 17 December 1920
- Transfer of lease to Frederick Henry Rennie – late 1923
- Lease to the above for a 2-year term starting 17 December 1923
- Transfer of lease to James Lewin – June 1924⁵⁴
- Transfer of ownership to James Lewin of Wellington, hotelkeeper – June 1924
- Transmission of ownership to Annie Lewin of Halcombe, as Executrix – early 1926
- Lease to Alexander Steele Mollesen for 5-years starting 17 March 1927
- Transfer of lease to William John Rogers – late 1928

CT WN432/257 (14 April 1932) Issued to: Annie Lewin of Halcombe, widow

- Transfer of ownership to William John Rogers, April 1932
- Lease to John Wesley Young, for term commencing 1 July 1937 to 1 March 1942
- Transfer of lease to Alfred Clyde Boswell and Kath Mary Boswell as tenants in common in equal shares – late 1939
- Transfer of lease to Garnet Nicol, from 29 March 1942
- Transmission of ownership to Violet Evelyn Rogers, widow, and William Lockhart Fitzherbert, solicitor, both of Palmerston North – latter 1942
- Extension of lease to the last day of February 1948
- Transfer of lease to Roy Henry Munro, hotelkeeper of Halcombe – early 1947
- Extension of lease to 27 February 1950
- Transfer of ownership to Violet Evelyn Rogers, widow of Palmerston North, alone (i.e. the solicitor was dropped) – early 1950
- Lease extended to Roy Henry Munro for five-year term from 1st March 1950
- Transfer of lease to Cecil Saunders – early 1951
- Transfer of ownership to Cecil Saunders, hotelkeeper of Halcombe – mid-1953
- Transfer of ownership to The Tui Brewery Ltd.,⁵⁵ of Mangatainoka – late 1968
- Lease to Eric James Waldron for 3-year term from 22 September 1968. A new CT was subsequently issued:

⁵⁰ *Rangitikei Advocate & Manawatu Argus*, 4 May 1915, p. 6; *Feilding Star*, 7 May 1915, p. 3

⁵¹ *Manawatu Standard*, 26 May 1916, p. 7

⁵² *Rangitikei Advocate & Manawatu Argus*, 8 June 1916, p. 4

⁵³ *Feilding Star*, 10 May 1917, p. 3

⁵⁴ *Manawatu Times*, 6 June 1924, p. 2 (This article states that the license was being transferred to James Lewin and David Dalton)

⁵⁵ The Tui Brewery Ltd., Company Number: 1382. Incorporated 4 July 1923, renamed D.B. Tui Brewery Ltd. on 6 October 1970; and then again it is renamed D.B. Central Brewery Ltd. on 21 August 1974; followed by becoming Barbour Enterprises Ltd. on 21 April 1991. It was removed from the Register in 1993: <http://app.companiesoffice.govt.nz/co/1382>

CT WN6C/1403 (5 December 1968) Issued to: The Tui Brewery Ltd., at Mangatainoka

- Leased to Eric James Waldron, 3-year term from 22 September 1968
- Transfer lease to Stanley Erland Trenchard Burgess (2/3 share) & Lois Elizabeth Burgess (1/3 share), as tenants in common – late 1969
- Transfer of lease to Leonard Moncrieff Canning & Leah Verne Canning, as tenants in common – late 1971 (typo on CT)
- New lease to the above from 23 September 1971
- The owner, The Tui Brewery Ltd., changes its name to D.B. Tui Brewery Ltd. on the CT in late 1972, with Canning lease being adjusted accordingly
- Transfer of lease to Raymond Clifford Clapham & Evaline May Clapham as tenants in common – mid-1973
- The owner, D.B. Tui Brewery Ltd., changes its name on the CT to D.B. Central Brewery Ltd. – early 1976
- New lease to Raymond Edward Message and Judith Barbara Message from 16 March 1975 for a three-month term “and thereafter to run for successive three month periods subject to review but not in any case exceeding a total term of three years.”
- Transfer of lease to Murray Thomas Holley - late 1976
- Transfer of lease to Ronald Wheeler – late 1977
- Transfer of lease to Halcombe Tavern Ltd.⁵⁶ – early 1985
- Lease to Dominion Breweries Ltd. for a ten-year period between 7 June 1984 to 6 June 1994. Followed by: lease of lease to Halcombe Tavern Ltd. from 7 June 1984 to 5 June 1994, being ten years less one day
- Caveat by Alfred Joseph Galpin and Patricia Marion Fleet – early 1985, withdrawn September 1988
- Transfer of ownership to Ian Alexander Robertson, publican of Halcombe, and his wife, Linda Margaret Robertson – September 1988
- Transfer of ownership to Kai Iwi Tavern Ltd.⁵⁷ – November 1988. In the early 1990s the tavern was run by Peter & Lyn Stewart through their company Stewarts Foodmarket Ltd., but its relationship to Kai Iwi Tavern Ltd. was not researched further.
- Caveat by I.A. & L.M. Robertson Ltd.⁵⁸ – November 1988, withdrawn 1991
- Transfer of ownership to Halcombe Enterprises Ltd.⁵⁹ – late 2006
- Transfer of ownership to J Cooper – November 2021.

⁵⁶ Halcombe Tavern Ltd., Company Number: 239750. Incorporated on 2 April 1984. Removed from the Company Register: 31 May 1991: <http://app.companiesoffice.govt.nz/co/239750>

⁵⁷ Kai Iwi Tavern Ltd., Company Number: 237808. Incorporated on 17 April 1984, and still extant: <http://app.companiesoffice.govt.nz/co/237808>

⁵⁸ I A & L M Robertson Ltd, Company Number 238700. Incorporated on 29 March 1984; renamed I A Robertson Ltd. on 27 March 1992; and then Curtis & Robertson Ltd. on 26 April 2000. Removed from the Register in 2009: <http://app.companiesoffice.govt.nz/co/238700>

⁵⁹ Halcombe Enterprises Ltd., Company Number: 1864182. Incorporated on 8 September 2006 and still extant: <http://app.companiesoffice.govt.nz/co/1864182>

Former Halcombe Post Office, 57 Willoughby Road, Halcombe



The former Halcombe Post Office (23 October 2016; Photo: Val Burr)

Architect: Government Architect

Construction date: 1914

Visible materials: Painted timber weatherboards and joinery, corrugated steel roofing

Architectural style: Edwardian English Domestic Revival

Use/building type: Residential (previously commercial)

Date and Compiler: Ian Bowman, 2015, Val Burr 2019

Heritage New Zealand listing: 2

Proposed category: B

PHYSICAL AND SOCIAL HISTORY

At the official opening ceremony for what is now the former Halcombe Post Office on 20 January 1914, a detailed history of postal services in the Halcombe area was published in various local newspapers.¹ This information had been part of the speech of the Hon. R. Heaton Rhodes, the Postmaster-General. In it Rhodes stated that: *“A post office was first opened at Halcombe on the 1st July, 1876. The first postmaster was Mr. W. H. Lash. His successors have been J. A. Tompkins, appointed 1st October, 1877; J. King, 1st November, 1878; J. B. Gould 24th December, 1880; J. W. Bowles 1st February, 1884; E. McKenna 27th April, 1884; C. C. Lambert 12th April, 1885; H. E. Burr 29th May, 1886; G. Ayre 2nd July, 1888; H. Daniell 2nd July, 1892; E. E. Ingpen 1st January, 1898; A. James 24th July, 1902; W P. Morton 31st October, 1905; H. O. Couch, 23rd August, 1910.”*

Rhodes further stated that: *“A telegraph office, a money order office and a savings bank (had been) opened in 1878. A telegraph message boy was appointed in 1902. A telephone exchange was opened in 1911, a number of private wires then connected with the office being converted to exchange connections. There are now twelve subscribers to the exchange.*

He then pointed out that: *“A daily rural mail delivery was established in 1912 to serve the district surrounding Halcombe. During the last ten years there has been a considerable increase in all classes*

¹ For example: *Wanganui Chronicle*, 21 January 1914, p. 6; *Feilding Star*, 21 January 1914, p. 2; and *Rangitikei Advocate & Manawatu Argus*, 22 January 1914, p. 5

of the Department's business at Halcombe. In 1903 the number of articles posted was 52,360 and in 1913, 69,970. Articles delivered in 1903, 63,570, and in 1913, 98,700. Postage revenue £230 and £355. The money orders issued and paid amounted in value in 1903 to £1792, and for the twelve months ended the 30th November last (the latest figures available) to £1893. Savings bank deposits in 1903 amounted to £1553, and for the twelve months ended the 30th November last to £3125, Withdrawals for the same periods were £1261 and £2450. In 1903, 2799 telegrams were forwarded of the value of £100, and for the twelve months ended the 30th November last, 4792 of the value of £115. Telegrams received for delivery to residents numbered 2371 and 4041. ²



Figure 1 The Tender Notice from the *Evening Post*, 16 August 1913 (p. 8)

Construction of the Post Office

Halcombe's new Post Office was designed by the Government Architect and built under contract.³ The tender notices were duly published in various newspapers in August 1913.⁴

In relation to the tender notice, the *Feilding Star* of 16 August 1913 (p. 2) recorded that: "Apparently Mr. Guthrie's enquiry in Parliament regarding the delay in erecting the Post Office at Halcombe has had an effect! In another column of to-day's *Star* the Public Works Department calls for tenders for the erection of the building. Plans and specifications may be seen at the post offices in Halcombe and Feilding."

