

NEW ZEALAND COAL - Northern Geological Region

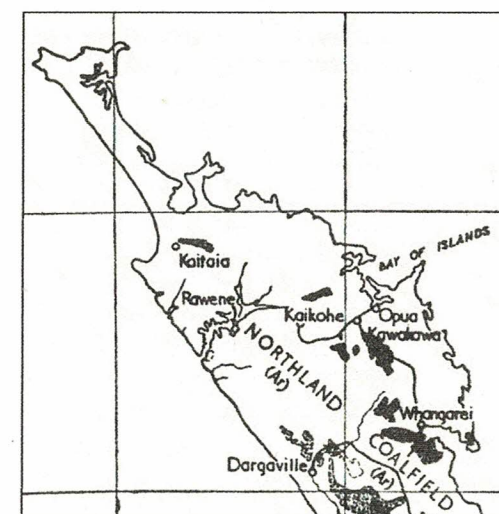
Northland Coal

Part of Northern Geologic Coal Region. 4 Commercial Coalfields - Kawakawa; Kamo; Kiripaka; Hikurangi. Until 1910 these coalfields were the most important in the Auckland Province. This exhibit presents many aspects of these Coalfields: exploration, geology, mining activity, industrial action, importance; transport, markets, settlements & townships postal aspects, population, transition from dependence on Coal. The story is told using a variety of materials - maps, postcards, postal markings, photographs etc.

Coalfield	Mining from	Mining ended	Peak Year	Peak men	Total Output	Townships
Kawakawa	1865	1913	1885	117	870,000 tons	Kawakawa; Opua
Kamo	1865	1955	1886	82	1,885,000 tons	Kamo; Ruatangata
Kiripaka	1893	1921	1910	85	640,000 tons	Kiripaka
Hikurangi	1890	1955	1928	439	4,500,000 tons	Hikurangi



Maps scanned from *Economic Geology of New Zealand*, Chapter 18. "Coal"



"Limestone Rocks Hikurangi"

These rocks were at Waro =
"Coal or Charcoal" in Maori.

The Hikurangi Coal
Company extracted coal from
beneath the Waro Rocks



Limestone Rocks (1) Hikurangi.

W. Bentley & Co.'s Series No. 8.

Card by W Bentley & Co.
Mailed Whangarei 18 DE 08
Headed "By 'Laura'
Grahamstown 17-12-08"
[Thames]

"Haven't had communication with
the shore since Saturday last"

The 'Laura' was a coastal vessel
plying Whangarei-Auckland -
Thames

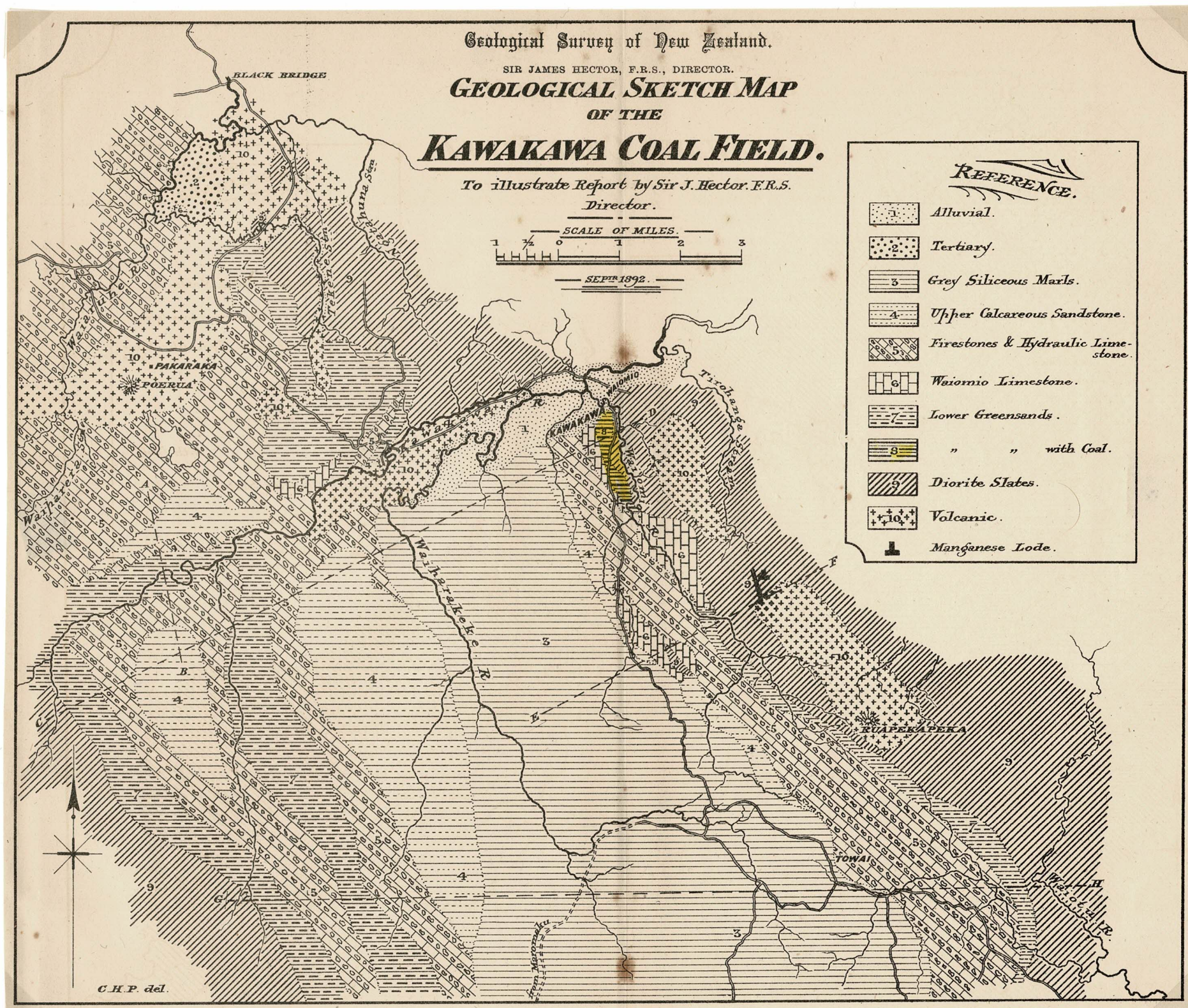
Specific Northland Coal References:

- *Tracks in the North Part 1*, H J Hansen, 1992
- *Tutukaka Coast*, Florence Keene, 1993
- *Tracks in the North Part 2*, H L Hansen & F J Neill, 1997
- *Hikurangi, The story of a Coalmining Town*, Madge Malcolm 1997
- New Zealand Coal Vol 27 No 3, Spring 1983 "*When Northland had a Mining Boom*"
- New Zealand Memories Issue 62, October/November 2006 "*Northland Coalmining Community*"
- *The Life and Times of the Kawakawa - Opua Railway*, H J Hansen, 2010

Kawakawa Coalfield

Geology:

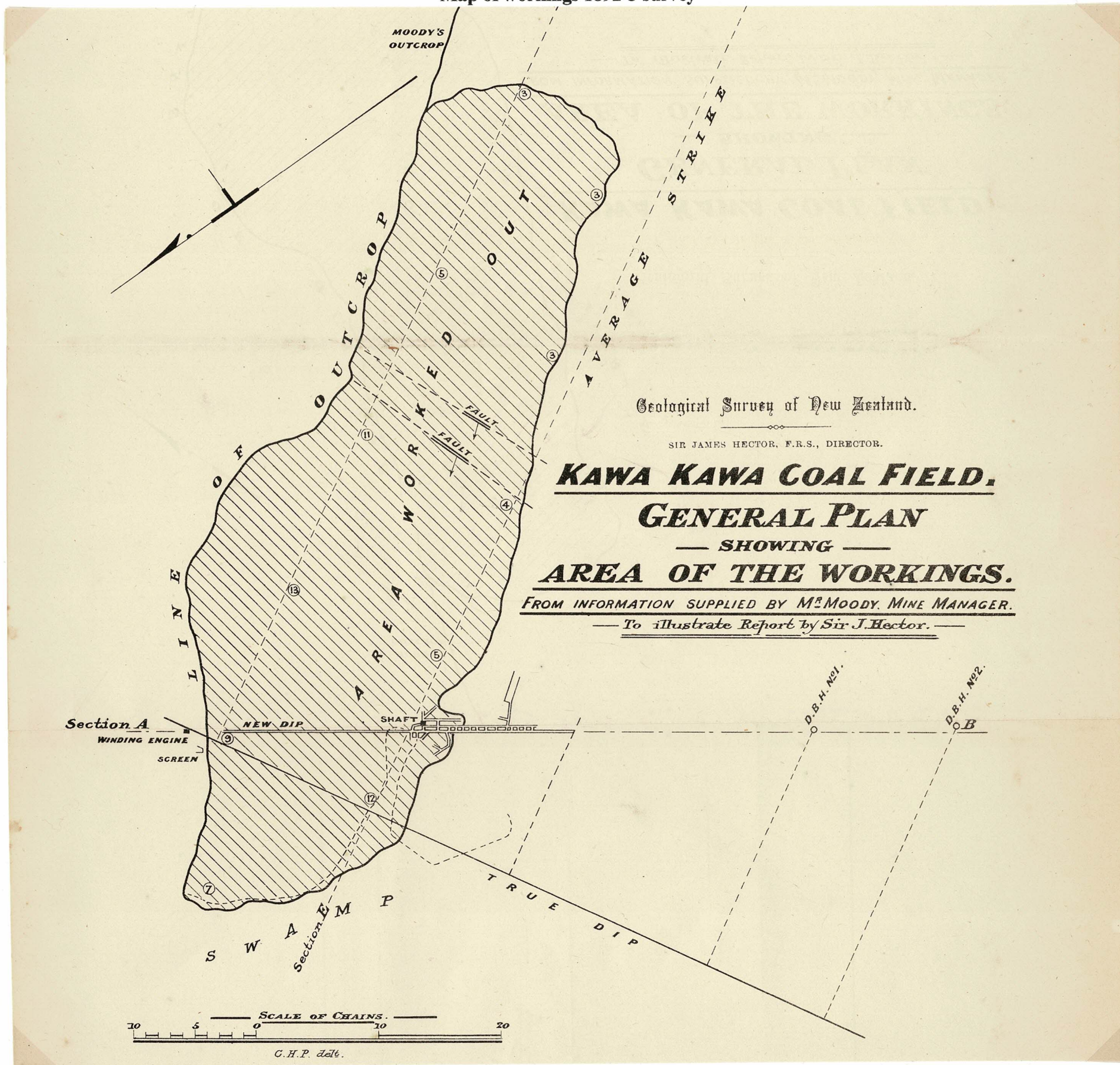
The **Kawakawa Coal Measures** accumulated in indentations on a greywacke shore-line, where they were buried beneath sandstone and limestone deposits. The area is disturbed by significant faults. **Sir James Hector's survey in 1893** showed the boundaries of workable coal had not altered since original survey 1866-67. The coal, when first opened was 9 feet thick but thinned to the south and west while it is limited by a fault to the north. By 1892 some 1200 acres had been worked. The workable coal was virtually exhausted when the mine closed in 1913 with production only a few hundred tons from 1905. Subsequent exploratory bore holes in 1946 and 1947 failed to locate coal in any commercial quantities. The coal was good quality sub-bituminous, quite friable and when tested found to be an excellent product for both steam and gas making. **The field produced about 870,000 tons.**



Development:

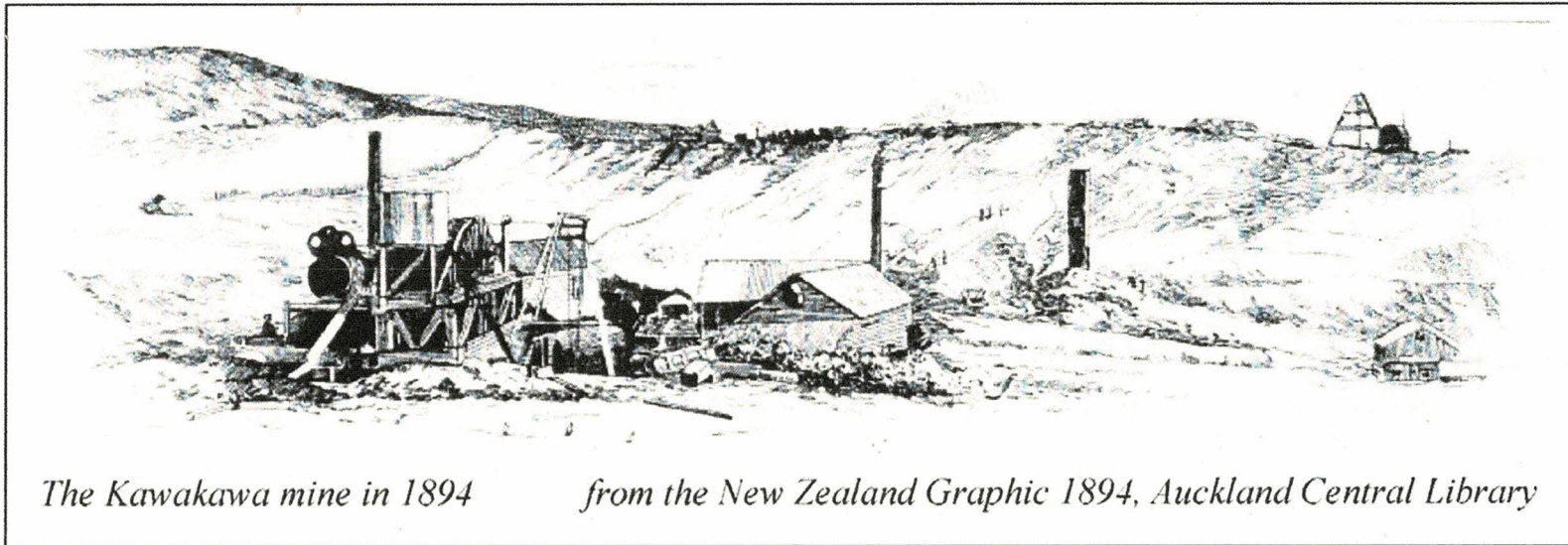
The **Kawakawa Coalfield**, 37 miles [74 Km] north of Whangarei was the first to be developed in Northland. Ferrar in 1925 [NZ Geologic Survey] described the beginning of operations as follows: "In February 1861, Maori kauri-gum diggers reported coal cropping in the bed of a stream, evidently the one that flows through the present township between the school and the hospital. By 1865 a trial shaft and a considerable amount of boring had been completed and the extraction of coal by the Bay of Islands Coal Company had commenced."

