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Changes to Porirua Harbour in about 1855 : historical tradition and geological evidence

George Eiby*

There is a widely-believed tradition that tectonic uplift accompanying the West Wairarapa earthquake of 1855 reduced the navigability of the Pauatahanui arm of Porirua harbour and created new land at its head. This tradition arose some time before 1902, and was apparently confirmed by Adkin's (1921) report of elevated wave-cut rock platforms. I have reviewed the evidence for this idea, and found none. All young platforms lying east of the Ohariu Fault are now covered by high water spring tides. The elevation of the platforms to the west can be explained by movements of the fault, and shoreline changes at the head of the inlet by silting. The reminiscences of McKillop (1849) and the Admiralty chart of Stokes (1858, but surveyed in 1850) establish that before the earthquake sea-going vessels could use only the outer part of the Harbour, and that the Pauatahanui Inlet was accessible only to small boats. I have compiled an appendix to clarify the numerous confusions of spelling and location in the historical material.

Keywords: 1855 Wairarapa earthquake, tectonic uplift, silting, Pauatahanui, Porirua, Ohariu fault, place-names

INTRODUCTION

A persistent tradition asserts that the sudden uplift of the coast near Wellington that accompanied the West Wairarapa earthquake in 1855 extended to Porirua Harbour (Figures 1 and 2). Historians have accepted that this uplift was responsible for changes to the shoreline and to the navigability of the Pauatahanui Inlet. Geologists have assigned the uplifting of wave-cut rock platforms to the 1855 event in the belief that there are historical records to support this dating. A typical summary of the tradition was given by Bell (1910):

It is said that the man-of-war's boat which captured Te Rauparaha ascended the Pahautanui to his pa, situated at a point near the present bridge on the main road. Now the stream, even in times of flood, is much too shallow to allow an ascent so far in a similar craft.

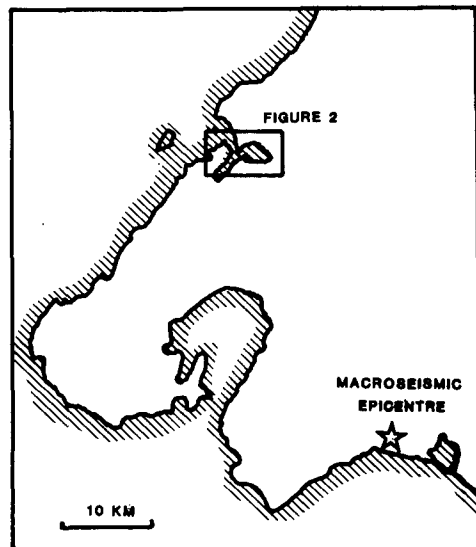


Fig. 1 – Locality map, showing the relative positions of the probable epicentre of the South West Wairarapa earthquake of 1855, and of Porirua Harbour and the Pauatahanui Inlet.

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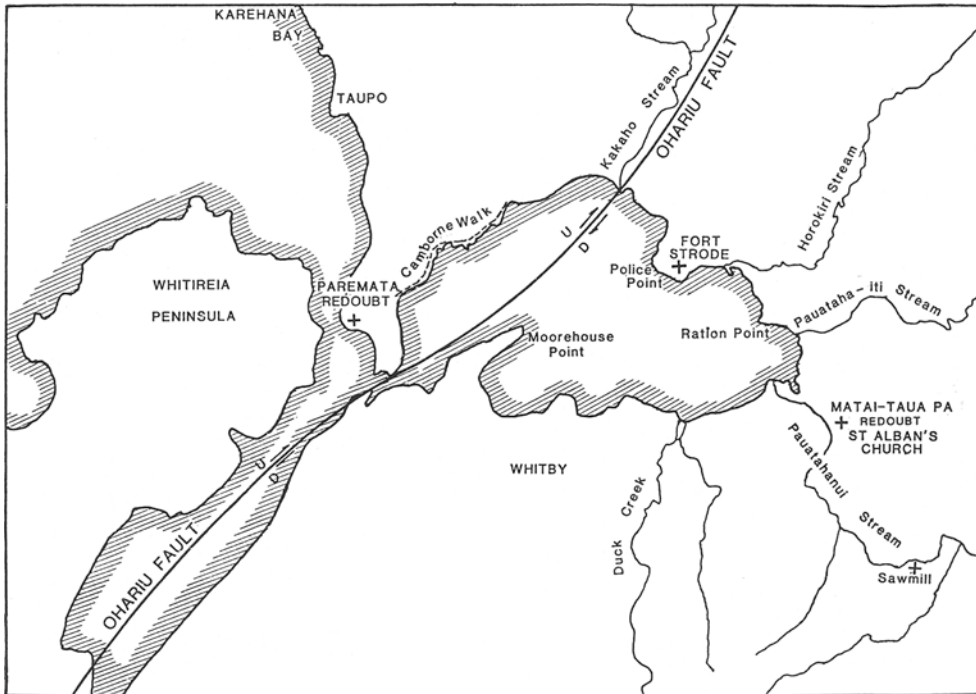


Fig. 2 – Pauatahanui Inlet and the outer part of Porirua Harbour. The more important present-day and historical place-names are shown. Variant spellings and ambiguous locations are discussed in the Appendix.

