

**WDC District Plan Review – Built Heritage Assessment**

**Historic Overview - Ngaruawahia & District**



**HERITAGE  
CONSULTANCY  
SERVICES**

## **Ngaruawahia & District**

Ngaruawahia is the hub of a large area serving several smaller settlements, including Taupiri, Hopuhopu, Glen Massey, Te Kowhai, and Horotiu. The district's villages do not have distinct boundaries and their environs merge with their rural setting. The histories of these places and the rural areas in-between have overall similarities but each was established for a distinct purpose during the 150 years since European governance was imposed. Only Ngaruawahia and Taupiri were intended from first survey to be 'urban' areas; Te Kowhai developed from a rural area with facilities added as the community required them; Glen Massey and Horotiu from particular industries requiring a workforce; and Hopuhopu, uniquely, from an Anglican Church mission grant that later provided a large open space handy to the Waikato River and North Island Main Trunk railway for acquisition by the government as a military training camp.

The entire area was part of the land confiscated from Tainui after the Waikato War. Ngaruawahia and Taupiri were set aside for town settlements, but generally the rest was surveyed into parcels suitable for grants to militiamen or Maori claimants. Initially the Glen Massey area was developed in the late 19<sup>th</sup> century under three special settlement schemes.

The Waikato and Waipa Rivers have determined the locations and, to some extent, the histories of Ngaruawahia, Taupiri, Hopuhopu and Te Kowhai. Ngaruawahia prospered from the river trade; so also to some extent did Taupiri as a port for rural areas to the east. The Great South Road and the North Island Main Trunk railway were pivotal for the development of Ngaruawahia, Taupiri, Horotiu, and, to a lesser extent, Hopuhopu.

Historically the Waikato and Waipa Rivers provided a means of transport and communication, they provided food and technological resources, and were used as boundary markers. Swamps and streams feeding into the rivers also provided resources; the plains either side provided gravels and soils suitable for cultivation of traditional crops such as kumara and introduced potato, wheat, corn, oats and fruit, such as peaches. The soils were suitable for European farming methods and domesticated animals and, once the swamps were drained, they were highly fertile. The generally flat to rolling landscape was easily transformed into a European pastoral environment with roads providing access.

Since colonial government was established in the Waikato, the area has come under the governance of several bodies: the Auckland Provincial Council, local highway and roads boards, Ngaruawahia Town Board, Raglan County Council (west side of the Waikato River up to Port Waikato) and Waikato County Council (east side of the river), before coming under the umbrella of Waikato District Council in 1989.

### **Early European Inhabitants**

Prior to the Waikato War of 1863-64 only a few Europeans had settled in the area: a handful of millwrights in the employ of iwi, some missionaries and traders. Europeans commonly travelled the rivers en route to other mission stations and trading posts: up the Waipa or over the hills to Whaingaroa (Raglan), Aotea and Kawhia or up the Waikato to Maungatautari or the Hauraki plains. Very little land had been alienated from iwi before the war, known parcels being those gifted to the Church Missionary Society at Hopuhopu, on the east bank of the Waikato River, and Pepepe and Kaitotehe on the west bank. Land was under the control of various Tainui iwi until the confiscations following the cessation of the Waikato War in April 1864.

Missionaries entered the Waikato area in the 1830s, possibly the first being Rev AN Brown and James Hamlin who travelled through, en route to Whaingaroa, early in 1834. Henry Williams visited Ngaruawahia in 1835. Robert Maunsell established a mission station near the Waikato River mouth in 1839; other missionaries did likewise up the Waipa and around Kawhia, Aotea and Whaingaroa harbours.<sup>1</sup> John Morgan was established at Otawhao (Te Awamutu) from 1833.<sup>2</sup> In September 1842

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<sup>1</sup> <http://www.teara.govt.nz/en/biographies/1m28/maunsell-robert>

Rev Benjamin Yate Ashwell established a station at Kaitotehe, Potatau Te Wherowhero's principal pa opposite Taupiri.<sup>3</sup> Ashwell had been Maunsell's assistant at Maraetai and was already familiar with the area, and the people were familiar with him and his family.

In 1844 the artist George French Angas painted Kaitotehe and noted the Christian chapel built by Kaitotehe people.<sup>4</sup> Angas then walked to Ashwell's first home on a point called Pepepe, 'which jutted out into the river about two miles from Kaitotehe' opposite Hopuhopu.<sup>5</sup> The broad fertile river flat between Kaitotehe and Pepepe had extensive cultivations of potatoes, kumara, Indian corn and wheat. Ashwell's cottage was painted by Angas, who described it in romantic terms as a raupo cottage set in a garden full of English flowers. Associated with the Pepepe mission station were a boys' school and a flourmill at Hopuhopu.<sup>6</sup>

An 1853 report describes Taupiri School as 'a highly ornamental and weather-boarded house ... with a central school room and a wing on each side which contained the dormitory and a dining room'. Close by was a cottage in which the Europeans were accommodated. While the school was primarily for girls, young boys and adults were also taught there. In October 1852 there were 13 adults, 13 boys and 47 girls. Ngati Whauroa chiefs had at that time appropriated 100 acres 'two miles away' as an endowment for the girls' school and a boys' school was to be built separately.<sup>7</sup> This referred to 133 acres at Pepepe and 1385 acres at Hopuhopu across the river. Rev and Mrs Ashwell's two daughters helped with teaching, as did Elizabeth Colenso and her daughter Fanny.<sup>8</sup>



Figure 150: 'Reverend Benjamin Yate Ashwell's church, Taupiri mission station, Waikato'. PA1-f-046-09-1, Spencer Perceval Talbot Nicholl photograph albums, Alexander Turnbull Library, Wellington.

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<sup>2</sup> [http://en.wikipedia.org/wiki/John\\_Morgan\\_\(missionary\)](http://en.wikipedia.org/wiki/John_Morgan_(missionary))

<sup>3</sup> Vennell and Williams, p. 39.

<sup>4</sup> Ibid, p. 40.

<sup>5</sup> George French Angas, Series AA8/06, New Zealand Watercolours – 'New Zealanders Illustrated' South Australia Museum:

<http://archives.samuseum.sa.gov.au/aa8/AA8-06.htm>

<sup>6</sup> Alison Drummond *Early Days in the Waikato* (Hamilton 1964), p. 17. This reference has not been verified; the mill referred to may have been opposite Kaitotehe i.e. at Taupiri.

<sup>7</sup> *New Zealand Spectator and Cook's Strait Guardian* 14 September 1853, p. 4.

<sup>8</sup> Gladys Button *A History of Taupiri* (Taupiri 1995) p. 6.

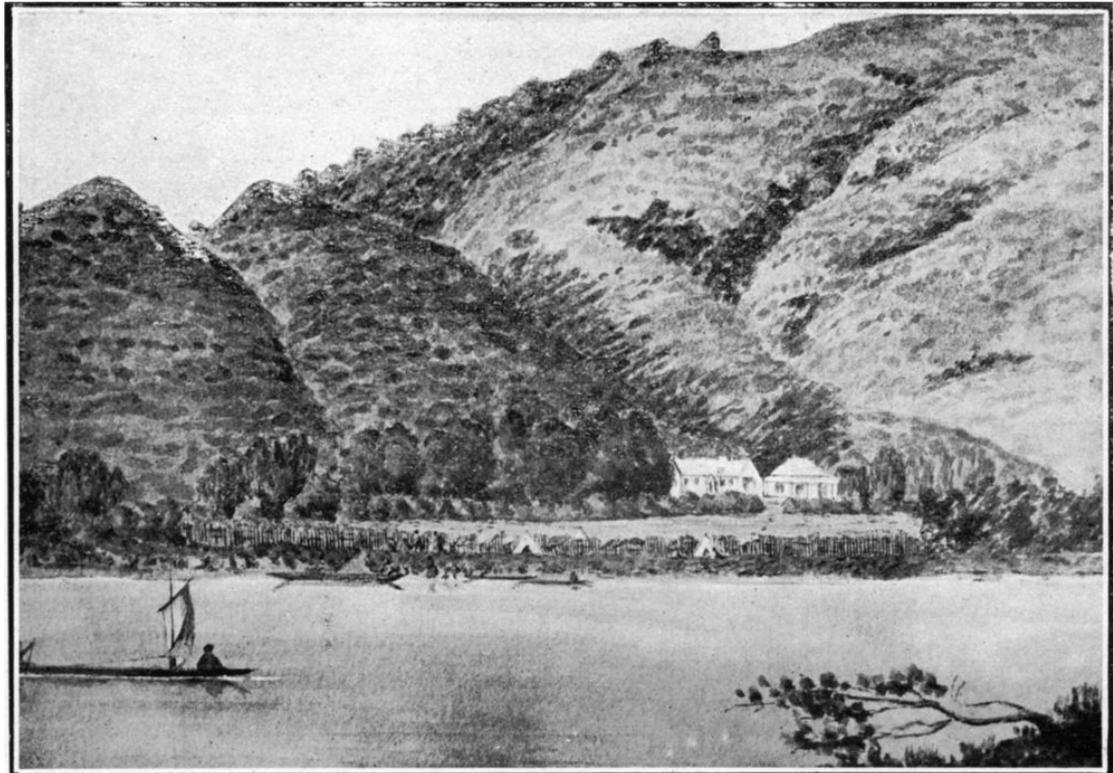


Figure 151: 'The Rev BY Ashwell's Mission Station, Kaitotehe, Waikato River'; a sketch made shortly before the war in 1863, by Lieut. (later Colonel) HS Bates of the 65th Regiment. Governor Grey's camp, on one of his Waikato expeditions, is shown on the riverbank. James Cowan *The Old Frontier* (Te Awamutu, 1922) p. 103.



Figure 152: 'Showing pupils posed outside the Kaitotehe Mission Station School at Taupiri', 1859. 7-A15830, Sir George Grey Special Collections, Auckland Libraries.

Ashwell left the mission station during the 1863-64 war; during this time the station was administered by Karaka Tarawhiti, the son of Rev Heta Tarawhiti.<sup>9</sup> Further up the Waipa River was another mission school, Karakariki, on the west side of the Waipa River. Martha Patene [Barton] and her brother ran the boarding school at the mission station.<sup>10</sup>

Several European traders were in the area before 1863, including John Kent who lived at Ngaruawahia in 1834 after being at Kawhia for some time. Kent's place was a mile up the Waipa from the Waikato River junction when he was visited by Brown and Hamlin.<sup>11</sup> Kent had married Tiria, daughter of Te Wherowhero in 1830.<sup>12</sup> Trader Charles Marshall was based near the Waikato heads; Randall and at least two others downstream from Taupiri, including George Weller at Onewhero prior to 1834; CL Strauss was at Whatawhata in 1859, Arthur Browne at Kirikiriroa [Hamilton] in 1853-54.<sup>13</sup> On his 1844 journey Angas met a large canoe whose occupants included two European 'pork traders' and, at a village further up the Waipa, he came across three Pakeha-Maori engaged in trading activities. George Skidmore, a trader, and William Newton, a farmer, were established near Ashwell's mission station.<sup>14</sup>

Maori traders were commonly seen on the river freighting produce, including pigs, flax, wheat, milled flour and fruit, to the markets in Auckland from the Kirikiriroa and Tamahere cultivations on the Waikato, and Te Awamutu, Pirongia and Rangiaowhia on the Waipa. At that time the Waikato River between Ngaruawahia and Maungatautari was known as the Horotiu.

Adventurers, explorers, geologists such as Ferdinand von Hochstetter, and government officials visited the area from time to time; Governor Sir George Grey visited King Tawhiao in 1863.

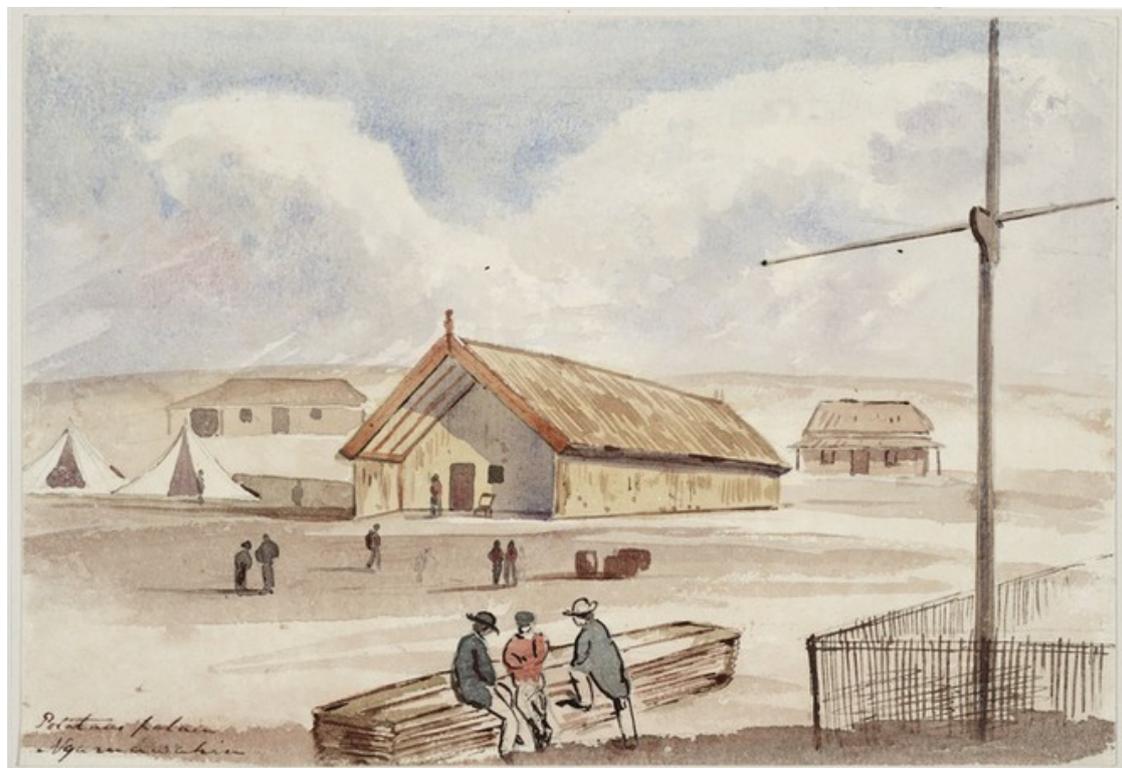


Figure 153: William Fox 'Potatau's place, Ngaruawahia, 1864'. WC-029, Alexander Turnbull Library.

<sup>9</sup> Button, p. 9.

<sup>10</sup> <http://www.teara.govt.nz/en/methodist-church/page-1>

<sup>11</sup> Vennell and Williams, p. 32.

<sup>12</sup> Latta, p. 4.

<sup>13</sup> *Auckland Government Gazette* 1853, 1854.

<sup>14</sup> Vennell and Williams, p. 71.

## After the Waikato War

Within the study area, there were no military engagements during the war of 1863-64 but its effects were felt through the loss of people, crops, possessions, land and mana. The Waikato War had depleted many Maori settlements as people went to lend their support at engagements such as Rangiriri, or retreated south up the Waipa after that battle. Imperial and colonial troops entered Ngaruawahia on 8 December 1863, symbolically hoisting a British flag and thereby establishing a major military base. In January 1864 the army proceeded up the Waipa River and established camps at Whatawhata and Te Rore and from there attacked Kingitanga supporters in their new strongholds further south. This generated considerable river traffic carrying supplies, bullocks, horses and troops. A crude road connecting Ngaruawahia to the southern camps ran close to the eastern bank of the Waipa and passed through the Te Kowhai area. The Hakarimata hills provided timber and firewood for the troops, and Maori cultivations, food stores and livestock such as goats and poultry were appropriated.

After the war ended the government pronounced the confiscation of a large tract of land, including all the land in the subject area, except for the mission land at Pepepe and Hopuhopu. Surveying the district was soon underway. The land in the Waikato-Waipā delta from Ngaruawahia to Rukuhia was surveyed mostly into 50-acre parcels to be allotted to militiamen of the Fourth Regiment of Waikato Militia (usually referred to as the Fourth Waikatos) as part of their reward for service. This included the land immediately south of Ngaruawahia, including what became Horotiu and Te Kowhai, north to Kainui and almost to Taupiri. As well as these 50-acre parcels, larger parcels for officers were surveyed, such as a 300-acre parcel for Captain John Peter du Moulin on the west side of the Waipa, south of Ngaruawahia.<sup>15</sup> A strip along the west side of the Waipa and Waikato Rivers was surveyed as land grants for several Maori claimants; also land between Hopuhopu and Taupiri was mapped for this purpose. Two small areas were set aside as the prospective towns of Ngaruawahia and Taupiri, for sale to individuals.

Much of the land was unsuitable for farming, being swampy and/or inaccessible; many of the militiamen had no agricultural skills or interest in farming and sold up immediately or settled on their town sections in Hamilton. Many 50-acre allotments were amalgamated into larger parcels; investors from Auckland were quick to see opportunities for development and bought up the abandoned allotments, although some of the militiamen who had private incomes also accumulated land.

The Great South Road and the Ngaruawahia-Whatawhata Road were pushed through in the mid-1860s, punts operating to transport road traffic across the rivers until bridges could be built. The Great South Road was formed through to Hamilton by 1865 but was not suitable for wheeled traffic until 1870 and even then it was often impassable with thick mud. The North Island Main Trunk (NIMT) railway reached Hamilton in December 1877, a major achievement being the opening of the bridge over the Waikato River at Ngaruawahia in August 1877. The road and the railway lessened dependence on the rivers, although steamers and barges continued to be used for several decades.

Within the succeeding decades the extensive wetland south and southeast of Taupiri and between Horotiu, Pukete and Te Kowhai were systematically drained and brought into pasture. Dairying, beef, sheep, pigs, poultry and deer farming became established along with a few horse studs. Horticulture developed with vegetable production and fruit, also tomatoes and orchids in the Taupiri area. Flax was a major product in the late 19<sup>th</sup>/early 20<sup>th</sup> centuries with several mills in the district, situated along the Waikato, Waipa and Mangawara Rivers. Peaches were plentiful into the 20<sup>th</sup> century from trees planted by Maori during the first years of European contact. Digging for kauri gum was another industry in the latter part of the 19<sup>th</sup> century. Timber was harvested from native forests for personal use to construct houses, farm buildings and fences, with some larger mills exporting to Auckland and overseas.

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<sup>15</sup> SO 526, QuickMap.

## Ngaruawahia

Ngaruawahia has long been a major settlement and strategic base for Waikato-Tainui and is particularly associated with the Kingitanga. It is highly significant as the place where the first Maori King, Potatau Te Wherowhero (1770-1860), was installed, lived and was buried. This significance was recognised by the colonial government; the raising of the Red Ensign on the King's flagpole at The Point by imperial forces on 8 December 1863 was a symbolic, and therefore provocative, act. It represented the beginnings of colonial settlement in the Waikato.

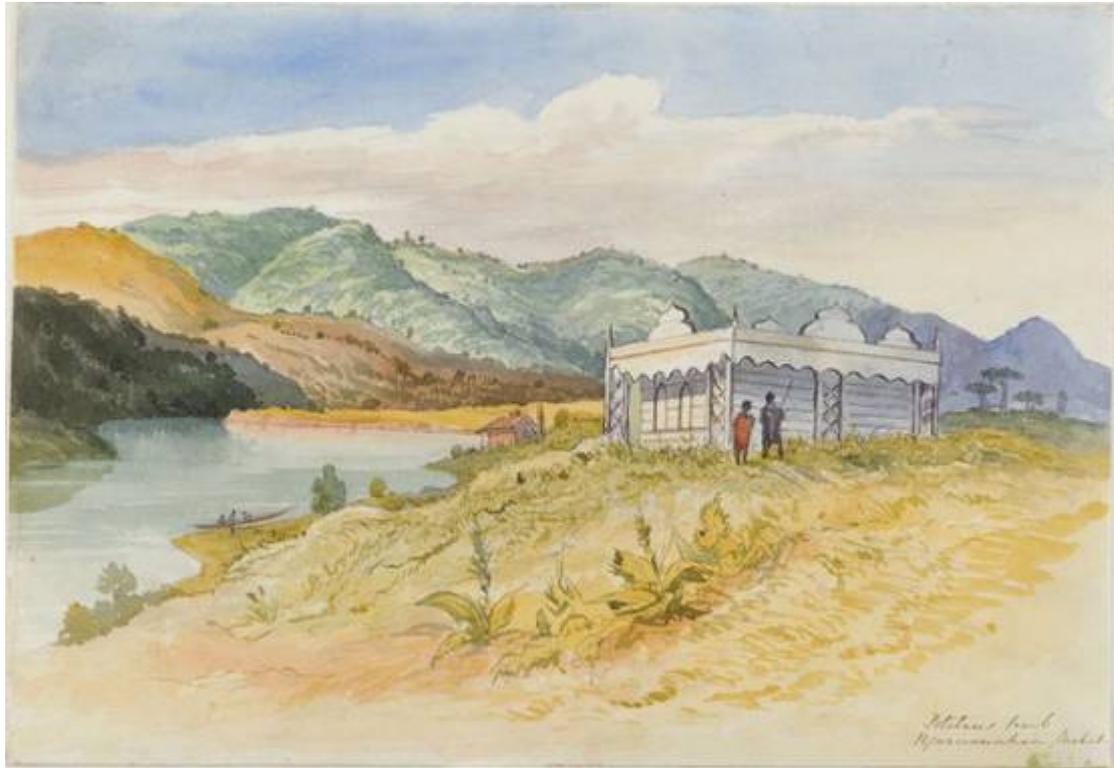


Figure 154: William Fox 'Potatau's tomb, Ngaruawahia, Waikato'. 82/54 Hocken Pictorial Collections, University of Otago, Dunedin. <http://otago.ourheritage.ac.nz/items/show/5278>

Descriptions of Ngaruawahia in late December 1863, soon after troops had raised the Red Ensign, mentioned extensive potato fields, a redoubt and a few whare. The largest of the whare had been Tawhiao's residence; it measured 20 by 10 yards [18m x 9m] and had been taken over for the use of the 'officers of army and steamer'.<sup>16</sup> One notable architectural feature was Potatau's white-painted wooden tomb set in a ditched enclosure; other graves were located outside the enclosure. There was a long line of rifle pits and, about 200-300 metres up the Waipa, a small redoubt with defensive ditch and parapet. The Maori occupants had left in advance of the British and colonial forces' arrival. A force of 600 men occupied The Point and constructed a redoubt. For the remaining months of the Waikato War Ngaruawahia served as a base for men and supplies and a field hospital assisted with the sick and wounded.

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<sup>16</sup> *The Press* 26 December 1863, p. 3.

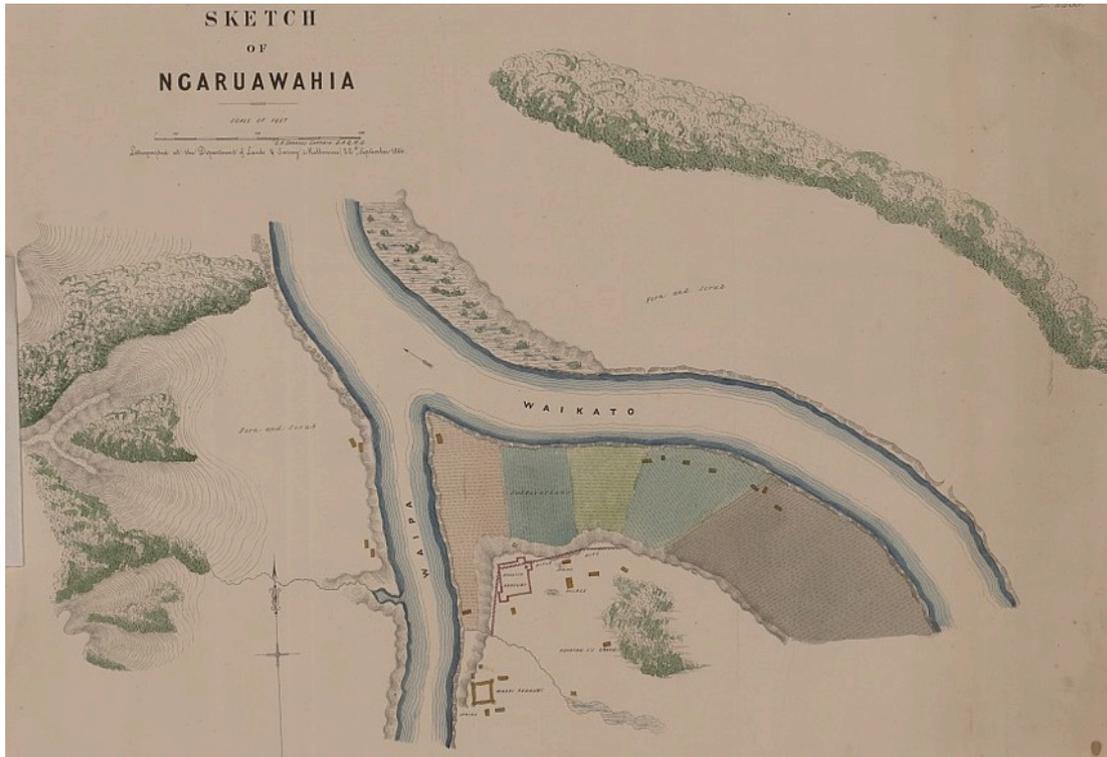


Figure 155: 'Sketch of Ngaruawahia' by Captain GR Greaves shows the Maori redoubt by the Waipa (lower edge), the British redoubt, and cultivations along the shore (coloured areas). Lithographed 1864. National Library of Australia.



Figure 156: Soldiers of the 18<sup>th</sup> Royal Irish Regiment stationed at Ngaruawahia in 1864. 4-1394, Sir George Grey Special Collections, Auckland Libraries.

Ngaruawahia's position as the focal point for Waikato Maori continued despite the hostilities of the 1860s, and the government chose it as the venue for hui during several visits by the governor of the day. For example, a large hui was held in 1873 on the occasion of Governor Sir George Bowen's last visit before leaving the country; some 800 Maori attended what was described as a 'convivial' meeting.<sup>17</sup> The speeches were made from beside Potatau's tomb and it was at this meeting that it was resolved to erect a monument in his memory.<sup>18</sup> The monument, an 11-foot high obelisk of Carrara marble and Timaru bluestone, was eventually erected on 31 July 1895 in the Octagon (now Kingitanga Reserve). It commemorates several other chiefs as well as Potatau.<sup>19</sup> The opening of the Maori Parliament House in March 1919, and the establishment in 1921 of Turangawaewae as the principal seat of the Kingitanga, consolidated Ngaruawahia's position as a Maori settlement of national importance.