Map of workings 1892-3 survey



Mining:

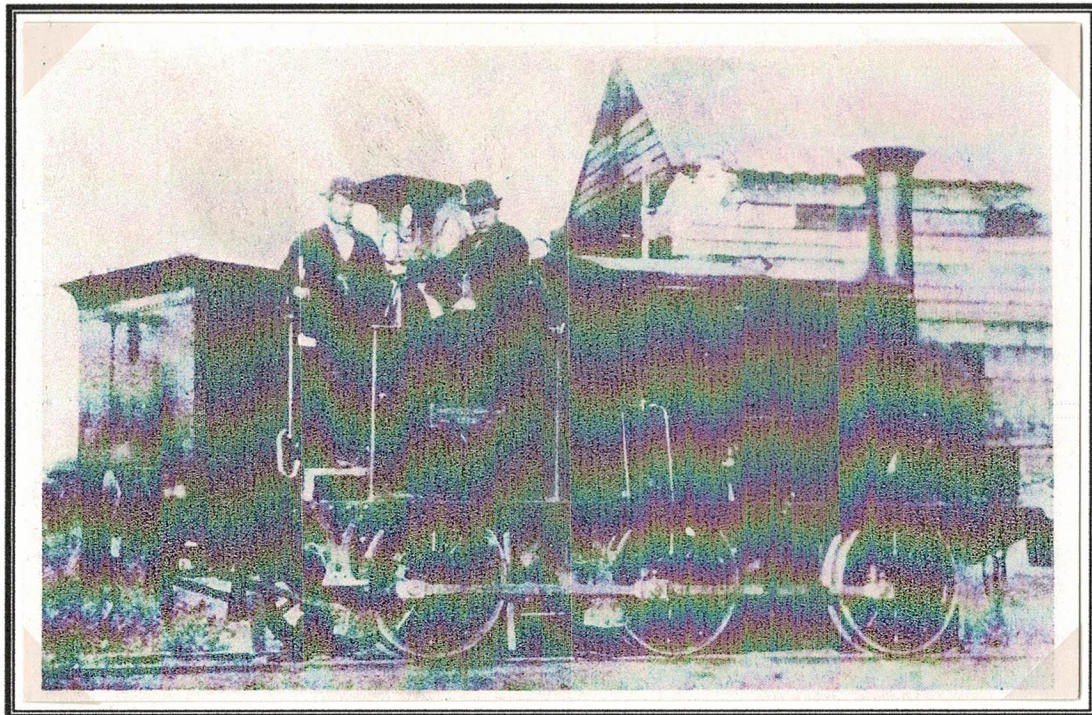
After the initial survey had proven an area of workable coal, the Provincial Government advertised the Coal Lease. This was eventually taken up by John McLeod. It was reported that by 1867 McLeod had spent over £7000 on a fleet of barges, a tug boat, building a tramway and opening the Mine. This original **Kawakawa Mine** owned by the **Bay of Islands Coal Company**, produced the bulk of the Coalfield output and in the period **1877-1880 was the most productive mine in New Zealand** with an average of **42,000 tons** annually. The original area was almost worked out by 1888 and with the mine being flooded in 1899 it closed to be replaced by a new Mine with the same name exploiting an extension of coal discovered in 1892. This company operated 1894-1899 with other small groups operating until 1912. Mining ceased in 1913 but between 1922 and 1926 there was some pillar extraction in the original workings.



The Kawakawa mine in 1894 from the New Zealand Graphic 1894, Auckland Central Library

Transport:

Initially, the coal was transported by horse and cart to Taumarere, 3km from the developing township of Kawakawa, There it was loaded by derrick from the wharf into flat-bottomed scow for distribution mainly in the Bay of Islands area. With increasing production, a wooden tramway was constructed with the wagons hauled by horses. A **locomotive** [Chaplin 0-4-0] was bought and assembled while the wooden tramway was upgraded with steel rails - the first train of coal wagons was **28 January 1871**. This locomotive was replaced in 1872 and 1874 by **Manning Wardle 0-6-0 Tank** engines. The line was converted to New Zealand standard gauge in 1877. Coal was taken from the pit-head to Taumarere, loaded into barges which were towed by a paddle steamer "**Black Diamond**" down the river to deep where the coal was reloaded into coastal vessels. **First New Zealand railway from Pit-head to wharf.**



Manning Wardle Engine [1872-1877] Ended as pit-head winding engine
Postcard by Kamo Museum from Richardson Collection Auckland Museum

Mining Incidents

Floods:

- The Kawakawa mine was plagued by water problems and despite deep shafts being drilled to drain water and several high volume pumps, mine production was often affected. The major flood of 1875 was the most severe [closed 8 weeks] and flooding in 1889 hastened mine closure of first mine.

Fires:

- Major fires caused closure of the mine in 1879, 1883 and 1891.






Strikes:

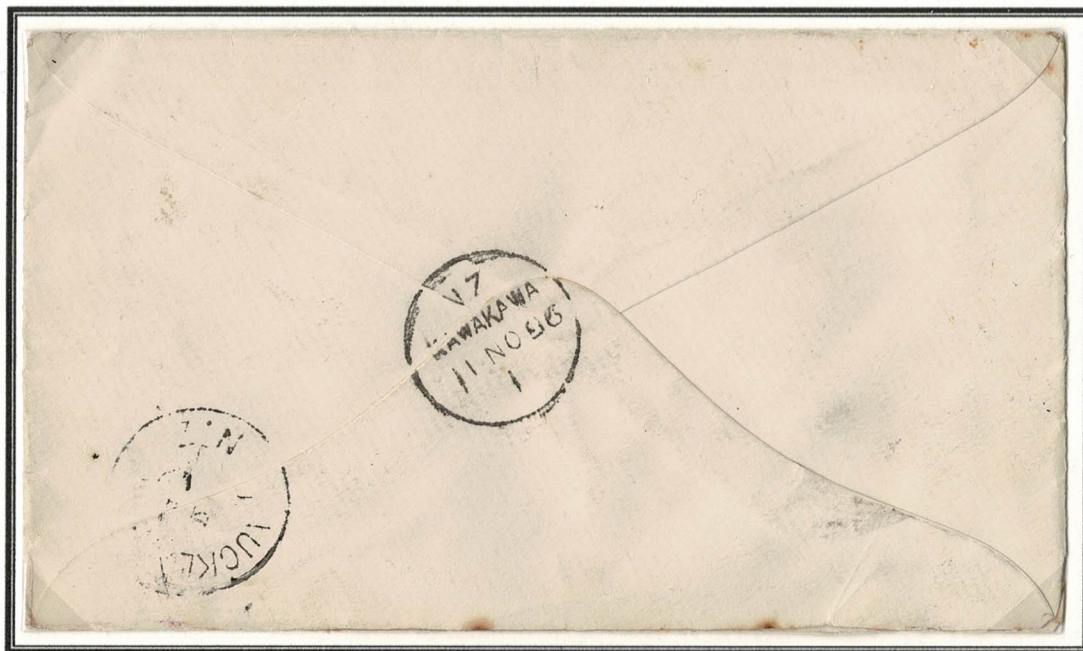
- There was a strike in early 1871 when 3 contracted workers refused to work. The Police were involved and 9 were arrested. The outcome was that all who participated were to leave the district.
- In 1884 and 1887 strikes occurred when the Company was in financial difficulties and attempted to cut wages.
- 1890 [1 September to 7 October] the miners were on strike as part of the wider action against the Union Steamship Company - **The Maritime Strike.**

The Post Office opened as **Kawa Kawa July 1, 1869** becoming **Kawakawa January 1, 1875**. A **Money Order** facility [MOO] was added **May 15, 1875**. Because of the requirements of accurate records and dates, the first "A" Class **KAWAKAWA** datestamp was introduced when the Money Order facility opened for business.

Marking	Comment	Earliest Recorded	Latest recorded	Kawakawa had a Relief datestamp in 1950 when the "J"28.5 was replaced with "J"34mm A "C" class 35mm was proofed 13 FE 57 for counter usage.
Manuscript	Used in conjunction with Obliterator before First datestamp	Not known	Not known	
Obliterator	A 36 in oval of 9 bars issued early 1870's			
"A" Class	Has "N-Z" issued for MOO May 15, 1875	July 80	20 OC 87	
"A" Class	Has "N.Z" Proofed "FE 12 89"	5 JA 89	28 JE 05	
"H" Class	Proofed "14 JL 05	8 OC 05	14 AU 16	
"J" Class 25mm	Proofed 11 DE 17	14 FE 18	30 AU 27	
"J" Class 28.5mm	Proofed 9 DE 27	25 OC 28	16 FE 49	

Dates of usage from personal records

					
A 36	"A" 20 OC 87	"A" 10 NO 93	"H" 6 JA 06	"J" 6 SP 21	"J" 9 SP 35



Envelope with 2d stamp cancelled Napier 5 NO 96 addressed to "Kawakawa Bay of Islands" via Auckland, received Kawakawa second "A" class 11 NO 96. Route coastal shipping.

King Edward ½d postal card cancelled "H" Class Kawakawa 28 AU 12. Endorsed "via Hikurangi" to Whangarei. Route by rail as the Kawakawa-Whangarei railway was completed in 1911



Market:

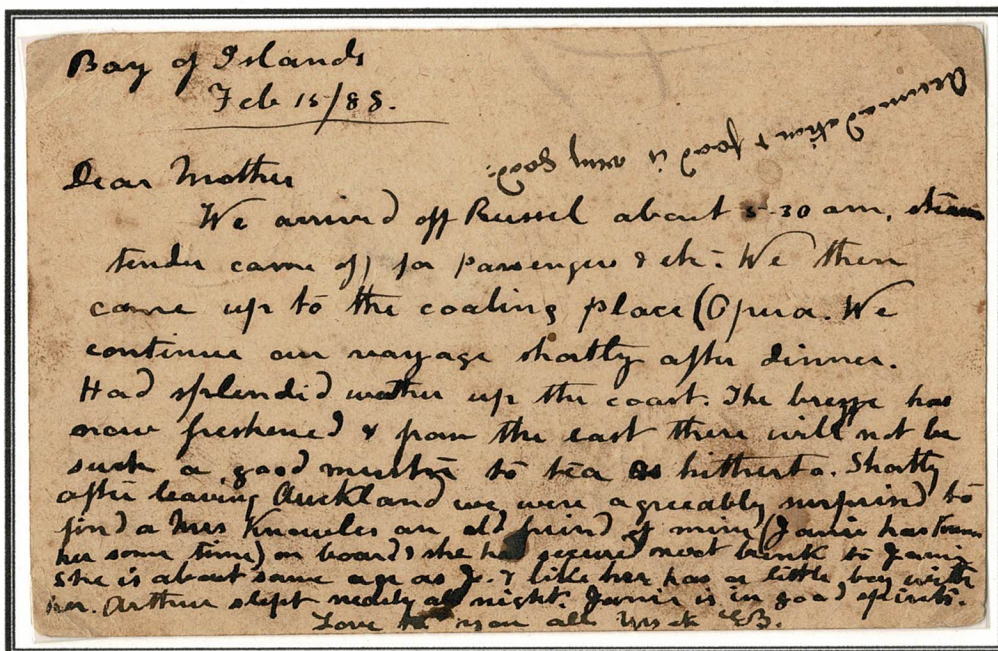
Sir James Hector in his 1894 report notes: *"This mine ... has for the last thirty years afforded the main supply of coal to Auckland for domestic use and for the last 20 years to ocean-going steamers."*

Hanson writes that the Mine was also delivering coal to the Thames Goldfields but **"by 1877 the use of water power on the goldfields reduced the need for coal, but the demand for coal on the domestic market and the securing of a contract to bunker U.S.S.Co. vessels more than compensated for the loss of the Thames market."**

During the **Maritime Strike of 1890**, the Northern Advocate recorded 30 August 1890 that the Kawakawa Miners' Union have given notice that **"no steamer carrying "free labour" is to be supplied with Coal."** The Union Steamship Company **"Pukaki"** arrived at Opuia on **1 September** and was being loaded by "free labour" - that triggered the strike by the Kawakawa miners.