At the time of the opening ceremony, the *Rangitikei Advocate & Manawatu Argus*, published a very detailed description of the building. This stated that: "The new building is of wood and is a combined office and Postmaster's residence. The office portion comprises a porch 9ft. 6in. by 5ft. 6in., a private box lobby 6ft. 6in. by 5ft., a public office 20ft. 6in. by 9ft. 6in., a telephone bureau room 4ft by 3ft. 6in., a mail room 19ft. by 20ft., a space off the mail room for a telephone room 8ft. 6in. by 8ft. 6in., and a Postmaster's room 12ft. 6in. by 9ft. 6in. The residence comprises a sitting room 15ft. 6in. by 13ft, three bedrooms, one 13ft. by 12ft., and two others 11ft. 6in. by 8ft. 6in., a kitchen 14ft. by 11ft., a scullery 7ft. 6in. by 6ft., a pantry and a bathroom. A washhouse and other office and domestic conveniences are provided in an outbuilding. The building is 30ft. wide and 75ft. 6in deep. The contractor was Mr. G. L Wakelin, of Wellington. The contract amount was £1191." ⁵

Local newspapers published employment notices seeking staff to work on the building. For example, the *Feilding Star*, of 18 October 1913 (p. 3) records: "WANTED - Carpenter, Is 6d an hour to good hand. Apply WAKELIN, Contractor, Halcombe Post Office." Then the *Wanganui Chronicle*, of 11 November 1913 (p. 1[5]) records: "WANTED - A good carpenter for Halcombe Post Office. Is 6d an hour and ten hours a day. Apply Wakelin, contractor Halcombe P.O."

By December 9th, 1913, work was well underway, with the *Rangitikei Advocate & Manawatu Argus* recording that: "Our post office is rapidly nearing completion. During the past week, the weather being favourable, the band of workers which includes carpenters, plumbers, bricklayers, painters and paperhangers, have been busily employed, and the contractor hopes to finish well within the specified time. Notable in the construction of this useful building, apart from the faithful workmanship, is the

² *Rangitikei Advocate & Manawatu Argus*, 22 January 1914, p. 5

³ *Appendices to the Journals of the House of Representatives (AJHR)*, 1914, D-1: p. 90

⁴ *Feilding Star*, 16 August 1913, p. 3 (2); also *Evening Post*, 16 August 1913, p. 8

⁵ *Rangitikei Advocate & Manawatu Argus*, 22 January 1914, p. 5

high class quality of the timber used, the like of which has not been seen here since Halcombe was a timber milling centre.”⁶

Of interest, attempts were being made to demolish and replace the old Halcombe Hotel at this same time, and the work on that project does not seem to have gained any real traction until after the post office was completed in January 1914.⁷



Figure 2 This photo's original caption reads: "Front elevation of Halcombe's new Post Office, opened on Tuesday, Jan. 20th, by the Hon. R. Heaton Rhodes, Postmaster-General." The hitching rail was yet to arrive at this time. Note the hedge on the left in this photo. It is gone by the time of other two photos that show the building with the same colour scheme. (Source: *Wanganui Chronicle*, 22 January 1914, p. 6(2))

call at Marton, arrived in Halcombe by the New Plymouth mail train, and was received by the member for the district (Mr. D. H. Guthrie, M.P.) and a representative group of farmers and other residents of the district, and escorted to the new post office, which has been erected on the railway reserve adjoining the sports ground. On this convenient corner Halcombe folks gathered in force, the scene was enlivened by a display of flags, and the presence of the new band, under the baton of Mr. West, further tended to make the place en fete.”⁸

Speeches included that of John Morrison, who was chairing the event. He referred to the many years that the town had needed to 'put up' with the railway station serving as its post office, while at the same time paying tribute to the courtesy of the successive railway officers. The locals were, however, going to appreciate having a post office in the centre of town. Morrison also mentioned other needs of the district, such as an extension of its telephone hours from the present 7pm, to 8pm, as farmers

⁶ *Rangitikei Advocate & Manawatu Argus*, 9 December 1913, p. 3

⁷ For example: *Feilding Star*, 4 December 1913, p. 2 See also the file: RB3 Halcombe Tavern

⁸ *Feilding Star*, 21 January 1914 (p. 2)

tended to only be able to conduct their business in the evening. He also wanted the railway station to be connected to the telephone system.⁹



Figure 3 This undated photo from the Mandahl Collection at the Manawatu District Library, shows the building in its original colour scheme. The hedge that was present in January 1914 has now gone. Meanwhile the height of the trees in the distance on the right, suggests that this photo was very early in the building's existence. Similarly, the facades on the two buildings shown at the left of this photo differ from the ones on the same sites in the oldest Archives NZ photo. (Source: <http://feilding.recollect.co.nz/nodes/view/17871>) Various local personalities participated in the event, including: *Mr. Burcham, who was introduced as "the Father of Halcombe," (who) smiled benignantly upon his large family, and on their behalf assured Mr. Rhodes that the post office would suit their purposes admirably.*¹⁰

The local 'pony express' of days gone by also received attention, with Cr. John McDonald saying that: *"this was a red-lettered day in Halcombe's history. It was a puzzle how they got the building, with no general election at hand. (Laughter) The speaker recalled the old days, when the mailman made his deliveries to Stanway on a 200-year-old pony. Now there were rural deliveries and a post office."*¹¹ The Marton newspaper's 'own reporter' recorded this slightly differently, referring to *"the postal troubles of the early settlers and how the rural delivery of the mails was often delayed by the rural mail man and his century old 'moke.'"*¹²

The Rev. H. Daniel, was introduced to the dignitaries as *"the minister for Halcombe;"* while the stationmaster, Mr. H. C. Couch, said *"his release from the dual capacity brought a feeling of pleasure mixed with regret."* This was because as postmaster he had been brought into closer touch with the local people than he would be now at the station alone.¹³

After an interlude with music from the Halcombe Brass Band in the course of its first official performance: *"The Minister (Rhodes) rose to speak, he expressed regret that things had to be rushed.*

⁹ *Wanganui Chronicle*, 21 January 1914, p. 6

¹⁰ *Feilding Star*, 21 January 1914 (p. 2)

¹¹ *Feilding Star*, 21 January 1914 (p. 2)

¹² *Rangitikei Advocate & Manawatu Argus*, 22 January 1914, p. 5

¹³ *Feilding Star*, 21 January 1914 (p. 2)

But the Premier had called a Cabinet meeting in Wellington, which meant that he (the speaker) had to catch the 5 o'clock train at Palmerston. He was glad Halcombe had a band. The young fellows would find it a good way to use their winter evenings—and the people would have the pleasure of their playing in the summer. It had also been a great pleasure to meet here the oldest postal official of the Dominion, Mr. Franklin. Mr. Rhodes said he would bring under the notice of the Minister of Railways Mr. Morrison's request; and for his own part, he might be able to grant half-an-hour's extension of the telephone hour.¹⁴ The Marton newspaper added to this by saying that Mr. Franklin, who Rhodes believed was the oldest postmaster in the service, had been appointed to the role in 1857.¹⁵

At the conclusion of the speeches, "Mr. Rhodes was...handed the key of the office, and with this he opened the front door, and formally declared the building open for the transaction of public business. After cheers had been given, afternoon tea, provided by the ladies of Halcombe, was dispensed, and greatly appreciated."¹⁶

The *Feilding Star* added that at the conclusion of the event, the party of visitors were "entertained at afternoon tea, provided by a bevy of ladies, and the Minister drove off by motor-car to catch his train at Palmerston."¹⁷

References to future staffing consisted of a Mr. Kelly coming "up from the Wellington Post Office to make the final arrangements for opening the post office, and Mr. Brooks, of the Palmerston staff, is in charge until a permanent officer has been appointed."¹⁸ In describing the building, the *Feilding Star's* reporter also noted that the limitations of the building's bathroom had placed a height restriction on future staff there as not being able to be taller than 5ft. 6ins in height!



