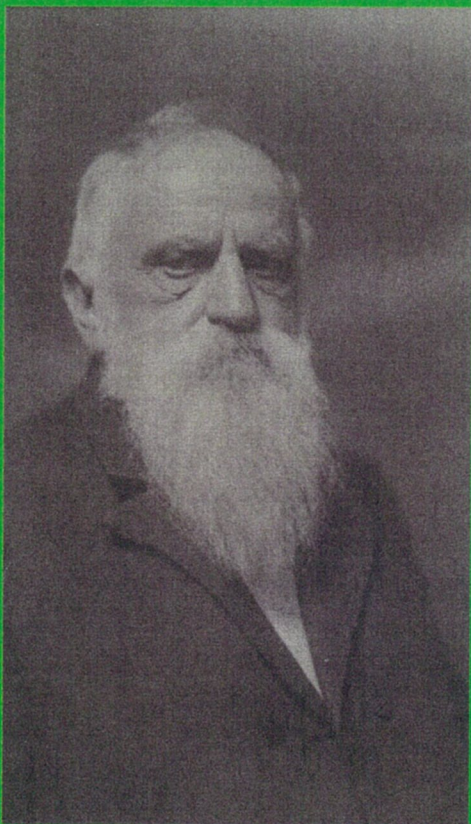


The Tonk's and Town Belt of Wellington

A Brief Record of William Tonks and his fight to retain it for the citizens of Wellington



William Tonks

Compiled by
H Gary Tonks
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Tabled Information - Reference 004/13PT(a)

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Save The Town Belt

In deed the cry is out to save the Town Belt!

This is an account of a man who around 100 years ago fought to do just that. His ideal and purpose still holds today!

Brief History

While much has been said and recorded about the Town Belt since the N.Z company provided it in 1839 as a desirable broad green belt of land, on the condition that no building be ever erected upon it.

In 1873 the crown handed over the Town Belt to the Wellington City Council.

Misuse

It is said that of the current Town Belt comprising of 425 hectares that over 200 hectares have been taken for purposes outside of the original 1839 charter.

This is nothing more than plunder and abuse of original intent. Permitted and caused by those who had been granted care and custody for the folk of Wellington.

It should not be lost and needs to be added to the historical record of a citizen whom over 100 years ago mainly on his own stood out as a beaming beacon protesting against the illegal taking of our Town Belt as well as Reserve Lands.

William Tonks the Protestor and Protector

Arriving at Wellington Town in 1842 with his parents and fellow siblings was a five year old boy, one William Tonks.

Growing up he along with other children played in the bush covered Town Belt. William lived to see the bush cleared away and then taken over by gorse and graziers. Later he and his family leased various sections of The Belt to graze their cows and horses thereon.

William was a most energetic and industrious Wellington business man involved in brick making, harbour reclamations, shipping, flour milling and finally founder of the Wellington Bread Company.

William when retired saw the need to challenge the Wellington City Council against the despoiling of the Town Belt.

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1900's on going misuse of The Town Belt

As Council of the day continued to erode into the Town Belt William saw the need to stop such misuse. Therefore as the forthright man he was and a capable public speaker. (Previously he and his brother Enoch were evangelisers with the Methodist Church.)

William set about challenging the Council where he considered they stepped outside of their accountability of office regarding the Town Belt.

When it called for a lodgement of legal documentation in his fight he would at his own expense employ his lawyer to submit what the requirement was.

At the time of his death he had gathered a small band of supporters however it was he himself who wrestled with the Council.

Right up to the time of his death on 27th August 1916 William was pressing the Council to resist from taking land for the building of a fire station at the top of Constable Street, Newtown.

Interestingly the fire station was demolished around 1980 and relocated to Mansfield Street. Was this piece of land then seen fit to return to the Town Belt? No, and today we see it is occupied by a commercial business(2011). "Mount Victoria Life Care" a home for elderly people.

A Marble Tribute!

It was in 1926 that his fellow supporters still fighting the cause, suggested that a marble stone be erected at the Town Belt for the efforts of William. While this was never commissioned he certainly would have been delighted in any person or persons continuing on the fight to keep the Town Belt as a green place for everyone in the beautiful city of Wellington. And most of all that our City Council do so as appointed guardians of the Town Belt and reserves.

Another large Violation in 1952

When dozens of people were evicted from their homes for the building of Wellington Airport in the early 1950's a cousin of William Tonks one Ray (Raliegh) Tonks and his wife Elspeth who lived at 21 Calabar Road had their double brick cavity home demolished for the purpose of the new airport runway. Ray wrestled with the government of the day for an equivalent new site replacement (not that any replacement would compensate for the loss of their homes, was the effect on most relocated folk.) With Tonks tenacity Ray held out for a better deal. The conclusion of the matter was that the government of the day along with Council approval, provided land on the Town Belt(off Coromandel Street South) for the building of about thirteen homes for some of the displaced home owners. Ray had the Ministry of Works draw up the plans for their new home at number four Paeroa Street. Since Ray and Elspeth have passed away, their home has had a top story added to it. Also formed was Colville Street where on the South West side two blocks of apartments were built by the Housing Department, housing seventeen flats. This shows the size of the land grab.

How extraordinary an outcome that on Town Belt land one of William Tonk's descendants should finally come to live.

Town Belt Land Belongs to Maori?

This is a argument currently in the mix over the Town Belt.

That the Te Atiawa / Taranaki Whanui own the Belt. If this is a fact so also is, had the Town Belt from its conception over time fallen into private ownership, it today would not be here as the Town Belt. Surely it can be embraced by all races to enjoy rather than to fight and divide over, we hope for a good future.

Extracts of Events

Below are some copied articles from the "Evening Post" and "Wellington City Council Minutes Book" regarding William Tonk's efforts to retain the rightful use and saving of the Town Belt as well as City Reserves.

From here on read the historical record direct from the Wellington City Council Minute Book as William goes into battle for the folk of Wellington.

17/6/1909

Mr W. Tonks pointed to protest against the leasing of the Town Belt to the Sport Bodies. CR Fitzgerald moved that the matter be referred to the Reserve Committee for report 2nd by CR Shirtcliff and carried.

3/11/1910

That Messrs Martin Atkinson and Martin be informed in reply to their protest on behalf of Mr W. Tonks against the leasing of a small piece of Town Belt at Hutchinson and New Roads, then this piece of land proposed to be leased is not the section referred to in their letter (note Martin Atkinson & Martin Solicitors employed by Mr Tonks).

28/11/1912

A letter from Messrs Martin Atkinson and Martin on behalf of Mr W. Tonks, re Kelburn Park was received.

5/5/1913

A letter from Messrs Martin, Atkinson and Martin on behalf of Mr Tonks, replanting Town Belt John St was referred to the Reserves Committee.

6/8/1914

A letter was received from Messrs Martin Atkinson & Martin stating that they had been instructed by Mr W. Tonks to apply to the Supreme Court for an injunction to prevent the City Council from giving effect to the agreement or arrangement with the Wellington Cricket Association, as set forth in the Evening Post of the 24th—on the ground that agreement or arrangement is ultra vires. On the motion of the Mayor the letter was referred to the City Solicitor to report (note ultra vires = beyond one's legal powers). William was not troubled to spend his money for the cause, which he believed, was to the benefit of all Wellington Citizens.

15/10/1914

A letter from Mr W. Tonks with respect to the proposed agreement between the Corporation and the Cricket Association in connection with the Basin Reserve, was on the motion of the Mayor referred to the Finance Committee.

26/11/1914

Councillors have to report: That they have considered the protest received from Mr W. Tonks with respect the proposed alterations at the Basin Reserve and they have to recommend that Mr Tonks be thanked for his letter and informed that the contents will be noted.

27/5/1915

Mr Tonks waited on the Council and protested against any alteration to the Basin Reserve, as he considered that the same would be an infringement of the rights of the inhabitants. No action was taken.

11/11/1915

A letter from W. Tonks with reference to the Basin Reserve was brought before the Council. The Mayor moved that the same be on the table in order that any Councillor, who desired to do so, might peruse same.—Carried.

27/1/1916

A letter was received from Messrs Martin & Martin on behalf of Mr W. Tonks, objecting to the taking of a portion of the Town Belt at Constable St for the Fire Brigade purposes. The Mayor moved that Thursday the 10th day of February at 8 pm be approved, as the time and the Council Chamber, Town Hall, Cuba St as the place for hearing such objections.—Carried.

10/2/1916

Mr Tonks did not attend to sustain his objection to the taking of land Town Belt, Constable St for Fire Brigade purposes. He however, forwarded a letter in which he stated, he was unable to attend on account of his illness, and asking that the Council postpone action for a fortnight in order to enable him to attend. CR Barber, Chairman of the Bylaws Committee pointed out the urgency of the matter and urged that no delay be permitted. The Mayor then moved. That no persons having appeared to object to the taking of Land Town Belt Constable St for Fire Brigade purposes, the Council hereby resolves to proceed with the taking of the land under the provisions of the Public Works Act. 2nd by CR Barber and carried.

TO THE EDITOR. *Eye Post*

Sir,—When, in 1838, the New Zealand Company set aside the Town Belt for the enjoyment of those who settled in this part of New Zealand under the company's auspices, it was intended that the Belt should be mainly kept as an open space. I think we ought to feel much indebted to Mr. W. Tonks for protesting against the building of a fire station upon the area. It is distressing that men of education should deal with the question as Councillor Luckie and others are reported to have done last evening, when the subject was before the council. Mr. Tonks is entitled to our respect, not to rudeness.—I am, etc.,

G. E. TOLHURST

11th February, 1916.

