

Porirua ki Manawatū Inquiry District:

Local Government Issues Report

By Suzanne Woodley

9 June 2017

Volume 1

A report prepared for the Porirua ki Manawatū Inquiry and commissioned by the Crown Forestry Rental Trust.

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**PORIRUA KI MANAWATŪ INLAND WATERWAYS
HISTORICAL REPORT**

Te Rangitāwhia Whakatupu Marauranga Ltd

Helen Potter, Aroha Spinks, Mike Joy, Mahina-ā-rangi Baker,

Moira Poutama, and Doreen Hardy

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A report commissioned by Crown Forestry Rental Trust

August 2017

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reproduced in colour and are included in Appendix V. It was thought important to also have similar maps for the south of inquiry district along the Kāpiti coastline. As such, the maps from Wakahuia Carkeek's publication on the Kāpiti region have also been reproduced in colour and are also included in Appendix V.¹¹⁰

2.3 Land Ownership and the Native Land Acts of 1862 and 1865

2.3.1 The Native Land Acts of 1862 and 1865

Early European traders were welcomed by Māori as they actively participated in the Māori economy through the lively trade of food and other resources. By the 1840s, land and cash were the currencies being imposed on Māori. Doctor Hazel Petrie wrote about the 'golden age' of Māori enterprise in the 1840s and 1850s.¹¹¹ Māori coordinated a multiplicity of economic activities, which were often hapū-led, and purchased capital items such as flour mills and crewing schooners – such as the Māori owned and operated flour mill in Poroutawhao.¹¹² This prosperity was cut short, however, by the mass alienation of Māori land and associated waterways in the inquiry district in the decades that followed.

After 1840 and the signing of Te Tiriti o Waitangi, the Crown held the pre-emptive right to purchase land directly from hapū and iwi. With growing opposition to land sales in the 1850s and an ever-increasing number of settlers wanting to buy land, the Crown sought to hasten the process by dealing with smaller groups, which led to tribal disputes and the Crown protecting those who were 'land-sellers'. In 1862, the Crown enacted the Native Land Act which abolished their pre-emptive purchase right and allowed for the direct purchase of land by settlers. The subsequent Native Land Act 1865 introduced the requirement of Māori to individualise their customary land tenure in the Native Land Court to further facilitate the sale of their lands. This severed the communal life of Māori and promoted rapid assimilation to European ways of living.¹¹³ As one land speculator put it:

¹¹⁰ W Carkeek, pp 168-178.

¹¹¹ H Petrie, in D Luke, *Te Aho: The Woven Strands* (Ōtaki: Te Arahanga o Nga Iwi Ltd, 2014), p 15.

¹¹² Photos of the replica flour mill are in the Inland Waterways Cultural Perspectives Technical Report, H Smith (forthcoming).

¹¹³ MPK Sorrenson, 'Land Purchase Methods and their effect on Māori population, 1865-1901', in *The Journal of the Polynesian Society*, Vol. 65, No. 3, 1956, p 184.

reconcile with Te Rauparaha's decision to allow the Pākehā living in Ōtaki to remain, but not their stock.¹¹⁷

By the late 1800s the wave of land selling had turned the former prosperity of Māori into general impoverishment. By 1892, and in breach of Te Tiriti o Waitangi, the Crown had effectively robbed Māori of much of their lands. Indeed, by that time Māori owned less than 16 per cent of the country and most of that was in remote locations or not valued by Europeans.¹¹⁸ This was also the case for the hapū and iwi of the inquiry district where the majority of land alienation happened between 1849 and 1900, starting in the north Rangitikei area and south in Porirua and then moving towards the central coastal Horowhenua region.¹¹⁹

'As one old Māori, who was aware of the consequences, put it: "the law has been our ruin. In the time of our ancestors... we received no hurt similar to this. Give us back what land is left.'¹²⁰

For the hapū and iwi of the inquiry district, the robbing of land also meant a robbing of much of their inland waterways and the abundant fish species, waterfowl, plants, and pristine freshwater which were the very basis of their economy and their cultural way of life.

2.3.2 Title and Ownership Today

Rampant land acquisition in the late 1800s in the inquiry district has meant that the ownership of land now held by Māori is significantly reduced.

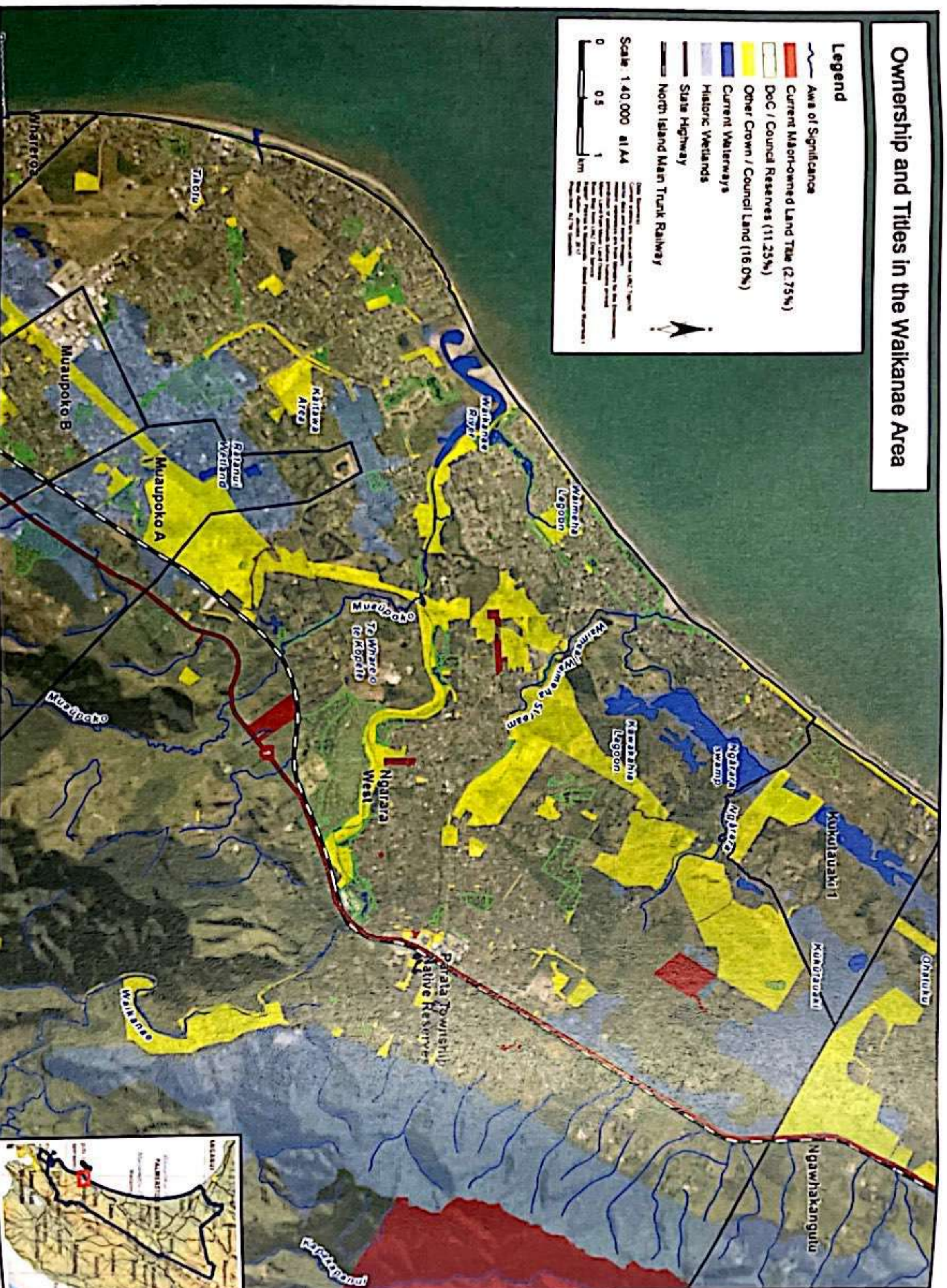
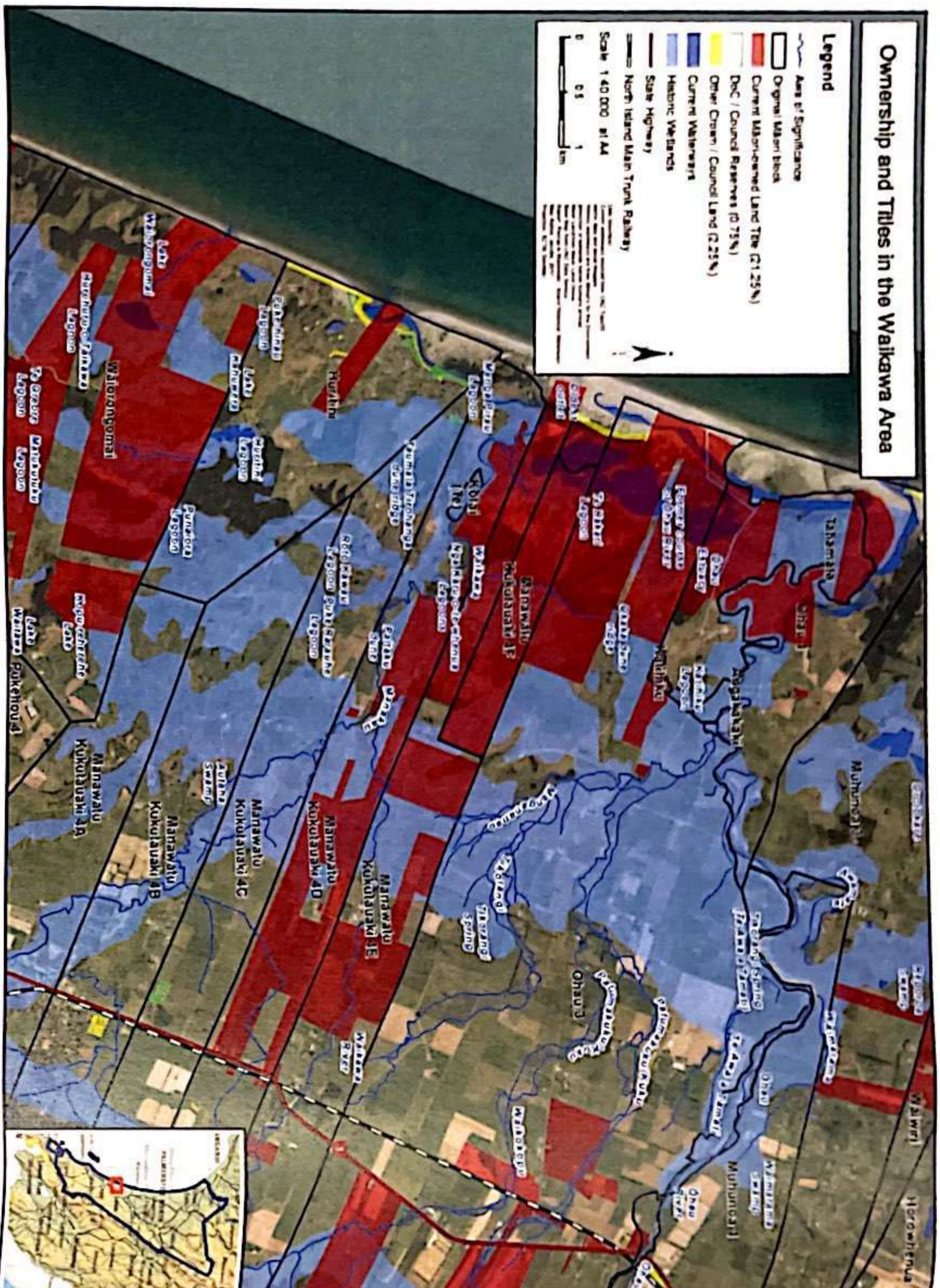
To illustrate this, the following land ownership maps were created which shows the Māori owned and Crown owned land blocks in the Manakau-Ōhau area and in the Waikanae area further down the coastline. Māori ownership in the Manakau area is low at just over 20 per cent while Māori ownership in the Waikanae area is extremely low at 2.7 per cent – with the Manakau-Ōhau area classified as rural compared to the township of Waikanae. These areas and some of their significant waterways are case studies discussed later in this report.

¹¹⁷ Kerr, 2016, p 136-7.

¹¹⁸ Sorrenson, 1956, pp 185-191.

¹¹⁹ R Lange, *The Social Impact of Colonisation and Land Loss on Iwi of the Rangitikei, Manawatu, and Horowhenua Region 1840-1960* (Wellington: Crown Forestry Rental Trust, 2010), p 5-6.

¹²⁰ MacDonald, in Sorrenson, 1956, p 185.



¹²¹ Created by Jacobs, courtesy of Crown Forestry Rental Trust.

vested in me by the said Act, do hereby authorise the Horowhenua County Council to construct the said work....¹⁶⁶

The Ōtaki River between State Highway 1 and the sea, plus riparian land alongside that part of the river, was taken for soil conservation and river control purposes under the Public Works Act in 1954-55,¹⁶⁷ then set apart for soil conservation reserve.¹⁶⁸ This was a major land acquisition by the Crown discussed in the following chapter.¹⁶⁹

In 2009, Jacinta Ruru, Ngāti Raukawa ki Waikato, wrote a literature review *The Legal Voice of Māori in Freshwater Governance* for Landcare Research Manaki Whenua.¹⁷⁰ In the report she considered how a New Zealand court might decide on native title claims to specific rivers. Ruru pointed out that New Zealand courts have accepted a similar stance to Canada in that a “doctrine of native title encompasses a spectrum” which indicates a potential to include “exclusive use and occupation” of rivers.¹⁷¹ Even though the possibility may exist within the legal system, and even if an iwi was successful in gaining native title to a river, she implied it is unlikely the Crown would award iwi ownership of it.¹⁷²

2.3.3 Case Study One: Waikanae River

With the advent of the Native Land Court in 1865 and the individualization of land titles, Wi Parata, a rangatira of Ngātiawa and Ngāti Toa Rangitira descent, had become a major land holder on the Kāpiti Coast.¹⁷³ He also became the first Māori member of Cabinet following his election as the Member of Parliament for Western Māori in 1871, a position he held until 1876.¹⁷⁴ In September of 1865, Wi Parata wrote to the Native Minister, Sir Donald McLean:¹⁷⁵

¹⁶⁶ Gazette notice 15 October 1903, p. 2190, bridge over the Ōhau River, on Main County Road. Archives New Zealand, Wellington, R24007373, LS-W1 380, Record 19345/4, Horowhenua No. 6 Block.

¹⁶⁷ NZ Gazette 1954 p. 1657 & NZ Gazette 1955 p. 274.

¹⁶⁸ NZ Gazette 1955 p. 920 & NZ Gazette 1956 p. 369.

¹⁶⁹ Personal communication, David Alexander, appraisal received during the Draft Report feedback stage. Received via email from Nicola Kiri-Smith, Crown Forestry Rental Trust 5 July 2017.

¹⁷⁰ J Ruru, *The Legal Voice of Māori in Freshwater Governance: A Literature Review*, report prepared for Landcare Research New Zealand Limited, 2009.

¹⁷¹ Ibid, p 84.

¹⁷² Ibid, pp 84-85.

¹⁷³ Maclean and Maclean, pp 49 & 59.

¹⁷⁴ Ibid, pp 57& 59.

¹⁷⁵ Alexander Turnbull Library, MS-Papers-0032-0696F-07. Inward letters in Māori. Sep-Oct 1871. McLean, Donald (Sir), 1820-1877 (MS-Group-1551).

**CFRT 2881
Porirua ki Manawatu Inquiry District
Research Programme**

**Block Research Narratives
Vol.IV**

Part III:

**Land Occupation & Utilisation
Case Study Data**

26 November 2017

**WALGHAN PARTNERS
PO Box 28039
Kelburn, Wellington**

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MANAWATU KUMUATANGI DATA

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1909-1909

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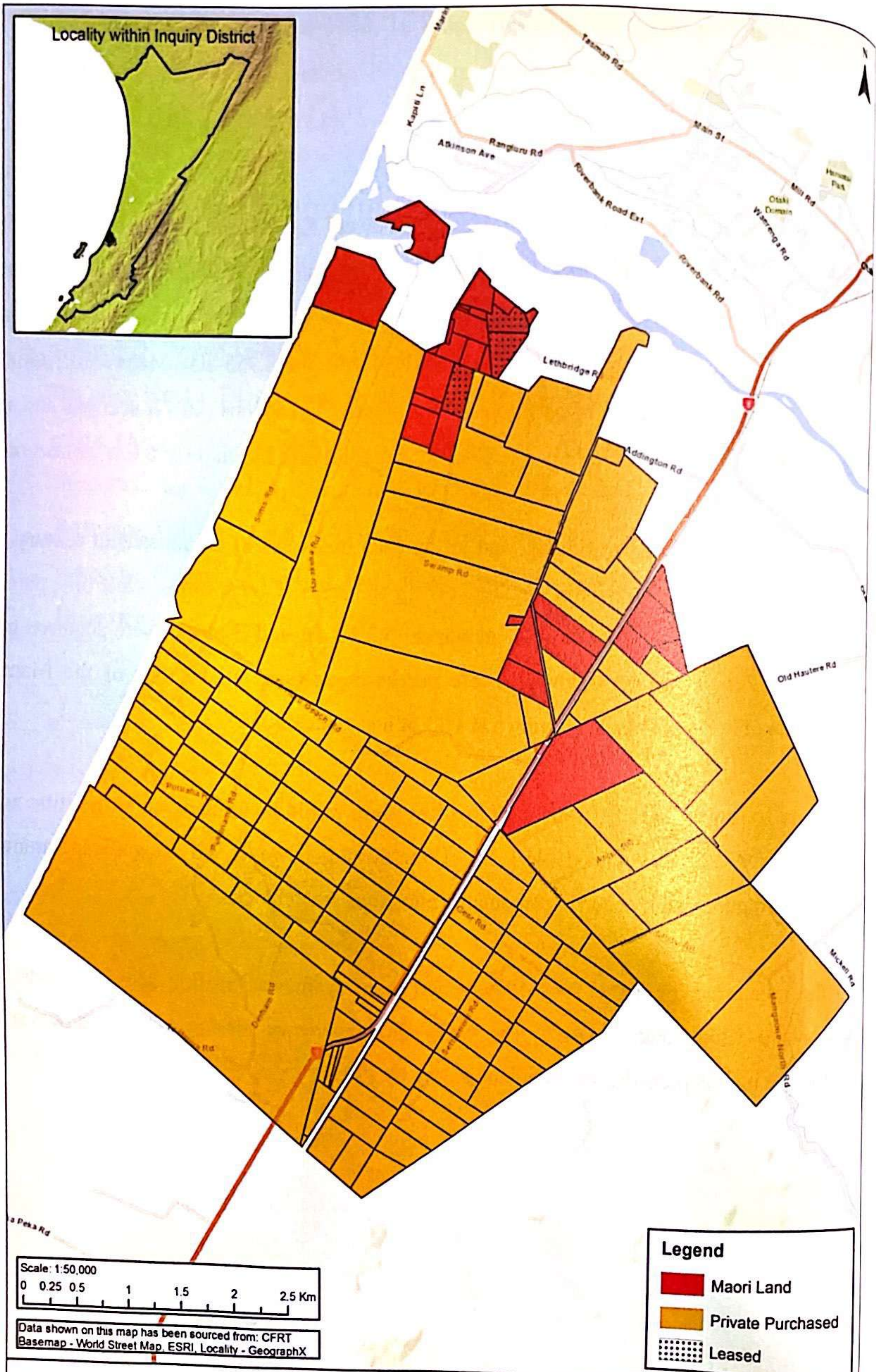
1900-1909

As noted, following Crown purchasing within Manawatu Kukutauaki No.3, a reserve of reserve of 4,000 acres remained. In 1889, the reserve was partitioned into two blocks. For the smaller Manawatu Kukutauaki No.3s.2 of 993 acres, held by 27 owners, no further title or alienation developments occurred prior to 1900. On the other hand, the 2,955-acre Manawatu Kukutauaki No.3s.1 experienced a series of partitions which created 52 sections (46 1A sections and six 1B sections) many of which were only a few dozen acres and held by single or a few owners only.

In the aftermath of this partitioning, and in the final two years of the nineteenth century, three leases were arranged by Franklin Webb involving 463 acres of 1A sections, while nine purchases of just over 460 acres of Manawatu Kukutauaki No.3 s.1A and B blocks were acquired by one purchaser, Percy Edward Baldwin. These purchases acquired all but one of the Manawatu Kukutauaki No.3 s.1B blocks leaving just 1B3 of just 6¾ acres.

Over the following decade, from 1900 to 1909, there would be virtually no further title activity within Manawatu Kukutauaki No.3 s.1. There would, however, be a significant amount of leasing and purchasing occurring among the numerous small blocks.

In the meantime, over the 1900-1909 period there again was no title activity in relation to Manawatu Kukutauaki No.3s.2. The block did experience leasing activity, however. The following map depicts the resulting land tenure by 1909.



Porirua ki Manawatu Inquiry District: Ngakaroro - Tenure by 1909

Cartography by Geospatial Solutions Ltd. Map Number CFRT PkMBRN - 008 Map projection: New Zealand Transverse Mercator

Date: 29/10/2018

No.3 s.1

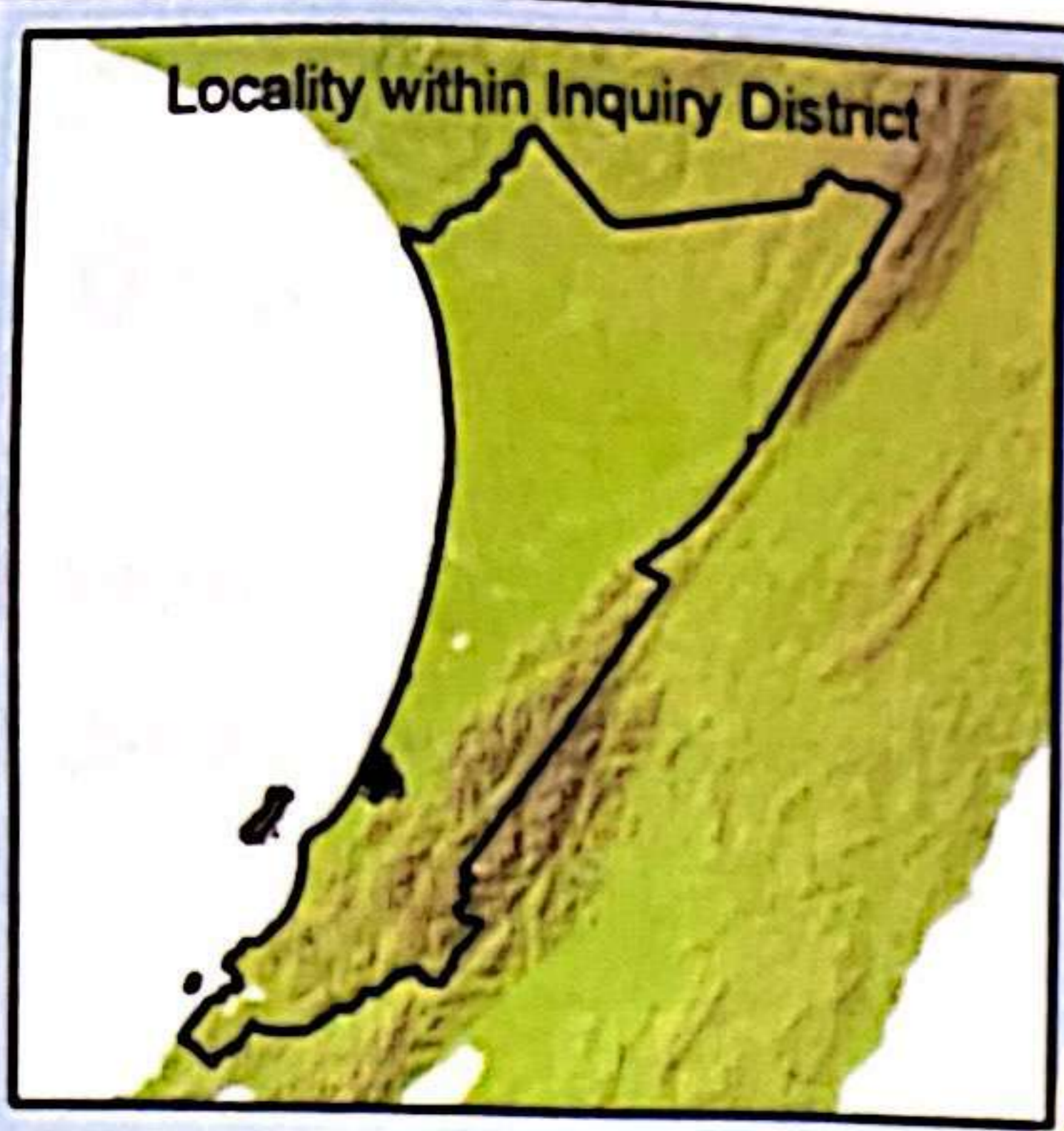
In contrast with the significant partitions of 1894 and 1898, there was virtually no further title activity in the decade after 1900. The one partition that took place occurred on 17 December 1902:

No.	a.	r.	p.	Owner
3 s.1 A 3 A	50	0	0	Haweia Hemi (f)
3 s.1 A 3 B	20	0	0	Rangiahuta (f) (18)

Leases, Sales and sold Land

A number of leases were established in the decade after 1900. The 14 new leases accounted just over 610 acres.

Block	Start Date	a.	r.	p.	Lessee	Term	Rental Per Annum
3 s.1A1 pt	1/04/1901	40	0	0	James Nash Symons	21y	£24
3 s.1A1 pt	c.1907	5	0	0	Sarah Maggleton	21y	£10
3 s.1A3A	1/04/1901	50	0	0	James Symond	21y	£27.10.0
3 s.1A15	1/07/1907	25	0	0	Helen Isabel Cheeseman	10y	
3 s.1A16	1/07/1907	20	0	0	Helen Isabel Cheeseman	10y	
3 s.1A17	1/07/1907	5	0	0	Helen Isabel Cheeseman	10y	
3 s.1A30	30/5/1903	50	0	0	Edith Baldwin	21y	£17.10.0
3 s.1A33	17/12/1904	80	0	0	Godfrey Baldwin	21y	£28
3 s.1A34	30/5/1900	124	2	14	Godfrey Baldwin	15y	£12.15.0
3 s.1A34	17/12/1904	124	2	14	Godfrey Baldwin	21y	£43.10.0
3 s.1A36	17/12/1904	80	0	0	Godfrey B. Baldwin	21y	£28
3 s.1A42	30/5/1903	35	0	0	Edith Baldwin	21y	£12.5.0
3 s.1A43	30/5/1903	30	0	0	Edith Baldwin	21y	£10.10.0
3 s.1A44	30/5/1903	50	0	0	Edith Baldwin	21y	£17.10.0
3 s.1A45 pt	30/5/1903	40	0	0	Edith Baldwin	21y	£14



Legend

- Maori Land
- Private Purchased
- Leased

Scale: 1:50,000
 0 0.25 0.5 1 1.5 2 2.5 Km

Data shown on this map has been sourced from: CFRT Basemap - World Street Map, ESRI, Locality - GeographX

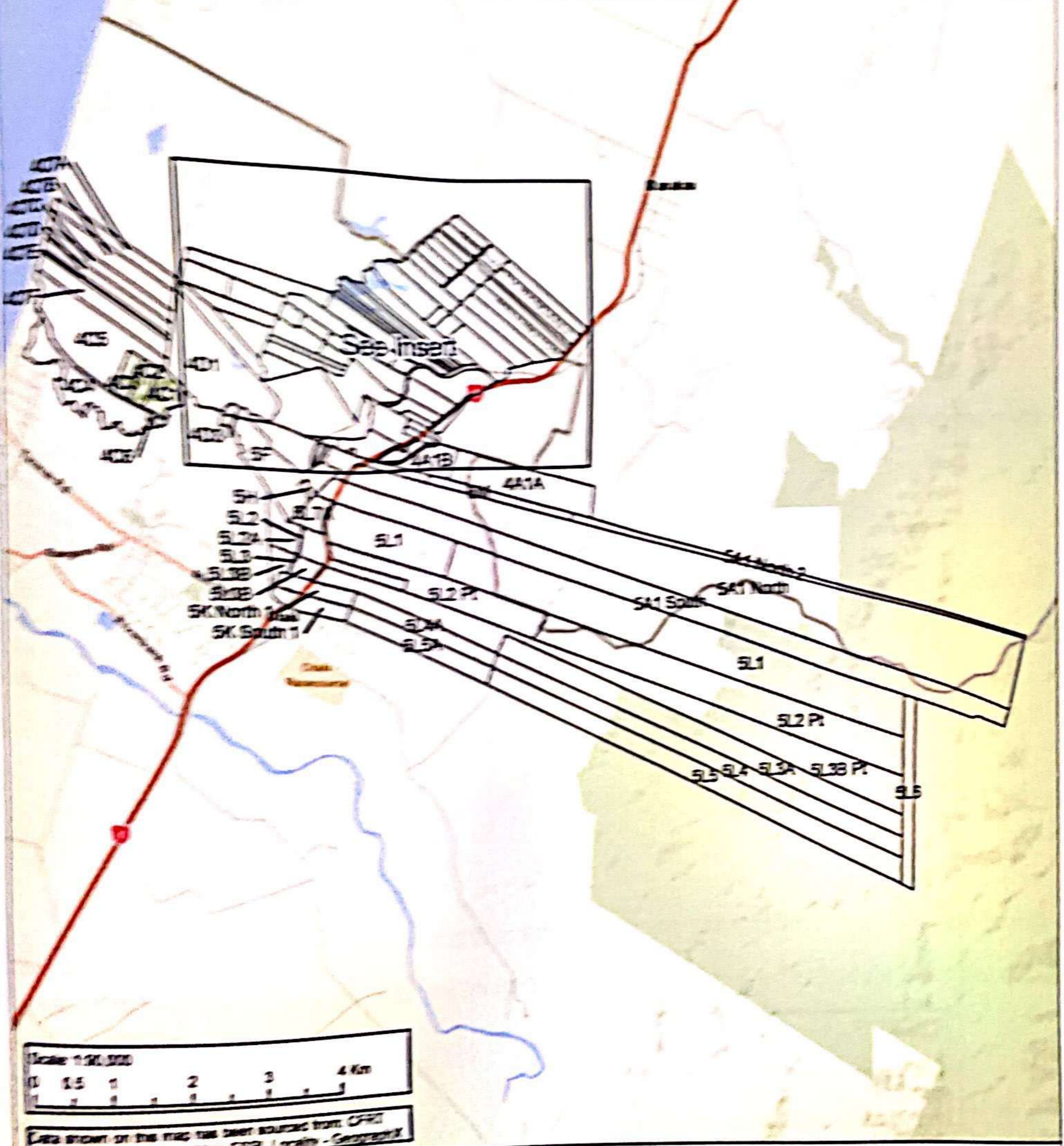
Porirua ki Manawatu Inquiry District: Ngakaroro - Tenure by 1925

PUKEHOU

The Pukehou blocks lie to the immediate north of Otaki township and beach and south of Manakau and have an actual area of 26,806 acres. As a result of title hearings that took place in 1873 and 1874, 16 parent blocks came into existence with variable areas. The first series of actions within the Pukehou block grouping was the purchasing of land by the Crown.

Nine significant purchases occurred, primarily in 1875 and 1876, but also in 1878 and 1881. As a result, Crown purchases totalled 17,296 acres (64%). Although almost two thirds of the Pukehou block grouping was acquired, the seven parent blocks that were completely acquired by Crown purchasing were eastern blocks and therefore primarily hilly to mountainous. Furthermore, the 3,400-acre part of Pukehou 5A that was acquired was located in the hilly eastern side of the block where it joined up with the purchased No.5B-E blocks. In the case of the 926 acres of Pukehou No.4 that was acquired by the Crown, while this too was located on the eastern side of the block, where it joined up with already purchased Nos.1-3 blocks, much of the No.4 land that was acquired was primarily flat land running just to the east of highway and railway routes.

The following maps record the situation of the Pukehou blocks by 1900. The first map provides the names of all the Pukehou sections as at 1900 and the second map records whether they were under Maori title or had been purchased by private Europeans and which blocks, when they had been under Maori title, had been under lease at some time before 1900.

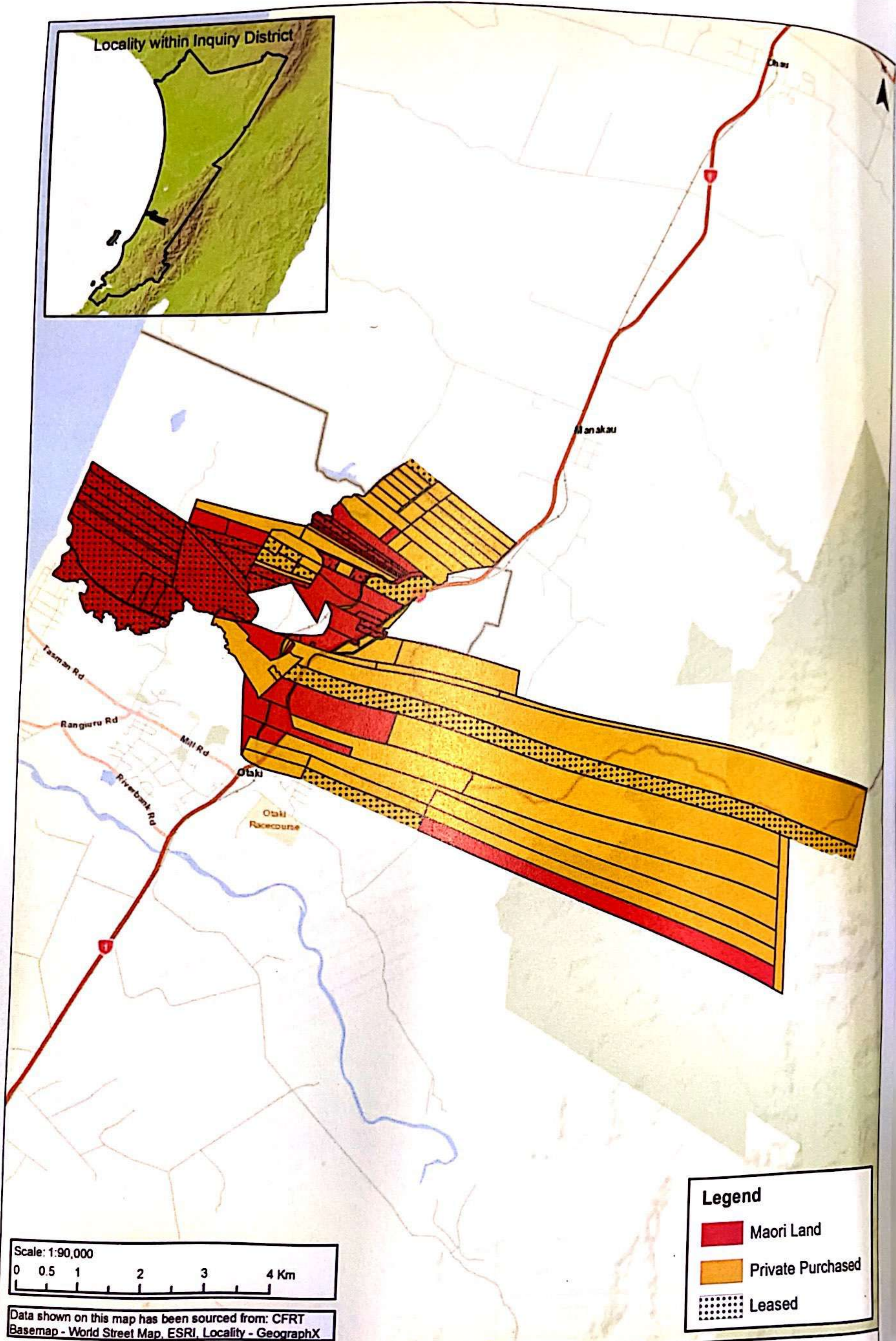
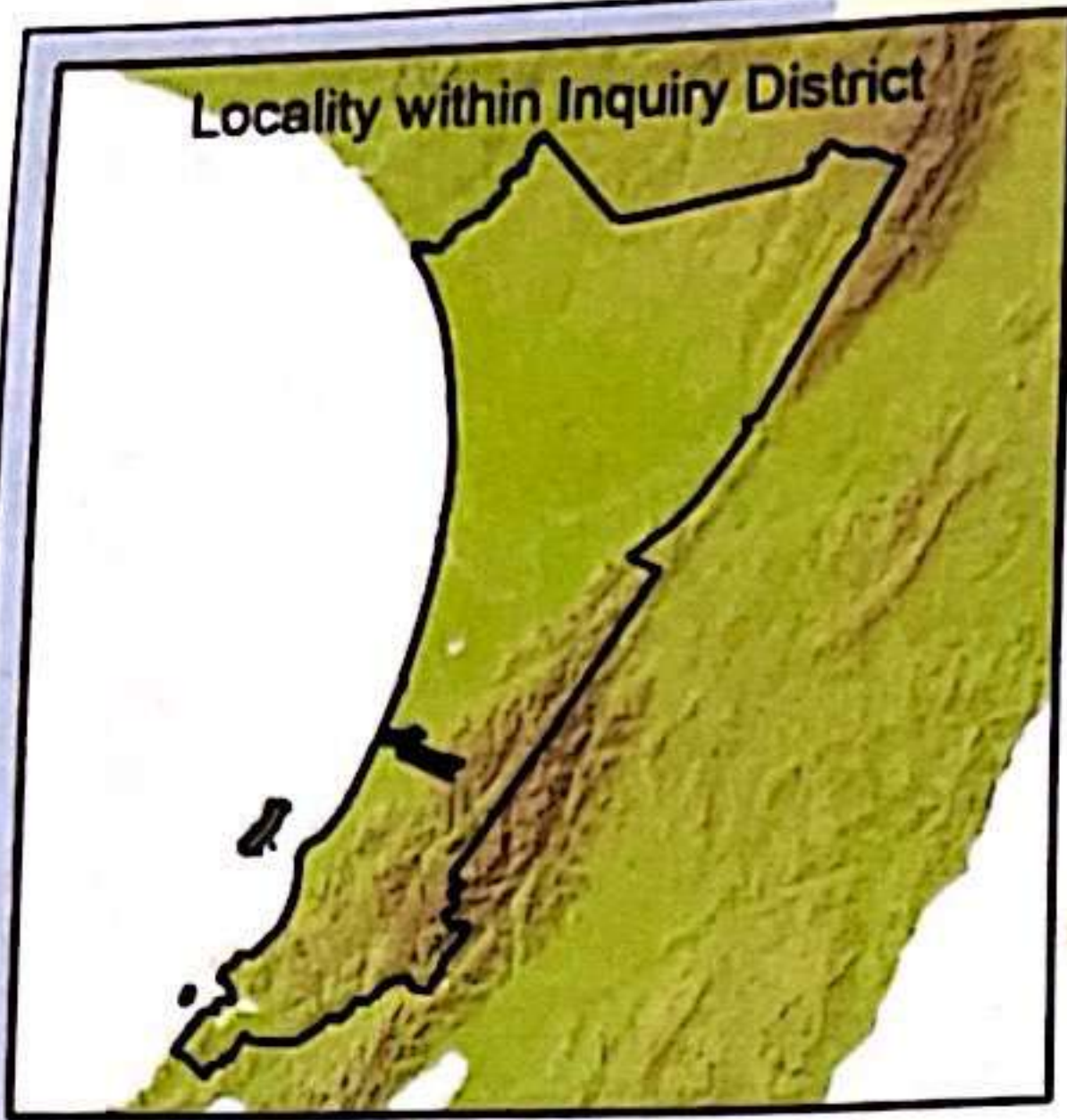