EARLY HISTORICAL RECORDS

Bell's account is absurdly garbled. The events involving Te Rauparaha took place on 23 July 1846 at Taupo, a pa on the present site of Plimmerton, in the outer part of the harbour. Here it was accessible to the steamer *Driver*, which had brought Governor Grey from Waikanae to the military post at Paremata (McKillop, 1849). There is no evidence that vessels capable of leaving the shelter of the harbour ever entered the Pauatahanui Inlet. Best (1914) quotes Capt. Collinson of the Royal Engineers:

There is a safe landing at Porirua Harbour except in a very strong N.W. wind. Any vessel can get shelter under the island of Mana in a S.E. wind... Vessels under 12ft [4 m] draught can go up as far as Paremata (Point); boats can go up to Jackson's Ferry [the present site of Porirua] at all times, and to Paua-taha-nui at high water, and to a point half a mile short of it, called Ration Point, at low water.

Lieut-Col. Mundy (1847) reports of Pauatahanui:

... we were very much struck by its picturesque as well as defensible position. Even in a light boat we found it difficult to get near to it, owing to the shallowness of the water - a feature protecting the place from bombardment by gun-boats.

That the eastern end of the Pauatahanui Inlet was unapproachable in anything larger than his "light four-oared boat" is established by McKillop (1849), who carried out a reconnaissance of the Matai-taua Pa on 10 May 1846. This pa, on the present site of St Alban's Church, had been constructed by Rangihaeata some time in early April (Wards 1968: 251). A few days

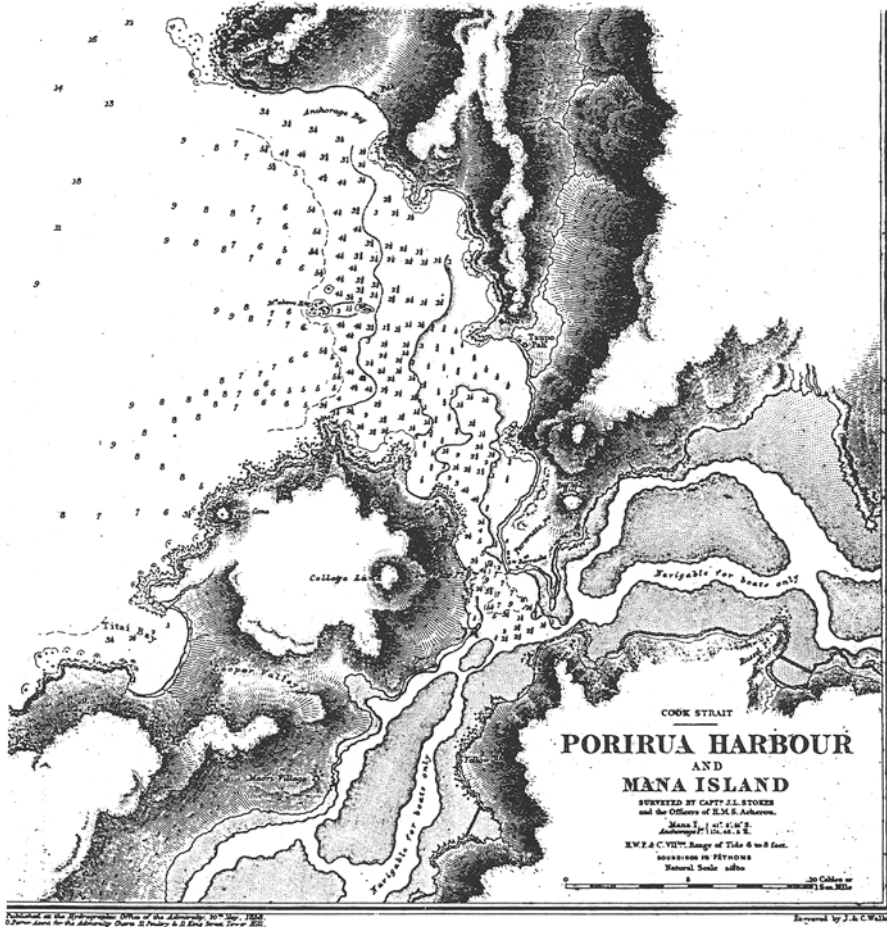


Fig. 3 – Detail of Capt. J.L. Stokes’s 1850 chart of Porirua Harbour (courtesy Alexander Turnbull Library).

after the capture of Te Rauparaha, Rangihaeata was forced to desert the pa, and by 3 August it had been occupied by militia and became a redoubt until abandoned in 1850 (Best 1921).

More formal evidence is provided by the earliest Admiralty chart of Porirua Harbour (Stokes 1858), based upon a survey carried out by H.M.S. Acheron in 1850. Close soundings are given from the Harbour entrance to the vicinity of the present road and rail bridges, but do not extend into either the Porirua or Pauatahanui Inlets. Large sandbanks are shown filling the greater part of the inlets, surrounded by narrow channels marked “Navigable for boats only” (Fig. 3). The head of Pauatahanui inlet is not shown, the eastern margin of the chart just including Police Point. (Fig. 2. The location of Police Point and other places mentioned is discussed in the Appendix.) A new edition of the chart “with large amendments” was issued in 1877. None of these affect the Pauatahanui Inlet, and there is no printed warning of possible hazards resulting from changes due to the earthquake.