Railway Extension to Opuia

The Coal Company and the Government eventually agreed to extend the railway 12 km from Kawakawa to the deep water access at **Opuia**. A wharf was constructed and the railway extension opened **4th March 1884**. By the late 1890's the coal traffic had almost disappeared, the peak had passed. With the end of the coal trade at Opuia, other railway work came to fill the gap [timber, primary produce, meat processing] and the passenger services improved with the Railway link to Whangarei being completed in 1911. The railway is now a tourist attraction as it is the only railway that goes down a main street!



Id Brown Queen Victoria post card cancelled **OPUA 15 FE 88** with Auckland 17 FE 88 and Onehunga 17 FE 88.

The Opuia Post Office [earlier Te Wharau] opened **March 1, 1884** - the Kawakawa - Opuia railway opened **April 7, 1884**

"Bay of Islands Feb 15, 1888"

*"We arrived off Russel about 8.10 a.m., steam tender came off for passengers etc. **We then came up to the coaling place [Opuia]. We continue our voyage shortly after dinner... Accommodation and food is very good."***

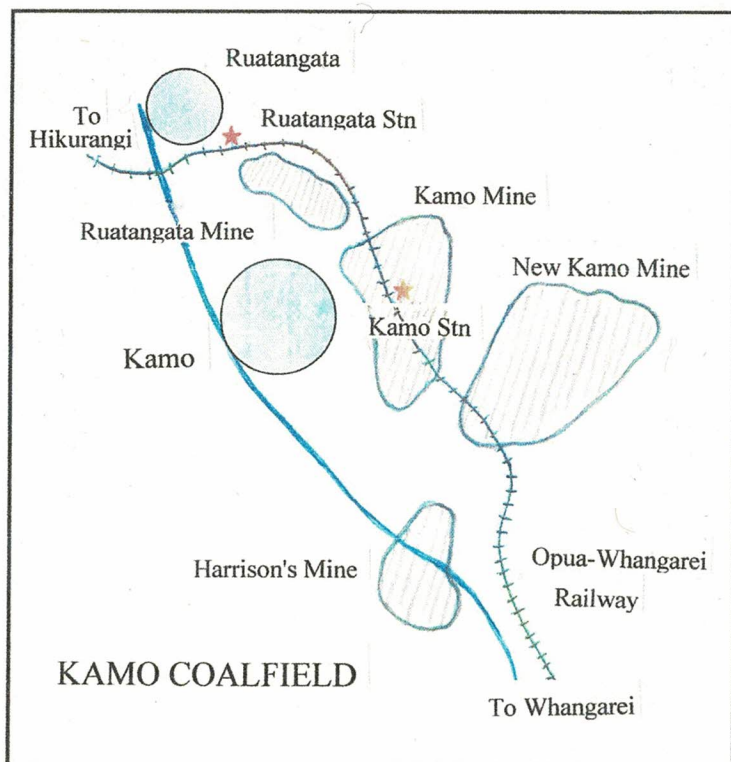
Transition from Coal: As early as 1885 when the output from the original Kawakawa mine was declining, local residents were concerned about the future of the coal industry. By 1913 it was all over and the Kawakawa-Opuia railway was losing money. The area became dependent on farming and meat processing.

Population: The average population of Kawakawa from **Census figures 1870-1890** was 430. For 1890-1935 population was on average 350 with a low in 1910 of 327. Average between 1935 and 1970 was 750 with the number over 1000 from 1966.

In 1886, the peak year of coal production, there were 117 men employed out of total population of 430 an indication of the importance of the Kawakawa Mine.

Kamo Coalfield

Geology: the Kamo Coal workings are 4 miles [7km] north from Whangarei. The geology of the area is similar to other Coal bearing Northland areas. The coal measures are only 60 feet thick and rest on greywacke, they dip steeply to the east and are cut off by a fault. In the **Ruatangata** area two seams, 10 and 8 feet thick were worked, and near the **Kamo railway station** there are also two seams - the upper one 9 feet and the lower one 7 feet. Sub-bituminous coal of good quality. Total production until the mines were closed in 1955 was 1,884,000 tons.



Development & Mining: Coal was discovered in the Kamo area in 1865 with borings to prove the extent commencing in 1869 with a trial shaft in 1870.

Production began in 1872 reaching a **peak in 1886**, averaging 20,000 tons to 1910 with the 1875-1893 being the most productive. The New Kamo mine was taken over by **State Coal** in 1948. Production was 57,000 tons in 1950 with 200 employed, it flooded in **1955** and was not reopened

The early **workforce** peaked in 1886 with 82 men employed, the average workforce to 1893 was 62 employed. The mine expanded in State control employing average of **204 men 1949-1955**

The **major mines** were Kamo; New Kamo, Ruatangata and Harrison's. These were underground mines and each had a **tramway** to bins close to the Ruatangata and Kamo railway stations. The New Kamo mine used NZR coal wagons direct to a siding. The output from these mines contributed to the development of Whangarei and district.

Population: This **peaked in the early years at 410 in 1886** declining with coal production to a low of 222 in 1896 before rising steadily with farming and then inclusion in Whangarei city. In 1956 when mining ceased the population was 900.

The **Kamo Post Office** opened **May 16, 1877** with Money Order Office [MOO] facilities being added from **September 1, 1881** and a datestamp was issued. The office has used an "A" Class and two "J" class datestamps.

Datestamp	Comments	Earliest known	Latest known	
Manuscript	Prior to datestamp	Not seen		A relief datestamp was used 9-26 FE 79 while the loose type in the "J" 33 was repaired. A rubber mailroom datestamp was introduced 29 NO 79
"A" Class	Issued for MOO 1 SP 1881	12 OC 81	14 AU 25	
"A 151"	Rubber concentric circle obliterator issued 1882			
"J" 28.5mm	Possible relief datestamp before introduction	26 AU 26	8 AP 37	
"J" 33mm	Possible relief datestamp before introduction Proof 22 JL 38	20 SP 38	In use	

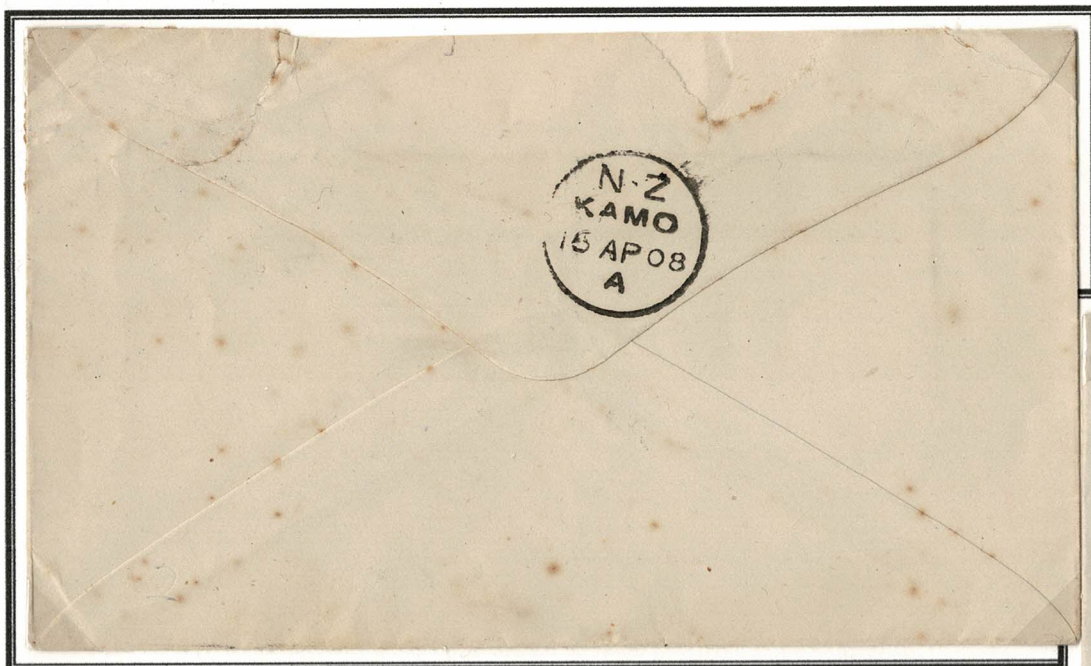


"A" Class 17 JE 89

"A" Class 10 AP 12

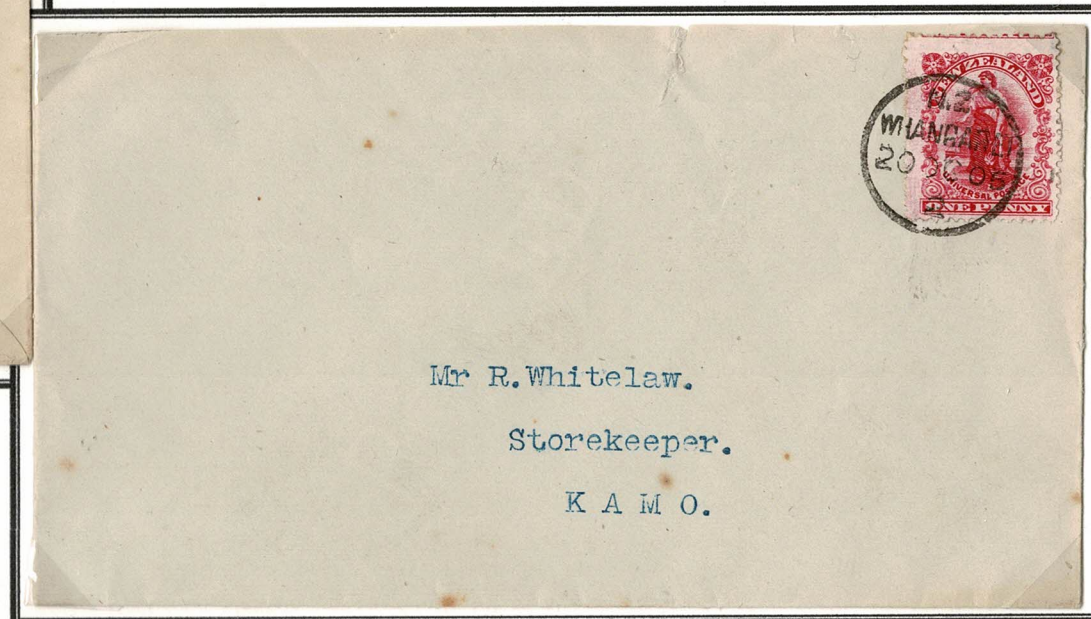
"J" 28.5 3 OC 29

"J" 33 4 NO 46



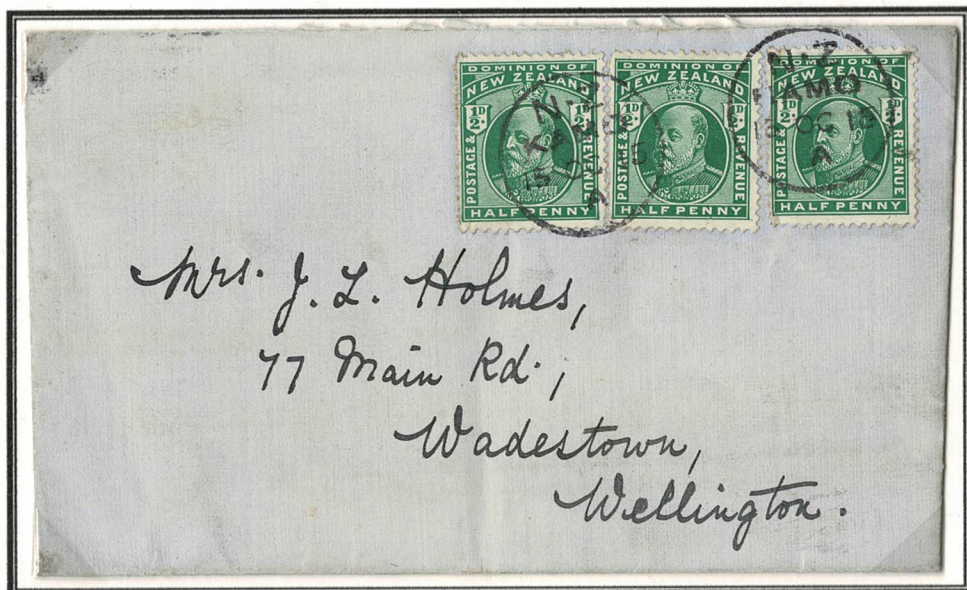
Inwards mail to Kamo from Whangarei 20 OC 06 ["A" Class] and 16 AP 08 ["G" Class] both to **Mr R Whitelaw, Storekeeper**. Receiving "A" Class Kamo 20 OC 06 index B; 16 AP 08 index A. Two mail clearances.