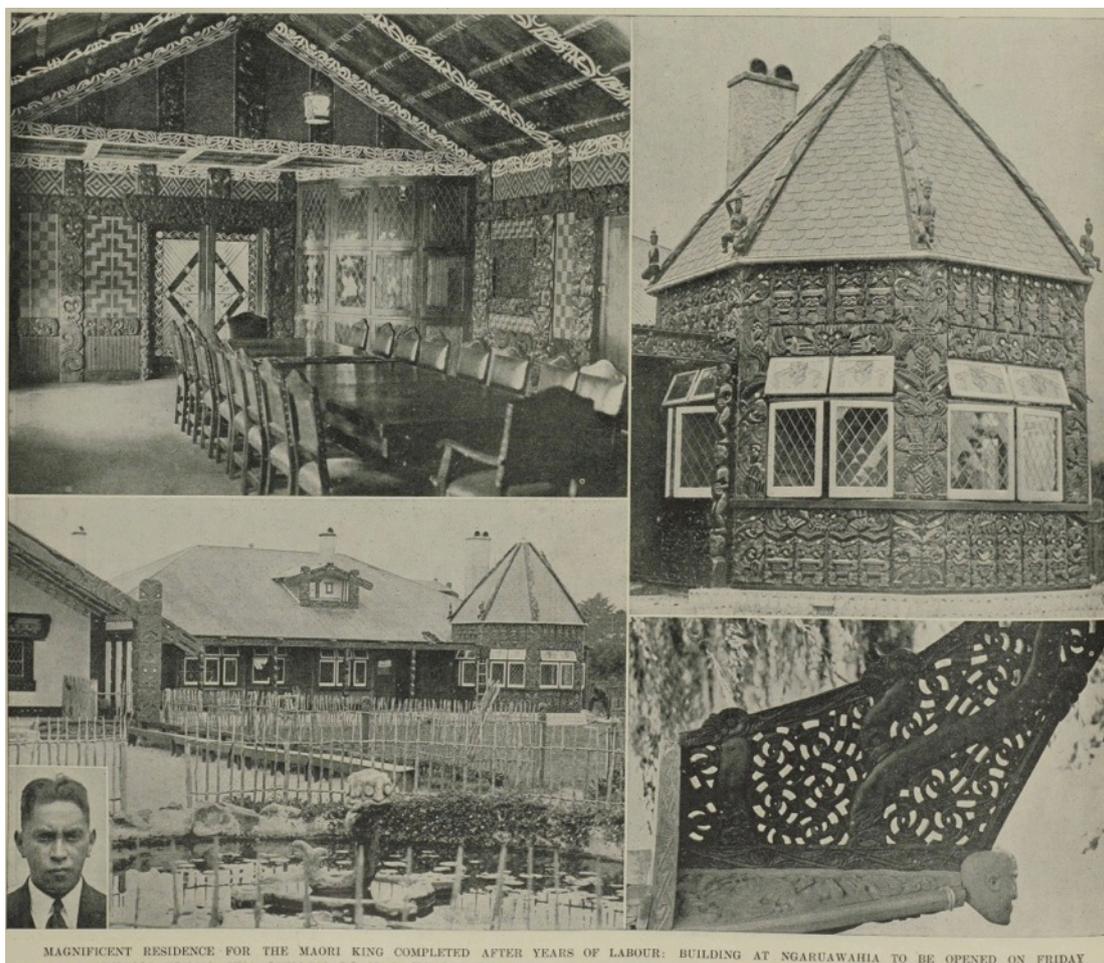


Figure 157: 'Magnificent Residence for the Maori King Completed After Years of Labour' *Auckland Weekly News* 16 March 1938, p. 46. AWNS-19380316-46-2, Sir George Grey Special Collections, Auckland Libraries.

Ngaruawahia is situated at the junction of two major rivers; it was therefore of strategic importance for controlling traffic up into the Cambridge-Maungatautari area on the Waikato and past Pirongia to Puniu on the Waipa. Historically the area was rich and desirable thanks to the ample resources of the locale: nearby bush on the Hakarimata range; rivers, swamps, lakes and streams; fertile well-drained soils and a climate suitable for growing most traditional crops, as well as introduced ones. These same attributes led to the belief by colonial chroniclers that Ngaruawahia would become the capital of the Waikato or even New Zealand.<sup>20</sup>

<sup>17</sup> *Auckland Star* 12 March 1873, p. 2.

<sup>18</sup> *Auckland Star* 14 March 1873, p. 2.

<sup>19</sup> *New Zealand Herald* 2 August 1895, p. 6.

<sup>20</sup> A Settler *The Waikato and Ngaruawahia, the Proposed New Capital of New Zealand* (Auckland 1863).

That promise was not fulfilled, however, Hamilton soon taking over as the principal town in the Waikato. Rather, Ngaruawahia developed into a service town for surrounding areas, providing them with amenities and facilities, including a range of businesses, medical practices and institutions.

### Survey and Subdivision

Surveyors began work within a few months of the end of the Waikato War and laid out the town with Great South Road aligned directly to the junction of the two rivers and with a small conceit of laying out the streets in a Union Jack pattern. A few of these sections were approximately a quarter-acre but some were much smaller and intended for commercial use. The first survey covered only the area from the rivers' junction to Newton Street.

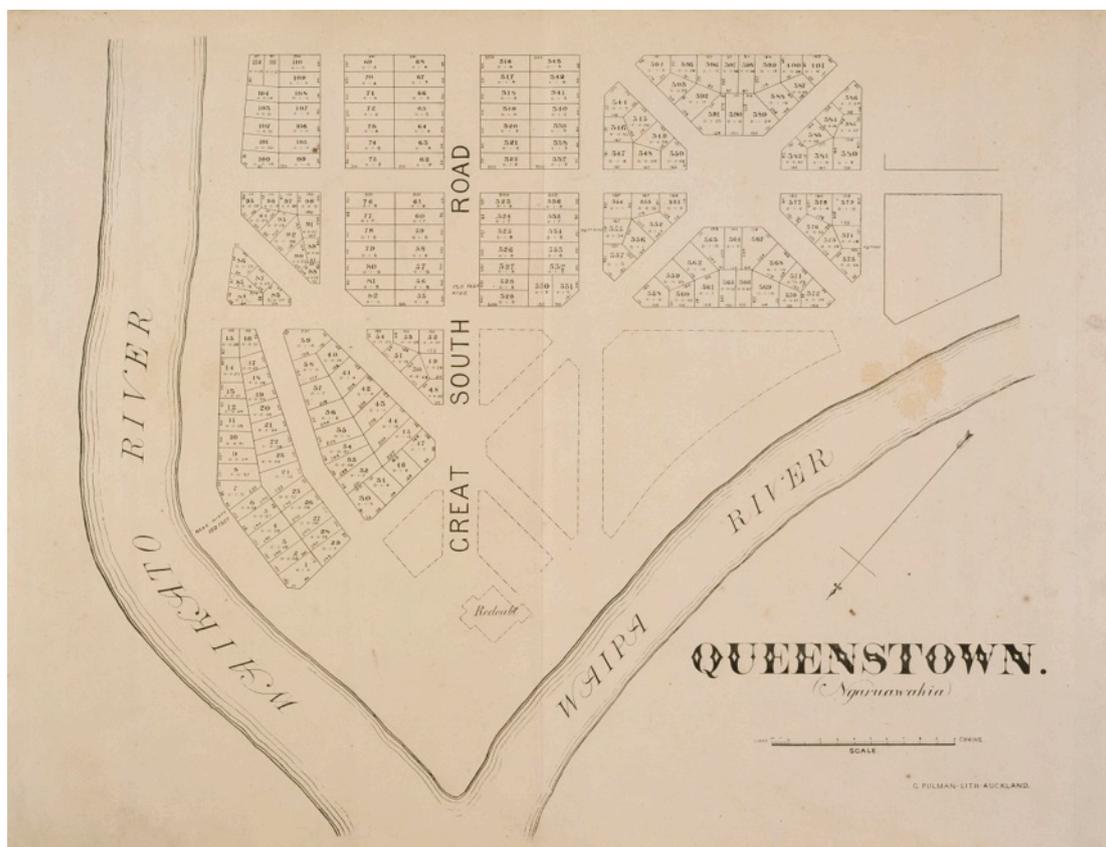


Figure 158: 'Queenstown. Ngaruawahia'. The earliest survey of the proposed township covered just the area to the north of Newton-Jordan Streets. North is to bottom left. Note the original alignment of Great South Road and the redoubt positioned close to the point at the end of the road. NZ Map 4498-22, Sir George Grey Special Collections, Auckland Libraries.

In mid-July 1864 it was announced that 'Ngaruawahia the Great' had become Queenstown and had 'been cut up into allotments, a large proportion of which are to be offered for sale on the 9<sup>th</sup> September'.<sup>21</sup> The sale had been deferred for a month to give Australian investors a better opportunity to buy. Plans of the allotments were available for consultation.<sup>22</sup> It was considered important as 'one of the first fruits of the confiscation', indicative that 'the progress of settlement can no longer be delayed'.<sup>23</sup> About one-third of the town was offered for sale and it was very successful, attracting 'immense competition'.<sup>24</sup> The settlement was called Newcastle by the time of the sale but for a time went under all three names.

<sup>21</sup> *Hawke's Bay Herald* 19 July 1864, p. 2.

<sup>22</sup> *New Zealand Herald* 23 July 1864, p. 1.

<sup>23</sup> *Daily Southern Cross* 31 August 1864, p. 4.

<sup>24</sup> *Daily Southern Cross* 30 September 1864, p. 4.

A further survey was undertaken in 1865-66, for the adjacent land to the south of Newton Street as far as Uenuku-Belt Roads; this consisted of quarter-acre sections with several parcels set aside as reserves, a cemetery, a school and church sites. Another survey, also in 1865-66, of the area immediately to the south again, was surveyed as 'Suburban Allotments at Newcastle'; this area extended to what is now Saalbrey Road and comprised parcels from five to ten acres.<sup>25</sup> On the north side of the Waikato River, the Town of Horotiu was laid out in similar-sized parcels.<sup>26</sup> Further lots were offered for sale in 1867, including 100 town lots; 20 in Newcastle North and 30 in Newcastle South.<sup>27</sup> In 1873 it was announced that suburban land was to be immediately cut up into suitable sections and offered for sale.<sup>28</sup>

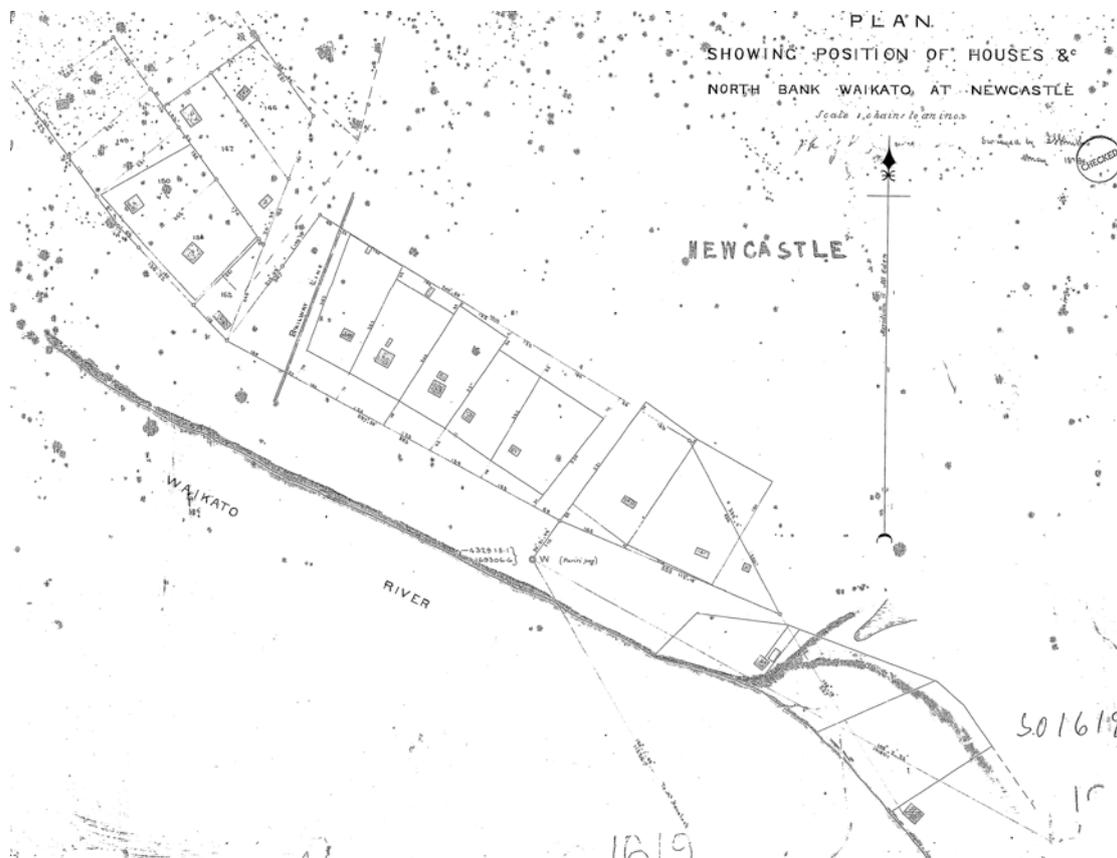


Figure 159: 'Plan showing position of houses etc, north bank Waikato at Newcastle', surveyed May 1878. At least a dozen houses (and a few outhouses) are shown along Regent Street and Old Taupiri Road and are indicated by numbers or letters. Those to the east of the railway line may be militia cottages. The building at lower right is probably the fellmongery. SO 1619, QuickMap.

Further subdivisions occurred during the 20<sup>th</sup> century, either of Crown land or land set aside for reserves, or by making parcels smaller. As part of the government policy for making affordable rental houses available under the Workers' Dwellings Act 1905, eleven parcels in Barakat (formerly west end of Kepler), Ellery and Newton Streets were gazetted in 1912.<sup>29</sup> Only six houses were built in 1915 and in 1925 the designation of three sections was revoked.<sup>30</sup> The two houses in Ellery Street and three in Newton Street still exist. Several other areas were later developed by the government for railway houses or as state housing subdivisions.

<sup>25</sup> SO 56.

<sup>26</sup> SO 130.

<sup>27</sup> *Daily Southern Cross* 16 January 1867, p. 2.

<sup>28</sup> *Auckland Star* 14 March 1873, p. 2.

<sup>29</sup> *New Zealand Gazette* 26 August 1912.

<sup>30</sup> *New Zealand Gazette* 1925 p. 862; SO 23332.

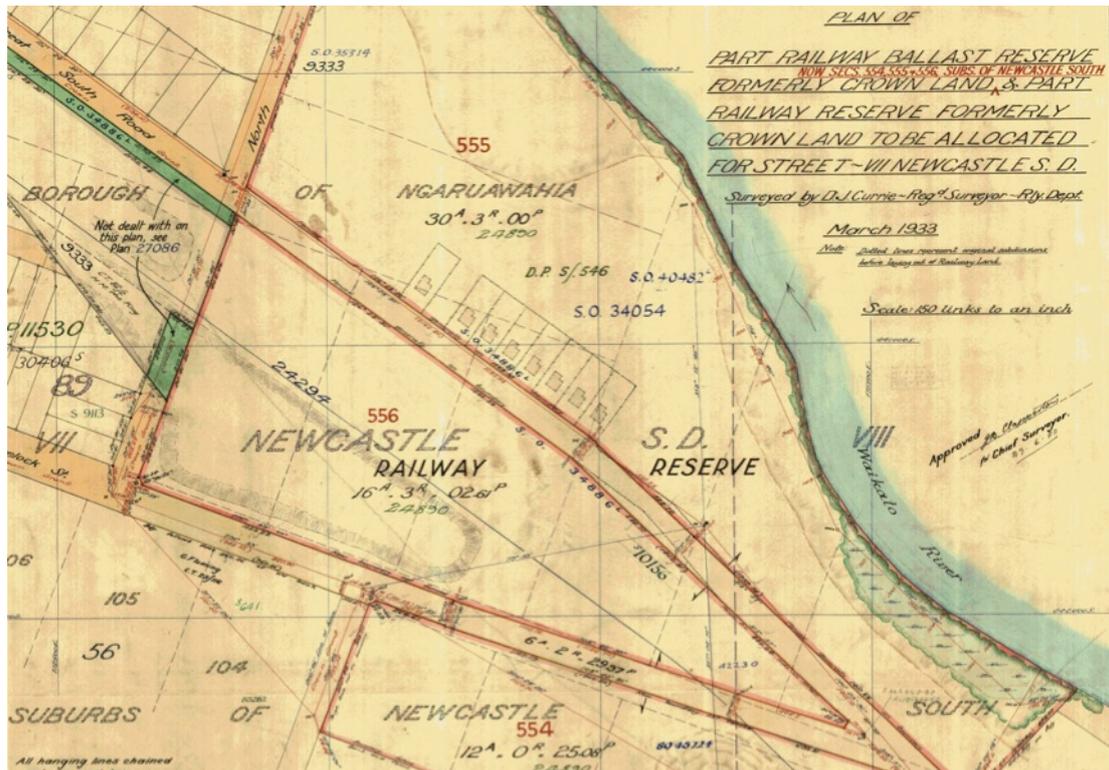


Figure 160: Plan of an area formerly designated as railway reserve, which shows eight railway workers' houses built along Great South Road, SO 27088, surveyed 1933. QuickMap.

## Transport

Ngaruawahia prospered from its river trade, with many steamers and barges bringing goods and passengers to a wharf built on the Waipa River bank. Incoming supplies were re-distributed to local stores and residents, and local produce was shipped out. Most of the early businesses were situated at The Point, handy to the wharf.

Several steam boats operated freight and passenger services on the Waikato and Waipa Rivers. One proprietor was Mathew Walsh, in partnership with his brother James. The Waikato Steam Navigation Company at one time provided the only transport between Ngaruawahia and Mercer.<sup>31</sup> In 1866 WJ Young and Co. operated the *Waipa*, carting gum from Ngaruawahia to the Bluff (Mercer) as well as freight and passengers; higher rates were charged for officers.<sup>32</sup> In 1866 Young announced the use of steamers (rather than paddle-steamers) on the Waikato-Waipā run.<sup>33</sup>

Ngaruawahia's position at the junction of two large rivers also meant frequent flooding: most spectacularly in 1875, 1907, 1953 and 1998.

<sup>31</sup> *New Zealand Herald* 26 August 1930, p. 14.

<sup>32</sup> *Daily Southern Cross* 19 February 1866, p. 4.

<sup>33</sup> *Daily Southern Cross* 23 April 1866, p. 1.



Figure 161: The self-propelled punt is shown crossing the Waikato River to the landing at The Point, date unknown. The Delta Hotel is prominent (centre top) on Great South Road; Holy Trinity Church can be seen on the skyline at upper left. ½-092945-F, Alexander Turnbull Library.



Figure 162: A view across the Waipa River to The Point shows the paddle steamer *Waipa* at the wharf and the road-rail bridge in the distance [mid-1870s?]. James D Richardson. 4-3799, Sir George Grey Special Collections, Auckland Libraries.

Whereas the construction of Great South Road, given its early unsuitability for wheeled traffic and heavy loads, did not affect the river trade, the coming of the railway reduced the flow of traffic on the river, being faster and more efficient with a direct route to Auckland and capacity for heavier loads. The rail bridge over the Waikato River at Ngaruawahia was under construction by June 1875 and completed for the opening of the North Island Main Trunk (NIMT) line through Ngaruawahia on 13 August 1877.<sup>34</sup>

<sup>34</sup> Latta, p. 313.



Figure 163: A view of the railway bridge across the Waikato River, possibly 1880s. ½-096173-G, Daniel Manders Beere. Collection, Alexander Turnbull Library.

Ngaruawahia's railway station was initially sited at the south end of town, but after much protest, and a petition in October 1877, another was built in the business district. Southbound trains stopped at the town station while northbound trains stopped at the southern station.<sup>35</sup> By 1897 the northern one was listed as the Ngaruawahia Station, the other referred to as the goods station. A new station had been built between these two sites by 1914. The private railway line to the mines at Glen Massey ran from the vicinity of this station, along Kepler Street, through the large reserve (now Te Wiata Lane area) to a bridge across the river near the end of Ellery Street.<sup>36</sup>



Figure 164: 'Railway Station, Ngaruawahia', date unknown. ½-001097-G, WA Price Collection, Alexander Turnbull Library.

<sup>35</sup> Latta, p. 84

<sup>36</sup> SO 23332.

Ngaruawahia's rail bridge over the Waikato River served road as well as rail traffic until 1931, when a rail-only bridge was opened just downstream.<sup>37</sup> A warrant authorising the construction of a traffic bridge over the Waikato River, to be built adjacent to the original rail bridge, was issued in July 1914. The costs were to be apportioned so that Waikato County Council paid 50%, Ngaruawahia Town Board 35%, Waipa County Council 10% and Raglan County Council 5%.<sup>38</sup> Construction was underway by March 1919, and the bridge was completed in the 1920-21 financial year.<sup>39</sup> However, it was too narrow for two-way traffic so use of the rail bridge for vehicles continued for traffic travelling in one direction only. For a period after construction of the new rail bridge (1931), there were three bridges side by side. This situation continued into the mid-1950s, when the construction of a new steel road bridge was constructed and the two old bridges were largely removed.

A bridge was constructed over the Waipa River in 1898; it was wooden and had a weight restriction of 25 cattle.<sup>40</sup> In December 1916 an impatient motorist stampeded a herd of cattle being taken over and the middle span of the bridge collapsed. A punt provided a river crossing until a new bridge was built in 1922.<sup>41</sup> The bridge's decking was treated with an asphalt preparation to give it a good gripping surface, but it couldn't cope with the loads placed on it either; particularly after the opening of metal quarries on the western side meant an increase in laden trucks.<sup>42</sup> This bridge was in turn replaced in 1974.



Figure 165: A view looking upstream up the Waipa River shows the Waipa road bridge. The remains of the wharf are at left. ½-000160-G Alexander Turnbull Library.

Several coaching firms offered passenger, mail and freight transport, either north-south on Great South Road to Raglan via Whatawhata or to the Waingaro Hot Springs and the Waingaro landing through Glen Massey. Quick's coach service and Cobb & Co. operated services from Auckland to Hamilton through Ngaruawahia.

<sup>37</sup> Latta, p. 115.

<sup>38</sup> *New Zealand Herald* 31 July 1914, p. 8.

<sup>39</sup> Public Works Statement, Minister of Public Works. *Appendices to the Journal of the House of Representatives 1919, Session I, D-01 p. 24; 1921, Session II, D-01 p. 30.*

<sup>40</sup> Latta, p. 117.

<sup>41</sup> Public Works Statement, Minister of Public Works. *Appendices to the Journal of the House of Representatives 1921, Session II, D-01 p. 30.*

<sup>42</sup> *New Zealand Herald* 7 October 1922, p. 11.



Figure 166: Mail coach from Ngaruawahia to Raglan, 1912. ½-032301-F, Alexander Turnbull Library.

### Town development

By July 1864 it was reported that 'already [Ngaruawahia] is a place of some commercial importance' with several stores and branch offices of the Bank of New Zealand (BNZ) and the Bank of New South Wales.<sup>43</sup> The BNZ initially established its agency in a tent on the riverbank, opening for business on 13 May 1864.<sup>44</sup> Two months later tenders were called for the construction of a hospital at Ngaruawahia; there was to be accommodation for as many as 300 patients and it was under construction by January of 1865.<sup>45</sup> The two-storey structure was built at the end of Market Street, on Waikato Esplanade.

By January 1865 the Delta Hotel, with its 25 rooms, dining hall and parlour, had been built on a commanding position on The Point; close by were the Newcastle Hotel, the BNZ and several smaller shops and residences. On the river flat facing the Horotiu [Waikato] River a brewery was being built for WJ Young and Dawson with a 'pretty little verandah [sic] cottage' next door and next to that Simpson's large store. On the government reserve were many buildings including a large iron store and other stores for the Commissariat; a carpenters' shop, transport offices, blacksmith's, post office and canteens. Still extant at The Point were the redoubt, huts and gardens, barracks, and stables. The wharf was already busy with 'quite a fleet of steamboats, barges etc'. Across the Waikato was Gibbons' sawmill and 'a lemonade and sodawater manufactory'; on the west bank were the surveyors' camp, with 12 or 14 huts, a slab-built cottage belonging to Captain Simpson and a brickworks.<sup>46</sup>

<sup>43</sup> *New Zealand Spectator and Cook's Strait Guardian* 20 July 1864, p. 2.

<sup>44</sup> Latta, p. 185

<sup>45</sup> *Daily Southern Cross* 20 July 1864, p. 1; 9 January 1865, p. 5.

<sup>46</sup> *Daily Southern Cross* 9 January 1865, p. 5.



Figure 167: A view across to The Point, late 1863-early 1864, with a paddle steamer towing a barge on the river in the foreground. 4-1396 Sir George Grey Special Collections, Auckland Libraries.

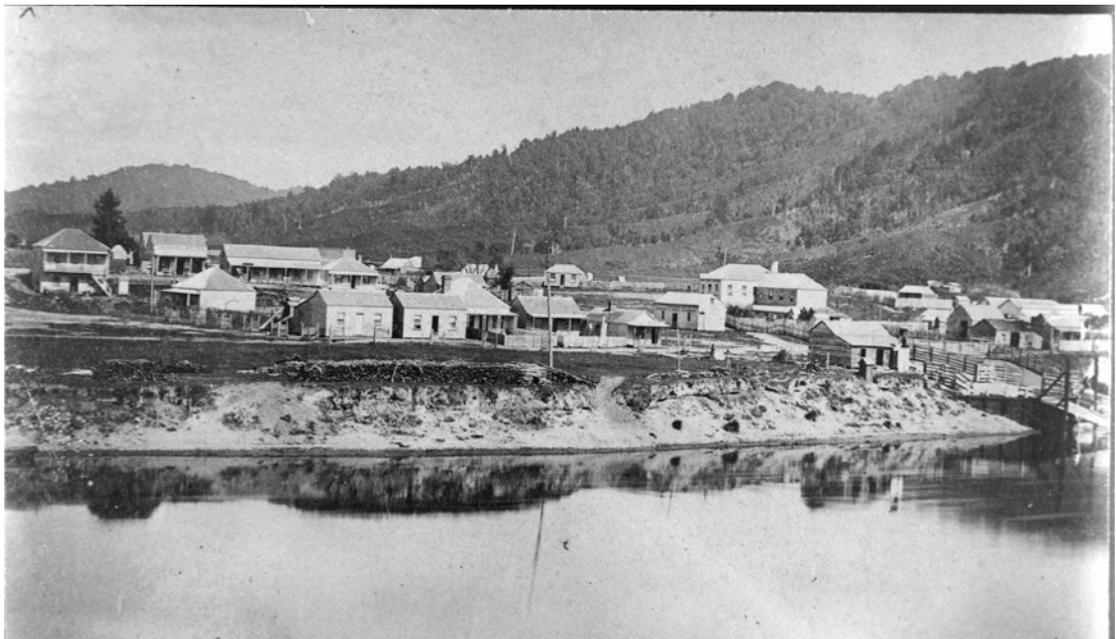


Figure 168: A view of The Point showing the dense cluster of shops, workshops and houses. Date unknown [c.1875?]. 4-3797, Sir George Grey Special Collections, Auckland Libraries.