A sketch made by Col. W.A. McCleverty in 1849, shortly after the Matai-taua pa had been converted to a military stockade (Fig. 4), shows a number of half-submerged Maori fish-traps, suggesting that no great depth of water existed before the earthquake.

Between 1850 and 1902 few written records make reference to Pauatahanui. This curious absence has already been remarked by Murray (1965). By 1852 the road up the Horokiri

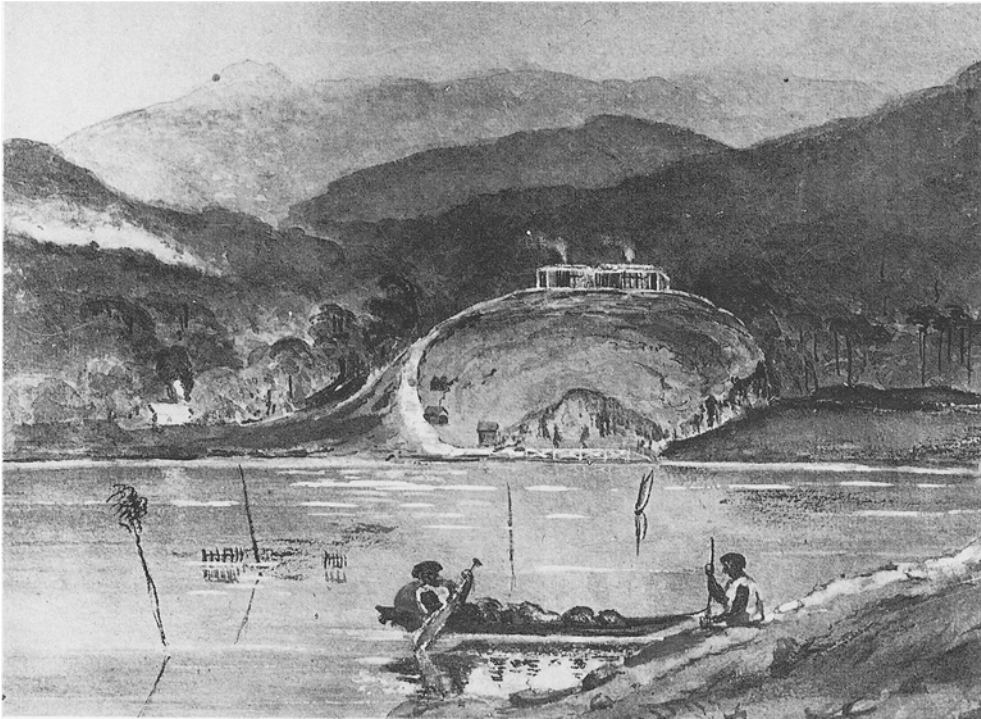


Fig. 4 – Pauatahanui Stockade, within the palisade of Rangihaeata’s former Matai-*taua* Pa, from a sketch made by Lt.-Col. Mc Cleverty in 1849. Note the Maori fish-traps and stranded tree-branches, indicating shallow water (Photo courtesy of Alexander Turnbull Library.)

Valley was complete, titles to land had been granted, and farms established at the head of the inlet. In that year the district was surveyed by T.D. McManaway, and the first reliable map prepared (Lands and Survey D.P. 10505). Pauatahanui soon became a regular staging post on the main road north (Bishop 1883), with two hotels.

Contemporary accounts of the effects of the earthquake on 23 January 1855 at 9-15 p.m. (local time) give little information about its effects in the Porirua district. In a letter to the English seismologist Mallet, W.C. Bennett. (1858) gives a general description of the uplift:

Since [the earthquake the tide]... does not come at high water mark within 3 or 4 feet [about 1 m.] of its former height, proving that the whole southern part of the northern island has been raised, the elevated portion commencing at Wangarua [presumably an English printer’s desperate attempt to decipher a badly-written Wanganui] on the west coast, going round to Castle Point on the east, where it terminates. The vertical elevation is greatest at the Rimutaka Range, outside Port Nicholson, and becomes nil at the above mentioned points.

The area so described is improbably large, and Bennett could have had little opportunity to check reports from places other than Wellington. His unpublished diary shows that he had arrived from Lyttelton shortly before the earthquake, and ends on 5 February with the entry “waiting for some means of conveyance to Sydney”; though the letter to Mallet is dated 23 January, and mentions that aftershocks continued until he left on 11 April. His personal observations are nevertheless meticulous, and confirmed by others. The entry for 27 January, for instance, records that

... the shore of the Bay [Oriental Bay, in Wellington Harbour] has been exposed for a considerable distance, the land appearing to have been upheaved 4 ft at least.

Although the uplifts in Wellington Harbour and at Palliser Bay were widely reported, the few accounts that make specific reference to the Porirua district mention only subsidence. Drury (1855) is “informed that the Porirua Road is sunk in places”, and an undated newspaper clipping in the Fildes Collection (VUW No 636 p.12) records that

... at Paramatta there was a subsidence of parts of the harbour, boats that had been pulled up on the sand floating in several feet of water.