Mt Whitelaw was later Town Clerk and has a street named after him



Kamo 15 OC 15

King Edward 1/2d postal card Ruatangata "J" Class 26 SP 14 index 3
[earliest recorded] Dates of usage from personal records



The Ruatangata Post Office opened **September 1, 1876** with Money Order Office opening **September 1, 1881**. This office used "A" from the MOO opening and "J" Class datestamps. Closed 31 December 1930



"A" Class 28 SP 97	"J" 25mm 16 NO 23
Issued 1881 for MOO	Earliest 26 SP 14
Known to 18 SP 08	Latest 7 OC 24

Kiripaka Coalfield

The **Kiripaka** coalfield was discovered in about 1886. The Mines Report of 1893 reports "mining of sub-bituminous coal within 12 miles of Whangarei and six miles up the Ngunguru River." The geology was similar to the other Northland fields. The **Kiripaka Mine** [1893-1912] was the first to be operating. The **Panipo** [first] operated 1899-1904. The **Ngunguru** and the new **Panipo** Mine started in 1905 and were bought by the Northern Coal Company then sold to the **Kiripaka Coal Company**. In 1912 a new seam was discovered 5km from the original mine with coal transported by endless rope to the bins at the pit-head. **All mines were closed by 1921 and total of 611,000 tons of sub-bituminous coal won. The peak year was 1910 with over 45,000 tons and 82 men employed.**

The coal was initially taken by horse and cart to coal hoppers at the wharf at Ngunguru and manually loaded into scows for the Auckland market. The scows were towed by the steam tug "**Tui**" to the Heads where they were able to sail to Auckland or Thames. A wooden tramway was constructed and replaced by steel rails and a locomotive replaced the draft horses in **1908** when the Hoppers were enlarged to hold 200 tons, allowing production to be increased.

353+366-

TELEPHONE ~~488~~

Kindly write address here as Clearly and Fully as Possible.

.....

.....

Please forward to above address:—

..... TAUPIRI COAL

..... HIKURANGI COAL

..... NEWCASTLE COAL

..... WESTPORT COAL

..... KIRIPAKA COAL

..... COKE

..... FIREWOOD (Cut or Long)

and charge to (Signature)

If it is Steam Coal you require, please state specially.



One Penny QV postal card [issued 1890] used by Coal Merchant for orders including **KIRIPAKA COAL**

Inwards 1d Dominion Letter-card with additional 1d stamp paying the "**Loose Letter**" fee. Addressed from Auckland, cancelled Whangarei 29 NO 23 8am with **Kiripaka** receiving "A" Class 29 NO 23.

The **Kiripaka Post Office** opened **January 1, 1893** and Closed **January 31, 1935**

Manuscript was used prior to the datestamp [known 8/4/93]. The "A" class datestamp was issued October 1893 [known 16 AP 94 - 28 AU 31] with a "J" Class 28.5 known from 25 JE 32.



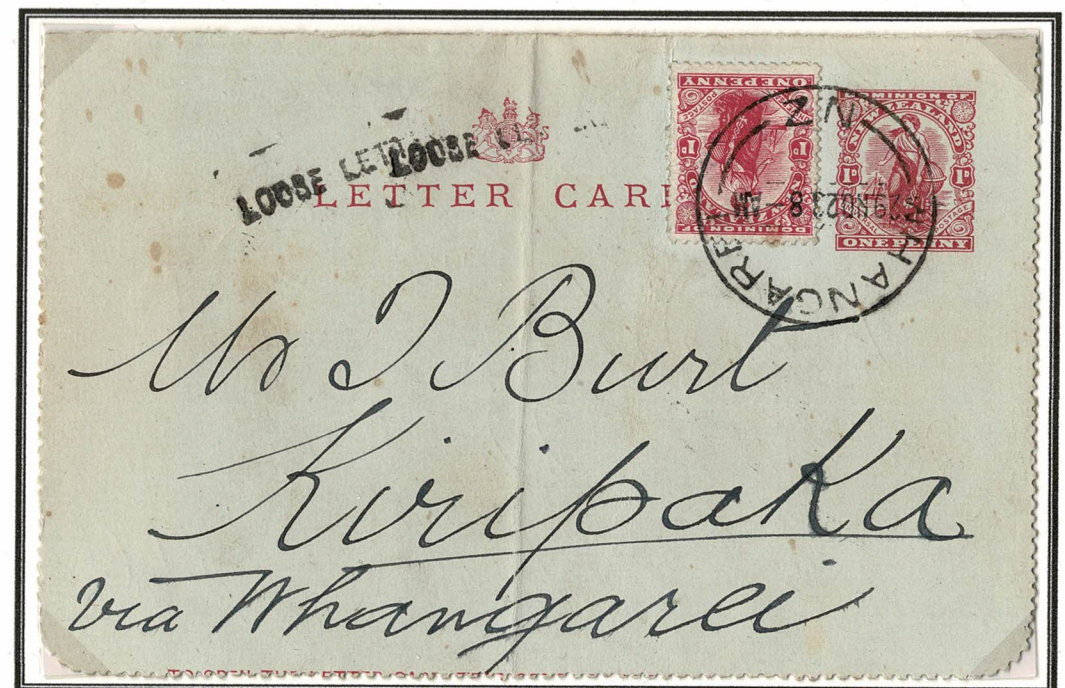
"A" Class 13 OC 00;



"A" Class 14 DE 21

Postal Services:

- 1901 - 2 x weekly by horse Whangarei-Kiripaka-Ngunguru
- 1906 - 2 x weekly by launch Whangarei-Ngunguru-Kiripaka
- 1909 - 3 x weekly by launch Whangarei-Ngunguru-Kiripaka
- 1931 - 3 x weekly by motor car from Whangarei
- 1935 - Rural Delivery Whangarei - PO closed.



Post Card.



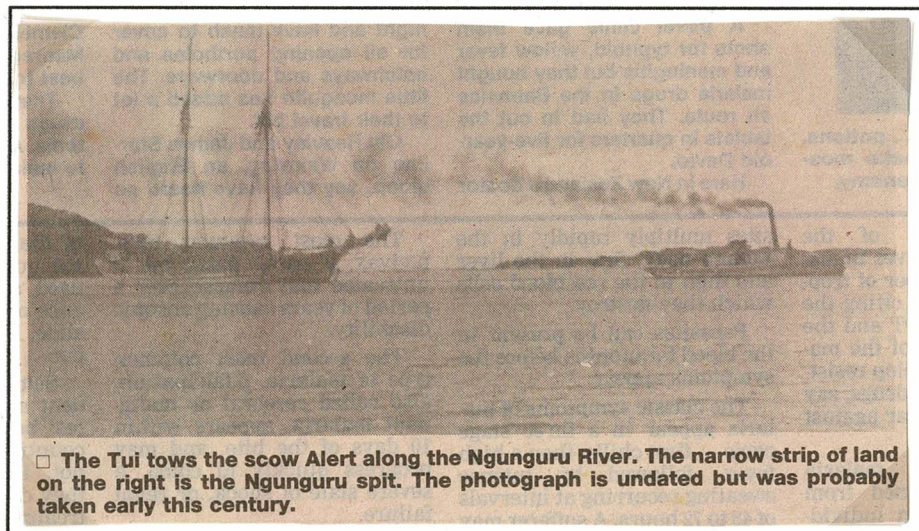
May 8th This space as well as the back may be used for Correspondence.

THE ADDRESS ONLY to be Written on this Side.

Dear Flossie If the weather keeps fine you Uncle & I will be in Whangarei on Friday afternoon coming home Saturday would like to see you & Lilib. Good love Aunt L.

Miss Flossie Johnson
Watkin Street
Kamo

Kiripaka "A" Class 7 MY 07



□ The Tui tows the scow Alert along the Ngunguru River. The narrow strip of land on the right is the Ngunguru spit. The photograph is undated but was probably taken early this century.



□ Captain George Shoebridge at the wheel of the steam-boat Tui at Kiripaka. The other two people have not been positively identified although they may be Mrs Ferguson from Tutukaka and the engineer, a Mr Armstrong. Behind the tug is a barge loaded with coal.

These two cuttings are from the "*Shoreline*" paper May 2, 1992 and were found stuck in the back of the book "*Tutukaka Coast*" by Florence Keene [published in 1993].

There were a number of scows involved in the coal trade from the Kiripaka from the Coal bins and wharf at Ngunguru- *Elsie; Alert; Haere; Onerahi; Herald; Hero.*

The "*Tui*" steam-boat towed barges of Coal from the mines to the landing at Ngunguru where it was loaded into scows for the markets in Auckland and Thames



Ngunguru
"A" Class 6 JL 94

Hikurangi Coalfield

Geology: The Geology of the Whangarei-Bay of Islands Subdivision [H T Ferrar 1925] has "The Hikurangi Coalfield lies partly upon the western slopes of a greywacke upland where the coal measures accumulated on greywacke shore-line where they were buried beneath sandstone and limestone deposits." The area contains many faults hindering mining activities.

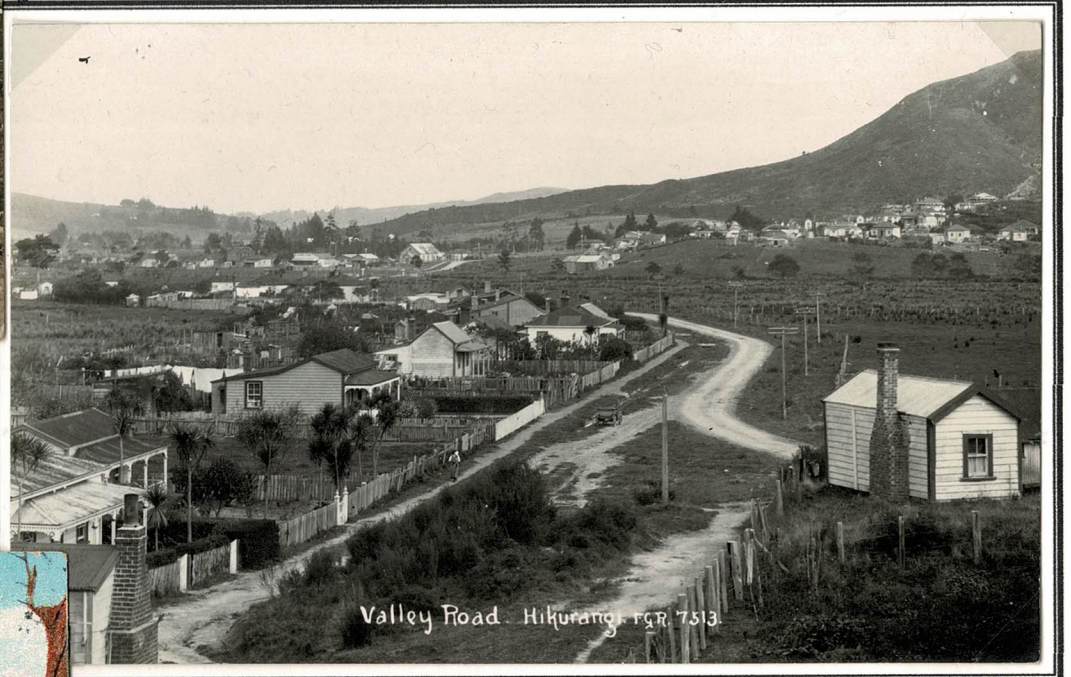
Discovery: Coal was first discovered in Hikurangi is about 1863 when the track between Hikurangi and Whangarei was being widened. The first mine - **Smiths** - started about 1890. Samples of coal were sent for testing and found to be as good quality as that from the Buller and Greymouth coalfields. The area was surveyed 1891-1892 and coal leases became available.



Real Photograph Postcard F.G.R Series, divided back headed Dominion of New Zealand. "*Hikurangi F.G.R 345*"

Mailed under cover the message reads "*Just a few lines to let you know that I have arrived safely after a very nice trip up Saturday afternoon.*"

Frederick George Radcliffe [1863-1923] commenced his photographing career in 1909 producing over 6000 images. His real photographs were contracted to **Duncan & Co** in 1915



Real Photograph Postcard by Duncan & Co, Auckland "*Valley Road Hikurangi F G R 7513*"

"*Limestone Cliffs at Waro, nr Whangarei*" "Photo by *Winkelmann*" A.B. Series No. 955."