MELROSE AFFAIRS 24 3 1916 ELECTORS' ASSOCIATION'S WORK

The report laid before the annual meeting of the Melrose Ratepayers and Electors' Association disclosed a fairly satisfactory year's work. The determination of the society to make Melrose one of the most desirable residential suburbs is to some extent being given effect to. The difficulty of accessibility has been one of the chief drawbacks for many years, but is now being remedied by the widening and straightening of Park and Sutherland roads. Negotiations for the erection of slot telephones are still in progress. Several improvements in connection with Postal facilities have been carried out, and others are pending. It was resolved to appoint a deputation to wait on the City Council with reference to the nuisance caused by the storing and cooking of animal food for the Zoo, the odour at times being described by the residents and passers-by as offensive in the extreme. As a result of representations to the Tramway Management a freight agency is to be established in Daniel-street, which will be a great convenience to Melrose residents. The delegates to the Town Planning Association reported solid work in connection with the question of private streets and the width of same. The delegates were reappointed for the ensuing year. Votes of thanks were tendered to the ladies of the district, to Mr. W. Tonks, and the Mayor for the active interest they had taken in the welfare of the district. The following executive was elected:—President, Mr. Bennett; vice-president, Mr. F. Tonks; secretary, Mr. L. G. Chisholm; treasurer, Mr. E. Flan; committee, Messrs. H. Jones, D. Aitken, and J. J. Hooper. *Eye Post*

On behalf of Mr. W. Tonks, a citizen who has often given Without Notice. proof of earnestness to conserve the public estate, a legal firm has written a letter of protest against the proposed alienation of an acre of the Town Belt for the benefit of the Kelburne Bowling Club, and the letter has one statement which has been frequently made in The Post. It is a condemnation of the system by which the temporary representatives of the people (men elected for only two years) can sign away the people's rights to public ground for a term of twenty-one years—or even forty-two years in certain circumstances—without giving notice to the owners of the land. A glaring case (which we have already discussed more than once) occurred with the application of the bowling club for a piece of Kelburne Park. Not a word of the negotiations leaked out. It was all a dark secret till one fine morning (following a meeting of the council) when the people read that their representatives had adopted a report favouring the private club's request. If a spirited demonstration against this deplorable conduct had not been made promptly, the lease document might have been signed and sealed by this time. The club's desire now is one acre out of ten acres which the council is to improve on the Town Belt, near Victoria College. We are not at all satisfied that sufficient details of this business have been given to the public. A very important principle is concerned, but the citizens generally do not appear to appreciate the significance of the movement. From the beginning of the affair to the present rather mysterious stage, one thing is clear. The Act which empowers a two-year council to grant twenty-one-year leases of the people's property needs amendment to compel the council to give adequate notice of any intention to grant the petitions of private groups for the more-or-less exclusive use of portions of the reserves. The power now enjoyed by the council, in defiance of public opinion, is palpably unjust. 21 2 1913 EP

FIRE STATION ON TOWN BELT

The highly satisfactory growth of the eastern suburbs makes it important to have a municipal fire brigade station on the dividing ridge, at a point where the motor can be easily started and where it can serve Newtown and the Kilbirnie-Lyall Bay side as well. By putting the station at or near the top of Constable-street, hill-climbing in the rush to a fire can be largely avoided, and it seems that a site on the Town Belt at this point will best suit the work of the Fire Brigade. For this reason we do not feel inclined to oppose the project, nor to criticise the action of the Government in consenting to the legalising of this diversion of a portion of the Town Belt from its dedicated purpose. As to the Public Works Department's plea that the site is "of no value for recreation purposes," owing to "its small size and isolated position," it seems that the isolation is due to the previous diversion of another piece of Belt (a sort of hinterland to the fire station site) to lawn tennis purposes. That previous diversion we opposed, and we cannot spare much admiration for a justification that is based on a previous lapse. While on the larger ground of public interest we do not oppose the utilisation of this site for a purely municipal purpose, we are as convinced as ever that the Town Belt must be jealously preserved and encroachments resisted. 22 9 1916 EP

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PORTIONS OF THE TOWN BELT

▲ QUESTION OF LEASING.

When the Kelburne Bowling Club made application to lease a portion of Kelburne Park, Mr. W. Tonks entered a protest through a legal firm which wrote to the City Council. The letter mentions that under a lease granted in pursuance of the Town Belt Reserves Act of 1908 the public could be altogether excluded from four-fifths of the leased land for up to twenty-one years, but if a lease was granted under the council's deed of conveyance the public could be excluded from the whole of the leased land up to forty-two years.

Eventually the council refused the request, but subsequently received an application from the same club for a lease of part of section 48 of the Town Belt (not far from Victoria College). Mr. Tonks, through the same firm, objects similarly to this second application.

The letter of protest states:—"The Town Belt was conveyed to the council as a public recreation ground for the use of the inhabitants of the city generally, and not for any small section comprising well-to-do inhabitants who, Mr. Tonks considers, should provide their own sports grounds and not take up portions of the public reserve. . . . Our client desires to point out that the exercise by the council of the power it got from the Legislature in 1908 to grant leases to private clubs and others of up to 100 acres of the Belt may have the effect of picking the eyes out of the reserve, thus excluding the inhabitants, present and future, from the best portions of their recreation ground."

It is next submitted in the letter that if the council decides to grant the proposed lease, the land from which the public may be altogether excluded should not face any public street, Town Belt, path, or other means of access. The council is urged to provide for a clear space round the Belt, on the boundary of the city sections and the sections of the rest of Greater Wellington. Such spaces are left in the public reserves in other cities in the Dominion.

"Our client," the letter concludes, "desires to express his disappointment at the action of the council in bringing up the matter of this proposed lease to

the Council, and in a form for passing without its having been previously made public, so as to give opportunity to the inhabitants to express their views on so important a subject as a proposed alienation for a term of years of a part of its reserves, and trusts that should the council propose hereafter to further exercise its powers under the Town Belt Reserves Act, 1908, due public notice of such proposal may be previously given."

The Gazette of 27th October, 1941, contained the following notice:—"His Excellency the Governor (Captain Hobson), directs it to be notified that the undermentioned portions of land in Port Nicholson are reserved by the Crown for public purposes. . . . The belt of land which surrounds the Town of Wellington, extending from the external boundaries of the said town to the summits of the mountain ranges."

20 2 1913 EP

FILCHING ON THE TOWN BELT

Members of the Municipal Officers' Association are reported to have eager eyes on an easily accessible piece of the Town Belt. It is stated that they wish to have a part leased to them—practically reserved for them. Unfortunately they can quote precedents to make a strong case (from their viewpoint). When the municipality, not faithful to the letter or spirit of the original trust, allowed a private bowling club to spoil the crown of a beautiful public hill, beside Kelburn-parade, by hacking away a dome of green and building a very ugly "pavilion," the way was opened for further spoliation or partial alienation of the citizens' estate. It is commonly argued that the Belt is big enough to permit this unrighteous allocation of special parts to private organisations. The truth is that the area suitable for the making of level playgrounds or gardens or shrubberies, with pleasant paths, is comparatively small. Also the people have repeatedly the promise of a comprehensive plan, to show lines of future roads, paths, plantations, and so on, but in the meantime very important sections of the Belt may be cut out for the benefit of private clubs. We have tried to check these depredations, but we are not hopeful that the citizens will ever be roused sufficiently to protect their

own property. have observed only one persistent, tireless fighter for public rights, and that citizen is the veteran Mr. W. Tonks. He has devoted much time and money to this public purpose, but he is usually left to fight alone. His earnestness, his admirable zeal to conserve public rights, seem to be regarded as a foolish fad. The world's history has many such cases—a very poor public appreciation of men who have striven for the commonweal. By present signs, the best portions of the Belt will be gradually "settled" by private bodies, and another generation will have bitter words for the folk responsible.

135 1916 EP

CIVIC AFFAIRS 30 6 1916 EP

MEETING OF THE CITY COUNCIL

At last night's meeting of the City Council there were present the Mayor (Mr. J. P. Luke) and Councillors W. T. Hildreth, W. H. P. Barber, G. Frost, James Godber, John Hutchison, T. Bush, W. J. Thompson, A. R. Atkinson, M. F. Luckie, W. H. Bennett, and R. A. Wright.

The Melrose Ratepayers' Association is to be informed that its request for the completion of the widening of Sutherland-crescent cannot be entertained at present. With regard to Antico-street, the Finance Committee recommended that the association be informed that it is intended later on to clear up and improve the appearance of the street. The recommendation was adopted.

It was decided to call upon the owner of the right-of-way between Waipapa-road and Hataitai-road to properly form such way according to a specification to be prepared by the City Engineer.

The offer made by Mr. W. Tonks for the sale of an area of land at Sutherland-road to enable an access to be formed between Rodrigo and Sutherland roads was accepted, as recommended by the City Valuer. The City Engineer was authorized to construct the connection as soon as convenient. The Mayor said that Mr. Tonks's offer was a very good one.

The council agreed to accept a dedication of a strip of land between Queen's-drive and Sutherland-road for a convenient public access, and the City Engineer was authorized to form a track and erect steps at a cost estimated roughly at £80.