Lyell (1868), who had discussed the shock with three informants from New Zealand (Mantell, Weld, and Roberts), considered whether any subsidence had followed the uplift, and concluded that there had been none, at least before September 1855, when Roberts left Wellington. Roberts, a military engineer, had first-hand knowledge of the Palliser Bay coast, but most of what Lyell was told must certainly have been second-hand. This seems likely to be true of the following passage in Roberts’s (1855) official memorandum:

...the whole country as far as Wai-nui, about two miles northward of the foot of the road leading down the Pari-pari, was elevated though the elevation at the last named point was on the sea coast very slight.

The place referred to is the stretch of exposed coast just north of the present township of Paekakariki, and the road is the recently constructed main road north, around the Pauatahanui Inlet and up the Horokiri Valley. The only conceivable evidence of the “very slight” uplift would have been at the coast, and it seems most unlikely that any observer keen enough to report it would have overlooked major changes in the Inlet.

Cotton (1952) declares that “in the embayed part of the western coast there is little or nothing to suggest recent tectonic submergence”. It is reasonable to dismiss the reports of subsidence as laymen’s descriptions of superficial slumping. Reports of the Wanganui earthquake in 1843 (Eiby 1968) are very similar.

THE EVOLUTION OF A TRADITION

It seems impossible to establish when the tradition of uplift and changes of navigability first arose. No documentary trace of it earlier than 1902 has been found, though it was certainly common knowledge among the parties to the legal proceedings before the Court of Appeal in that year (N.Z. Law Reports, Vol.21 pp.464-483). The matter at issue was the right to land bounded by the high-water mark which had been “removed several chains to westward” as “one of the effects of an earthquake in 1855”. Since all parties were agreed that there had been some uplift, and the legal issues proved to turn upon the description of the boundary, it was not necessary for the court to question their belief. The Chief Justice, Sir Robert Stout, raised the possibility that “the land ... has been formed by a gradual accretion caused by deposit of silt &c,” but found “the statement of the witnesses that since the earthquake the land has slowly increased to the westward” proved.

Elsdon Best (1914) saw no reason to doubt the tradition:

Captain Russell [in 1846] need not have worried about portions of the Porirua to Paua-taha-nui road being covered by water at high tide, albeit he could not foresee that an earthquake was going to obligingly elevate this portion of the country.

This piece of whimsy became part of the story, and Adkin (1921) rashly described Bell’s ill-informed account as “historical proof”, declaring that

The uplift which took place during the 1855 earthquake produced the raised shore-platform, ... inland cliffs, and uplifted beach ridges which form conspicuous features of the present coast-line.

This had the effect of conferring geological respectability upon the tradition.

The story gained even wider currency when Cowan, in his standard history of the New Zealand wars (1922), introduced the account of the assault on Rangihaeata's Matai-taua pa with a picturesque description:

The salt waters once flowed at high tide nearly to the foot of that rounded hill; the land was raised several feet by the earthquake in 1855, and now the one-time flats of sand and mud are covered with grass, and the beach where Maori war-canoes and *pakeha* boats lay long ago has now become a sheep paddock.

This display of literary style continues for more than twice this length, and ends with two lines of dubious verse. The scene is memorable, and the story has become part of the historian's orthodoxy.

GEOLOGICAL EVIDENCE

Since Bell and Adkin, geologists who have considered changes in the shoreline of the Porirua Harbour include Quenell (1938), Leamy (1958), and contributors to Healy (1980). All except Quenell present the story of uplift uncritically, adducing the existence of wave-cut platforms as evidence. He points out that

.... shallowing of the head of the Pahautanui Inlet could have been produced by the increased amount of detritus brought down after the clearing of the bush for farming purposes.

This appears to be a widely current and more plausible explanation of the changes than tectonic uplift, but it does not seem to have been formally published.

Quenell further declares himself unable to substantiate "the evidence put forward by Adkin" and considers that "while the latest movement of the strand MAY [his emphasis] have taken place at the time of the 1855 earthquake, we have no evidence that it did". Similar instances of over eagerness to ascribe geological changes to particular earthquakes have been documented by Eiby (1980).

Adkin's map (Fig. 5) does not include the head of the Pauatahanui Inlet, and much of the coastline shown has since been modified by road construction. Before 1921 he would have found access to much of the shore very difficult, and the task of examining all of the platforms at different states of the tide would have been out of the question.

Given the exposed character of the beaches and the likelihood of changes in the distribution of beach material during the frequent stormy conditions, it would be difficult to base confident conclusions on beach ridges. The present investigation therefore concentrates upon an examination of the surviving rock platforms within the Inlet and on both shores of the outer harbour.

The form of a recently uplifted rocky coastline typically consists of a smooth sloping platform, cut since the uplift, and extending to a low and possibly undercut cliff at the present high-tide level. Above it there may be one or more higher platforms formed by earlier uplifts. In the outer harbour examples of this pattern are readily found. Between Plimmerton and Karehana Bay there is a wide platform on which there are smooth-topped stacks that preserve the remnant of an older platform about a metre above the present one, and even clearer instances can be found across the harbour on the unroaded northern foreshore of the Whitireia Peninsula.