By 1875 there were two hotels (the Delta and Central); two churches (Episcopal and Roman Catholic); a small brick gaol, George Edgecumbe's store, Charles Innes' large brewery, two stores kept by Fitzpatrick and Hubert, the offices of the Waikato Steam Navigation Co., and the barracks. Ngaruawahia was a 'busy thriving place, containing about seventy houses, a flourmill, boat-building yard etc'.<sup>47</sup> A map drawn in 1881 (SO 2464) identifies some of these buildings, but many had been

<sup>47</sup> *New Zealand Herald* 27 February 1875, p. 5.

affected by the major flood in 1875, which caused several business and homeowners to shift to higher land.

Innes's brewery and malt house were situated on the bank of the Waikato, near the Delta Hotel. Unfortunately, a large mortgage and small market for his brew resulted in bankruptcy and Innes left for Te Awamutu in about 1875. The business continued under George Dickinson but closed in 1909.<sup>48</sup>

A 'turn of the century' map reproduced in Latta's book *Meeting of the Waters* identifies a few of the buildings on the 1881 map, as well as some across the river. It shows several shops, houses, businesses still on The Point and a few on the newer route of Great South Road leading to the bridge. The Delta Hotel was positioned opposite the railway station, taking advantage of the custom that the railway brought. Standing on the corner of Market Street and Great South Road facing the Waikato River bridge, the hotel has been on the same site since 1864.<sup>49</sup> The first hotel burnt down in 1899 but it was replaced in 1900 with a much larger building.

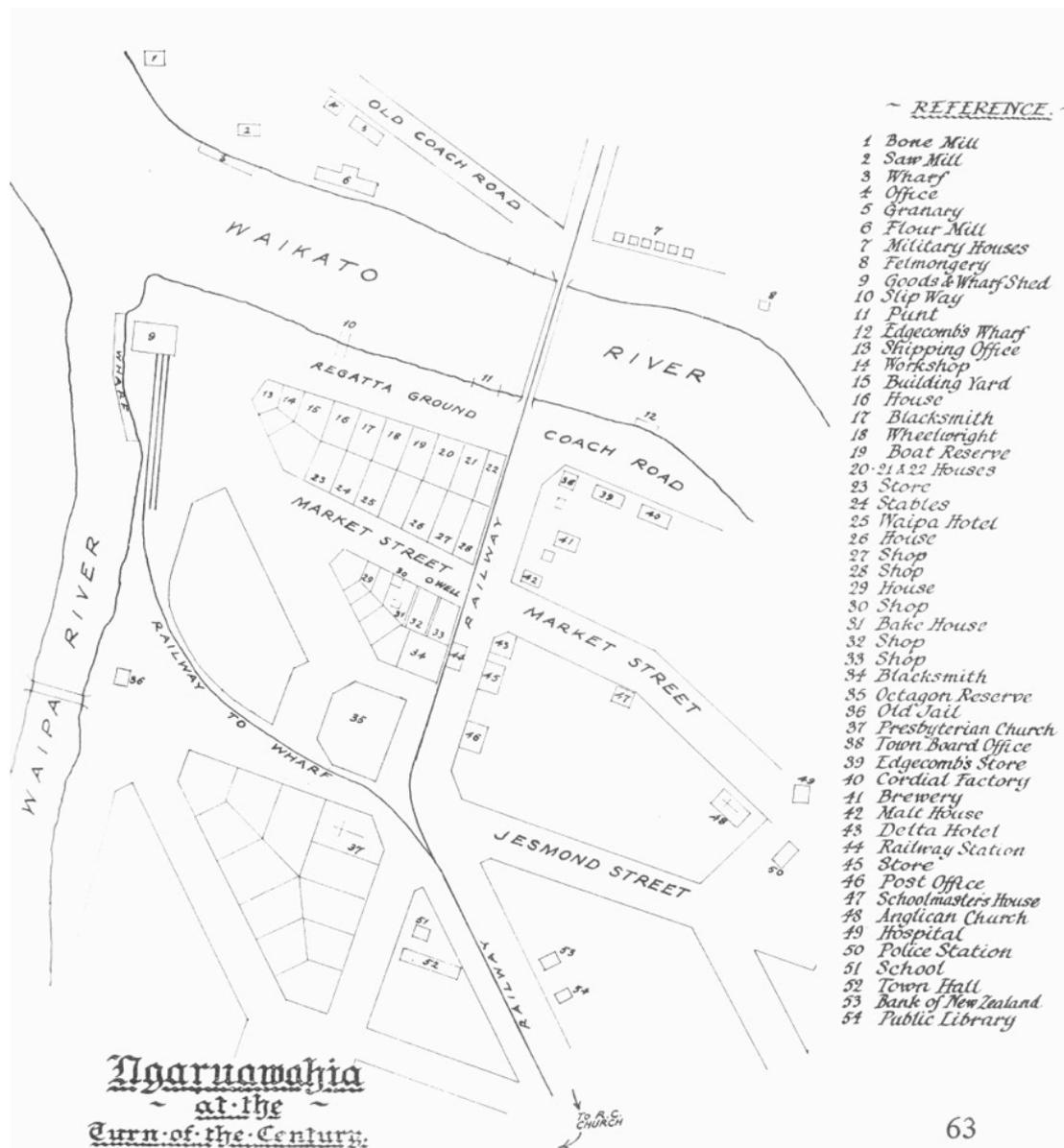


Figure 169: 'Ngaruawahia at the Turn of the Century' with buildings identified by number and then in the key at right. Reproduced from *Meeting of the Waters* p. 63.

<sup>48</sup> Latta, p. 189.

<sup>49</sup> *Ibid* p. 168.

By contrast the Waipa Hotel dates to February 1887. Typical of so many colonial hotels, whose size and appearance changed with taste and demand, the Waipa was rebuilt in 1893 and enlarged six years later. The hotel burnt down in 1917 and was replaced with the present one.<sup>50</sup> In the early 20<sup>th</sup> century three private hotels also provided local accommodation: Perrin's boarding house (later known as Central Private Hotel), Jesmond House and Waingaro House. The 24-room Waingaro House was owned and run by Mrs TK McDonald from at least 1912 to 1919.<sup>51</sup> Perrin's was later cut in two and one part remains in town; Jesmond House was converted to shops and demolished in 1974, and Waingaro House was dismantled and removed.<sup>52</sup>



Figure 170: First Delta Hotel showing civilians and soldiers, possibly of the 12<sup>th</sup> Regiment, c. 1864-65. 1234-1, Sir George Grey Special Collections, Auckland Libraries.

In 1902 there were two hotels, four churches, a public school and a post and telegraph office.<sup>53</sup> Jesmond Street began to attract commercial interests from about 1908.<sup>54</sup>

<sup>50</sup> *New Zealand Herald*, 22 March 1917, p. 4.

<sup>51</sup> *New Zealand Herald*, 14 August 1912, p. 2; 1 March 1919, p. 6.

<sup>52</sup> Latta, pp. 167, 169.

<sup>53</sup> *Cyclopedia of New Zealand; Auckland Provincial District* (Christchurch 1902) p. 713

<sup>54</sup> Latta, p. 176.



Figure 171: Jesmond Street, c. 1915. In the centre are the premises of RS Fleming (The Novelty Depot) & RE Bell (draper). To the left is a boarding house. WA Price Collection, ½ 000955-G, Alexander Turnbull Library.

### Early industries

One early store owner, Ralph Simpson, reported in 1866 that he was being kept busy by the trade from gum-diggers; as well as acting as their agent in getting the gum to Auckland, Simpson also supplied the diggers with provisions. Large quantities of kauri gum were dug up in the vicinity of Ngaruawahia, mostly by Maori workers either on their own account or employed by European businessmen such as Isaac Coates.<sup>55</sup>

The settlement's original flourmill was built by RR Hunt for the Waikato Steam Navigation Company in c.1871; he reported in 1878 that 'I further got the company to build the steam powered mill still in operation'.<sup>56</sup> In December 1877 the Waikato Steam Navigation Company sent the paddle steamer *Rangiriri* to convey a wooden mill, which had belonged to Maori at Waerenga on Lake Waikare, to Ngaruawahia where it was erected beside the existing buildings.<sup>57</sup> Tenders were called by Robert Lamb for the erection of a concrete granary in 1878.<sup>58</sup> Architect TH White of Taupiri and Hamilton was the designer of the mill; his family history describes in detail the reinforcing technique used by White, in which imported Portland cement was laid over barbed wire with squares of metal wrapped around.<sup>59</sup> The building is believed to be one of the first uses of reinforced concrete in New Zealand.<sup>60</sup>

<sup>55</sup> *Daily Southern Cross* 19 February 1866, p. 4.

<sup>56</sup> *Waikato Times* 2 March 1878 cited by HCM Norris 'Ngaruawahia flour mill store' notes, Hamilton Libraries.

<sup>57</sup> *Waikato Times* 4 December 1877 cited by Norris.

<sup>58</sup> *New Zealand Herald* 22 June 1878 cited by Norris.

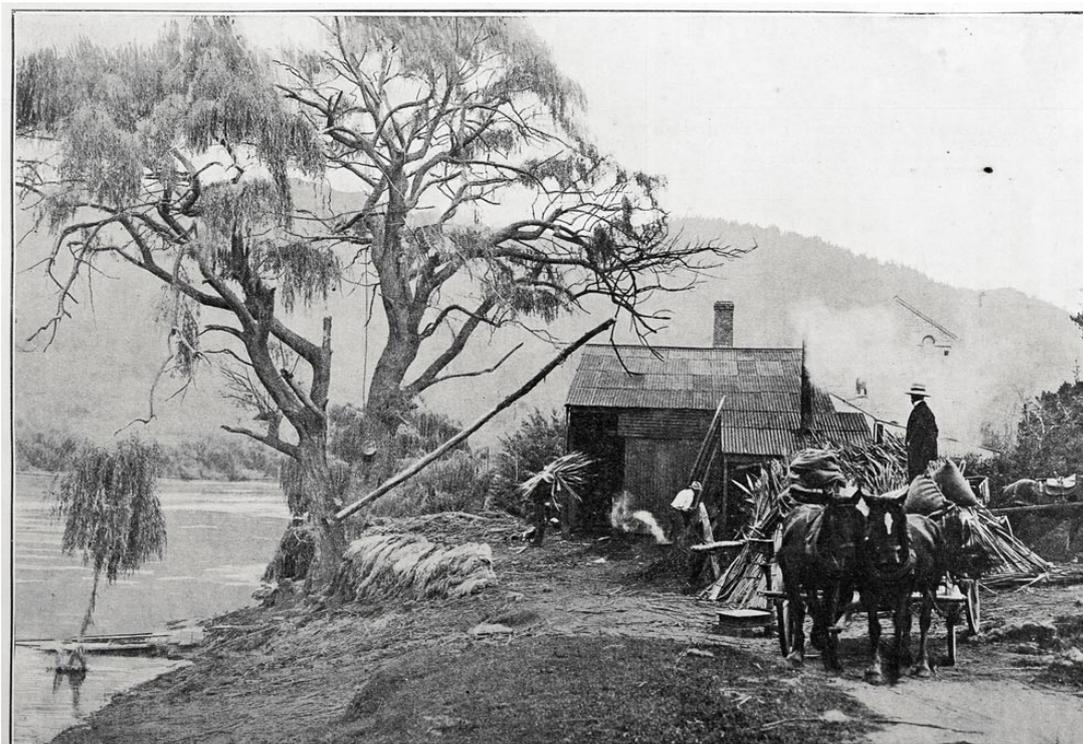
<sup>59</sup> HCM Norris 'Ngaruawahia flour mill store' notes, Hamilton Libraries.

<sup>60</sup> G Thornton *Cast in Concrete – Concrete Construction in New Zealand, 1850-1939* Auckland 1996, pp. 55, 57.



Figure 172: The brick flour mill and concrete granary built by the Waikato Steam Navigation Co., 1888. 4-3802, Sir George Grey Special Collections, Auckland Libraries.

The granary still exists on the north bank of the Waikato River, just downstream from the road and rail bridges, although the wooden floor of the second storey has disappeared. It was used for social gatherings from time to time and still later was used for storing canoes; for this purpose a wide doorway was made in the end wall. The wooden mill building burnt down in 1879 and was replaced by Lamb with a three-storey one of brick construction. Also alongside were other wooden granaries. The complex was bought in March 1883 by the Waikato Steam Navigation and Coal Mining Company but it ceased operation in 1889. In 1908 the brick mill and chimney were dismantled; the bricks were used in some of the first two shops in Jesmond Street.<sup>61</sup>



NEW ZEALAND'S FLAX INDUSTRY: THE MILL ON THE BANKS OF THE WAIKATO. AT NGARUAWAHIA. AUCKLAND.

Tourist Department. Photo.

Figure 173: 'New Zealand's flax industry: the mill on the banks of the Waikato at Ngaruawahia', *Auckland Weekly News* 26 October 1905 p. 1. AWNS-19051026-1-2, Sir George Grey Special Collections, Auckland Libraries.

<sup>61</sup> Latta, p.192.

Local blacksmiths were needed in the era of horse transport and Paddy & Wallace advertised as agricultural implement makers in 1882.<sup>62</sup> In 1899 it was reported that Mathew Walsh, steamboat proprietor, was about to start a flax mill in Ngaruawahia, 'for which purpose he has secured one of the large sheds which formed part of the old flour mill.'<sup>63</sup> Walsh carried on the flax mill until 1910, although he retained the property for at least another decade.<sup>64</sup>

Messrs Laurie [Lowry] and Company operated a local bone mill from the 1870s.<sup>65</sup> It is shown as building No. 1 on the turn-of-the century map reproduced in *Meeting of the Waters*, at the bend of the Waikato River as it turns north, about 1 km along Old Taupiri Road.<sup>66</sup> The premises consisted of an office and cottage for the manager and, on the riverbank, a large two-storey corrugated iron building with a large sliding roller door opening onto a landing stage. The mill was later taken over by Thomas Paterson and his brother and operated into the 20<sup>th</sup> century.<sup>67</sup>

The Waikato Fellmongery Company was formed at a meeting of settlers in Ngaruawahia in 1882, the site for the works not having then been decided.<sup>68</sup> The building is shown as No. 8 in the Latta map, on the north bank of the Waikato River at roughly the end of Regent Street.<sup>69</sup> The provisional directors announced in May 1882 they had arranged to purchase 'Allotment 167 Suburbs of Ngaruawahia', and in July they advertised for tenders to build a wooden building, sweathouses and brick cistern.<sup>70</sup> A *Waikato Times* article published in December 1882 stated the fellmongery was the first company of its kind to be started in the Waikato, was about to increase its staff, and had just consigned a shipment of wool to London.<sup>71</sup> Nevertheless the company went into voluntary liquidation in 1885.<sup>72</sup>

The expansion of dairying in the latter decades of the 19<sup>th</sup> century, and Ngaruawahia's position on two rivers that flowed through rural districts, led to the establishment of dairy factories in the town. The first was Wesley Spragg's New Zealand Dairy Association's creamery on the bank of the Waipa just upstream from the bridge; this operated from 1886 to 1889.<sup>73</sup> Reynolds and Co. built a dairy factory on the bank of the Waipa at the site of the Catholic mission station. It was operating by 1889 after the assurance of supply from 350 cows.<sup>74</sup> The site had a supply of cold spring water, was shaded by willows and had a large cellar where cream could be stored in cool conditions.<sup>75</sup>

In 1893 Reynolds and Co. announced they had bought land on which to build a permanent butter factory and that building would start at once.<sup>76</sup> The new factory was a large, two-storey building and said to be the largest butter factory in the Southern Hemisphere.<sup>77</sup> The business was taken over by the New Zealand Dairy Association and then, after a business merger, by the New Zealand Co-operative Dairy Company.<sup>78</sup> The building burnt down in 1929, but was not re-built, operations instead shifting to the Taupiri dairy factory.<sup>79</sup>

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<sup>62</sup> *Waikato Times* 8 July 1882, p. 3.

<sup>63</sup> *Auckland Star* 28 October 1899, p. 1.

<sup>64</sup> *New Zealand Herald* 26 August 1930, p. 14.

<sup>65</sup> *New Zealand Herald* 15 February 1892, p. 6.

<sup>66</sup> Latta, p. 63.

<sup>67</sup> *Ibid*, pp. 194-95.

<sup>68</sup> *Waikato Times* 18 March 1882, p. 3.

<sup>69</sup> Latta, p. 63.

<sup>70</sup> *Waikato Times* 30 May 1882, Page 2; *Waikato Times*, 8 July 1882, p. 3.

<sup>71</sup> *Waikato Times* 2 December 1882, p. 3.

<sup>72</sup> *New Zealand Herald* 24 March 1885, p. 1; *New Zealand Herald* 21 December 1887, p. 3.

<sup>73</sup> Latta, p. 201.

<sup>74</sup> *New Zealand Herald* 23 August 1889 p. 6. Latta (p. 201) states it was built in 1893.

<sup>75</sup> *New Zealand Herald* 21 May 1890, p. 6.

<sup>76</sup> *Auckland Star* 14 November 1893 p. 2.

<sup>77</sup> Latta, p. 202.

<sup>78</sup> *Auckland Star* 3 October 1896, p. 5.

<sup>79</sup> Latta, pp. 202-3; *Auckland Star* 13 July 1929, p. 7.



Figure 174: 'Waikato farmers bringing milk to the Ngaruawahia Dairy Factory, Auckland'. *Auckland Weekly News* 3 May 1901. AWNS-19010503-6-1, Sir George Grey Special Collections, Auckland Libraries.

Several brickworks also operated in Ngaruawahia; the longevity of one operating by January 1865 on the west bank of the Waipa is not currently known, nor of that run by Mr Booth on the Whatawhata road just outside the borough boundary in the 19<sup>th</sup> century. Bricks from both these sources were used for construction in the early settlement. From 1923 to 1926 the Silico-Calcaire Brick and Tile Company turned out 13,000 bricks per day and supplied bricks for the construction of Auckland War Memorial Museum, St Paul's Convent School and the 1927 additions to the Masonic Lodge.<sup>80</sup> Other ventures included MJ McLean's Bricks Ltd plant on River Road which produced sand and lime, then sand and cement, bricks between 1947 and 1966. Ian Thorpe's glazed concrete block manufacturing plant in Herschel Street operated from 1965 to 1969; and Keith Clark's field tile and brick works on Great South Road, opposite the end of Saalbrey Road, were established c.1955-56.

## Education

The first school classes were held in the homes of Mrs Lestrangle and Mrs Hoskings from 1869, then in a room in the hospital and other temporary accommodation until two immigrant cottages were placed on the school reserve in 1876. In 1882 another piece of land was set aside by the Crown, but despite much agitation by Ngaruawahia residents, it was not until the end of 1885 that a purpose-built school was constructed on the site.<sup>81</sup> The school, which had two classrooms, opened on 26 January 1886.<sup>82</sup> Additions were made in 1908, 1917 and 1921, resulting in a seven-classroom building; this was demolished in 1964.<sup>83</sup> During the 1950s a new classroom block was built and in the 1970s further classrooms, an assembly hall and library block were added to the campus.<sup>84</sup>

A greatly expanding roll in the 1950s saw the building of a second primary school, Waipa Primary School; this was situated on the western side of the railway line and opened for the third term in 1957.<sup>85</sup> Bernard Fergusson School was opened in May 1965 in Duke Street, to service the needs of pupils in the expanding northeast.<sup>86</sup> Its official opening took place in the following year. It is now

<sup>80</sup> Latta, pp. 196-97.

<sup>81</sup> *Ibid.*, pp. 226-27.

<sup>82</sup> Kellaway, p. 64.

<sup>83</sup> *Ibid.* Latta (p. 228) states the buildings were demolished in 1967.

<sup>84</sup> Latta, pp.228-29.

<sup>85</sup> *Ibid.*, p. 233.

<sup>86</sup> *Ibid.*, pp. 234-5.

called Te Kura Kaupapa Maori o Bernard Fergusson.<sup>87</sup> Ngaruawahia High School opened in Kent Street in February 1963 with a roll of 209 pupils and with 12 teaching staff.<sup>88</sup>



Figure 175: 'Teachers and pupils of Ngaruawahia Public School', *Auckland Weekly News* 21 August 1902. AWNS-19020821-11-4, Sir George Grey Special Collections, Auckland Libraries.

### Churches

Ngaruawahia has been well served by churches for the different denominations since the first church, Holy Trinity Anglican Church, was opened in 1864. Bishop Selwyn officiated at the ceremony that was also attended by Rev Ashwell.<sup>89</sup> The church was built by soldiers of the 12<sup>th</sup> Regiment. It was replaced by a new Holy Trinity Church in 1914 and again in February 1998.<sup>90</sup>



Figure 176: James Richardson, 'The second Holy Trinity Church built in 1914'. 4-6388, Sir George Grey Special Collections, Auckland Libraries.

<sup>87</sup> <http://www.bernardfergusson.school.nz/About+our+School/A+Brief+History.html>

<sup>88</sup> Latta, p.236.

<sup>89</sup> Ibid, p. 209.

<sup>90</sup> Ibid, p. 211; Smith p. 72.

In 1861 Bishop Jean Baptiste Pompallier wrote to King Tawhiao informing him that he was sending a priest to Ngaruawahia; none other than his nephew, Antoine Pompallier. The latter set up a modest church in a whare on the bank of the Waipa, but he left there in 1863 in advance of the war.<sup>91</sup> The town's first Catholic church was built in Herschel Street on the western side of the railway line opposite the town hall; it opened in 1872 although Ngaruawahia did not have a resident priest until 1903.<sup>92</sup> On 16 November 1913 a new church, situated on the east side of Great South Road, was opened.<sup>93</sup> The old church was used a scout hall, then a coal depot, until it was burned down. The new church was to have featured a bell tower at the northern end but a shortfall in funding means that the building remains incomplete.

Early in 1928 the Sisters of Our Lady of the Mission opened a convent on the corner of Belt Street and Great South Road and erected a brick school with a roll of 60 pupils.<sup>94</sup> The convent, which had previously been a nursing home, was shifted to Hakarimata Road in the early 21<sup>st</sup> century.

The first Presbyterian church was opened in December 1875, on the corner of Durham and Jesmond Streets. In 1919 a church was opened for Presbyterian worship in Galileo Street; this had been brought from Karangahake in sections by horse-drawn wagons. It was removed in 1966 and replaced with a brick church; this became a Presbyterian and Methodist Union parish in 1972.<sup>95</sup>



Figure 177: The first Presbyterian Church, built 1875, as it appeared c.1910. ½-001599-G, Alexander Turnbull Library, Wellington.

The Methodists opened a church in January 1888; this burned down in 1902 and was immediately replaced. The Church of Jesus Christ of the Latter-Day Saints opened a new church in Havelock Road in 1964.

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<sup>91</sup> Latta, pp. 213-4.

<sup>92</sup> *Ibid.*, pp. 212, 214.

<sup>93</sup> *Ibid.*, p. 215

<sup>94</sup> *Ibid.*

<sup>95</sup> *Ibid.*, p. 217.

## Civic and Social Infrastructure

The town's first lockup and gaol were at The Point but in 1881 the police were stationed in the former army barracks opposite the east end of Market Street until these were demolished a few years later.<sup>96</sup> Tenders were called for a new station in March 1886 and after many years' delay a new police station house and lock-up were built in 1914. These buildings are still extant; a new police station was built alongside in 1957. Court hearings were held in the barracks, then in a building in Jesmond Street. After protest in 1883 regarding its condition, the government agreed to renovate the old school building and that was used as a courthouse until 1901, when the old post office was purchased and used. In 1950 court business shifted to Huntly, and the old courthouse was used by a Maori Pentecostal Mission group and then as a restaurant until at least the late 1970s.<sup>97</sup>

The first postal service was managed by the army stationed at The Point, but in October 1865 the Newcastle Post Office was opened. A new building was built in 1874.<sup>98</sup> In 1888 postal facilities were shifted to the railway station and then in 1909 a substantial two-storey building was opened in Jesmond Street, with a flat upstairs for the postmaster.<sup>99</sup>



Figure 178: The new post and telegraph office was opened on 4 December 1909. *Auckland Weekly News* 23 December 1923. AWNS-19091223-10-4, Sir George Grey Special Collections, Auckland Libraries.

Ngaruawahia's first town hall was built in 1886, situated in the block between Great South Road, Durham and Princess Streets. A second hall was built in 1899 on the same site but it was affected by the realignment of the railway line and had to be shifted.<sup>100</sup> A third town hall, designed in 1924 by Edgecumbe and White, architects of Hamilton, was sited on the main road. The tender of E [N?] Willoughby to build the new hall was accepted in April 1924; it was to be made of ferro-concrete and brick, at a cost of £8760, and accommodate over 800 people.<sup>101</sup> The hall, which had an impressive

<sup>96</sup> Latta, p. 78.

<sup>97</sup> *Ibid*, p. 76.

<sup>98</sup> *Ibid*, p. 75.

<sup>99</sup> *Ibid* p. 77.

<sup>100</sup> SO 16288; Latta, p. 103.

<sup>101</sup> *New Zealand Herald* 28 April 1924 p. 6.

classical-style frontage that included two Ionic columns, was opened with a grand civic ball on 17 April 1925.<sup>102</sup> The building included council chambers, a film projection box, and supper room as well as a large hall space, and it was well used by many clubs and societies. It burnt down on 28 June 1986.<sup>103</sup>



Figure 179: 'The MacIntyre-Patterson wedding: the bridal party and guests at the Ngaruawahia Town Hall'. *Auckland Weekly News* 24 May 1901. AWNS-19010524-11-2, Sir George Grey Special Collections, Auckland Libraries.