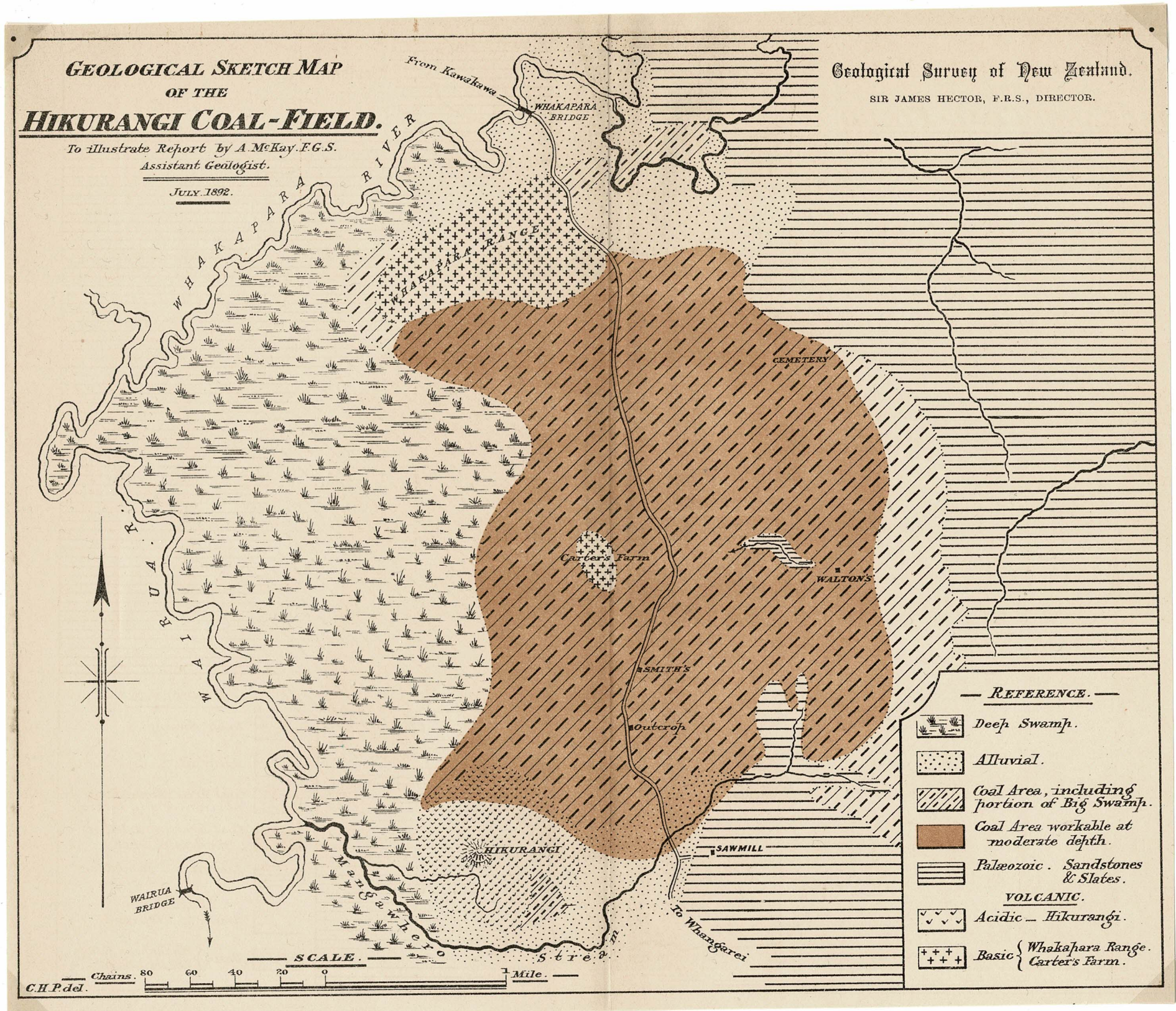
Henry Winkelmann [1861-1931] usual subjects were sporting especially yachting so this view is unusual.

Posted Whangarei "G" Class 26 JE 07 to Levin.

The **Waro** limestone cliffs were just to the west of the Hikurangi township. Several mines accessed the extensive coal beneath these formations. Portland Cement company mined and had a lime works nearby



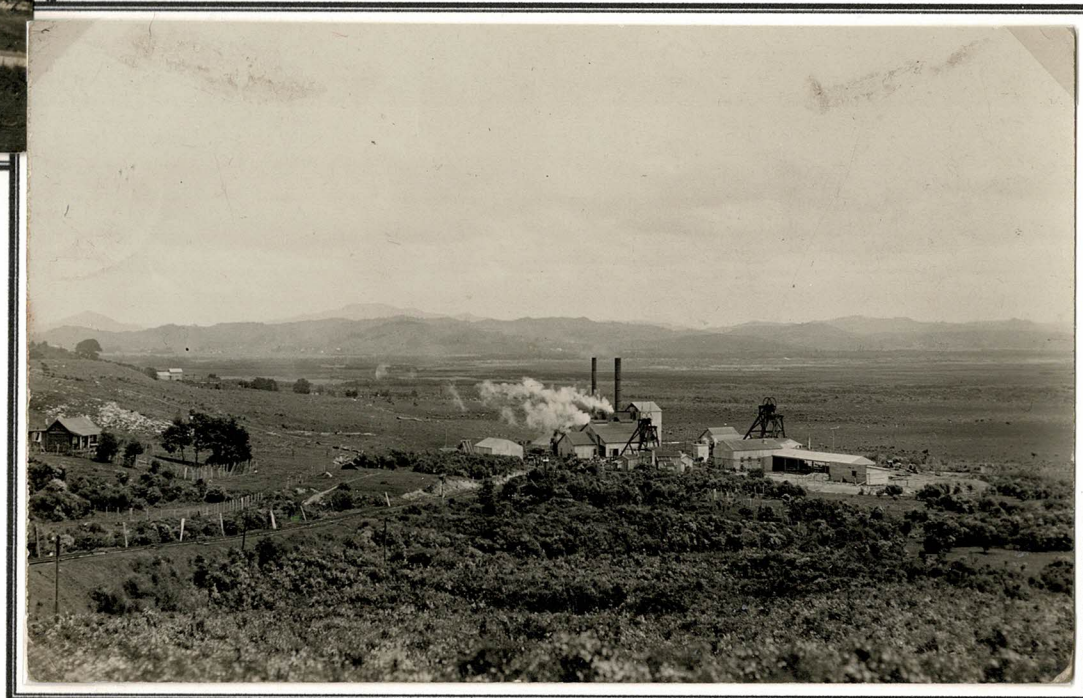
The Hikurangi Coal was sub-bituminous and over 4,500,000 tons were mined 1890-1950 with a peak in 1928 of 170,000 tons with 429 men employed. There have been a total of 88 coal mines in the coalfield and 18 were operating in 1935. The largest producer was the Hikurangi Coal Company - the Phoenix [1895-1905] and New Phoenix [1905-1921] mines beneath the Waro Rocks produced 1,500,000 tons and the Shaft mine [1921- 1935] 650,000 tons from beneath the Hikurangi swamp. Other major mines were Wilson's [Portland cement], Northern Coal Company, Waro 1921-1933] and Waro State 1935-1948.





Real Photograph Postcard "Coal Mine Hukurangi F.G.R 5712," undivided card by Duncan & Co, Auckland under contract to Frederick Radcliffe.

This was the original **Hukurangi Coal Company Mine** close to the **Waro Limestone Cliffs**. 1.5 million tons - **Phoenix** [1895] and **New Phoenix** [1905-1921] - area worked out and Company started the Shaft Mine.



Real Photograph Postcard [no details] of the **Hukurangi Coal Company Shaft Mine**. This was on the edge of the Hukurangi Swamp and had 2 shafts 310 feet and 340 feet to the workings. It was the largest single mine in the Coalfield. Opened **1921** and was plagued by flooding which eventually caused production to cease in **1933** and closed in 1934. Coal transported **by endless ropeway** to the Company bins on railway siding.



Inwards US postal card with 2 x 1c postage [3c correct for foreign postcard] - a QSL [radio ham card] mailed from Boulder Colorado **MAR 21 1933** addressed to E Whitelaw C/- **Wilson's Collieries at Hukurangi**. Has **Hukurangi** arrival datestamp "J" Class 28.5mm **10 AP 33**.

Readdressed to Auckland but has "**Gone no Address**" marking.

Wilson's Colliery reopened the Northern Coal Company Mine in **1921** closing in **1933** by flooding. It had a railway to the Railway Siding. It was owned by **Portland Cement Company** and shipped about 400 tons a week to the Portland Cement factory at on Whangarei Harbour which had its own railway connected to NZR by 1918.

Incidents:

Strikes: Both the mines operating before the 1890 Maritime Strike were closed for 6 weeks. During the Great Strike of 1913 the mines were closed November 7 - December 13, 1913. The Northern Advocate [Papers Past] has many brief mentions of strikes of 1912, 1917, 1924, 1926, 1927. The 1931 dispute over wages differential between Truckers and Hewers kept the mines closed for weeks. There were further strikes in 1932 and 1933.

Floods: There were major mine closures in 1926, 1927, 1928, 1929 and 1930 but the flooding in 1933 was more severe and caused the Closure of the 2 main coal producing mines - Hikurangi and Wilson's Collieries. The floods were caused by the geologic structure being significantly faulted. The coal being friable allowed water easy access to the diggings.

Fires: Despite the mines being prone to flooding and considered "wet" there were spontaneous fires in the Hikurangi Collieries in 1912 and 1932.

Accidents: The Mines Report records accidents and fatalities. In records available to me [1906-1912] there are no fatalities. In 1933 3 from one family [Ackers] died when overcome by 'fire damp' in their mine just north of the Waro Rocks.

Transport:

When the first Mines were in production in the early 1890's, the coal was taken by horse and dray to the railhead at Kamo. It is recorded that up to 200 horses were used. There was much pressure on the Government to extend the railway to Hikurangi by the Northern Steamship Company and the Union Steamship Company, both which had contracts for bunker coal.

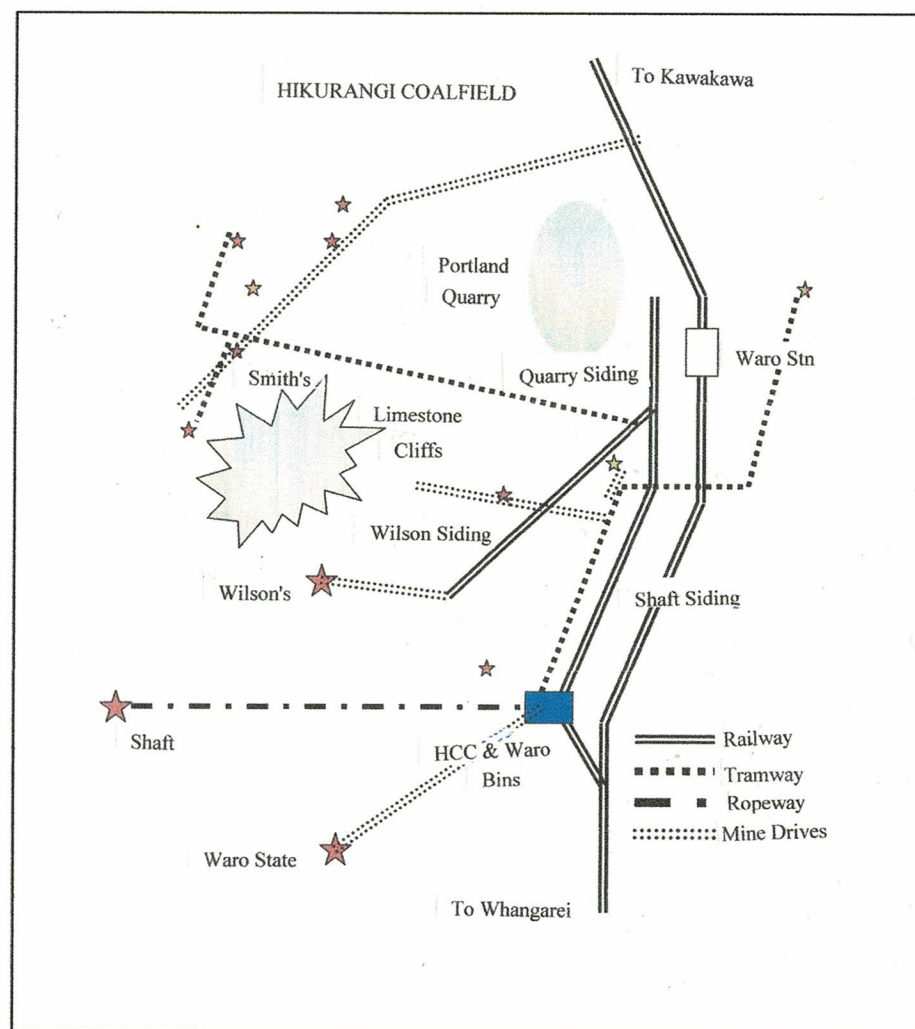
Once the railway was completed in 1894, production increased with tramways and railways constructed and Coal Bins built to allow easier access to both the Portland Wharf and Onerahi wharves at Whangarei.