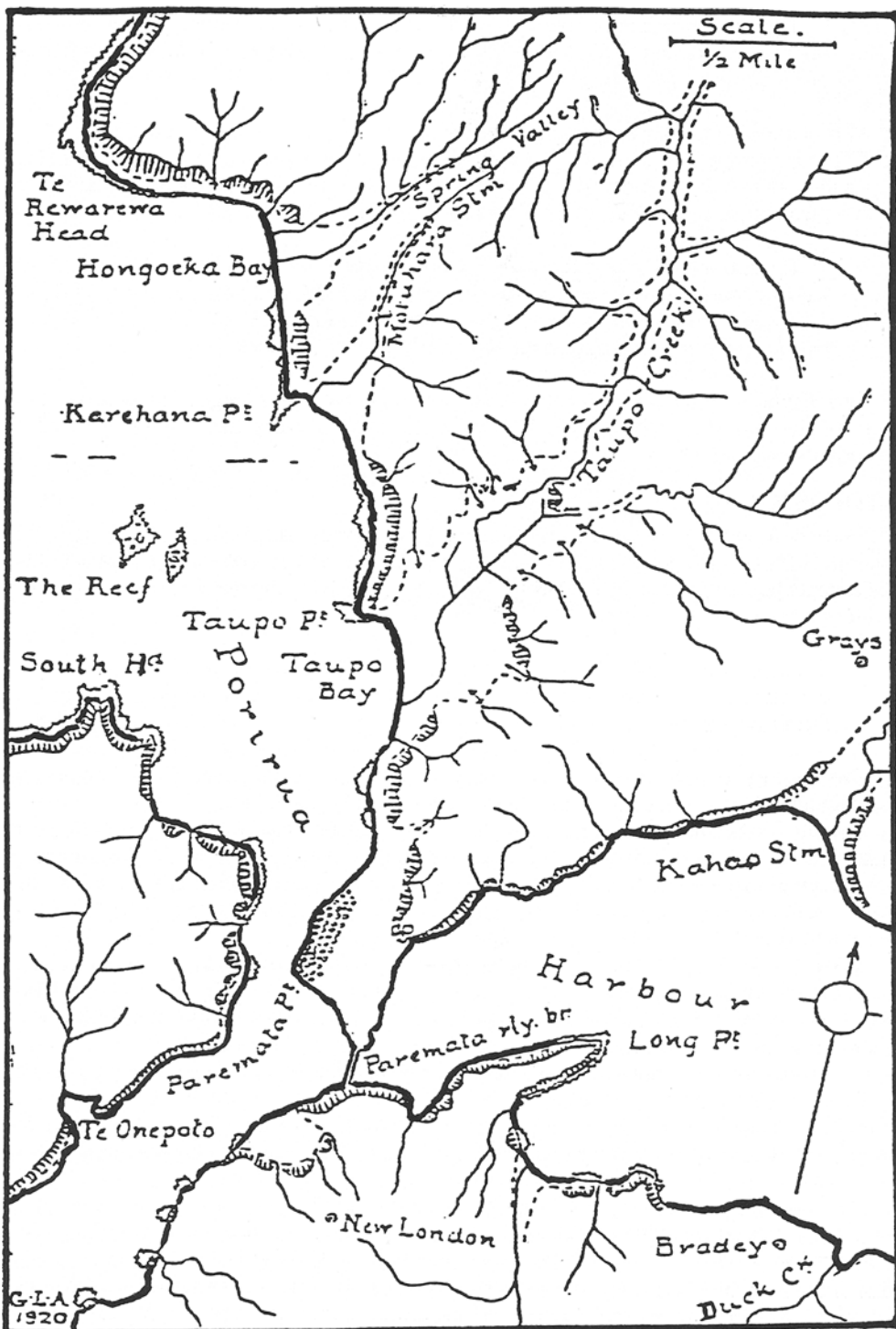


Fig. 5 – Raised wave-cut platforms (shown by the irregular line along the shore), according to Adkin (1921).



Fig. 6 – Coastal platform and cliff on the eastern side of Moorehouse (Long) Point in 1989.

There is some evidence that this “one-metre” platform did not reach its present elevation as the result of a single uplift. Numerous small ledges can be found at lower levels, but differences in the degree of exposure to wave-action have left only narrow remnants that are not readily correlated. The quiescent intervals between these uplifts must have been short compared with the time needed to cut the main platform, so that none of the terraces could attain any great width, nor must it be assumed that every movement affected the same area.

Within the Pauatahanui Inlet few platforms east of those mapped by Adkin (Fig. 5) still remain. All of them, and those that lie between Long Point (Moorehouse Point on recent maps) and Duck Creek, are covered at high-water spring tides.

On the eastern side of Long Point the platform is rock (Fig. 6), and high tides reach the foot of a low cliff that many property-owners have reinforced with a wall of stone or concrete designed to resist further erosion. Above the wall is a steep slope, and there is no sign of an older cliff or terrace. Around the point, on the western side, the platform also reaches the foot of the cliff, but is in most places covered by sand or mud for almost its entire width (Fig. 7). Again there is no sign of an older feature.

Different conditions exist across the Inlet. From Pascoe Street, at the north end of the Paremata sandhills, a footpath known as the Camborne Walk follows the foot of steep hills for about a kilometre and a half to Grays Road, which crosses the hills to Plimmerton. This path is at an almost constant level of about a metre above high tide (Fig. 8). In recent years it has become increasingly frequented, and from time to time the surface is levelled and cleared of vegetation with a scraper. This has deposited some excavated material on the seaward edge of the path, but the amount is far from sufficient to account for the whole groove in the hill, which does not seem to be wholly artificial.