Figure 4 This photo shows the Post Office in about 1967. By this time the building has the bike stands beneath each of the two front windows. Note that the black bike racks are now present beneath the two windows. (Source: Archives NZ, Wellington. Ref: R24136464 AAME 8106 W5603 276/1/H/18)

¹⁴ *Feilding Star*, 21 January 1914 (p. 2)

¹⁵ *Rangitikei Advocate & Manawatu Argus*, 22 January 1914, p. 5

¹⁶ *Wanganui Chronicle*, 21 January 1914, p. 6

¹⁷ *Feilding Star*, 21 January 1914 (p. 2)

¹⁸ *Feilding Star*, 21 January 1914 (p. 2)



UNVEILING OF HALCOMBE WAR MEMORIAL, 1921.

Figure 5 This photo shows the unveiling the Halcombe War Memorial on 27 July 1921, with the Halcombe Post Office in the background. (Source: Manawatu District Library: <http://feildingphotos.mdc.govt.nz/assets/display/17749-max>)

Some Subsequent Activities involving the Post Office

The following seventy-three years doubtless saw many significant activities in and around the post office. Some of these included, in July 1914, *"The piece of road in front of the Halcombe Post Office has been graded, and will be gravelled as soon as opportunity offers."*¹⁹ Then in October 1914, the present hitching rail was erected in front of the post office - the *Rangitikei Advocate & Manawatu Argus* of 13 October 1914 (p. 2) recorded that: *"The only new public work done here during the past week that I have noticed is the erection of "hitching posts" in front of the Post Office. These must be intended for motor cars, as the horses we see about in these degenerate days are mostly tied up."*

On 30th May 1914, a Halcombe Railway Station clerk stole one of the postal bags from the post office that was bound for Palmerston North. The culprit was caught at Stratford in June 1915 and admitted to what he had done with the stolen property a year earlier.²⁰

The *Manawatu Times* of 5 April 1923 (p. 2) notified its readers that *"The Halcombe Post Office is now receiving a coat of paint."* Then in March 1927, the *Manawatu Times* recorded that *"Mr. Len Wildbore, late of Feilding, who has been a junior official in the Halcombe Post Office, has been granted six months' sick leave, having been in indifferent health for some time. Mr. V. H. Bennett, of the Feilding office, is relieving at Halcombe."*²¹

Early photos of the building show its nameplate to read 'Halcombe Post & Telegraph Office.' Later it merely reads 'Halcombe Post Office'. Most photos sighted for this study show different lettering styles and sizes to the others.

¹⁹ *Feilding Star*, 11 July 1914, p. 1

²⁰ *Wanganui Chronicle*, 12 June 1915, p. 7; *Wanganui Herald*, 12 June 1915, p. 8

²¹ *Manawatu Times*, 22 March 1927, p. 3

The book *Halcombe School: 1877-1977* lists a number of former postmasters employed at the Halcombe Post Office. Those named are "Saywell, Hutton, Martin, O'Sullivan, Archer, Wilson, Anderson, Stanbury, Judson, Ireland, and Messrs. Dunaveyney and Emerson."²²

The NZ Historic Places Trust granted the building a Category 2 heritage status on 2 July 1982.²³



OCTOBER 16 . . . Halcombe post manager Kath Harris just hours after hearing her post office was one of the 432 to get the chop. Pictures by Phil Crawford and Mark Munro.

Figure 6 This photo of Kath Harris was published in the *Manawatu Standard* of 5 February 1988 (p. 10), at the time of the closure of the Post Office.

Closure of the Post Office

The *Manawatu Standard* of 16 October 1987 (p. 1) announced the closure of 432 post offices around New Zealand as a cost-saving measure, and one of them was Halcombe's. The article recorded that that Halcombe's post mistress, Kath Harris, had been "absolutely devastated" by the news. At that time, the post office served the town's 600 residents and hundreds more in outlying areas. Mrs. Harris added that while the post office had its quiet times, it was flat out all day on superannuation day. She had then been the post office's only employee for the previous five years, and with the pending closure she expected to "really get it" from the locals wanting to know how they would collect their benefits and mail. The locals had even presented a petition seeking to have their post office excluded from the list of post offices that were anticipated to close. The closure had local residents threatening to close their Postbank accounts, and also anticipating the extra trips into town that they would have to make as a result of the closure.²⁴

The Halcombe Post Office duly closed on Friday, February 5th 1988, being one of 28 post offices to close on that date from the *Manawatu Standard's* circulation area. The protests around the country against the closures had included marches on Parliament, solo runs, public meetings, and flags flown at half-mast. Kimbolton's flagpole flew a skull and crossbones that day (despite the protests of NZ Post), and a horse was ridden inside the Rongotea Post Office to collect the last bag of mail. Many people cancelled their Postbank accounts, with Halcombe's customers described as cancelling their Postbank accounts in droves.²⁵ Following the closure, Halcombe's Postal Delivery Centre was transferred to Hooper Bros. store.²⁶

In the 1990s, and while the building was owned by Telecom (see below), the old post office was leased to Jill Darragh, who ran a craft shop from it. The story of the craft shop was not further researched.²⁷

²² Halcombe School Centennial Committee, *Halcombe School: 1877-1977* (Halcombe, 1977), p. 5

²³ Heritage NZ: <http://www.heritage.org.nz/the-list/details/1197>

²⁴ *Manawatu Standard*, 16 October 1987, p. 1

²⁵ *Manawatu Standard*, 5 February 1988, p. 10; 6 February 1988, p. 1

²⁶ *Manawatu Standard*, 5 February 1988, p. 10

²⁷ Historic Places Manawatu-Horowhenua Inc. File No. 30-028 (held at Te Manawa, Palmerston North)

Changes to Ownership

On 30 March 1990, Certificate of Title 37C/132 was issued to “*Her Majesty the Queen as public buildings of the General Government.*” This covered land totalling 814 square metres more or less, being Section 1 of Survey Office Plan 19667. Telecom Central Ltd. was then registered from the same date as the proprietor of the land. The property was then transmitted to Telecom New Zealand Ltd., the entry being dated 9 December 1996. The CT was then cancelled on 20 December 1996 and was replaced by the CTs WN48B/757 for Lot 1, and WN48B/758 for Lot 2.

Certificate of Title WN48B/757 was then issued to Telecom New Zealand Ltd. on 20 December 1996 – this being Lot 1, DP 81868, totalling approximately 180 square metres. It was duly transferred to its present owner Chorus NZ Ltd. in 2011.

Certificate of Title WN48B/758, being the larger Lot 2 of DP 81868 (the actual former Post Office building), was also issued on 20 December 1996 to Telecom NZ Ltd. Then in 1998, it was transferred into private ownership.

Architect – John Campbell (1857–1942)

John Campbell was born in Glasgow in 1857. He served his articles under John Gordon (c1835–1912) also in Glasgow. He arrived in Dunedin in 1882 and after a brief period as a draughtsman with Mason and Wales joined the Dunedin branch of the Public Works Department in 1883. His first known work, an unbuilt design for the Dunedin Railway Station, reveals an early interest in Baroque architecture.

In November 1888 Campbell was transferred to Wellington where in 1889 he took up the position of draughtsman in charge of the Public Buildings Division of the Public Works Department. He remained in charge of the design of government buildings throughout New Zealand until his retirement in 1922, becoming in 1909 the first person to hold the position of Government Architect. Government architecture designed under his aegis evidences a change in style from Queen Anne to Edwardian Baroque.