Springs in Waipa Esplanade and Market Street supplied the town with fresh water. A dam in the Hakarimata range to supply fresh water to the town was being completed by early October 1922, although the trenches for the pipes were still being dug.<sup>104</sup> The water supply was officially turned on at a ceremony in Jesmond Street by the town's first Mayor, Herbert Sampson, in April 1923. Over the years the supply became insufficient to serve the growing township and further measures taken included pumping directly from the Waikato River and from a deep bore. More satisfactorily a new reservoir, with a water treatment plant, opened in 1965.<sup>105</sup>

Like any town or city, Ngaruawahia also had its complement of clubs and societies, social events and festivities. The Point became the venue for outdoor recreation after most of the buildings on it were cleared away soon after the turn of the century. A band stand was built in c.1913 by the Regatta Association and it became the focus of many events at the domain. It was completely renovated in 1998.<sup>106</sup>

<sup>102</sup> *Auckland Star* 18 April 1925, p. 8.

<sup>103</sup> Smith, p. 70.

<sup>104</sup> *New Zealand Herald* 7 October 1922, p. 11.

<sup>105</sup> Latta, pp. 106-10.

<sup>106</sup> News clipping supplied by Ngaruawahia local history group, dated 17 December 1998.



Figure 180: The Ngaruawahia Regatta Association band stand soon after it was built. The Waipa River bridge is visible in the distance on the right. WA Price Collection, 1/2-001611-G, Alexander Turnbull Library.

Ngaruawahia is famous for its regatta on the Waikato River. Perhaps the earliest was in January 1867 when 'in addition to the usual Maori canoe races, there will be one confined exclusively to Europeans and another to Maori females'.<sup>107</sup> Other regattas were held from time to time, including a major one in 1892, but the first official regatta was held in 1896. Thereafter the regattas became annual events, and featured competitions, demonstrations, performances and ceremonial parades of waka. Today Turangawaewae is the main venue but activities can be viewed from the bridges and both banks of the Waikato.



Figure 181: James D Richardson 'A team in the canoe hurdles event at the regatta in 1899'. 4-8599, Sir George Grey Special Collections, Auckland Libraries.

<sup>107</sup> *Daily Southern Cross* 3 January 1867, p. 4.

Ngaruawahia commemorated World War I with the erection of a cenotaph at The Point in November 1922. In what was described as a simple ceremony, the memorial was dedicated with the unveiling of the Union Jack, prayers, speeches, a performance by the 4<sup>th</sup> Waikato Band, a firing party from the local territorials, and 'a very large muster' of returned soldiers.<sup>108</sup> The monument was then handed over in trust to the borough council.

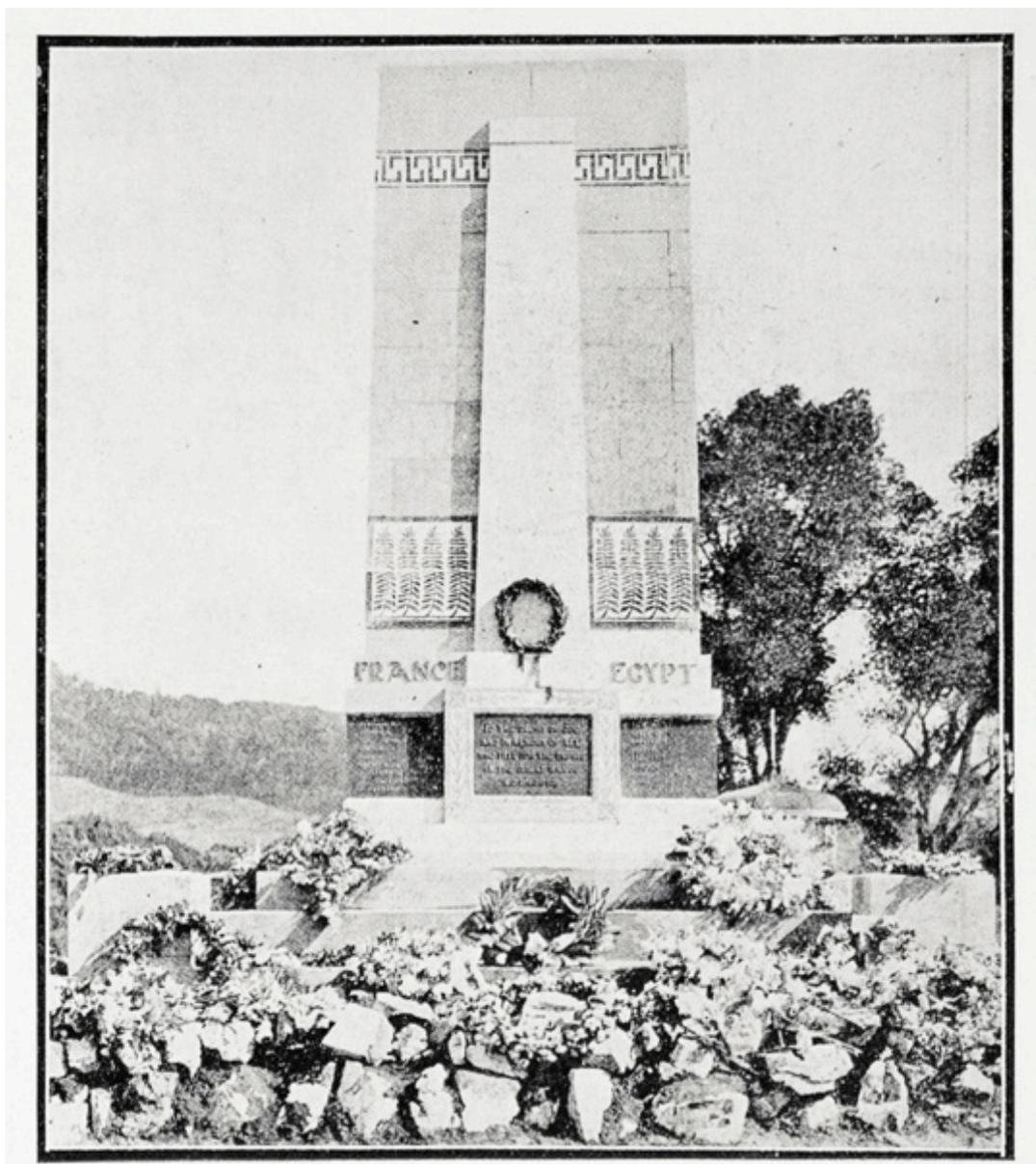


Figure 182: 'The cenotaph erected at The Point, Ngaruawahia, to the memory of soldiers of the district who gave their lives in the Great War'. *Auckland Weekly News* 23 November 1922. AWNS-19221123-47-2, Sir George Grey Special Collections, Auckland Libraries.

In March 1926 a New Zealand Wars memorial, in the form of a turret from the gunboat *P.S. Pioneer*, was presented to the community by the government.<sup>109</sup> It is also located at The Point. A related monument stands in Ngaruawahia Cemetery on Great South Road; this one marks the remains of thirteen British and colonial troops, the names of ten of whom are not known. The remains were shifted from their graves in the Octagon (recently renamed the Kingitanga Reserve) in mid-1882.<sup>110</sup>

<sup>108</sup> *New Zealand Herald* 14 November 1922, p. 6.

<sup>109</sup> <http://www.nzhistory.net.nz/media/photo/pioneer-turret-nz-wars-memorial-ngaruawahia>

<sup>110</sup> <http://www.nzhistory.net.nz/media/photo/ngaruawahia-nz-wars-memorial>

A clock to commemorate the centenary of Ngaruawahia's founding was unveiled in Great South Road on 8 December 1963.

### Mid 20<sup>th</sup>-Century Onwards

In 1865 Ngaruawahia's population was 3000, in 1868, after the military had left, it dropped to just 200, of whom fewer than 60 were adults.<sup>111</sup> From then population growth was very slow, reaching 245 in 1901, 478 in 1911 and 1120 in 1921.<sup>112</sup> By 1936 it was 1394, of which 169 were Maori.

After World War II the Maori population in Ngaruawahia increased rapidly, at a faster rate than the Pakeha population; such that in 1956 it was 21% of the total compared with 13% in 1945. By 1963 Maori made up more than 30% of Ngaruawahia's population, in 1976 36%.<sup>113</sup> The town's overall population grew from 2150 in 1951 to 3200 in 1961, and nearly 4000 in 1971.<sup>114</sup> The 2006 census showed 5106 people living in Ngaruawahia, of whom 29% were under 15 years (higher than the New Zealand average), 11.4% were unemployed and 57.3% designated themselves as Maori.<sup>115</sup> By 2013 the population had increased by only 21 people, to 5127.<sup>116</sup>



Figure 183: 'The recent opening of the new Maori Parliament Buildings at Ngaruawahia: View of the crowd which attended the ceremony' *Auckland Weekly News* 3 April 1919. AWNS-19190403-40-2, Sir George Grey Special Collections, Auckland Libraries.

<sup>111</sup> Latta, p. 48

<sup>112</sup> *Ibid*, p. 10.

<sup>113</sup> *Ibid*, pp. 5-6.

<sup>114</sup> *Ibid*, p. 8.

<sup>115</sup> Smith, pp. 15-16.

<sup>116</sup> [http://www.stats.govt.nz/Census/2013-census/profile-and-summary-reports/quickstats-about-a-place.aspx?request\\_value=13685&parent\\_id=13654&tabname=](http://www.stats.govt.nz/Census/2013-census/profile-and-summary-reports/quickstats-about-a-place.aspx?request_value=13685&parent_id=13654&tabname=)

In the 1950s housing for many families in Ngaruawahia was considered sub-standard and, as was the case throughout New Zealand, this prompted a vigorous government state housing scheme. At the same time sewerage disposal was either into septic tanks or collected by the nightsoil tractor and disposed of in pits just outside the borough boundary on River Road.<sup>117</sup> Several buildings in town, including two billiard halls and some shops, were considered dilapidated; most of the streets were not sealed and there were few permanent footpaths.<sup>118</sup>

By 1963 many changes had improved the appearance of the town with most of the Jesmond Street's shops being replaced and two new banks built. The first supermarket was built by 1977.<sup>119</sup> Many people now commuted to work, either in Hamilton, the armed services bases at Hopuhopu and Te Rapa, industrial plants at Te Rapa, Huntly and Horotiu, or the railways and nearby coal mines; this was possible as bus services improved and car ownership increased. The period 1984 to 1994 was one of tough economic times with the loss of several light industrial and manufacturing employment opportunities; businesses that closed included an eel processing plant, a footwear factory, a poultry farm and several shops.<sup>120</sup> In July 2002 the Bank of New Zealand closed its Ngaruawahia branch.<sup>121</sup>

The year 1995 might be described as a turning point for Ngaruawahia, as it was the year in which the Waikato Raupatu Claims Settlement was signed. Celebrations in the following year marked the centenary of the Regatta and were held over four days in mid-March, attracting 48,000 visitors and 3000 performers.<sup>122</sup> One of the event highlights was a parade of decorated waka taua (war canoes). More recently 2008 saw the signing of the Waikato River Claim Deed of Settlement.<sup>123</sup>

The death of Te Arikinui Dame Te Atairangikaahu on 15 August 2006, after 40 years as the leader of the Kingitanga, was commemorated in one of the largest tangihanga ever held. The funeral at the end of a week of mourning was televised to an audience of 430,000 people.<sup>124</sup> At the same time her son Tuheitia Paki was installed as the seventh Maori monarch and so Ngaruawahia's future remains firmly linked to its past.

## Taupiri

Taupiri's situation on the east bank of the Waikato River, at the junction of the Mangawara [aka Mangawhara] Creek with Taupiri Mountain on the northern side of the junction, is of major cultural and spiritual significance to Tainui. Te Wherowhero's pa Kaitotehe was on the opposite bank of the Waikato and it was here that Rev Benjamin Ashwell established his mission station in 1842. To the east and south of Taupiri was an extensive swamp; several streams, including the Komakorau, Mangamutu, Mangaotoka and Wheiau, merge with the Mangawara at Taupiri forming flat islands vulnerable to flooding. As the Mangawara was navigable for some distance by canoe, Taupiri was thus a significant strategic position.

River traffic was sufficient even by 1863 to warrant the erection of a wharf at Taupiri, possibly on the same site as the wharf Caesar Roose built in 1926. In January 1863 Te Taneti Paeturi was in charge of the wharf, taking a fee for getting horses and cattle across the river.<sup>125</sup> A second wharf was constructed downstream in 1875 to expedite the construction of the rail line through Taupiri.

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<sup>117</sup> Latta, p. 9.

<sup>118</sup> *Ibid*, pp. 8-9.

<sup>119</sup> *Ibid*, p. 9.

<sup>120</sup> Smith p. 23.

<sup>121</sup> *Ibid*, p. 41.

<sup>122</sup> *Ibid*, p. 35.

<sup>123</sup> *Ibid*, p. 47.

<sup>124</sup> <http://www.nzonscreen.com/title/tangi-for-te-arikinui-dame-te-atairangikaahu-2006>

<sup>125</sup> *Daily Southern Cross* 18 February 1863, p. 4.



Figure 184: 'Maori camp at the foot of Mt Taupiri, shewing [sic] the burial ground of the Maori Kings', c. 1880. John Philemon Backhouse, E-053-010, Alexander Turnbull Library.

After the land confiscations of the post-war era, the area was surveyed and a small triangular area was set aside as the Township of Taupiri. Unlike other planned settlements in the Waikato at this time, however, it was not surveyed as one-acre town lots for militiamen. Te Putu Street [formerly Taupiri-Orini Road] formed the southern boundary of the township. Land to the south was subdivided into long narrow wedges with their western boundaries at the Waikato River; these were destined to be allocated to individual claimants through the Maori Land Court.

Another grant of 135 acres to Te Taneti Paeturi formed their eastern boundaries. The land parcels ranged in size from 150 acres, the northern-most parcel allocated to George Thoms, to 35 acres. Land to the southeast in the Komakorau area, plus a strip along the Waikato River north of the Mangawara, was surveyed into 50-acre parcels as grants to be allocated to militiamen of the Fourth Waikato Regiment. George Thoms received his Crown Grant on 24 November 1868, backdated to 13 March 1867; Thoms is described as 'a half caste' on land documents.<sup>126</sup> Militiamen received their grants from 1866, but many did not take them up; they were often amalgamated into larger, more economic, parcels.

Ultimately drainage of the swamps, which began soon after European settlement and was still ongoing in 1975, enabled more land to be brought into production and added to the prosperity of the district.<sup>127</sup>

### **Town development**

Taupiri Township was surveyed into 87 sections in about 1867; by 1874 when the survey plan was ratified, a few sections had already been subdivided.<sup>128</sup> Most of the sections were approximately half an acre in size. The government held a sale of eleven parcels of confiscated lands in September 1874,

<sup>126</sup> Application 5586, South Auckland Land District.

<sup>127</sup> David More *Between the River and the Hills: Waikato County 1876-1976* (Auckland, 1976) p. 357.

<sup>128</sup> SO 405.

with subsequent sales in later years.<sup>129</sup> Purchasers of the earliest parcels, which were in the northernmost town block, included Robert Bradley, William H Lovell and Fitzpatrick.<sup>130</sup>



Figure 185: 'Taupiri Township', survey date c. 1867 [signed off in 1874]. SO 405, QuickMap. Te Putu Street runs along the lower edge; some of the darker area at right was later designated as recreation reserve; the NIMT is the broad dark line curving through from north to south. A building marked on Lot 6, which was purchased by Lovell, is believed to be his hotel.

When Thomas Henry White and his family arrived and settled on a farm just to the east of Taupiri in 1873, he built a large house he called 'Ferndale'; his daughter Clara recalled that only a few Maori and a few white people were living at Taupiri at that time and the Armed Constabulary had a camp near the hotel.<sup>131</sup> The first white women to settle in Taupiri were Mrs Stewart, whose husband was an interpreter, and Rosanna Ralph, common-law wife of William Lovell. Rosanna Ralph was the daughter of Antony and Margaret Ralph, who owned coal mines in and around Huntly.<sup>132</sup> By 1879 William Lovell he owned a large proportion of the land in the township, having purchased allotments from the government as they became available. In November 1878 he bought the 150 acres belonging to George Thoms.<sup>133</sup>

<sup>129</sup> *Waikato Times* 19 September 1874, p. 3

<sup>130</sup> *New Zealand Herald* 30 September 1874, p. 2

<sup>131</sup> Drummond, p. 35.

<sup>132</sup> In land documents Rosanna Ralph is variously Rose, Roseanna or Rosanna with surnames Lovell and Ralph. A Letter of Declaration by Rosanna Ester Ralph in Application 5586, South Auckland Land District, states her use of both surnames.

<sup>133</sup> Application 5586, South Auckland Land District.



Figure 186: 'Plan shewing [sic] position of premises at Taupiri belonging to Mr WHM Lovell', 1882 [detail]. Lovell's buildings are labelled: stable (left), hotel with outbuildings (centre) with paddocks on either side of the hotel. The road bridge and railway bridge over the Mangawara are shown. The 'proposed new road' became Gordonton Road. NZ Map 4140, Sir George Grey Special Collections, Auckland Libraries.

After William Lovell's death in 1890, Rosanna Lovell took over his land interests. She subdivided her land over several years and sold it as smaller lots. This included a narrow strip between Great South Road and the river, a strip surveyed into 16 quarter-acre sections along the east side of Great South Road and the south side of Te Putu Street, a half-acre section on the Great South Road-Te Putu Street corner, and a three-quarter acre section adjacent to the railway line in 1903.<sup>134</sup> In 1912 Rosanna Lovell and members of the White family owned most of the block between Great South Road and Wright Street.<sup>135</sup>

The town developed as a distribution centre for farmers and producers living in the Komakorau, Hukanui and Gordonton districts, as well as for travellers along the Great South Road and North Island Main Trunk railway line (NIMT). The first bridge crossing the Mangawara was erected by the Armed Constabulary and was further upstream from the current bridge; it has been rebuilt and re-sited at least three times.<sup>136</sup>

An alternative road to Hamilton, southeast from Taupiri via Gordonton, was formed soon after Pakeha settlement. The large estates 'Freshfield', owned by T.C. Williams and managed by EB Cox, and 'Woodlands', owned by the New Zealand Land Association, managed by John Gordon and others, were handy to Taupiri along the Hukanui/Gordonton Road. Produce from these farms and from others in the Orini district was brought through to Taupiri for freighting on the river or by rail. In 1883 a road was surveyed for the bridge over the Komakorau, to link up with Watts Grove-Onslow Avenue. Gordonton Road did not link up at that stage.<sup>137</sup>

The NIMT runs through the middle of the township, routed over a bridge across the Mangawara upstream from the road bridge. In 1874 the Volunteer Engineer Militia were stationed at Taupiri; at

<sup>134</sup> Deed C 76.

<sup>135</sup> DP 8393 October 1912.

<sup>136</sup> Button, p. 9.

<sup>137</sup> SO 3346.

least 70 men helped to build the bridge and railway.<sup>138</sup> Tenders for the construction of this bridge were called in September 1876.<sup>139</sup> Gravel for the railway was excavated from a quarry in the face of the hill.<sup>140</sup> One of the first steps in the rail construction was the building of a substantial wharf on the bank of the Waikato River onto which rails, rolling stock and construction materials could be offloaded; the wharf was constructed by Messrs Brittain and McVee and was under way by early February 1875.<sup>141</sup> The Waikato Steam Navigation Company built a barge, the 'Taupiri', especially for the purpose of transporting the heavy materials.<sup>142</sup> A sideline to the wharf was one of the first sections of rail built in Taupiri with an engine running on it by March 1876. A large quantity of rails and sleepers were stacked at Taupiri for the lines north and south.<sup>143</sup> The opening of the railway through to Ngaruawahia on 13 April 1877 was celebrated at Taupiri with a 'triumphal arch at the Mangawara bridge which did credit to the taste of the inhabitants of that rising township'.<sup>144</sup> Establishment of a railway station reinforced Taupiri's role as a communication hub. The station closed about 1960.

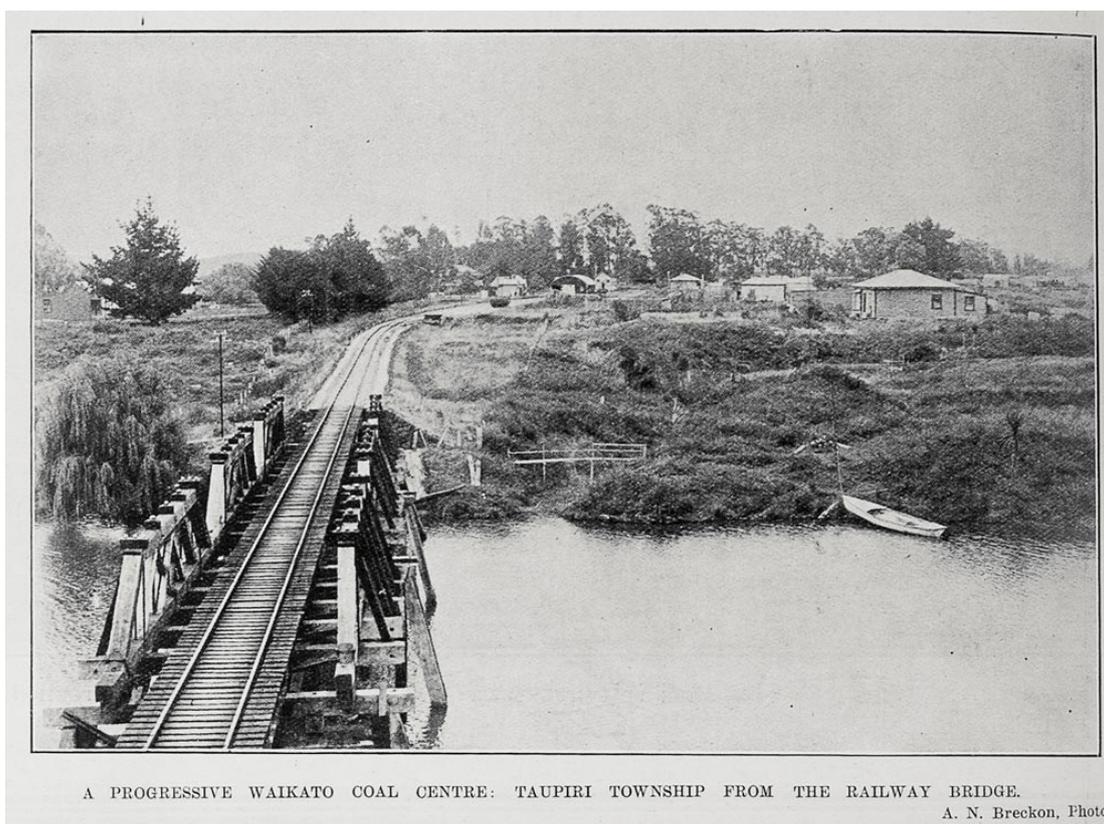


Figure 187: 'A progressive Waikato coal centre; Taupiri township from the railway bridge' *Auckland Weekly News* 6 May 1909, p. 10. AWNS-19090506-10-3, Sir George Grey Special Collections, Auckland Libraries. The railway station is visible in the top middle of the photograph.

During the great flood of January 1907, when slips affected the road and rail north of Taupiri, Taupiri wharf was used as the accessible place for travellers who had been transferred onto steamers to get around the obstructions caused by the flood.

Roading layout has changed considerably over the years. Te Putu Street (Taupiri Road) was originally surveyed as a straight line; it was re-routed as a dog-leg to cross the railway line to avoid the station grounds and curved behind the hotel that had previously fronted onto it. Further changes occurred

<sup>138</sup> *Waikato Times* 10 January 1874, p. 2; *Daily Southern Cross*, 9 May 1874, p. 7.

<sup>139</sup> *New Zealand Herald* 12 September 1876, p. 1.

<sup>140</sup> *Waikato Times* 10 July 1875, p. 2.

<sup>141</sup> *Waikato Times* 9 February 1875, p. 2.

<sup>142</sup> *Waikato Times* 27 February 1875, p. 2.

<sup>143</sup> *Waikato Times* 14 March 1876, p. 2.

<sup>144</sup> *Waikato Times* 14 August 1877, p. 2.

with the overhead bridge and the formation of The Crescent. Work began on the construction of the overhead bridge in 1937, but controversy over the dangerous western approaches meant further road changes were required.<sup>145</sup> An old shop and dwelling had to be removed to make room for construction.<sup>146</sup> A second overhead bridge was constructed when the Gordonton-Orini Road was developed as an alternative route through Taupiri for traffic coming from the north. Roads, or parts of roads, have been closed and others created as the needs of the town changed and traffic flows increased. The Crescent was created to access the railway station, post office and hotel. The construction of the Waikato Expressway in recent years has altered the town's layout further and changed traffic patterns.

Later businesses on Great South Road benefited from travellers stopping for refreshments or to catch the bus south to Hamilton and Ngaruawahia or north to Auckland. The Waikato River was a main transport route for passengers and freight for the first few decades of European settlement, but as the roads improved and the railway service developed, this lessened to being primarily a freight service. The Waikato Shipping Company and the Roose Shipping Company ran steamers and barges and used the wharf at Taupiri as a major stopping and loading place.<sup>147</sup> One of the ship captains was Billy Wade who lived in Taupiri.<sup>148</sup> The barges ceased regular operation in about 1970.

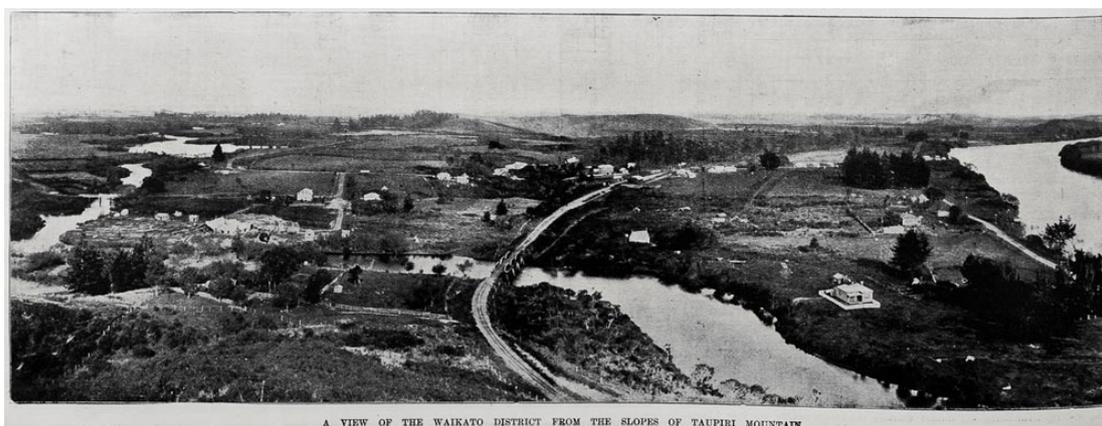


Figure 188: 'A view of the Waikato district from the slopes of Taupiri Mountain' *Auckland Weekly News* 31 May 1901 p. 4. Note the Catholic church just to the right of the rail bridge at the centre of this view. AWNS-19010531-4-4, Sir George Grey Special Collections, Auckland Libraries.