In the late 1930s when the road bridge at the mouth of the Inlet was built there was no settlement on the present site of Paremata township. In 1839 Joseph Thoms established a whaling station at Paremata Point, and in 1846 it was joined by a military post; but the whaling trade failed, the redoubt was damaged by the Marlborough earthquake in 1848, and



Fig. 7 – Western side of Moorehouse Point, looking south from the Point (1989).



Fig. 8 – Camborne Walk, at the west end of Pauatahanui Inlet. The pathway probably follows a pre-existing wave-cut feature (1989).



Fig. 9 – Paremata railway bridge in about 1930. A line at the foot of the hills follows the present Camborne Walk. Note the absence of any settlement north of the bridge. (Photo courtesy of Porirua Museum.)

there was no longer any threat of armed attack. By 1855 the area was deserted. When the railway was built in 1883 settlement began near the Paremata station on the south side of the bridge. There was no development to the north and the nearest station on that side of the bridge was at Plimmerton. Two photographs in the files of the Porirua Museum show the Paremata end of the Walk, now largely hidden behind boat-sheds. One of these pictures (Fig. 9) pre-dates the road bridge, and shows a level mark about a metre above high water. There is no obvious reason why the whalers or military should have constructed a track to the Grays Road area, as the beach would have afforded a dry passage at most states of the tide. There is a low vertical bank or cliff on the landward side of the Walk, and it seems consistent with the evidence to assume that it was built upon a wave-cut shelf uplifted at some unknown time in the past. The other picture (Fig. 10) shows the rapid development that followed the building of the road bridge, but it is most unlikely that the residents would have been eager to pay for a track to Grays Road until well after the war, when their needs for water and sewage services had been satisfied.

The uplifts evident at Camborne, Plimmerton, and Whitireia cannot reasonably be assigned to the events in 1855, centred in the southern Wairarapa. Not only is the distance improbably great, but similar signs of uplift should be apparent at Long Point and in more easterly parts of the Inlet if that earthquake was indeed responsible. A more probable explanation is to be



Fig. 10 – Paremata road and rail bridges in the late 1930s. Settlement of the north shore is just beginning. (Photo courtesy of Porirua Museum.)

found in movements of the active Ohariu Fault, which passes between the Camborne Walk and Long Point, a distance of less than a kilometre. This fault is clearly expressed in the Kakaho Valley, and appears again south of Porirua city. Healy's map (1980, fig.14) shows it to be upthrown on the western side. This is consistent with the observed pattern of uplift, but there has been no earthquake in historical times to which a movement could plausibly be assigned.

SHORELINE CHANGES

Comparison of modern maps with the survey of McManaway (1852, Lands and Survey D.P.1505) leaves no doubt that the westward migration of the shoreline at Pauatahanui is real, although the earliest maps do not make the extent of the mud-flats at low tide at all clear. The Horokiri Stream seems to have had a fairly long and quite narrow estuary, and the Pauatahanui at least two main channels, the lesser of which is shown crossing the other at right angles. The other has apparently begun to build flood levees.

In 1856 heavily timbered land in the area now known as Judgeford was cleared for the Pahautanui Small Farms Settlement (Bishop 1883). A period of accelerated silting must inevitably have followed.

Irwin (1980) gives a bathymetric map of the Inlet, and aerial photographs showing the effect of changes between 1942 and 1977, and concludes that in that period the changes were minor. Shortly afterwards cut and fill operations involved in the development of the suburb of Whitby took place, and caused a greatly increased deposition of sediment, particularly in the Brown's Bay area, that proved irksome to users of pleasure boats. Fortunately the trouble decreased with the re-establishment of vegetation.

The drainage patterns evident in the aerial photographs suggest that the Pauatahanui once possessed a braided delta, with numbers of small and comparatively shallow channels. Two other streams — Duck Creek, which became the site of a saw-mill, and the small stream north

of the Domain — had smaller but similar deltas. This stream is un-named on all maps consulted, but local tradition preserves the name Paua-tangi-iti (J. Boulton, pers. comm., 1989). Modern convention would presumably demand Pauatahaiti, the form adopted in Fig. 2.

With increased sedimentation the Horokiri estuary would have filled, and the deltas have grown and merged. The shallower channels would become clogged, and the flow in the main channels increase and deepen, but it does not appear that the Pauatahanui at once established a single main channel. An embayment north of the present mouth suggests that until quite recently a flood could change the outlet. However, floods have now built levees about a metre above the normal present-day water-level, and the present channel seems well established.

The depth of the channel, judging from the experiences of McKillop and his contemporaries, is now greater than before 1855. A lead swung from the bridge over highway 58 at low tide showed more than a metre and a half. Mr Eric Heath, a former Commodore of the Paremata Boating Club (pers. comm., 1989), took a boat to the meadow behind the Taylor-Stace cottage less than a year ago, and has in the past had one up to the saw-mill, about a kilometre and a half from the mouth. The stream is tidal for about 150 metres above the bridge, and would be more used by yachtsmen were it not for the need to lower the mast in order to pass under the bridge.