Scale 1:20,000
 0 1.5 1 2 3 4 Km

Data shown on this map has been sourced from: CPTI
 Esri/Mapbox - World Street Map, ESRI, Localities - Geography

Ponirua ki Manawatu Inquiry District Pukehou - Block Appellation (1900)

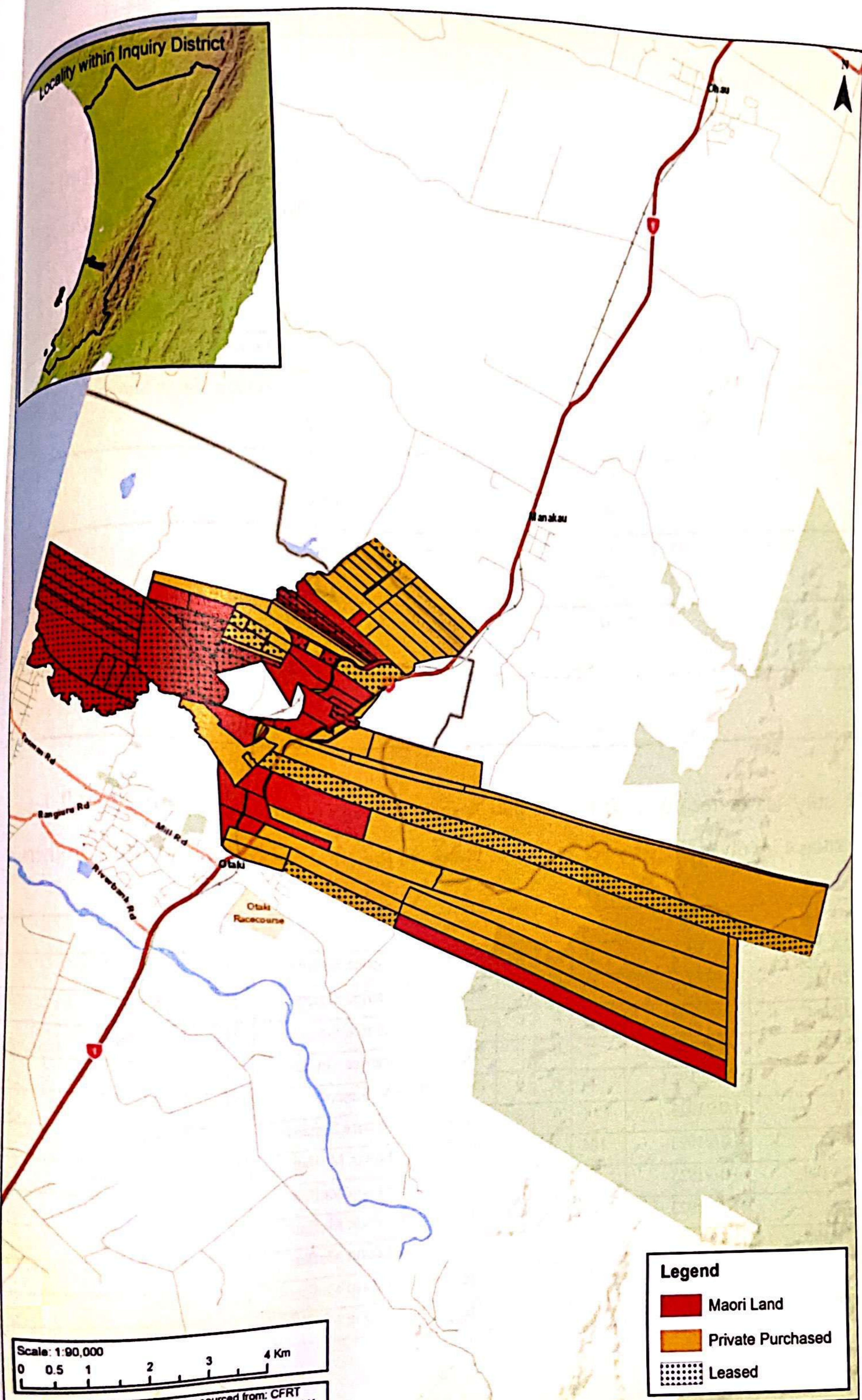
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Porirua ki Manawatu Inquiry District: Pukehou - Tenure by 1900

Cartography by Geospatial Solutions Ltd. Map Number CFRT PkMBRN - 028 Map projection: New Zealand Transverse Mercator

Date: 30/10/2018



Scale: 1:90,000
 0 0.5 1 2 3 4 Km

Data shown on this map has been sourced from: CFRT
 Basemap - World Street Map, ESRI, Locality - GeographX

Legend

- Maori Land
- Private Purchased
- Leased

Porirua ki Manawatu Inquiry District: Pukehou - Tenure by 1900

Cartography by Geospatial Solutions Ltd. Map Number CFRT PkMBRN - 028 Map projection: New Zealand Transverse Mercator

Date: 30/10/2018

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**Block Research Narratives
Vol.III**

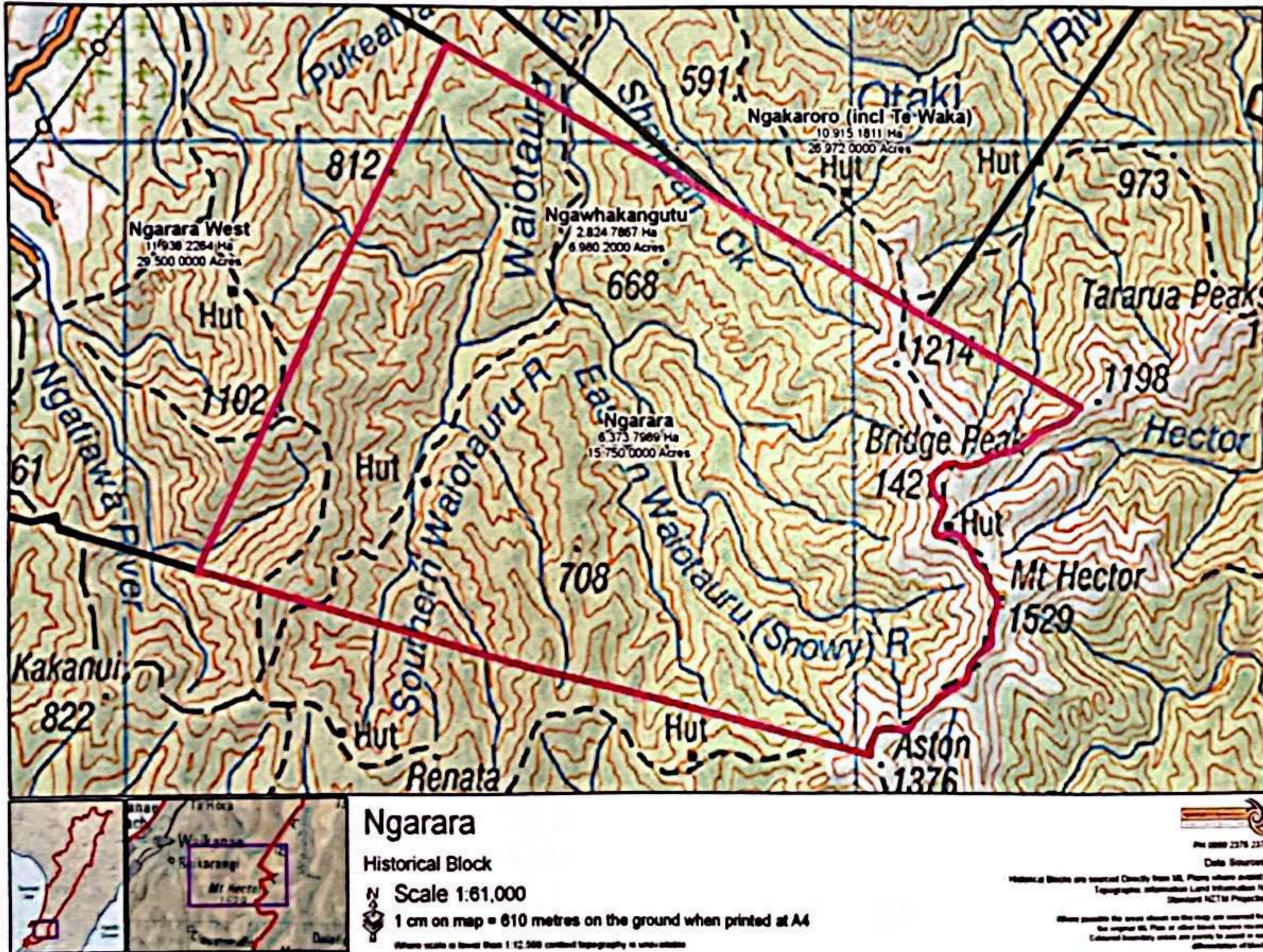
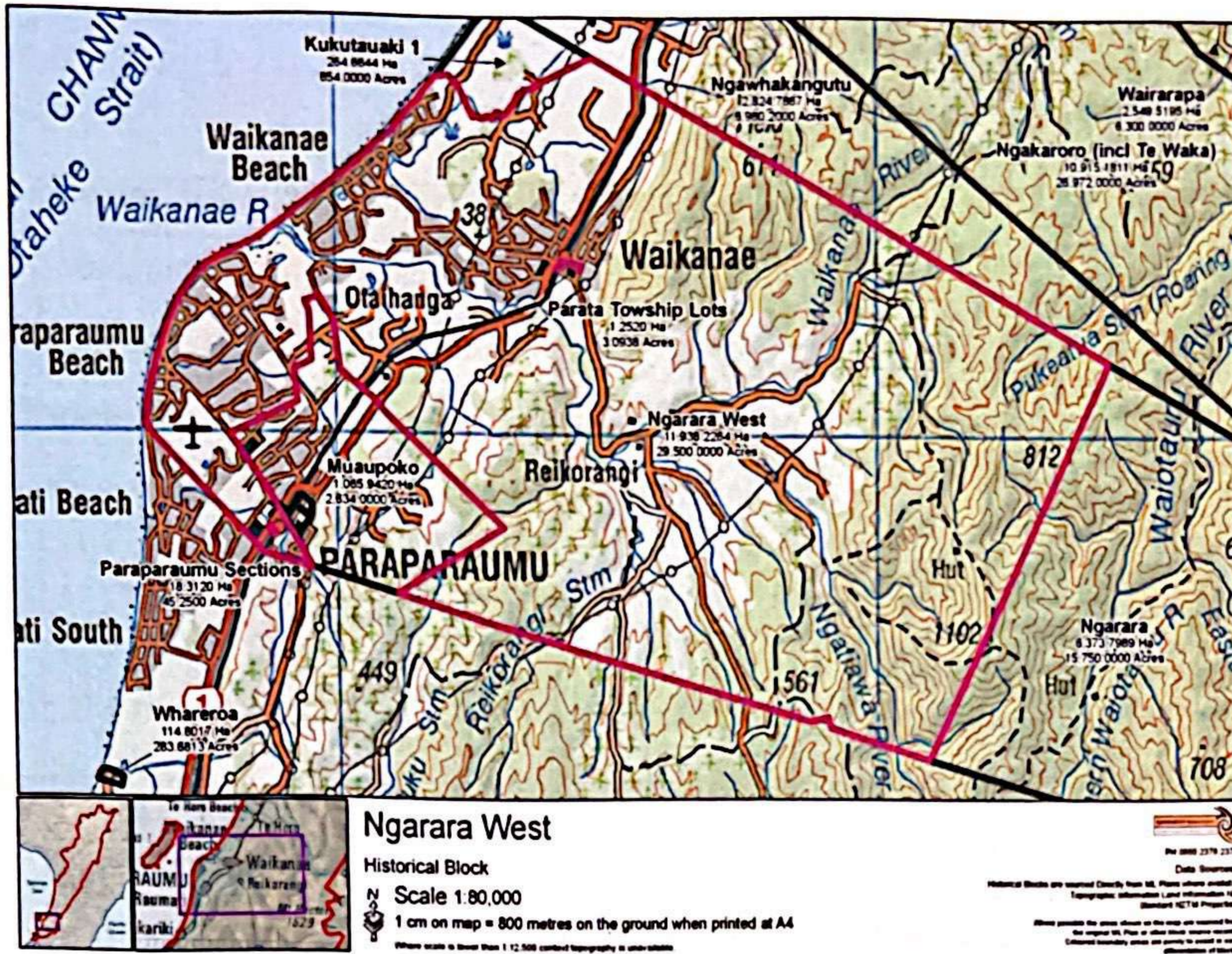
Part II: B

**Block Data
Ngakaroro to Wi**

26 November 2017

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Ngarara



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Research Programme**

**Block Research Narratives
Vol.II:**

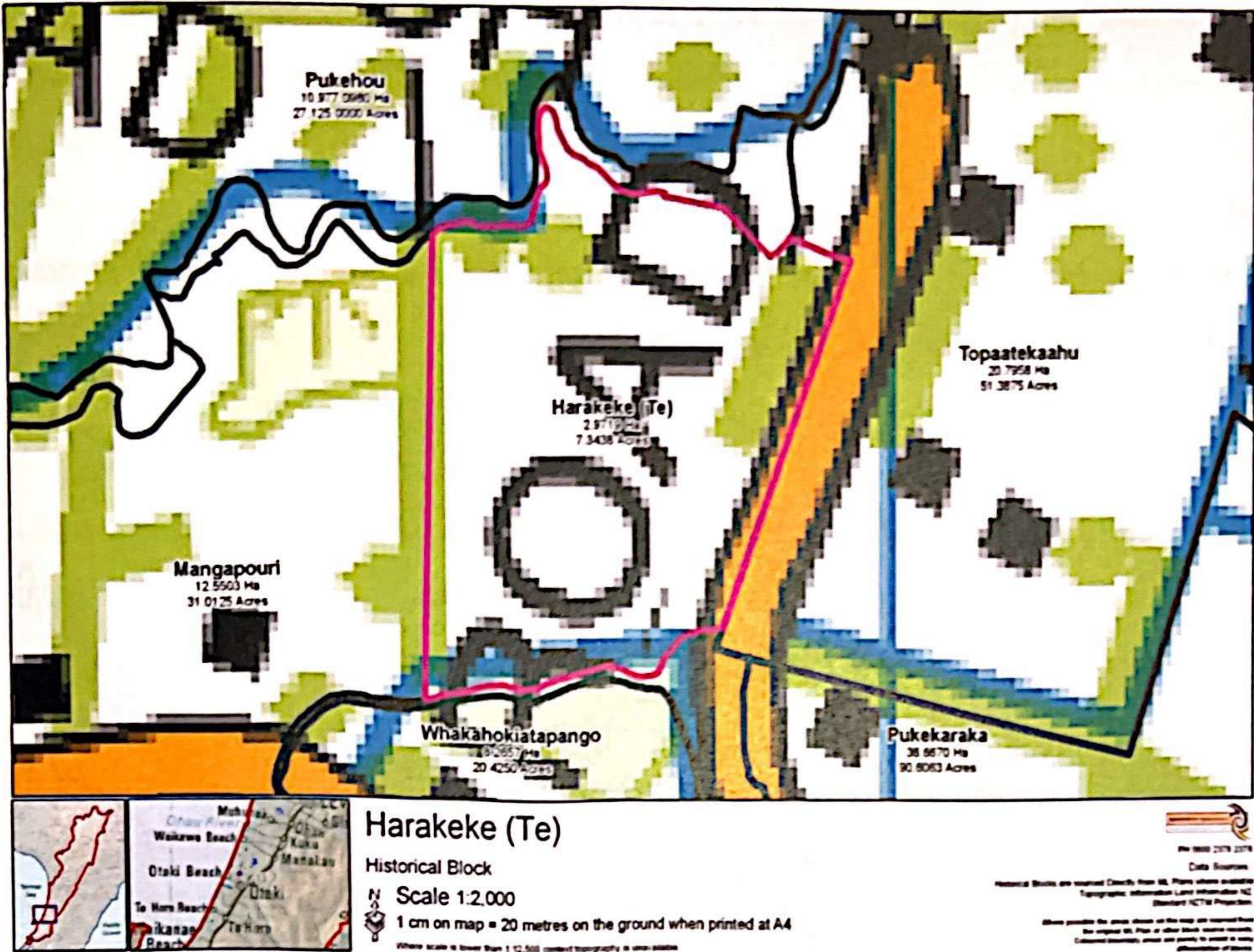
Part II: A

**Block Data
Ahitangata to Muhunoa**

26 November 2018

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Kelburn, Wellington**

Harakeke (Te)



The Harakeke Block, located at Otaki, was awarded title as one parent block. The title investigation case began on 16 March 1878.³⁴⁶ Title to Harakeke (7a. 1r. 15p.) was awarded on 18 March 1881 to Makere Ranapiri, Tamati Tima, Ema Tamati Tima, Tamati Rehua, Katarina Time.³⁴⁷

Some years later, on 16 July 1894, the block was partitioned.³⁴⁸

Block	a	r	p	Owners
Harakeke A	7	0	15	Makere Ranapiri, Taniera Rehua & Rangiwakairi Rehua
Harakeke B	0	1	0	Mereopa Tinia

³⁴⁶ Otaki MBk 3, pp.150-153

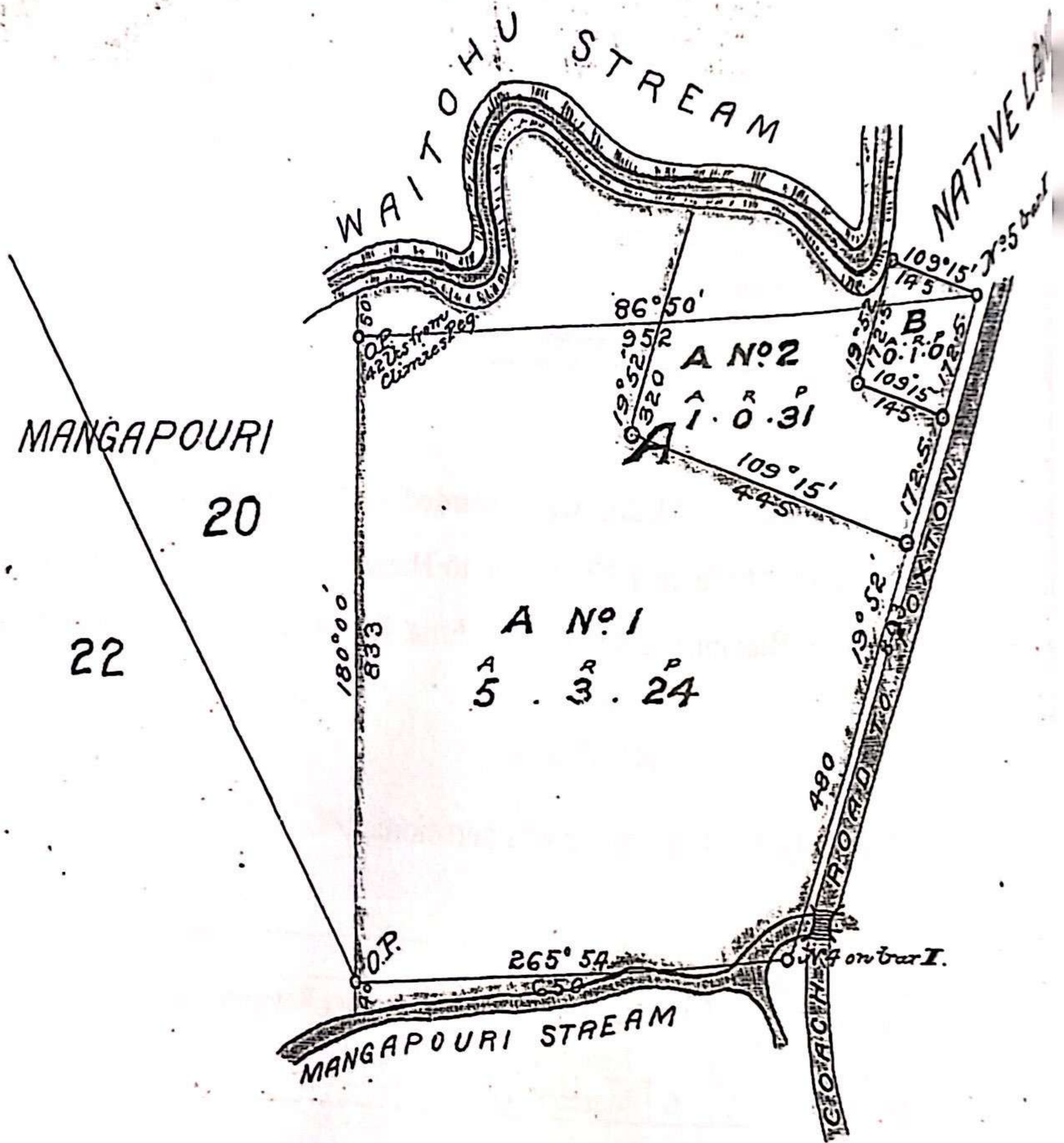
³⁴⁷ PKM, MLC Records RA Project, Vol 111, pp433-438

³⁴⁸ Otaki MBk 22, pp.162-163, 224a

On 10 October 1898, the final subdivision within the block took place:

Block	a	r	p	Owners
Harakeke A1	5	3	24	Makere Tamati Ranapiri (f), Taniera Rehua (m)
Harakeke A2	1	0	31	Rangiwakairi Rehua (f)

The following map shows all three sections of Harakeke that had come into existence in 1900.³⁴⁹



³⁴⁹ Image Extracted from ML1783

The two titles for the Harakeke block do not record any leases or mortgages meaning that they remained under owner occupation.³⁹⁰ On 1 June 1904, Hura Ranapiri, a part owner in A2, acquired other interests in the block to become sole owner. A year later, on 18 August 1905, Edward Ahern, a contractor of Otaki, purchased the block and it became general land.³⁹¹ A similar pattern is shown for the A1 block. By 15 July 1905, Hera Ranapiri, the sole owner of the block by this time, sold her interests to Mere Heremiah. By 5 July 1906, Maria Ahern, the wife of Edward, purchased Heremiah's interests and the block became general land. The details of this series of purchases have not yet been located by research conducted to date.³⁹²

On the other hand, Harakeke B block remained in Maori ownership throughout much of the twentieth century. Without a Certificate of Title having been identified for this block, however, it is not clear whether it was ever leased or mortgaged. The block size, of course, suggests that it may have remained as a site of owner occupation.

On 7 September 1973, the Court made an order for Harakeke B under s.445 of the 1953 Maori Affairs Act.³⁹³ This section provided for consolidated titles to be issued for blocks where the ownership list was not current. On 22 February 1984, an assembly of owners voted to sell the block to Bernard Patrick Ahern and Gretchen Isabel Ahern.³⁹⁴

³⁹⁰ CTWN138243 & CTWN138244

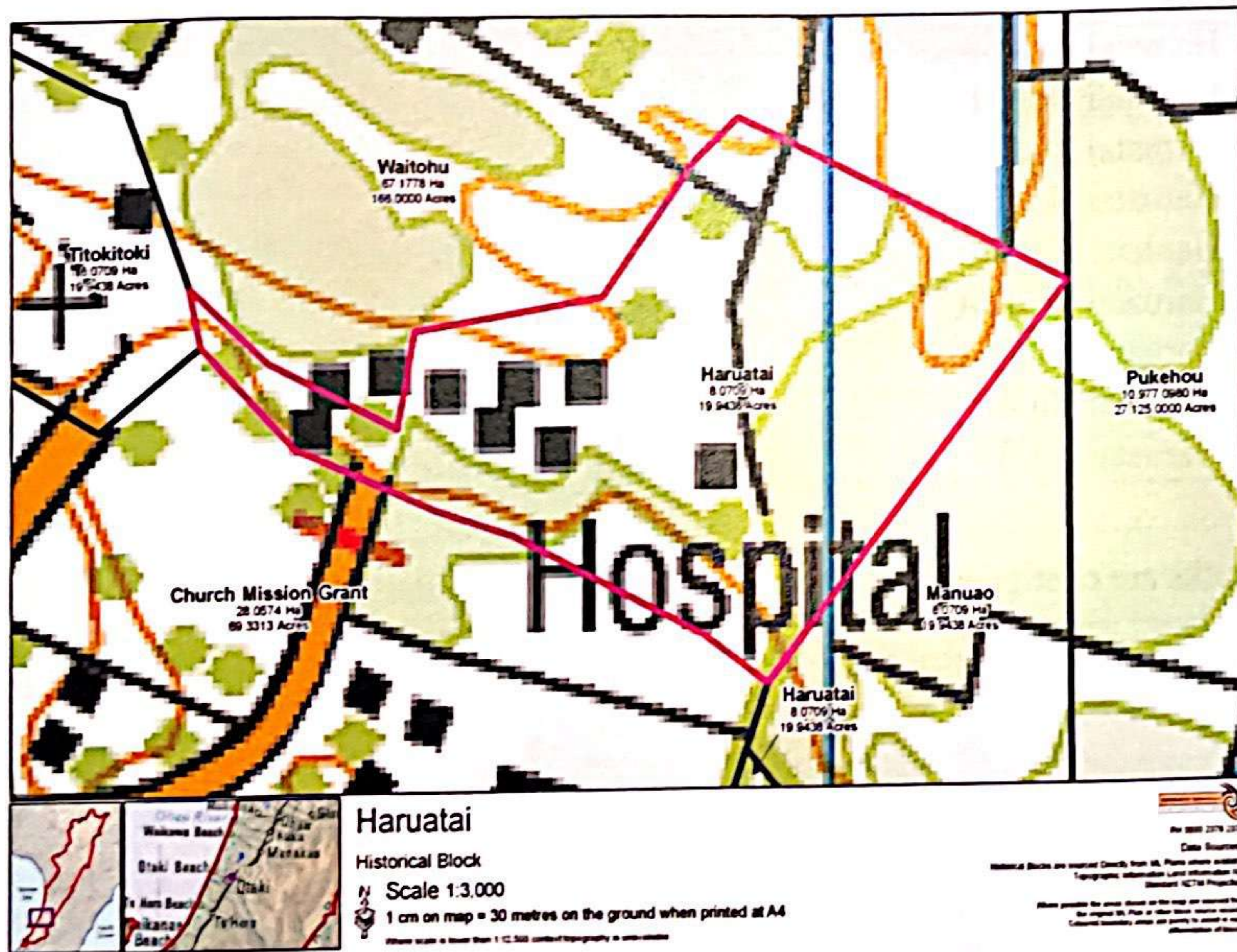
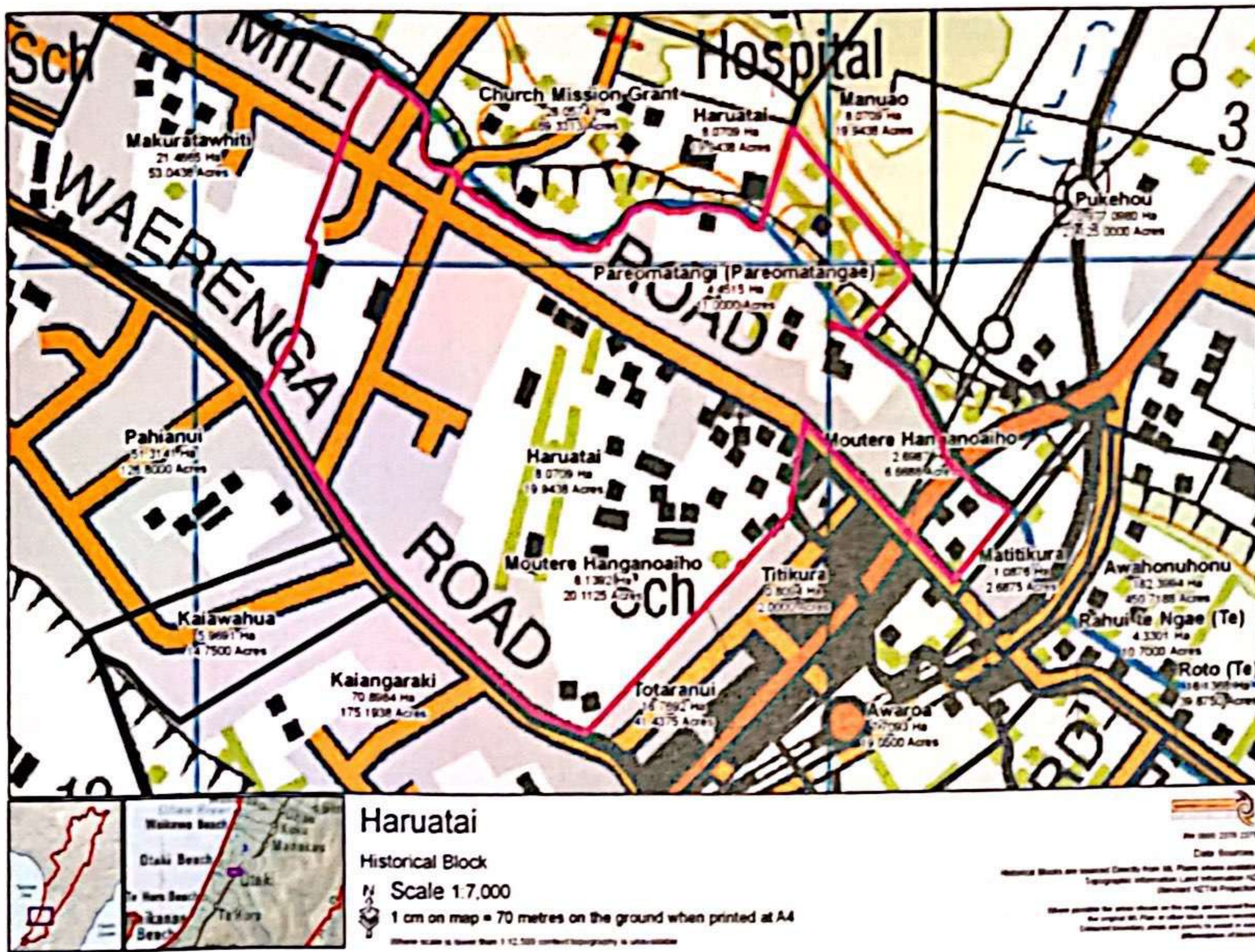
³⁹¹ CTWN138243

³⁹² CTWN138244

³⁹³ Otaki MBk 79, p.9

³⁹⁴ Current Title Binder Memorial Schedules 20161005_123545

Haruatai Blocks



**CFRT 2881
Porirua ki Manawatu Inquiry District
Research Programme**

**Block Research Narratives
Vol.I:**

Part I - Summary Analysis:

A: Title and Alienation

B: Occupation and Utilisation

26 November 2018

**WALGHAN PARTNERS
PO Box 28039
Kelburn, Wellington**

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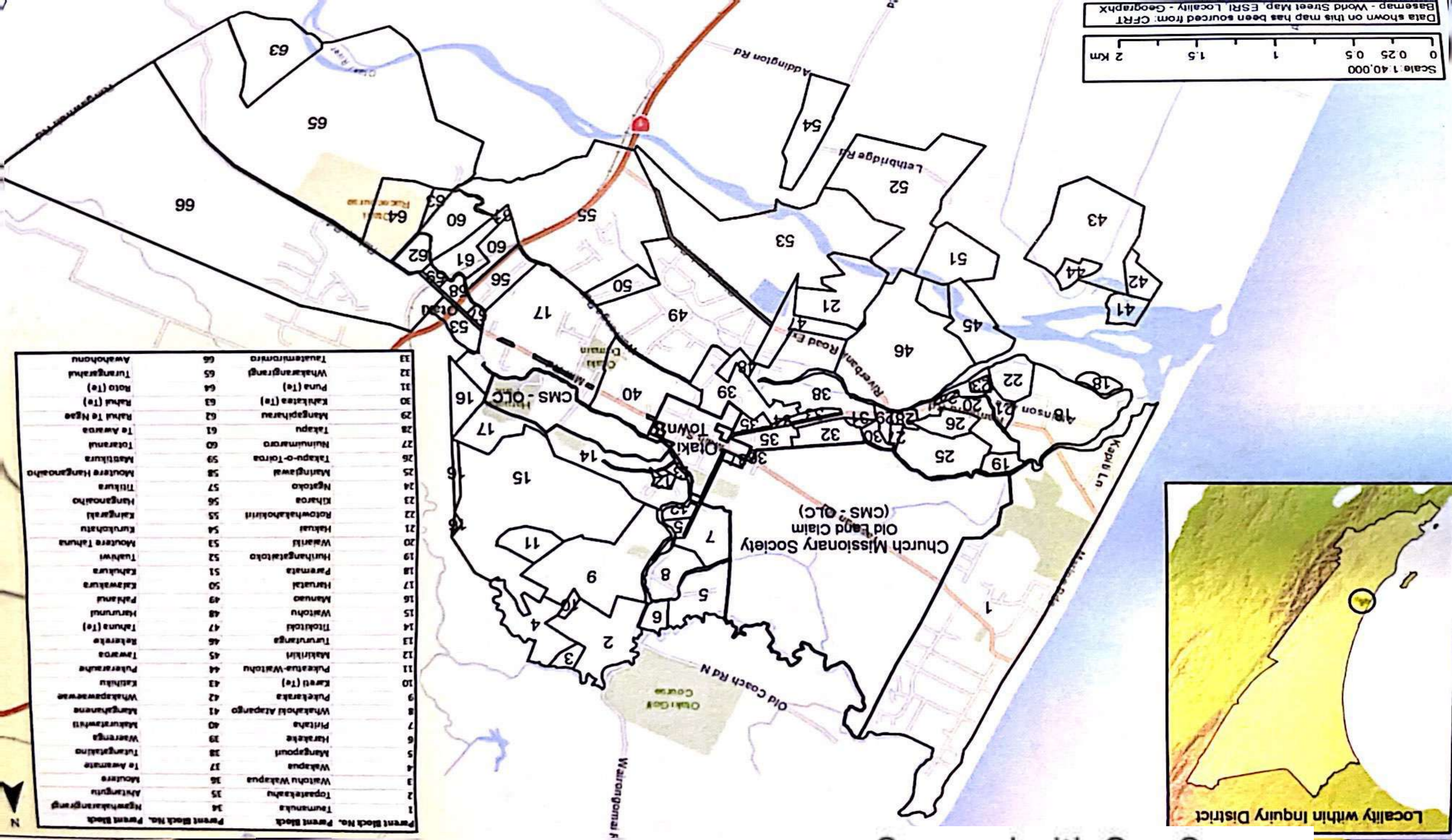
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The Otaki Blocks:

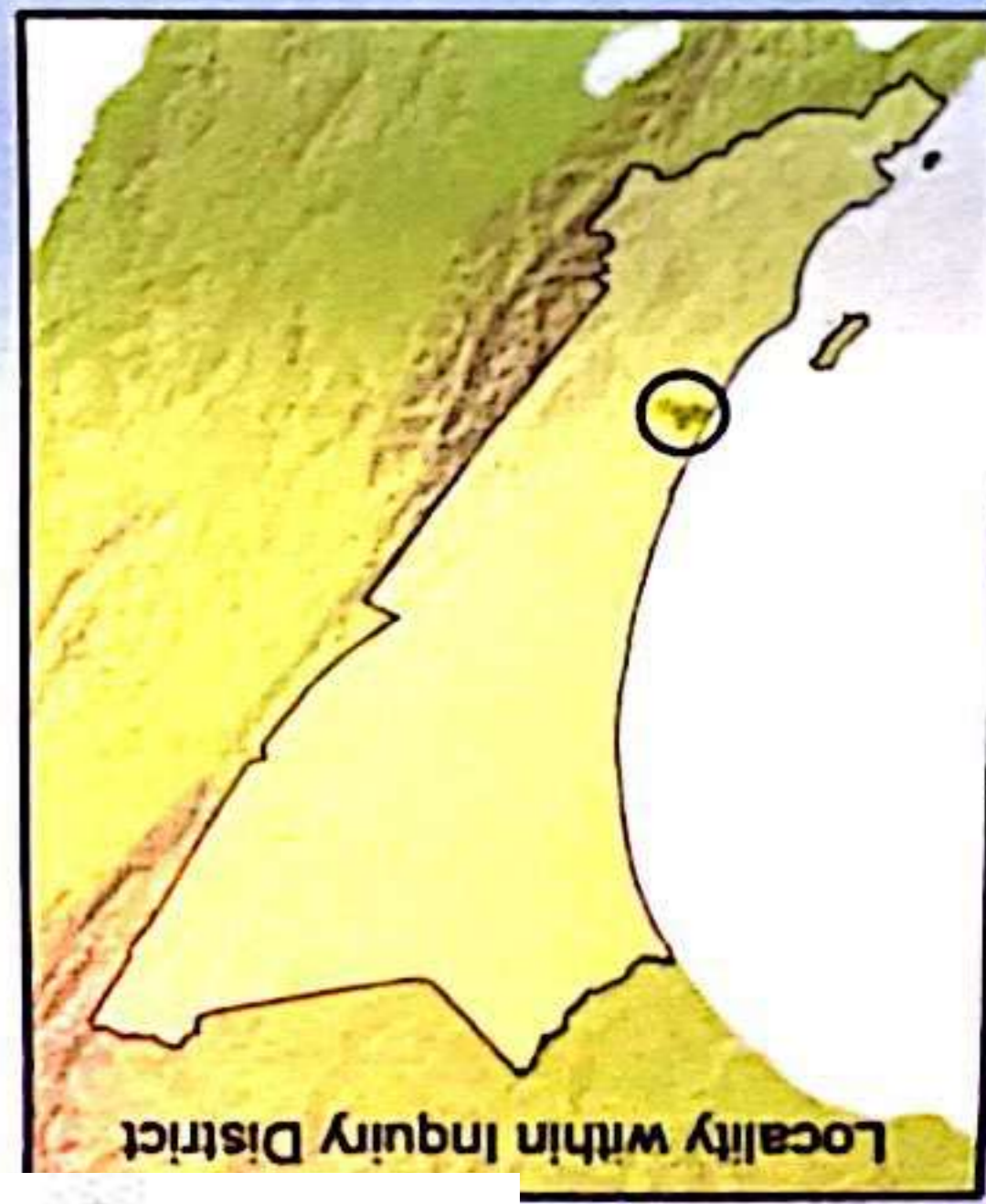
One area within the Inquiry District that has a markedly different tenure profile than any of the other districts is the Otaki Blocks sub-district. A small enclave between the giant blocks south of Horowhenua, the Otaki Blocks sub-district is located on the western coast extending from what is now the Otaki Beach village, down to the mouth and estuary of the Otaki River. From here it runs inland, through the original Otaki township, through to the highway. At this point, there is an area that extends north up to what today is the Otaki golf course and west of the highway to the Otaki racecourse and the northern suburb of Waitohu. Although most of the sub-district is north of the Otaki River a handful of the small blocks that are located south of the river are also included. Within this subdistrict lies dozens of variously sized blocks, with most tending towards being very small in area. These blocks are so numerous and small, that a different methodology is required to provide a summary of the tenure and alienation picture in this subdistrict. Whereas the approach for other sub districts has been to write a short summary for each block before aggregating the analysis to form a view of trends and patterns, summarising the short and simple history of dozens of very small blocks would achieve little clarity. Instead, it has been decided that the district can best be described by examining it quantitatively as a collection of blocks. This will be followed by a few case study summaries where these are merited by unusual features or events occurring within a block. The quantitative analysis and case study summaries included in this draft are preliminary only. Further work will be done in both areas before the next draft is submitted.