Taupiri's fortunes waxed and waned but in 1919 it was reported that the township and district 'seemed to be in for a period of boom, graduating into a permanent prosperity'.<sup>149</sup> At that time the population and school roll were increasing, land prices were high and 'prospective building sites were being guarded with jealous eyes'.<sup>150</sup> In 1922 Taupiri was described as 'a placid town' in 'a very pretty and restful part of a prosperous district', the centre of farming, sawmilling and flaxmilling.<sup>151</sup>

Despite the boosterism of the 1910s and early 1920s, the population was just 396 in 1939; in 1976, with a population of 670, Taupiri was nevertheless the second largest settlement in the Waikato County Council area.<sup>152</sup>

Aerial photographs show the slow in-filling of sections with houses and business premises while expanses of open land remain. The town retains a dispersed business area with small disparate clusters of shops and public facilities.

<sup>145</sup> *Auckland Star* 2 February 1937, p. 5; *Auckland Star* 27 January 1938, p. 6; *Auckland Star* 22 July 1938, p. 8.

<sup>146</sup> *New Zealand Herald* 8 March 1939, p. 8.

<sup>147</sup> <http://www.teara.govt.nz/en/biographies/4r27/roose-caesar>

<sup>148</sup> Button, p. 13.

<sup>149</sup> *Auckland Star* 28 October 1919, p. 6

<sup>150</sup> *Ibid.*

<sup>151</sup> *Auckland Star* 26 May 1922, p. 2.

<sup>152</sup> More, p. 356.

## Businesses and Industry

According to an 1853 account, there were then white traders at Taupiri who would buy pigs from local Maori, butcher them and salt the meat for sale in Auckland.<sup>153</sup> One of the first businesses established in Taupiri after the Waikato war was a store run by Karaka Tarawhiti in 1870.<sup>154</sup> Tarawhiti grew up on the mission station, which his father Rev Heta Tarawhiti helped run. He was later the native policeman for Taupiri, Huntly and Rangiriri (1879–80).<sup>155</sup>

William Lovell's store and accommodation house were established from about 1871, situated on the east side of Great South Road near the bridge. Lovell first applied for an accommodation and liquor license in March 1873, but it was not always plain sailing for him: in 1874 the objections of Rev Ashwell, 36 residents and 24 Maori led to the license being refused.<sup>156</sup> The Taupiri Hotel was run briefly, under lease, by Alfred Ellis in 1882-83; at that time it had eight rooms other than those for the use of the family.<sup>157</sup> In May 1884 Lovell applied to have the license shifted to a new 17-room hotel closer to the railway station.<sup>158</sup>

The hotel was important in providing paddocking for people droving stock up the main road and both it and the store were venues for community meetings.<sup>159</sup> After Lovell's death in 1890, the hotel was managed by his widow Rosanna Lovell [Ralph]. The Taupiri Hotel burnt down on 12 December 1910, at which time it was leased to FH Bennett.<sup>160</sup> By the end of the following February a tender for the construction of a new hotel had been accepted.<sup>161</sup>



Figure 189: Taupiri Hotel in the flood of January 1907. Reproduced from *Taupiri School Centenary 1878-1978* p. 47. This building burnt down on 1910.

<sup>153</sup> H.C.M. Norris *Armed Settlers* p. 5.

<sup>154</sup> Button, p. 10; <http://www.naumaiplace.com/site/te-kauri/home/page/557/karaka-tarawhiti/>

<sup>155</sup> <http://www.naumaiplace.com/site/te-kauri/home/page/557/karaka-tarawhiti/>

<sup>156</sup> *New Zealand Herald* 14 March 1873, p. 1; *Daily Southern Cross* 24 April 1874, p. 3.

<sup>157</sup> *New Zealand Herald* 3 April 1882, p. 6; *Waikato Times* 16 May 1882, p. 3; *New Zealand Herald* 16 July 1883, p. 8.

<sup>158</sup> *Waikato Times* 13 May 1884, p. 3.

<sup>159</sup> *Waikato Times* 9 March 1876, p. 2.

<sup>160</sup> *Bay of Plenty Times* 12 December 1910, p. 2.

<sup>161</sup> *New Zealand Herald* 28 February 1911, p. 8.

Lovell seems to have had more than one store, as in November 1881 he was advertising for carpenters to build a shop.<sup>162</sup> A store owned by Lovell burnt down in 1882 (month not specified) but by the end of January 1882 he was building a new and handsome store.<sup>163</sup> It opened in May 1883 with an 'evening entertainment' and a party which went on till daylight.<sup>164</sup> This may have been the store later known as Taupiri Tearooms [now Hopin Stopin] but this has not been established. Rosanne Lovell owned the land on which the tearooms/shop stood. This land was leased out to various people over the years, the first recorded being Jane Wilson in 1901. Wilson transferred the lease to John Mohr 'storekeeper' in 1905 so the building may have existed by then.<sup>165</sup> Mohr in turn transferred it to A Hamblin and Company in 1915, then to Ada Wilson in 1915.<sup>166</sup> The house and shop are marked on a 1919 plan.<sup>167</sup> The store has also been known as 'Welcome Inn' and has been a tearoom, general store, a boot and canvas repair shop and antique shop.

In 1874 George Edgecumbe of Ngaruawahia ran a delivery service to Taupiri in his spring-cart, offering meat, bread and groceries 'at Ngaruawahia prices'.<sup>168</sup> Robert Bradley was in business with RR Hunt, operating as the Waikato Carrying Company until August 1874.<sup>169</sup>

In 1893 it was reported that Taupiri 'was showing of advancement, a new store having been erected by Messrs Corbett and Graham and a smithy by Mr Moir'.<sup>170</sup> A year later a similar report stated that the town possessed a new store, smithy and bakery and that TH White was rumoured to be establishing a creamery.<sup>171</sup> The bakery was a branch of Gleeson and Sons, bakers and confectioners of Huntly.<sup>172</sup> The first butcher was Arthur [Harry] Waring, who after four years working as a butcher for the Woodlands Estate, set up business in premises in Taupiri in 1891. The business passed from father to son to grandson before being bought by 'Country Touch' smallgoods. It closed in 1980.<sup>173</sup>

One commercial building that has had a varied history is the Taupiri Dairy. During the 1920s it housed a hairdressing and taxi service run by William and Daniel Young. In 1930 it was occupied by Sterling Stores, managed by EP Tapper. It was a billiard hall in the early 1930s, possibly run by Thomas Wade, and a milk bar in the 1940s, and later a TAB.<sup>174</sup> Two petrol stations and service garages operated in Taupiri for several decades during the mid-20<sup>th</sup> century; one on the corner of Te Putu Street and Great South Road was a passenger stop for buses travelling between Auckland and Hamilton.

A flax mill was established in the first years of European settlement, given that by 1870 the Taupiri Flax-mills, on the bank of the Waikato River, were for sale.<sup>175</sup> WW Cull owned the mill in 1872.<sup>176</sup> There were other flax mills in the vicinity of Taupiri, including one up the Komakorau Stream that was operated by a waterwheel.<sup>177</sup> George Mellars established Taupiri Sawmill in 1888, having bought 1000 acres in the vicinity. In 1899 he switched to flax milling, buying flax supplied by local Maori.<sup>178</sup> In 1889 it was announced that a flax mill was to be started by 'a southern gentleman'.<sup>179</sup> Bartrum and Preston's flax mill was closed down for a few weeks in 1890 but started up again; the market at this time was unreliable.<sup>180</sup> In 1891 the 'Taupiri flax mill', owner unspecified, was stopped and everything was to be sold.<sup>181</sup> Aubrey & Co. had a flax mill at Taupiri at the time of the 1907 flood; it was flooded

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<sup>162</sup> *Waikato Times* 26 November 1881, p. 3.

<sup>163</sup> Button p. 10. *Waikato Times* 28 January 1882, p. 2.

<sup>164</sup> *Waikato Times* 5 June 1883, p. 2.

<sup>165</sup> Application 5586, South Auckland Land District.

<sup>166</sup> SA233/285, SA304/145.

<sup>167</sup> DP 13107.

<sup>168</sup> *Waikato Times* 2 June 1874, p. 3.

<sup>169</sup> *Waikato Times* 13 August 1874, p. 3.

<sup>170</sup> *Waikato Times* 9 May 1893, p. 2.

<sup>171</sup> *Waikato Times* 21 June 1894, p. 5.

<sup>172</sup> *Cyclopedia of New Zealand – Auckland Provincial District* 1902 p. 711.

<sup>173</sup> Button, p. 23.

<sup>174</sup> *Ibid*; *Leighton's Auckland Provincial Directory 1930-31* (Auckland 1930). See also, DP 24798.

<sup>175</sup> *Daily Southern Cross* 22 October 1870, p. 2.

<sup>176</sup> *Waikato Times* 18 May 1872, p. 3.

<sup>177</sup> *Taupiri School Centenary 1878-1978* p. 16.

<sup>178</sup> *Cyclopedia of NZ* p. 711.

<sup>179</sup> *Waikato Times* 13 April 1889, p. 2.

<sup>180</sup> *Waikato Times* 7 June 1890, p. 2.

<sup>181</sup> *Auckland Star* 11 August 1891, p. 1.

and a considerable amount of fibre washed away.<sup>182</sup> The mills employed many staff in addition to the bush gangs and flax harvesters in the field.

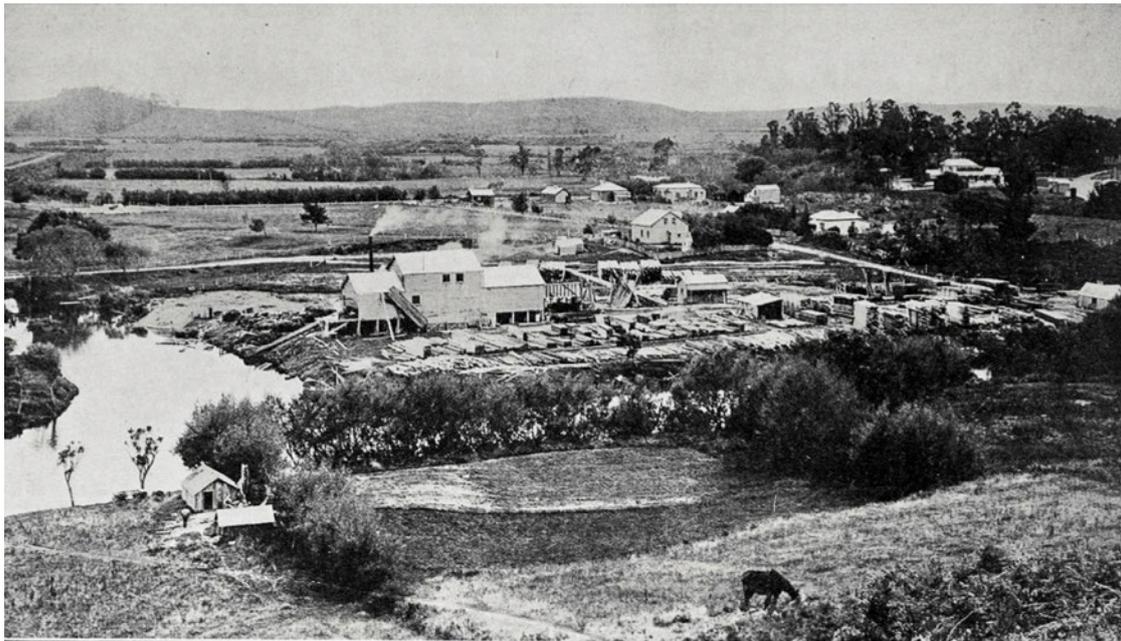


Figure 190: 'Auckland's timber industry: Taupiri Sawmill Company's works, Waikato', 1905. AWNS-19051123-10-1, Sir George Grey Special Collections, Auckland Libraries.



Figure 191: Bailey and Bollard's Taupiri Sawmill Co. mill and staff, date not known. Reproduced from *Taupiri School Centenary 1878-1978* p. 17.

<sup>182</sup> *New Zealand Herald* 21 January 1907, p. 6.

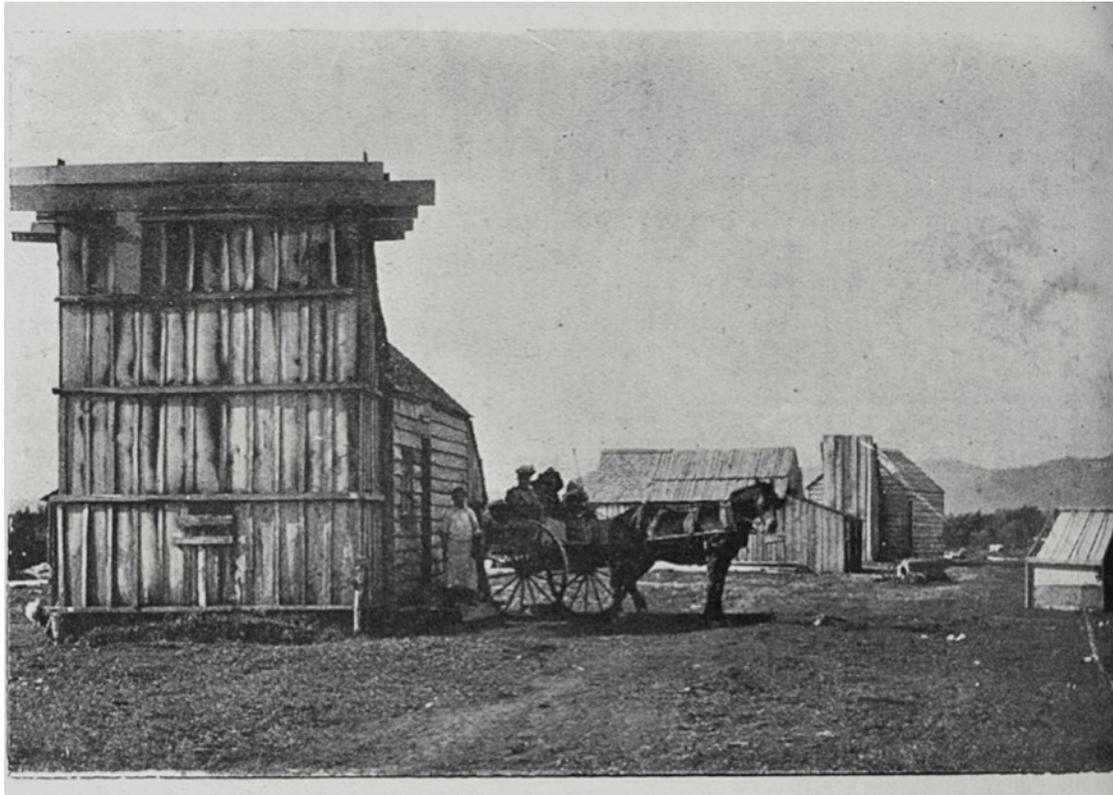


Figure 192: 'A bush camp, showing whares with wooden chimneys, Bayley [sic] and Bollard's bush, Taupiri', 1901. AWNS-19011107-6-3, Sir George Grey Special Collections, Auckland Libraries.

In 1899 Davys Bros disposed of their Taupiri sawmill business to John Bailey and Richard Bollard of Auckland.<sup>183</sup> The sawmill was just above the railway bridge, the site of Mellars' mill. Bailey and Bollard erected a new mill in 1901; some timber was used locally but most was exported to Auckland and Australia. The mill was 100 by 30 feet and three storeys high, the engine being housed in an adjacent building.<sup>184</sup> It was still operating in 1907 when the mill was flooded to a depth of a metre; the company taking advantage of the situation by securing about 500 logs flushed down the stream.<sup>185</sup> A mill belonging to the Northern Timber Company was burnt to the ground in April 1912, putting about 70 men out of work.<sup>186</sup> A smaller milling enterprise was run by F Hill, who advertised ti-tree firewood for sale by the ton to be put on the barge at Taupiri wharf.<sup>187</sup>

Blacksmiths were a necessity in the days of horses for transport, labour and farming: early blacksmiths in Taupiri were Green, Jim Murphy and, later, Mayberry.<sup>188</sup> William Dent established a business as saddler and harness maker at Taupiri in 1886.<sup>189</sup>

Local occupations listed in the 1910 post office directory included: flaxmillers (Brown Bros, Seifert & Co.), labourers and mill hands, farmers and bushmen, carpenters and contractors, as well as a horse dealer, an accountant, a bee farmer, and a surveyor. Bailey and Bollard were listed as sawmillers, William Collins as a brick maker, Francis Bennett as the proprietor of the Taupiri Hotel. George Briggs was the local saw doctor, Simon Dick and Robert Kay were creamery managers, and Edward Farrell a store keeper. John Geake and Arthur Waring were the village butchers, Charles Gleeson the baker, John Mohr another storekeeper, John Henderson the blacksmith, and Joseph Harris both the stationmaster and the postmaster.<sup>190</sup>

<sup>183</sup> *Auckland Star* 29 August 1899, p. 4.

<sup>184</sup> *Auckland Star* 11 September 1902, p. 2.

<sup>185</sup> More, pp. 78-79.

<sup>186</sup> *Poverty Bay Herald* 9 April 1912, p. 5.

<sup>187</sup> *Waikato Times* 10 February 1877, p. 3.

<sup>188</sup> Button, p. 23.

<sup>189</sup> *Waikato Times* 1 June 1886, p. 3.

<sup>190</sup> *New Zealand Post Office Directory 1910*.

Isaac Coates of Hamilton had several gum-digging enterprises in the area and employed George Powell of Taupiri to cart the gum from his site at 'Woodlands' to Taupiri station and take stores back to the field camp.<sup>191</sup> He also worked gum on the Dilworth estate up the Mangawara and built a store there.<sup>192</sup>

By the end of 1872 farms were well-established, as evidenced by a 'For Sale' advertisement that described a 200-acre farm opposite Taupiri, the greater portion of which had been laid down in clover and mixed grasses with 20 acres in barley, oats and wheat, with a great supply of cherries and peaches; a seven-room house, papered and painted, went with the property.<sup>193</sup> The advertisement promoted it as a prospective dairy farm, foreseeing the rise in this industry.

In 1899 Taupiri farmers decided to ask Ambury and English to establish a creamery at Taupiri and three years later Wesley Spragg of the New Zealand Dairy Association negotiated to buy an acre opposite the school for a creamery.<sup>194</sup> It has not been established whether these ventures were successful but a creamery did exist in Taupiri by 1906 and possibly two were in operation in 1910.<sup>195</sup> A creamery was to be established on the 'Freshfield' estate in 1906; this may be the current Candylands building.<sup>196</sup>

The Taupiri Dairy Company, a private company owned in 1921 by JB McEwan, established a butter factory at Taupiri but was forced to 'sell out its interests to the co-operatives in 1936 when it had more than 300 suppliers'.<sup>197</sup> In 1919 a survey plan for Zealandia Co-operative Milk Foods Ltd was drawn for the site later occupied by the NZCDC.<sup>198</sup> This company is presumably the same company as the Standard Dairy Company described in July 1922 as having a factory being erected on four acres in Taupiri ready to start production in the coming season.<sup>199</sup> It may be the dried milk factory being erected in 1919.<sup>200</sup>

After the destruction of the New Zealand Co-operative Dairy Company's Ngaruawahia butter factory in 1929 its replacement butter factory was built at Taupiri.<sup>201</sup> In the 1960s the NZCDC installed its first continuous butter-making plant here. Whey from the factory was pumped to the large Mountley stud piggery a few kilometres to the south, owned by AE Rogers and, later, Walter Risi. The dairy factory was still operating in 1976. Coal from the Kupakupa Mine (Waikato Mine), a few kilometres towards Huntly on the west bank of the Waikato, produced sufficient coal to supply the dairy factory.<sup>202</sup> A hostel was part of the NZCDC campus. A railway siding was built for the butter factory; this allowed refrigerated export butter to be loaded onto rail wagons and taken directly to the port at Auckland.<sup>203</sup>

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<sup>191</sup> Isaac Coates *On Record* p. 132.

<sup>192</sup> *Ibid*, p. 134.

<sup>193</sup> *Daily Southern Cross* 9 November 1872, p. 1.

<sup>194</sup> *Auckland Star* 4 May 1899, p. 2; *Auckland Star* 7 April 1902, p. 1.

<sup>195</sup> *New Zealand Post Office Directory 1910*; *Auckland Star* 23 April 1906, p. 8.

<sup>196</sup> *Auckland Star* 23 April 1906, p. 8. Currently 75 Henry Road.

<sup>197</sup> *More*, p. 110-11.

<sup>198</sup> DP 13505.

<sup>199</sup> *Auckland Star* 21 July 1922, p. 2.

<sup>200</sup> *New Zealand Herald* 23 April 1919, p. 4.

<sup>201</sup> *More*, p. 112.

<sup>202</sup> Vennell & Williams, p. 215.

<sup>203</sup> Button, p. 13.



Figure 193: Staff at the Taupiri NZCDC factory, 1937. Reproduced from *Taupiri School Centenary 1878-1978* p. 20.

In 1930, when Taupiri's population was 396, occupations were more varied, with a motor garage proprietor, butter maker, two school teachers as well as two school masters, two apiarists (one was Mrs Mabel Fow), two women listed as farmers amongst several male farmers, a road overseer, telegraphist, factory workers, storekeeper, baker, carpenter, quarry manager, miners, contractors, taxi driver, stock agent, railways clerk, railway porter, storekeepers, a carrier, billiard saloon proprietor (Thomas Wade) and river boat master (William Wade).<sup>204</sup> The directory listings in 1939 were very similar, with the addition of two confectioners and Cadman's Petrol Station; Wallace Supplies was operating in what are now the Hopin Stopin premises. RJ Powell listed the United Stores Ltd.<sup>205</sup>

Stock sales were held weekly or fortnightly at the saleyards on Gordonton Road from at least 1935 until they closed in 1960.<sup>206</sup>

### Community Facilities

Apart from the urupa on Taupiri Mountain, another burial ground was established on the west side of the river in the vicinity of the mission station and church site. According to notes made by George White, the first Pakeha cemetery was on the west side of the river 'well behind' a large oak planted by Bishop Selwyn. White described this as a military cemetery, and that between 1880 and 1896 wooden crosses were standing on the graves. Buried there, according to White, were his father Thomas Henry White, Mona White, 'Mrs Shorthouse an English lady the mother of Mrs TH White', here also 'soldier natives etc during the Maori wars'.<sup>207</sup> This cemetery on Hakarimata Road is marked now by a tree and three graves with railings and stone markers enclosed by a wooden fence. The cemetery may date from 1880.<sup>208</sup> Residents applied for a cemetery reserve on the east side of the river in 1898; this was situated on the Gordonton Road with the earliest known graves dating from 1901.<sup>209</sup>

<sup>204</sup> Leighton's *Auckland Provincial Directory 1930-31* (Auckland 1930).

<sup>205</sup> Leighton's *Auckland Provincial Directory 1939-40* pp. 769-70.

<sup>206</sup> Button p. 30; *New Zealand Herald*, 19 February 1935, Page 5

<sup>207</sup> George White papers, Hamilton City Libraries. In other sources it is recorded that TH White died and was buried at Opotiki.

<sup>208</sup> Button, p. 10 states 1886; White 1880.

<sup>209</sup> *New Zealand Herald* 23 June 1898, p. 3; Taupiri Memorial Inscriptions, *New Zealand Cemetery Records, Waikato, King Country and Taupo* (CD-ROM, New Zealand Society of Genealogists, 2012)



Figure 194: The cemetery on the west side of the river shows two graves with railings and headstones. Reproduced from *Taupiri School Centenary 1878-1978* p. 13.

Taupiri School district was gazetted in July 1876 after a group of householders approached the Auckland Education Board. The building of a school was begun in 1877. A vocal and instrument concert was held in November 1877 in the schoolhouse to raise funds for liquidating the building fund.<sup>210</sup> Taupiri School opened on 18 February 1878; in 1879 there were 37 pupils, from the neighbouring farms as well as the township.<sup>211</sup> In 1901 there were 80 pupils on the roll, a headmaster and two pupil-teachers; in 1913 there were 113 pupils.<sup>212</sup> A teacher's residence adjoined the school. The school had a tennis court, which was much-used by the community, as was the swimming pool when that opened in 1940. As the roll expanded the local halls and library were used for classes, relocatable classrooms were added and then, in 1962, a four-room block was built as well as a new teacher's residence.<sup>213</sup> By 1978 the school had a roll of 212.

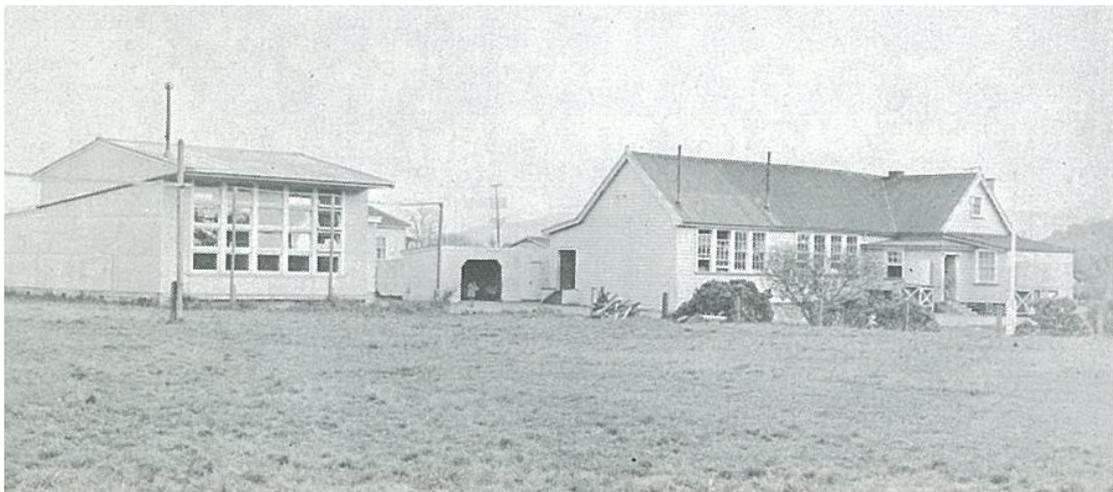


Figure 195: Taupiri School in 1953. Reproduced from *Taupiri School Centenary 1878-1978* p. 26.