CONCLUSION

There is no historical or geological evidence that there was any uplift, either of the outer part of Porirua Harbour or of the Pauatahanui Inlet, at the time of the South West Wairarapa earthquake in 1855, and there is much evidence to the contrary. Changes to the shoreline at the head of the inlet are adequately explained by accumulation of silt following clearance of the bush. It is not surprising that those involved in the 1902 litigation should have linked the observed shallowing with the earthquake, which coincided roughly with the peak of the silting.

Although most of the platforms mapped by Adkin have indeed been elevated, he was wrong in believing that those at Moorehouse (Long) Point shared in that movement. The clear separation of the stable and uplifted areas is plausibly explained by a recent prehistoric movement of the Ohariu Fault.

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APPENDIX

Place-names in the Porirua District

Many place-names and spellings in current government publications are of quite recent introduction, and at variance with those used by people who have long resided in the district. Except in quoted material and discussion of it, official spellings have been used in this paper, but difficulties will remain for readers sufficiently interested to consult the source material. Apart from curious spellings, the application of the same name to different places at different periods presents a major difficulty. Brodie (1980) offers some clarification, but there are still unresolved problems.

PORIRUA - The name Porirua is now applied to a district, a city, a harbour, and a stream. In 1855 the site of the present city was generally known as Jackson's Ferry, and Elliott's Stockade (or Fort Elliott) stood nearby (Best 1921). The road between Jackson's Ferry and Clifford's Stockade at Johnsonville (earlier known as Hawtrey) was formed at the end of 1845. Sections of this road still in use are known as Old Porirua Road. There had never been Maori settlements along the route, and in the whole Wellington area there was

not a pa, village, or hamlet which was more than half a mile from the coast ... not even in the Hutt Valley with its large river (Murray 1965).

The first scattered settlers along the route were considered by Wellingtonians to farm "at Porirua" (Carman 1956). Pearce (1961) records that at the time of founding of the Johnsonville church in 1847 the entire district was known as "the Porirua".

In Maori usage Porirua seems to have meant an area near the harbour entrance, and apparently derived from the earlier forms Parirua or Paripari, a name meaning "cliffs", and applied by early colonists to the seaward face of the Paekakariki Hill. In the whaling and military days the outer part of the harbour was described as Porirua Bay. Some small-scale New Zealand Company maps write "Porirua Harbour" across the entrance and both inlets, but are at variance with usage, which placed both Te Rauparaha's pa at Taupo (Plimmerton) and the Paremata redoubt "at Porirua". Before about 1860 the name Porirua can usually be taken to mean the settlement about the whaling station and the redoubt.

The Company proposed to site a "Village of Porirua" in the Pauatahanui inlet on Stokes's (1858) "Police Point". This promontory now carries the U.S. Marines' memorial (Lot 87 on Lands and Survey D.P. 1041). At various times this has been called Motu (or Te) Karaka, Fort Strode, and Ration Point. This last is a mis-identification, and the other two names probably so. The name Porirua Point is also found.

WAINUI - A frequently misplaced locality is Wainui. In the context of this paper it refers to a small settlement on the banks of the Wainui Stream, a few kilometres to the north of Paekakariki. It still appears on present-day maps.

PAUATAHANUI - The name Pauatahanui was originally applied only to the stream immediately south of the hill on which Rangihaeata established the Matai-taua pa, where the cemetery of St Alban's church now stands (Fig. 11). Pronunciation and orthography have presented Europeans with more than usual difficulty, and Elsdon Best (1914) records no fewer than 18 variants of the spelling. More are to be found in the references cited in this paper. He considers that it should be spelled as three separate words, but consistently hyphenates. New Zealand Company maps have Pa-wai-tangi-nui, and Pawa-tangi-nui is also common, but the most consistent form throughout the history of the settlement has been Pahautanui. This form was in use by the post office, by map-makers, and by the law reports until the recent decrees of the Honorary Geographic Board. It is the only form used by older residents, and the spoken form universally current (see Brodie, 1980). Best could find no tradition of how it was named.

Use of the description Pauatahanui Inlet to distinguish it from the Porirua Inlet (or Arm), though logical and convenient, seems to be of quite recent introduction, and is not to be found in early sources. Only McKillop seems to have found it necessary to make the distinction, and he calls it "the creek", a standard English usage for an estuary that tends to surprise New Zealanders.

The small stream on the north side of the church is not named on any known map, but Mr Joseph Boulton, a direct descendent of the whaler from Thoms' station at Paremata who established the first hotel at Pauatahanui in 1847, supplied the name Pawa-tangi-iti, an obvious parallel to the Pawa-tangi-nui of New Zealand Company maps. Modern convention would probably demand Pauatahaiti.

Variant spellings of Kakaho and Horokiri Streams are also common. The former appears on many maps as Kahao, and Horokivi is as common as Horokiri. Horokivi is found on early maps and in documents.

PAREMATA AND GOLDEN GATE - Throughout the period with which this paper deals, the names Paremata and Paremata Point were applied to the site of the redoubt and whaling station north of the present road and rail bridges. Confusion arose when the Manawatu Railway Company built its bridge in 1883 and sited its Paremata station to the south (Best 1914), but no development on the north side took place until the road bridge was built in the late 1930s (see Figs 9 and 10). For a few years the name Dolly Varden appeared, but it was avoided by judicious writers and has now vanished.