MR. WILLIAM TONKS
HIS WORK FOR THE PEOPLE

— 28 3 1916 EP

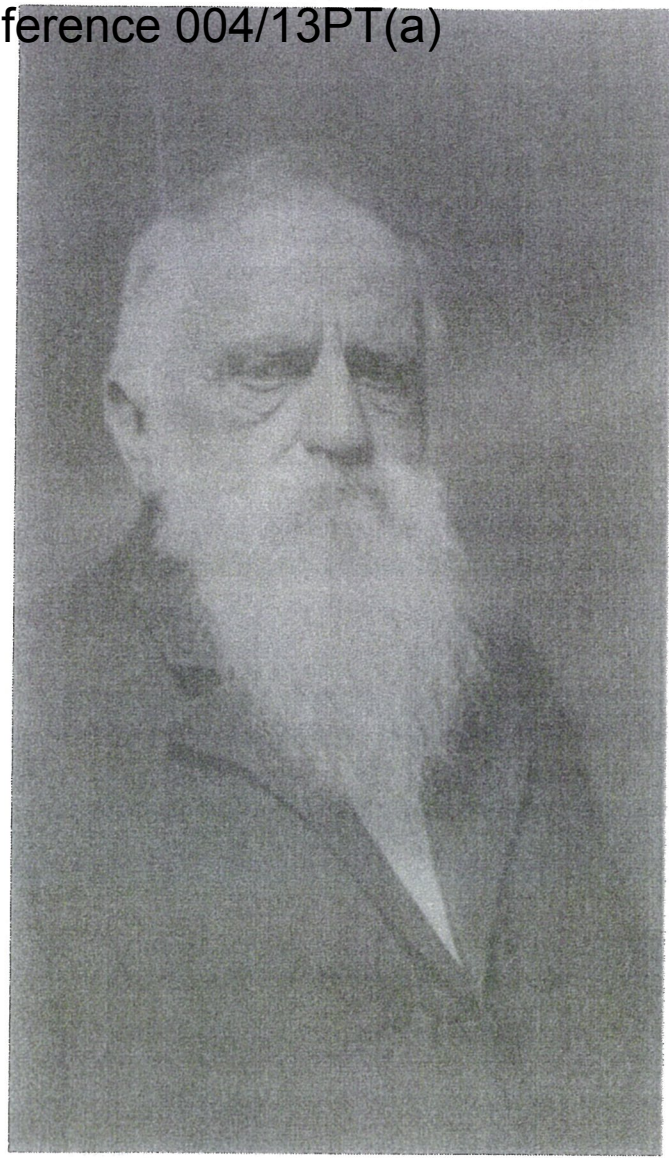
Death yesterday removed an old settler and an untiring fighter for the people's rights—Mr. William Tonks. He was seventy-nine years of age, having been born in Birmingham on 11th March, 1837. He came to Wellington with his parents in the ship Burman, landing at Pipitea Point on 1st March, 1842. He lived here all his years, and grew old with the town. While taking his full share in the work of development, he was especially prominent in the task of conservation—striving to preserve for future generations the best of the privileges which had been enjoyed by the early settlers, and especially those privileges which concerned the right to free recreation. By occupation he was at times brickmaker, shipowner, and contractor. In 1869 he undertook one of the largest reclamation contracts that have been dealt with, even in Wellington. The work involved was the cutting away of the side of the hill from Stewart Dawson's corner (Clay Point) to Boulcott-street, and the reclaiming of what is now Customhouse-quay from the Pier Hotel to Levin and Co.'s warehouse. After that he became interested in shipping, and was the owner of several of the sailing vessels which maintained a service with Australia. These were the ship Wellington, which was wrecked at Happy Valley, the barque Malay, and the schooner Young Dick, to name only a few. For the past thirty years Mr. Tonks had been engaged in the flour-milling and baking business, and with this he maintained his active connection up to the time of his death.

He lived for many years at the head of Sutherland-road. One matter in which he took a great interest in late years was the opening and improvement of that road to give a better means of access to Lyall Bay. But his great agitations were on questions touching the public parks and the Town Belt. He knew the Belt when it was one great Sylvan expanse, delightful to the eye. He lived to see the bush cleared away, and the Belt given over to gorse and graziers. It was his main desire that there should be no further desecration, and he was strongly opposed to the encroachment of private persons or corporations. To suggestions that the best parts of the Belt should be handed over to private sports clubs, to be improved, he offered the greatest opposition. He would petition the City Council, write to it, and wait upon it, and he did not hesitate to carry his opposition to Parliament if the council persisted in the course which he judged to be wrong. He insisted that the Belt and the parks were not solely for co-operate sports bodies, but for the community as a

bodies, but for the community as a whole, and that they should not be denied free access to their own property. He led the opposition to the proposals to charge for admission to the Basin Reserve, and later the proposal to enclose portions of Newtown Park for the Zoo. In his fights he was not always wholly successful, but he managed to secure the limitation of the charging rights, and his watchfulness had good effect. His success, and the respect with which his representations were met were due largely to his sincerity, and the disinterested nature of his advocacy of the people's rights.

Mr. Tonks married Miss Lovelock, a member of another family of early settlers, and he is survived by a widow and five sons and five daughters.

The funeral of the late Mr. William Tonks took place at Karori Cemetery yesterday afternoon. A large number of friends of deceased attended, among them being Mr. C. M. Luke, Mr. G. F. Glen, superintendent of reserves, representing the City Council; merchants were represented by Messrs. R. Hall and R. Virtue, lawyers by Mr. T. F. Martin, and surveyors by Mr. T. Ward. The chief mourners were deceased's four sons--Messrs F. G., A. E., W. E. B., and A. F. T. Tonks. The service at the graveside was conducted by the Rev. A. E. Hunt. 30 8 1916 EF



William Tonks 1910

TO WATCH THE RESERVES PROTECTION SOCIETY

FORMED 10/11/1926

GARDENS ROAD MUCH DISCUSSED COUNCIL TAKEN TO TASK

The public meeting called last evening to discuss various matters in connection with the whittling away of various city reserves was attended by between 30 and 40 citizens, Mr. A. B. Atkinson being in the chair.

Apologies for unavoidable absence were received from Messrs. D. McLaren and J. Ince.

At times it became necessary for the citizens to protect their property from their own trustees, said the chairman, when private and sectional interests prevailed against the common interest. It therefore became necessary for those who were sufficiently alive and interested in these matters to take steps to protect the reserves for the people. The immediate cause of the calling of the meeting was the violation of the Kent terrace reserve. Whatever might be the ultimate outcome in that matter, it was the procedure adopted by the City Council and the indecent haste in

which the work had been attacked that had been so keenly resented by the people of Wellington.

Mr. Atkinson referred to the admirable work in the safeguarding of city reserves by the late Mr. G. Tolhurst and the late Mr. W. Tonks. He referred to a statement prepared by the late Mr. Tolhurst fifteen years ago, showing that of the original 1510 acres of city reserves, the people of Wellington had been robbed, bit by bit, of 434 acres. The process had gone on since Mr. Tolhurst had drawn up his figures, and was still going on.

“PREMATURE DISCUSSION.”

The proposal to drive a road through the Botanical Gardens was an extraordinary one indeed. The Mayor had expressed surprise that there should be so much “premature discussion,” but the city should congratulate itself that some citizens were so premature. He was also glad to see that one member of the council had denounced the scheme as a social crime, and that the Forestry League and other organisations were taking an active interest in the matter.

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Mr. Atkinson also referred to the loss to the citizens of a magnificent asset of 6½ acres of seafront land which was known as the Thorndon Esplanade. That very valuable land was now to be devoted to railway purposes, and though it had been provided that the council should receive an equal area, or compensation, in respect of the land taken, such money to be expended upon the provision of recreational facilities, in the Washing Up Bill of 1925 a clause was inserted authorising the expenditure of moneys so received upon the widening of Wakefield street, the residue (if any) to be devoted to the provision of reserve facilities.

Mr. A. L. Hunt referred to the magnificent foresight of the officers of the New Zealand Land Company in setting aside for all time "lungs" for the future city. Mr. Atkinson had made the point that the city reserves had shrunk by one-third, but in the same period how many times had the city grown? The reserves should have been added to, not taken away. He referred to the zealous work of the late Mr. Tonks in the interests of the city's reserves, and suggested that it would be a graceful act to place upon the Town Belt a marble stone to his memory.

Mr. Hunt then moved:—

"That in view of the fact that the Town Planning Act, 1926, comes into operation in January, 1927, this meeting is of opinion that no proclamation should be issued under the Land Act, 1924, until a plan of the city had been prepared and approved by the Town Planning Board, also that no land be alienated from any city reserves unless and until suitable land of at least equal area and value shall have been dedicated in substitution therefor.

"That a deputation wait upon the Acting-Prime Minister at an early date to place the views of the meeting before him."

TOWN-PLANNING BENEFITS.

New Zealand was twenty-five years behind in regard to town planning, continued Mr. Hunt, but town planning was coming, whether the City Council liked it or not. Several things that had occurred in the city during the last few months could never have happened under a town-planning scheme as provided for by the Act coming into force on 1st January. The legislation was so designed to provide that nothing would be done in a haphazard fashion or in a hurry, and when the plan was prepared it was to remain open to public inspection for three months in order that objections might be expressed. There was no hurry over the city reserves, and there was no hurry over Kent terrace, for almost assuredly would it be found, when town-planning

principles were applied, that "improvements" were not improvements and should never have been carried out.

The motion was seconded by Mr. J. D. Sierwright, who also referred to "picking and picking away" at reserves.

Mr. J. F. Maxwell suggested that citizens did not take a real interest in their reserves because when the council "wished to hide anything" it excluded the Press from meetings at which the matters were being discussed.

Mr. Jack referred to several recent cuts into the Town Belt. A considerable area of the Town Belt was also taken up by roads and tramways, and the City Council had given no land in return. When parts of the Town Belt were leased a clause in the agreement provided that the public should be granted access, but in many cases the public's way was blocked. He doubted very much whether the City Council had any right to grant the Winter Show Association the proposed lease of the John street site. Certainly it had no right to do so before the citizens of Wellington were made fully conversant with the facts.