The following map records these block groupings and parent blocks.

Scale: 1:40,000
 0 0.25 0.5 1 1.5 2 Km
 Data shown on this map has been sourced from: CFRI
 Basemap - World Street Map ESRI Locality - Geography



Parent Block No.	Parent Block	Parent Block No.	Parent Block
1	Taumaruka	33	Tauaterrero
2	Topatekahu	34	Ngaruere
3	Waihou Wakapu	35	Moutere
4	Wakapu	36	Te Awamata
5	Mangapouri	37	Te Awamata
6	Haraheke	38	Tungatani
7	Piritaha	39	Waerenga
8	Whakahoiti Atapango	40	Makurawhiti
9	Puketaraka	41	Mangaharene
10	Kareti (Te)	42	Whakapawera
11	Puketapu-Waihou	43	Kaitiaki
12	Makirihi	44	Pukeruahe
13	Tururunga	45	Tawera
14	Tioitio	46	Rehaka
15	Waihou	47	Tahuna (Te)
16	Manua	48	Haruru
17	Harua	49	Pahau
18	Parumata	50	Kawakawa
19	Hurihangatoko	51	Kahukura
20	Wairiki	52	Tuhari
21	Hakui	53	Moutere Tahuna
22	Rotowhakahokiri	54	Kurukohatu
23	Kiharoa	55	Kairarua
24	Ngatoko	56	Hanganahoa
25	Maringawai	57	Titika
26	Takapu-o-Toroa	58	Moutere Hanganahoa
27	Huihuimaro	59	Maitikura
28	Takapu	60	Totaranui
29	Mangapohara	61	Te Awamata
30	Kahukura (Te)	62	Rahui Te Ngae
31	Puna (Te)	63	Rahui (Te)
32	Whakarangiri	64	Roto (Te)
33	Tauaterrero	65	Turungarua
34	Ngaruere	66	Awahonui



Area and Number of Blocks

The total area of the Otaki block sub-district is 3,574¼ acres. Within this area, there are 66 blocks or block groupings. There are 340 parent blocks within the subdistrict. The parent blocks range from the smallest of less than and acre, to the largest of 460 acres. As the following table shows, the greatest number of parent blocks are small in size:

Area range	No. of blocks	% of total No. (ie 340 blocks)	Total Area (acres)	% of total No. (ie 3574.25 acres)
1 acre or less	82	24.1	43.75	1.2
1¼ - 2 acres	65	19.1	103.00	2.9
2¼ - 5 acres	71	20.9	251.25	7.0
5¼ - 10 acres	47	13.8	337.75	9.5
10¼ - 20 acres	42	12.4	633.00	17.7
20¼ - 55 acres	27	7.9	899.50	25.2
60 acres +	6	1.8	1306.00	36.5
Totals	340		3574.25	

Therefore, just under a quarter of the parent blocks are an acre or less in size. Almost two thirds are 5 acres or less. More than three quarters are 10 acres or less.

Naturally, large numbers of small sections have little impact on total areas. Therefore, six of the largest blocks account for more than a third of the area of the Otaki Blocks sub district. With one exception, these blocks are on the outskirts of the subdistrict either at Otaki Beach (Taumanuka) or to the east of the railway line (Awahonuhonu, Turangarahui). At the next level, the 27 blocks that range from 20 to 55 acres account for another quarter of the area of the Otaki Blocks sub district. These blocks are found through the sub-district.

Having established that the large majority of blocks are under five acres, an assessment can be made of when these blocks were given title.

Date of Title

As with area, the 340 parent blocks within the Otaki Blocks sub-district exhibit a wide range of difference in relation to the time when title was awarded with the earliest blocks receiving titles in 1867 and the last blocks receiving titles in 1977. The following table provides information of the timing of original titles:

Date range	No. of blocks	% of total No. (ie 340 blocks)	Total Area (acres)	% of total No. (ie 3574.25 acres)
1867-1875	66	19.4	454.25	12.7
1876-1885	144	42.3	2349.75	65.7
1886-1895	65	19.1	428.25	12.0
1896-1905	36	10.6	151.50	4.3
1906-1977	29	8.6	190.50	5.3
Totals	340		3574.25	

The above table shows that a number of blocks passed through the Land Court prior to 1886. These 66 blocks represent almost a fifth of the total number of parent blocks in the Otaki sub-district and more than an eighth of land area. It was the following decade, however, that the Otaki blocks received their titles with 144 blocks (42.3%) with an area of almost 2,350 acres (almost two thirds of the subdistrict) being involved. By 1886, therefore, almost two thirds of the blocks with almost 80% of the land area had been given title through the Land Court. Despite this representing these majority figures, there were still a comparatively large number of blocks that did not receive title until the 1890s and thereafter.

Subdivision

Clearly a high percentage of the Otaki parent blocks were already of a small size when title was originally given. It would be thought, therefore, than there was little room for further subdivision. This generally appears to be the case. From the 340 original parent blocks, a comparatively low number of partitions came into effect - a further 444 blocks in total.

Despite the lower level of subdivisions after original title had been granted, in a situation where almost two thirds of the parent blocks are five acres or less and three quarters are ten acres or less, it would be suspected that any further partition would tend to create sections that were of a small size. The following table verifies that this was the case.

Area range	No. of blocks	% of total No. (ie 444 blocks)
1 acre or less	206	46.4
1¼ - 2 acres	68	15.3
2¼ - 5 acres	80	18.0
5¼ - 10 acres	40	9.0
10¼ - 20 acres	26	5.9
20¼ - 60 acres	18	4.0
Over 60 acres	6	1.4
Totals	444	

The table suggests the small amount of subdivisions that did occur were not just focused on the breaking up of bigger blocks, as might be expected, but that it also must have taken place within sections that already were small. As a result, almost half of the sections created were one acre or less in area and almost 80% were less than five acres.

Alienation

In a situation where the greatest majority of parent blocks or their subdivisions were small blocks, primarily held by few or sole owners, it might be expected that a high level of alienation might take place. The following table traces alienation within the Otaki Blocks district.

Date range	Acres Alienated in period	Proportion of original total area (3574.25 acres)	Acres Alienated in total	% of original total area (3574.25 acres) alienated in total	Acres Remaining	% of original total area (3574.25 acres) remaining
1867-1875	120.50	3.4	120.50	3.4	3453.75	96.6
1876-1887	607.75	17.0	728.25	20.4	2846.00	79.6
1888-1900	940.00	26.3	1668.25	46.7	1906.00	53.3
1901-1912	325.75	9.1	1994.00	55.8	1580.25	44.2
1913-1925	443.25	12.4	2437.25	68.2	1137.00	31.8
1926-1950	212.25	5.9	2649.50	74.1	924.75	25.9
1951-1975	502.50	14.1	3152.00	88.2	422.25	11.8
1976-2000	260.75	7.3	3412.75	95.5	161.50	4.5

The table indicates that in relation to area, the most significant periods of alienation were from 1876-1887, 1888-1900 and 1913-1925. By 1900, almost half of the Otaki estate had been sold. While in general terms this is dramatic and in keeping with alienation patterns within the Inquiry District, for an area of small blocks with few owners it is less than might be expected. A spurt in purchasing after 1912 and during the 1950s and 1960s is also consistent with what has been seen within the rest of the Inquiry District.

With the majority of blocks in this sub-district being small in size, area is not the only useful indicator to reveal the nature of alienation. As each parent block of subdivision represents a landholding interest of a whanau or individual, the number of blocks sold is also important to consider.

With some many property units (more than 700 over time) within such a small area (3,574 acres) coming into existence as parent blocks or subdivisions at different times and then selling at varying times as well, it is far more difficult to get a gauge on the location of lands being sold.

By 1900, the main areas sold lay:

- to the east of the railway/highway
- among blocks north of the Otaki River and south of the town (in the vicinity of today's Riverbank Rd, Moy Place and Totara Rd)
- to the west of the town, but not Otaki Beach (in the vicinity of today's Old Coach Rd., Rangioru Rd and south of the old course of the Otaki River)
- and just immediately southwest of the town (in an area between today's roads Rangioru Rd. to Lemon St south of Warenga Rod.)
- in the northern suburbs (in an area in the vicinity of Bennett's Road and Convent Road)

By 1925, purchasing had continued to expand in the areas noted above, especially to the east of the railway/highway, to the west of the town (including now the southern end of Otaki Beach) and in the northern suburbs. Through to 1950 purchasing made headway further up the Otaki as well as in the blocks to the south of the town. The period after 1950 saw purchasing complete the acquisition of Otaki beach and most of the northern suburb and well as purchasing in the town.

Porirua ki Manawatu Inquiry District: Otaki Sub-district - Tenure by 1875

Cartography by Geospatial Solutions Ltd. Map Number CFRT PKM - 079 Map projection: New Zealand Transverse Mercator

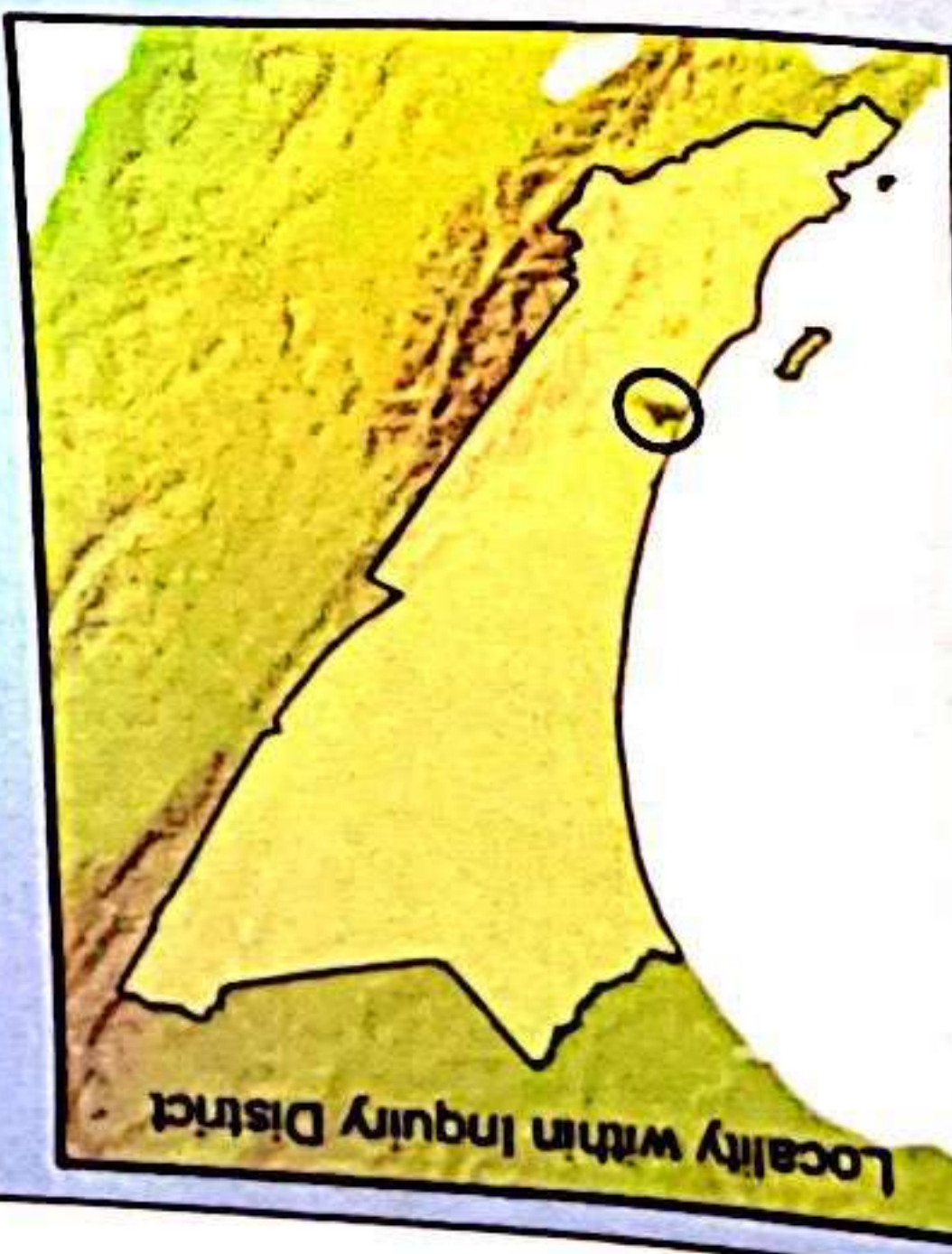
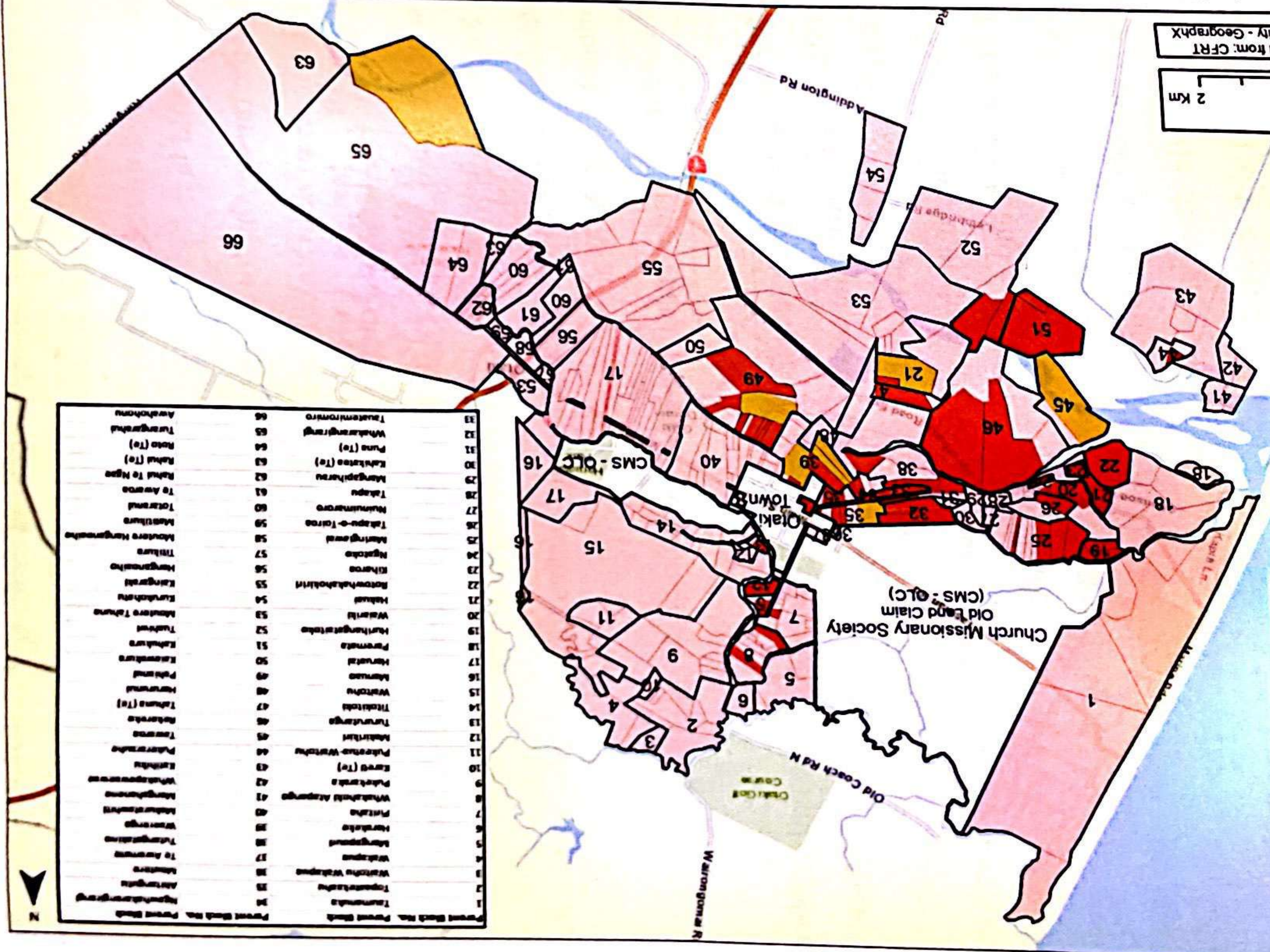
Date: 22/08/2017

Data shown on this map has been sourced from: CFRT
 Basemap - World Street Map, ESRI, Locality - Geographx

Scale: 1:40,000
 0 0.25 0.5 1 1.5 2 Km

Legend

- Pre-Title
- Maori Land
- Privately Purchased



1	Tamara	1	Pre-Title
2	Topotahi	2	Pre-Title
3	Wairongomai	3	Pre-Title
4	Wairongomai	4	Pre-Title
5	Wairongomai	5	Pre-Title
6	Wairongomai	6	Pre-Title
7	Wairongomai	7	Pre-Title
8	Wairongomai	8	Pre-Title
9	Wairongomai	9	Pre-Title
10	Wairongomai	10	Pre-Title
11	Wairongomai	11	Pre-Title
12	Wairongomai	12	Pre-Title
13	Wairongomai	13	Pre-Title
14	Wairongomai	14	Pre-Title
15	Wairongomai	15	Pre-Title
16	Wairongomai	16	Pre-Title
17	Wairongomai	17	Pre-Title
18	Wairongomai	18	Pre-Title
19	Wairongomai	19	Pre-Title
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37	Wairongomai	37	Pre-Title
38	Wairongomai	38	Pre-Title
39	Wairongomai	39	Pre-Title
40	Wairongomai	40	Pre-Title
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42	Wairongomai	42	Pre-Title
43	Wairongomai	43	Pre-Title
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45	Wairongomai	45	Pre-Title
46	Wairongomai	46	Pre-Title
47	Wairongomai	47	Pre-Title
48	Wairongomai	48	Pre-Title
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50	Wairongomai	50	Pre-Title
51	Wairongomai	51	Pre-Title
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53	Wairongomai	53	Pre-Title
54	Wairongomai	54	Pre-Title
55	Wairongomai	55	Pre-Title
56	Wairongomai	56	Pre-Title
57	Wairongomai	57	Pre-Title
58	Wairongomai	58	Pre-Title
59	Wairongomai	59	Pre-Title
60	Wairongomai	60	Pre-Title
61	Wairongomai	61	Pre-Title
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63	Wairongomai	63	Pre-Title
64	Wairongomai	64	Pre-Title
65	Wairongomai	65	Pre-Title
66	Wairongomai	66	Pre-Title

Portua ki Manawatu Inquiry District: Otaki Sub-district - Tenure by 1885

Cartography by Geopatial Solutions Ltd. Map Number CFRT PKM - 080 Map projection: New Zealand Transverse Mercator

Date: 22/08/2017

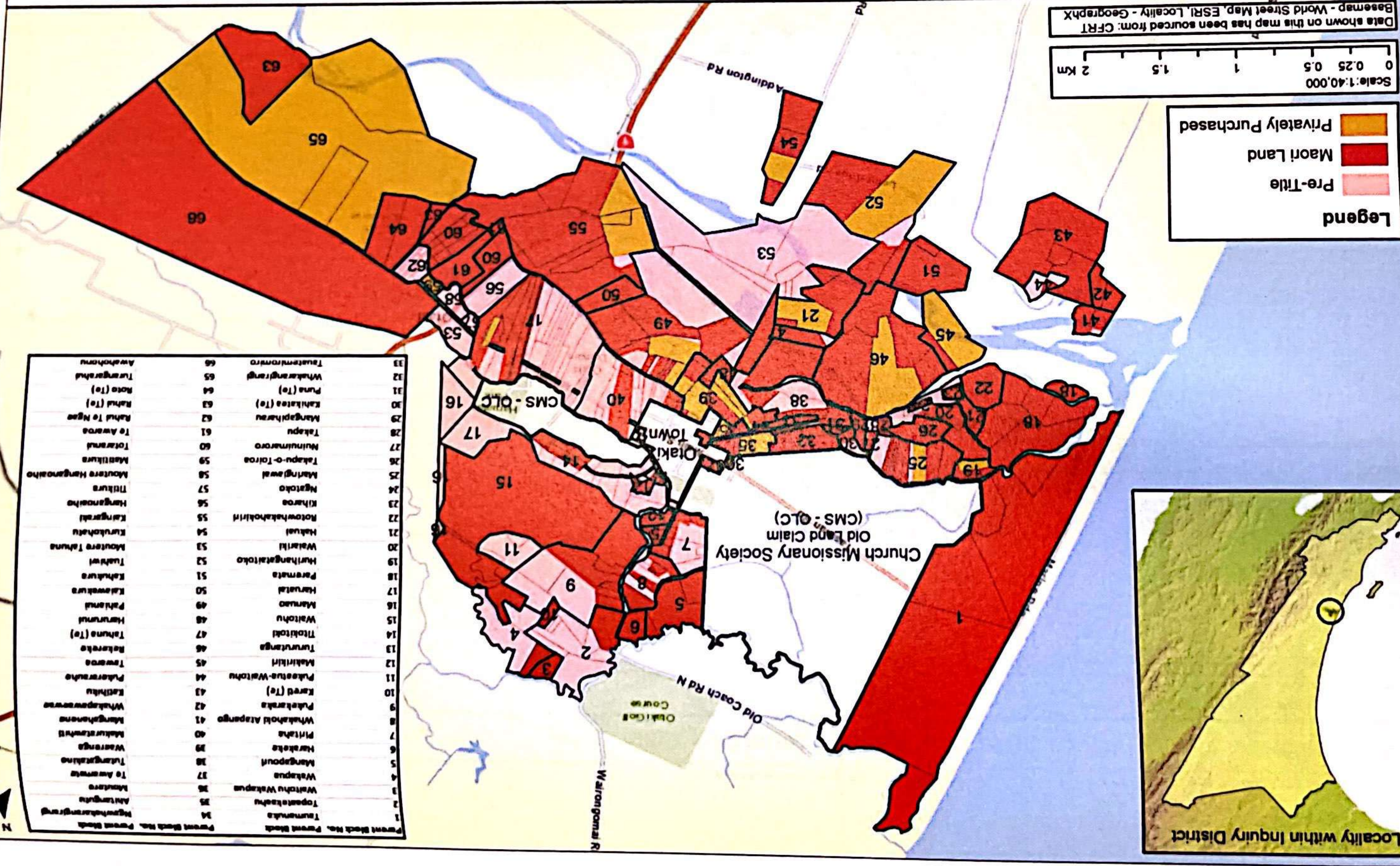
Scale: 1:40,000

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Base map - World Street Map, ESRI, Locality - GeographX

Legend

- Pre-Title
- Maori Land
- Privately Purchased



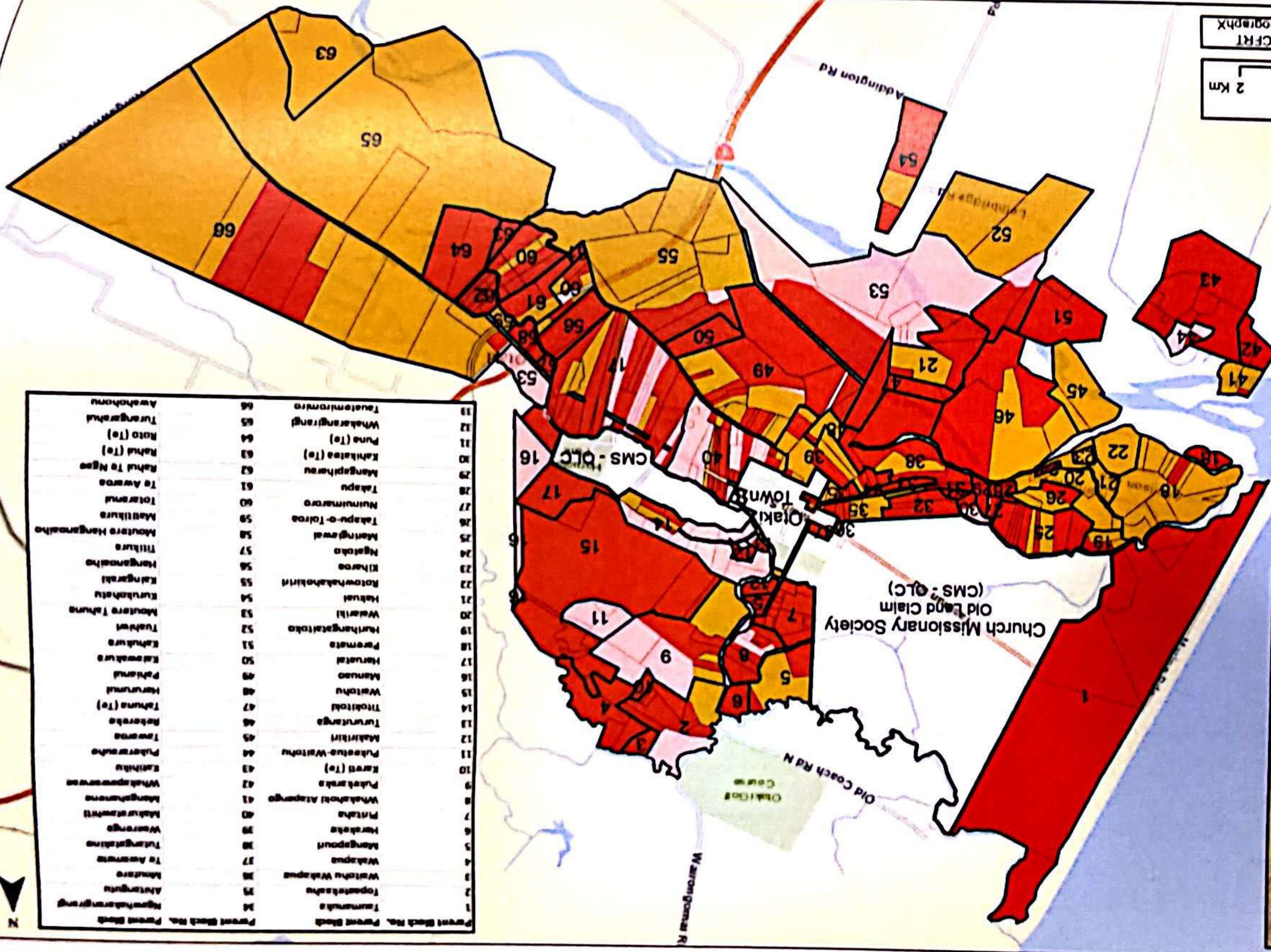
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2	Topotekahu	35	Mutungutu
3	Waironui Wakapu	36	Manurewa
4	Wakapu	37	Te Awamutu
5	Wairangipoua	38	Takapuna
6	Harakeke	39	Wairangi
7	Piritahi	40	Makururakurahi
8	Whakahoia Aupango	41	Mangahere
9	Pukekaha	42	Whakapapa
10	Kawiri (Te)	43	Earitahi
11	Pukekaha-Waitohu	44	Pukekaha
12	Makiriiri	45	Tewera
13	Tururanga	46	Bekeke
14	Tititahi	47	Tahuna (Te)
15	Waitohu	48	Haruru
16	Manurewa	49	Piritahi
17	Haruru	50	Kaitiaki
18	Parerua	51	Kaitiaki
19	Huruhanga	52	Tuahiwi
20	Wairahi	53	Moutere Tahuna
21	Makiriiri	54	Kaitiaki
22	Rotomahakahiiri	55	Kaitiaki
23	Kiharoa	56	Hanganohu
24	Ngatoko	57	Tititahi
25	Maringiawai	58	Moutere Hanganohu
26	Takapu-o-Tairoa	59	Maitiaki
27	Mutunuiaroa	60	Torangi
28	Takapu	61	Te Awamutu
29	Mangahere	62	Rahihi (Te)
30	Kaitiaki (Te)	63	Rahihi (Te)
31	Puna (Te)	64	Rahihi (Te)
32	Whakapapa	65	Tururanga
33	Tauemahoro	66	Awahoro

Porirua ki Manawatu Inquiry District: Otaki Sub-district - Tenure by 1895

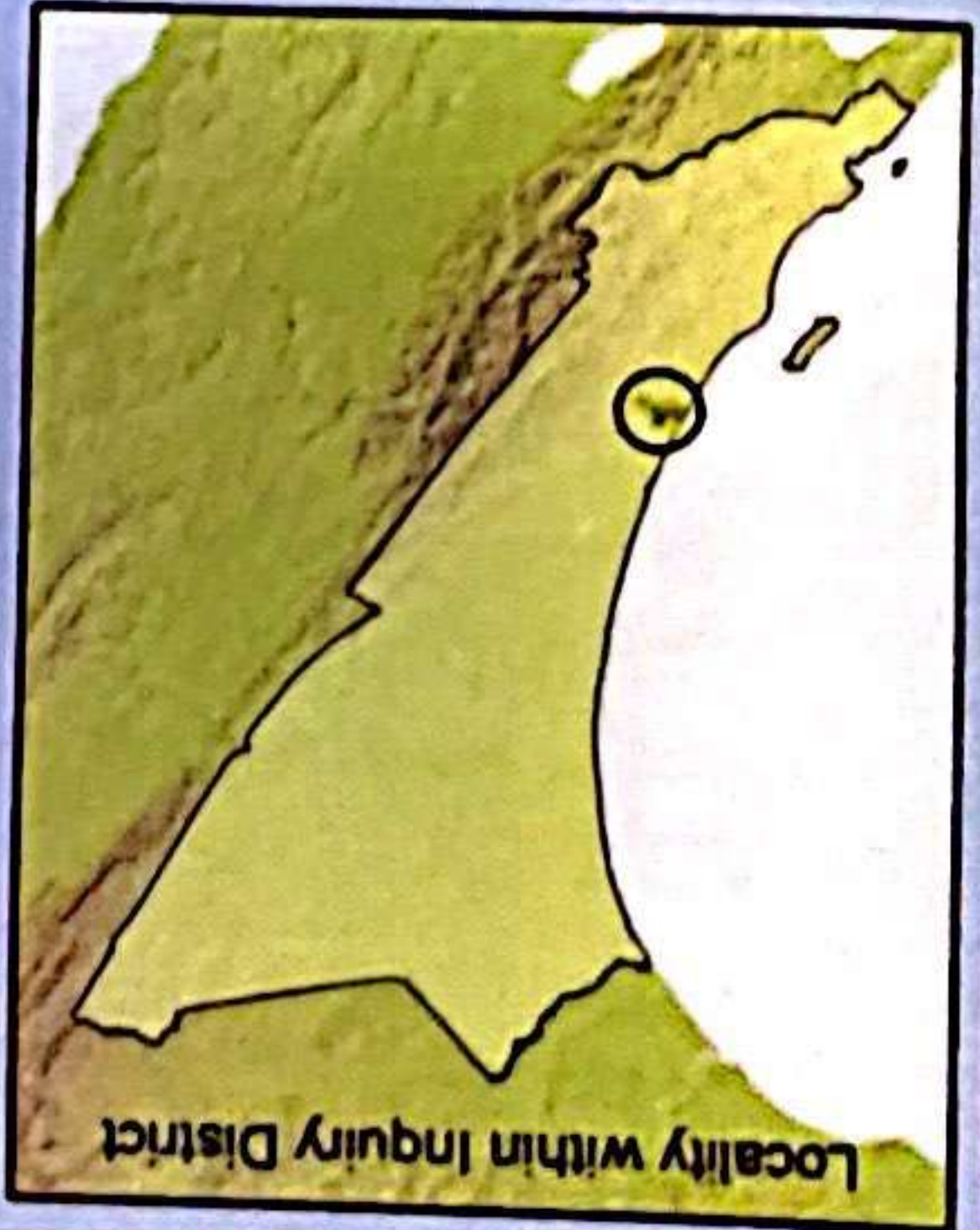
Scale 1:40,000
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 Data shown on this map has been sourced from: CFRI
 Base map - World Street Map, Esri, Locality - Geographx

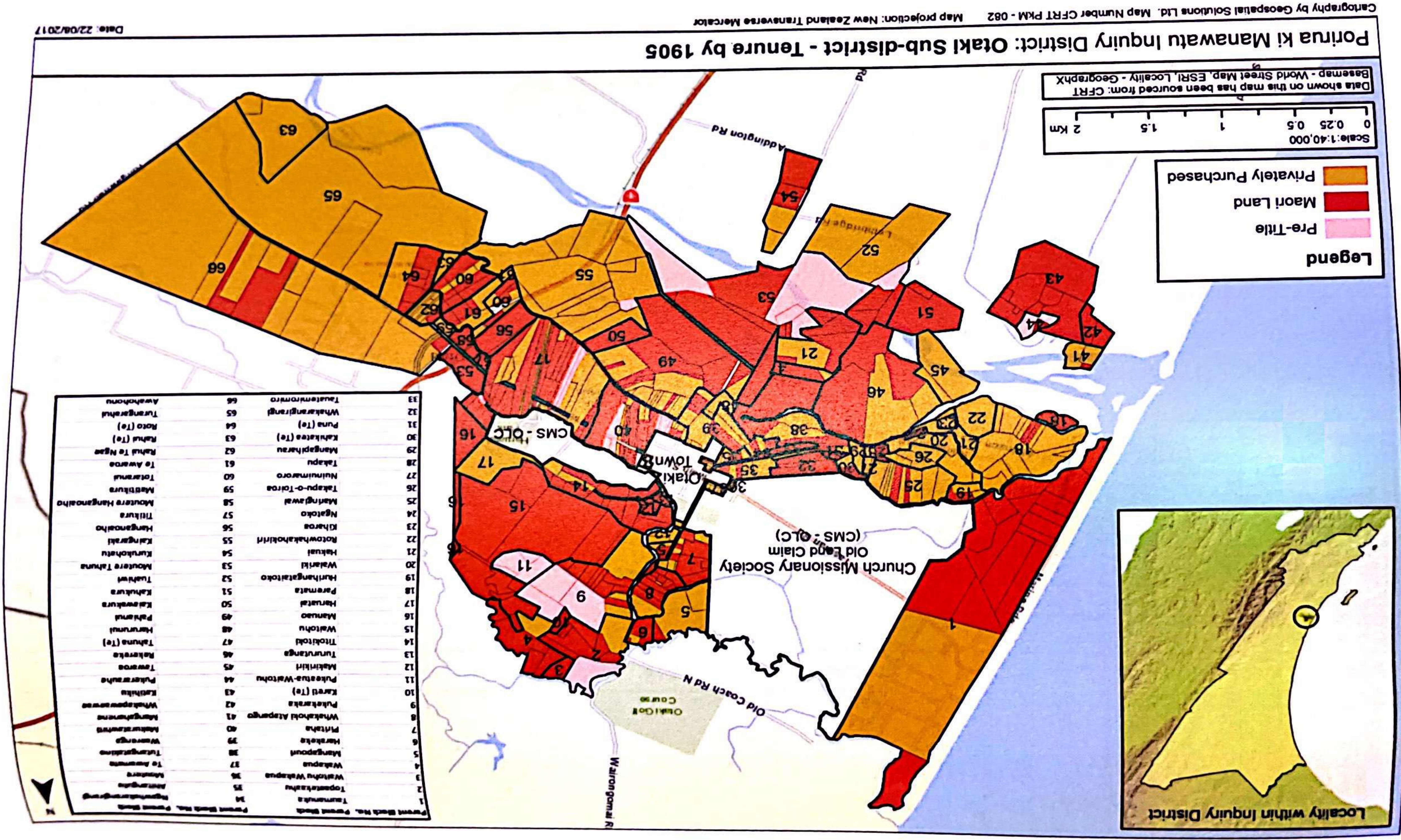
Legend

- Privately Purchased
- Maori Land
- Pre-Title



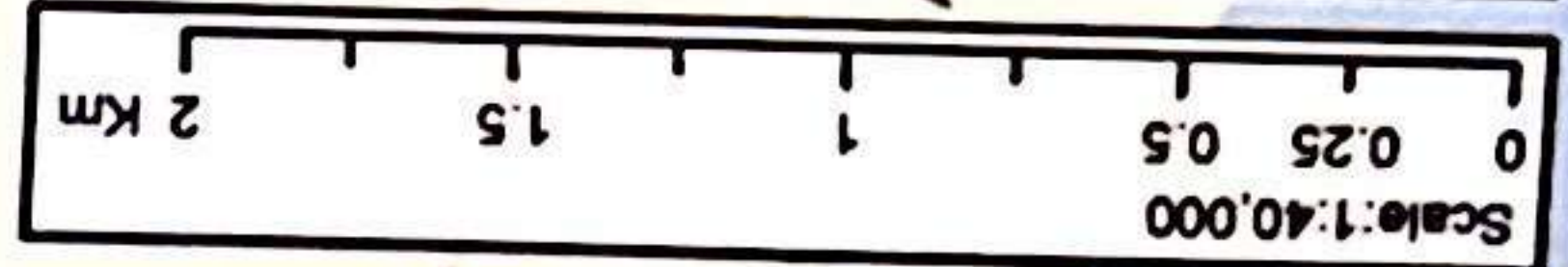
1	Tamuhaka	Parent Block No.
2	Topotehaka	Parent Block No.
3	Waiohu Wakapu	Parent Block No.
4	Wakapu	Parent Block No.
5	Mangapouri	Parent Block No.
6	Herake	Parent Block No.
7	Wairake	Parent Block No.
8	Whakohi Atapanga	Parent Block No.
9	Pukewaka	Parent Block No.
10	Karell (Te)	Parent Block No.
11	Pukehu Waiohu	Parent Block No.
12	Mahiri	Parent Block No.
13	Tururanga	Parent Block No.
14	Tiritoko	Parent Block No.
15	Waiohu	Parent Block No.
16	Mauao	Parent Block No.
17	Heretai	Parent Block No.
18	Pemeta	Parent Block No.
19	Parihangatako	Parent Block No.
20	Wairahi	Parent Block No.
21	Hekui	Parent Block No.
22	Kotowakakohiri	Parent Block No.
23	Kihoro	Parent Block No.
24	Ngatoko	Parent Block No.
25	Maringawai	Parent Block No.
26	Takapu-o-Tairoa	Parent Block No.
27	Nurumuro	Parent Block No.
28	Takapu	Parent Block No.
29	Mangapoharu	Parent Block No.
30	Kahika (Te)	Parent Block No.
31	Puna (Te)	Parent Block No.
32	Whakerangi	Parent Block No.
33	Tauemiro	Parent Block No.
34	Whakapoua	Parent Block No.
35	Whakapoua	Parent Block No.
36	Whakapoua	Parent Block No.
37	Whakapoua	Parent Block No.
38	Whakapoua	Parent Block No.
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63	Whakapoua	Parent Block No.
64	Whakapoua	Parent Block No.
65	Whakapoua	Parent Block No.
66	Whakapoua	Parent Block No.





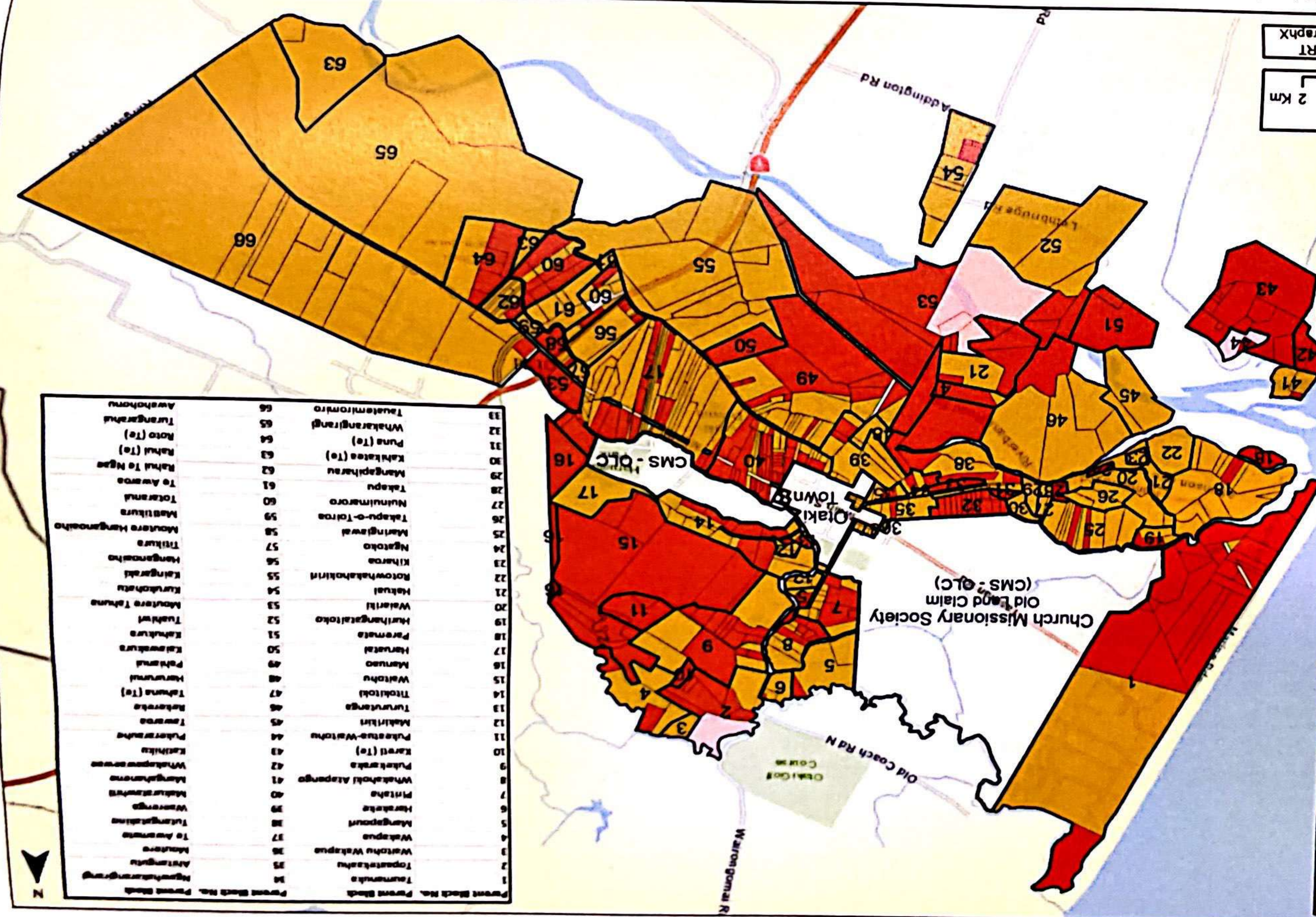
Porirua ki Manawatu Inquiry District - Tenure by 1915

Data shown on this map has been sourced from: CFRT
 Basemap - World Street Map, ESRI, Locality - GeographX



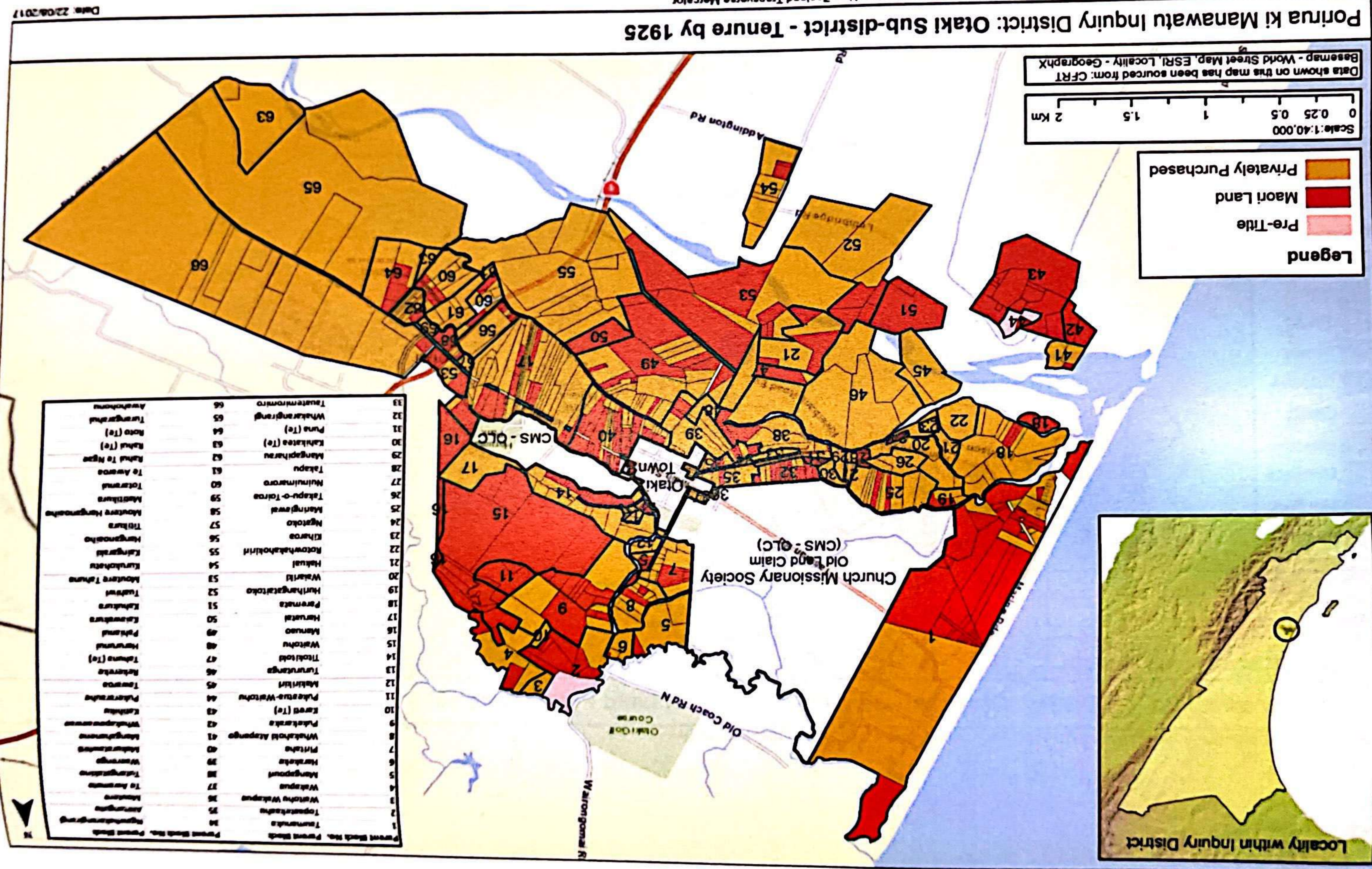
Legend

- Privately Purchased
- Maori Land
- Pre-Title

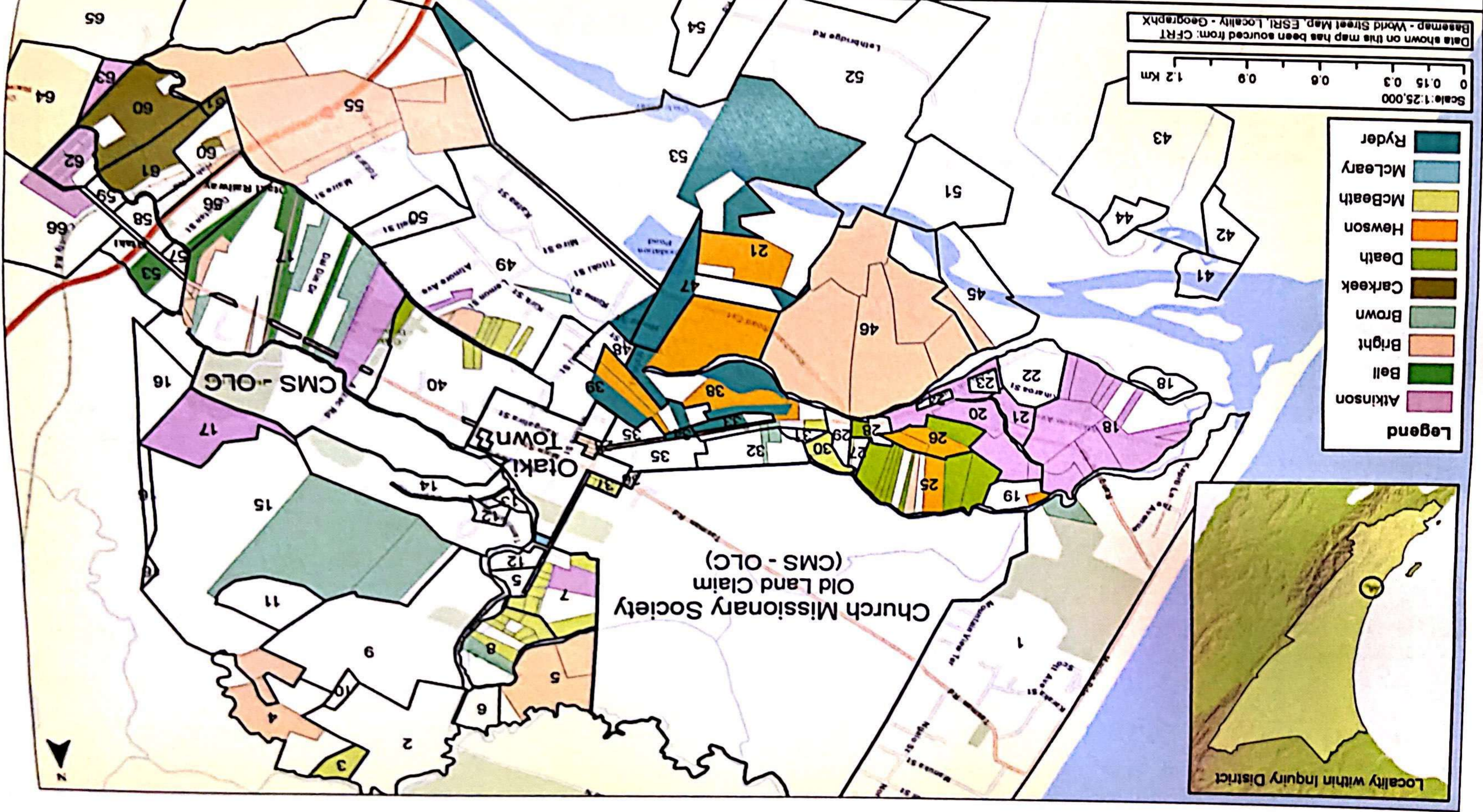


Present Block No.	Present Block	Present Block No.	Present Block
1	Tapanui	33	Tauterangi
2	Topotahi	34	Whakarangiri
3	Wairua	35	Puna (Te)
4	Wakapu	36	Kahikatea (Te)
5	Manapouri	37	Manapouri
6	Harakeke	38	Mangapohara
7	Piritahi	39	Munimuro
8	Whakohi Atapanga	40	Munimuro
9	Pukekaha	41	Munimuro
10	Karell (Te)	42	Munimuro
11	Pukekaha	43	Munimuro
12	Makiri	44	Munimuro
13	Turukanga	45	Munimuro
14	Titikahi	46	Munimuro
15	Wairua	47	Munimuro
16	Manuao	48	Munimuro
17	Herua	49	Munimuro
18	Paramea	50	Munimuro
19	Hurungatoko	51	Munimuro
20	Wairua	52	Munimuro
21	Kahikatea	53	Munimuro
22	Rotowhaka	54	Munimuro
23	Kiharoa	55	Munimuro
24	Nigatoko	56	Munimuro
25	Munimuro	57	Munimuro
26	Takapu-o-Toroa	58	Munimuro
27	Munimuro	59	Munimuro
28	Takapu	60	Munimuro
29	Mangapohara	61	Munimuro
30	Kahikatea (Te)	62	Munimuro
31	Puna (Te)	63	Munimuro
32	Whakarangiri	64	Munimuro
33	Tauterangi	65	Munimuro
34	Whakarangiri	66	Munimuro

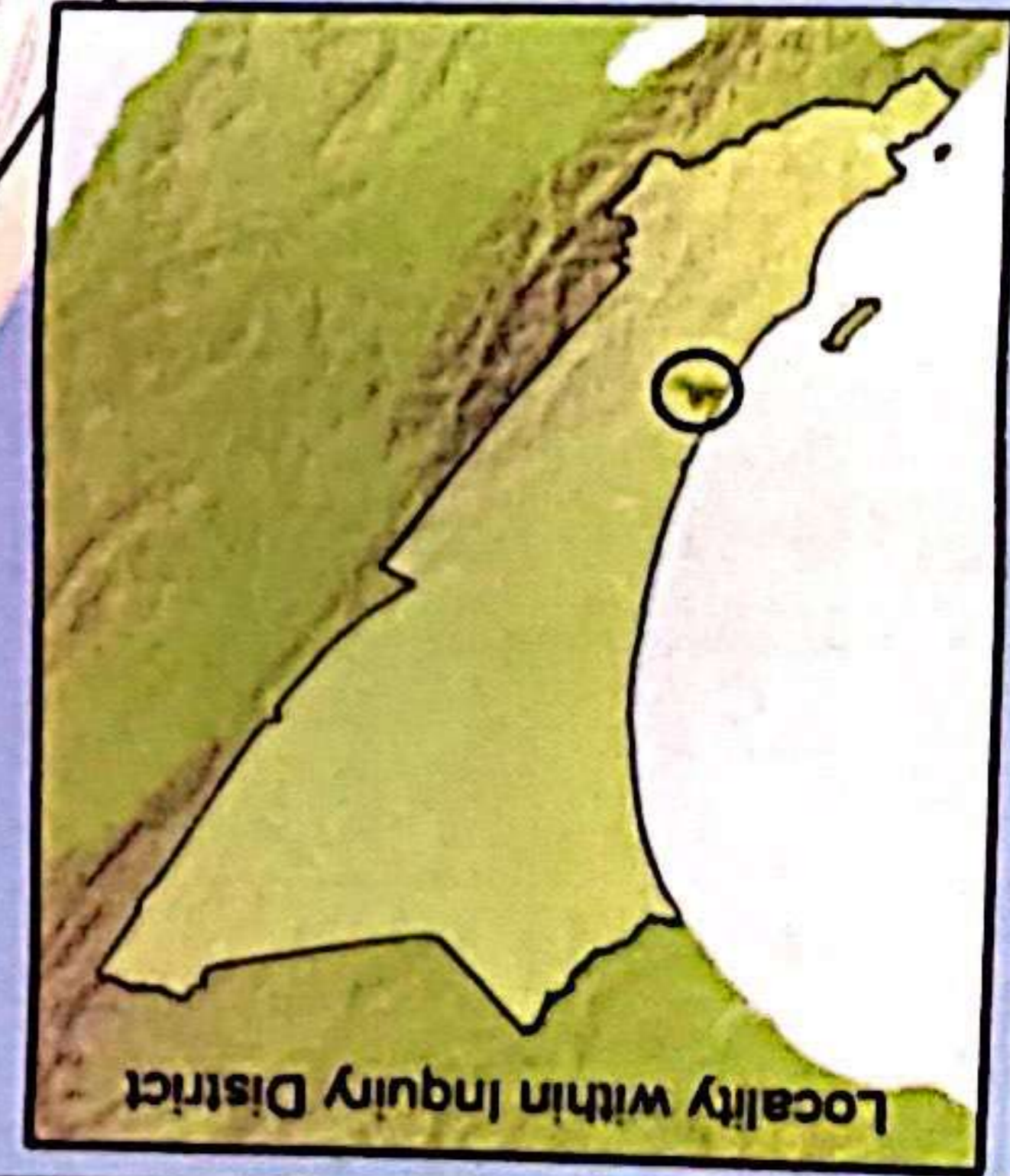
Porirua ki Manawatu Inquiry District: Otaki Sub-district - Tenure by 1925



Porirua ki Manawatu Inquiry District: Otaki Sub-district - Significant Land Purchasers 1875 - 1925



Cartography by Geopatial Solutions Ltd. Map Number CFRT PKM - 080. Map projection: New Zealand Transverse Mercator. Basemap - World Street Map, ESRI, Locality - GeographX. Data shown on this map has been sourced from: CFRT



Taumanuka

The Taumanuka block grouping is located on the coast north of the Otaki River estuary and rivermouth and occupies the area today known as Otaki Beach village. Taumanuka was awarded title as six parent blocks in 1880. Aside from the 176-acre No.1 block, the other subdivisions ranged from 12 to 78 acres. The area of these blocks when surveyed totalled 355½ acres. The actual area of the block as revealed by the subsequent surveying of subdivisions comes to 412¼ acres.

For the next two decades, no alienations occurred within the block. By 1900, however, there had been three series of subdivisions rendering leacing most of the 17 sections in existence in the block to less than 40 acres with a number being under ten acres.

Between 1900 and 1925, a further 17 rounds of subdivisions occurred, eight of these after 1920. These particularly occurred within the Nos. 2 and 3 blocks. The majority of the sections created were under five acres with most being house lots ranging from two acres to ¼ acre. (After 1925, only two further subdivisions occurred - one in 1926 and the other in 1962).

Accompanying the partitioning of the block was the beginning of private land purchases. The first purchase occurred in 1915. Between 1920 and 1925, however, a further seven purchases occurred all focused on the southern end of the block just north of the Otaki rivermouth on the sections of the No.3 block. As these purchases involved comparatively small sections, by 1925 350¾ acres (85.1% of the actual area of the block) remained in Maori ownership.

After 1925, a few more private purchases occurred among No.3 blocks sections. The most significant impact came from the a Crown purchase in 1930 and a series of 11 purchases in June 1931 undertaken by the Crown for the King George V Memorial Fund Board (a children's charity, set up by legislation with close Government support) for the establishment of the Otaki Children's Health Camp. The Crown's purchases focused on

the southern half of the block acquiring sections within the No.2 and 3 blocks. Although no further purchases occurred within Taumanuka for the next 20 years, by 1950 24.4 acres remained in Maori ownership.

Turangarahui

This block grouping which totals just over 504 acres is situated to the east of the Otaki town blocks and lay to the south of Rahui Road. The four parent blocks variously were given title between 1874 and 1881. The predominating block was Turangarahui No.2 which was 365 acres in size. After a partition in 1881 Turangarahui No.2B remained a large block of almost 303 acres. By 1893, however, all five subdivisions in this grouping had been purchased with James Gear acquiring Turangarahui Nos.2A and 2B (365 acres) and Te Rahui 2A (52 acres).

Awahonuhonu

The fourth block located on the outskirts of Otaki township, lying to the east and situated to the north of Ranui Road, is the Awahonuhonu block of almost 457 acres. Title to the block was awarded in 1885. Aside from a partition in 1887, primarily to exclude the Railway Reserves of around 1 $\frac{3}{4}$ acres in total, the main partitioning of the block occurred over a decade between 1891 and 1902 when six series of partitions occurred creating a total of 13 subdivisions. Although a 220-acre A3s.5 block remained after this subdivision, there were 20 owners on the title. Otherwise, five blocks were under ten acres with other subdivisions ranging from between 12 and 50 acres in area.

These subdivisions were occurring within the context of nine private purchases occurring between 1892 and 1897 which included the A3s.5 block. By 1900, therefore, just 67.4 (14.7%) acres of Awahonuhonu land remained in Maori ownership. Several different purchasers were involved. Predominant amongst them, however, was Edward Halcoube Brown who made four purchases accounting for almost 340 acres (74.4%) of the block.

Three of the remaining four subdivisions were less than 10 acres in size with a further 28 $\frac{1}{4}$ acre section. By 1925, three of these had been acquired (1903, 1913, 1914), leaving only the A4 section of 2 $\frac{1}{4}$ acres (0.5%) which remained in Maori ownership until 1958.

Waihoanga to Ngarara

This sub-district grouping lies between the Southern Blocks district grouping and the Otaki Blocks grouping. This district grouping consists of 9 blocks and block groupings with a total of 32 parent blocks.

Block Grouping	Area ⁴⁴ (acres only)	Parent Block (s)	Area ⁴⁵ (acres only)
Muaupoko	2,634	Muaupoko	2,634
Kukutaauaki I	951	Kukutaauaki I	951
Ngakaroro	26,886	Ngakaroro 1A	4,444
		Ngakaroro 1B	6,139
		Ngakaroro 1C	300
		Ngakaroro 2A	1,933
		Ngakaroro 2B	1,933
		Ngakaroro 2C	1,933
		Ngakaroro 2D	1,933
		Ngakaroro 2E	1,933
		Ngakaroro 2F	2,536
		Ngakaroro 3	1,869
		Ngakaroro 4	913
		Ngakaroro 5	1,020
Ngarara	45,250	Ngarara	45,250
Ngawhakangutu	6,980	Ngawhakangutu No.1	2,537
		Ngawhakangutu No.2	4,443
Waihoanga	19,320	Waihoanga No.1A	466
		Waihoanga No.1B	480
		Waihoanga No.1C	1381
		Waihoanga No.2A	874
		Waihoanga No.2B	1427
		Waihoanga No.3A	797
		Waihoanga No.3B	734
		Waihoanga No.3C	1454
		Waihoanga No.3D	1527
		Waihoanga No.4	9750
		Waihoanga No.4A	430
Wairarapa	6,100	Wairarapa	6,100
Waopukatea	683	Waopukatea No.1	619
		Waopukatea No.2	64
Wahaotemarangai I	1,113	Wahaotemarangai I	1,113
Total	109,917		109,917

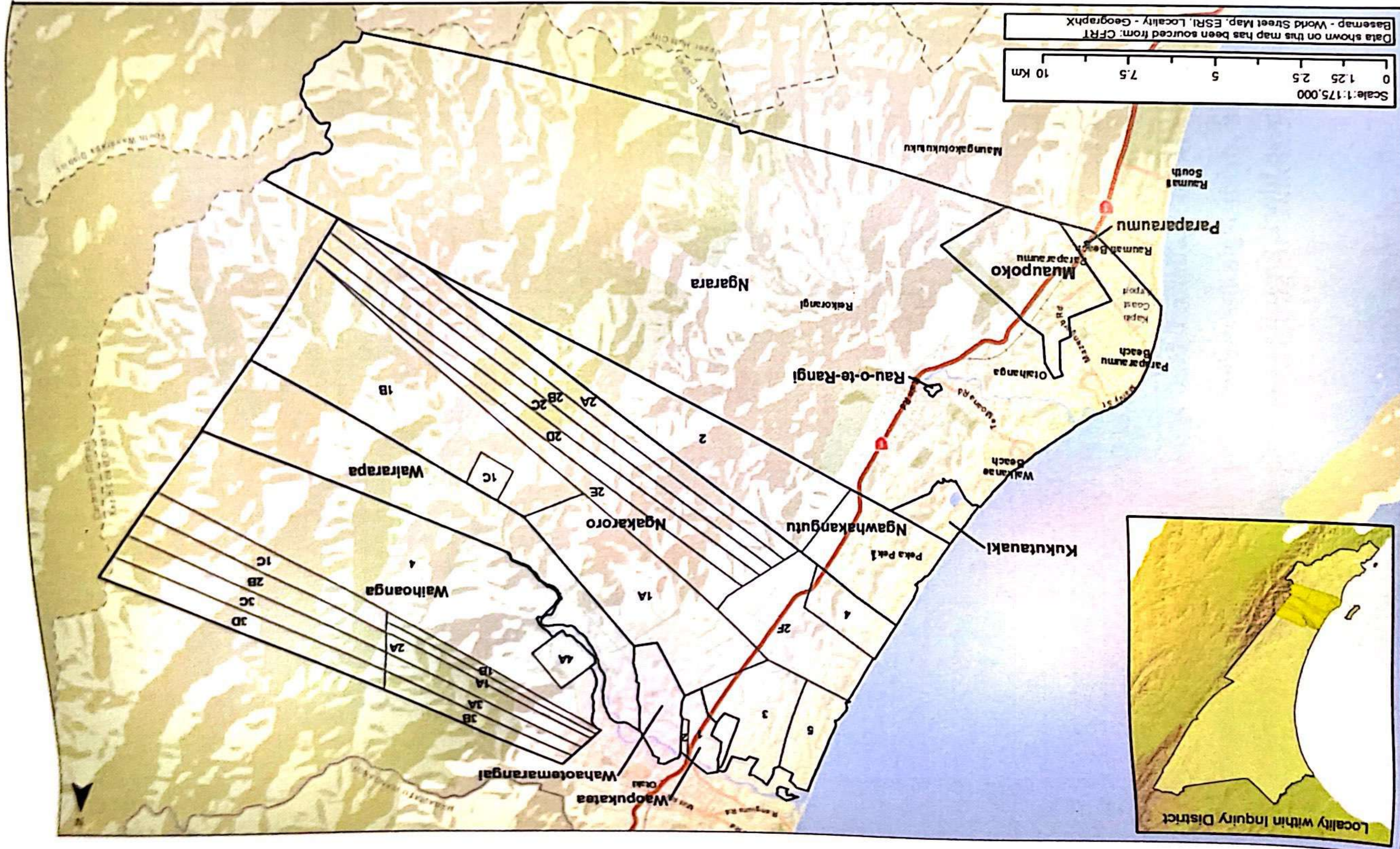
The following map records these block groupings and parent blocks.

⁴⁴ The figures shown in this column are the totals of the areas shown in the parent block column.

⁴⁵ The figures shown in this column are the original surveyed acreages of parent blocks. These will differ, to varying degrees, from the actual acreages for these blocks that result from totalling up the areas of surveyed subdivisions. It is these actual acreages that are used as the basis of calculations for the block summaries that follow. The reason for adopting original acreage in this initial table is to provide an initial point of reference. This is necessary, as the actual acreages only emerge over time as a block is subdivided into smaller parcels. As the title situation is fluid until the final subdivisions, the original surveyed acreages are useful when introducing the blocks in this sub-district.

Porirua ki Manawatu Inquiry District: Waihoanga - Ngarara Sub-district

Scale: 1:175,000
0 1.25 2.5 5 7.5 10 Km
Data shown on this map has been sourced from: CFRIT
Basemap - World Street Map, ESRI, Locality - Geographix



Ngarara

The Ngarara Block was awarded title in 1873 as one parent block with a surveyed area of 45,250 acres.⁴⁶ On 14 January 1874, the Crown purchased the eastern hilly portion of the block, (sometimes named Maunganui), which was surveyed at 15,750 acres. (35.3% of original block)⁴⁷ The remaining area, surveyed at the time as 29,500 acres, became known as Ngarara West. In 1887, this block was intensively partitioned. A petition lodged against the result of the partition was investigated first by Select Committee and secondly by an appointed Commission of Inquiry. As a result, both the title and partition of Ngarara West was reheard in 1890. Thereafter, further petitions and appeals meant that the partitioned titles were only really all settled by 1900. The result was a significant partitioning of the block.⁴⁸

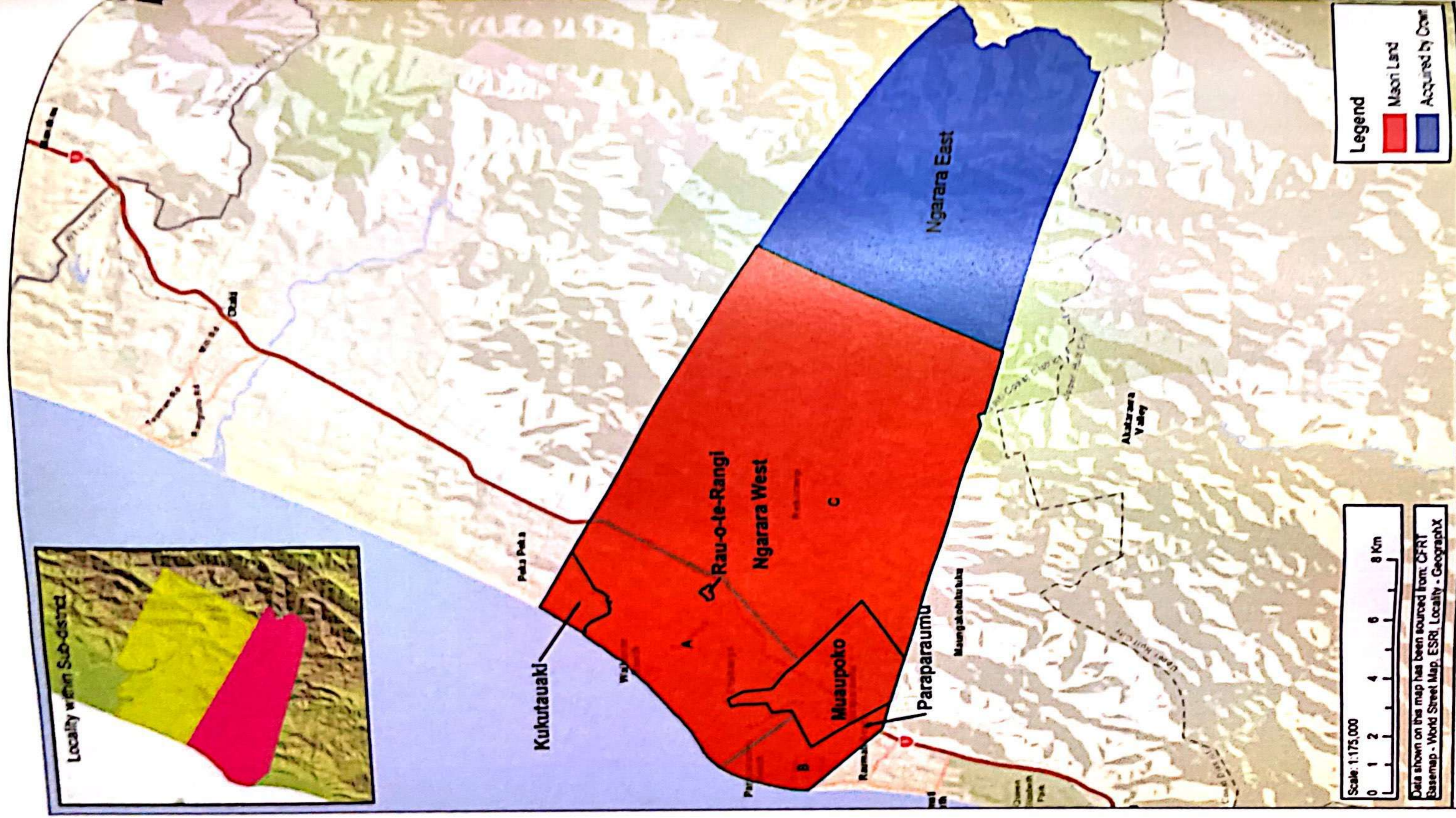
- Ngarara West A 79 subdivisions: 7,316a. 1r. 3p.
- Ngarara West B 10 subdivisions: 1,534a. 3r. 3p.
- Ngarara West C 41 subdivisions: 21,879a. 0r. 0p.

Each of these sub-groupings had distinctive features when established as well as distinct subsequent patterns of alienation.

⁴⁶ As noted in the narrative Summary for this block in Part II, a figure for the actual area of this block has been adopted for this report based on the totalling up of the areas of surveyed subdivisions. For this block, the actual figure is 45,270 ± 1r. 13p. In the following summary, this is the area used as a basis for calculation of land remaining or land alienated.

⁴⁷ This percentage of based on the actual block size of just over 45,570 acres. If the originally surveyed area is used, the land alienated accounted for 34.8%.

⁴⁸ The areas shown below are totals of the subdivisions as surveyed at the time title was granted. In all cases, when further subdivision occurs over time and greater accuracy is achieved, the total of all surveyed subdivision provides a slightly lesser figure for each group: viz A = 6880.1.16.9; B = 1410.3.79; C = 21,527.0.28.2. It is these figures, regarded for the purposes of this report as the actual area for these blocks, that are used as the basis of calculation for this summary when the A/B/C subdivisions are considered.