Markets:

Apart from supplying direct to the costal vessels of the Northern Steamship Company and the Union Steamship Company, there were major contracts [in the area of hundreds of tons weekly] with New Zealand Railways, Portland Cement, Gas Companies in Auckland, Gisborne and Napier.

Most of the coal used in Auckland, both domestic, hospitals, schools, factories, dairy factories and freezing works was from the Hikurangi coalfield, via NZR and coastal colliers to coal merchants.

Auckland Coal Merchants stocked a range of Coal - local and imported



TELEPHONE 337 066
Kindly write address here as clearly and fully as possible.

Please forward to above address:

..... TAUPIRI COAL
..... HIKURANGI COAL
..... NEWCASTLE COAL
..... WESTPORT COAL
..... KIRIPAKA COAL
..... COKE
..... FIREWOOD (Cut or Long)

and charge to (Signature)
If it is Steam Coal you require, please state specially.

Population:

Graphs of the coal production, mine workers and township population show a **peak in 1910** [60,000 tons, 100 workers. Population 580] there was a decline in both output and workers until 1920 then a sharp rise to a **peak in 1928** [170,000 tons, 429 employed, population 1100]. Production and worker numbers dropped rapidly to **1933** then more gradually until 1950. the coal boom was over. The population decreased slowly until it began to increase about 1955 as the town became a farming service center.

Hikurangi Post Office opened June 1, 1882 - well before the coal mines started production. The Post Office has used an "A" Class; 3 "C" Class and 3 "J" Class datestamps.

Marking	Comments	Earliest Known	Latest Known
Manuscript	Likely used before first datestamp	unknown	unknown
"A" Class	Issued when Money Order added	21 NO 88	20 JL 21
"C" Class 25mm	Has T.O. after name - Telegraph office	?? JA 15	?? FE 21
"C" Class 25mm	"T.O." removed from datestamp	?? ?? 34	12 NO 64
"J" Class 26mm	?replaced "A" Class	17 SP 21	7 JA 32
"J" Class 28.5mm	Proofed 20 JE 24	22 JL 24	7 OC 56

Hikurangi had a "J" Class 28.5 proofed 16 AP 59 which may have been the previous J28.5 recut and a new dateline. An "H" Class type relief was used in 1965 before the "C" Class 33mm was introduced proofed 5 JL 65

				
"A" Class 13 JL 95	"C" Class 25mm 18 FE 15	"C" Class 25mm no T.O. 19 JL 35	"J" Class 26mm 18 JL 31	"J" Class 28.5 6 FE 46



1/- & 5/- Railway Charges Stamps stamped HIKURANGI



One Penny postcard blue [issued from 1890] addressed to Whangarei cancelled 3 strikes of Hikurangi "A" Class 15 AP 98 index A Railway carriage via Kamo [opened 1894]

Envelope with 2 x Id Universal addressed to Hobart with Hikurangi "A" Class 16 OC 04, Auckland machine date-head OCT 16 2pm 1904. Received Hobart 23 OC 04. rail to Auckland the sea to Tasmania.

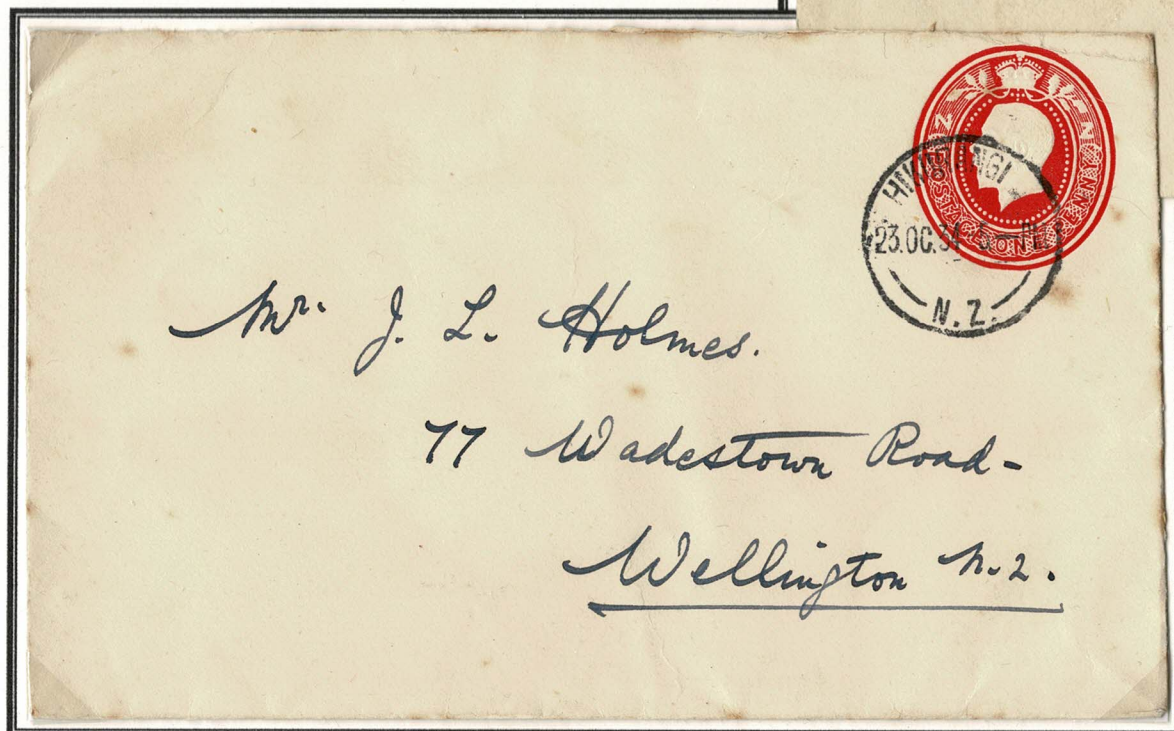
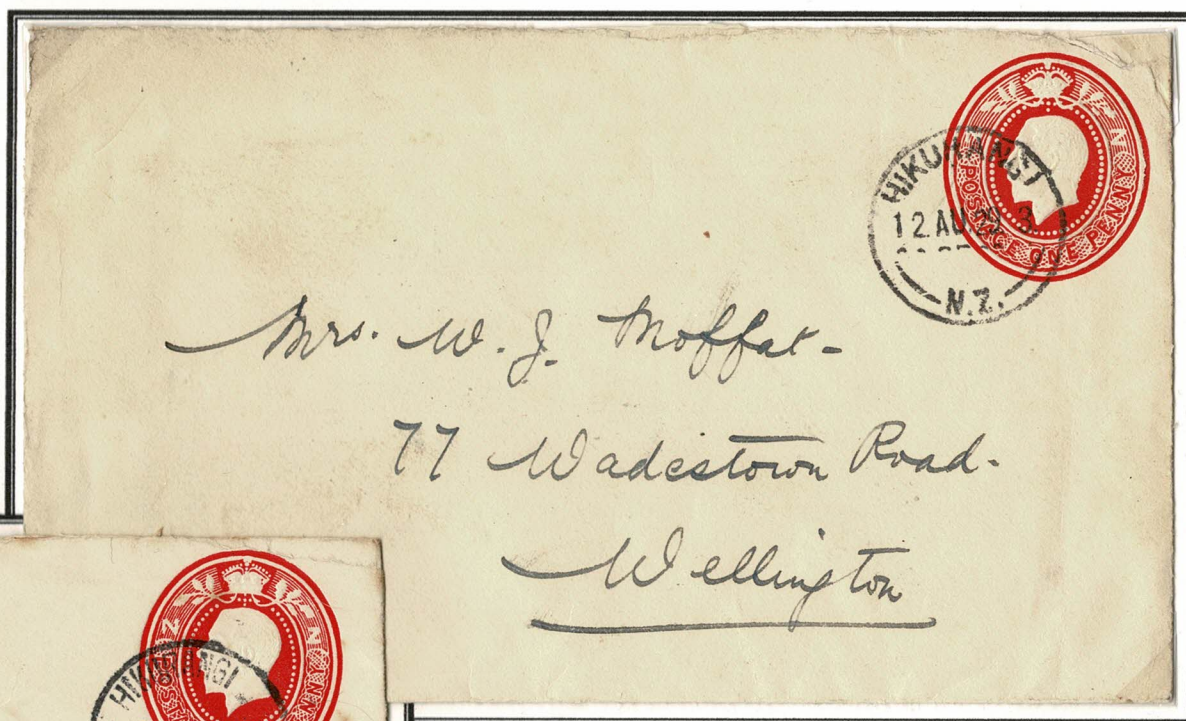




Registered envelope with 2d + 1½d postage and Registered label to [Stamp dealer] Dunedin cancelled **Hikurangi "A" Class 1 SP 17** index A. Auckland Registered "C" Class -4 SP 17 7-AM on reverse and Green octagonal Dunedin Registered 10 SP 17.

Route: rail to Whangarei then steamer to Auckland then by steamer to Dunedin. The **Railway Whangarei - Auckland** was opened in 1925.

One penny King George V stationery envelope cancelled **Hikurangi "J" Class 12 AU 29** index 3

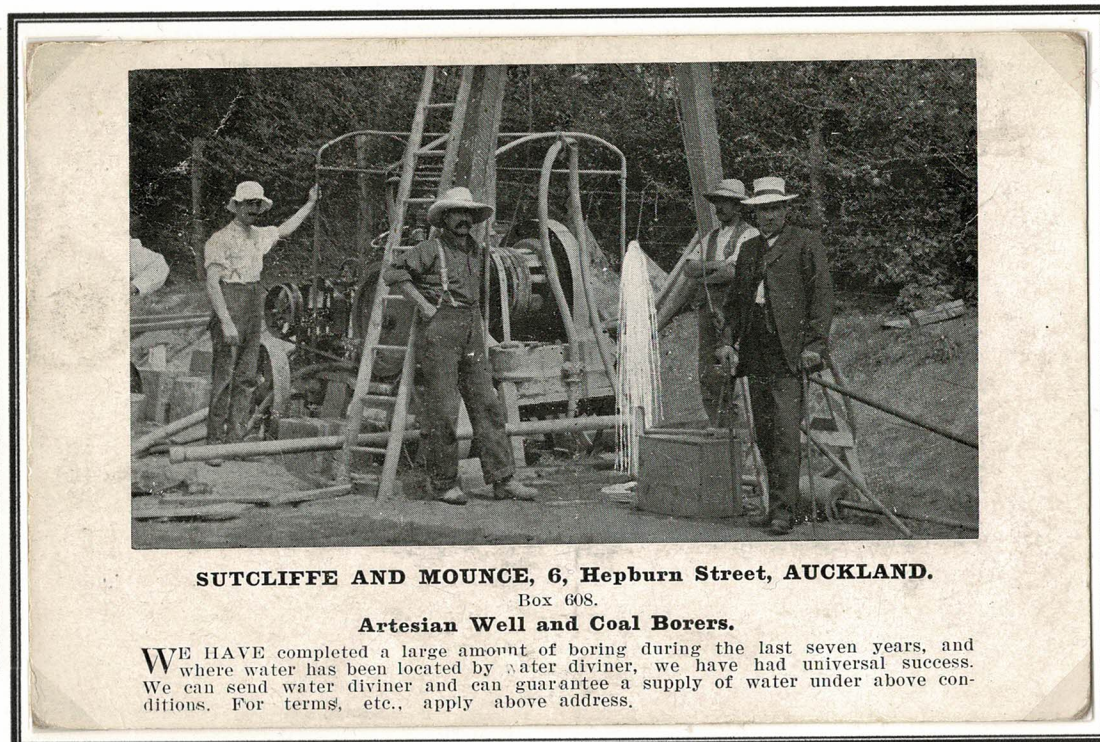


One penny King George V stationery envelope cancelled **Hikurangi "C" Class 23 OC 34 5-PM**

The Coal Industry, to be profitable, required quantity workable coal, effective transport arrangements and stable market. Supporting the Industry were Mining engineers, coal boring firms and coal merchants. **Hikurangi Coal**, being better quality than Taupiri Coal, had a dominant market share in Auckland until the 1930's, with the rail to Onerahi Wharf at Whangarei with excellent coastal colliers to the Auckland wharves and many coal merchants marketing to domestic and industrial customers.