CREDIT WHERE DUE.

While he did not disagree with much that had been said, said Professor Kirk, yet credit had to be given the City Council for adding to the city reserves, for instance, in the acquisition of Wilton's Bush and Chapman's Gardens. The Botanical Gardens had already suffered severely, and seemingly the council would have been prepared to carry out the "outrage" of a road through the heart of the Gardens had not citizens very promptly made it plain that such a scheme would not be tolerated for a moment.

Mr. W. S. Wilson also supported the motion, but maintained that the Winter Show Association, far from taking away any part of the city's reserves, proposed to place upon the Town Belt a building of a value of £50,000, to be the property of the citizens of Wellington. Certain parts of the Town Belt might very well be devoted to such purposes as tennis courts or bowling greens.

Several speakers referred to the road through the Gardens proposal, insisting that in that regard citizens should not budge an inch from an attitude of "Hands off the Botanical Gardens!"

In reply, Mr. Hunt said that he would not suggest that tennis courts and the like should not be placed upon the Belt, but he did maintain that no further courts or greens should be so set aside until the Town Belt was properly planned.

The motions were carried unanimously.

OBJECTS OF THE SOCIETY.

By resolution the "Wellington Reserves Protection Society" was then formally constituted, the objects of the society being:—

To endeavour to prevent any reduction of the present area of the city reserves, and from time to time to enlarge the area; to endeavour to ensure that no part of the reserves shall be alienated unless and until suitable land of equal area and value has been substituted therefor; to advocate the improvement and development of all city reserves to ensure to the citizens the maximum benefit and enjoyment; to urge the maintenance and development of the reserves for the purposes for which they were dedicated; to urge the preservation for the public benefit of coastal scenery in the neighbourhood of the city.

Mr. A. R. Atkinson was elected president, to hold office until the first general meeting of the society. The following were appointed a committee to prepare the constitution and rules of the society:—Messrs. W. Jack, A. L. Hunt, W. H. Denton, E. G. Pilcher, and Professor Kirk.

Some time ago Councillor W. H. Bennett raised the question of establishing municipal brickworks, his proposal being that the clay on the Town Belt should be utilised, and the areas excavated converted into playgrounds. The council decided to forward a quantity of clay to an English firm, with the object that it should be thoroughly tested as to its suitability for making bricks. The council has now been informed that the test was on the whole successful. The bricks made are now on their way to Wellington, and the firm concerned recommended the council to go ahead.

Councillor T. Forsyth stated his pleasure at reading a very practical, full, and favourable report. He hoped that the Finance Committee would go further, and decide to establish brick-kilns and open up more ground for recreation purposes.

Councillor Bennett stated that he was extremely gratified at the nature of the report. He hoped that it would not be pigeon-holed, but that immediate steps would be taken to assure the establishment of brickworks in the vicinity of the city.

The Mayor stated that the committee was only awaiting an opportunity to examine the bricks. If the bricks were considered satisfactory, the committee would as soon as practicable ask the council to provide the necessary finance to enable it to go ahead with a municipal brick-making concern. 39 1920 ee

Brick Works on the Town Belt

Thankfully the W.C.C idea of operating a brick works on the Town Belt did not proceed due to the lack of raising a loan of 10,000 pounds. However the Council did allow brick works on the Town Belt. When the Newtown tram barn was built at Mansfield Street (on Town Belt) it permitted the contractor to set up a kiln and produce bricks on site for the barn construction. Also on Town Belt land at Russell Terrace a brick works was permitted.

Tabled Information - Reference 004/13PT(a)

Today on Town Belt land where once stood the historic Mount Victoria Fire Station is the private commercial business building "Mount Victoria Life Care".



10 7 2016

In 1916 the City Council allowed the building of the fire station on the Town Belt. William Tonks vigorously opposed this.



South Wellington Fire Brigade Station 1924 WCC Year Book

Tabled Information - Reference 004/13PT(a)

The 1952 Town Belt Violation

William Tonks surely would not have conceived that a fellow family member, Ray Tonks, would be living on the Town Belt along with many other folk.

Building Sites For Rongotai Home Owners

City Council-owned land at Mau-puia Road, and part of the Town Belt at Crawford Road is to be transferred to the Government to provide building sites for property owners displaced by the Rongotai airport scheme.

In return, the council will get, for recreation purposes, land reclaimed from Evans Bay. It will be not less in area than the land transferred to the Government.

The council approved of that action last night on the recommendation of a combined meeting of the airport and reserves committees.

The council also decided:—

That the Government be requested to promote the legislation necessary including the authority required for the reclamation;

That all surveys required be carried out at the cost of the Government;

That the reclamation of the area to be transferred to the council be carried out with due expedition; and

That soil be piled from Rongotai for top dressing the reclaimed area.

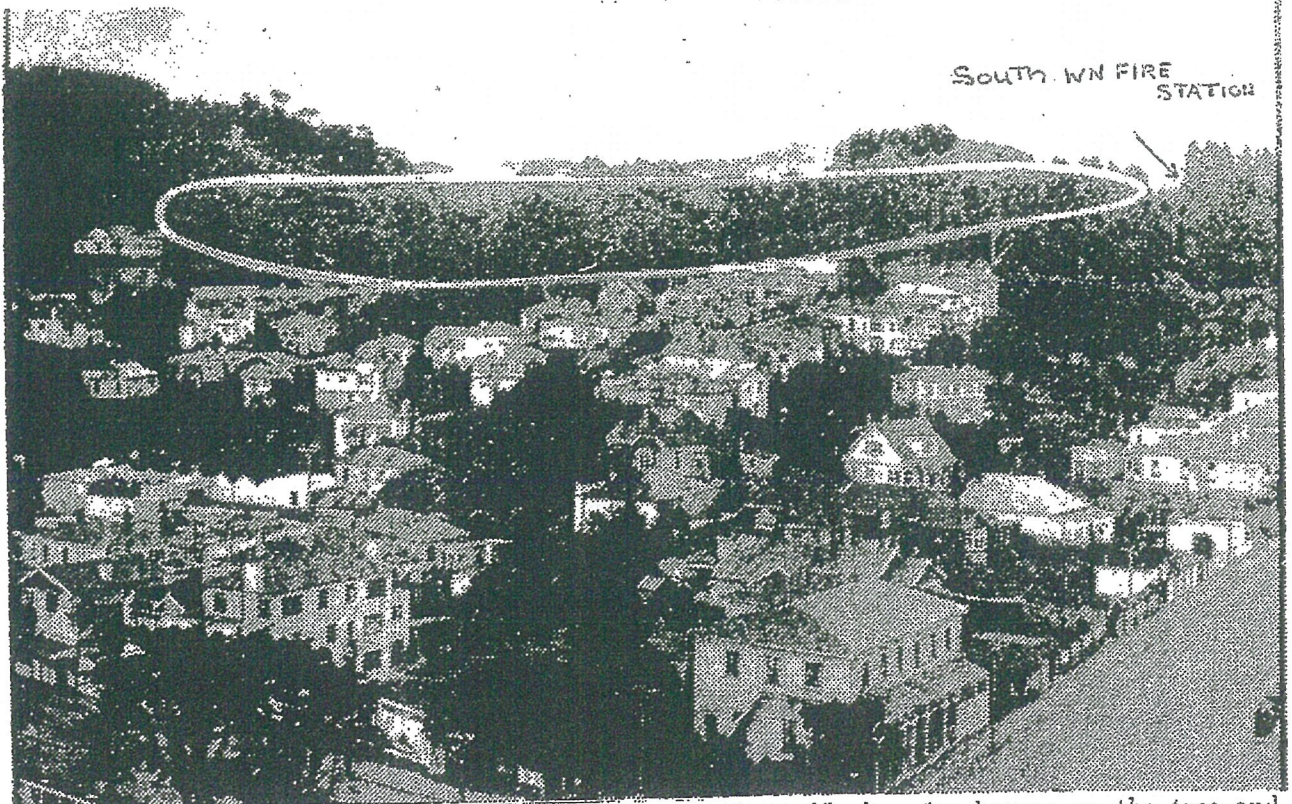
"This is practical help for the carrying out of this scheme," said the Mayor (Mr. Macalister). "I know that it is intended to call for tenders shortly for the reclamation in Evans Bay. I am sure it will commend itself to citizens and I know it will give finer sites than some of those in Rongotai Terrace."

"It is not as rosy as it appears," said Councillor E. M. Gilmer. "It is a nibble at the Town Belt. I'm going to be a stumbling block every time the Town Belt is mentioned. I want something more definite about the area we will get in return for what we are giving away."

Councillor Gilmer was getting a better bargain than what she was losing, said Councillor J. Roberts. She was getting flat land, ready for recreation purposes.

"We are also getting a fine aerodrome. It will not be a Government aerodrome, but ours," said Councillor W. H. Nankervis. 15 5 1952 EP

Part Of Town Belt For Houses



"RONGOTAI REFUGEES" will be provided with about 35 sites for houses on the tree and scrub-covered slopes of the Town Belt above Crawford Road in the area shown here. Though it looks a little uninviting from the road, there are many beautiful sites available for houses displaced by the new aerodrome. Some time ago the City Council put a rough road into the area, to make it available for investigation for housing. In addition, 41 houses will go on an area in the Townsend Estate at Miramar. (Report on page 3). 15 5 1952 EP

State Housing

At Island Bay

"The Government has agreed to erect a number of State houses on an area at Albert and Liffey Streets, Island Bay," stated a report presented to the City Council last night.