The feature that appears on 1:20 000 Infomap 271 as Moorehouse Point is now commonly referred to as the Golden Gate peninsula. It has in the recent past carried the names of several other residents, but none of these have been encountered in print. In Adkin (see Fig. 5) and other pre-1960 publications it is usually Long Point. In the military period it seems to have been Point Russell (Best 1914). Stokes (1858) has Russel Pt., but the name probably honours Capt. A.H. Russell of the 58th regiment who was engaged in the operations in the Hutt Valley, and later placed in charge of constructing the road from Wellington to Porirua, which was to become known as "Russell's Folly" (Bishop 1883). The New Zealand Company surveys have Tute- or Tutae-manu, which should correctly be Tutai-manu. Crawford (1869) uses the form Tutae Manu.



Fig. 11 – View from St Alban's churchyard, site of Rangihaeata's Matai-taua Pa, and later of the stockade, looking towards the mouth of the Pauatahanui Stream.

RATION POINT - More debate has surrounded the correct location of Ration Point than of any other place in the district (Brodie, 1980). Since it was the most frequently cited reference point in the legal proceedings of 1902 the question is of some importance. Two possibilities present themselves — a narrow point on the north coast of the Pauatahanui inlet, about a kilometre in a direct line from St Alban's church, and the broader and more rounded Police Point, about two and a half kilometres away, and farther to the west on the opposite side of the Horokiri Stream. McManaway's 1852 map shows survey stations named "Ration Pt" and "Motu Karaka" on the nearer and farther points respectively. In more recent lists of survey points it has become Old Ration Point, but there seems little reason to doubt McManaway's early attribution.

Local tradition ascribes the name to a belief that it was the place where rations for the men engaged in the military operations of the late 1840s were landed, but there does not seem to be any early written evidence of this. Mr Joseph Boulton (pers.comm., 1988) believes that the rations in question were those intended for the men of the Matai-taua redoubt, and not those for the larger scale but briefer operations in the Horokiri Valley. There would however have been a continuing demand for supplies for the men subsequently engaged in road construction. A sketch map prepared in about 1950 by Mr Ormond Lane, long-serving Postmaster at Pahautanui, and now in Mr Boulton's possession, carries historical annotations, mostly relating to military operations and early settlement. Only one promontory is shown, to the east of the Horokiri Stream, and captioned "Ration Point, or Porirua Point". These places are not identical. A note reads

Ration Point [1?]2 feet HW
Schooner *Salopian* 39 tons
Landing : 99th 58th
65th; marines
Royal Artillery

McKillop (1849) and the despatches of Major Last which he re-prints confirm the landing of three parties, each of over a hundred officers and men, from the boats of the *Calliope* and *Driver*. No other reference to the schooner *Salopian* has been found, and the first figure, referring to the depth of the water, is unclear (but see p. 248).

Contributors to Healy (1980) are inconsistent in both spellings and identifications. The bathymetric and vegetation maps both misplace Ration Point, and the forms Horokiwi and Kahao appear in numerous places.

FORT STRODE AND MOTU KARAKA - In 1914 Best, on the authority of two statements from old soldiers, placed Fort Strode "a little north of Takapu-wahia, between that place and the old Cooper homestead" and "on one of the low hills in that vicinity". This is on the Whitireia peninsula, and there is no other record of a military post in

that locality. His 1921 paper, giving as authority "Wakefield's handbook, published in 1848", more plausibly places it

on the terrace-like point of Motu-karaka ... The earthworks of this post are still to be seen near the point, which on some old maps is marked "Police Point", on account of some police having been stationed there, under, I believe, Mr Tandy.

The name however honours Sub-Inspector A. Chetham-Strode of the Armed Constabulary. Brodie (1980) reproduces an aerial photograph taken in 1942, which clearly shows polygonal earthworks of European military pattern on the point. Soon after this a U.S. Marine camp was established on the site, and it cannot now be readily decided from the ground whether any trace of Fort Strode remains. Stokes's (1858) chart confirms the name Police Point.

The only other evidence of its position that has been found is a list of ferry charges in the 1840s (Best 1921) establishing that the fares from Paremata to Fort Strode or Cooper's (at Whitireia) were half those to either Pauatahanui or Jackson's Ferry. This allows either of Best's two positions, and no contemporary record of the name has been found. The balance of probabilities would nevertheless seem to favour the 1921 position.

In spite of the appearance of the survey point Karaka on McManaway's 1852 map and the New Zealand Company's Te Ka Rake (1843) there remains some doubt whether the site of Fort Strode is correctly called Motu Karaka. Best's 1914 sketch map shows the pa of that name in the bay to the west of Police Point. This may not be significant, as his 1921 map shows Paua-tananui (sic) and Matai-taua Pa as clearly separated places. He corrects the mis-spelling in a footnote, but not the mis-location. The coincidence of military post and pa is correctly described in the text.

Note added in proof

There is a reference to the schooner *Salopian* (see p. 247) in J.G. Wilson's *History of Hawke's Bay* (p. 243), quoting the *N.Z. Spectator*, 4 June 1853: "An auctioneer sold ... a shipment of 850 bushels of wheat and 8 tons of potatoes, from Ahuriri per *Salopian*." Nothing in this report suggests a large vessel, and the date of any visit it may have made to Ration Point remains unknown.