His best known Queen Anne design is the Dunedin Police Station (1895–6), modelled on Richard Norman Shaw's New Scotland Yard (1887–90). Arguably his best Edwardian Baroque building is the Public Trust Office, Wellington (1905–9). Although Campbell designed the Dunedin Law Courts (1899–1902) in the Gothic style with Scottish Baronial inflection, he established Edwardian Baroque as the government style for police stations, courthouses and post offices throughout New Zealand by 1903. In 1907 he designed the North Wing Extension of the Government Buildings in Wellington. The Italianate style of the extension was out of character for Campbell who worked in a range of style from Queen Anne to Edwardian Baroque. In 1911 Campbell won the nation-wide architectural competition for the design of Parliament Buildings, Wellington. Although only partially completed, Parliament House is the crowning achievement of Campbell's career. Through his post as Government Architect, he also designed numerous other police stations, post offices and courthouses nationwide.

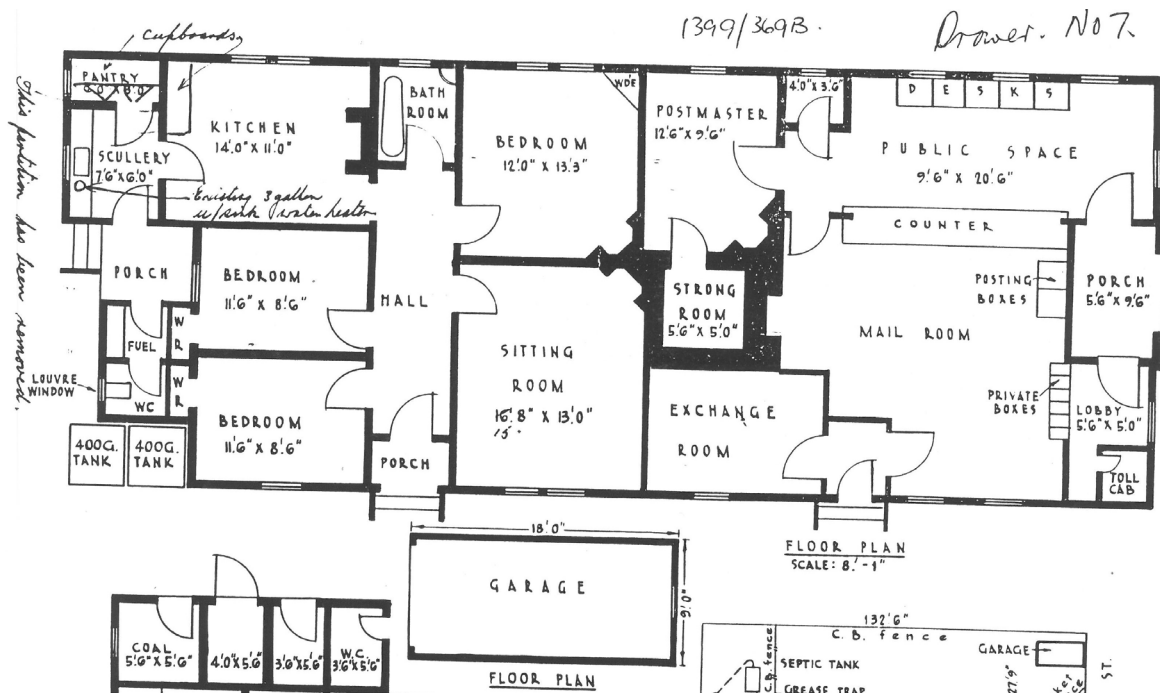


Figure 7 This plan, which is dated 4 February 1966, shows the Halcombe Post Office and staff living quarters, including the layout of the post office itself. It was originally prepared in relation to the application to build a UAX Building on the site. (Source: Manawatu District Council Building Permit records for 57 Willoughby Street, Halcombe - Plan PM 824F, T.D. 3-8-60)

ARCHITECTURAL DESCRIPTION

Planning, style, construction

The single storey, timber framed and clad, rectangular planned building is located on the south west corner of Stanway Road and Willoughby Street, Halcombe. The 1996 plan in Figure 7 shows the building divided equally between the Post Office functions to the north and living accommodation to the south. The recessed, main entry to the former Post Office faces northwest to Stanway Road and had a door to the east to the telephone booth and a door to the west to access the main public space. At the time of the drawing, the space had a long counter separating the public from the mail room. To the south of the public space was the Postmaster's office, a strong room at the centre and the exchange room to the east. The north eastern side of the building has a porch and entries to the exchange room and mail room.

The living accommodation is accessed from the east side of the building with a recessed porch leading to a central hall off which are bedrooms and the living room. To the west is the bathroom and to the south west are the kitchen and scullery. The toilet and fuel room are at the south east.

The Stanway Road elevation is symmetrical around a shallow projecting gabled porch with arched opening and half-timber framing to the gable. Single double-hung sash windows with sill aprons are located either side of the porch. The elevation facing Stanway Road is the narrower of the two elevations, with the longer side elevation facing Willoughby Street. This elevation is more prosaic with single and pairs of double-hung sash windows and two doors along the length of the elevation. The windows to the public spaces in the building are higher than the rear section of the building. The windows on the west elevation appear to be similar.

The roof to the building is hipped with the ridge running the length of the building. The roof over the public spaces of the building is subtler higher than the roof over the living accommodation. Rafter ends are exposed.

The style of the building is a combination of styles with the collective title of Edwardian English Domestic Revival. The characteristics of the style seen in the former Post Office include symmetry, a prominent roof, gabled entry porch with gable screen, timber coverboards imitating half-timber framing, prominent chimneys with decorative corbels, sill aprons and exposed rafter ends.

Government Architect John Campbell designed many post offices in a similar style. Larger examples include the former Post Offices in Collingwood, Golden Bay and that in St Bathans while a smaller example is the building at Tikokino. A substantial example of the combination of English Domestic Revival by Campbell is Wellington Government House.

Cladding is rusticated weatherboards and the building is roofed with corrugated steel. There are two brick chimneys in the centre of the building which have stepped corbels to the flaunching.

The interior was not able to be inspected.

Style background

The development of the English Domestic Revival style was influenced by William Morris's Arts and Crafts movement whose guiding philosophy was to encourage traditional art and craftsmanship. Architects of the period had a desire to use purely English architectural styles that saw a revival of vernacular English domestic architectural styles with a preference for Gothic. These styles were collectively called the English Domestic Revival and included revivals of early English Renaissance styles of Jacobean and Elizabethan, Baroque, and Gothic.

The main architects designing in the Domestic revival styles, to whom New Zealand architects looked for inspiration, were George Devey, Eden Nesfield, CFA Voysey, Philipp Webb and Norman Shaw. Their architecture and interpretation of styles was extremely popular and was used universally within the Empire and the United States; the latter especially with the architecture of Henry Robson Richardson from the 1870's to the early 1900's.

Key elements of the style as seen in New Zealand examples that were derived from the early English Renaissance styles include: asymmetry, prominent roofs, gables with gable screens, sash windows with glazing bars, bay windows, window or door hoods, decorative entry porches, prominent chimneys and exposed eaves and rafter ends. Baroque influences in the style include Classical elements such as symmetry, columns, sill aprons, chimney caps and keystone arches.

The use of Baroque in New Zealand was largely influenced by the works of Government Architect, John Campbell, in Parliament Buildings and many large post offices throughout New Zealand in the early part of the twentieth century. His smaller post offices were typically of the Edwardian English Domestic Revival style.

Single storey versions of the style were typically less decorative.

Setting

The building is constructed on the intersection of Willoughby Street and Stanway Road at the south eastern end of Halcombe Village. Opposite to the north east is a former shop that has been converted to a house. Diagonally opposite is the Halcombe Tavern and opposite to the west is a former dairy and several other residential buildings lining Stanway Road. The Halcombe War Memorial is located in the central, circular traffic island.

Stanway Road leads to the railway line to the west and Halcombe Road, the main road between Feilding and State Highway 1.

The former Post Office is sited close to both streets on a long narrow section with a garage to the south east and sheds and garden to the rear. Further to the rear are tennis courts with a sports field to the west.

Halcombe village is largely flat with gradually rising ground to the east and west, most of which is open farmland with scattered housing.

SUMMARY OF HERITAGE VALUES

The former Halcombe Post Office has **low to high local** significance for **architectural, representivity, rarity, group, authenticity, people, event** and **educational** heritage values.

The building has **moderate architectural** and **high representivity** values as an example of an early 20th century, small, rural Post Office designed in the Edwardian English Domestic Revival style under the auspices of Government Architect, John Campbell. Being one of many such Post Offices, the building has **low rarity** but **high national group** values. The building has **low local group** values as one of three listed buildings, an object (hitching rail located outside the former Post Office), and memorial in Halcombe.