The City Engineer was instructed to co-operate with the Government in connection with the roading and subdivision of the property.

They will be the first State houses built in Wellington for more than two years.

Councillor F. J. Kitts said it was the Government's policy to locate these houses outside the city area though there were suitable sites within the city.

He said the council should press to have the prison removed from Mount Crawford to allow the area to be opened up for housing.

Councillor C. A. L. Treadwell said that the city had a great deal of land suitable for housing in its town belt, but a "stupid Act of Parliament of 1861" decreed "thou shalt not touch this land except for recreation."

It was time, he said, that Parliament was asked to give the council the right to take such part of the town belt not appropriate for recreation, but appropriate for housing.

Councillor E. M. Gilmer pointed out that the Government could erect more flats in the city, as the past Government had done. There was no reason why land should not be set aside in the city for that purpose.

The Mayor (Mr. Macalister) supported this suggestion and said a large body of public opinion was in favour of flat life. 15 S 1952 EP

THE TOWN BELT

H. Sunderland writes in support of "The Post's" editorial on the subject of the town belt. He says that the council's attitude on this question lines up with its attitude on other questions such as the state of the tramlines, roading, the reduction of public amenities at Lyall Bay, and the decision to fill in the beach front at Evans Bay and thus deprive the children of one of the few safe beaches close to the city. Inroads have been made on the town belt before, he says. The camp at Wellington Road remains and the radar station at Melrose still carries the words "Keep out". The town belt belongs to the people and he, for one, would be prepared to fight the council in the Courts, if necessary. 21 S 52 EP

2010 and Attempted Incursions still do not cease!

BADMINTON ASSOCIATION

Rallying for day in court

The Wellingtonian

By GREG FORD

2010

The battle to extend Hataitai's Badminton Hall in the Town Belt will be fought out in the Environment Court.

Wellington Badminton Association has filed an appeal against Wellington City Council's decision to decline resource consent.

The association had applied for land use consent to modify, damage and remove indigenous vegetation, to extend and use an existing recreational building, and to undertake earthworks at its Ruahine St complex.

A total of 221 written submissions, 217 in support, two in opposition, two neutral, and oral submissions were heard.

Council officer and planner Andy Christoffer-son said the adverse effects of the proposal on the vegetation, amenity and landscape values of the Town Belt would not be adequately mitigated.

He considered the proposal to be contrary to the Wellington Town Belt Management Plan.

Wellington Badminton Association president Tui Hunter said the extension would enable the association to host national and international tournaments which would have flow-on benefits for the region.

Friends of the Wellington Town Belt chairman John Bishop said that since 1870s two-thirds of the Town Belt had been lost or used for other purposes.

He agreed with the council officer's recommendation. The Wellingtonian 28/10/10

HOUSING ON RESERVES

Sir,—I view with some concern the attitude of our council on the question of taking part of our reserves for further housing. Where will this taking piece by piece finish? About 40 years ago my uncle showed me from Wellington Terrace the portion of Mount Victoria which had by Government Act become a reserve for the citizens of Wellington, something that could never be taken. Over the years I have seen houses creep further and further up and I feel it is time a statement was made. How does this Act read and why has this trust not been kept?

When one reads in the Press a statement by a responsible councillor that this was a stupid Act, one naturally thinks it was a very wise Government that framed the Act to safeguard the people from an irresponsible council.—I am, etc.

17.5.52 EP

CONCERNED.

Maori should not be given special say over Town Belt land

Any suggestion that Maori should be given a formal decision-making role over town belt land (June 21) is divisive and foolish. Wellington City Council was elected by us all to govern in the interests of all. It should not consider dividing us into first and second-class citizens.

If the proposal is to be taken seriously, a first requirement is to define just who is meant, and how such a role would be decided. Will all Maori vote for these representatives, or is this another appointed body, with jobs for the council's mates? Are these people from all Maori, including the majority living here but with ancestral ties outside the area, or are they the chosen ones, those with mana whenua status whose ancestors made claim in 1840?

If we assume the latter, these are the descendants of those Ngati Toa and Te Atiawa whose bloody attacks wiped out the previous settlers. Then, once again, the ghastly warfare and terrorism of the 1820s would be rewarded with special powers in 2011.

Such nonsense should never be countenanced.

JOHN ROBINSON
Island Bay (abridged)

Town belt belongs to everyone

Wellington City Council's proposal to give Maori a formal decision-making role in the management of the town belt is a colossal mistake.

The town belt belongs to all the citizens of Wellington and special powers should not be granted to any racial group.

What the council needs to do at a time when rates are climbing by 5 per cent a year is stick to its core business of running the city, not engaging in racist exercises to grant special privilege to Maori over council assets. Council expenditure needs to be cut and this can be done in part by dumping such hare-brained ideas as Maori privilege schemes.

24 6 2011 EP

NEIL HARRAP
Thorndon

Town belt was taken from Maori

Wellington's town belt is now owned by Wellington City Council. However, it was not always so. Its transfer from Maori to the Crown and then to the council was at best suspect.

The Waitangi Tribunal found the Crown acted in breach of the Treaty in taking most of the town belt from Te Atiawa/Taranaki Whanui.

The town belt was protected from the negotiated Treaty settlement as it was council-owned and considered private land by the Crown. The town belt was set aside by the New Zealand Company in a deed the tribunal found to be invalid.

Those whose rights were abrogated, Te Atiawa/Taranaki Whanui, are those for whom the rights and interests should be recognised today as mana whenua in Wellington.

John Robinson (Letters, June 24) should read more closely about 1820 and see who had the muskets. They were from much further north than Taranaki or Kawhia. At that time Maori law applied and to try to backdate the Treaty isn't possible or sensible.

MORRIS TE WHITI LOVE
27 6 2011 Newtown

Maori history of Land ownership has been subjugate current occupiers by bloody force. Thus who really did own the Town Belt prior to the present claim?

Save the Town Belt

Locals should get involved in the discussions on managing the Town Belt, according to John Bishop. New guiding principles for its management are proposed by the Wellington City Council, but Bishop, chairman of the Friends of the Town Belt says the vague definitions threaten the council's past record of achievement. The Friends suggest the council may be contemplating significant changes to the Trust Deed establishing the Town Belt. Bishop says that 'deed has protected this historically important open space against development through three successive centuries'. He says the proposals could allow development of parts of the belt without public input, and restrict public access in the future. Submissions should reach the council by September 9.

Tabled Information - Reference 004/13PT(a)

Some Early Tonks activity on the Town Belt

As early Pioneer settlers at Wellington the Tonks family were most active with their various enterprises. William and his brothers George and Enoch separately leased various Town Belt lots for their cattle and horses to graze upon. Also Blacksmith and Farrier Henry Tonks leased Town Belt land near his Webb Street smithy forge so that he could graze the horses that he traded with. Further clay from road making through the Town Belt was obtained by Enoch Tonks for use at his brick works in Webb Street.

The City Engineer reported that Mr E. Tonks who has entered into a contract for the levelling of a portion of the Town Belt adjacent to Salisbury Terrace for the purposes of taking clay for the manufacture of bricks, desired to alter the boundary of the land being worked, in order to enable him to get a sufficient amount of clay which would mix with the soft rock when ground and provide material suitable for brick making. The Committee referred the question to Councillors Frost & Thompson and the City Engineer to visit the site. 27/11/1917

Tonks Land sold Town Belt Taken!

In 1919 William Tonk's estate which comprised of some 14 acres sold 7 acres of land at Melrose to the Public Trust for the building of Dr Truby King's Karitane Hospital, which while now not in use as such still stands today. However Truby King had his residence built nearby but this was erected on Town Belt land. Today the W.C.C own the site and his home.

Wellington Almanack 1878

Lessee Town Belt George Tonks
Lot 30 11a or 30p 15-19-0 pounds - Adelaide
Road North of Waipori St
Lot 38 9a 15.0.0 pounds - Top of Bidwell St

WCC Minute Book Records

On 15/9/1882 Town Belt Reserve
No. 38 put up for Leasing.
R. Somerville tendered ...5 pounds
Geo Tonks tendered ...6 pounds
Accepted G. Tonks

opposite the Nairn Street entrance about 1 1/2 chains distance and extended about 10 chains in a southerly direction. The width at the widest being about 3 1/2 chains and the land being cut down about 24 feet at the highest part and the plan laid on the table herewith shows exactly what is proposed to be done, except that the land will be cut down about 4 feet more than is shown in the plan.

Enoch Creates Nairn Street Park At The Top Of Thompson Street

21/11/1895

W.C.C. Meeting Minutes.

That the arrangement proposed by Mr Enoch Tonks for levelling the top of Nairn Street Reserve be agreed to by the Council. Mr Tonks requires the soil for brickmaking purposes and he undertakes to remove sufficient earth from the top of the Reserve to give a little over 3 acres of level ground, which will then be suitable for football or cricket. The levelling will commence

NEWTON PROPOSAL

TOWN BELT SECTIONS WANTED

A proposal for dealing with the site difficulty as regards Newtown School is that the present school site should be exchanged with the City Council for portions of the Town Belt. The school site could be made a rest park and recreation area in a congested quarter. The chairman of the Education Board and the Minister for Education both consider the proposal a good one. The Chairman (Mr. Forsyth) states that the parts of the Belt which are desired have, up to the present, been used for no other purpose than grazing of horses and the propagation of noxious weeds. One of the sites is a block of land at the head of Seddon-terrace (off Coromandel-street), and immediately to the north of the Newtown lawn tennis courts. This section, at present mostly a barren patch, with outcrops of bare clayey soil, is situated on a sunny slope; it is conveniently placed for use as the education centre of Newtown East; and, further, it is beneficially remote from traffic. The other section is on the Belt close to John-street, on the other side of Newtown, so that it would cater for the children of Western Newtown and for the big increase which might be expected in settlement in that locality (lower Vogeltown, etc.) Mr. Forsyth states that all that is really needed from the council is the actual land to be covered by the school buildings, as he contends that the areas required for playgrounds come within the terms of the gift of the Belt to the city. The present school site was much more valuable than the Town Belt areas required. If the City Council did not agree to the proposal, the site would have to be disposed of to provide the funds for purchasing other property. This would mean the acquisition of areas now used for residential purposes, and this the board did not wish to do while the housing problem was so very acute.