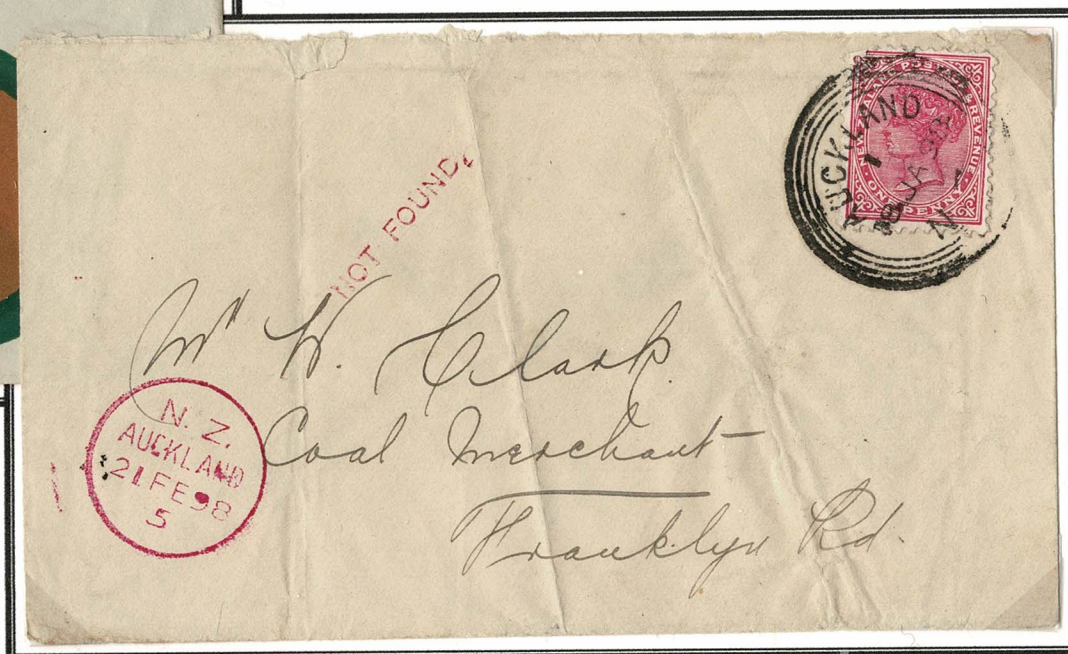
One Penny postal card [issued 1890] "Civil and Mining Engineers"



Coal Boring, using diamond tipped drills, was essential to prove extent of fields and determine feasibility to mine
Divided back postcard "Artesian Well and Coal Borers"



Envelope Auckland 18 JA 98 to "Coal Merchant" Has 6 postmen's initials in attempts to locate the addressee then **NOT FOUND** hand stamp and **Auckland "A Class 21 FE 98** - in red as Dead letter Office

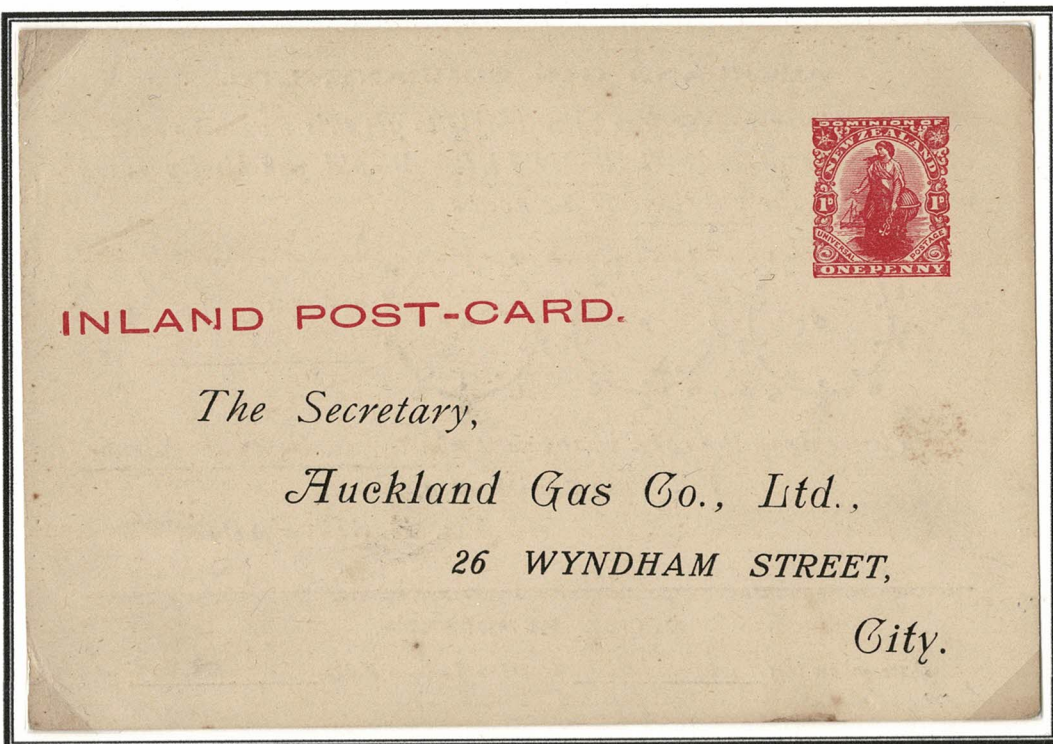


George Hodgetts White passed the examination for **First Class Mine Managers under the Mining Act 1891**. He was a shareholder in the Puru Consolidated Gold Mine and its manager from 1891 until 1905. He was then deputy mine manager at the **Hikurangi Coal Company's Phoenix Mine** then deputy mine manager at the **North Coal Company's** mine from 1913 until 1915 when it closed during WWI. 1921-1928, George was the Mine manager at the **New Dip Coal Mine** which supplied coal to the Portland Cement Company at Portland.



Probate Document 'Estate sworn under £10,000' - 31st August 1933. Has been circulated for potential creditors including "Bycroft Limited" "Taupiri Coal Mine Limited" "Auckland Gas Company" "The British Standard Portland Cement Company Limited" Stamp Duty paid £388/8/2 adhesives punched and cancelled Stamp Duties Dept Auckland 24 OC 33. The 1921 Death Duties Act sets out duty as a percentage of the estate value - £388/8/2 at 5% = £7768
 Stamps: Queen Victoria issue of 1880; 1931 Coal of Arms; KGV 2d used as revenue to make the rate

The **Hikurangi Coal Company** produced sub-bituminous coal that had been proven equivalent to Buller and Greymouth coal and superior to Taupiri Coal for both steam and gas-making. Contracts for coal, carried by rail from the company mines at both Hikurangi and Kamo to the Onerahi Wharf on Whangarei Harbour where it was shipped, by colliers of the Union Steamship Company, to Auckland, Gisborne and Napier for the **Gas Companies** whose facilities were sited close to the wharves.



The **Auckland Gas Company** was formed in 1862 and was the **first Joint Stock Company in New Zealand**. The **Gas Works** was constructed in 1870 with railway access to the Auckland wharves.

AUCKLAND GAS COMPANY, LTD.

The Meter-reader has been unable to get this month's reading of the index of your GAS METER. Would you kindly mark on this card the positions of the hands.

229

and date _____ 1916.

Please drop the card in the post at your earliest convenience.

Yours faithfully,
Wm. F. STEWART,
Secretary.

OFFICE MEMORANDA.

Date when left _____ Gas Ledger Folio _____

One Penny Dominion postal card issued 1915, used by **Auckland Gas Company 12/6/16**

Auckland Gas Co. Ltd, illustrated envelope to **Napier Gas Co. Ltd** with 1d stamp cancelled **Auckland 30 AU 37**, with **1d double deficiency to Pay** with pair of postage dues cancelled octagonal red **Napier 31 AU 1937** with Napier "C" Class 31 AU 37 3.20PM





27/100 25/166

1608

all/18 all/19

Recd.

26/4/50

No.

9307

Auckland Gas Company Limited.

SHARE TRANSFER

I, JOHN BROWN
of Pukekohe

Three
paid to me by

(address in full) of
(occupation, description)

(hereinafter called

Transferee EIG

SHARE
Fully paid up

in my name in the



(8/-)

Recd.

10/8/49

No.

9018

Auckland Gas Company Limited.

SHARE TRANSFER

I, Wenzl Fitzthum

of Auckland in consideration of the sum of

Two Hundred and forty pounds (£240.)

SCRIP IN OFFICE
A.G. CO. LTD. 29/3/50



(8/-)

Recd.

3/10/49

No.

9067

Auckland Gas Company Limited.

SHARE TRANSFER

I, EILEEN O'CONNOR

5 16/107

Auckland Gas Company Limited Share Transfer Certificates

800 shares @ 9/9^{5/8} £392/1/8
600 shares @ 8/- £240/-
134 shares @ 8/- £53/12/-

Duty Levied 3/6d per £50

The FINE PAID 1/9d was the
25% penalty [of 7/-] set in 1867
for late filing [after one month]

Wilson's Portland Cement Company Limited was an important part of the Hikurangi Industry. It took over the Waro Limestone Quarry producing burnt lime from kilns set up on the site as well as shipping the crushed limestone to its factory at Portland in the Whangarei Harbour. The company also operated a coal mine and shipped coal to its factory. Prior to the opening of the Onerahi Wharf, both limestone and coal had to be barged from the wharf at Opau. When the railway line was extended to Hikurangi, the Portland Cement Company moved its factory from the island in the Harbour and constructed its own railway siding and Wharf.

"Napier Breakwater" postcard "121,680 bags Wilson's Star Brand Portland Cement." Post Card produced by the "Herald 63129" [quarried at Hikurangi and Hikurangi coal powered lime kiln.]

Used to acknowledge an order received "today by wire" via the Telegraphic Address "CEMENT" Auckland.

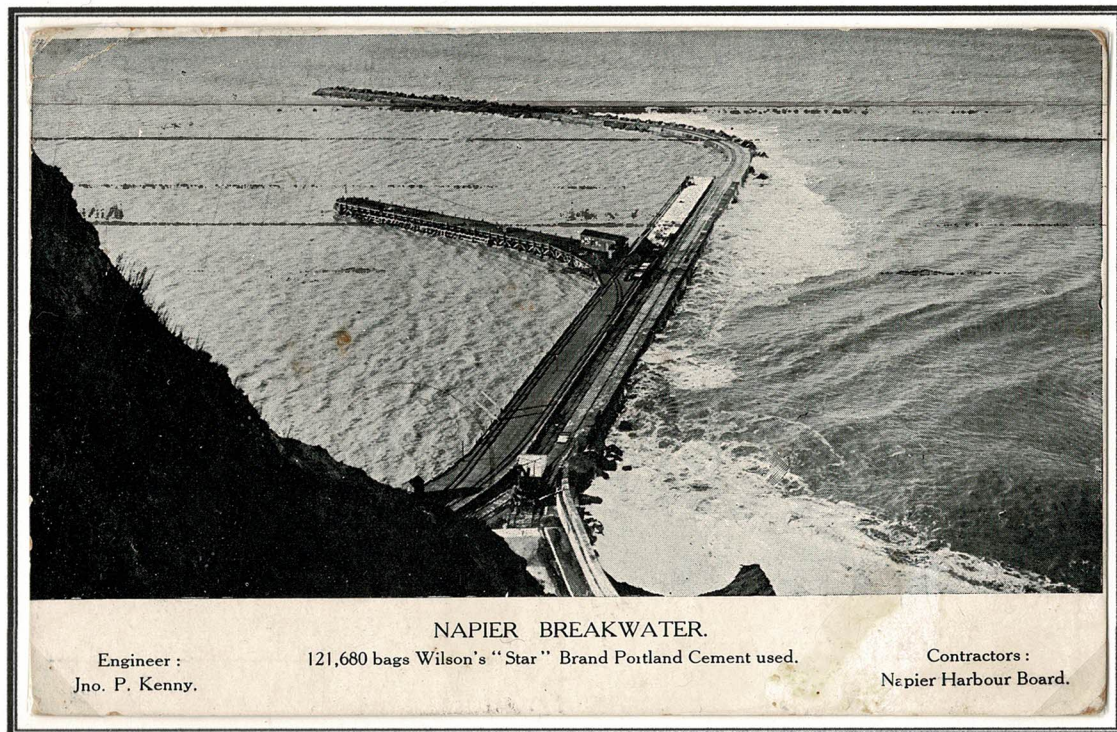
TELEGRAPHIC ADDRESS:
"CEMENT,"
AUCKLAND.

Wilson's Portland Cement Co., Ltd.

63129 Herald

W.P.C.

Auckland machine cancellation FEB 7 1910 to Rehia "H" Class 10 FE 10.