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<sup>210</sup> *Waikato Times* 15 November 1877, p. 3.

<sup>211</sup> Button, p. 16.

<sup>212</sup> *Cyclopedia of NZ* p. 711.

<sup>213</sup> Button, p. 16.

Rev Ashwell operated a postal service at the mission station prior to the Waikato War. In 1872 a post office was established in Taupiri; in 1901 the post and telegraph office was being conducted from one of the local railway cottages and in 1910 the stationmaster was also the postmaster.<sup>214</sup> By 1901 a telephone service was connected with Huntly and a private telephone link with Woodlands Estate.<sup>215</sup> In 1916 a telephone bureau was added to the post office beside the railway station.<sup>216</sup> Tenders for a new post office and telephone exchange and postmaster's residence in The Crescent were called in March 1920. The building opened in July 1921 but was closed in c.1988 and is now wholly in residential use.

A recreation reserve on the eastern side of the township was gazetted in 1888.<sup>217</sup> The reserve, named Onslow Park, was a community facility for nearly 100 years, being administered by the Taupiri Domain Board. Some of the land was taken for roading in 1975 (Gordonton Road) and part has subsequently been sold into private ownership.<sup>218</sup> Onslow Park was used for community and school sports, picnics and shows. Sports events were organised as early as 1877.<sup>219</sup>

A hall owned by Rosanna Lovell was built on what is now The Crescent, adjacent to the post office. From at least 1894 the hall was a public venue for meetings, polling booths and entertainments.<sup>220</sup> In 1909 the Taupiri Flower Show and Home Industries Association held a very successful flower show in the hall, attracting over 500 visitors and exhibitors from the wider district.<sup>221</sup> The hall burnt down at some time between 1912 and 1915. Another hall was built in 1921. Initially called the Founders' Hall or Henry Soldiers' Settlers' Hall and now known as the Soldiers and Settlers Hall, it was designed by FC Daniell of Hamilton.<sup>222</sup> It was used as a polling booth in 1923 but the official opening was undertaken by the Prime Minister, the Rt Hon JG Coates in May 1927.<sup>223</sup> Film screenings were held in the hall from the 1920s through to 1960.<sup>224</sup> Activities in the hall included war relief work during World War II and indoor bowls matches.<sup>225</sup> Another hall was erected in 1952, the War Memorial Hall on the west side of Greenlane Road. The hall, designed by White, Leigh and de Lisle of Hamilton, incorporates the Plunket rooms and was said to be the 'first public war memorial project to be completed in the Waikato'.<sup>226</sup> A roll of honour plaque was mounted on the wall of the lobby.

Community groups such as the Cemetery Board, Domain Board, Hall Committee, Taupiri Citizens and Progressive Association, and the Women's Institute were established and Taupiri had a branch of the Farmers' Union by 1917.<sup>227</sup> Sports clubs included croquet, bowling, Farmers' Sports Club, Old Girls' Basketball Club, rugby league and tennis.<sup>228</sup>

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<sup>214</sup> *Cyclopedia* p. 711; *Daily Southern Cross* 7 December 1872, p. 2; *New Zealand Post Office Directory 1910*.

<sup>215</sup> *Cyclopedia* p. 711.

<sup>216</sup> Button, p. 15.

<sup>217</sup> *New Zealand Gazette* 1888 p. 1130; SO 3346.

<sup>218</sup> SO 51524; SO 50898.

<sup>219</sup> *Waikato Times* 15 December 1877, p. 3.

<sup>220</sup> *Waikato Times* 21 April 1894, p. 8; *Waikato Times* 14 December 1895, p. 12.

<sup>221</sup> *Auckland Star* 7 December 1909, p. 2.

<sup>222</sup> Plans in Waikato Museum Collection 1984/7/458.1-4.

<sup>223</sup> *New Zealand Herald* 10 April 1923, p. 12; *Auckland Star* 21 May 1927, p. 7.

<sup>224</sup> Button, p. 27.

<sup>225</sup> *Ibid*, p. 26.

<sup>226</sup> *Ibid*, pp. 27-28 citing the *Waikato Times* 7 and 13 March 1952.

<sup>227</sup> *Leighton's* 1939; *New Zealand Herald* 16 March 1917, p. 6.

<sup>228</sup> *Leighton's* 1939.



Figure 196: 'Crowds outside church at Taupiri'. 4-6407, Sir George Grey Special Collection, Auckland Libraries. The 1870s [right] and c.1904 [left] church buildings are both visible.

A Catholic church was established in Taupiri soon after a parcel of land (Allotment 49) was set aside in 1874 for a church and the northern portion set aside as a burial ground (Allotment 94). In 1877 a church was constructed on this land at the north end of Wright's Road [Greenlane Road]. The church was described as 'a handsome building for its size built in the gothic style and calculated to comfortably seat some 70 to 80 persons'.<sup>229</sup> This church burnt down in 1898, as did its successor on the same site.<sup>230</sup> The church is visible in 1946 and 1964 aerial photographs. Taupiri's third Catholic church building was situated on the Gordonton Road.

The Church of England's Christ Church, on the corner of Te Putu Street and Great South Road, was opened in the late 1870s. Both it and its replacement, built in 1904, were designed by Thomas Henry White. White had architectural practices in Auckland and Hamilton, and farmed at Taupiri.

According to the reminiscences of Gladys Button, Methodist and Presbyterian church services were held in the school and library until 1925 when a Mission Hall was built in Greenlane Road.<sup>231</sup> M Gleeson donated the land, the hall being situated on Allotment 38, north of the intersection of Te Putu Street with Green Lane.<sup>232</sup> A 1939 survey plan shows a church building to the north of the hall, straddling Allotments 33 and 34.<sup>233</sup>

<sup>229</sup> *Waikato Times* 10 April 1877, p. 2.

<sup>230</sup> Button p. 22; *Reserves and Other Lands Disposal Act 1936* <http://legislation.knowledge-basket.co.nz/gpacts/public/text/1936/se/049se9.html>

<sup>231</sup> Button, p. 22.

<sup>232</sup> DP 27336.

<sup>233</sup> DP 27336; the identity of this church is currently unknown.

## Hopuhopu

The area between northern Ngaruawahia and Taupiri, on the east side of the Waikato River, is generally known as Hopuhopu [Hopu Hopu]. One early recorded instance of the name was for land granted to the Church of England; some 1385 acres as a school reserve for the purpose of establishing a school for Maori children. The land had been given by tangata whenua to Rev Ashwell for the support of the school and was then granted to Bishop Selwyn by Governor Grey in 1853, for the maintenance of schools established under the superintendence of the Bishop.<sup>234</sup> The grant extended from the river to Lake Hotoananga and was defined on the north by Purakautahi Creek. It was opposite the Pepepe mission station; associated with the station was a boys' school and a flourmill at Hopuhopu.<sup>235</sup> The Hopuhopu Church of England Mission Estate 'was originally intended to provide a means for educating the Maoris. Prior to and subsequent to the Waikato war the land was so well managed that it nobly provided for its aims, and the school was widely patronised by the Waikatos'.<sup>236</sup>

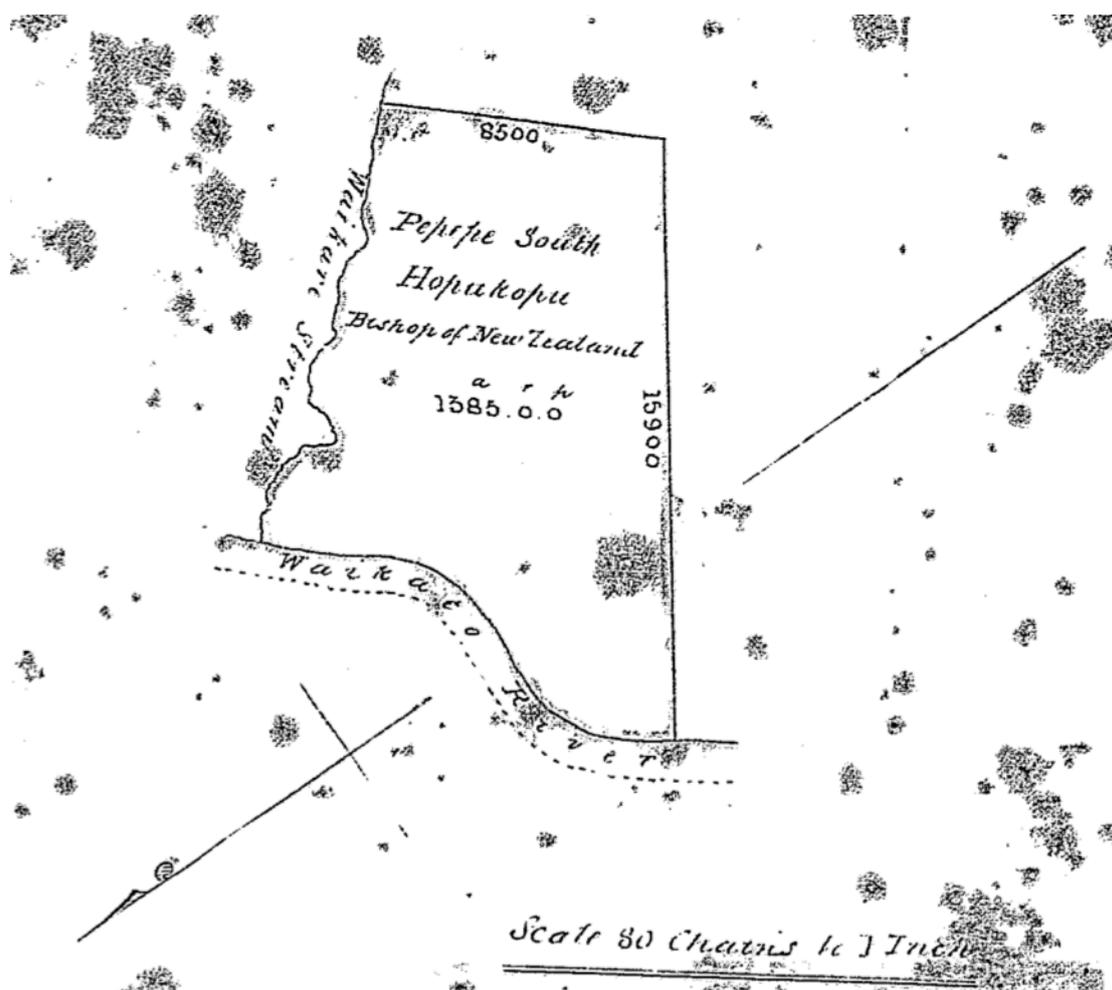


Figure 197: 'Church property Mangawhero Block', SO 131A. Undated. QuickMap. North at lower left.

A later survey of the same parcel was produced in 1865 after the land confiscations. Great South Road followed the course of the river; this part of the road is now called Old Taupiri Road.

<sup>234</sup> *New Zealand Herald* 9 March 1894, p. 3.

<sup>235</sup> Alison Drummond *Early Days in the Waikato* (Hamilton, 1964), p. 17. This reference has not been verified; the mill referred to may have been opposite Kaitotehe, i.e. at Taupiri.

<sup>236</sup> *New Zealand Herald* 21 February 1902, p. 3.



Figure 198: 'Plan of road line and river traverse between Mangawara and Ngaruawahia also of school reserve at Hopu Hopu', November 1865, SO 131. QuickMap. The Great South Road follows the course of the Waikato River; the line of the North Island Main Trunk has been added in red. The plan shows the 1385 acres granted to the Church of England, extending from the river to Lake Hotoananga and defined at north (left) by Purakautahi Creek and to the south (right) by the 200-acre allotments granted to Lieutenants Hamlin and Vickers. To the south (lower right) 'Horotiu Village' is marked.

Land to the east of the mission grant was surveyed into 50-acre allotments for militiamen of the 4<sup>th</sup> Waikato Regiment in 1865, but to the north-east was a 1000-acre allotment granted to Pirihiara Tarawhiti, the wife of Rev Heta Tarawhiti.<sup>237</sup> Rev Tarawhiti was based at either the Pepepe or Kaitotehe mission stations after the war. To the south of the school reserve were two 200-acre allotments for officers of the British or colonial forces, Lieutenants Hamlin and Vickers. To the south of their land, and extending to the Waikato River's junction with the Waipa, 'Horotiu Village' was surveyed; this village did not eventuate, some of the small allotments being amalgamated into larger parcels suitable for farming and more recently, some being subdivided as residential lots.

After the Waikato War, Rev Ashwell returned to the mission station, with some accounts stating he lived on the Hopuhopu side of the river. It is apparent that by December 1864 a Maori settlement existed at Hopuhopu, 'a village a few miles down the river' from Ngaruawahia.<sup>238</sup> By May 1867, Rev Lonsdale Pritt was permanently located at Hopuhopu.<sup>239</sup> He may have preceded Ashwell as it was stated that Pritt was 'the first clergyman who ventured into the Waikato, stationed at Hopuhopu until 1871.'<sup>240</sup> He died in 1885.

The mission school soon ceased to operate as it no longer had government funding.<sup>241</sup> In an 1872 'land for lease' advertisement, Hopuhopu is described as the mission station.<sup>242</sup> In 1873 there was a

<sup>237</sup> Pirihiara Tarawhiti died in 1886, Rev. Heta Tarawhiti in 1898. *Waikato Times* 7 December 1886, p. 3; *Auckland Star* 5 September 1898, p. 5.

<sup>238</sup> *Daily Southern Cross* 21 December 1864, p. 5.

<sup>239</sup> *Daily Southern Cross* 11 May 1867, p. 6.

<sup>240</sup> *Wanganui Herald* 31 October 1885, p. 2.

<sup>241</sup> *Appendix to the Journals of the House of Representatives* 1905 Session I, G-05 p. viii.

<sup>242</sup> *Waikato Times* 31 December 1872, p. 3.

synod of Maori in connection with the Anglican Church, held at ‘the Rev Mr Ashwell’s residence’ at Hopuhopu.<sup>243</sup> The report of this meeting of the Waikato and Waitemata Native Church Board stated the meeting was held ‘in a small building close to Mr Ashwell’s house at Hopuhopu. It was originally the schoolroom at Taupiri on the opposite side of the Waikato and has recently been fitted up as a chapel ... and a small bell-turret with a suitable bell put up on the west gable’.<sup>244</sup>

A small cemetery for soldiers, believed to be Pakeha only, who had died during the Waikato War was established just to the south of the school reserve, on the east side of the Great South Road [Old Taupiri Road] and south of Jacobs Lane. In 1873 it was reported that the graveyard was fenced off but some headboards marking individual graves needed repair.<sup>245</sup> This cemetery remains fenced off, but the graves are not individually marked; instead an obelisk erected by the government in 1914 was inscribed ‘Here lie the remains of men who fell in the Maori wars and whose names cannot be traced’. It was gazetted as a cemetery reserve in 1916.<sup>246</sup>

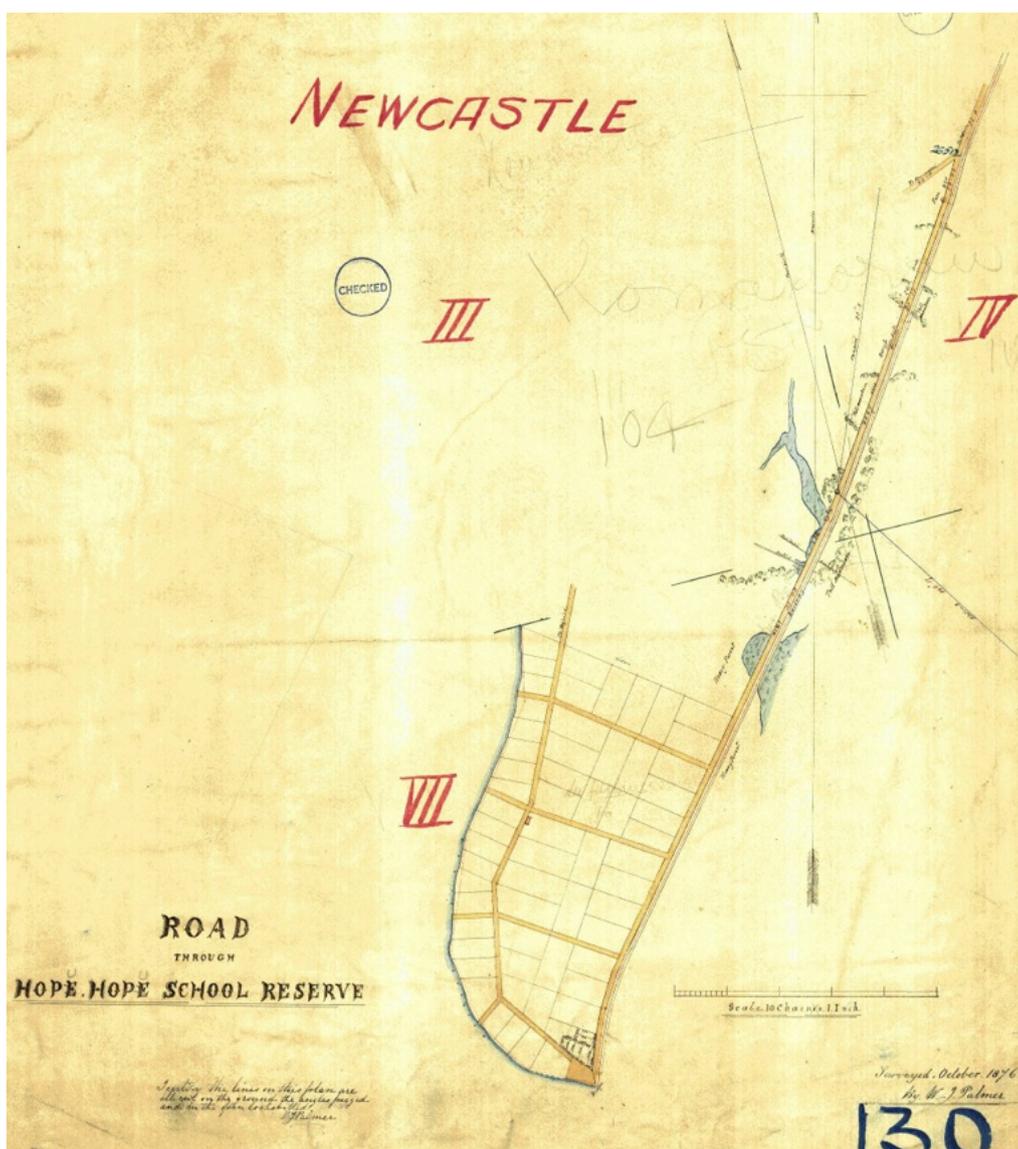


Figure 199: ‘Road through Hope Hope [sic] School Reserve’, 1876, SO 130. QuickMap. The small red rectangle on the old road, just south of what is now Jacobs Lane, delineates the military burial ground. The road (in yellow) lies on the west side of the railway line.

<sup>243</sup> *Waikato Times* 6 February 1873, p. 2.

<sup>244</sup> *Waikato Times* 8 March 1873, p. 2. The Taupiri location refers to Kaitotehe, opposite Taupiri.

<sup>245</sup> *Daily Southern Cross* 14 March 1873, p. 3.

<sup>246</sup> *New Zealand Gazette* 1916 p. 31.

A more direct route for Great South Road was surveyed in 1876, cutting through the Hopuhopu reserve.<sup>247</sup> However, the road was surveyed to lie on the west side of North Island Main Trunk (NIMT) railway line, which was constructed through the school reserve in 1877. This road was not formed but another survey was undertaken in 1910 to take land on the east side of the railway line as a road.<sup>248</sup> The riverside road was still called Great South Road at that time. The new alignment meant that the main road had to cross the railway at a marked dog-leg and became the site of many accidents. In 1937 an overhead bridge was constructed over the railway line, the project entailing also the lowering of the railway line.<sup>249</sup>

In October 1885 the Anglican church's General Trust Board granted a lease of the Hopuhopu estate for 21 years.<sup>250</sup> An 1889 report stated that about 500-acres of the estate had been leased out in three portions for a period of 21 years.<sup>251</sup>

In March 1886 the old mission station was burnt to the ground; at that time it was being used as a store by the lessee of the land, T McDonald. In 1886 it was stated that: 'The old station was formerly, at different times, the residence of the Rev BY Ashwell, and the Venerable Archdeacon Pritt, but latterly had fallen considerably into decay'.<sup>252</sup> The fate of the original church has not been determined.

One of the farmers residing at Hopuhopu in 1892 was Robert James.<sup>253</sup> In 1898 'some twenty Austrians' arrived ... to dig gum on the Mission land at Hopuhopu'; the land having recently been leased to a local resident.<sup>254</sup>

In 1894 there was still a Maori village at Hopuhopu; judging from a new report of a large hui to be held there.<sup>255</sup> By 1902 much of the Hopuhopu land had been neglected and 'gone out of cultivation', with the resultant loss of revenue to the church. Applications by Maori 'from any area' to utilise the land were approved by the Trust Board, provided that at least ten acres was cleared, terms being free for the first four years and one shilling per acre for the following 17 years.<sup>256</sup> At that time the Rev Nikora Tautau, honorary chaplain to King Mahuta, was resident on the estate, having been moved there in 1901.<sup>257</sup> Plans were underway to re-establish the former mission and school, with building to start early in 1902.<sup>258</sup> In 1903 Rev Hare Ruarangi (also known as Harry or Charles Marsh or Maihi) joined Rev Tautau at the mission station; Rev Tautau left there in 1905.<sup>259</sup>

In 1905 it was reported that the church had had difficulty in leasing out the land as ecclesiastical law allowed only for 21-year leases.<sup>260</sup> The Anglican Diocesan Registrar reported that income from leases of the Hopuhopu estate had been spent on educating local boys at St Stephen's School.<sup>261</sup>

In 1909 twenty candidates from different parts of the Waikato were confirmed at the church at Hopuhopu.<sup>262</sup> A Maori conference in 1910 decided that a central district council was to be established at Hopuhopu; the erection of a large office, a church and a school was to be erected at an estimated cost of £2000 to be raised by the Maori community.<sup>263</sup>

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<sup>247</sup> SO 130.

<sup>248</sup> SO 17980.

<sup>249</sup> *Auckland Star* 20 December 1937, p. 8; *Auckland Star* 5 November 1936, p. 6.

<sup>250</sup> *Auckland Star* 15 October 1885, p. 4.

<sup>251</sup> *Auckland Star* 9 October 1889, p. 2.

<sup>252</sup> *Waikato Times* 16 March 1886, p. 2.

<sup>253</sup> *New Zealand Herald* 15 February 1892, p. 6.

<sup>254</sup> *Auckland Star* 17 August 1898, p. 2.

<sup>255</sup> *Auckland Star* 28 February 1894, p. 4.

<sup>256</sup> *New Zealand Herald* 21 February 1902, p. 3.

<sup>257</sup> *Waipapu Church Gazette*, 1 October 1912, p. 45.

<sup>258</sup> *New Zealand Herald* 21 February 1902, p. 3.

<sup>259</sup> *New Zealand Herald* 6 October 1903, p. 7; *Waipapu Church Gazette*, 1 October 1912, p. 45.

<sup>260</sup> *New Zealand Herald* 21 June 1905, p. 7.

<sup>261</sup> *The Press* 20 June 1905, p. 6.

<sup>262</sup> *Auckland Star* 13 October 1909, p. 3.

<sup>263</sup> *New Zealand Herald* 16 June 1910, p. 6.

Rev Ruarangi served the Maori Mission church at Hopuhopu until his death in 1913, when he succumbed to smallpox after nursing several Maori patients during an epidemic. His grave is near the main entrance gate to the Wananga at Hopuhopu. In 1917, after it was reported that the grave was neglected, a working party reportedly erected a cross of hardwood and iron nearly 18-feet high, covered the grave with concrete and erected a neat iron fence around it.<sup>264</sup> The grave was close to the site of the church; this was dismantled and burnt down in 1917. It is not established whether this was the original church from Ashwell's time. Ruarangi's house was burnt down soon after his death on the recommendation of the district health officer.<sup>265</sup>

A 1917 survey plan drawn for J Sager of the land south of the mission land shows a large orchard near the river, otherwise the land was in gorse, grass, a patch of native bush, wiwi swamp and manuka.<sup>266</sup>

The Anglican Trust Board continued to advertise land for lease; including two separate leases for Allotment 104 of 80 acres and 14 acres in 1922.<sup>267</sup> These parcels were to the east of the NIMT. In 1924 the board advertised a farm property of 41 acres for sale.<sup>268</sup>

### **Military Training Camp**

In 1922 the government issued gazette notices advising the taking of land for the purposes of a camping ground to take effect from 1 April 1922.<sup>269</sup> The camp covered four parcels, each part of Allotment 104, totalling 346 acres and 32 perches. An Order in Council stated that portions of the land were then occupied by buildings, gardens and orchards.<sup>270</sup> A plan surveyed for the Railway Department in 1921 shows the future camp as the roughly-triangular area west of and bounded by the NIMT, in part by the Old South Road [Old Taupiri Road] and in part by the Waikato River.<sup>271</sup> At that time the lessees of the church land to the west of the NIMT were JW Parker, Benjamin Stubbing, P Spencer and Graham; some of Parker's lease was not taken by the government. The 'great military training camp' to be established was often referred to as the camping ground.<sup>272</sup>

By April 1925 the land had already been used as a camp for trainees but it was still 'in the rough' and plans were being drawn up to convert it into 'a thoroughly equipped permanent military depot, to be officially known as the Ngaruawahia Mobilisation Base ... [and] ... the chief military magazine for the Dominion, and probably the greatest ordnance depot'.<sup>273</sup> Cottages for married staff were then under construction: these six concrete block houses are situated on the north side of Old Taupiri Road.

A railway siding from the NIMT extended for half a mile into the camp, and from the terminus of that it was proposed to build a wooden tramway to the foot of the hill along the base of which the magazines were being built. By April 1925 several of the magazines for the storage of ammunition and explosives were nearing completion. They were constructed from concrete and set into the hillside with spoil banked up to the height of the eaves, so as to break the force of any explosion. Five sheds were to be built beside the railway line; the largest of these was 500 x 40 feet.<sup>274</sup> At least 18 brick explosive store houses were later built (c.1938/1943) around Lake Hotoananga on the east side of Great South Road.