Pōiūia ki Manawatu Inquiry District: Ngarara, Kukutauaki and Muaupoko - Tenure by 1875

Cartography by Geospatial Solutions Ltd. Map Number CFRT P1M - 009 Map projection: New Zealand Transverse Mercator

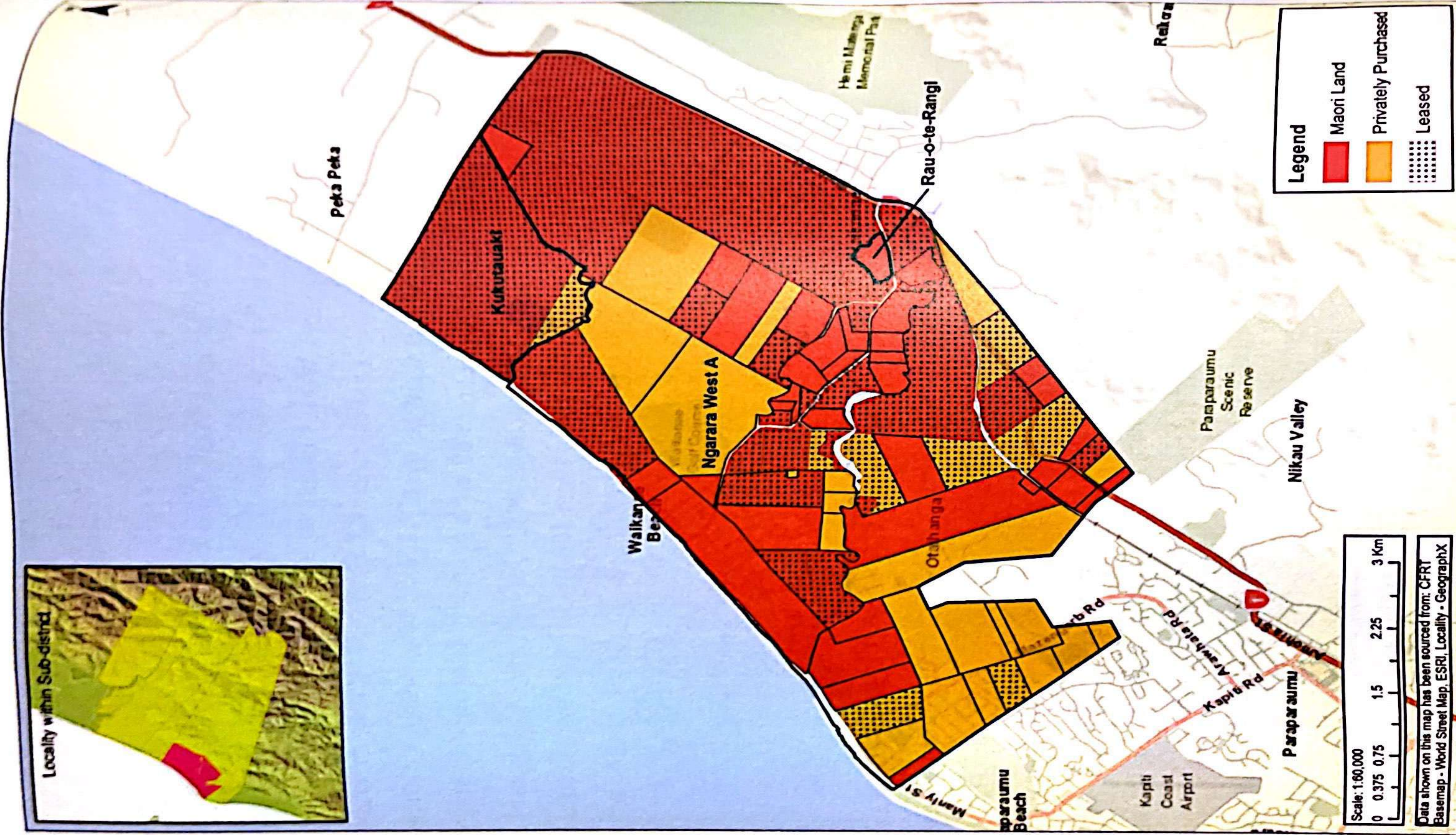
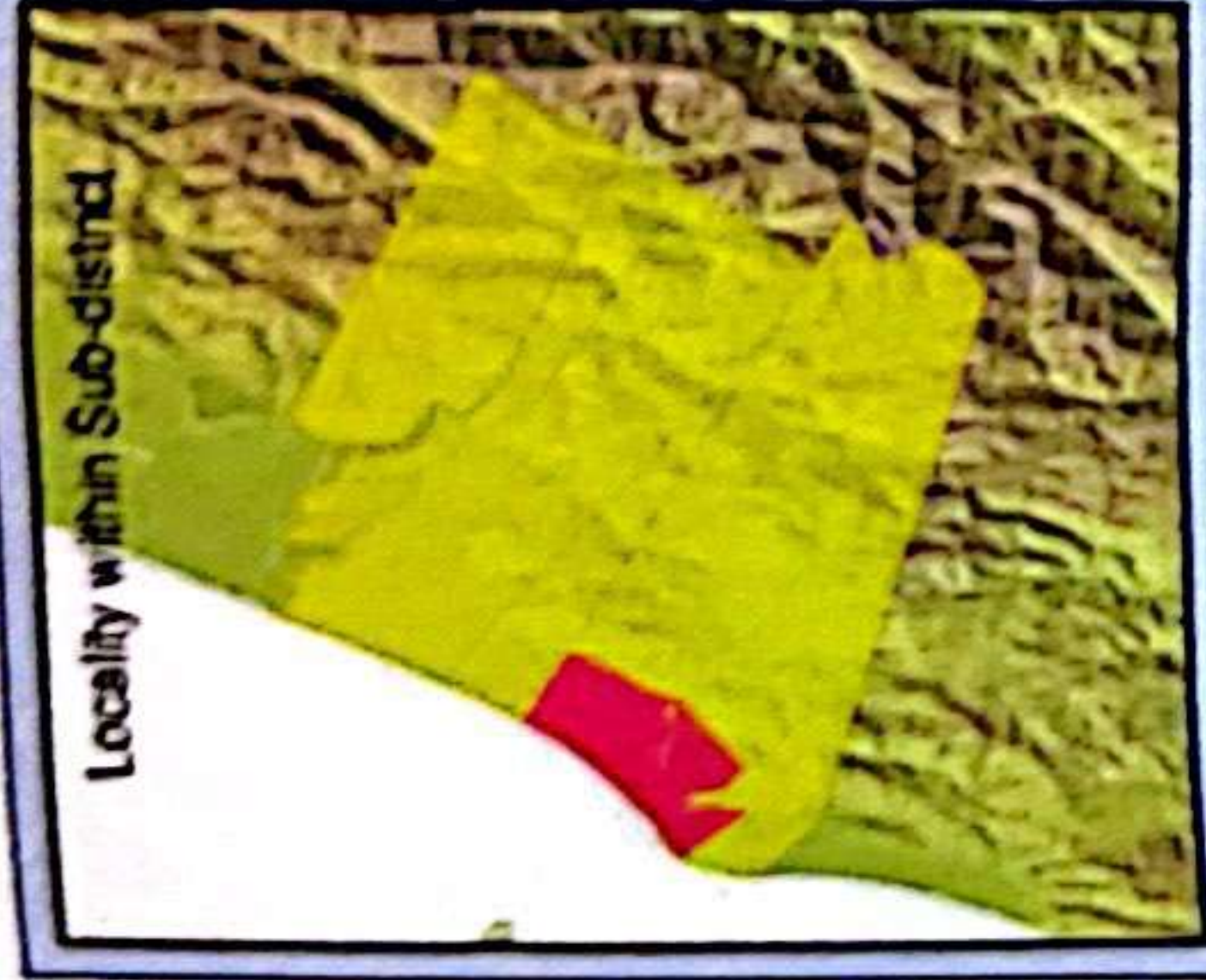
MAP 94

Ngarara West A

As noted above, by 1900 Ngarara West A has the largest number of subdivisions. It is located in an area that today is mostly east of State Highway 1 and extends to the coast. From south to north, Ngarara West A covers an area that runs from Papararamu Beach north of Martin Road, through Otaihanga to include all of Waikanae. Around 24 of the 79 subdivisions created in 1890 were between 9 and 25 acres with one 2-acre section. A further 26 sections ranged from 26 to 60 acres in area. Fifteen sections were between 65 and 120 acres in size. This left 12 sections mostly between 180 and 300 acres in size with three large sections of just over 579, 679 and 1000 acres respectively. When numbers of owners of these sections are examined, 36 of the sections were awarded to sole owners and 18 others to groups of two or three owners. The largest number of owners in one section was 13. It is also clear that various owners were awarded more than one subdivision.

In the aftermath of title finally being settled in 1890, a swathe of private purchases occurred over the next decade. By 1900, 25 of the 78 partitioned sections had been acquired. Families featuring as multiple land purchasers were the Field, Elder and Morrison families. Both smaller and larger sections were acquired. When a map for 1900 is examined, it can be seen that the purchases were concentrated in three areas: north of Papararamu Beach; around Otaihanga (both sides of the railway); and towards Waikanae Beach, just back from the coast.⁴⁹ Nine leases were organised prior to 1900 and although a few were preludes to purchases, most appear to have seen out their term.

⁴⁹ Purchasing focused on four large sections: A37 (315 acres), A38 (194 acres), A41 (41½ acres) and A45 (180¼ acres).



Legend

- Maori Land
- Privately Purchased
- Leased

Scale: 1:60,000
 0 0.375 0.75 1.5 2.25 3 Km

Data shown on this map has been sourced from: CFRT
 Basemap - World Street Map, ESRI, Locality - GeographX

Porirua ki Manawatu Inquiry District: Ngarara West A and Kukutauaki - Tenure by 1900

Cartography by Geospatial Solutions Ltd. Map Number CFRT PKM - 010 Map projection: New Zealand Transverse Mercator Date: 23/03/21

MAP 95

1900-1925

After 1900, significant partitioning occurred within the Ngarara West A block. Nineteen of the 53 remaining sections as at 1900 were partitioned into 69 sections. Of these 69 sections, 39 were less than 10 acres in size. The predominant location of these smaller sections was along both sides of what is today Te Moana Rd, Waikanae, the main accessway from the railway to the coast. Although the partitioning often awarded sections to sole owners or small groups of two to three owners, ownership numbers were building up in blocks presumably through successions. By the 1920s, several subdivided sections are recorded as having more than 20 or 30 owners on the titles.

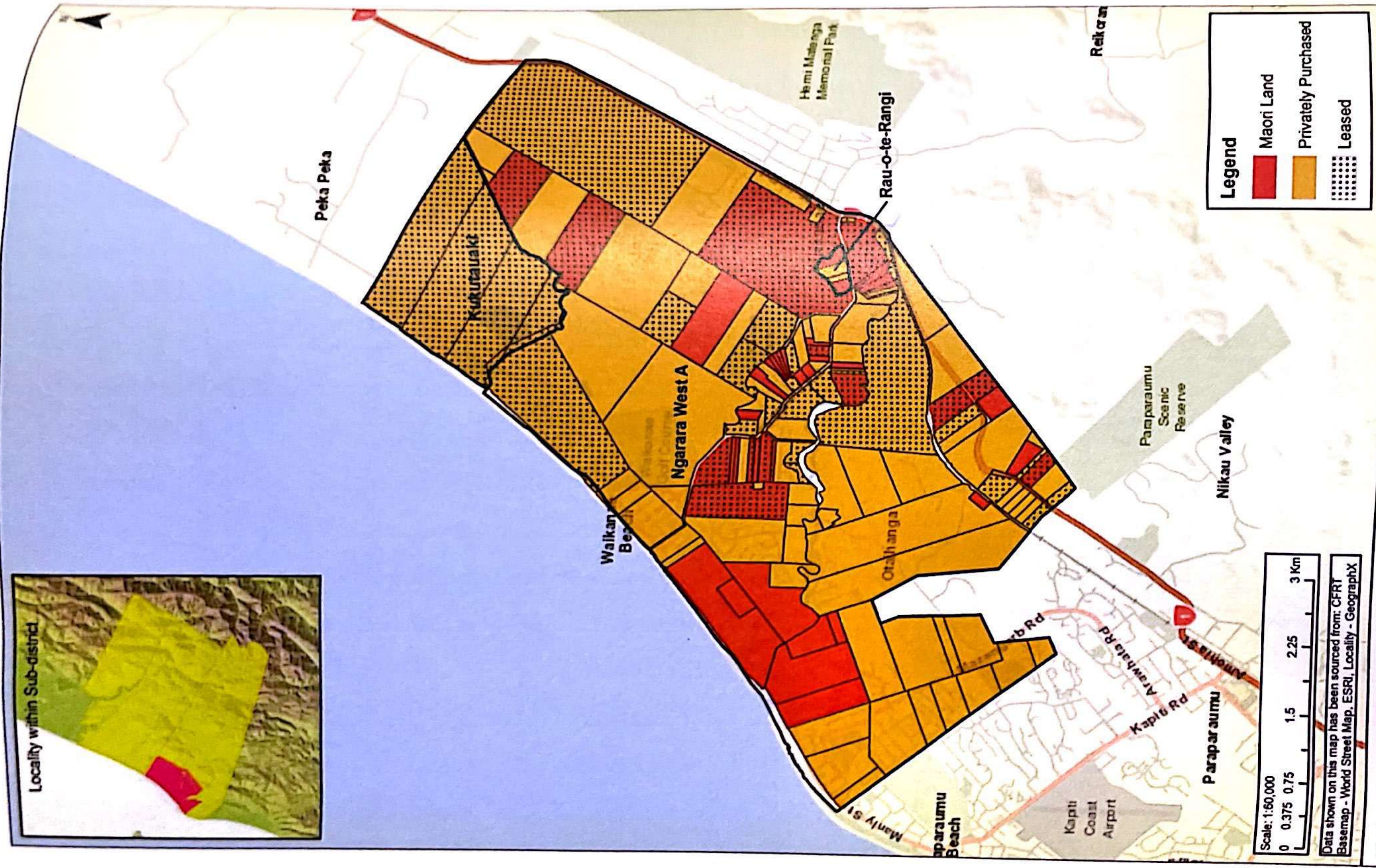
Alongside the post-1900 subdivision was the continuation of private land purchasing. This purchasing tended to concentrate in areas where pre-1900 purchasing had occurred.

- northern Paraparaumu Beach: Four further sections were purchased: (A9 (100a.), A12 (15a.), A13 (20a.) A67/68 (80a.))
- Otaihanga: continuation of purchasing both sides of the railway. This included among the newly subdivided sections south and east of the railway, but also on the western side too where the most significant purchase was the section A59B (217¼ acres) and the riverside A3 (310 acres).
- Waikanae Beach. Acquisitions were around those sections initially acquired, but purchasing had spread west to acquire all beach frontage north of today's Waimea Rd (ie A76 (35a.) and A36 265a.) and also towards the Ngarara West's northern boundaries where the large A79 (679½ a) and A45 (180 ¼a.) blocks and part of A77 were acquired.

In addition, a new location for purchasing had emerged. This focused on the newly subdivided and often small sections running along Te Moana Rd.



Locality within Sub-district



Legend

- Maori Land
- Privately Purchased
- Leased

Scale: 1:60,000
 0 0.375 0.75 1.5 2.25 3 Km

Data shown on this map has been sourced from: CFRT Basemap - World Street Map, ESRI, Locality - GeographX

Porirua ki Manawatu Inquiry District: Ngarara West A and Kukurauaki - Tenure by 1925
 Cartography by Geospatial Solutions Ltd. Map Number CFRT PKM - 011 Map projection: New Zealand Transverse Mercator Date: 22/03/2017

MAP 96

By 1925, of the 93 sections that existed and came into existence over the 1900-1925 period, 56 were acquired by purchase. The predominant purchasing group by far was the Field family who acquired 30 of these sections.

After 1900 and before 1925, 13 leases involving 391 acres were arranged with only four of these appearing to be preludes to purchasing. With one of the leases accounting for 313 acres, the remaining leases involved only small areas of land.

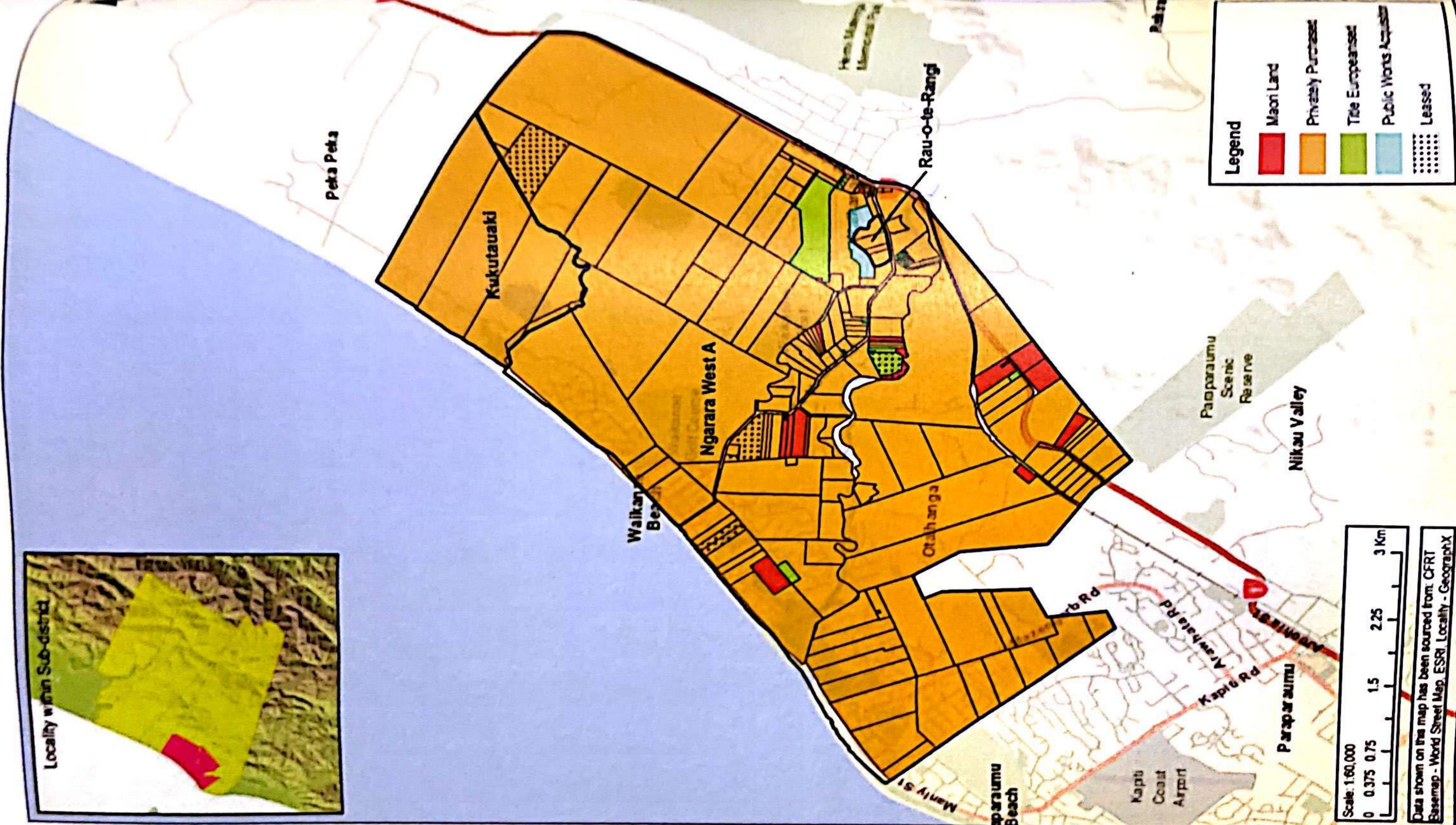
1925 to 1950

During the years 1925 to 1950, title and purchasing activity within Ngarara West A dropped away somewhat. Nine series of partitions occurred primarily in the late 1920s resulting mostly in the creation of blocks of less than 5 acres in size.

Between 1925 and 1950 fourteen private purchases occurred, all but five occurring in the 1940s. Further A14 sections were acquired along Waikanae Beach as well as additional sections along Te Moana Road. Retained Maori land was clustered in two areas.

- southern Waikanae Beach especially around the estuary and mouth of the Waikanae River.
- along Te Moana Road, but especially closer to the railway line. Predominant in the area was the large A78 block (579½ acres) occupying what is now the site of Waikanae township

Between 1925 and 1950, 14 new leases involving just under 1,110 acres were arranged. Five leases within the A78 section accounted for almost 800 acres of this total. The leases were very short term - 5 years - and involved the an area of land which can be estimated as around 300 acres only.



Legend

■	Maori Land
■	Privately Purchased
■	Title Europeanised
■	Public Works Acquired
.....	Leased



Data shown on this map has been sourced from: CFRT Basemap - World Street Map, ESRI, Locality - GeographX

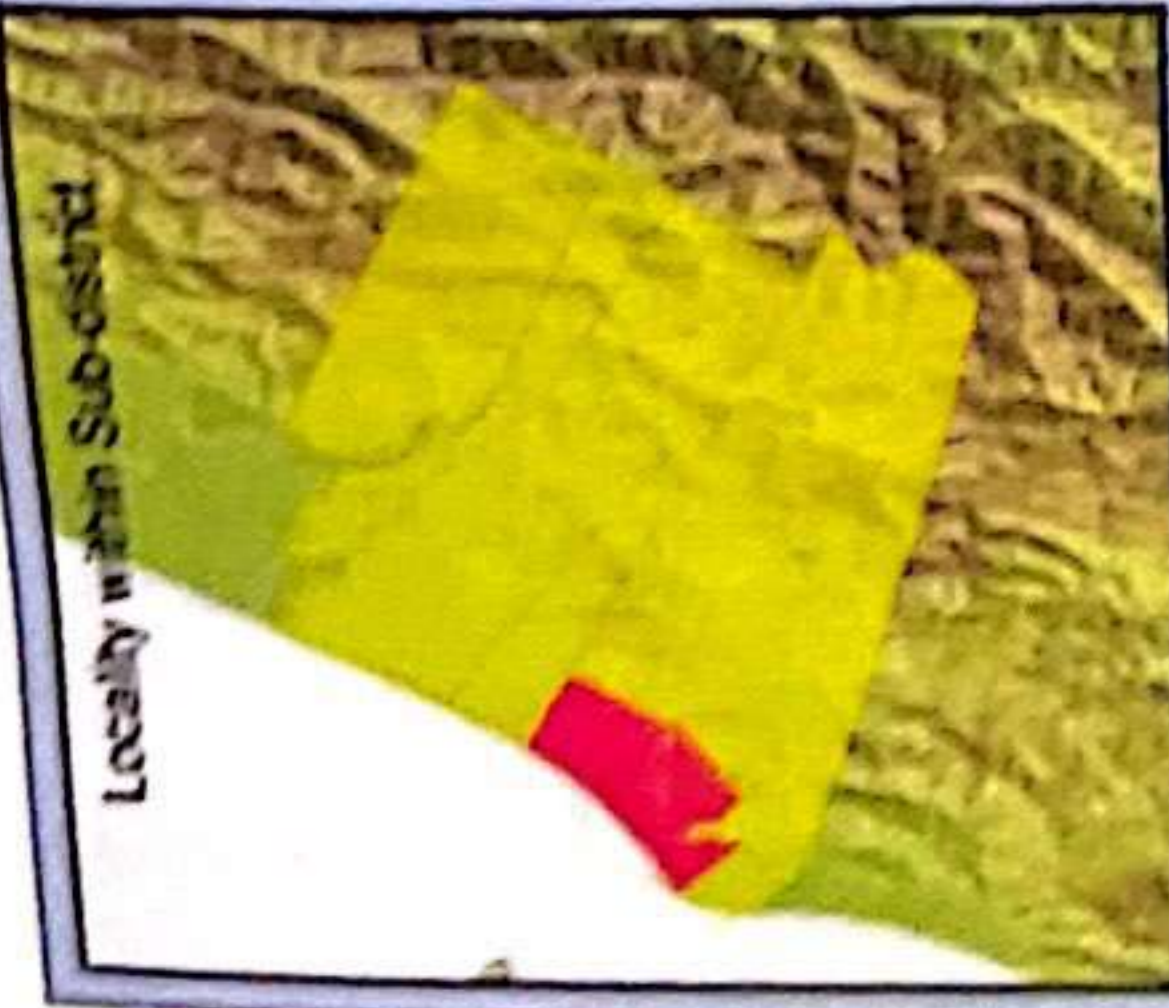
Porirua ki Manawatu Inquiry District: Ngarara West A and Kukutauaki - Tenure by 1975

Cartography by Geospatial Solutions Ltd. Map Number CFRT PAM - 012 Map projection: New Zealand Transverse Mercator

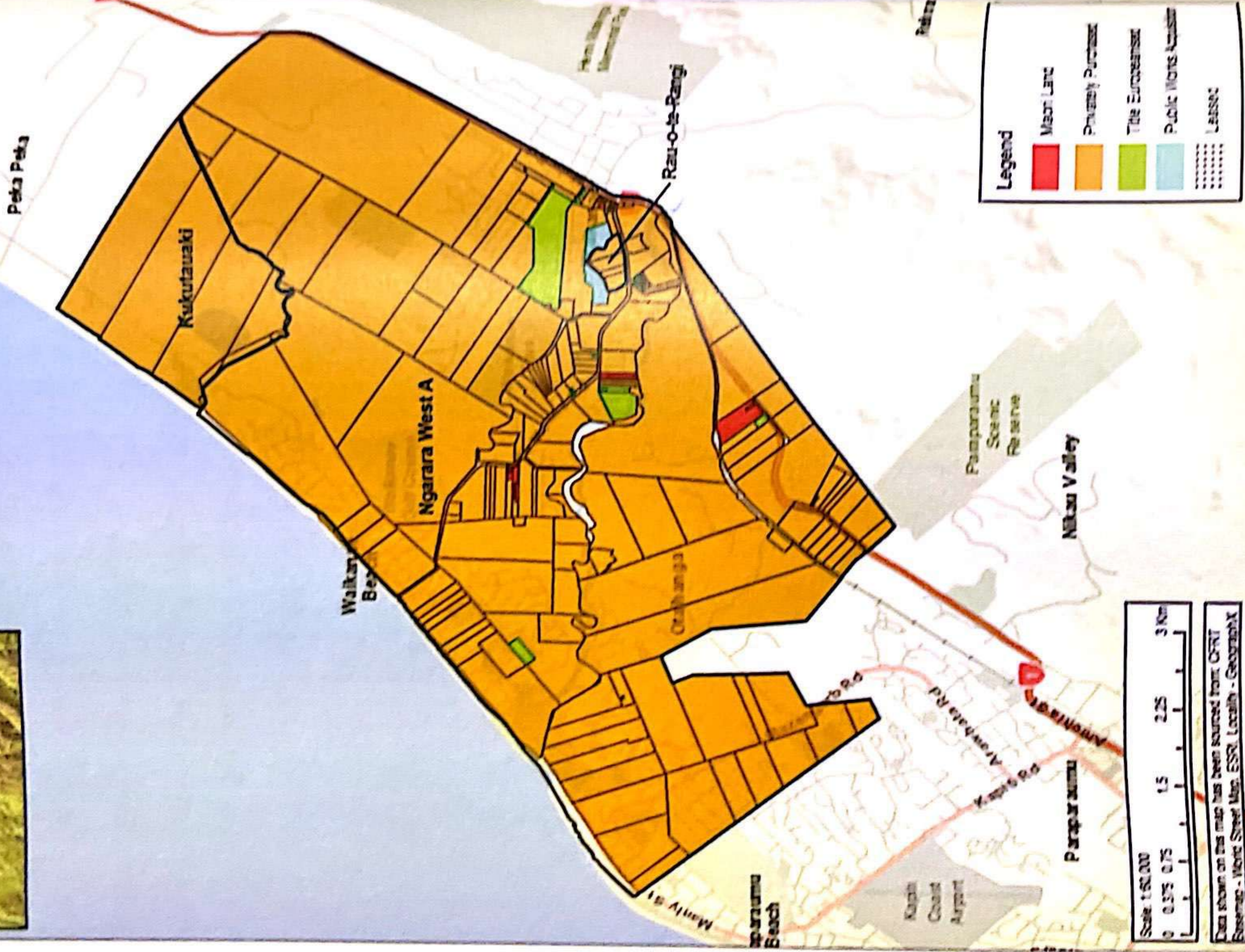
MAP 97

After 1950

As at 1950, 45 Ngarara West A sections remained in Maori ownership. Of these, 22 were under five acres and a further 8 were between 5 and 10 acres. In the period through to 1975 there would be further partitioning of many of the remaining larger sections. One of the most intensive examples of partitioning is of the A3C block of 6¾ acres (adjacent to A78), breaking up into 17 quarter-acre sections in 1953. The most significant development, however, was the breaking up of A78 into almost 50 sections which proceeded within the context of the township of Waikanae being developed over the 1960s and 1970s. From an undivided block of 579½ acres in 1950, today there is just two sections totalling less than an acre where the marae is located. Other Ngarara West A sections also experienced a dramatic rate of alienation.



Locality within Sub-district



Porirua ki Manawatu Inquiry District: Ngarara West A and Kukutauaki - Tenure by 2000

Cartography by Geospatial Solutions Ltd. Map Number CPRT PAM - 013 Map projector: New Zealand Transverse Mercator

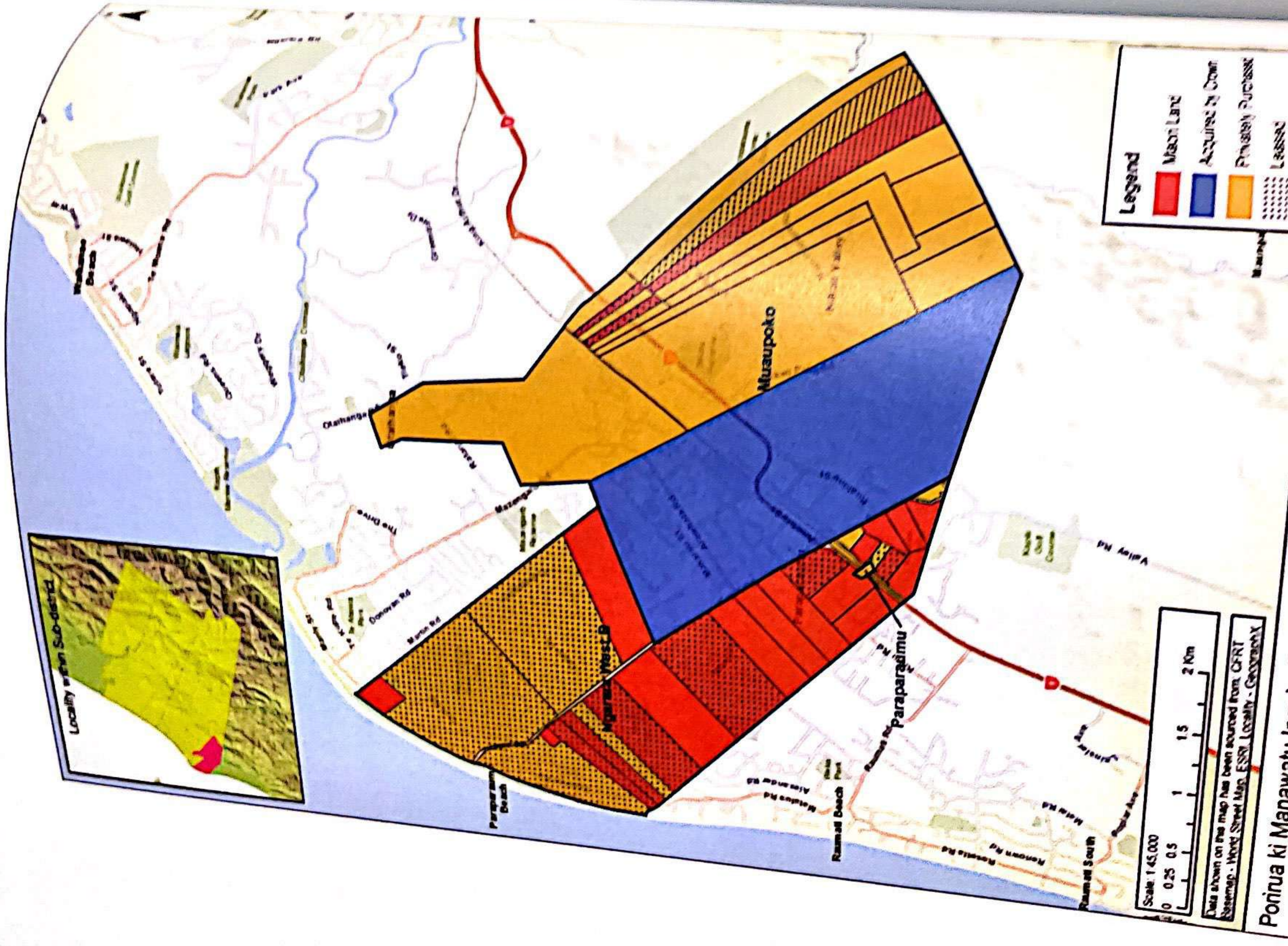
MAP 98

Ngarara West B

The ten Ngarara West B sections (1,534 $\frac{1}{4}$ acres in total) were generally larger in size than those of Ngarara West A. Although two blocks were just 4 and 20 acres respectively, the others ranged in area from 86 to 300 acres. Nine of the 10 subdivisions were awarded to sole owners. Ngarara West B is located in an area east of today's State Highway One, stretching around the Muaupoko block to run from what is now Paraparumu township to Paraparumu Beach village north of Ihakara Street.

No purchases of Ngarara West B sections had occurred by 1900. After 1900, and by 1912, half of Ngarara West B blocks had been again partitioned. The larger B2, B3 and B7 subdivisions were partitioned to create sections of 29 to 46 acres. Almost all of these sections were held by one to three owners. The partitioning of B1, located near the main road and railway, created smaller sections of 4 to sixteen acres. Despite this partitioning, comparatively few purchases resulted. Nevertheless, the six purchases that did occur in the period from 1900 to 1925 involved 696 acres of land. The purchases of the larger B6, B8 and B7 subdivisions occurred towards the coast. The McLean family was predominant in acquiring these blocks. In addition, two B1 sections near the railway were also acquired. By 1925, therefore, 826 $\frac{1}{4}$ acres of Ngarara B remained - 58.6% of the original block.

Only two leases of Ngarara West B sections prior to 1900 have been located by research conducted to date although there is further work to be done in the area of Ngarara West leases. Before the 1920s, however, six new leases involving less than 300 acres came into effect. In two cases, the leases could be seen as precludes to land purchases. In the other cases, the leases probably lasted their full term.



Porirua ki Manawatu Inquiry District: Ngarara West B and Mauupoko - Tenure by 1925
 Copyright by Geospatial Solutions Ltd. Map Number CFRT PALM-015. Map projection: New Zealand Transverse Mercator. 2008

MAP 99

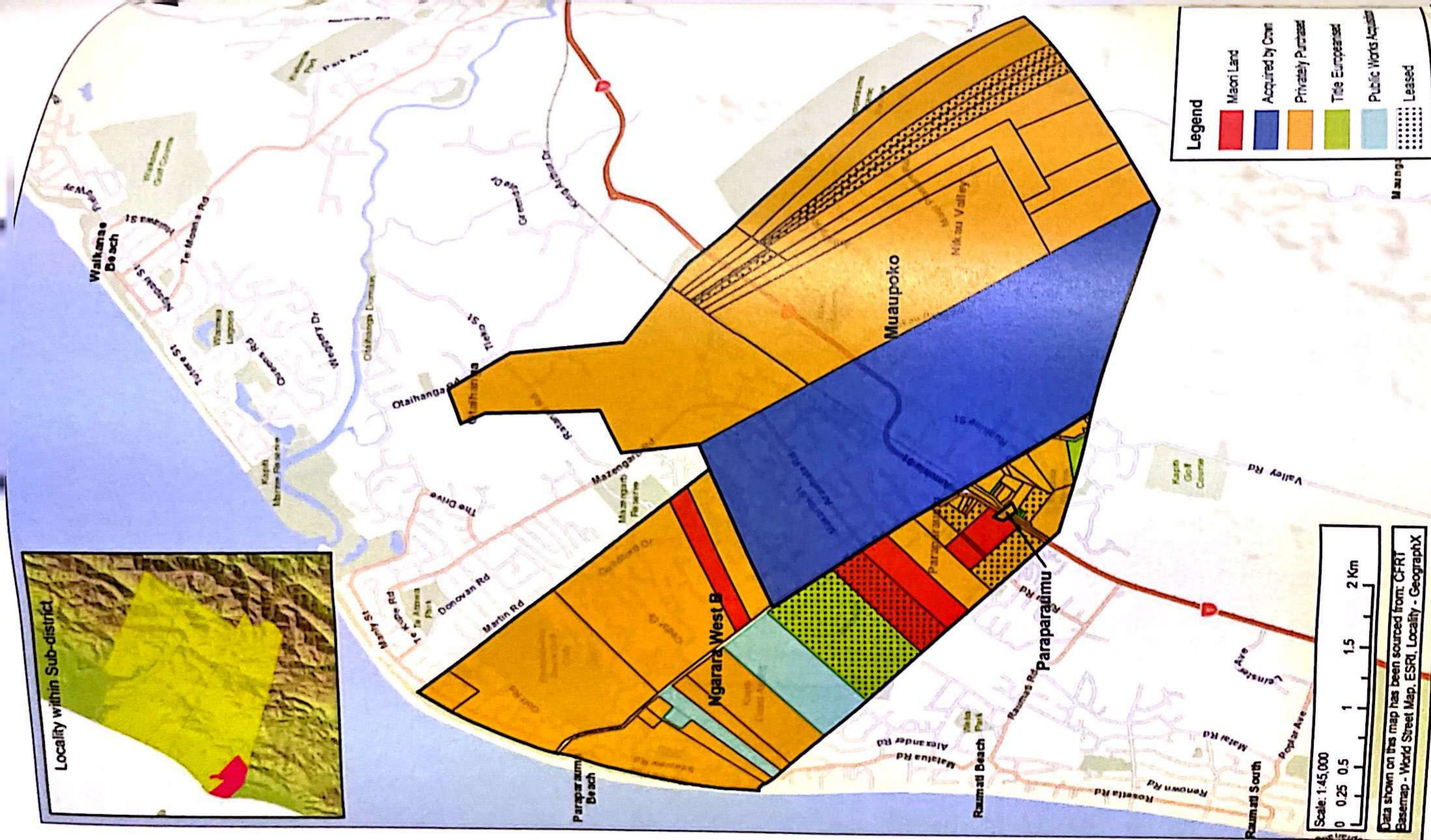
Between acquisition of Ngarara leases began. The period partitions highway a less than 5 ownership from eight. Within the several of or comme Paraparaumu Archdiocese. In addition experience Amendment changed to longer deee. Although r B4 section

Between 1925 and 1950 there was no further partitioning of Ngarara West B. Three land acquisitions occurred, however, involving $125\frac{3}{4}$ acres of land. Although this included the purchasing of a beach and a town section, most of the land loss came about through the public works taking of B7s.1 (90 acres) for an aerodrome. By 1950, $700\frac{1}{4}$ acres (49.6%) of Ngarara West B block remained in Maori ownership. During the 1940s, two new leases began, involving around 125 acres.

The period after 1950 is a significant one for Ngarara West B. A dozen series of partitions occur, especially among the B1 and B2 blocks located near the railway line, highway and the developing town of Paraparaumu. As a result, most sections created are less than 5 acres and, by the 1960s, are often less than an acre in area. In some sections, ownership numbers had been built up by successions to title with a few blocks having from eight to 19 owners.

Within the context of this partitioning 21 private purchases also occur. The names of several of the purchasers indicates the acquisition of land around a township for suburban or commercial purposes. Purchasers include Puteuru Timberyards, Lumsdon Homes, Paraparaumu Developments Ltd, Coastal Freighters Ltd and the Roman Catholic Archdiocese.

In addition to land purchasing, between 1967 and 1972, several Ngarara West B sections experienced the compulsory Europeanisation of title brought in under the Maori Affairs Amendment Act 1967 where titles held by four persons or less could be automatically changed to being General Land. The land was not alienated from Maori, but was no longer deemed to be Maori land. Eight titles were affected involving 178 acres of land. Although mostly sections of less than an acre were involved, the inclusion of the 150-acre B4 section increased the area affected.



Ponua ki Manawatu Inquiry District: Ngarara West B and Muaupoko - Tenure by 1975

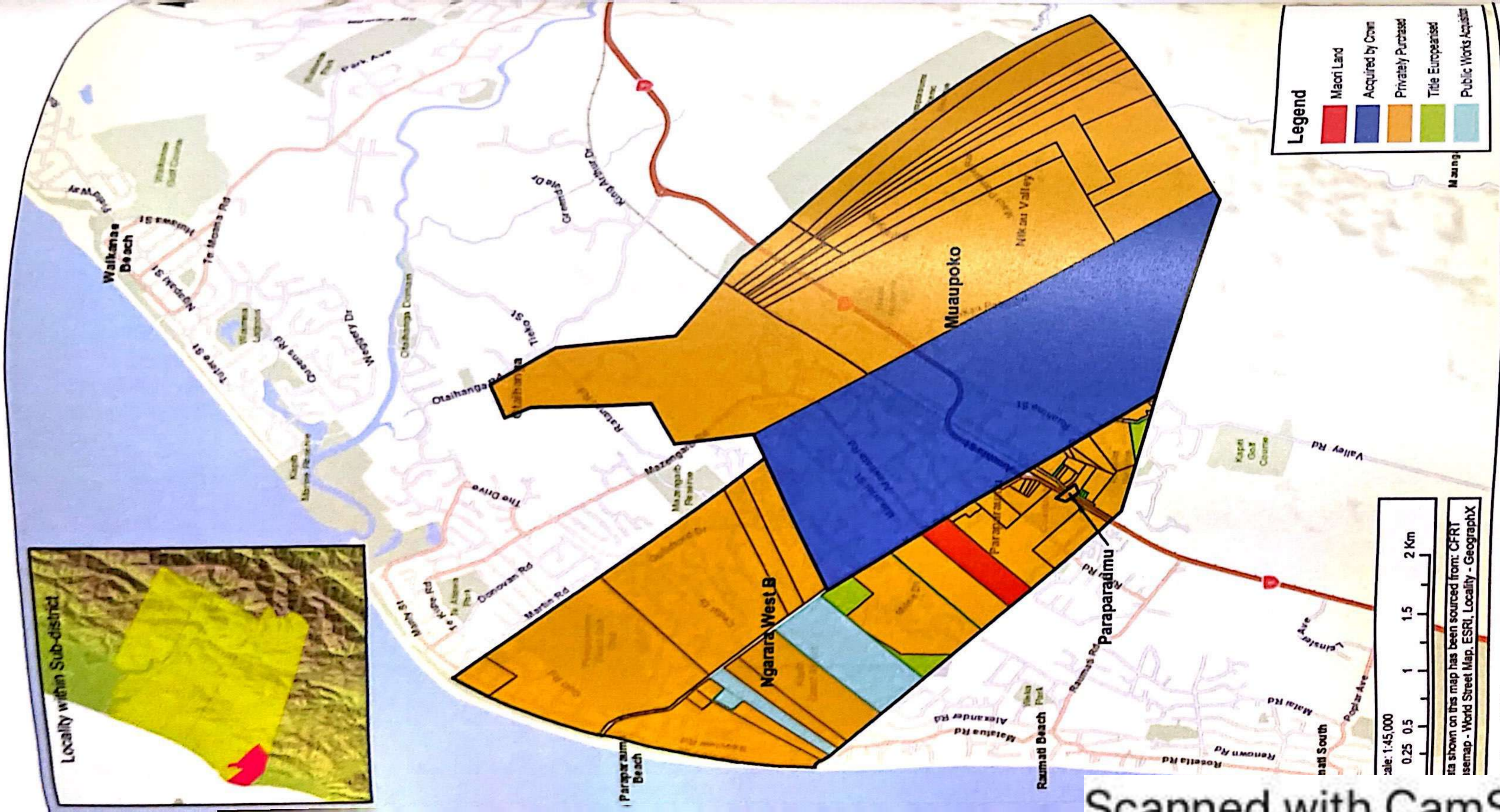
Cartography by Geospatial Solutions Ltd. Map Number CFRT PDM - 016 Map projection: New Zealand Transverse Mercator

MAP 100

Therefore, through the combined processes of private purchasing and title changes, a further 418¼ acres went out of Maori ownership between 1950 and 1975 leaving only 281½ acres remaining from the original Ngarara West B block. (20%)

In 1950 and 1960, eight new leases had begun involving around 380 acres of land. In five cases, however, the leases did not see out their term as the land was purchased.

Alienation continued after 1975. By 1990 there was no Maori land left in Ngarara West B. The exact date of alienation for the remaining ten sections of land has not yet been confirmed by research conducted to date. These blocks were Maori land in the early 1960s but are no longer so having been presumably alienated before 1990 and the passing of the Te Ture Whenua Act. The likelihood is that sales occurred during the 1960s and 1970s as the township at Paraparaumu and the surrounding suburban land continued to grow.



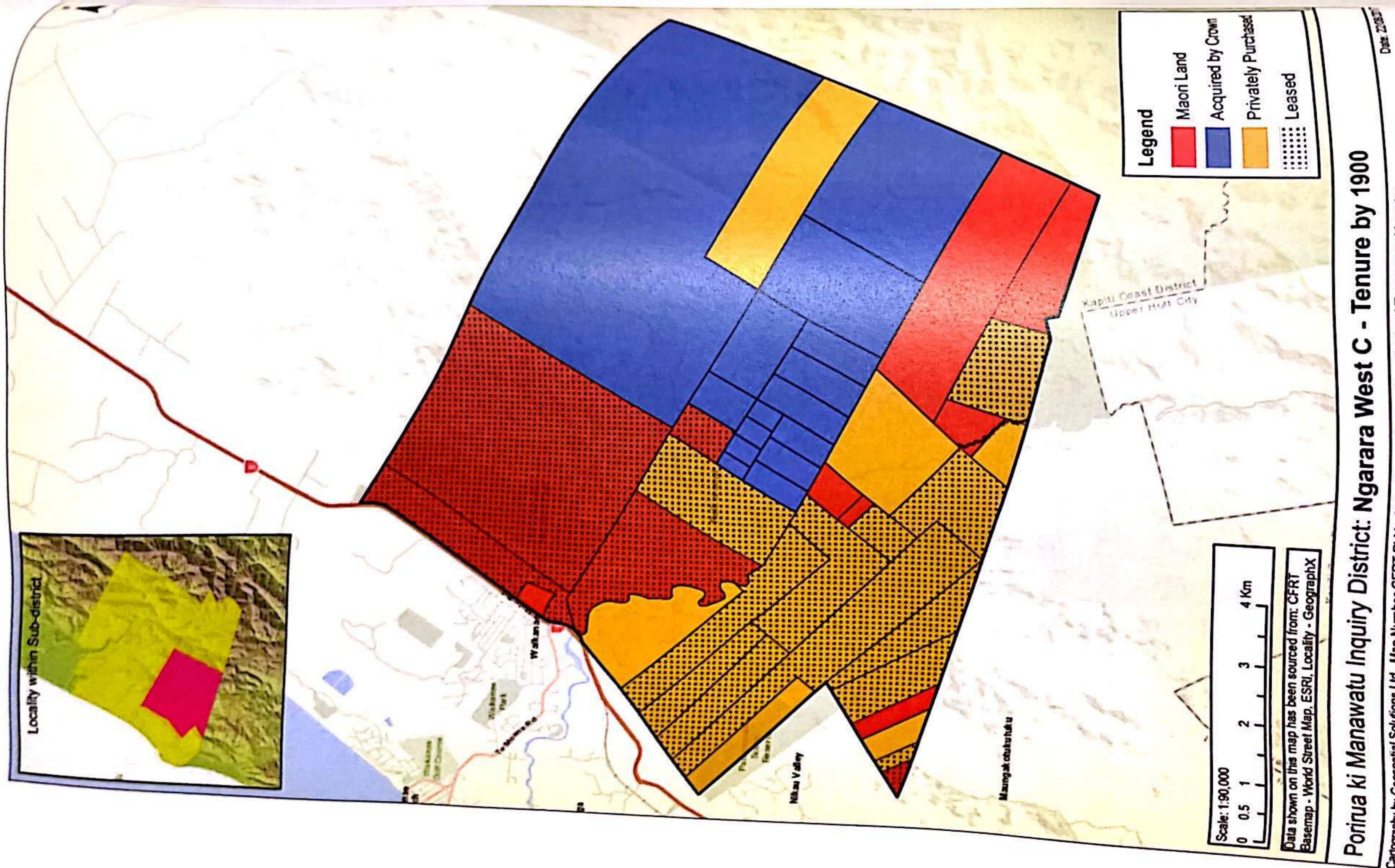
orirua ki Manawatu Inquiry District: Ngarara West B and Muaupoko - Tenure by 2000

Ngarara West C

Ngarara West C (21,527 acres) lies to the west of the route of State Highway 1 and stretches from an area located just to the north of Paraparaumu through to the north of Waikanae. The Ngarara West C blocks run eastwards towards the Crown purchase block (subsequently known as Ngarara East). With the exception of flat land immediately to the east of the highway and around the riverflats alongside the Waikanae River as it flows through the Reikorangi Valley, Ngarara West C land is hilly extending into the Tararua Forest Park. Not surprisingly the Ngarara West C sections created in 1890 tended to be much larger in size than other parts of Ngarara West. In addition to the very large C41 block of 8,818 acres, seven other sections of between 600 and 1100 acres in size accounted for just over half of the total acreage of Ngarara West C. A further nine sections ranged from 300 to 550 acres in size and 15 sections were 100 to 300 acres in size. The nine remaining sections of between 30 and 90 acres were located either alongside the highway or on the Reikorangi Valley riverflats. Of the 41 sections of Ngarara West C, 26 were awarded to sole owners with a further five being awarded to ownership groups of 2 or 3 persons.

With a few exceptions only, there was virtually no further partitioning among this group of blocks. Instead, there was a significant degree of early purchases. The only post-1890 Crown purchasing of Ngarara West land focused on the C subgroup. Fourteen sections were acquired (Nos.26-39) totalling 3,242 acres as well as 5,000 acres from the C41 block. Together, the 8,242 acres of Crown purchased land (38% of the actual area of the Ngarara West C subgrouping) formed a bloc of land in the hills to the east of Waikanae township and down into the Reikorangi Valley. This bloc of Crown land linked up with the previously Crown purchased Ngarara East.

In addition to Crown purchasing, private purchases were also occurring in the decade after 1890 with 15 sections being acquired with a total area of 5,383 acres (24%). The Field family completed five of these purchases and the Elder family another five. The effects of Crown and private purchasing was that by 1900 only 11 of the 41 original subdivisions remained totalling 8,254 acres (38% of the original area of Ngarara West C).

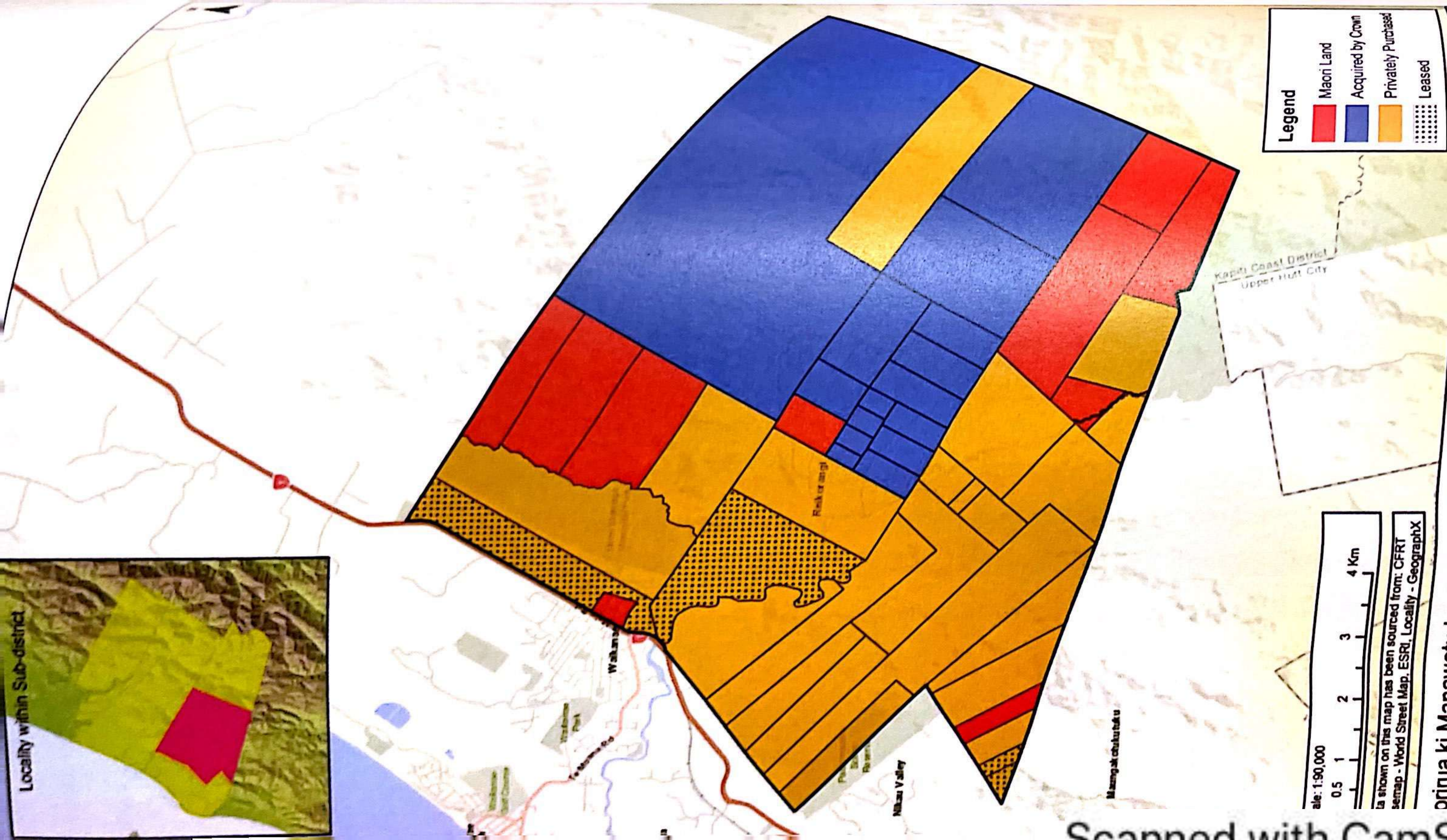
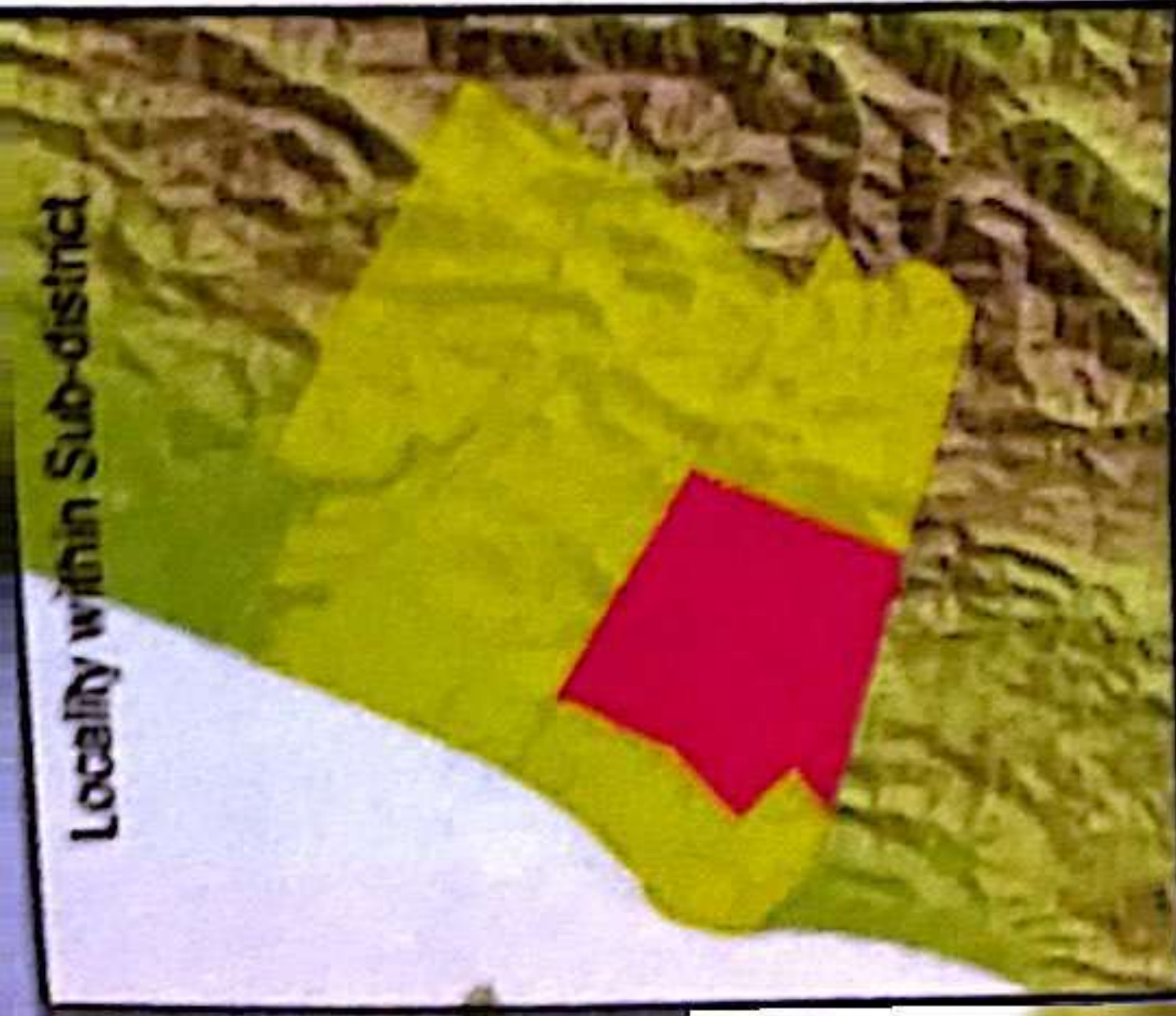


MAP 102

There had been six leases of Ngarara West C blocks arranged during the 1890s, but five of these were short term essentially being precludes to the private purchase of the blocks. Few other leases have been arranged. Two were arranged in the 1920s, again as precludes to purchases and another in the 1970s. Further research is being done on the leasing of Ngarara West C.

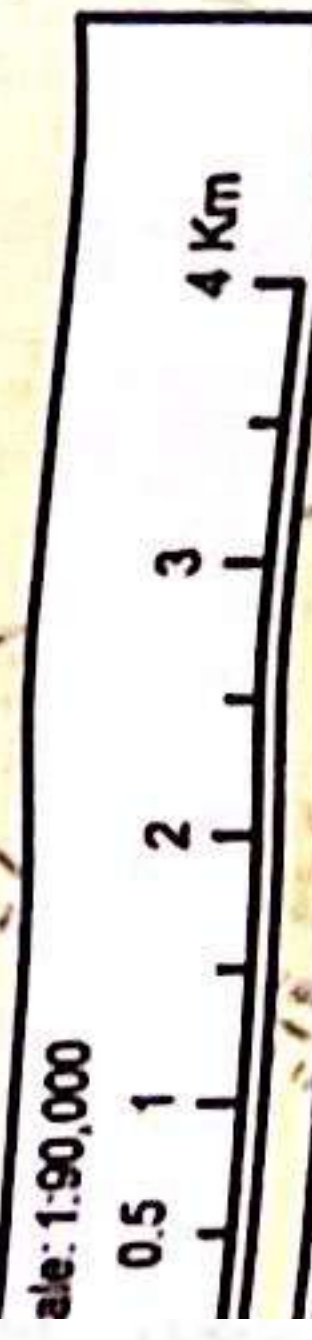
Between 1900 and 1925, in addition to the minor subdivision of C15, the residual land in C41 was partitioned into five lots. Private purchasing continued over this period and several of these large C41 subdivisions were acquired in addition to the purchase of several other smaller Ngarara West C blocks. The Field and Elder family again featured as purchasers. By 1925, therefore, just under 3,873 acres remained (18%) of Ngarara West C blocks.

Over the next 25 years through to 1950, only one purchase occurred of 367 acres. Therefore, by 1950, just under 3,506 acres remained (16.3%). This remained the situation through to 1960 and possibly into the 1970s. At some before 1990, however, a further area 1,114 acres was sold leaving 2,391 acres of Ngarara West C (11.1%) remaining as Maori land today.



Legend

■	Maori Land
■	Acquired by Crown
■	Privately Purchased
	Leased

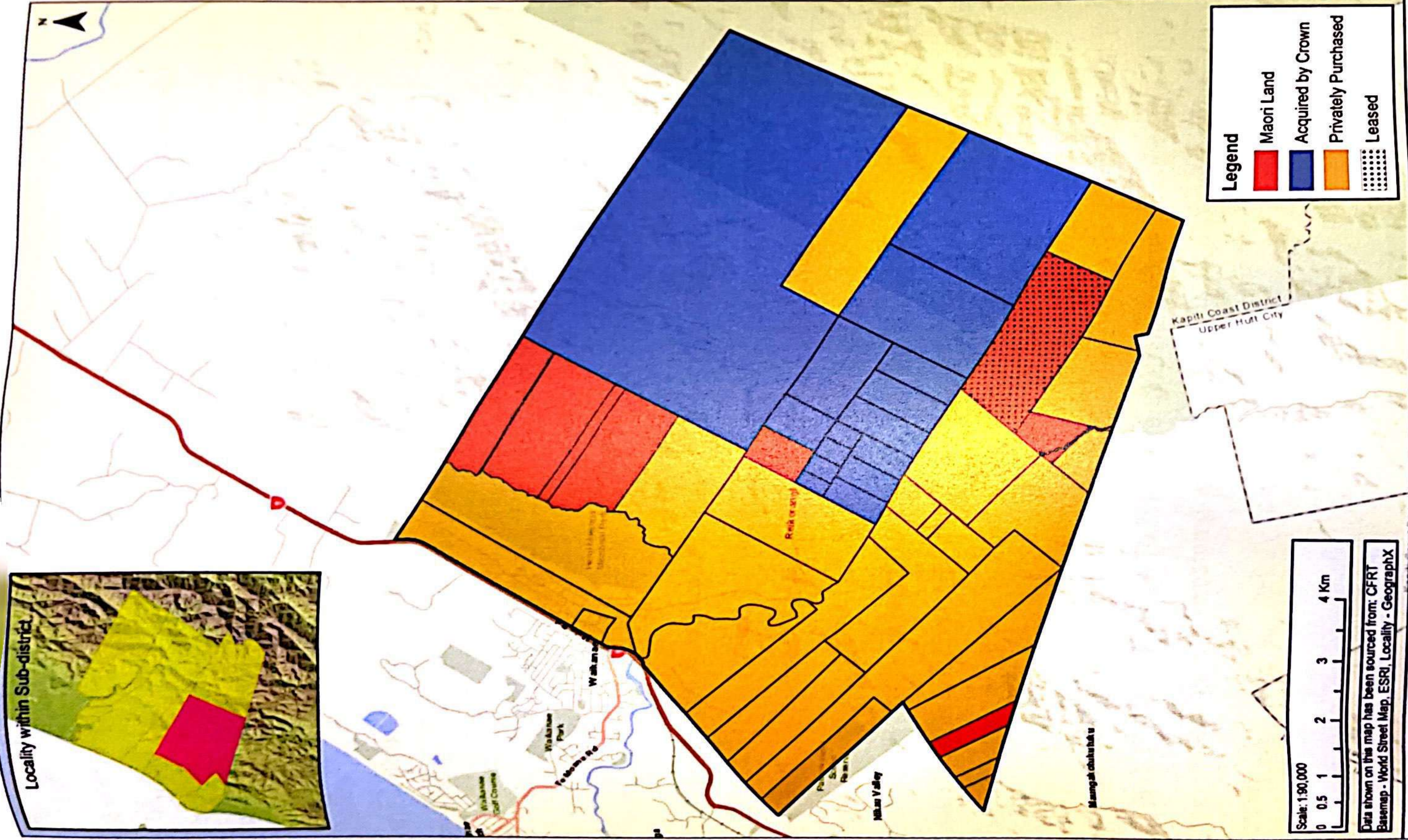


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Orirua ki Manawatu Inquiry District: Ngarara West C - Tenure by 1925

Copyright by Geospatial Solutions Ltd. Map Number CFRT PkM - 019 Map projection: New Zealand Transverse Mercator

AP 103



Legend

- Maori Land
- Acquired by Crown
- Privately Purchased
- Leased

Scale: 1:90,000
 0 0.5 1 2 3 4 Km

Data shown on this map has been sourced from: CFRT
 Basemap - World Street Map, ESRI, Locality - GeographX

Porirua ki Manawatu Inquiry District: Ngarara West C - Tenure by 2000

Cartography by Geospatial Solutions Ltd. Map Number CFRT PKM - 021 Map projection: New Zealand Transverse Mercator Date: 22/08/2017

MAP 104

Alienation Overview

In summary, taking all types of alienation across all Ngarara blocks (A, B and C) following is the result as measured by land remaining in Maori ownership:

	Original	1875	1900	1925	1950	1975
Ngarara (acres remaining)	45828	30078	11140	4779	3942	2730
% of original block area		65.6	24.3	10.4	8.6	6.0

Ngakaroro

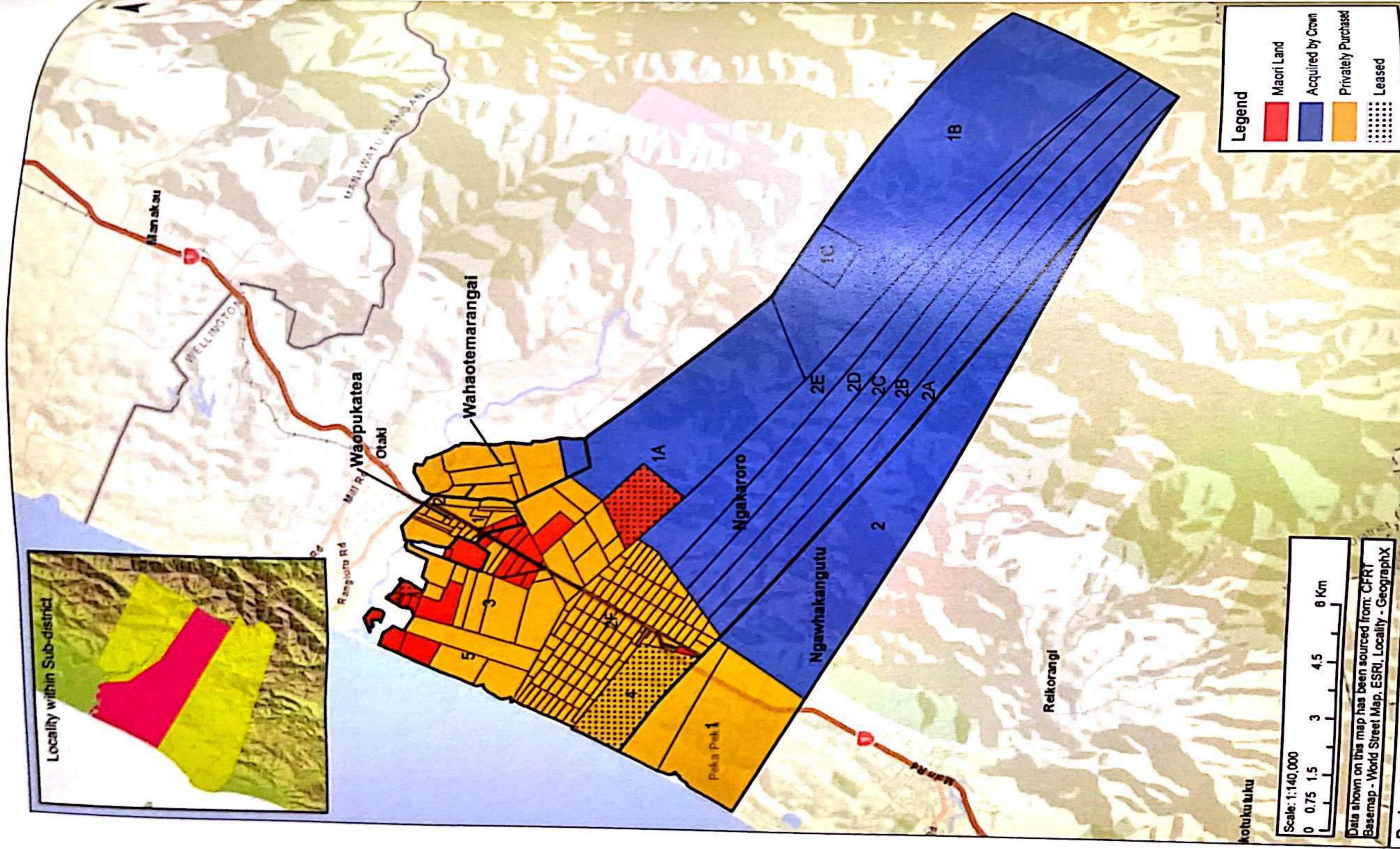
The Ngakaroro block grouping, with a total actual area of 27,088 acres, emerged from an 1874 title investigation as 12 distinct parent blocks with ownership numbers ranging from four to ten persons and some owners appearing in more than one block. Reflecting a distinct pattern in this inquiry district, the eastern part of the Ngakaroro block grouping, which primarily consisted of hilly to mountainous terrain, was concentrated into distinct blocks. In the case of Ngakoraro, the 1B, 1C, 2A, 2B, 2C, 2D, and 2E blocks fully consisted of hill land. In total, these blocks totalled 16,104 acres of the block's total area. In addition, as will be noted below, much of the 1A block (4,444 acres) was also hill country.

Beginning from December 1874 and extending through to 1876, the Crown purchased the 1B, 2A, 2B, 2C, 2D and 2E blocks. In January 1879, the 1C block also was acquired. The Crown had also been involved in negotiations over the 1A block as well and its interests were cut out during an October 1881 partition case. As with all the other Ngakaroro blocks that had been acquired by the Crown, the purchased area of the 1A block consisted almost entirely of hill country leaving the flatlands of 1A in Maori ownership. The Crown block was 1A1, a little under 2,838 acres.

In total, the Crown's purchasing of land, which began in 1874 and ended in 1881, acquired 19,045½ acres or 70.3% of the total Ngakaroro block grouping. This left in Maori ownership, the remaining area of 1A (1,653¾ acres) and the following parent blocks:

- 2F: 2,536 acres
- 3 1,869 acres
- 4 913 acres
- 5 1,020½ acres
- 6 142 acres

The history of the six remaining blocks will be considered.



Legend

- Maori Land
- Acquired by Crown
- Privately Purchased
- Leased

Scale: 1:140,000
 0 0.75 1.5 3 4.5 6 Km

Data shown on this map has been sourced from: CFRT
 Basemap - World Street Map, ESRI, Locality - GeographX

Porirua ki Manawatu Inquiry District: Ngakaroro, Ngawhakangutu, Waipukatea and Wahaotemarangai - Tenure by 1900

Cartography by Geospatial Solutions Ltd. Map Number CFRT PKM - 024 Map projection: New Zealand Transverse Mercator Date: 2/03/2017

MAP 105

Ngakaroro 1A Blocks

In the aftermath of Crown purchasing, almost all remaining blocks, with the exception of No.4, were subdivided in 1881. In the case of the 1A block, as noted above, the Crown's purchased interest was partitioned out into the 1A1 subdivision. Almost all of the remaining unpurchased area of Ngakaroro No.1A lay to the east of the railway and state highway and was located in the area of today's Arcus and Catley Roads extending up to the end of Old Hautere Road.

As a result of the 1881 partitioning, eight other 1A blocks came into existence nearly all with single owners although one block had three owners. The largest subdivision was the 501-acre 1A7 block which partly consisted of low foothills land with the rest being the same flatland that made up the other 1A sections. The next largest section was the 369-acre 1A9 block. The remaining seven flatland blocks ranged between 50 and 196 acres.

These blocks soon were under negotiation by private interests. By 1886, Frederick Bright had acquired 1A2, 1A3 and 1A5 blocks. During the 1890s, other purchasers acquired 1A4, 1A9 and part of 1A6 (48 out of 189 acres). The part of 1A6 that was purchased was the only part of post-1881 1A blocks that lay to the west of the railway line. It subsequently became the site of the Te Horo village. By 1900, therefore, just three blocks remained totalling $765\frac{3}{4}$ acres or 47.7% of the area of the 1A block that had remained in Maori ownership as at 1881.

Soon after 1900, two of the remaining blocks were acquired. By 1905, 1A7 and 1A8 had been purchased. In 1913, the remaining part of 1A6 was partitioned into three sections. By 1925, therefore, just $135\frac{3}{4}$ acres remained (8.5% of the area of the 1A block that remained in Maori ownership as at 1881.) These 1A6 sections, however, which lie across the railway line from Te Horo village, remain in Maori ownership today. These blocks have been under lease for most of their history.

Porirua ki Manawatū Inquiry District

Public Works Issues

A Report Commissioned by the Crown Forestry Rental Trust

Heather Bassett

Richard Kay

November 2018

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In May 2018 parts of this report were released in the 'Preliminary Report on Te Atiawa/Ngāti Awa ki Kapiti Public Works Case Studies'. This was done to make the information relevant to the Te Atiawa/Ngāti Awa ki Kapiti available to counsel in time to particularise statements of claim for the Te Atiawa/Ngāti Awa ki Kapiti hearings which got underway in mid-2018. The material in the preliminary report has been included in this report.

In September 2018 a full draft 'Public Works Issues' report was released. A series of hui were held in the region in October 2018 to discuss the draft.

1.3 Defining Public Works: 'Taking' or 'Purchase'

An important first step is to explain the precise form of Crown land acquisition which is the subject of this report. This project has been largely designed to follow the model of public works reports already completed in other inquiry districts, most recently the 'Public Works and Other Takings in Te Rohe Potae District' report by David Alexander.¹ We have been guided by the approach Alexander took to defining the types of public works takings which will be the focus of the written report.

The Public Works Issues report is one of a series of research reports which separately detail the various means by which the Crown acquired Māori-owned land in the district. The majority of such acquisitions were achieved as part of the Crown's programme of general land purchasing, whereby large blocks were acquired through negotiation with Māori. These purchases were made for 'settlement' purposes, as land which the Crown would subdivide and on-sell for Pakeha settlement mainly as rural farms, but also suburban or township sections. At various times the Crown would also undertake infrastructure developments as part of preparing the land for settlement by laying off and constructing roads, and setting aside part of the purchased lands for public facilities such as post offices, police stations and other reserves. The important factor to note is that such public facilities were provided for *after* the land had already been alienated from Māori, and were developed on what was by then Crown land.

¹ David Alexander, 'Public Works and Other Takings in Te Rohe Potae Inquiry District', CFRT, December 2009, pp. 12-13, Wai 898 #A63.

Section 7 focuses on land taken for scenic and recreation reserves. It includes the Paraparaumu Scenic Reserve, Hemi Matenga Scenic Reserve, and the areas of Māori land taken for Queen Elizabeth Park at Paekakariki.

Section 8 covers the history of Paraparaumu Airport. It includes details of how the Crown acquired land from Māori for the airport, including the degree of consultation and the compensation paid. It then explains the process created by the Crown to transfer the land into private ownership without first offering it for sale to the descendants of the former owners as required under the Public Works Act 1981. The subsequent investigations carried out by Crown agencies are examined, along with a brief discussion of ongoing attempts by local Māori to prevent commercial developments on the airport land.

The site of Otaki Hospital and Sanatorium is discussed in **Section 9**. It explains the background to the plans for the sanatorium, and how land was acquired from the Church Mission Trust and neighbouring Māori blocks. It concludes with a brief discussion of the way the site was used since the Sanatorium was closed and its current status.

Section 10 looks at Māori land used for education related purposes. Some of the school sites were donated, while others were purchased by the Education Board, and in other cases land was taken under the Public Works Act after negotiations with the owners. This section also include the history of the land taken from Hokio Māori Township and Hokio A for the child welfare institution and school at Hokio Beach.

Section 11 covers land taken for post office sites at Waikanae and Ohau, along with small areas acquired for telecommunication equipment. It then examines the land taken from the Otaki and Porirua Trusts Board at Whitireia for better utilisation, part of which was used for broadcasting purposes as part of the transmitter station at Titahi Bay. The section explains how the Crown persisted with acquiring the land in the face of repeated opposition and refusal from the owners.

Section 12 is a miscellaneous collection of case studies. It includes the original site of the Otaki courthouse; land taken for a defence force fuel depot at Kakariki; a claim for

2. The Legislative Framework

The legislation which allowed the Crown to compulsorily acquire Māori land for specified public purposes had two main strands: the Public Works Acts; and provisions in the Native Land Acts which allowed Māori land to be set aside for roads without compensation. Issues relating to the use of Māori land for public works have been considered in many previous Waitangi Tribunal Inquiries, and have been the subject of a number of comprehensive research reports. Published Waitangi Tribunal reports have summarised the legal and policy changes, and discussed whether they were in accordance with the principle of the Treaty of Waitangi.

This Section provides a brief overview of the main legislative developments regarding the Public Works Act, and other powers allowing Māori land to be used for roading purposes. It should be noted that this Section has been compiled mainly from the work of previous researchers and Waitangi Tribunal reports. While the Acts themselves have been consulted no further research has been carried out into general Crown policy development regarding the compulsory acquisition of land for public works. Instead research has focused on the implementation of these Acts in the Porirua ki Manawatū inquiry district. The purpose of this Section is to provide the necessary context of the Crown's legal powers and requirements regarding the takings discussed in the body of the report, rather than a wider Treaty analysis of those powers.

While the main Acts are discussed in this Section, further details about specific legal powers are also discussed where relevant in the separate Sections relating to different types of land acquisition. This specific Railways Act and the provisions in regard to taking land for railway lines are discussed in the Railways Section.

2.1 The Power to Take Land for Roads without Compensation⁹

As will be seen, the first 'roadways' throughout the district were largely existing Māori tracks. The main road to travel through the area was largely along the beach/coast north of Paekakariki, with small diversions to cross the many large rivers. At this time,

⁹ The following Section is largely based on David Alexander's summary of the various ways the Crown could obtain Māori land for roads in 'Public Works and Other Takings in Te Rohe Potae District', pp. 58-72.

roadways were more equivalent to access ways, in that they crossed over Māori land without the need for the land to be held in Crown ownership. David Alexander has explained that from the 1860s roads became more standardised, and had to be held in Crown ownership to guarantee public access:

The more relaxed practices of the earlier years, which might be said to be closer to the principles of partnership that were supposed to be fostered under the Treaty of Waitangi, gave way to a more rigid and separatist approach that distinguished between public roads and adjoining private lands. These distinctions have today developed into a virtual industry, where each minor realignment of a road has to be accompanied by a survey and adjustments to the under land ownership pattern.¹⁰

The requirement for legislative action for minor road realignments is evident in the Public Works Takings Spreadsheet, where the vast majority of takings gazetted in the PKM district are very small areas of land taken for road purposes.

As the Crown purchased large blocks of land, which it then subdivided for Pakeha settlement, part of the process involved the laying off of road lines so that each parcel of land would be provided with access. The principle of ensuring access meant that when the Crown relinquished its pre-emptive right to purchase Māori land to allow for private purchasing, provisions were made to ensure that adequate road access would be provided. As Pakeha could purchase from Māori a block of land which included a track used for public access, the Crown wished to prevent the private landowner from obtaining the freehold to such tracks and then conceivably preventing public access. The Native Land Act 1862 therefore allowed, under Section 27, that when a block had been purchased from Māori, the Crown had the right to lay out public road lines over the block, which became vested in the Crown. The amount of land which could be so taken as a road was limited to no more than 5 acres per 100 acres. This became known as the five percent provision.

The Native Land Act 1862 was largely inoperative, and was then replaced by the Native Land Act 1865. While the five percent provision in the 1862 Act had been limited to land purchased from Māori, the 1865 Act applied the provision to Māori freehold land which had passed through the court. Cathy Marr has discussed how this policy was

¹⁰ Alexander, 'Public Works and Other Takings in Te Rohe Potae District', p. 58.

likely derived from the Second Taranaki War when the military were prevented using a wagon road across Māori land.¹¹ At this time New Zealand politicians sought the opinion of the Colonial Office in Britain as to whether or not the settler government had the power to make a road across Māori land. The Secretary of State in Britain advised against attempting to force a road through Māori land, on the basis of Māori rights under the Treaty of Waitangi, and that special legislation would be required. Marr says he 'was convinced that the proposed appropriation would be considered a violation of native rights, would be resisted, and would provoke resentment and general mistrust of British good faith'.¹²

Section 76 of the Native Land Act 1865 allowed up to five percent of land to be taken for roads out of any land which had passed through the Native Land Court and had been issued with a Crown Grant. The right to take roads had to be exercised within ten years of title being issued. There was no requirement for Māori land owners to agree to the road line, and the only protection provided was designed to avoid disturbing sites of direct occupation: 'nothing herein contained shall authorise the taking of any land which shall be occupied by any buildings, gardens, orchards, plantations or ornamental grounds'. This limited list of exclusions was based on European understandings of what kind of land use was valuable, and did not include other aspects which may have been important to Māori land owners such as mahinga kai or wahi tapu (although Section 106 of Native Land Act 1873 expanded the list of exclusions to include 'burial grounds' this was narrowly interpreted as cemeteries in the European sense, rather than other forms of wahi tapu). Perhaps most importantly, no compensation was to be paid for the land set aside for roads.

After researching the use of the five percent provision in three inquiry districts, Alexander has concluded that it had 'huge consequences' for Māori. He has summarised the many ways it impacted on Māori land ownership and economic engagement:

Although it might be argued that the provision of public roads would enhance the Māori land through which the roads passed, better enabling Māori to engage in commerce with the wider community, and thereby being of benefit to the

¹¹ Cathy Marr, 'Public Works Takings of Māori Land, 1840-1981', Waitangi Tribunal Rangahaua Whanui Series, National Theme G, 1997, pp. 48-53.

¹² *ibid*, p. 52.

stopping or closing the previous road line. It may also contain further information about the purpose for which the land was taken, the dates warrants were issued to lay of roads, or the dates of Native/Māori Land Court roading orders, the ownership of the block, or if sources indicate the land provided Māori with access to natural resources.

3.2 Analysis of Spreadsheet Data

The PKM Public Works Takings Spreadsheet contains 9,264 entries for separate acquisitions proclaimed in the *New Zealand Gazette* between 1876 and 2010.

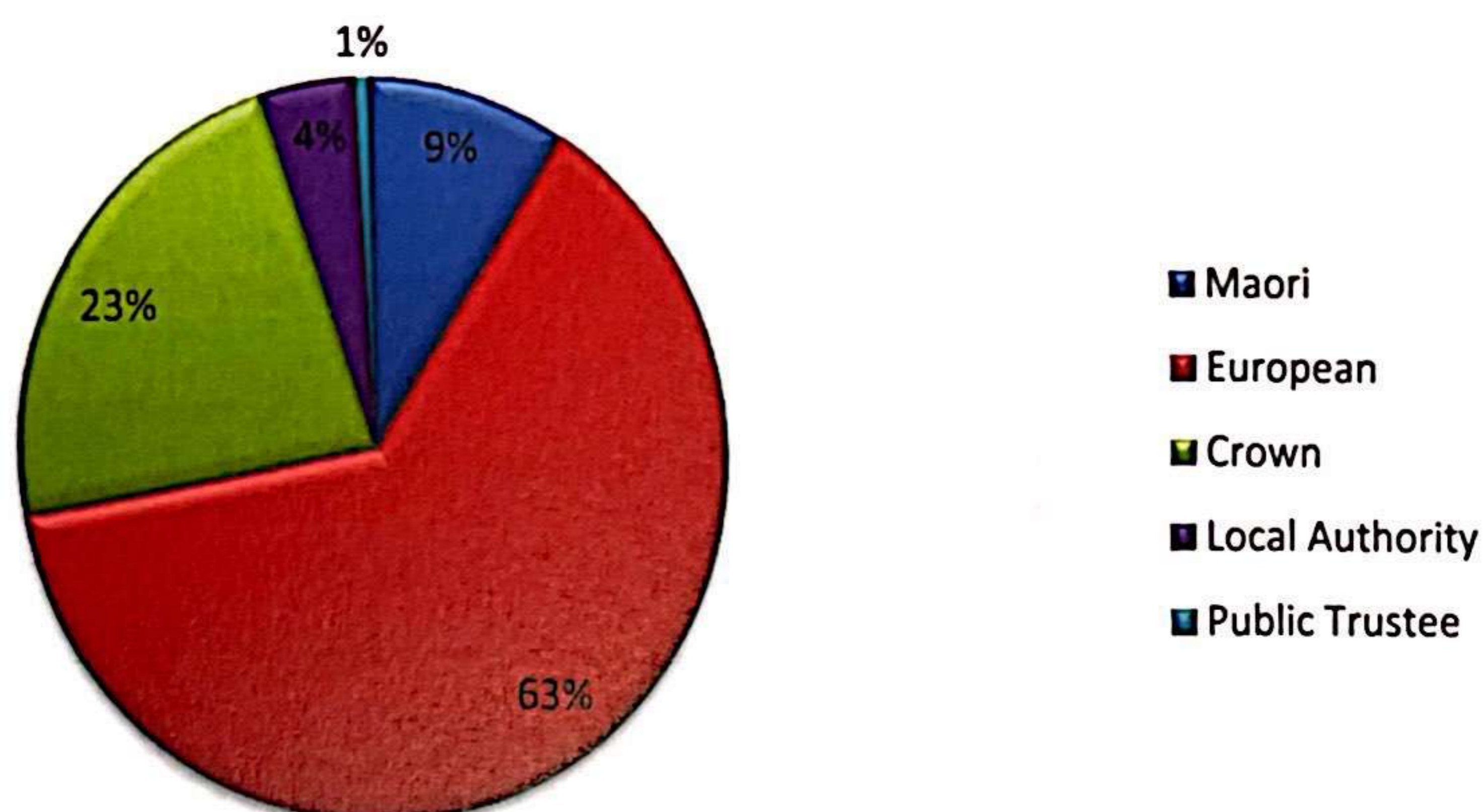
The following table shows the number of takings from the different types of ownership categories as explained above [note: the total of the entries in the table is greater than the total 9,264 entries because of the relatively small number of takings that were part-owned by different entities]. It should be noted that the figures for Māori land do not include the land acquired through negotiations by the Wellington to Manawatū Railway Company. Section 5.3 of the report explains that approximately 640 acres was either purchased from or donated by the owners of 35 Māori land blocks.

Table 1: Number of Public Works Takings from Māori, European, Crown and Local Authorities 1870-2010

Type of Ownership	Number of Takings
Māori (including land vested in the Māori Land Board/Public Trustee/Māori Trustee)	841
European	5,831
Crown (including Crown land leased to European)	2,121
Local Authority (including councils, education and health boards)	404
Public Trustee (not Māori land)	63

Ownership of Land Taken

(% of number of takings)



It should be noted that the figures for Crown land include cases where land had originally been acquired by the Crown for a public works purposes, which was subsequently subject to a later proclamation taking the land for a different purpose as land was allocated between different departments and agencies. For example, land could initially be taken under the Public Works Act for 'Better Utilisation', and later declared as taken for 'State Housing'.

The ownership table and graph show that the 63 percent of the takings were from European ownership, and 9 percent were from Māori land. On the face of it, the number from Māori ownership seems a relatively small percent. However, this figure needs to be put into the context of the pattern of Māori land alienation in the Porirua ki Manawatū district, whereby the Crown purchased very large blocks of Māori land in the 1850s and 1860s before the Public Works legislation came into effect.

The first taking of Māori land under the Public Works legislation recorded in the spreadsheet was in 1877. The following map, reproduced from the PKM 'Block Research Narratives' shows the amount of land still in Māori ownership (coloured red or pink) in the district by 1875.³⁵

³⁵ Note the areas coloured blue as Crown purchases only refers to purchases post 1867. The areas which are not coloured were also purchased by the Crown pre 1867.

The map shows that before the public works legislation even began to be applied to Māori land, in the top half of the district Māori had already been reduced to strips of land and small reserves. It should be noted that the Horowhenua block was not included in the Block Research Narratives research, so is not coloured on the plan, but was also still in Māori ownership at that time. Between Foxton and Paraparaumu most of the land was still in Māori ownership, but the Crown had purchased some inland areas, and Māori were predominantly based along the more coastal strip west of the ranges. From Raumati south, the Crown had purchased most of the land, with Māori being restricted to small areas around Porirua/Titahi Bay and between Plimmerton and Pukerua Bay. The Block Research Narratives, and other research reports for the inquiry district, show that continued Crown, and private purchasing meant that by 1900 the amount of Māori land was 26 percent less than it had been in 1875.³⁷ By this time Māori were very much the minority land holders, retaining mostly small pockets of land.³⁸ With far less land remaining in Māori ownership than that held by the Crown and Europeans, it is to be expected that the proportion of takings from Māori-owned land compared to all the takings will be small.

When analysing the data for the Rohe Potae Inquiry District, Alexander pointed to a possible correlation between the extent of early Crown land purchasing and the percentage of public works takings from Māori ownership:

Although no analysis has been carried out, the degree of impact of public works and associated takings can probably be correlated to the extent of Crown purchasing activity. The more Crown purchasing of blocks, especially during the nineteenth century before the use of the works legislation became more prevalent, the less Māori-owned land remained to be affected by takings, and the more likelihood there was that the Crown would locate community uses on its own lands. This was the experience of Maori in other districts, such as the whole of the South Island, Hawke's Bay, Taranaki, Hauraki and southern Kaipara. In these districts takings from Māori-owned land were a much smaller proportion of total takings from all ownerships.³⁹

The pattern described by Alexander, whereby the Crown purchased large areas before the implementation of the public works legislation is that experienced in the Porirua ki Manawatū District, particularly in the northern districts. As will be seen in the sections

³⁷ Walghan Partners, 'Block Research Narratives' Vol 1, Draft, December 2017, p. 341.

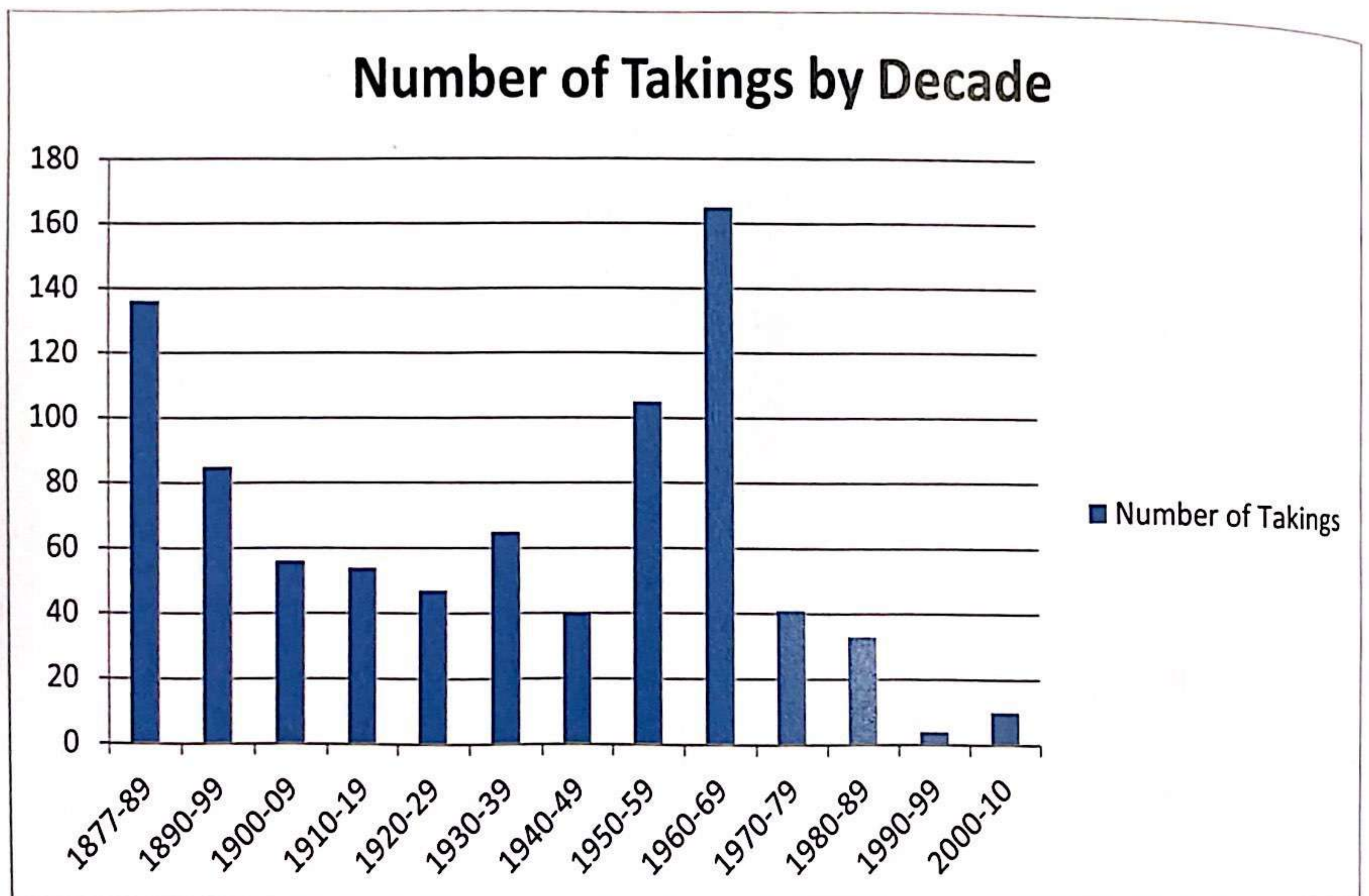
³⁸ See map 130, *ibid*, p. 336.

³⁹ David Alexander, 'Public Works and Other Takings in Te Rohe Potae District', CFRT, December 2009, Wai 898 #A63, p. 110

on roading and railways, the initial road and rail networks were mostly first provided for on Crown land (or land which had already been on-sold for European settlement). The comparative figures for the different districts, discussed in Section 3.3, tend to support Alexander's suggested correlation.

Table 2: Number of Takings from Māori Land by Decade

Years	Number of Takings from Māori Land
1877-1889	136
1890-1899	85
1900-1909	56
1910-1919	54
1920-1929	47
1930-1939	65
1940-1949	40
1950-1959	105
1960-1969	165
1970-1979	41
1980-1989	33
1990	4
2000-2010	10



In general the graph demonstrates that the public works and related legislation had the most impact in the early period of the development of the basic roading and rail infrastructure in the district. The figures for 1877-99 would be far larger if the land

acquired for the Wellington to Manawatu railway was also included. It is also not surprising that the amount of land taken from Māori ownership would decrease over the course of the twentieth century, as the amount of land still held in Māori ownership similarly decreased. However, the graph also shows an increase in the 1950s and 1960s. Most of this is accounted for by the large scale development of the Hutt area for housing purposes (along with associated roads, schools and other public facilities). In the 1970s and 1980s, it was the development of the Hutt Valley for housing purposes (along with associated roads, schools and other public facilities). In the 1990s and 2000s, it was the development of the Hutt Valley for housing purposes (along with associated roads, schools and other public facilities). This was also a period when local authorities took Māori land along with other state-owned land.

Section 2 of this report explained that there were a wide variety of purposes for which land could be acquired under the Public Works Act. The following table shows the purposes for which Māori land has been taken in broad categories. The table comes with some qualifications.

1. As explained in Section 2 and 4, there were various means whereby land was taken from Māori land without being proclaimed in the *New Zealand Gazette*. Also, the provisions covered a DMB, or more recent provisions, such as the land for the Hutt Expressway, are not included.
2. Similarly, some of the earliest acquisitions of land for railways were made by negotiated purchase rather than proclamation, and all of the Wellington to Manawatu railway was acquired by private negotiation (see Section 2.4). The amount of land taken for railways is much greater than the number of proclaimed takings suggest.
3. The numerical amount of takings does not necessarily equate to the area of land affected (for instance, while Hutt area roads relatively low in the list, the amount of Māori land taken was 29 acres).

Table 2: Purposes for Which Māori Land was Acquired 1871-2011

Purpose Land was Acquired	Number of Takings from Māori Land
Roading (including roads, streets, motorways, state highways, reserved easements, etc. area 100-700)	616
River control and flood protection	52

acquired for the Wellington to Manawatū railway was also included. It is also not surprising that the amount of land taken from Māori ownership would decrease over the course of the twentieth century as the amount of land still left in Māori ownership similarly decreased. However, the graph also shows an upswing in the 1950s and 1960. Most of this is accounted for by the large scale development of the Porirua Basin for housing purposes (along with associated roads, schools and other public facilities). Of the 167 takings in the 1960s, 70 were from the wider Porirua area. The 1950s and 1960s also saw a large amount of takings for roads as State Highway 1 was developed and improved, and land began to be taken for the motorway. This was also a period when local authorities took Māori land along riverbeds for river control schemes.

Section 2 of this report explained that there were a wide variety of purposes for which land could be acquired under the Public Works Act. The following table shows the purposes for which Māori land has been taken in broad categories. The table comes with some qualifications.

1. As explained in Sections 2 and 4, there were various means whereby roads were taken from Māori land without being proclaimed in the *New Zealand Gazette*. Also, the spreadsheet research ceased at 2010, so more recent acquisitions, such as the land for the Kapiti Expressway, are not included.
2. Similarly, some of the earliest acquisitions of land for railways were made by negotiated purchase rather than proclamation, and all of the Wellington to Manawatū railway was acquired by private negotiation (see Section 5.4). The amount of land taken for railways is much greater than the number of proclaimed takings suggest.
3. The numerical amount of takings does not necessarily equate to the area of land affected (for instance- while 'Airport' ranks relatively low in the list, the amount of Māori land taken was 259 acres).

Table 3: Purposes for Which Māori Land was Acquired 1870-2010

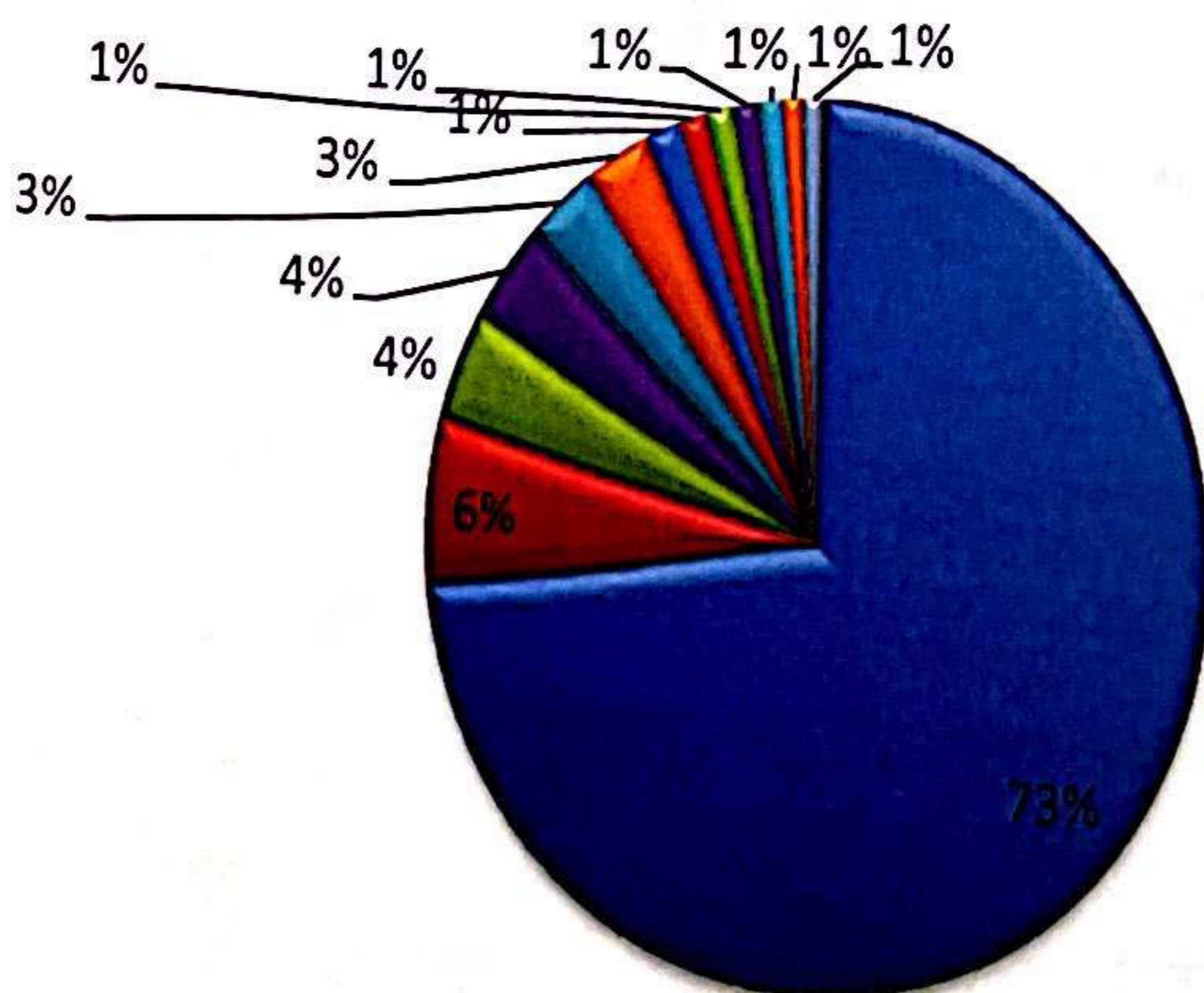
Purpose Land was Acquired	Number of Takings from Māori land
Roading (including roads, streets, motorways, state highways, severances, realignments, rest areas, lay-bys)	616
River control and flood protection	52

Railway (excluding Wellington Manawatū Railway Company purchases)	34
Housing (73% of the housing takings are from the Porirua/Titahi Bay area)	31
Better Utilisation and 'Proper Development and Use' (80% are from the Porirua area - also includes land included in QEII park)	23
Education (including schools, technical colleges, research centres and child welfare institutions)	23
Drainage	12
Hospitals (Otaki Hospital and Porirua Mental Hospital)	9
Reserves (recreational, scenic, scientific)	9
Sewage Treatment/Abattoir	8
Post Office/Telegraph/Broadcasting	7
Aerodrome (all Paraparaumu Airport, including airport land taken for 'defence' purposes)	7
Gravel Pit	3
Waterworks	3
Defence (excluding Paraparaumu Airport)	2
Police	1
Noxious Weeds	1
Total	841

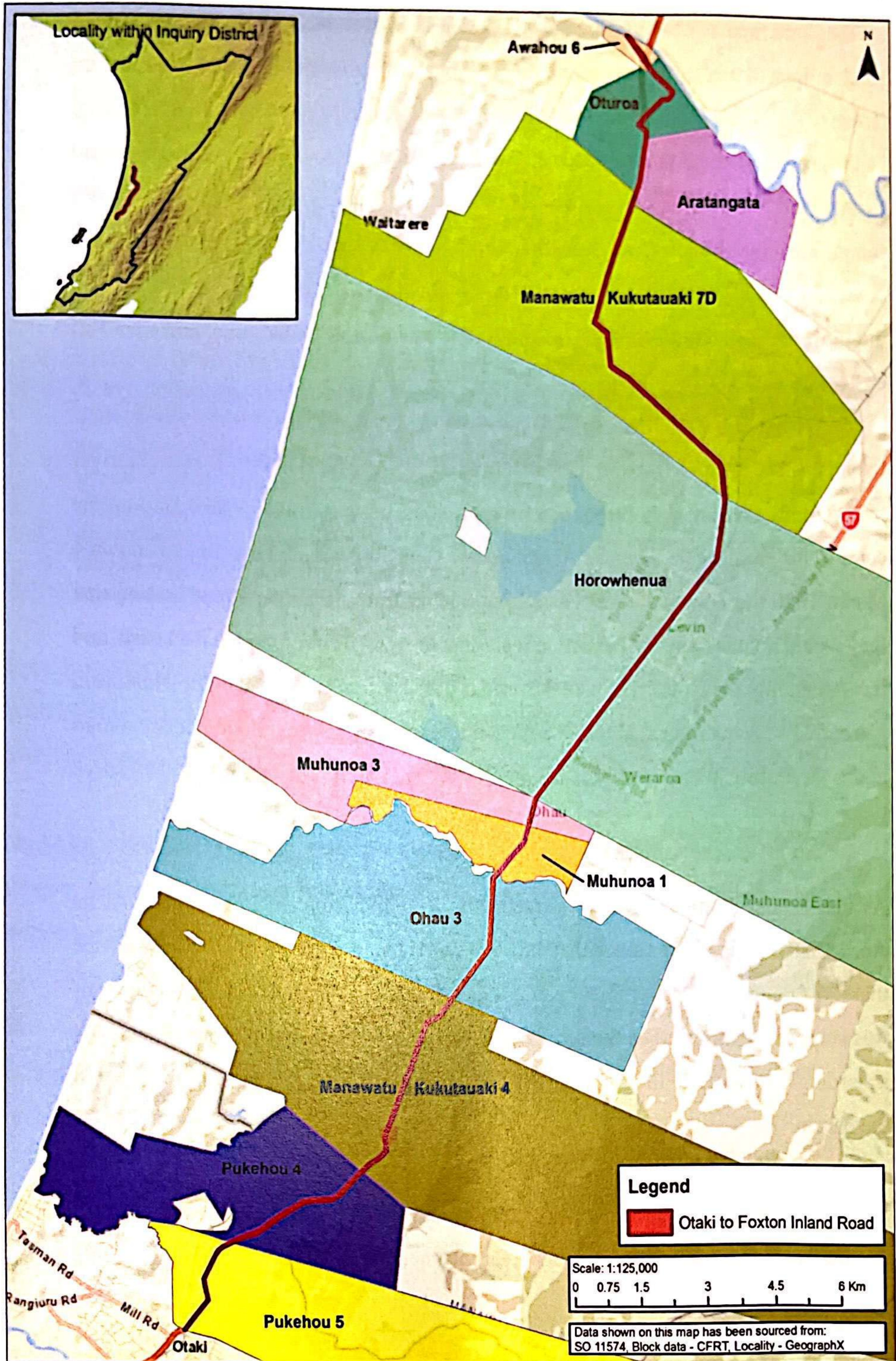
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Purpose Maori Land Taken (% of number of takings)

- Roding
- River Control
- Railway
- Housing
- Better Utilisation
- Education
- Drainage
- Others
- Hospital
- Reserve
- Sewage
- Aerodrome
- Postal



Map 6: Land Taken for the Foxton to Otaki Road 1881-84



Porirua ki Manawatu Inquiry District: Otaki to Foxton Inland Road 1881/1884

Cartography by Geospatial Solutions Ltd. Map Number CFRT PkMPW - 003

Map projection: New Zealand Transverse Mercator

Date: 14/11/2018

Otaki may also have removed the immediate need for the road, as the beach route was no longer the main road. A survey plan drawn in 1943 shows a road line through Matararapa 2A and 2B and it is annotated 'old coach track Wellington-Foxton, no evidence of legality, possibly public by use in the coaching days'.²¹⁰

4.3.3 Otaki River 1880s (Rahui Road)

In 1881 a warrant for roads to be taken at Otaki was issued.²¹¹ In May 1881 surveyor Morgan Carkeek forwarded plans for a road from Otaki to 'Ririu'. An attached file note commented on the plan and said the scale was not correct and it was noted that the name of the Māori owners was not given and there was a query: 'Is it necessary in Native Lands?' Other than these discrepancies the plan was judged to be correct.²¹² The surveyor was told in future to adhere to instructions when it came to plan, scale and identifying ownership of land.²¹³

In 1882 surveyor J.D. Climie was provided with a Governor's warrant to take and lay off roads near the Otaki River. He was to place road survey pegs for the road and he was told 'to inform the owners or occupiers of the land of what he is about to do, and to invite their inspection of the Road as it is laid out producing the Governor's warrant if desired.' Once the plan was completed Climie was to place a certificate with date explaining the taking under the warrant. This was then to be sent to the Surveyor General who would deliver it to the office of the Governor General for signature. Once this was completed it would be recorded that it met with the requirements of the Land Transfer and Deeds Registry Acts. A description was also to be sent to the General Survey office for gazetting.²¹⁴

The road went through Te Roto 1 and 2, Turangarahui 2 and the Rahui blocks and ended at a point marked 'x' on the plan where it entered the old river bed.²¹⁵ There were owner objections about the path of the road. Climie had contacted the owners and Pineaha te

²¹⁰ Wellington Deposited Plan DP 14663.

²¹¹ Assistant Under Secretary, Public Works, Wellington to T.W. Marchant, Chief Surveyor, Wellington, 29 June 1881, ADXS 19483 LS W1/20 842, ANZ Wellington [P 1160591].

²¹² File note, on, Deputy Inspector of Surveys, 21 May 1881, ADXS 19483 LS W1/20 842, ANZ Wellington [P 1160592].

²¹³ Signature illegible, Wellington to Carkeek, 19 May 1881, ADXS 19483 LS W1/20 842, ANZ Wellington [P 1160593].

²¹⁴ Surveyor General, General Survey Office, Wellington to Chief Surveyor, 1882, ADXS 19483 LS-W1/37 1544, ANZ Wellington [IMG 0935].

²¹⁵ Road plan tracing, n/d, [c 1883], ADXS 19483 LS-W1/37 1544, ANZ Wellington [IMG 0922].

Mahauariki objected to the line of the road through his land in Te Roto 1: 'My sister will show you don't go in the middle of the block I am glad that you wrote to me'.²¹⁶ Climie enclosed the letter of objection for the Chief Surveyor and said: 'I may also mention that Messrs Gear & Ling also object to the Rd cutting the block in two'.²¹⁷

No further information has been located about how the objections were handled. On 29 December 1883 Climie annotated the plan as requested: 'I hereby certify that I have laid off and taken the road from A to B under the warrant of His Excellency the Governor dated August 28 1883.'²¹⁸

In April 1884 a proclamation was issued declaring that the line of road had been taken under the Governor's warrant in accordance with the Native Land Act 1873. The following table shows the affected blocks and the amount of land taken.

Table 8: Land Taken for Road along Otaki River 1884²¹⁹

Block Name	Area Taken
Te Roto 1	0-2-24
Te Roto 2	0-3-36
Turangarahui 2	4-1-33
Turangarahui 2A	1-0-24
Rahui	3-0-39
Te Roto 1	0-2-24
Total	11a 0r 20p

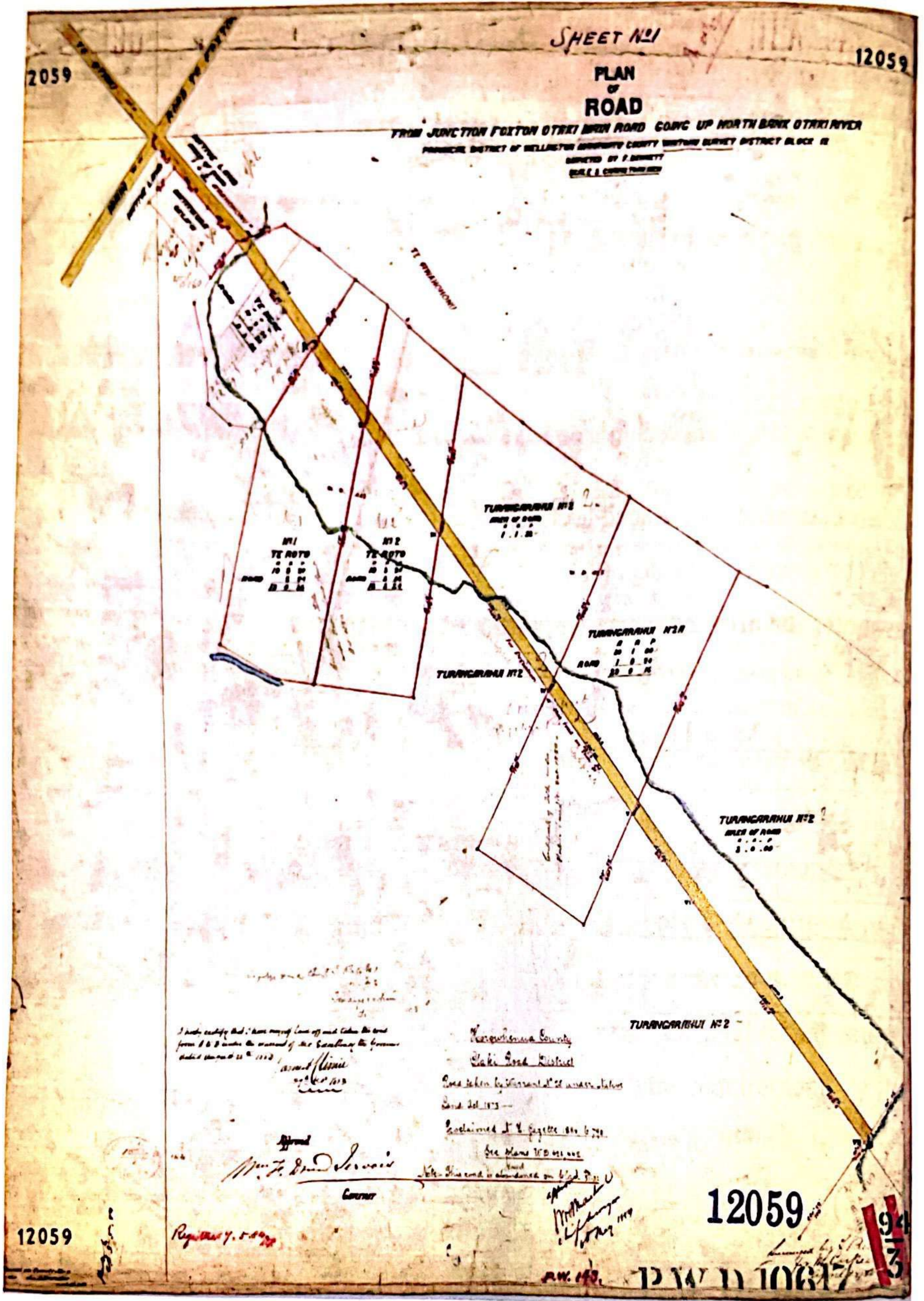
²¹⁶ Pineaha te Mahauariki, Masterton to J.D. Climie, 28 December 1883, ADXS 19483 LS-W1/37 1544, ANZ Wellington [IMG 0919-0920].

²¹⁷ J.D. Climie, Lower Hut to Chief Surveyor, Wellington, 5 January 1884, ADXS 19483 LS-W1/37 1544, ANZ Wellington [IMG 0918].

²¹⁸ Wellington Survey Office Plan SO 12059.

²¹⁹ NZG, 1884, pp. 790-791.

Map 7: Otaki Blocks Taken for Road 1884²²⁰



In April 1896 the chairman of the Hutt Council said the road from Otaki Beach that ran north to south had been used as a road since 1858. The road was fenced on both sides except for the Otaki River bed and sand hill section near the beach.²²¹ It had been built

²²⁰ Wellington Survey Office Plan SO 12059.

²²¹ I Kahle, Chairman Hutt C

~~... ..~~
~~... ..~~

Mr. Tappin's Complaint

In July 1886 the Member of Parliament for Western Maori, Hama Tappin, raised the issue of the way that local authorities had cut roads through the Maori lands.