The exterior of the former Post Office appears to have been little modified such that it has **high authenticity**.

The building has **high historic people** values as it is associated with John Campbell, who, as Government Architect, was one of the most significant and influential architects in the first quarter of the 20th century. It also has **high pattern** values having been closed as a result of the 1984 Labour Government reforms that had a major impact on the New Zealand people and services provided by the Government.

Given the range and levels of heritage values, the former Halcombe Post Office has **moderate education** values as it can contribute to an understanding of early settlement, the history of public services and the architecture of the Government Architect in the Manawatu.

SOURCES

Printed Sources

Appendices to the Journals of the House of Representatives (AJHR), 1914, D-1: p. 90

Bowman, Ian, *Manawatu District Council Heritage Building Inventory - Commercial* (1996: Halcombe Post Office

Manawatu Standard (microfilm, Palmerston North City Library) [as per footnotes]

Halcombe School Centennial Committee, *Halcombe School: 1877-1977* (Halcombe, 1977)

Online Sources

Archives New Zealand: <https://archway.archives.govt.nz/> [As per footnotes & captions]

Google Street View <https://www.google.co.nz/maps/> [As per footnotes & captions]

Heritage NZ: <http://www.heritage.org.nz/the-list/details/1197>

Manawatu District Council: Maps: http://www.mdc.govt.nz/online_services/find_it/district_maps

Manawatu District Library: <http://feildingphotos.mdc.govt.nz/assets/display/17749-max> & <http://feilding.recollect.co.nz/nodes/view/17871>

Papers Past: <https://paperspast.natlib.govt.nz/newspapers> (*Evening Post*, *Feilding Star*, *Manawatu Standard*, *Manawatu Times*, *Rangitikei Advocate* and *Manawatu Argus*, *Wanganui Chronicle* [as per footnotes and text]

Te Papa website: February 1988: <http://blog.tepapa.govt.nz/2012/02/29/february-1988-this-month-last-century/>

Other Sources

Archives NZ, Wellington. Ref: R24136464 AAME 8106 W5603 276/1/H/18) and Ref: R24136477 AAME 8106 W5603 276/1/H/24)

Historic Places Manawatu-Horowhenua Inc. File No. 30-028 on the property (held at Te Manawa, Palmerston North)

Manawatu District Council: Building Permit file, Certificates of Title; MDC Heritage file: RB3 Halcombe Tavern

OTHER IMAGES



Figure 8 A Google Street View photo of the former post office in February 2008. The metal bike racks beneath the windows, were not yet back in place at this time.

Former BNZ, 2894 Kimbolton Road, Kimbolton



Architect: Unknown

Construction date: 1925

Visible materials: Brickwork, render, timber joinery, corrugated steel roofing

Architectural style: Inter-war Stripped Classical

Use/building type: Residential

Date and Compiler: Ian Bowman, 2015

Heritage New Zealand listing:

Proposed category: B

PHYSICAL AND SOCIAL HISTORY¹

Building history

The first Bank of New Zealand building was constructed in 1895 and a new building was constructed in 1925. In 1965 the branch became an agency open for one hour a day two days a week in April 1965. On 8th November 1973 the bank closed for business. It later became a craft shop, then residence.

BNZ²

The Bank of New Zealand was not the country's first bank but it was certainly the most successful of the many that started in the 19th century.

The Bank opened for business 16 October 1861, in premises in Queen Street. Set up under its own Act of Parliament it was established and funded by a clique of Auckland businessmen, and others around the country. There had been much interest in the establishment of a truly New Zealand bank; prior to this banks had largely been overseas-based institutions. The Bank of New Zealand quickly

¹ Former NZHPT Manawatu Branch Committee files

² Bowman, I, *Conservation Plan former BNZ Buildings*, Wellington, 1992, unpublished

expanded and by the end of 1862 had offices in all the larger New Zealand towns. Shareholder support was enlisted in a series of meetings around the country.

In this fashion the Wellington branch was opened, initially in Swinburne's Steam Packet Hotel, Willis Street, on 15 January 1862. The prompt erection, at a cost of nearly 8,000 pounds, of a substantial new building designed by the country's leading architect, William Mason, signalled the Bank's confidence in its future. Completed in 1863, the building was altered inside in 1873/74 and then added to three years later. It was finally replaced in 1901.

A London office was opened in 1862 and this played a major role in facilitating trade between New Zealand, Great Britain and Europe. The Bank of New Zealand derived much of its early prosperity from the discovery of gold in Otago and the expansion of the pastoral industry in the South Island. By the early 1870s, 56 offices had been opened around New Zealand and the following decade was generally a prosperous one. The Bank's operations continued to expand and offices were opened in Melbourne in 1872 and Sydney in 1875. In 1876 an office was opened in Fiji. The Bank also shared in the prosperity encouraged by the Vogel immigration and public works policies. In this decade Bank capital doubled from 500,000 pounds to 1 million pounds. Lending and profits consequently rose.

The end of the Vogel initiatives and a fall in world commodity prices started a depression in the mid 1880s, which lasted for nearly 20 years. The down-turn was reflected in the failure of the Bank to pay a dividend in the second half of 1887. A government appointed inquiry into the Bank's affairs discovered that in excess of 320,000 pounds had been lost on insufficiently secured loans or by dishonest management.

In 1890 the head office was moved to London, although the General Manager stayed in Auckland. At the same time, the assets the Bank acquired from the depression were put in a separate company, the Bank of New Zealand Estates Company. However this company continued to make losses and eventually the Government had to rush to the Bank's aid. In one dramatic night, 29 June 1894, a bill was passed to provide a two-million pound share issue and the Government assumed a considerable role in the Bank's affairs.

One of the conditions of the share issue was that the head office had to be moved to Wellington. This had obvious implications for the Wellington office, which was only a branch. A new building was planned, and completed in 1901, and the progress made by the Bank in the 20th century is reflected in the subsequent growth in accommodation, to the point now where the branch and head office are accommodated in one of the city's biggest buildings.

The Bank of New Zealand bought the Colonial Bank of New Zealand in 1895. The purchase of this bank, which was founded in 1874 and latterly struggled in the poor economic times, helped strengthen the Bank's trading position. From 1899 the Bank's fortunes greatly improved. Dividend payments to shareholders recommenced in 1902.

The outbreak of war in 1914 saw a brief dip in the Bank's fortunes but eventually the war only improved demand for New Zealand's primary products. Circumstances also forced the Bank to hire women to replace the men who had gone to fight. This substantial change in staffing structures was repeated in the Second World War. By 1926 capital stood at over 5,600,000 pounds, of which the Government held one-third. Later, in 1945, privately held shares were compulsorily acquired by the Government in exchange for cash or government bonds. The Government's ownership of the Bank has only recently been relinquished.

Since 1945 the huge advances in technology have had a major effect on banking operations. During the 1950s hand-posted ledgers were replaced by electronic machines and later still by electronic calculators. The first computer was acquired in 1966.

With the progress in technology the Bank, in common with other trading banks, instituted a number of initiatives, such as direct crediting and debiting and automatic payments, designed to speed up the banking process. Later the major trading banks formed a consortium to run Databank Systems Ltd, a company, which electronically processes all banking transactions.

Diversification of the Bank's interests saw it buy or establish a number of companies. The BNZ Finance Company, 75% owned by the Bank, and BNZ Investments Ltd, are just two examples of such associated companies.

In recent years the arrival of credit cards, automatic teller machines and EFT-POS (Electronic Funds Transfer at Point of Sale) have all greatly altered, and improved, the banking process.

ARCHITECTURAL DESIGN

The single storey brick building is designed in the Stripped Classical style, a revival of Classicism in the post WWI period but, as the name suggests, stripped of excess ornamentation. France, Germany and Italy were at the forefront of the style but there were also good examples in Sweden and Denmark.

This form of Stripped Classicism was popular with architects who were not at the centre of the new functionalist movement, but had sympathy towards its aims. The consequent stripping of classical details revealing a stark, functional building, achieved the requisite forms and simplicity of the new style, while retaining classical symmetry. A vertical emphasis through banding of windows within a largely horizontal form of Stripped Classical buildings contrasts with the horizontality of both forms and banding of the Functionalist style.

The newer building types such as flats, factories, hospitals and offices were often designed using the Functionalist style, while Banks, Government buildings and offices, town halls and other large institutional buildings commonly were designed in the Stripped Classical style.

Key proponents of the Stripped Classical style included Sir John Burnet in Britain, Auguste Perret in France, and Albert Kahn in the United States. Other English architects at the forefront of Stripped Classicism include Edwin Cooper an early work of whose includes the St Marylebone Town Hall, Marylebone Road, London, A E Richardson, particularly after 1918, and Edwin Lutyens.

Government Architect, J T Mair designed many buildings throughout New Zealand in the style including Government Offices, buildings for the Public Trust, Government Life and post offices. Gummer and Ford were also champions of the style and designed the National Museum and Art Gallery in the Stripped Classical style. The Auckland Art Museum designed by Grierson, Aimer and Draffin is another substantial example of the style.

Consistent with the style, the bank is symmetrical about the front entry with three equal bays delineated with pilasters supporting a simple entablature with cornice, parapet and central pediment. The entry door has architraves with ears and a central keystone while the windows either side have central keystones and projecting spandrels imitating mutules. Above the two central pilasters is the

shallow sloping, stepped pediment with a cartouche and foliage in a Baroque style. Under the cornice is raised lettering, "Bank of New Zealand".

The same brickwork, classical detailing and window design continue on the side walls for two bays. Beyond this the remainder of the building is of a domestic scale but retaining brickwork construction. An entry to the rear, presumably the living accommodation for the bank manager, at the junction of the different scaled sections has a hood and next to this is a faceted bay window. A hipped corrugated steel roof and two tall chimneys are visible on the rear section. The Google maps aerial photo of the property shows a number of chimneys, lean-to roofs, and a shed at the rear.

The building is built to the street boundary, facing west, and extends to the east with a narrow garden to the north. The rear of the section, based on the Google maps aerial photograph shows the section extending some distance towards the east with mature trees running along the boundary.

To the immediate south of the building is a former Georgian styled Post Office while further to the south is the St Saviour Anglican church (listed in the operative District Plan). To the north of the former BNZ building are several historic shops and a garage while opposite to the west is the Kimbolton Library (listed in the operative District Plan) and an historic hall in Edward Street.

No plans of the building have been sighted and the interior was not inspected.

REVIEW OF REPORT

Based on a review of the report and viewing of Council files, the assessment undertaken in 2015 for this building is still applicable as at April 2021.

SUMMARY OF HERITAGE VALUES

The building has **high local** significance for **physical, historic** and **cultural** heritage values.

The former BNZ building has **high architectural** and **representivity** values as a good example of the Inter-war Stripped Classical style with typical characteristics of simplified Classical detailing and proportions, symmetry, and horizontality. It was also common for public buildings to be designed in the style.

The building has **high rarity** values as one few Stripped Classical buildings in the Manawatu.

The exterior appears to have **high authenticity** with little obvious external changes.

The building has **high group** and **public esteem** values being one of a number of significant historic buildings in the small Kimbolton township, some of which are listed in the operative District Plan. The heritage of Kimbolton is noted in the Kimbolton Community Plan (December 2013) as being of importance to the local community.

The building and site have **high associative** values with the BNZ, with the first building on the site having been constructed in 1895. The association finished with the sale of the building in 1973.

The design and construction of the building has **high pattern** and **education** values reflecting the history of the growth and development of the small rural town from the late Victorian period.

SOURCES

Bowman, I, *Conservation Plan former BNZ Buildings, Wellington, 1992*, unpublished Former NZHPT
Manawatu Branch Committee files
Kimbolton Community Plan, 2013
Google maps

WEST HOUSE – 1592 Rongotea Road, Rongotea



Architect: L. G. West

Construction date: ca 1905

Visible materials: Painted timber framing, cladding and joinery, painted corrugated steel roofing

Architectural style: Simplified Queen Anne

Use/building type: Residential

Date and compiler: Ian Bowman, May 2014

New Zealand Historic Places Trust Registration: Category 2

Proposed category: B

PHYSICAL AND SOCIAL HISTORY

The house was designed and built for Ludolph Georg West in 1905 as his own home. It was originally constructed at 445 College Street, Palmerston North, but was relocated to the current location in Rongotea in 1992. Following West's death, in 1921 the property passed to his daughter, Marcia Charlotte Short, who was the wife of Captain Lawrence Short, a solicitor of Taumaranui. Between 1938 and 1942 the house was used as a maternity home by Mrs Helen Robson and in 1964 it was sold to Colin Anthony Barkwith, Maurice Henry Gillot and Mervyn Watt, managers. In 1979 it was again sold, this time to Darryl Templeman, also a manager. The owners of the house, when it was shifted, were Mr and Mrs B I Browne. In its new location, the house has been extended with a large rear addition and a stand-alone garage.

West, Ludolph Georg (1846–1919)

Ludolph Georg West was born in Falster, Denmark and arrived in New Zealand on the *Motoaka* in 1868. His grandfather was a well-known Danish architect who helped rebuild Copenhagen after it was bombarded during the Napoleonic Wars. He graduated with a degree in Agriculture and Forestry in Copenhagen and became an architect and valuer. He was one of the first settlers in the Manawatu, joining the cavalry volunteers when Hawkes Bay Maori threatened the area. He returned to settle in Palmerston North in 1869. In 1878 he married Maria Bannister, a daughter of a Johnsonville settler. Maria died in 1891 after which he married Alice Greenwood in 1894. In 1880

West established Palmerston North's first architectural practice however his earliest known architectural plans are dated at 1888. In conjunction with his son Ernst Vilhem, he was responsible for a large number of Palmerston North's buildings these include Caccia Birch (1895), the Former Club Hotel (1905), the Manawatu–Kilwinning Masonic Lodge (1908), the Old Soldiers Club (1917), the Church of Christ Scientist (1931) and Ward Brothers Building (1935). George West (he Anglicised his name) was Mayor from 1886–87, a borough Councillor and a prominent freemason. His son Ernst was a borough Councillor 1921–25.

ARCHITECTURAL DESCRIPTION

The original house extant today is a simple, rectangular, timber-framed, single-storied house. It has a hipped gable roof, with Gothic styled eaves brackets. The front entry, originally to the side of the house, is off centre on the elevation and is within a recessed porch. The porch opening has curved brackets with turned finials and decorative infill panels. The front door is glazed and panelled with double hung sash window sidelights. There are three double hung sash windows and a secondary door to the west of the entry. The original street frontage, now the side elevation, is symmetrical with pairs of double hung sash windows either side of the centre. The whole of the house has timber coverboards applied over rusticated weatherboards to imitate half-timber framing, the tops of which have curved brackets.

The general style of the house is Queen Anne, although a very simplified version. Queen Anne was a revival style of late 17th and 18th century architecture popularised by British architects Richard Norman Shaw and William Eden Nesfield in the 1870s initially for large country houses. American architects Charles McKim and Henry Hobson Richardson also adapted the style and less academic versions of the American and British styles were used in New Zealand. The Queen Anne style was part of the picturesque movement and commonly the houses were designed to be asymmetrical, with conical towers and tall chimneys to create an interesting skyline and interplay of complex forms. Other key New Zealand characteristics of the style include highly decorated gable forms, half timbering effects, bay windows and wide verandahs. Art Nouveau inspired lead lights were also common with the style.

The interior of the house could not be inspected, but a newspaper article of 1982 describes the interior as having original wallpaper, pressed metal ceilings, and tiled diagonal fireplaces.

REVIEW OF REPORT

Based on a review of the report and viewing of Council files, the assessment undertaken in 2014 for this building is still applicable as at January 2022.

SUMMARY OF HERITAGE VALUES

The building has **regional** significance for **historical** and **architectural** heritage values.

The building has **historical** values in its association with L. G. West, Palmerston North's first architect and one-time mayor and Councillor. He designed the house as his home in which he lived for 14 years until his death. His daughter then owned the house.

The building has some **architectural** values as a modest and individual interpretation of the Queen Anne style. The original building appears to retain authenticity of design, although it no longer has authenticity of setting having been relocated from Palmerston North to Rongotea in 1992.

SOURCES

NZHPT Field record form

FORMER RNZAF OPERATIONS ROOM – Wilson Road, Ohakea



Architect: Public Works Department
Construction date: 1943
Visible materials: Reinforced concrete
Architectural style: Military
Use/building type: Military
Date and Compiler: Ian Bowman, 2016; Val Burr 2017
Proposed ranking: B

PHYSICAL AND SOCIAL HISTORY

Introduction

This old concrete structure in Wilson Road, Ohakea, was built during World War 2, and it serves as a reminder of the fear current within New Zealand at the time it was being planned. Peter Cooke, in his book, *Defending New Zealand: Ramparts on the Sea 1840-1950s*, records that its construction was a sign that the war was felt to be coming closer. This had resulted in the decision by the Royal New Zealand Air Force in February 1942, to build a series of underground operations rooms at 17 air stations. Work was underway on six of them by August 1942, with £195,720 having been sought from the War Cabinet to pay for the work. Cooke lists 21 of these operations rooms of various types and in various locations around the country. However it appears that only five were completed, including the Ohakea one, while the rest were cancelled as the need for them appeared to wane - or in two cases they were started, but were then cancelled prior to completion.¹

¹ Peter Cooke, *Defending New Zealand: Ramparts on the Sea 1840-1950s, Part 2* (Defence of New Zealand Study Group, 2000), pp. 525-527

Centre The structure has been built inside the hole, and awaits being covered up. This is the Ohakea facility, north east of the air base. While not completed or used during the war, this was only covered over in the 1950s. Ohakea and Whenuapai both had large station shelters.



Figure 1 The Ohakea operations room structure prior to being covered over in the late 1950s. (Source: Cooke, p. H-8)

Ohakea Air Base

In his article, 'A Place of Birds: Ohakea Airbase', Paul Gibson outlines the history of the site in terms of its aviation history. He writes that in the 1920s, Ohakea was being considered as a potential mooring site for international commercial airships. However, the R-101 disaster in 1930 ended British airship plans and the site remained as farmland.

With Adolf Hitler's appearance in 1933, New Zealand began reacting to events in Europe, and in 1936 plans began being made to establish the air force as being independent of the army, and to expand it into a credible fighting force. In March 1936, a plane charged with taking photos of potential sites for airfields, sought out the old proposed British Imperial Airship mast site near the Rangitikei River and just south of the Bulls Bridge. With difficulty they identified the correct site amongst all the surrounding paddocks – and this was to be the future Ohakea air base site.²

By June 1937, the Government had made the decision to purchase five farms totalling 486 acres, for the purposes of establishing an air force station at the site. It was expected to take three years to fully develop the site, which was to accommodate some 500 people and to include two large hangars. At time of construction during 1938-39, the two hangars (the subjects of a £105,127 contract) were the largest in the Southern Hemisphere.³

The hangars were intended to accommodate a number of Vickers Wellington bombers which were due to start arriving in October 1939. However, the outbreak of war on 1st September 1939, saw the bombers diverted to usage in Europe. Thus Ohakea became a recruit training depot after the first RNZAF staff arrived there on 12 September 1939, when staffing facilities were still incomplete.

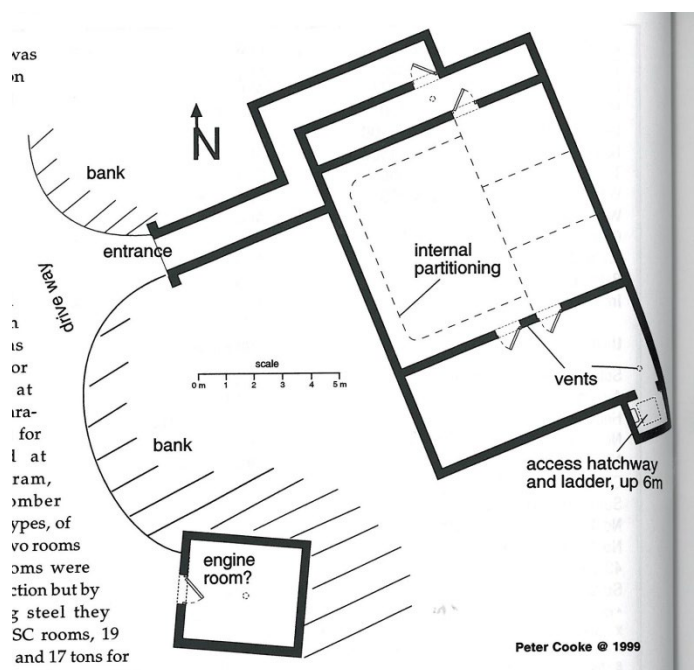
On 25th September 1939, "the first 'official' aeroplane arrived. It was recorded as ZK-AAC, an Avro Avian biplane which had belonged to Dr Oram (sic) of Palmerston North, and was now piloted by Squadron Leader Gibson, Staff Officer-in-Charge of Airfield Construction and the designer of the

² Paul Gibson, 'A Place of Birds: Ohakea Airbase', *The Manawatu Journal of History*, 2006, Issue No. 2, pp. 32-33

³ *NZ Herald*, 15 June 1937, p. 8; *Horowhenua Chronicle*, 17 June 1937, p. 7, 31 March 1938, p. 3; *Evening Post*, 26 July 1938, p. 9

airfield, who had come to liaise with Mr Gilkison.”⁴ This is the ID of M.H. Oram’s Avro Avian that was destroyed at Parorangi Aerodrome in February 1936, and the wrecked remains of which were burnt in Auckland in February 1939.⁵

Japan’s entry into the war in December 1941 created a whole new dynamic for activities at Ohakea, and by early 1942 it was feared that Japanese forces might invade New Zealand. One of the resulting features was the construction of the discrete and somewhat ‘distant from the base’ underground operations room in Wilson Road. However, by early 1943, the threat of invasion had receded, and accordingly the need for concealed operations rooms had also receded.⁶



The Operations Room

The operations room was built by the Public Works Department to become a joint fighter and bomber operations centre for the Ohakea Air Base. New Zealand’s other operation rooms that were completed, were at Waipapakauri (near Kaitaia, the RNZAF’s northernmost base), Whenuapai, Gisborne, and Nelson. Of these, the structures at Whenuapai and Ohakea were termed as being ‘large station shelters’. The rest were planned to be smaller shelters. The intention of these structures was to provide key stations with alternative underground concrete bunker-style operations rooms that would hopefully be able to escape enemy attention during any potential air raids.

Figure 2 This is not a plan of the Ohakea operations room and its associated engine-room, however, the surviving structures doubtless shared the same general layout to this one. (Source: Cooke, p. H-8)

The structures at Waipapakauri, Whenuapai, New Plymouth, Ohakea and Woodbourne, were, or were intended to have been joint fighter and bomber operations centres. These had their main area divided into three rooms. The smaller structures were either to be used in relation to fighter control or bomber control. These underground structures were referred to – along with similar above-ground operations rooms - as ‘raid shelters’ for security reasons.

⁴ Gibson, p. 38

⁵ Please refer to the report on ‘Parorangi Aerodrome’ for Manawatu District Council that accompanies this one. Also: Airhistory.org.uk: ‘Golden Years of Aviation’: http://www.airhistory.org.uk/gv/reg_ZK-.html ; One of ZK-AAC’s former pilots, Flight Lieutenant M.W. Buckley, was one of the two pilots tasked with taking aerial photos to identify a site for the future Ohakea air base on 16 March 1936. (Ref: Gibson, p. 33) ZK-AAC had been wrecked six weeks previously.

⁶ Charles Darby, *RNZAF: The first Decade 1937-46*, (Melbourne, Australia, 1978), p. 7

At the time, reinforcing steel was hard to come by, and different parts of the structures were to receive different quantities of it (based on the significance of the various parts of the structure) as part of the means to protect the various rooms from attack through falling bombs.

Cooke stated (p. 527) that in mid-June 1941 (when Germany was still the main fear), that the RNZAF E & R Committee had met to review the priorities of the various planned structures. Those at Waipapakauri, Whenuapai, New Plymouth, Ohakea, Nelson and Woodbourne were given A1 priority, and their shares of the precious reinforcing steel were on site by June 15th. However, Woodbourne and New Plymouth had their structures cancelled when incomplete, while the rest (other than Gisborne's) were also ultimately cancelled unbuilt. By March 1943, those operations rooms at Waipapakauri, Gisborne and Nelson had been completed, while Ohakea's was following on from them.

Ohakea's operations room cost £8,000 to build, and was sited on Wilson Road so as to be adjacent to the Bulls-Sanson telephone lines. It was planned to be well ventilated (apparently imperfectly), and it was to be supplied with electricity from its own generator 100yds (= about 91 metres) further along the road. The operations room was accessed via a secure door and stairway, and this was the only part that was to be visible above ground level.⁷

Cooke states that: *"The ops rooms built also seem to have suffered problems similar to the Combined Operations Centres (i.e. like Ohakea's), with the ventilation and communications systems proving troublesome."* It is therefore perhaps fortunate that none of the structures were used operationally during the war, other than for storage. The Ohakea Operations Room was in due course covered over with soil in the late 1950s.⁸

While the operations rooms at Whenuapai, Ohakea (both large stations), Waipapakauri, Gisborne and Nelson (all small stations) have survived, it is not known if Gisborne's still exists. It has since been covered over by a mound of earth and is thus not visible.⁹



Figure 3 The Ohakea Operations Room still underground, as photographed by Google Street View in March 2008, before the soil was removed from the top of the concrete room. The soil had been cleared by February 2010 (Google Street View image).

⁷ 'Hunker in the Bunker (Manawatu)': https://www.geocaching.com/geocache/GC4DZMC_hunker-in-the-bunker-manawatu

⁸ Cooke, p. 527

⁹ Cooke, p. H-8

Recent Years

The property was transferred into private ownership in the 1970s and farming activities have continued surrounding the operations room. In March 2008 Google Street View images revealed that the operations room was buried under soil, however, by February 2010, the roof of the room had been cleared of soil.



Figure 4 The small structure that contained the engine that powered the operations room
(Source: Google Street View, November 2013)

Architect

Began in 1870 in response to the rapid growth and development of New Zealand at the time the Public Works Department functions consisted of such things as immigration, railway construction, roads, electric power supply, housing, building controls and unemployment relief. The Public Works Act 1928 brought the Public Works Department (PWD) and the Ministry of Works into a single unit, and at that stage the responsible Minister was known as the Minister of Works, while the head of the department was the Commissioner of Works. The PWD designed most structures required by the armed forces in New Zealand from its inception.

The department was re-named the Ministry of Works and Development in 1973, with the Minister of Works and Development having responsibility for it. The Ministry of Works and Development was abolished in 1988 when it became the Consultancy Division of the State-Owned-Enterprise Works and Development Services Corporation NZ Limited. The Division became a separate subsidiary in 1992 known as Works Consultancy Services Ltd. Works Consultancy Services was sold to Kinta Kellas of Malaysia in November 1996. The Company's name changed to Opus International Consultants Limited in April 1997.



Figure 5 The operations room in relation to Ohakea Air Base. The two original hangars give an indication of how far apart the two centers of activity were during WWII. (Source: Manawatu District Council: <http://maps.mdc.govt.nz/IntraMaps80/default.htm>)

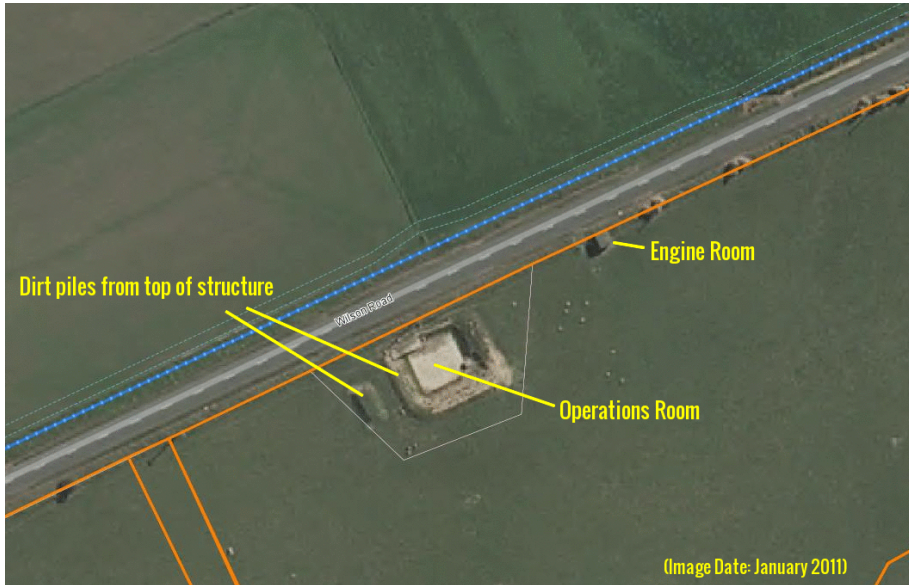


Figure 6 A satellite view of the Operations Room in January 2011 - after its cover of soil had been removed sometime between March 2008 and February 2010. All the mounded soil around it now, was previously over the top of the structure (Source: Manawatu District Council: <http://maps.mdc.govt.nz/IntraMaps80/default.htm>)

ARCHITECTURAL DESIGN

The reinforced concrete control centre at Ohakea is located on Wilson Road near the corner with State Highway 1. It was built underground and has a rectangular floor plan divided into two rooms and a corridor, at the end of which appears to be a toilet. There is stair access at the north-west corner and ladder access at the south east corner. Cast iron pipes set into the ceiling of the building extend above the roof of the structure to give light into the rooms. The central room still retains some hardboard on batten lining on the ceiling. It is not known if the walls or floor were lined.

A small concrete structure was also built to the north east of the control centre, which has a timber door and low-level wall vents. It was possibly a radio or engine shed¹⁰.

Based on Peter Cooke's research the roof of the structure was designed to withstand medium weight bombs requiring significant reinforcing, which was scarce at the time.

The underground building is located within slightly undulating, grassed farmland in close proximity to Wilson Road. The only other structure in close proximity is the small concrete structure on the road.

RECENT CONSENTS

The site where the Operations Room is located was subject to a subdivision consent in 2016, where three new lots were created on the corner of Wilson Road and State Highway 1. The following consent condition was added as part of granting the subdivision consent:

¹⁰ pers comm Peter Cooke, Ian Bowman 29 November 2016.

“9. That subject to Section 221 of the Resource Management Act 1991 the following consent notice must attach to Lot 3 herein: “That the bomb shelter on Lot 3 must not be modified or destructed.”

The following advice note was also included as part of the consent decision:

“The consent holder is advised that the historic RNZAF bunker may be subject to a recommendation to be protected for its heritage values as part of the District Plan Review process.”

REVIEW OF REPORT

Based on a review of the report and viewing of Council files, the assessment undertaken in 2016/2017 for this building is still applicable as at January 2022.

SUMMARY OF HERITAGE VALUES

The structures have **moderate** to **high regional** significance for **architectural, representative, technology, rarity, group, authenticity, group, associative, pattern** and **educational** heritage values.

The structures have **moderate architectural, representative** and **technology** values as examples of standardised plans for WW2 bomber operations centres, designed using very scarce reinforced concrete to withstand medium weight bombs.

The structure has **moderate rarity** and **group** values as one of five such structures still known to exist.

Both buildings appear to have **high authenticity**.

The structures have **high associative** values with the Public Works Department who designed and built them and whose history is of defence design and construction.

The need for the control rooms and associated structures demonstrate the perceived need in WW2 for urgent defences, particularly against the possible invasion of the country by Japan and, consequently, **high pattern** values.

The need for, design and construction of the structures contributes to **high educational** values.

SOURCES

Printed Sources

Cooke, Peter, *Defending New Zealand: Ramparts on the Sea 1840-1950s, Part 2* (Defence of New Zealand Study Group, 2000)

Darby, Charles, *RNZAF: The first Decade 1937-46*, (Melbourne, Australia, 1978)

Gibson, Paul, A Place of Birds: Ohakea Airbase, in *The Manawatu Journal of History*, 2006, Issue No. 2, p. 32-39

Online Sources

Airhistory.org.uk: ‘Golden Years of Aviation’: http://www.airhistory.org.uk/gy/reg_ZK-.html

Google Street View: <https://www.google.co.nz/maps/>

'Hunker in the Bunker (Manawatu)': https://www.geocaching.com/geocache/GC4DZMC_hunker-in-the-bunker-manawatu

Legislation.govt.nz: Land Act 1948:

<http://www.legislation.govt.nz/act/public/1948/0064/latest/whole.html>

Papers Past: <https://paperspast.natlib.govt.nz/newspapers> (*Evening Post, Horowhenua Chronicle, NZ Herald*) - (as per footnotes and text)

Other Sources

Manawatu District Council: Certificate of Title, online maps