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<sup>264</sup> *Auckland Star* 7 November 1917, p. 4.

<sup>265</sup> *Waikato Times* 21 May 1985, p. 14.

<sup>266</sup> SO 11944.

<sup>267</sup> *New Zealand Herald* 15 March 1922, p. 14.

<sup>268</sup> *New Zealand Herald* 9 May 1924, p. 7.

<sup>269</sup> *New Zealand Gazette* 1922, pp. 716-17.

<sup>270</sup> *Ibid.*, pp. 719-20.

<sup>271</sup> SO 22004.

<sup>272</sup> *Auckland Star* 12 April 1924, p. 8.

<sup>273</sup> *Auckland Star* 8 April 1925, p. 5.

<sup>274</sup> *Ibid.*

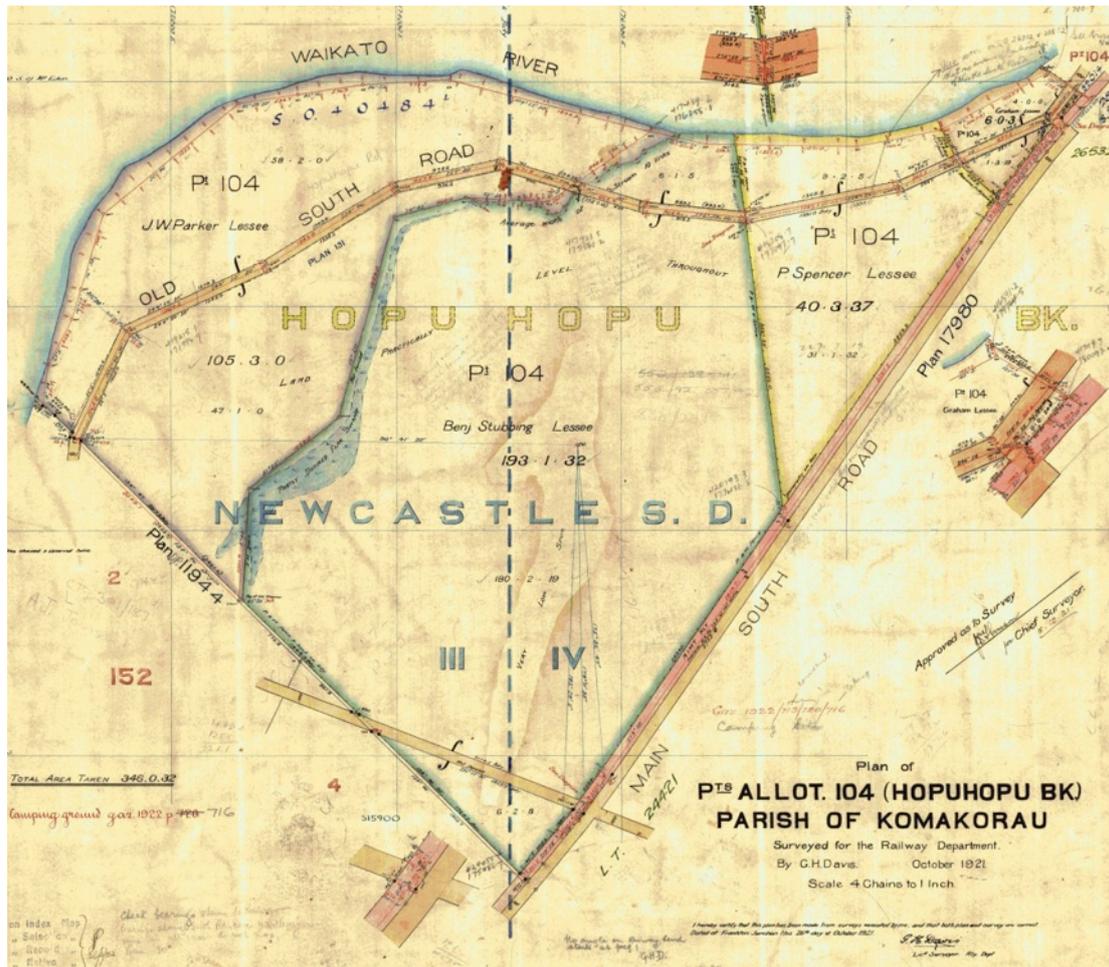


Figure 200: 'Plan of Pts Allot 104 (Hopuhopu BK) Parish of Komakorau', surveyed for the Railway Department, October 1921, SO 22004. The roughly-triangular parcel is shown divided into four for lessees Parker, Stubbing and Spencer, with Graham holding the small parcel in the north-eastern corner. The NIMT and Great South Road form the eastern boundary.



Figure 201: The cooking tents at Hopuhopu military camp, date unknown. 03833, Hamilton City Libraries.



Figure 202: 'Hopuhopu ammunition arsenal, near Ngaruawahia, Waikato', 31 October 1964. WA-63057-F, Whites Aviation Collection, Alexander Turnbull Library. Looking south-east with Lake Hotoananga at left, and Lakes Pikopiko and Areare in the distance. The structures shown are the munitions stores built on the east side of Great South Road.

By December 1925 the gorse and blackberry had been cleared and men were erecting concrete and wooden buildings in what was 'undoubtedly the most extensive military scheme ... ever undertaken by the Defence Department'.<sup>275</sup> Two large mess rooms were under construction as an intake of 1200 men was expected in late January; between these two concrete buildings a cook house was to be built. In addition to the six cottages, another seven-roomed officer's residence was to be built and ten 'accommodation cubicles' for single staff. A 1938 aerial photograph shows six houses plus one larger one set further along the road; by 1953 there was an additional pair of houses to the west of the original six.<sup>276</sup>

Fresh water for the camp was pumped from the river via a settling tank up to an 80,000-gallon reservoir situated on top of the hill. From there the water was conveyed via a reticulation system over the entire camp area.<sup>277</sup> 'Special attention' was paid to a sewerage system, which took all drainage to the Waikato River. Food waste, including offal, was supplied to a local pig farmer, possibly Albury Rogers whose farm was immediately to the east of the camp on Great South Road.<sup>278</sup>

In 1929 the Public Works Department handed over the camp to the Defence Department as most of the construction work, which included roads and a shelter belt, had been completed. Up to 80 workmen at a time had been employed on the project.<sup>279</sup>

<sup>275</sup> *Auckland Star* 12 December 1925, p. 10.

<sup>276</sup> See WA-55972-G, White's Aviation Collection, Alexander Turnbull Library.

<sup>277</sup> *Auckland Star* 12 December 1925, p. 10.

<sup>278</sup> *Auckland Star* 17 February 1928, p. 8.

<sup>279</sup> *Evening Post* 5 August 1929, p. 8.

Although initially praise was heaped on the camp for its clean and healthy environment, such was not the case in 1939 when influenza was rife. Tents leaked, mattresses and blankets were damp, and the camp hospital was full to overflowing despite many patients having been taken to Waikato Hospital.<sup>280</sup> By 7 November 1939, 60 patients had been taken to the hospital; three days later the number was 85.<sup>281</sup> Another flu outbreak in July 1940, when the special Railway and Forestry Units and non-commissioned officers of the Territorial Artillery Units were in camp, saw 50 soldier patients being removed to a temporary hospital at Hamilton West School, with many more in Waikato Hospital.<sup>282</sup> A measles outbreak in October 1940 again saw hospitalization of 52 soldiers and the camp placed under quarantine.<sup>283</sup>

In May 1941 construction began of a social hut of timber construction with a floor space of 1152-square feet, similar in design to recreation huts built at Trentham and Papakura and with 'all the necessary facilities to provide adequate comforts for the men'.<sup>284</sup> The camp was later to include tennis courts, a two-rink bowling green and cricket pitches.<sup>285</sup>

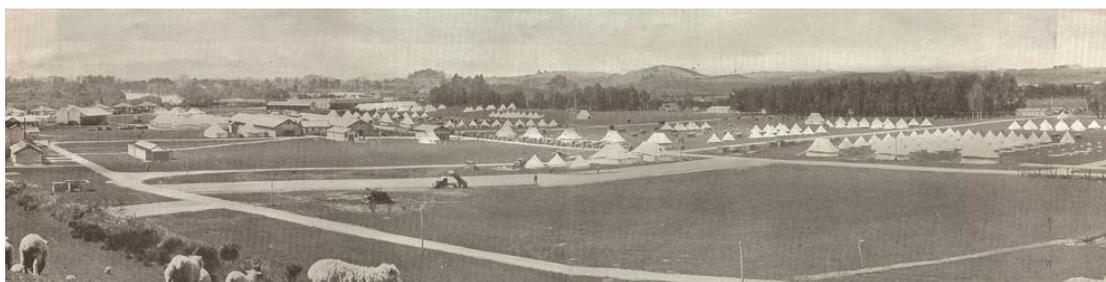


Figure 203: Hopuhopu Military Camp when the first volunteer Auckland contingent was in camp, *Auckland Weekly News* 4 October 1939 p. 45. AWNS-19391004-45-1, Sir George Grey Special Collections, Auckland Libraries.

Soon after the cessation of World War II the War Assets Realisation Board advertised the sale of 'office furniture, tents etc' from Hopuhopu.<sup>286</sup> At some time prior to 1961 Ashwell Crescent was formed and 15 state houses built at its northern end. More housing has since been added at its southern end.

Military training camps continued through to the 1980s, for regular and territorial forces and also civil defence units. Troops used the nearby stream to learn how to construct temporary bridges and used the river for managing pontoons and other craft.<sup>287</sup> In 1984 the camp expanded its facilities with the construction of a 500-square metre building to provide facilities for the 5<sup>th</sup> Signal Squadron, Royal New Zealand Signal Corps.<sup>288</sup> The building, which included offices and lecture rooms, was to be opened on 6 December 1984.

By coincidence, when the army decided in 1985 to look for a site on which to erect a church at Hopuhopu, the site selected was that of the old mission church. At that time there were 100 single soldiers and 57 families living at the camp.<sup>289</sup>

<sup>280</sup> *Auckland Star* 2 November 1939, p. 6.

<sup>281</sup> *Auckland Star* 7 November 1939, p. 6; *Auckland Star* 10 November 1939, p. 3.

<sup>282</sup> *Auckland Star* 23 July 1940, p. 8.

<sup>283</sup> *Auckland Star* 24 September 1940, p. 3.

<sup>284</sup> *Auckland Star* 1 May 1941, p. 6.

<sup>285</sup> *Auckland Star* 12 December 1925, p. 10.

<sup>286</sup> *Auckland Star* 26 November 1945, p. 8.

<sup>287</sup> *Waikato Times* 19 November 1985, p. 3.

<sup>288</sup> *Waikato Times* 1 November 1984, p. 12.

<sup>289</sup> *Waikato Times* 21 May 1985, p. 14.



Figure 204: 'Hopuhopu Military Camp from the air', 20 April 1961. ATL WA-55339-F, Whites Aviation Collection, Alexander Turnbull Library. In the foreground is Ashwell Crescent, with the first 15 state houses at its northern end.

In March 1989 the government announced the pending closure of the camp as a result of the government's defence review, which shut down 13 military defence bases and camps throughout the country.<sup>290</sup> A total of 216 staff, 40 civilian and 176 military, were then employed at Hopuhopu and Te Rapa air force base, which was also to close.<sup>291</sup> On Saturday, 2 September 1989, 'a quarter guard of all soldiers from all corps at the camp, the band of the Royal Regiment of New Zealand Artillery and gunners from 4(G) Medium Battery RNZA combined to form a Beating of the Retreat at the formal closing of the camp. Dignitaries attending included Te Arikiniui Dame Te Atairangikaahu and Te Rangatira Whatumoana Paki. The Chief of Staff Major-General Meldrum stressed the close ties that had formed between the military and the people of the area.<sup>292</sup> The closure was described as 'the end of a love affair' for Ngaruawahia, as the camp had been a great supporter of sports clubs, provided a military presence for civic functions and added colour and excitement to people's lives.<sup>293</sup> Ngaruawahia's mayor was concerned the closure would lead to a significant drop in commercial activity in the town.<sup>294</sup>

<sup>290</sup> *Waikato Times* 3 March 1989, p. 1.

<sup>291</sup> *Waikato Times* 19 May 1989, p. 1.

<sup>292</sup> *Hamilton Press* 13 September 1989, p. 7.

<sup>293</sup> *Waikato Times* 1 September 1989, p. 1.

<sup>294</sup> *Waikato Times* 3 March 1989, p. 1.

## Non-military Activities

Land to the south and east of the mission grant was farmed as one large estate, known as 'Kainui', of nearly 2400 acres. This was owned by Thomas C Williams, son of Rev Henry Williams, until 1905 but was subdivided in 1911 by Messrs HE and SG Worsp into sixteen smaller parcels.<sup>295</sup> The land was advertised as being drained kahikatea swamp suitable for dairy farms, close to two creameries and only one mile from the Taupiri railway station.<sup>296</sup> The eastern side of this estate is now bordered by the Waikato Expressway.

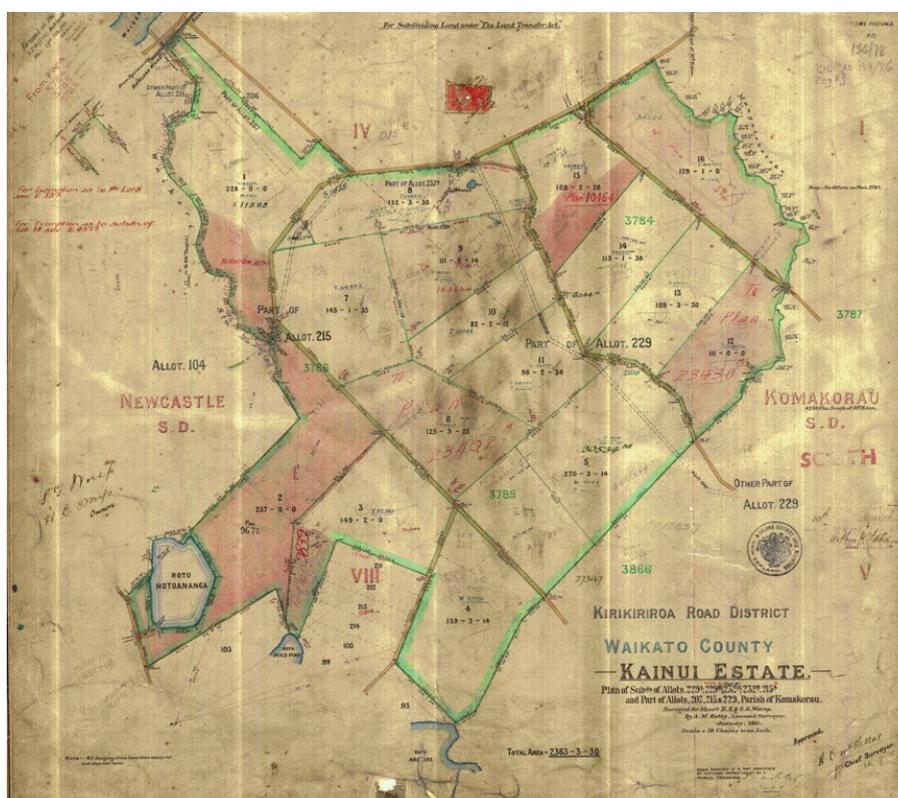


Figure 205: 'Kainui Estate' surveyed January 1911, DP 6931. QuickMap. Lakes Hotoananga, Pikopiko and Areare are shown on the southern edge of the estate.

The water supply established in 1922 for the military camp was upgraded in 1960, with a new treatment system, improved pumps and a larger reservoir built at the top of the hill within the camp. The water treatment plant, rising main and supply main were handed over to the local council by the army when the camp was closed. The Taupiri community is served by 50% of the supply while the balance is used by Hopuhopu village and the college.<sup>297</sup>

The land around the southern half of Lake Hotoananga, originally gazetted for defence purposes, was gazetted for agricultural purposes in 1970 for use by the Ruakura Animal Research Centre.<sup>298</sup> In 1985 a quarantine farm was established in Kelm Road. The 150-hectare farm was to be used by the Ministry of Agriculture and Fisheries for an extensive programme of evaluating and breeding new sheep breeds introduced as embryos from Denmark and Finland. Yards, laboratories, offices and staff housing were constructed. Once the sheep arrived the farm was to be closed to visitors for four years.<sup>299</sup> The lambs arrived from the primary quarantine station on Somes Island, Wellington, on 17 December 1985.<sup>300</sup>

<sup>295</sup> DP 6931.

<sup>296</sup> *New Zealand Herald* 18 March 1911, p. 12.

<sup>297</sup> Waikato District Council 'Water and sanitary services assessment' 2002, p. 12.

<sup>298</sup> *NZ Gazette* 1970, p. 1025; SO 32172 surveyed 1943 and 1946.

<sup>299</sup> *Waikato Times* 27 November 1985, p. 36.

<sup>300</sup> *Waikato Times* 18 December 1985, p. 56.

More recently the Hopuhopu mission estate was part of the Waikato Raupatu Settlement. Te Arikini Dame Te Atairangikaahu opened the Tainui Endowed College on the site on 1 February 2000. The college was envisaged by Sir Robert Mahuta, the Founding Fellow and Principal Negotiator for the 1995 Waikato Raupatu Settlement, as both a memorial to the Raupatu and 'the means by which we will be able to produce a continual stream of leadership to take Maaori people through the next century'.<sup>301</sup>

In 2010 the college was re-named Waikato-Tainui College for Research and Development. The college has modern accommodation units, conference and seminar facilities, and sports grounds. The Hopuhopu complex is the cultural, educational, recreational and administrative tribal base for Waikato-Tainui. A large number of the military camp buildings and munitions stores remain on the campus.

## Glen Massey

Land in the Glen Massey area was not subdivided for 50-acre militia grants, although it was part of the land confiscated after the Waikato War.<sup>302</sup> Instead the area was chosen for three separate government settlement schemes: Akatea Village Settlement, Firewood Creek Village Settlement, and grants made under the Naval & Military Settlers and Volunteers Land Act 1891. The discovery of coal in 1908 altered the course of development to establish Glen Massey as a settlement for mine workers.

The Akatea Village Settlement was not a village *per se* but rather a suite of land parcels of approximately 50-acres, intended to be developed as farms. An 1881 survey shows the settlement area extended northwest from near the junction of Wilton Collieries Road (formerly part of Kereru Road) with Waingaro Road.<sup>303</sup> One house was marked on the 1881 map, on adjacent land, indicating that some settlement had already occurred in the area.

By 1881 a road had been constructed from Huntly to Waingaro around the west side of the Hakarimata Range to give access to Te Akau station, the Waingaro hot springs and Raglan [Whaingaroa] Harbour. The Te Akatea land was inspected in 1886 as a proposed temperance settlement with the result that, in February 1887, 15 lots were advertised as being available on perpetual lease.<sup>304</sup> Some were taken up and occupied within the year, as in March 1888 one of the settlers was complaining about the state of the road and the lack of the promised punt to take them across the Waipa to Ngaruawahia.<sup>305</sup> The settlers had been promised two years' half-time work road-building and without that income settlers were said to be facing starvation.

In 1887 the road from Ngaruawahia to Te Akatea was surveyed to connect with the Huntly-Waingaro road but it was not usable for wheeled vehicles.<sup>306</sup> The road ran beside Firewood Creek (also known as Mangaohē, Mangohe and Mangaowhe), which flows into the Waipa opposite Ngaruawahia. Further roads were surveyed as part of the subdivision of the vast area owned by the government. It was reported that by June 1888 twelve wooden houses had been built at Te Akatea, however access to the small settlement was difficult and one man had carried his building materials in on a wheelbarrow.<sup>307</sup> A school was built in Te Akatea in 1892.<sup>308</sup> The teacher divided his time with teaching at Waingaro School.

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<sup>301</sup> <http://www.waikatotainui.ac.nz/>

<sup>302</sup> SO 537, surveyed 1875, identifies the land south of Firewood Creek as government land.

<sup>303</sup> SO 4609.

<sup>304</sup> *Waikato Times* 30 November 1886, p. 3; *Auckland Star* 15 February 1887, p. 3.

<sup>305</sup> *Waikato Times* 1 March 1888, p. 2.

<sup>306</sup> *New Zealand Herald* 7 January 1887, p. 6.

<sup>307</sup> *Waikato Times* 19 June 1888, p. 2.

<sup>308</sup> Pam Bovill *Glen Massey School 75<sup>th</sup> Jubilee 1915-1990* p. 1.

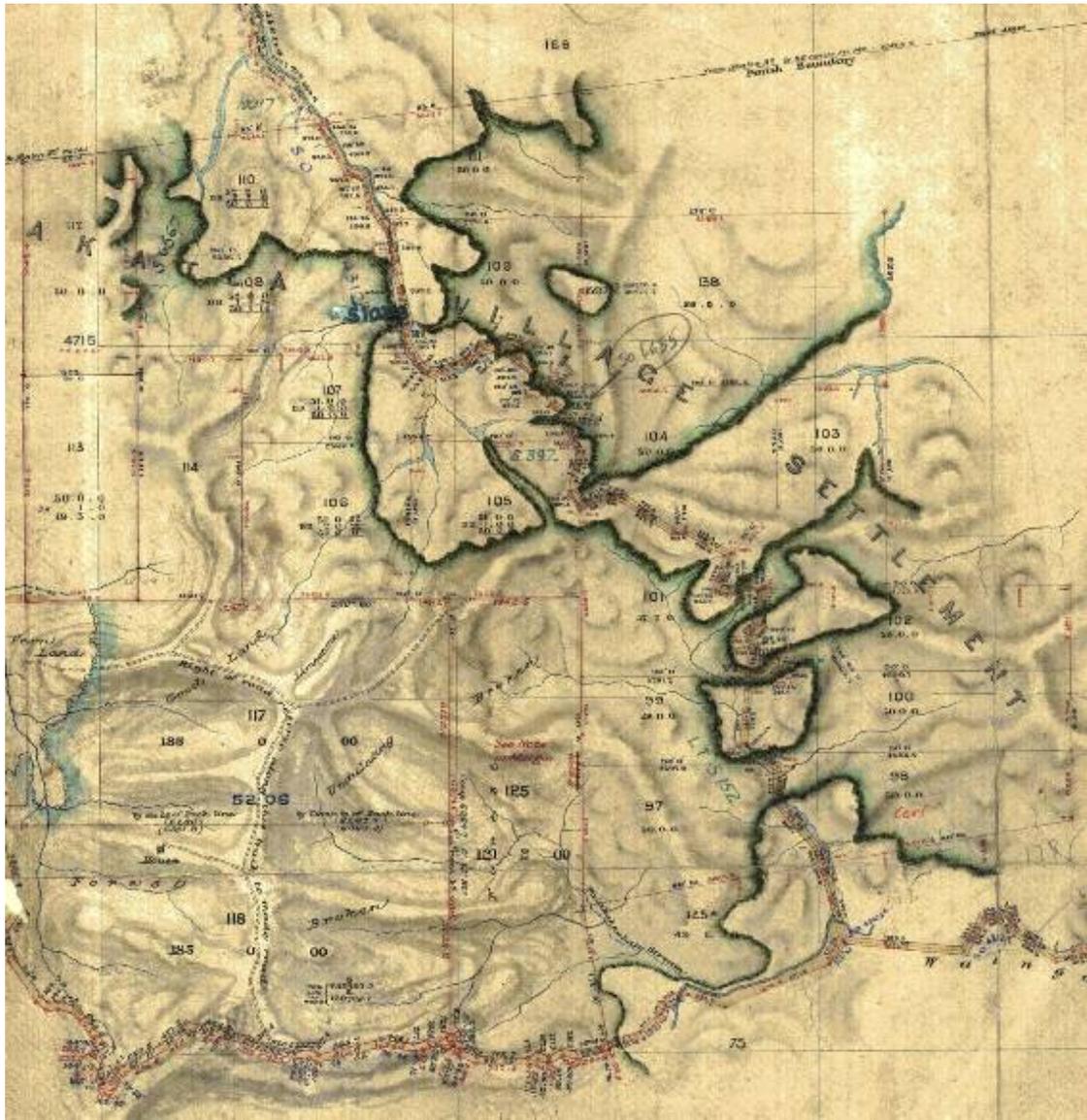


Figure 206: 'Block VI Newcastle Survey District' SO 4609, surveyed 1881, shows the parcels of Akatea Village Settlement. The junction of Waingarua Road and Wilton Collieries/Kereru Road is at lower left with Kereru Road extending to the west (left) and Waingarua Road extending northwest. A track is shown going north from Kereru Road to a house (lower left). QuickMap.

Similarly Firewood Creek Village Settlement was not a closely settled planned village but an area of nine 50-acre parcels between Glen Massey and Ngaruawahia. It was surveyed in 1887 from land that had originally been surveyed in 1865 as one parcel of 494 acres.<sup>309</sup> The parcels were accessed from Waingarua Road, which was then just a narrow track.<sup>310</sup> The sections, which were advertised for lease early in 1887, had been taken up by 27 January 1887.<sup>311</sup>

<sup>309</sup> SO 4610.

<sup>310</sup> *Waikato Times* 26 February 1887, p. 2.

<sup>311</sup> *Auckland Star* 13 January 1887, p. 4; *Waikato Times* 27 January 1887, p. 2.