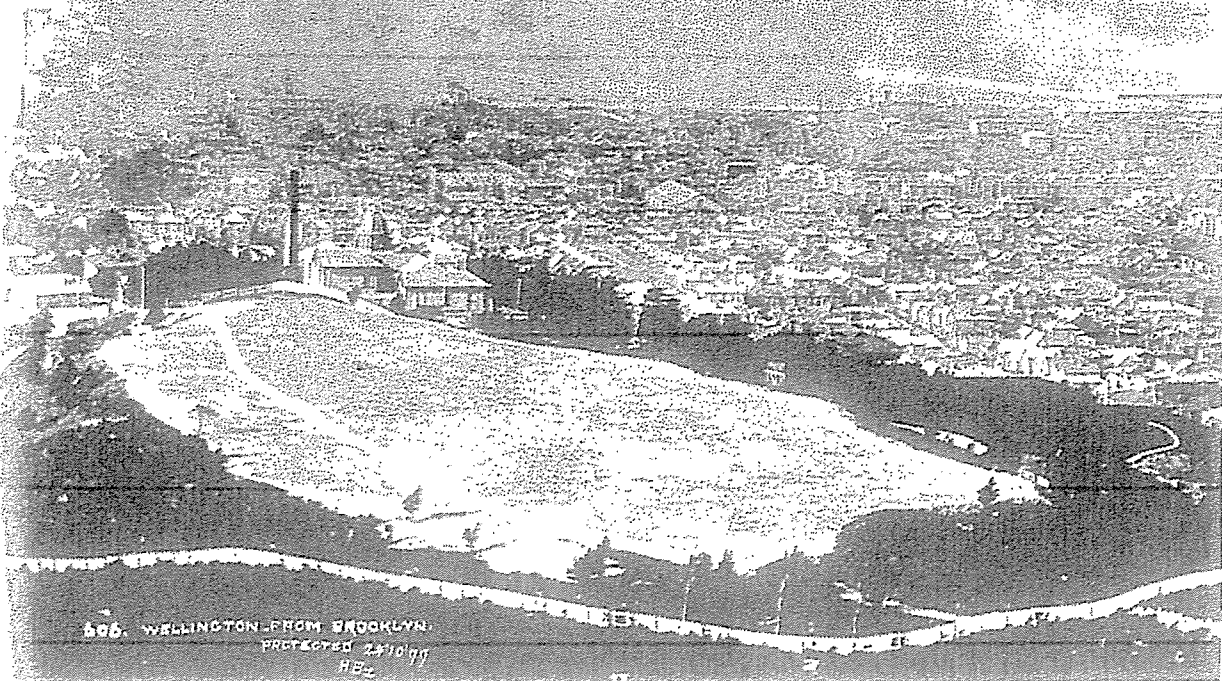
At Newtown the board had under consideration the acquisition of two sites on the side of the valley to take the place of the old school, which would then be scrapped. What he himself would have liked to see was the present school site, worth about £15,000, exchanged for about four acres of the Town Belt. The City Council could then have the school site as a small park in the heart of a congested area. This, he thought, would be a good bargain for the city, as it would be in line with the modern development of providing small parks in the centres of population. Failing such an exchange, the old site would have to be sold to purchase new land. EP.

Newtown: Negotiations were in progress for the acquisition of two acres of land, adjoining the Town Belt for the East site, and with the City Council for the West. No difficulty was expected in acquiring the two sites referred to. Nothing further could be done in regard to the West site until the City Council finally decided its attitude on the proposition to exchange a site on the Town Belt for the present school site. 17/1920

Henry Tonks forced away from the edge of Town Belt

Henry Edward Helyer Tonks with his wife Christabel and their three children were forced to sell their home at number 11 Douro Ave Newtown. It was the Education Department that required their property as it adjoined onto the Town Belt and a new school was to be built over the area occupying some of the Town Belt. After much to do the new school idea was abandoned. But during the effort of the Education Board to proceed Henry Tonks found the whole matter most stressful and after living at their Douro Ave home for twelve years they relocated in 1921 to 105 Mein Street. The Evening Post reported on 9 July 1920, that the City Council decided against the proposed exchange of the Newtown School site for a portion of the Town Belt. (How sensible so!)

Tabled Information - Reference 004/13PT(a)



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Alexander Turnbull Library W.N.N.Z.

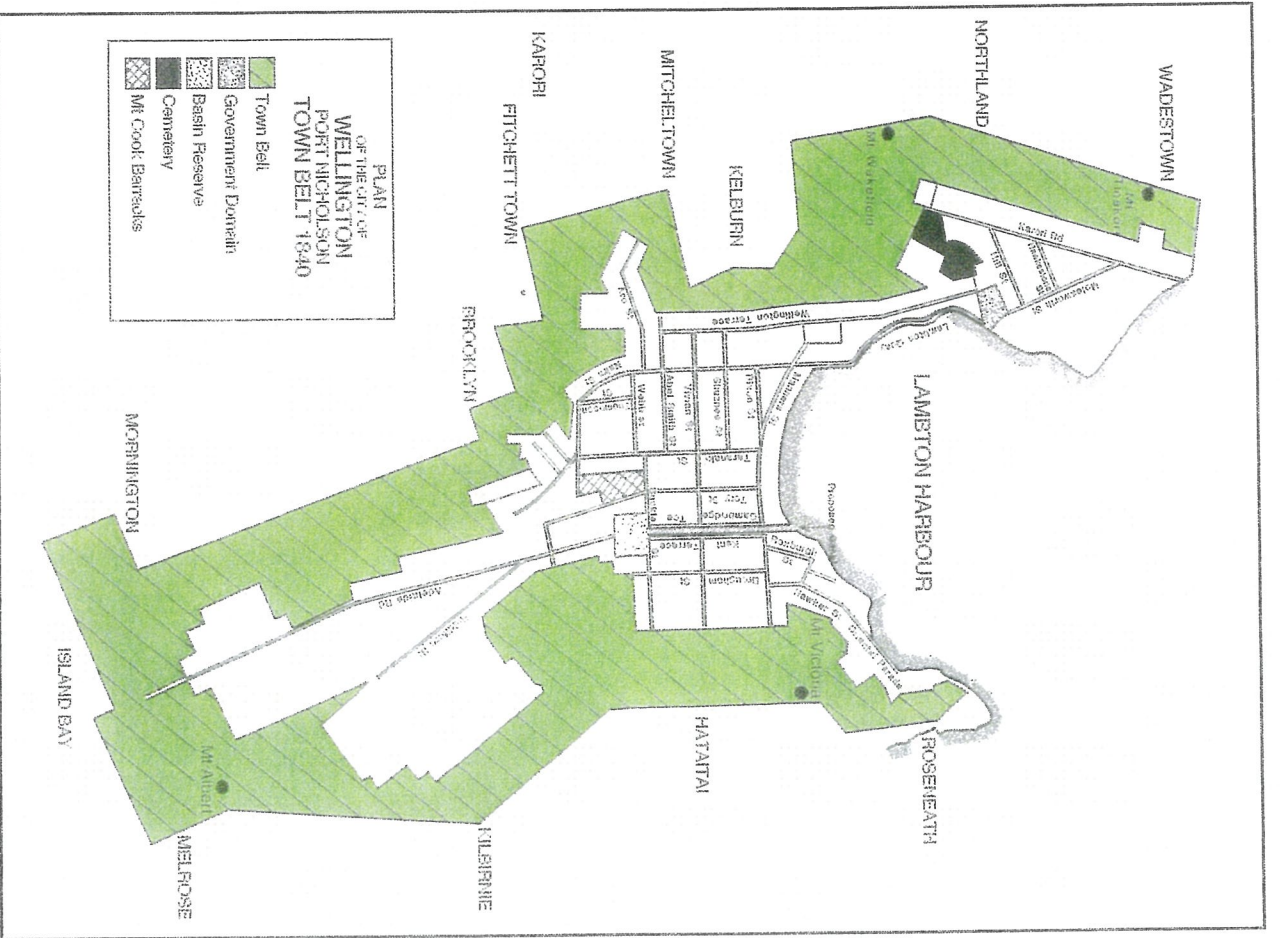
Nairn Street Park—Top of Thompson Street (as formed by Enoch in 1897)—October 1899.

Above photo shows Nairn Street Park as levelled and dug out by Enoch Tonks for the W.C.C. His horses and carts just had to take the loads of clay down Thompson Street and then back the horse in on the hillside entry, and tip the load into the brick yard, in all about a distance of 180 metres; most convenient. Enoch's brick yard chimney can be seen at middle left of photo.

Where to from here?

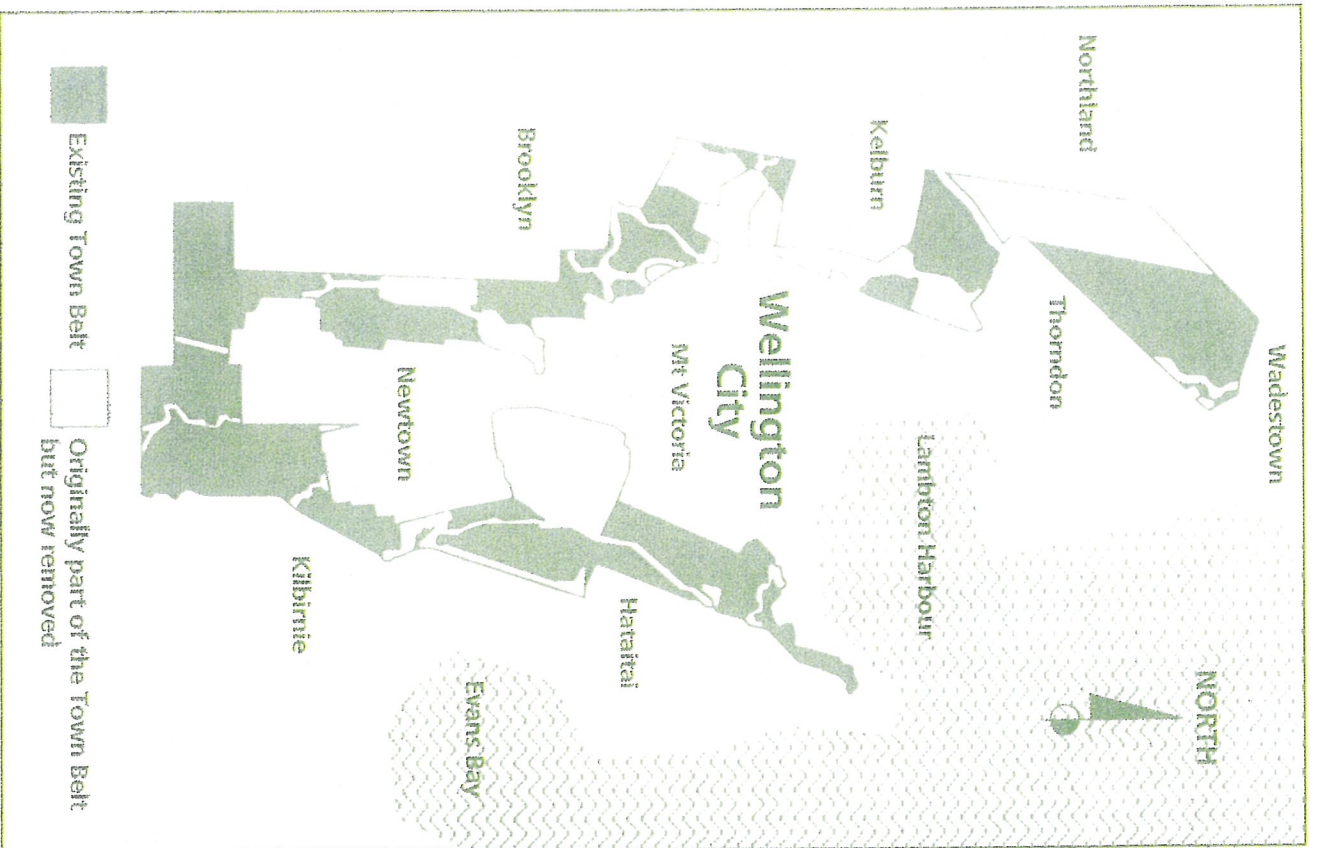
Currently, to their credit, the Council are now endeavouring to secure back to the city any town belt land that they possibly can. Further they have provided many walking tracks over the whole range of the town belt and in so doing have restored it to its original purpose. As one walks any of the well maintained tracks and beholds views of Wellington, its hills and sea, what a delight what a joy all this is. firstly credit indeed to the 1839 New Zealand Company gift, then William Tonks and all those who have held fast to its purpose. And may we say hence forth that judiciousness be the password for the Town Belt managers from here on.

Tabled Information - Reference 004/13PT(a)



Town Belt 1840. Diagram based on Mein Smith's Plan of Town of Wellington at Port Nicholson, 14 August 1840.
 Drawn by K. W. Shepherd. First published in Wellington's Heritage, Winsome Shepherd, Te Papa Press, 2000.

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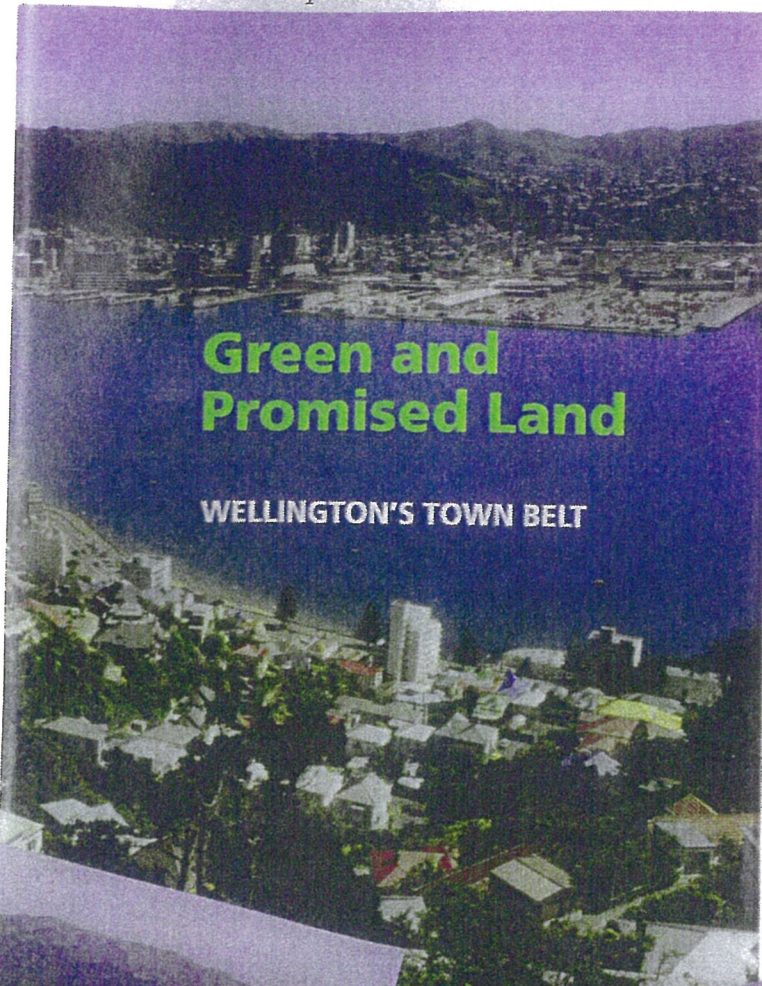


About one-third of the original Town Belt has been lost.

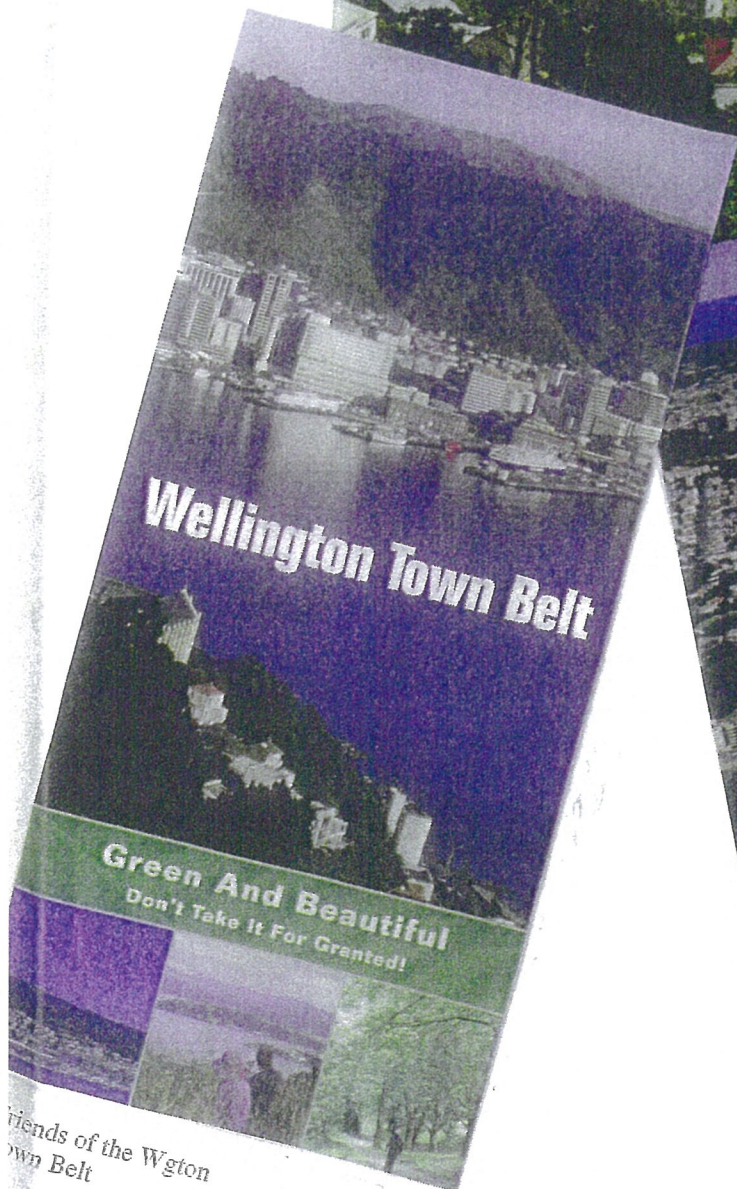
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Tabled Information - Reference 004/13PT(a)

How good is it to see that real attempts to save and properly manage the Town Belt are now afoot. Below are shown some recent publications to such an outcome.



Published by the
Museum of Wellington
City & Sea



Friends of the Wgton
Town Belt



WCC Review

Tonks's Trouble

OFFICIAL INSPECTION OF WORKS BY MAYOR AND COUNCILLORS

This being the opening of a new financial year, the Mayor (Mr. J. P. Luke) and a number of the City councillors, accompanied by the City engineer (Mr. W. H. Morton), yesterday made a very comprehensive round of those places where City works of any kind have been done during the past financial year.

The tour, which was made by motor-car, commenced at Oriental Bay, where the wall-extending work eastward from Fitzgerald's Point, was inspected. When the party reached the scene of the works, where about one hundred yards of the new concrete wall has been uncased, the tide was almost at its highest, and, as there was a gale blowing from the north-west, with a heavy sea smashing against the wall, the time was most opportune to note how the new style of sea-wall was doing its work, not a drop of water was falling inside the wall. The provision of this wall will make Oriental Parade 100 feet in width, of which 30 feet on the seaward side will be formed into a foot-path of cambria formation, i.e. the highest part of the surface of the path will be the centre. It is hoped to keep this work going through the winter out of revenue. The concrete wall is to be finished off with neat galvanised-iron rail.

A Problem.

On past Oriental Bay the party sped, by hillsides disappearing gradually but surely under colonies of pretty villas. In Evans Bay the City engineer pointed out narrow spots that should not be on the road that winds round to the Patent Slip. There a peculiar problem faces the Patent Slip Company. They have been called on by the Harbour Board to erect another slip (according to an agreement entered into some years ago), and are looking for the right to cross the public highway, with their rails, chains, cradle, etc. Now this road is a very popular motor drive, and ship gear is very cumbersome material to be allowed to sprawl across the road, but there is a way out. That is for the Slip Company to construct an alternative road of a grade of not more than 1 in 15, cutting into the hill, and following a line that will traverse the hillside at the back of the proposed and the existing slip. The work would be an expensive one, but it would add to the picturesqueness of the drive. A possible alternative plan would be for the slipways and gear to be sunk well beneath the level of the road, and when not in action to be covered with a wooden platform (in sections) that would make a satisfactory roadway. The council is at present negotiating with the Patent Slip Company.

Just a few hundred yards to the south of the Patent Slip is a fine bit of solid concrete seawall, which was erected during the past year, and which has enabled Mr. Morton to widen out the road where much attention was an urgent necessity in the interest of safe traction.

A Noble Reserve.

The shallow waters at the head of Evans Bay lent themselves to reclamation. It is at the junction of two healthy and fast-growing suburbs, and must soon be in active demand by the residents of both as a sports area. So far, the ground reclaimed there covers an area of 15 acres, and the present scheme provides for the reclaiming of another three acres on the south side. At present the work has been stopped as the supply of spoil from the adjacent bluff has given out.

A Monster Carshed.

Through populous South Kilbirnie a course was steered to Onepu Road, where a big carshed is being erected. This shed is being built of reinforced concrete, with iron stanchions supporting the roof. It will accommodate 50 cars, but by pushing out the temporary wall on the north side, and extending the structure on land in hand, house room can be provided for still another 50 cars. Elaborate workshops are to be constructed at the back on the southern side of the building.

The choice of site for this carshed and workshop is a happy one, as at that point the tracks converge from four distinct points—Miramar, Lyall Bay, Kilbirnie, and Constable Street—all districts destined to grow rapidly in the future. Travelling along Onepu Road, with nothing ahead but the blue expanse of Cook Strait, one could not help but be struck with wonder at the growth of settlement on the isthmus that was once offered for sale to the council for £200, and refused. At the Bay the sand flew inhospitably, but time was given to inspect the newly-erected conveniences for men and women at the rear of the Maranui tramway waiting shed. The way back was via Tainui Terrace, which is being made into a thoroughly good city-like street. The builders of the houses that front this road deserve this work.

At Newtown Park.

Having seen the eastern suburbs, the cars pushed along up the rejuvenated Crawford Road, where the engineer indicated the paring of banks and filling of gullies which had to be done to provide a well-graded 50ft. road with a double tramway track. This is the outstanding work of the year, and is of the greatest credit to the City Council, and the engineer who designed it. In Constable Street the cars travelled over a beautiful surface—5 inches of concrete, covered with two inches of fine asphalt. Time has yet to pronounce its verdict on this style of construction. Tobogganning along to the end of Daniel Street, there was a general surprise at, and admiration of, the formal beauty of the work that has been done at the tramway terminus opposite the Zoo gates. There the loop has been fenced in roughly, yet symmetrically, with huge boulders, and all within is planted with shrubs that appear to be doing amazingly well. The bank near the gate has been treated in the

same manner with similar success.

"Tonks's Trouble."

What is this? The party had gone beyond the Zoo gates, and were traversing a new road leading hillward. "Oh, this is 'Tonks's trouble'!" And a smile went round. As a matter of fact, the people of that locality owe a deep debt of gratitude to Mr. Wm. Tonks, who worried and threatened the council until the work of improving Park Road was put in hand. A 40ft. road of easy grade has been made for nearly its full length by cutting away banks and filling in on the other side, giving easy access to a district at the back of Newtown Park which doubtless has a residential future. Another big improvement has been made by filling in the old nursery block (which is skirted by Park Road), and which is to be converted into an ornamental garden during the winter.

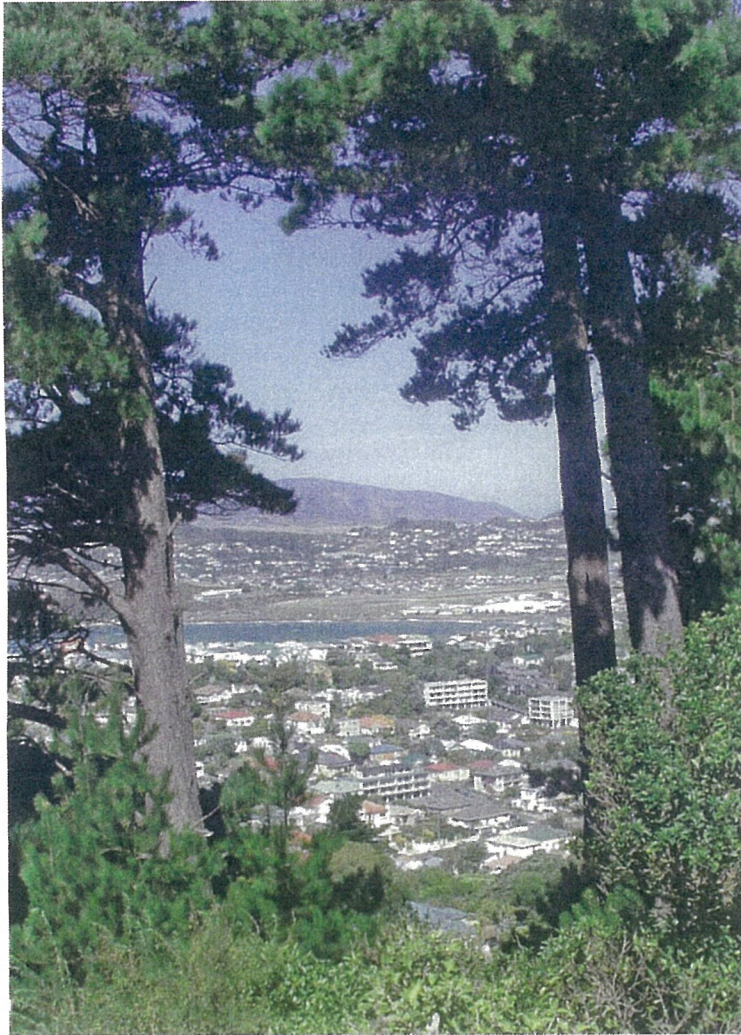
New Golf Links.

From Newtown Park an excursion was made to the Island Bay Road, where a long extension of the concrete culvert that has relieved the Island Bay flat from floods was inspected. This culvert is about 6ft. by 5ft., and is being carried as far northward as the Chinamen's gardens.

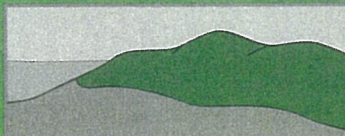
Returning, a brief visit was paid to the Municipal Golf Links, where several parties were enjoying a game. All conceded that these links were as "sporting" in formation as one could wish, and were going to be a fine asset to the City. Through Lizardet Street and down Hutchinson Road (recently widened), the cars travelled past Jam-Tin Gully, and down on to the wood blocks of Adelaide Road once more. A fleeting visit was paid Central Park, and the new Brooklyn Road was traversed. In Upper Willis Street the new road surface was admired, as was also the case in Molesworth Street. Tinkari Road made rough travelling for the cars. At the beautiful Botanical Gardens the new lake and lay-out improvements were inspected and pronounced to be just the thing. Finally the party dashed through Kelburn, and via Salamanca Road, back to the dusty City, all well satisfied that Wellington people have much to be thankful for, and little to complain about in comparison with our sister cities.

William Tonks jr lived at the Summit of Park Road now called Manchester Street. His home was built in 1906 Number 38 Sutherland Rd.

Tabled Information - Reference 004/13PT(a)



Help protect 400 hectares of precious open space in the heart of our city.



**Friends of the
Wellington Town Belt**

www.townbelt.wellington.net.nz

Now here is an arrangement that makes a lot of sense and is already having certain success.