Mr. Tappin asked the Colonial Secretary if he will take steps to prevent local bodies from injuring Native lands by running roads through the same, irrespective of the damage done, and in doing that, where a road has to be made through private lands, the same to cut out as fairly as possible for all parties interested? He put the question in the hope that the Government would give some instruction to the local bodies to secure that the making of roads should be carried out more fairly to the Natives. Where possible, the roads should be taken equal in all, one-half of the land being taken from the Europeans and one-half from the Native people, so that the Natives should not be injured solely by the taking of land for roads. The roads were for the benefit of both races, and should not be taken entirely at the expense of the Natives.¹²²

Tappin's complaint met with a sympathetic response from the Minister of Public Works, who was already familiar with complaints presented by Tappin and others relating to roads in the Maori lands:

He was quite convinced that wrong had been done, and upon making inquiry at the Survey Department on the subject, he felt that proper care was not taken to ascertain facts before issuing the warrant to take the roads. He was informed that local bodies surveyed roads through Native land without the slightest consideration for the Native interests. He thought some steps should be taken to prevent this from being done in the manner in which it was being done now. The Natives were not considered in any way. In cases where a European owned land adjoining a Native's land, the whole width of the road was taken from the Native's land, and none from the European's land. He thought that this was decidedly unfair. In such cases half should be taken from one and half from the other. In the Public Works Department it was usual to pay compensation for the land so taken, and the Native Department was first consulted. If local bodies would only do this, a great deal of friction would be saved, but they never did it.¹²³

The ordinary of such roads and roads to rely on taking land under the five percent provisions, and which require compensation, meant that the processes referred to in the

¹²² J. Tappin to Colonial Secretary, 29 April 1886, MSS. 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, Wellington (P. 10000).
¹²³ 1000, 1001, 1002, 1003, 1004, 1005.
¹²⁴ 1006

Even at this time this constituted the main highway and the boundaries of the subdivision of 5L had this roadway as a boundary. I agree that the present owners of this strip are the original owners of 5L. The roadway has been in existence for so long and the subsequent partition orders indicate an assumption that the road had been properly dedicated. We now find this has never been completed and to put the matter into proper order the present application has been made. It may well be that when the road was originally constructed satisfactory arrangements were made with the owners and from the partition orders it would appear the court had knowledge of these arrangements. There can be no doubt whatsoever that no Maori has suffered any loss but have actually benefitted from the use of the road. It is sought to regularize a portion which has been in operation for at least a century.⁶¹³

The court found there was 'ample justification for a nil award' of compensation.⁶¹⁴

4.6 Sandhills Motorway to Kapiti Expressway 1950s-2010s

In the mid-1950s various proclamations were issued defining the middle line of a proposed motorway designed to bypass Paraparaumu and Waikanae townships. The proposed route lay along the largely undeveloped sandhill area to the west of the townships.

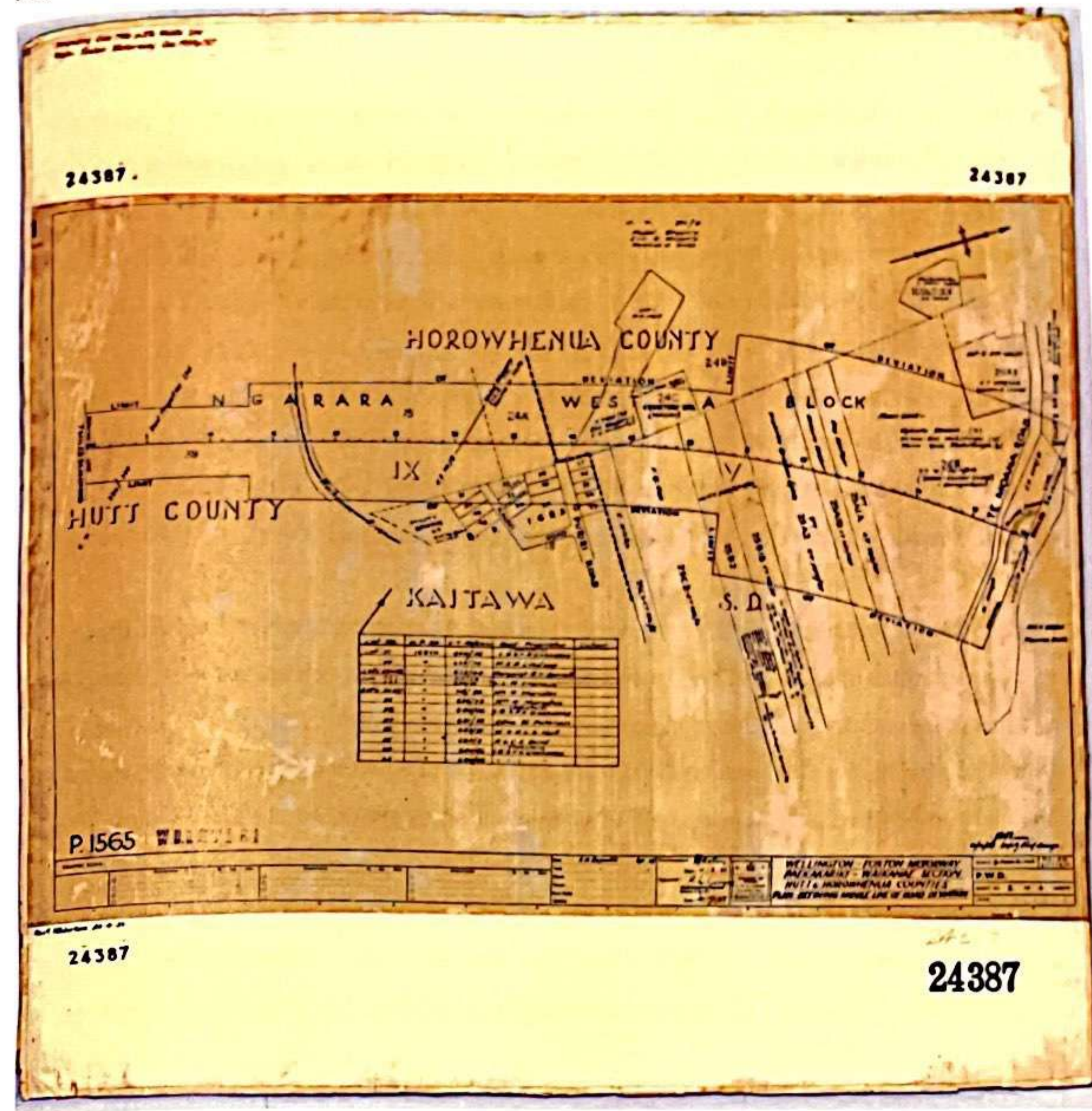
Despite the designation, the motorway itself was not constructed during the twentieth century. However the existence of the middle line proclamation did lead to the Public Works Department acquiring some land along the route. The potential for land to be compulsorily acquired limited the options for landowners, who would have been unwilling to invest in developing their block and/or unable to attract other buyers should they wish to sell. In such circumstances affected owners offered it to the Crown for purchase.

The route cut through many Māori-owned blocks, including the Ngarara West A24C urupa (Takamore). Some of the affected blocks are shown in the following Map, which shows the portion of the proposed route between the Waikanae River and Te Moana Road.

⁶¹³ Otaki MB 64, 26 July 1951, p. 222 [P 1160836].

⁶¹⁴ *ibid*

Map 20: Land Subject to Motorway Middle Line Proclamation at Waikanae 1958⁶¹⁵



4.6.1 Ngarara West A26A2

One of the Māori land blocks along the route of the motorway middle line proclamation was Ngarara West A26A2 (7a 2r 3p), owned by W. Hough. The block is shown on the far-right of Survey Office Plan SO 24387 above, on the northern side of Te Moana Road. In May 1957 G.S. Crimp, aware that the highway from Paekakariki would pass through Hough's property, offered to purchase Ngarara West A26A2 for '£800 plus

⁶¹⁵ Wellington Survey Office Plan SO 24387.

stated that he transferred Ngarara West A4 Railway Reserve (51 acres 11 perches): 'In consideration of the sum of one hundred and five pounds' paid to him by the company, and 'in pursuance of a promise made by me and to the said company in Waikanae' in 1884'.¹⁴⁵

The following table shows the blocks which were transferred to the Wellington and Manawatu Railway Company for the railway corridor between Pukerua and Linton (as opposed to other larger block purchases made by the company for land development). In most of the cases the Native Land Court created what were referred to as 'railway reserve' blocks, which were awarded to either one owner or a small group of owners, who then executed a transfer to the company. This award finalised previous negotiations with the company.

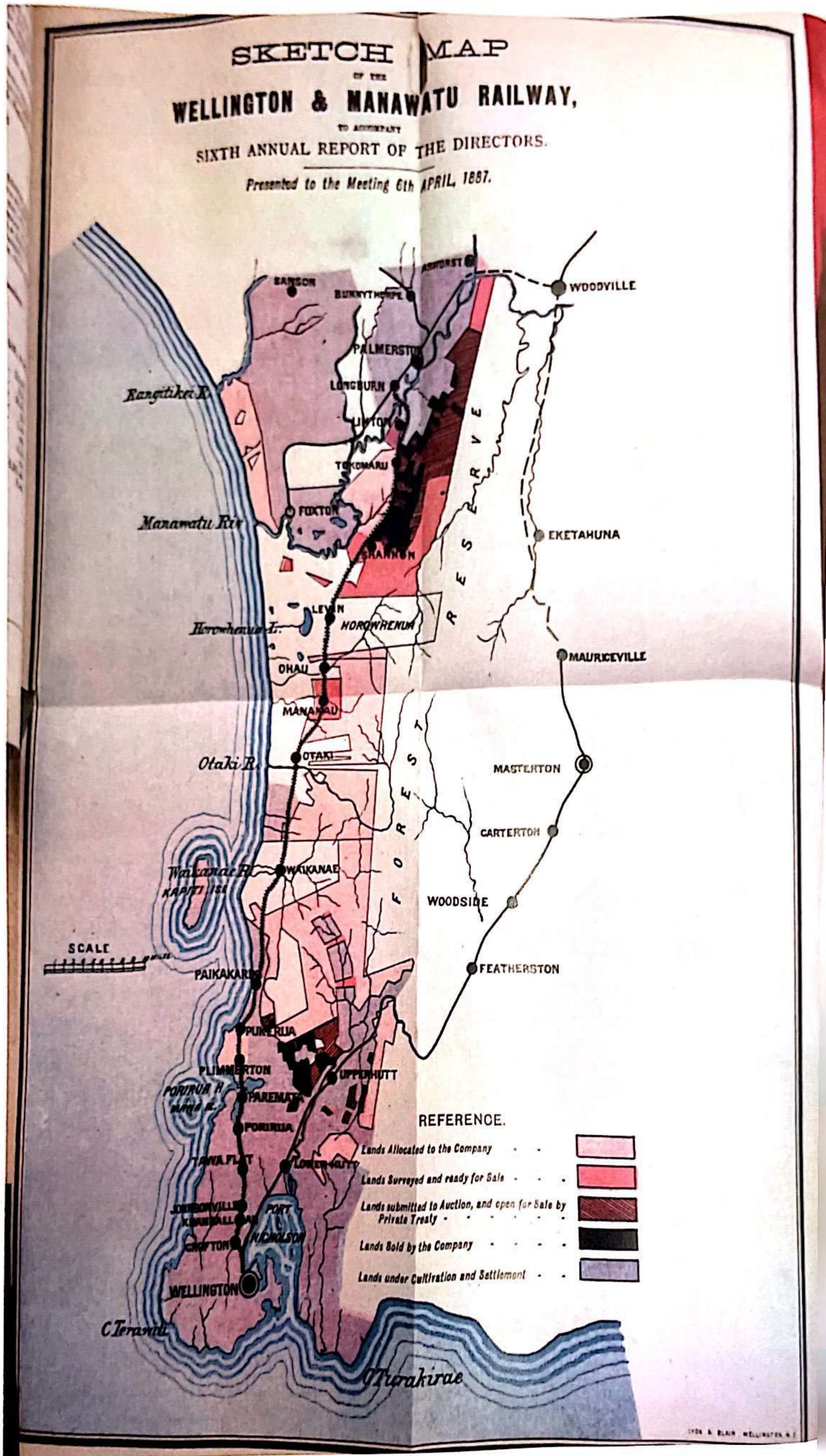
Table 19: Māori blocks transferred for the Wellington and Manawatu Railway Line¹⁴⁶

Block Name	Area
Te Awahohonu A1 Railway Reserve	0a 2r 00p
Te Awahohonu A2 Railway Reserve	1a 0r 33p
Horowhenua 1	76a 2r 26p
Manawatū Kukutauaki 2A Railway Reserve	34a 2r 08p
Manawatū Kukutauaki 2B Railway Reserve	10a 0r 20p
Manawatū Kukutauaki 2C Railway Reserve	38a 0r 00p
Manawatū Kukutauaki 2D Railway Reserve	37a 0r 00p
Manawatū Kukutauaki 2E Railway Reserve	23a 0r 00p
Manawatū Kukutauaki 7D3 Railway Reserve	21a 2r 30p
Muhunua 1 Railway Reserve	10a 2r 03p
Ngakaroro 3A1 Railway Reserve	0a 1r 19p
Ngakaroro 3D Railway Reserve	12a 3r 07p
Ngakaroro 3E Railway Reserve	16a 2r 20p
Ngakaroro 1A6	9a 9r 00p
Ngakaroro 1A6A	6a 3r 01p
Ngarara West A4 Railway Reserve	47a 3r 03.5p
Ngarara West B1 Railway Reserve 1	1a 2r 30p
Ngarara West B1 Railway Reserve 2	1a 3r 32p
Paekakariki 1A Railway Reserve	5a 1r 08p
Paekakariki 2A Railway Reserve	9a 0r 37p
Pukehou 4G10	3a 3r 00p
Pukehou 5A Nth 1 Railway Reserve	49a 3r 32p
Pukehou 5A Sth 1 Railway Reserve	49a 3r 32p
Pukehou 5G3	1a 2r 38p

¹⁴⁵ Memorandum of Transfer, Wi Parata, 8 July 1887, Higgott Papers [IMG 2528].

¹⁴⁶ This table is compiled from the individual block histories in Walghan Partners, 'Porirua ki Manawatu Block Research Narratives', CFRT, Draft, December 2017, along with Wellington Survey Office Plans SO 12334-12338.

Map 23: Wellington and Manawatu Railway Line 1887⁸⁵¹



⁸⁵¹ Sketch Plan of the Wellington and Manawatu Railway to accompany the Sixth Annual Report of the Directors, 6 April 1887, MSX 2557, ATL [IMG 3068].

**Crown Action and Māori Response, Land and
Politics
1840-1900**

by Robyn Anderson, Terence Green and Louis Chase

CFRT Commissioned Report—2018

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guaranteed to the latter who allowed the Governor to take quiet possession. This treaty that the Governor made with them they looked upon as a bona fide act & they understood that lands which should be taken possession of by settlers were to be purchased from them; but now that a footing has been established here, a different ground is taken, & it is broadly hinted that the treaty was not a bona-fide act, but a mere blind to deceive foreign powers; the Queen takes possession of the soil, the natives are looked upon as nonentities, & what the result must be requires not any extraordinary measure of foresight to discover.⁸⁴

2.6 The establishment of the mission station at Ōtaki, 1839–1843

There were already Europeans settled at Ōtaki and elsewhere on the Kapiti Coast – whalers who lived on the mainland with their Māori wives, out of season – before the founding of the mission station at Ōtaki in 1839, but this was a pivotal event in the development of the Ngāti Raukawa relationship with settlers and influenced their attitudes to the Crown, colonial government, a range of institutions, and to land sale. Octavius Hadfield was to be an important conduit of information between Māori and Crown officials (FitzRoy and Grey) as well as instrumental in the development of education and, initially at least, the technological and agricultural advancement of the local Māori communities at Ōtaki and Waikanae. He was on friendly terms with Te Rauparaha and more particularly, with Wiremu Kingi, and he was to be a strong critic of the policy of Grey's successor, Gore Browne, in the Taranaki. His relationship with rangatira at Ōtaki was, however, not without difficulty, and he was to fall out with Tāmihana Te Rauparaha over questions of promotion within the church and the idea of a Māori King. Nor did his influence operate unchallenged, being countered by the Reverend Duncan at Awahou and, closer still, by the Roman

⁸³ Octavius Hadfield to George Hadfield, 6 July 1840, Hadfield Papers, vol 1, qMS-0897.

⁸⁴ Hadfield to Mrs J Hadfield [mother], 27 January 1842, Hadfield Papers, 1814-1904, vol 1, qMS-0897.

Catholic bishop who had been allocated land at Pukekaraka by Ngāti Kapumanawawhiti and Ngāti Tukorehe. (We note in passing that the Hadfield family also would acquire extensive lands by direct purchase in the Muaupoko, Ngāwhakangutu and Pukehou blocks. in the 1880s and 1890s.)

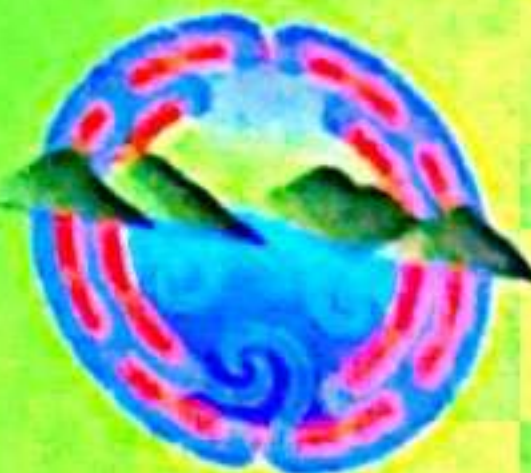
The relationship formed between Māori leaders based at Ōtaki and the Williams family would be equally vital to Ngāti Raukawa engagement with Crown and settlement. Samuel Williams was stationed there with his wife, Mary, from 1847 onwards and his brother, T C Williams, would be closely involved in the advocacy of their claims at Rangitīkei-Manawatu.

Te Rauparaha had sought out a missionary to come to live with his people on the Kapiti Coast but when Hadfield, accompanied by Henry Williams, eventually arrived in 1839, they found that a degree of literacy and knowledge of the gospel had preceded them. The role of 'native teachers' in preparing the ground for the spread of Christianity has been remarked upon by a number of historians and acknowledged, at the time, by the Reverend William Williams, on whose account we, like others, largely rely.⁸⁵ Matahau, who was later baptised Hōhepa Ripahau, had been taken to the Bay of Islands as a slave but, as noted earlier, was eventually to sign Te Tiriti when it was brought to the Kapiti Coast communities. Matahau was 'at large' when his master died. He had lived with William Williams at Paihia, studying at the mission school, although there 'was no reason to think that he had become a Christian' at that stage.⁸⁶ During the course of a Ngapuhi taua in combination with Rotorua tribes against Tauranga, Matahau had joined a southern-bound party in order to reunite with his Ngāti Raukawa relatives. The iwi was then living both in the central North Island and on the Kapiti Coast. According to Williams' account, nothing more was heard from Matahau until two years later, when a letter was received by Mr Chapman at Rotorua, in which he 'applied for some books, saying that he was living in the Cook's Straits and that there were numbers of people there who wished for instruction'. The letter had been sent on to the mission at Paihia, and shortly after, a 'deputation' – Tāmihana Te Rauparaha and Mātene Te Whiwhi – had arrived expressly for the purpose of obtaining a missionary. As Williams himself put it, word had reached the region that 'changes of extraordinary character were going on at the north, the effects of which were productive of good to the people', and 'having now some flax traders located among his people, [Te Rauparaha] thought that it would be well to have a missionary also'.⁸⁷

⁸⁵ William Williams, *Christianity among the New Zealanders*, London, 1867. For a recent account, see J Belich, *Making Peoples*, Penguin, 1996, pp 168-9. For a more specialised account of the work of missionaries and 'native teachers' in New Zealand, see Keith Newman, *Bible and Treaty, Missionaries among the Māori: A New Perspective*, Penguin, 2010.

⁸⁶ Williams, *Christianity among the New Zealanders*, p 269.

⁸⁷ Williams, *Christianity among the New Zealanders*, p 269.



Te Hono ki Raukawa

A coalition of Te Aorangi, Ngāi Raukawa and Ngāti Raukawa

HE ITI NĀ MŌTAI

Volume 2.

**Te Hono Ki Raukawa
Oral and Traditional History Report**

**Submitted by Project Supervisor
Professor Whatarangi Winiata**

Edited by Daphne Luke and Dr. Fiona Wilson

Ōtaki

31 January 2019

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**A report commissioned by Te Hono ki Raukawa on behalf of
Ngāi Raukawa ki te Tonga as part of the WAI2200 Porirua ki Manawatū District Inquiry**

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**PART III : THE ESTABLISHMENT OF
THE SOCIAL AND CULTURAL
INSTITUTIONS OF NGĀTI RAUKAWA
KI TE TONGA IN THE 19TH - 21ST
CENTURY**

By Piripi Walker, Ngāti Kikopiri

Chapter Five contributed by Sir Edward Taihakurei Durie

30 January 2017

Introduction and Outline

This report deals with the establishment of the institutions of the modern Ngāti Raukawa, Ngāti Kauwhata and Te Reureu people of the Southern West Coast of the North Island from the time of their arrival in the Cook Strait-Manawatū-Rangitīkei region until 2010. They are:

- Māori ancestral religion
- Rangiātea and the Churches created by the early Christian conversion
- The Ōtaki and Porirua Trusts Board (formerly separate Trusts)
- Raukawa Marae and the Raukawa Marae Trustees
- The Ōtaki Māori Racing Club
- The Raukawa District Māori Executive which became the Raukawa District Māori Council
- Whakatupuranga Rua Mano – Generation 2000
- Te Wānanga o Raukawa
- Radio and Television, and the radio spectrum
- The Māori Women's Welfare League and
- Te Rūnanga o Raukawa and its subsidiaries.

In general the narrative will not focus on the single most influential and cherished institution in the life of hapū and whānau Māori, the ancestral marae. This is because a report produced by those hapū has been completed. Report Two: Hapū and Iwi Narratives, constructed by hapū writers themselves; they are the ones who needed to write about the history of their own marae. This chapter does not deal with the actual history of individual hapū of the iwi, as this is currently being compiled by hapū themselves. There are only two exceptions. One is the main marae matua in Ōtaki, Raukawa. Although it is the marae of the hapū of Ōtaki, it appears in this story because all of the iwi like to call it "home". The Raukawa Mārae Trustees, the pan-hapū and iwi body established in 1936 administers it, so some discussion of the marae appears in Chapter 4 on the marae and the Raukawa Trustees. Likewise, in order to do justice to that part of the Whakatupuranga Rua Mano programme, a short summary of marae rebuilding projects across the iwi appears in Chapter 7.

The establishment of Rangiātea church required significant planning, manpower, and resources,. It spanned the signing of the Treaty of Waitangi, the arrival of newcomers, - the

Pākehā - in numbers in the Cook Strait area and the conversion to Christianity. In the face of the new economy and imposed rule brought by Pākehā to Aotearoa, Ngāti Raukawa showed determination and flexibility. There are ten institutions featured in this report; the later ones were part of the modern era, when Māori had acquired western education and been influenced by the modern world, and deeply affected by colonisation. The most recent institutions, Whakatapuranga Rua Mano, Te Wānanga o Raukawa and Te Rūnanga o Raukawa can best be described as part of a 'self-correction' to recalibrate the iwi and to recover mana, re-propagate identity, educate the individual and ensure an economic capacity.

In the period 1825 to 1830, Raukawa people migrated at the invitation of Waitohi (the sister of Te Rauparaha) and established themselves in the Rangitikei, Manawatū and Horowhenua areas. Prior to 1826 Ngāti Raukawa were an ancient Tainui canoe people in their home base in the Waikato. We inherited a rich ancestral religion, and a magnificent legacy, from our Pacific voyaging ancestors and the 700 or so years of history in the Waikato. From the time of the battle of Te Mangeo led by Pīkauterangi (later called Hingakākā) around 1768, Ngāti Raukawa, and Ngāti Toarangatira spent fifty years in nearly continuous active warfare. These wars began with wars against our relations in the Waikato and elsewhere, and ended with contest with non-Māori. They covered four major periods of conflict, the first three were the wars in the Waikato, the wars of attempted conquest in the Hawkes Bay, and internecine war with our migratory allies in the Horowhenua. The fourth involved sections of Ngāti Toa against settlers and Pākehā troops in the Wellington region in the 1840s. All iwi then found themselves deeply affected by a fifth set of wars, the Land Wars, being fought not far away in Taranaki and elsewhere, from 1860 to 1878, and their later consequences.

The primary focus of the pre-Treaty period before 1840 in this report will be on the ancestral belief system, the origins of the desire on the part of many to convert to Christianity, the establishment of the church Rangiatea, and the West Coast Catholic mission as central iwi institutions. After 1840 the iwi, for the most part adopted Christianity. They had established a major trading, political and military empire alongside their Ngāti Toa and Taranaki allies from 1820, on Cook Strait. This enterprise was maintained through to 1859, backed by force of arms, diplomacy and strategic marriages, and clever recruitment of talent and resources. The iwi encountered Christianity and sent for missionaries to come among them. They grappled with the upending of the Māori world view brought by Christian conversion, the instruction in new spiritual practices, and the rules of their new teachers. Te Rauparaha ordered the building of

Rangiātea Church in 1848. Rangiātea Church has been a major institution in the life of the iwi through the nineteenth and twentieth centuries, down to its rebuilding after the 1996 fire.

The iwi welcomed the arrival of the first settlers. They made adaptations to how they lived to create a new economy, new trading enterprises and to modernise and improve living conditions. The people enjoyed the flowering of the Māori economy in the years to 1859, and played a major role in the creation of Ōtaki township, and later Foxton and other towns. Later in the nineteenth century, after the reverses of ravaging diseases, the land wars, population decline and poverty, the three iwi Confederation including Ngāti Raukawa found themselves in a marginalised position, battling for biological and cultural survival.

In 1936 the people, in concert with Parliament through an Act of the Crown, established the Raukawa Marae Trustees to create a representative three-iwi body, and to act as owners and guardians in perpetuity of the new whareniui Raukawa in Ōtaki. The rebuilt meeting house was opened that year. Within the Act were sufficient powers and membership of sufficient weight in Māori terms, to create a Rūnanga of the three-iwi Confederation – Te Atiawa, Ngāti Toarangatira, and Ngāti Raukawa. In the 1970s this body engaged in an incredible burst of iwi re-development called Whakatupuranga Rua Mano which was comparable to the campaigns of the early 1800s in intensity and passion.

Image 34: 1936 opening of Raukawa Marae



Chapters Three (The Otaki and Porirua Trusts Board) , Seven (Whakatupuranga Rua Mano) and Eight (Te Wānanga o Raukawa) of this report focus on education. The iwi and its leaders, alongside Ngāti Toa, played a part in the 1847 Whitireia College proposal. They actively supported the Ōtaki Schools in the 1840s to the 60s, and the establishment of the Ōtaki Māori (Mission) College in Otaki from the 1880s. From the earliest gift and transactions in relation to the land at Whitireia in Porirua, the iwi were always interested in the Church Mission Trust at Whitireia. The land there was given after decisions of Ngāti Toarangatira, with some input from Ngāti Raukawa leaders, for a school which was never built. The original Porirua Trust eventually became the Otaki and Porirua Trusts Board under an Act of Parliament in 1943. For decades iwi felt like spectators in the affairs of the Board. In recent decades it has once again become an iwi affair.

The iwi has established or partnered the establishment of other social and political institutions over the generations: Chapter Five of the report provides a history Raukawa District Māori Executive, and the modern Raukawa District Māori Council, kindly contributed by Sir Edward Taihakurei Durie. I am very grateful indeed to him for this chapter.

Raukawa established the Ōtaki Māori Racing Club from the 1850's. (Chapter Six) This club grew naturally out of Māori and Pākehā making contact with each other and growing to enjoy each other's pastimes. Horses arrived very early along with all other livestock, and the hapū of the Coast, their members and tamariki became good horsemen and stockmen/women. Races were being run very early, as was betting. Early race tracks in the vicinity of Katihiku, on the south bank of the river, and Ōtaki town, and indeed, race-running into town are recorded from 1854, with regular full race meetings from the 1860's. Beyond its obvious attraction as a recreation and sport, it has provided employment and opportunities in the racing industry. It is also a place where the iwi and those associated with the club have been able to offer hospitality and attract and look after manuhiri, a cardinal Raukawa aim, and indeed, a Māori one. The Racing Club is regarded to this day as a taonga tuku iho; hence the loyalties and efforts of iwi members in that direction to ensure its continuance and uphold its mana.

Whakatupuranga Rua Mano, the 25-year programme of cultural and political revival of the iwi in 1975 supported by the Raukawa Trustees, was a signal development. It was the largest initiative launched by the three iwi in the twentieth century, and the one with the widest

Ōtaki-Māori RACING CLUB

6.0 THE ŌTAKI MĀORI RACING CLUB

6.1 Introduction

This Chapter deals with the establishment of the Ōtaki Māori Racing Club, the only Māori Racing Club in New Zealand, and its maintenance through to the present day as a Māori owned and operated institution regarded with huge affection by the iwi, and highly regarded by the racing community of New Zealand. It discusses the reasons Māori enjoyed raising and racing horses, the cultural and tikanga imperatives behind it, and the atmosphere of the big race days at the club. It also looks at the particular governance, ownership and social and economic impact of the club, which is still operating today, hosting race meetings in Ōtaki. For the historical material I am in debt to Alistair Bull's wonderful published history of the club⁷⁷⁵, likewise to a similar particularly informative historical account by Wakahuia Carekeek from *Te Ao Hou* magazine⁷⁷⁶. For the experiences of Ngāti Raukawa people I am indebted to participants in the oral history project conducted for this report, and to participants in other oral history projects over recent decades.

6.2 History of the Club

According to Carkeek the club ran its first races in the 1850s and 1860s, on a course at Katihika on South Bank of the Ōtaki River. There was undoubtedly a major attraction to horses and horse racing on the hapū of Ōtaki and surrounding districts. Horses were the motorcar of several generations before the arrival of motorcar, and most Māori were expert horsemen, particularly Māori children in the nineteenth century. Most descendants of the hapū in the rob

⁷⁷⁵ Alistair Bull, *The Otaki-Māori Racing Club, A History 1886-1890*

⁷⁷⁶ Wakahuia Carkeek, *A Century of Racing*, article in *Te Ao Hou* No 23, Jul 1858

financial assets and land will attract analysis and comment. The more substantial, the more complimentary will be the 'talk'.⁸⁰³

The mana of individuals, and of hapū and iwi, was to be valued more than money and tangible things. This led inexorably to a key decision within the principles of Whakatupuranga Rua Mano, the resolve to focus on rescuing te reo Māori.

7.7 History of Language Loss and Plan for Restoration of te reo Māori

The Trustees decided that no matter what the cost the language would be restored to the mokopuna. This became the second principle. Language loss had become universal in Ngāti Raukawa after the 1930s, though it appears that Raukawa was still relatively rich in Māori speakers in the 1920s. It was common for both parents of large Raukawa families at that time to be native speakers, ie those individuals born into the language in the years 1880-1900.

There was reluctance on the part of this generation to pass on the language at all to their tamariki. Language transmission appeared to stop quickly. Among the elders of Whakatupuranga Rua Mano years later, questions and regrets remained, as they looked back on the missed opportunity. Tahiwī Carkeek grew up with two native-speaking parents, Rikihana Carkeek and his wife Pareraukawa, in the Rangiotu district, but recalled how firmly the parents wished their children to grow up as monolingual native English speakers.

"My parents amused me because they both spoke Māori, and when they didn't want us to know anything they used to speak in Māori. But we used to tune in..e te whānau.. hello, we knew somebody was born.. kei Taupō .. oh they're both down there. Whenever they were speaking in Māori in front of us they didn't want us to know anything. But they never encouraged us to speak. That's something I look back and think, terrible that was really. I think they were conned by the Europeans at that time. Don't teach Māori to your kids, because it's going to be of no value to them. I sort of got that impression from my father in later years actually."⁸⁰⁴

Carkeek recalled his father asking visiting elders to stick to English in the family home, something he once argued with his father about. Whatarangi Winiata had a similar memory.

"I used to hang around with [Paora Temuera], of course I was quite young at that time. And I didn't speak the language, he spoke the language of course, Paora Temuera. Our parents spoke the language, but they chose not to teach the language to us. So that was a significant gap in our upbringing".

⁸⁰³ Whatarangi Winiata, *some Thoughts on a Theory of Managing Mana-ā-Hapū and Mana-ā-Iwi Relationships, The Long Term Survival of the ART Confederation as a Case Study*, January 2000, p. 8.

⁸⁰⁴ Tahiwī and Louise Carkeek transcript ATU OHA-8108 Rangiatea, transcript, p. 27.

According to Mereana Selby of Ngāti Pareraukawa, her grandmother Atareti (Lucy) Jackson made a conscious decision to raise her children as English speakers (the translation is mine).

“Nō reira i roto i aua tau, mai i te mutunga o te rau tau tekau mā iwa, tae noa ki te tau kotahi mano iwa rau rua tekau, he aha ngā āhuatanga i puta mai, i huri ai ōna whakaaro, i whakatau ai ia, “ehara te reo Māori i te reo pai, tika, aha rānei hei whāngai atu ki aku tamariki”. I roto i aua tau, ko te hekenga tonutanga o te iwi Māori, puta noa, kua mōhio tātou, mai i te taenga mai o te iwi Pākehā, ērā āhuatanga katoa, tae noa ki te hainatanga o te Tiriti, ngā whakatau a te Karauna kia riro atu te whenua ki te Karauna, ngā pakanga, ērā āhuatanga katoa, i pā mai i mua i tana whānautanga mai. Engari koiā pea ngā rongo kōrero i rongo ia, i a ia e tamariki ana, kei te heke tonu, kei te heke tonu te iwi Māori, te tokomaha o ngā Māori, me ngā āhuatanga i runga i ngā Māori, he korenga nō te whenua, te itinga rānei o te whenua, ngā rawa, ērā āhuatanga katoa, kei te heke haere. E whakapae ana ahau, koinā ngā kōrero o tana tamarikitanga, tana taiohitanga, ka rongo ia i ērā momo kōrero. Me pēhea e ora ai tōna iwi i ngā tau e heke mai? Me pēwhea, me pēwhea? Ki te pērā tonu te heke tonutanga, kua kore he iwi Māori e ora tonu ana. Koirā ngā momo kōrero e haere ana i taua wā. Nā reira, ka pēwhea te matua e hiahia ana kia ora ai tana whānau, ana tamariki? Ka tiki atu i ngā momo taputapu, pūkenga, aha rānei, mōhiotanga, e ora ai tana whānau, me kua tonu e whai noa iho ia e whai i te huarahi o te heketanga.”⁸⁰⁵

‘so within that period, the 1890s to the nineteen-twenties, what were the key factors which changed her outlook on transmission of the language, that made her consciously decide “the language is not desirable, not the right language for her children to acquire? In those years the Māori population had been declining throughout the country as we know, in fact since the arrival of the Pākehā, all of those factors. The signing of the Treaty of Waitangi was the start of the decline, the decisions of Governments which saw the land go to the Crown, the wars of the nineteenth century, all those things which happened before she was born. That was the kind of discussion she grew up with, “Māori are fading away, their numbers are decreasing, Māori are marginalised, they are landless, they have scraps of land, no resources, they continue to decline”. I believe that that is what she grew up with, she heard these kinds of statements. How could her people survive? What could be done? If the decline continued, Māori would die out completely. That’s what she heard all around her. How could a parent ensure their children might live? They would seek after the tools, skills, knowledge, whatever was needed to allow their children to survive, and decide not to remain on the road which had led to decline.”

The NZCER survey of Māori Language use in communities throughout Aotearoa led by Dr Richard and Nena Benton produced a report on a number of towns and communities in Ngāti Raukawa territory. Their research was conducted in Ōtaki township in 1975, and in nearby rural areas in 1978. Ōtaki township results found a total of 26 fluent speakers out of 158, of whom four were under the age of 25.⁸⁰⁶ Although this 20% sounds higher than the percentage now commonly agreed, Richard Benton has explained that around 10 native speakers from Ngapuhi

⁸⁰⁵ Mereana Selby, Oral Recording for Te Hono ki Raukawa Project 3, Ōtaki, 26 July 2016, Track 1, 4.52 – 6.63

⁸⁰⁶ *Te Tirohanga i te kōrerotanga o te reo rangatira i roto i ngā kāinga Māori me ngā rohe: Survey of Language Use in Māori Households and Communities, Pānui Whakamōhio Information Bulletin 2*, New Zealand Council for Educational Research p. 3.

and other iwi were resident in Ōtaki at that time and may have increased the total to obscure the low numbers of Ngāti Raukawa speakers.⁸⁰⁷

Table 6: Knowledge of spoken Māori in Ōtaki township (1975)

KNOWLEDGE OF SPOKEN MĀORI IN ŌTAKI TOWNSHIP (1975)

Age Group	Fluent speakers	Understand easily	Limited understanding	No knowledge
45 and over	15 (60%)	17 (68%)	3 (20%)	3 (12%)
25 to 44	7 (27%)	10 (39%)	5 (19%)	11 (42%)
Under 25	4 (5%)	15 (19%)	27 (34%)	38 (48%)
Overall	26 (20%)	43 (32%)	37 (28%)	52 (40%)

Numbers and percentages refer to those interviewed during the linguistic survey. Percentages are rounded to the nearest whole number.

In the rural area of Manakau, Ohau and Kuku the survey found nine fluent speakers, out of 76, but none under the age of 25.

Table 7: Knowledge of spoken Māori in rural areas near Ōtaki (1978)

KNOWLEDGE OF SPOKEN MĀORI IN RURAL AREAS NEAR ŌTAKI (1978)

Age Group	Fluent speakers	Understand easily	Limited understanding	No knowledge
45 and over	7 (27%)	14 (58%)	8 (33%)	2 (8%)
25 to 44	2 (15%)	13 (23%)	3 (23%)	7 (54%)
Under 25	0	1 (2%)	10 (21%)	37 (77%)
Overall	9 (11%)	18 (21%)	21 (25%)	46 (54%)

Numbers and percentages refer to those interviewed during the linguistic survey. Percentages are rounded to the nearest whole number.

⁸⁰⁷ Richard Benton personal communication, Dec 2 2016