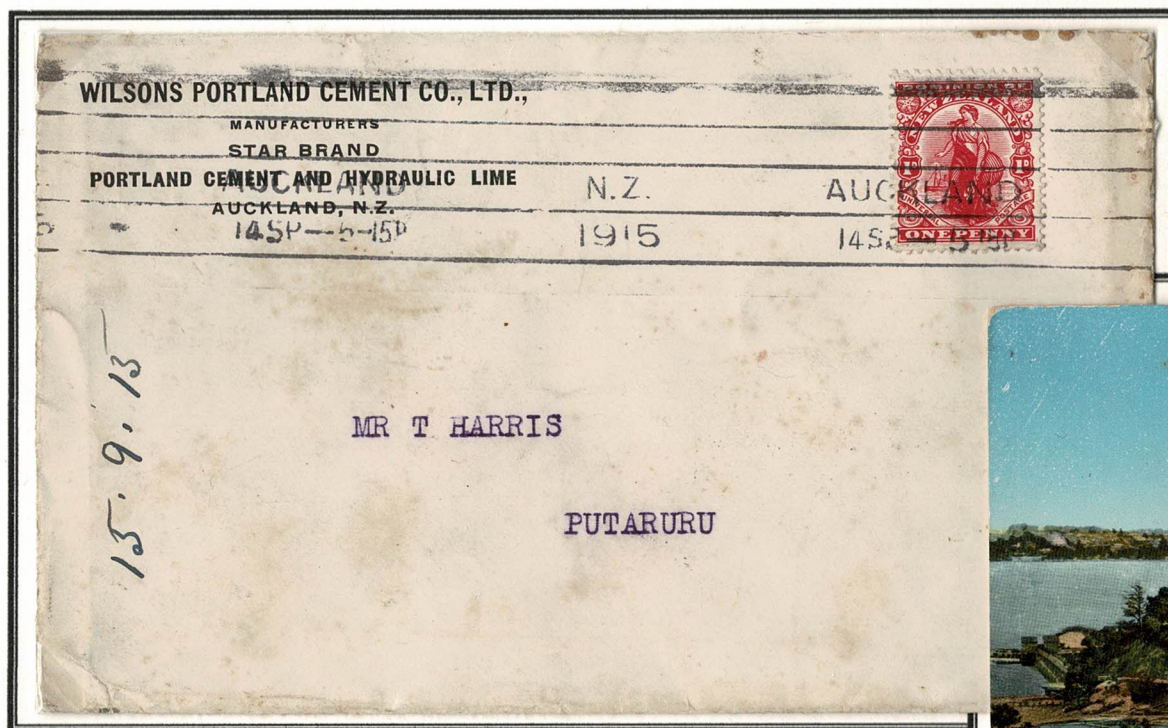


NAPIER BREAKWATER.

Engineer :
Jno. P. Kenny.

121,680 bags Wilson's "Star" Brand Portland Cement used.

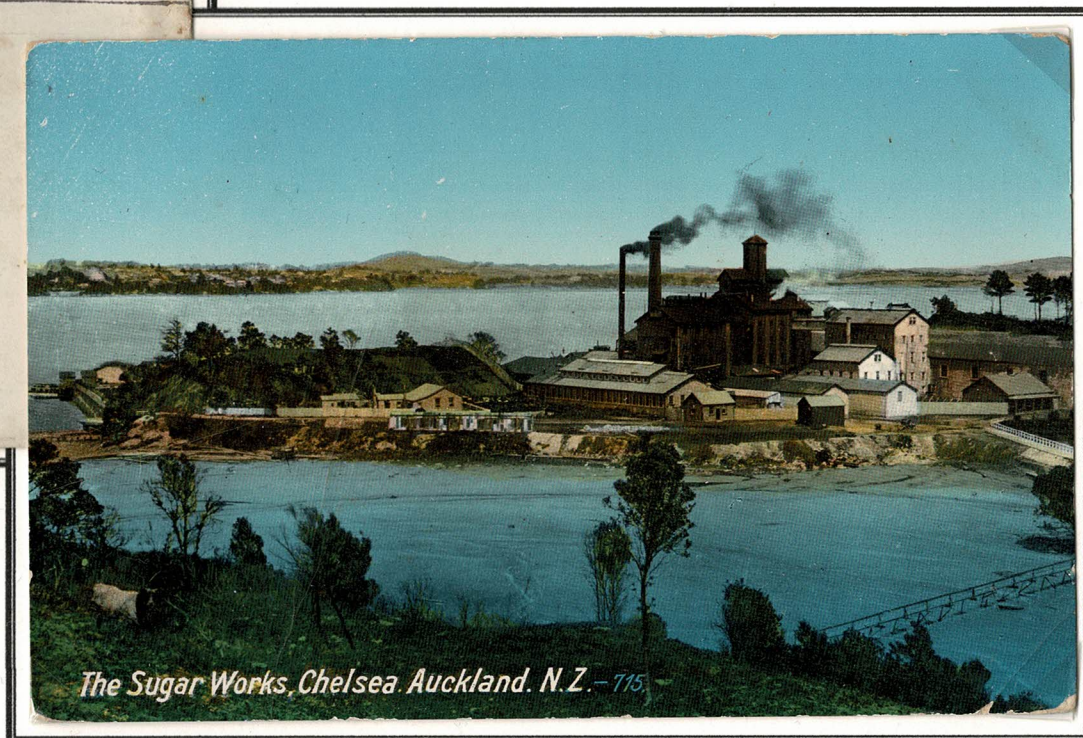
Contractors :
Napier Harbour Board.



Envelope from **Wilson's Portland Cement Co., Ltd.**, manufacturer Star Brand Portland Cement and Hydraulic Lime mailed from Auckland 5.15PM 14 SP 1915 to Putaruru, received "A" Class 15 SP 15

"The Sugar Works, Chelsea. Auckland. N.Z." postcard by Tanner Bros Ltd Wellington. No. 715.

Chelsea Sugar was a customer of Hikurangi Coal and had its own wharf with deliveries from the Northern Steamship Company vessels. Good black coal smoke from the chimney!



The Sugar Works, Chelsea Auckland. N.Z. - 715.

Transporting Coal from the Hikurangi Coalfield initially was by horse and dray to Kamo then by rail to the **small wharf at Opau** on the Hatea River, Whangarei Harbour. When the railway was extended to Hikurangi, production increased but the wharf at Opau was inadequate as it did not have the depth of water to allow larger vessels. In **1910** the **railway** was extended the 4km from Opau to the newly constructed **wharf at Onerahi**. This railway span had a "lift" in the center and it was always in the "up" position unless a train was due. The new Onerahi wharf allowed the colliers of the **Northern Steam Ship Company** [SS Clansman, SS Ngapuhi, SS Rarawa, SS Manaia] to be used on the Whangarei - Auckland and Whangarei - Grahamstown [Thames] routes.

Divided Back Postcard "**Wharf and River Side, Whangarei.**" Card by **W Bentley and Co.** [Listed as Chemist and Stationer in Whangarei in 1900]. **Pandora Research Early Postcards** lists 19 cards by William Bentley but not this card. Other relevant Bentley cards are of the Waro Limestone Rocks [No. 8] shown earlier; Onerahi Wharf and Portland Cement Works.



WAIKUA FALLS, NEAR WHANGAREI. N.Z.

PHOTO BY WINSHIP



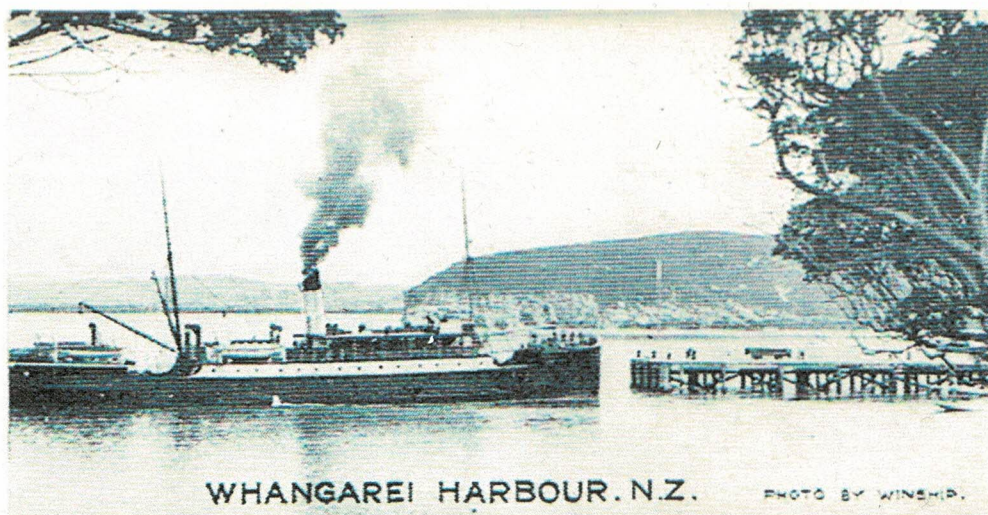
WHARF AND RIVER SIDE, WHANGAREI.

(W. Bentley and Co.)

Divided back **Pocket Novelty Card** [British manufacture Throughout] "**Wairua Falls, near Whangarei**" photo by **Winship**.

Contains **12 small photographs** in a fold out including "Whangarei Harbour" & "Railway "span" Onerahi to Whangarei. NZ."

The photograph below shows the S.S. "**Ngapuhi**" at the **Onerahi Wharf**.



WHANGAREI HARBOUR. N.Z.

PHOTO BY WINSHIP.

Photograph shows the Railway to the Onerahi Wharf with the Lift in up position



RAILWAY "SPAN", ONERAHI TO WHANGAREI. N.Z.

PHOTO BY WINSHIP.

The Colliers [with passenger cabins & lounges] of the **Northern Steam Ship Company** were the major shipping line involved with the **Kawakawa Coalfield** being loaded at the Opua Wharf for ports of Whanager, Auckland and Thames. These vessels - *SS Clansman*, *SS Ngapuhi*, *SS Rarawa*, *SS Manaia* - were also used for the Hikurangi Coalfield once the Onerahi Wharf was completed in 1910.

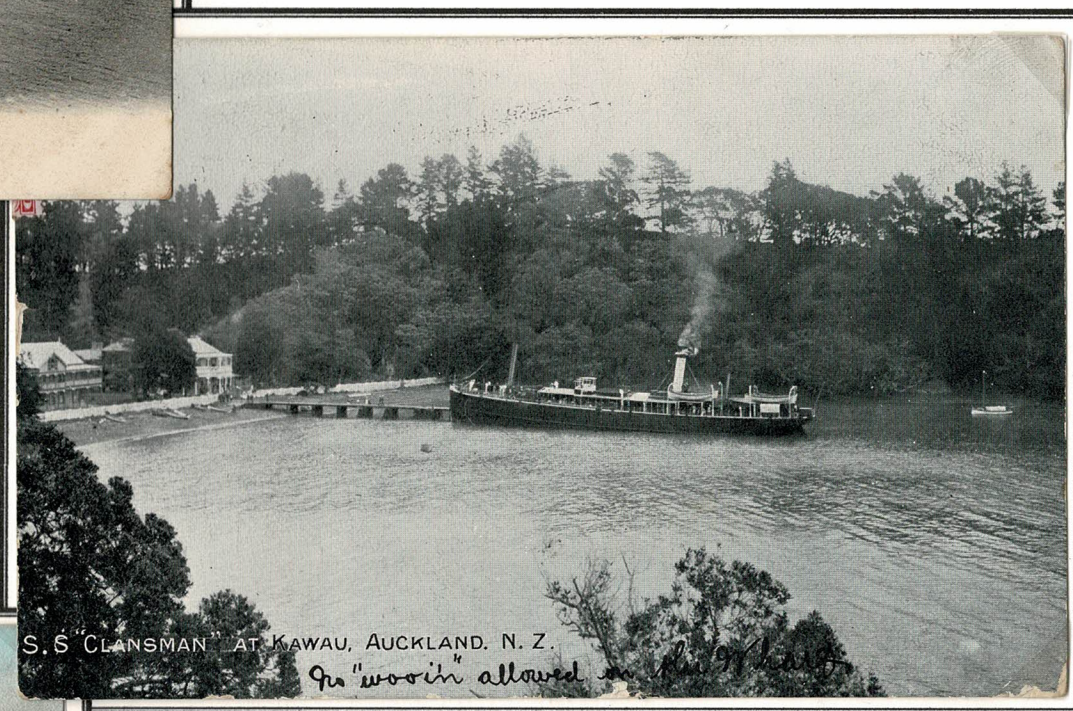


218 The Wharves, Auckland Photo. by Winkelmann.

Postcard "218 The Wharves, Auckland" Photo by Winkelmann, undivided back from F.T. Series 218.

Fergusson Taylor used many photographers including Winkelmann in Auckland [known for his Harbour activity scenes] - cards printed in Germany or England.

View shows the *SS Ngapuhi* in middle at left



S. S. "CLANSMAN" AT KAWAU, AUCKLAND, N. Z.

In "wood" allowed

S.S. "Clansman" at Kawau, Auckland, NZ. Divided back postcard [no publisher or photographer details] used from Auckland SEP 21 06.

The *Clansman* was constructed in 1884 and was the first steamer built to the Northern Company's order. Extensively altered in 1904 increased the gross tonnage to 635t. laid up and sold in 1934



The Northern Steam Ship Company's Annual Summer Cruise
(AUCKLAND, N. Z.)

I. — S. S. NGAPUHI AT KAWAU.
Jones & Coleman, Publishers, Auckland, N. Z. Photo.

The Northern Steamship Company's Annual Summer Cruise postcard of *SS Ngapuhi* at Kawau. Divided back used 1907. Card produced for the NSSCo. By Jones & Coleman, Publishers, Auckland, NZ Photo