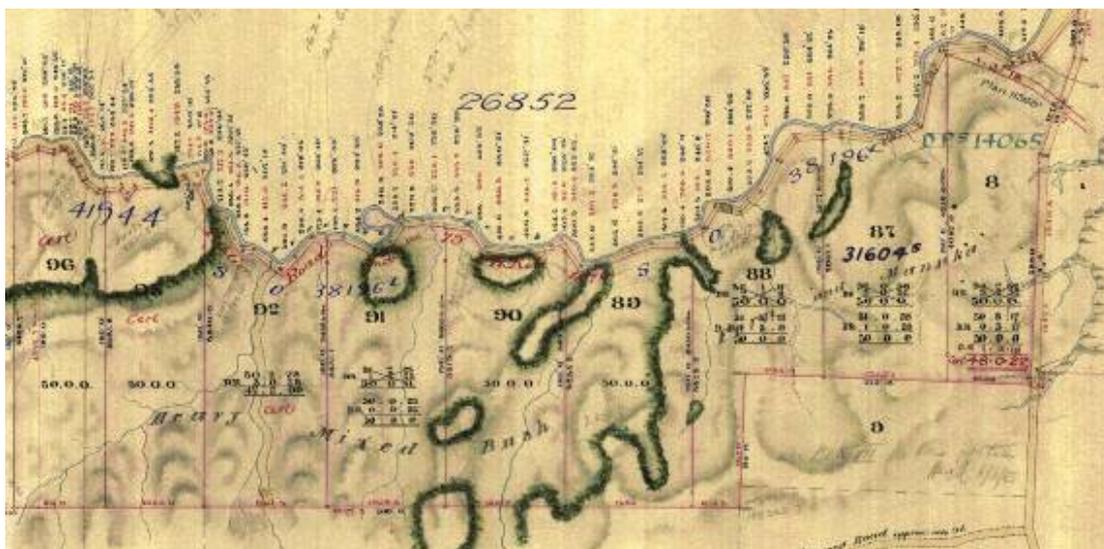


Figure 207: 'Firewood Creek Village Settlement' June 1887, SO 4610. QuickMap. The sections are numbered 8, 87 to 93 and 96 from east to west. Firewood Creek and the Waingarō-Ngaruawahia Road run along the northern boundaries of the parcels. The north-south aligned road at right is Te Puroa Road.

In 1893 the land to the west of Firewood Creek settlement, including what is now Glen Massey, was surveyed as grants to former British and colonial military and naval personnel who had served in New Zealand and passed the criteria laid down under the Naval & Military Settlers and Volunteers Land Act 1891.<sup>312</sup> The parcels were of varying size, with some people owning up to 400 acres comprising several adjacent parcels. Grants were made to Messrs Tylden, McCall, Shaw, Wilson, Dawson and Strong, with Brodie, Arthur and Moore owning land further south. Morrow owned land on the north side of Firewood Creek; Ashbury, Blake, Sisam and Charman along Elgood Road.<sup>313</sup> The roads were unnamed but are now Wilton Collieries, Edgcombe, Kereru and Elgood Roads. It is not known whether any of these men took up their grants and settled on the land, or simply realised their asset. In 1898 access from Ngaruawahia was made easier with the construction of a bridge over the Waipa River.<sup>314</sup>

One of the settlers along Firewood Creek found a 20-foot seam of coal on his property in 1890 but it seems little was done about it in view of the district's inaccessibility.<sup>315</sup> The proximity of the extensive coal deposits in the Huntly field eventually encouraged further surveys for coal in the Te Akatea area. In 1908 coal deposits were being investigated on the properties of Messrs Runciman, Coad and Dawson, a number of 'promising outcrops and extensive faces' showing the extent of the sea.<sup>316</sup> Tests undertaken by the Mines Department showed the quality to be suitable for domestic use. Small amounts were taken by horse and cart for use at Ngaruawahia dairy factory.<sup>317</sup> Coal extraction at Glen Massey continued over the next 50 years, the main players being the Waipa Coal Company (Waipa Railway and Collieries Co.), Wilton Collieries Ltd and the government.

<sup>312</sup> SO 6686.

<sup>313</sup> All these surnames are listed on <http://homepages.ihug.co.nz/~Sxmitch/Military.html> as being successful petitioners under the Act.

<sup>314</sup> Latta, p. 117.

<sup>315</sup> *Waikato Times* 4 February 1890, p. 2

<sup>316</sup> *Marlborough Express* 11 July 1908, p. 2

<sup>317</sup> Bovill, p. 1.

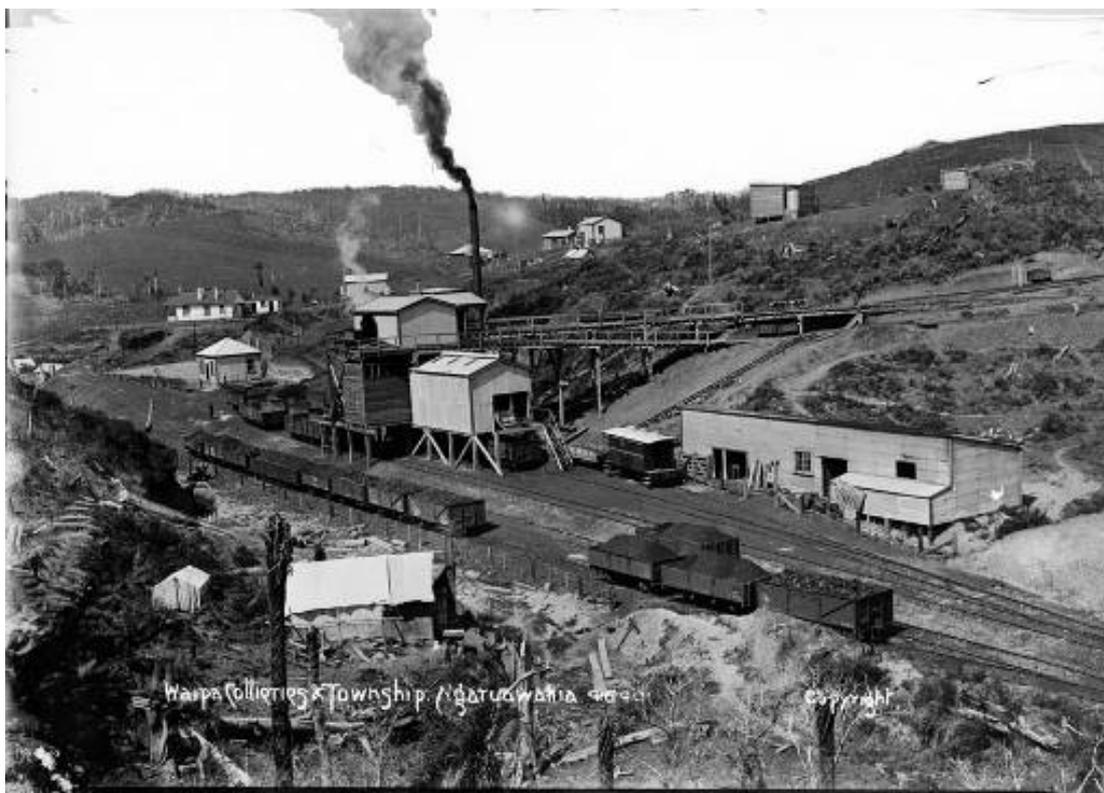


Figure 208: 'Waipa Collieries & Township'. Undated, c. 1920? 35-R965, Sir George Grey Special Collections, Auckland Libraries.

The first company to exploit the field, the Waipa Coal Company, which was also known as Waipa Railway and Collieries Company, was formed in 1909 and offered 80,000 shares at £1 each.<sup>318</sup> All the shares were taken up by May 1914 when the Waipa mine opened.<sup>319</sup> The company held mining rights over 2500 acres near Te Akatea in addition to an option over a further 5000 acres.<sup>320</sup>

Tenders for the construction of bridges and the railway from Ngaruawahia to Te Akatea [Glen Massey] were called in February 1911; Messrs Donald McLean & Co of Wellington were the successful engineers.<sup>321</sup> Work began on 20 January 1912, although the ceremonial first sod of the Waipa Railway and Colliery Company's line was turned at Ngaruawahia by Premier Sir Joseph Ward on 12 March 1912.<sup>322</sup> The work required that the Ngaruawahia railway station be altered and about a ¼ mile of sidings added.

By April 1913 good progress had been made with the earthworks for the formation of the railway line, but construction of the bridge over the Waipa River was delayed.<sup>323</sup> The railway was of standard gauge so that loaded trucks could be switched onto the Main Trunk Railway at Ngaruawahia. The railway cost £45,000; it included six miles of track, 24 bridges and a 380-foot long wooden viaduct over Firewood Creek.

<sup>318</sup> *Manawatu Standard* 13 January 1910, p. 5.

<sup>319</sup> *Auckland Star* 10 November 1909, p. 3; *Wanganui Chronicle* 20 May 1914, p. 6.

<sup>320</sup> *Auckland Star* 12 March 1912, p. 2.

<sup>321</sup> *New Zealand Herald* 17 February 1911, p. 7.

<sup>322</sup> *The Dominion* 8 March 1912, p. 4; *Auckland Star* 12 March 1912, p. 2.

<sup>323</sup> *Auckland Star* 12 April 1913, p. 9.



Figure 209: 'Conveying the coal from the mine to the bins: trucks travelling on an endless cable tramway at the Waipa Collieries, near Ngaruawahia'. *Auckland Weekly News* 30 July 1914, p. 4. AWNS-19140730-45-3, Sir George Grey Special Collections, Auckland Libraries.

The potential for a large mining enterprise requiring a residential work force was soon recognised and a series of surveys, of land adjoining the Waingaro Road and around the junction of what became Wilton Collieries Road and Keruru [Dawson's] Road, resulted in the subdivision of small parcels suitable for residential lots. These provided land for the mine workers and promoted the development of the township.

In February 1912 the first subdivision of land for housing, at what is now Glen Massey but was then known as Te Akatea, was undertaken. This was for the Fowler Brothers (WR and George) to create a nearly three-acre strip of land on the east side of Wilton Collieries Road (not then named).<sup>324</sup> The same parcel was apparently sold soon after to HH Gould and Arthur Fausett, as in February 1913 they undertook a subdivision of the same parcel, as 'Town of Te Akatea Extension No.1'.<sup>325</sup> The subdivision created eleven sections of just over  $\frac{1}{4}$  acre each, south from the junction of Waingaro Road and Wilton Collieries Road. Gould & Fausett were sawmillers of Ngaruawahia and it is presumed their interest was speculative.<sup>326</sup>

In the first three months of 1914 further subdivisions followed, each being labelled 'Town of Te Akatea Extension'. Extensions 2 and 3 were for Messrs Runciman and Coad. Extension No. 2 was undertaken in February 1914 along Kereru Road (then known as Dawson Road); 30 c. $\frac{1}{4}$ -acre sections and three larger parcels were surveyed.<sup>327</sup> Access to some of the sections was provided by a right of way road, now Edgecombe Drive. Extension No. 3, surveyed January 1914, created ten residential parcels of less than  $\frac{1}{4}$  acre each.<sup>328</sup> One building shown on Lot 1 (DP 9286), the southernmost lot, still exists on the property.

<sup>324</sup> DP 7918.

<sup>325</sup> DP 8495.

<sup>326</sup> *New Zealand Herald* 12 October 1912, p. 4.

<sup>327</sup> DP 9256.

<sup>328</sup> DP 9281.

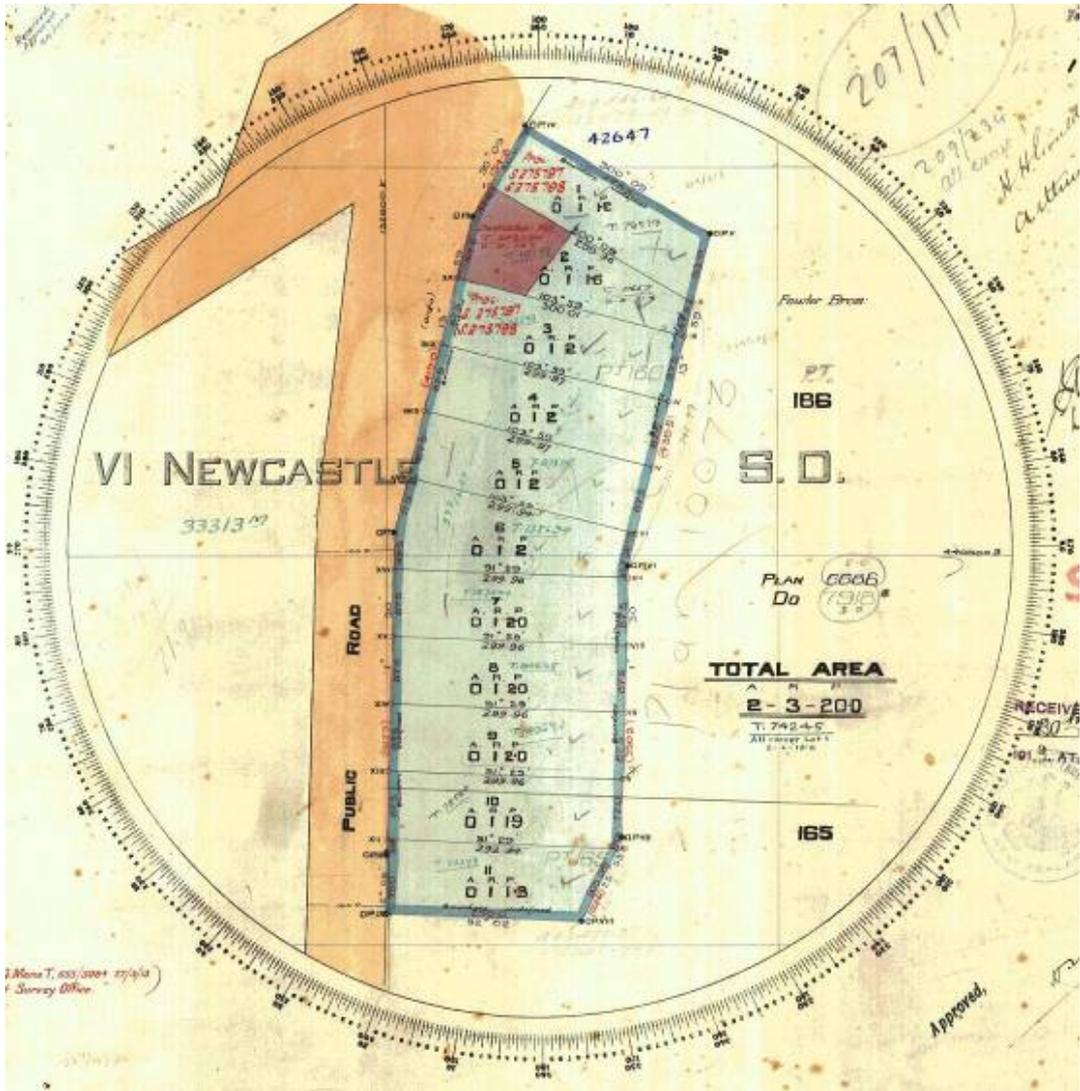


Figure 210: Part of 'Town of Te Akatea Extension No.1' drawn February 1913, DP 8495. The road at left is Wilton Collieries Road. The boarding-house at 79 Wilton Collieries Road is on Lot 11, the southern-most parcel.

Extension No. 4 and 5 (one survey) was undertaken for the Fowler Brothers and covered the land on the north side of Waingaro Road before it turns north to Waingaro. In February 1915 Fowler Bros and Laurenson & Co had a survey done for the south side of the main road. Termed 'Town of Te Akatea Extension No.6' this was the largest of the subdivisions, creating 67 allotments of approximately ¼ acre and two of one acre, on the south side of Waingaro Road.

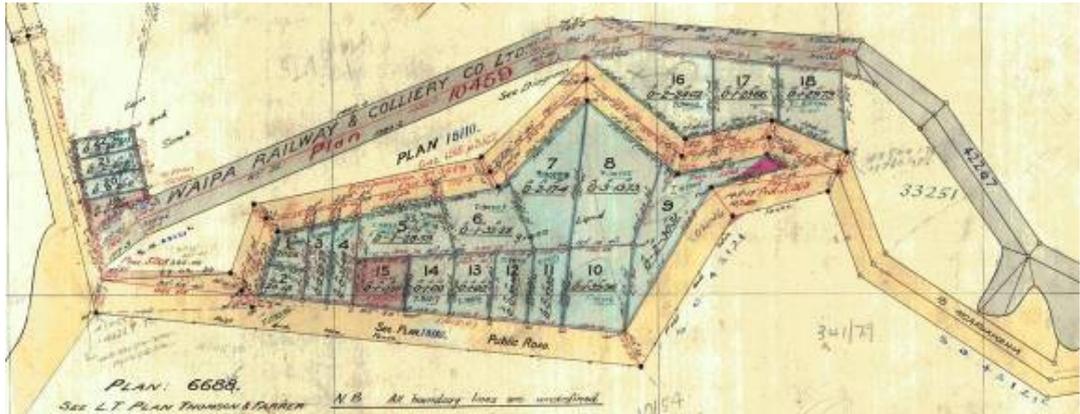


Figure 211: Part of 'Township of Te Akatea Extension Nos. 4 & 5' drawn March 1914, shows the subdivision of the area encircled by Owen Drive and Waingaro Road. DP 9316, QuickMap.

The survey and development of these small residential parcels encouraged the growth of the Glen Massey settlement with houses, a few shops, a hall, school and other amenities. By February 1914 'miners' houses are being arranged for' and it was predicted that 'within a few months a small township will spring up at Te Akatea'.<sup>329</sup> Several of the modest houses built during this period still exist. A number of the small residential parcels surveyed in 1913-15 no longer remain but have been amalgamated into larger farm holdings.

To cap off a busy period of survey and settlement, by May 1914 the locality had been re-named Glen Massey, after Premier William Massey; Te Akatea being reserved for the district to the north-west.<sup>330</sup> The population grew and included families as well as single men. Many of the miners and their families came from the West Coast mines, some from Scotland or Australia.

The mine officially opened in May 1914, by which stage there were already 50 men working in and around it. Some were erecting machinery, others building workmen's cottages, offices and other buildings. An advertisement placed in January 1914 stated that as 200 to 300 men would be employed within the mine there was an excellent opportunity for establishing an accommodation house.<sup>331</sup> John and Sarah Robinson's boarding-house in Wilton Collieries Road was open for business by January 1915.<sup>332</sup>



Figure 212: 'Pioneers of a new town: cottages built for employees of the Waipa Collieries at Glen Massey near Ngaruawahia'. *Auckland Weekly News* 9 July 1914. AWNS-19140709-48-9, Sir George Grey Special Collections, Auckland Libraries.

A site for a school was chosen and in 1914 classes were held on the site, in a marquee while the building was being erected.<sup>333</sup> The two-roomed school opened on 1 February 1915.<sup>334</sup> By 1929 the population, and numbers of children, had grown so much that a third classroom was added to the school.<sup>335</sup> Peak enrolment was reached in 1957, the year before the Glen Massey mine's closure.

<sup>329</sup> *New Zealand Herald* 9 February 1914, p. 4.

<sup>330</sup> *Wanganui Chronicle* 20 May 1914, p. 6.

<sup>331</sup> *New Zealand Herald* 13 January 1914, p. 12.

<sup>332</sup> *Ohinemuri Gazette* 1 February 1915, p. 3.

<sup>333</sup> The two-acre parcel was gazetted for a school site in 1915 (NZG 1915, p.598 cited on SO 18008).

<sup>334</sup> Bovill, p. 3; Kellaway, p. 153.

<sup>335</sup> Bovill, p. 3.

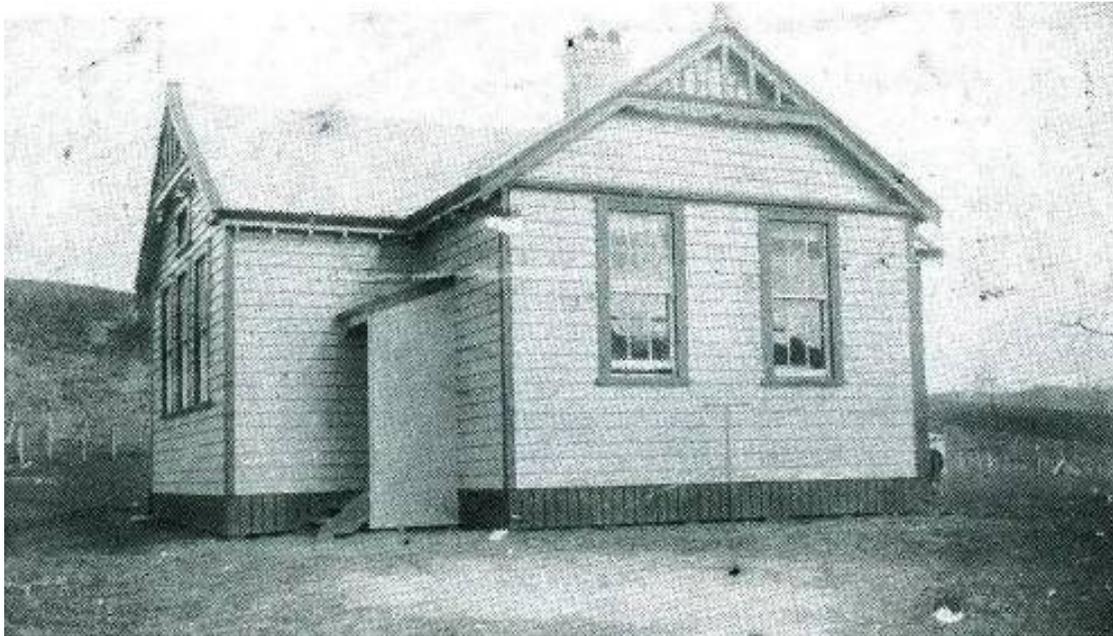


Figure 213: 'The first school building, 1915'. Reproduced from Bovill, p. 3.

At a public meeting in January 1915 it was decided to erect a town hall; this was built on the west side of the junction of Wilton Collieries Road and Waingarō Road.<sup>336</sup> The building is no longer extant.



Figure 214: 'Glen Massey hall, store and post office'. Photo courtesy of Gerald Bull, reproduced from Jones, p. 157.

A small medical centre was built at the south end of the village on Wilton Collieries Road. The building still exists at 45 Wilton Collieries Road, but the date of its construction is not currently known. A doctor came from Ngaruawahia once a week and a Plunket nurse once a fortnight. Two local women were trained as midwives and could assist when required; one of these was 'Granny' Henderson who ran a local boarding house for six or seven men.<sup>337</sup>

<sup>336</sup> *New Zealand Herald* 30 January 1915, p. 5.

<sup>337</sup> Gwyneth Jones *The End of an Era: the History of the Coalmines and Village of Glen Massey and the Surrounding Districts* (Tauranga, 2010) p. 129.

By 1915 a few shops had been established at the settlement: Fowler Brothers were butchers at Glen Massey and Ngaruawahia and in 1917 there were two other local butchers: WF Parker and H Collins, both of whom also had shops at Ngaruawahia.<sup>338</sup> Hamblin & Co. General Storekeepers advertised as supplying groceries, drapery, hardware, boots and shoes.<sup>339</sup> MT Macdonald, who had a store in Te Akau, 'established a chain of stores at Glen Massey, Waingaro and Te Akau and later went into the business of motorised transport of stock and goods for the area'.<sup>340</sup> Jack 'Bullocky Jack' Evans and Macdonald started with horse-drawn vehicles and in later years introduced motor-driven solid-tyre trucks and, later still, diesel motored trucks with pneumatic tyres.

The railway operated a passenger service as well as carrying freight, which was a popular way to travel to Ngaruawahia. The railway station was on the west side of the junction of Wilton Collieries Road with Waingaro Road.

In 1915 a church was built, completed in one day by farmers and miners working together. Originally opened as a Methodist church, it became interdenominational, was then used by the Buffalo Lodge, and was finally shifted across to the school grounds for use as the hall in 1979.<sup>341</sup>

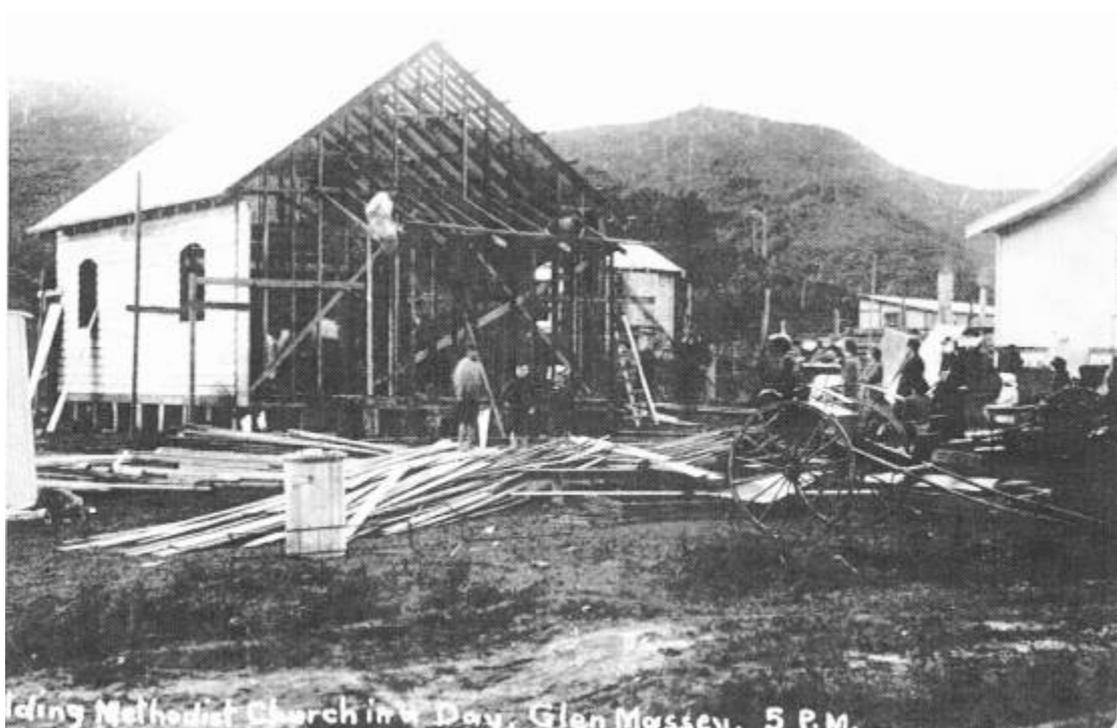


Figure 215: 'Building the Methodist Church in 1915'. Auckland War Memorial Museum, reproduced from Jones p. 100.

A small number of non-mining industries were also established at Glen Massey: these included a sawmill owned by MT MacDonald and operated by Fletcher Owen. It operated into the 1950s.<sup>342</sup> The mill was situated on the south side of the intersection of Wilton Collieries Road and Waingaro Road. In 1916 a 30-foot thick deposit of china clay deemed suitable for the manufacture of insulators and glazed tiles was found at Glen Massey.<sup>343</sup> The deposit was exploited by the China Clay and Porcelain Company, floated in 1924. That same year the company exhibited articles made from the clay at the

<sup>338</sup> *Maoriland Worker* 20 October 1915, p. 2; *Maoriland Worker* 21 February 1917, p. 2.

<sup>339</sup> *Ibid*, 21 February 1917, p. 2.

<sup>340</sup> CW Vennell & Susan Williams *Raglan County Hills and Sea: a Centennial History 1876-1976* (Auckland, 1976) p. 173.

<sup>341</sup> