

January 19, 1927. There was talk of taking off the Rangitoto with ever declining steamer passenger traffic. On January 26 it was noted that the Baths at Grahamstown were still popular, but the woodwork was deteriorating. (They were built in wood because an engineer had a "thing" against concrete.) (The Band Rotunda was now in a fading backwater instead of the principal part of Thames.)

July 1, 1927. The Diamond Jubilee organisation formed a Procession Committee, for the celebrations of August 1.

August 2, 1927, had big reports of the Diamond Jubilee procession, with more to come next day.

The Procession was led by the Marshall, Sergeant-Major Cosgrove, then what was called by the Star the "Hauraki Band." Then came the Pioneers of the field in 38 cars, with 2 buses some distance behind, and various floats. There were two cars with Mayor and Councillors, and the Hon. G.J. Anderson with his Parliamentary party. A long list followed, including of Schools, some marching, others in 21 decorated lorries. Trade displays were prominent and numerous. The mining side included an "emblematic display of gold won from the field in the shape of a pyramid." "Pollen Street was black with people, and each side of the street was augmented with cars from all over the district. There must have been 10,000 people assembled during the morning, a sight Thames has not seen for several decades." For the Pioneers' luncheon there was an orchestra. After all the notables, and decorated floats, and schools, and trades displays and so on, there was "a long line of cars" at the tail end of the procession. The Mayor was chemist William Bongard.

Near the end of October arrangements were made for a Labour Day carnival.

December 17, 1927. The steamer Rangitoto was still on the passenger run between Thames and Auckland. (Old Fred Sawyer told me some years ago, when delivering his nostalgic "Night on Thames," with the lights and bustle and wharf traffic for night arrivals and departures of steamers according to tides, that there was a magic touch from the band music, which seemed to be a frequent feature.)

1928.

As hopefully described on January 28, 1928, there seemed to be a revival of passenger steamer patronage. "The number travelling by water to and from Auckland lately has been astonishing." (However, this was the summer visitor season and a bridge at Kopu replaced a ferry even before its official opening.)

May 11, 1929. There was a report of Prime Minister J.G. Coates opening the "Hauraki Bridge" (now Kopu Bridge). In the evening Thames was lit with festoons of coloured electric lights, which would become a permanent feature, and a banquet in the Masonic Hall in honour of the Ministerial party. Band music would be likely at some stage.

The bridge was naturally not good news for passenger steamers. The Rangitoto was reported as still going on June 25. However, on December 8 the Thames Harbour Board noted that steamer passengers for 1928 were 2,077 down on 1927.

1929.

January 11, 1929. The Thames Volunteer Fire Brigade visited the Old Folks Home to give a concert under Superintendent A. Garrett, who always had close links with the Regimental Band.

In October, 1929, there was the U.S.A. stock market crash which ushered in the Great Depression of the 1930s - "brother, can you spare me a dime?" Thames Borough was already feeling the pinch with having to service a big debt from the "borrowing twenties." As noted before the end of 1928, the Borough Debt was over £256,000 for sewerage etc., plus £66,000 for the Harbour works - which proved to be a very efficient silt trap.

1930.

During the year Thames rates struck came to £23,000, amount collected only £17,000. The Borough was unable to keep up its debt repayments and servicing, and the bondholders for the loans appointed Clarence L. Grange as Commissioner, the Thames Borough Council becoming an advisory body by 1932.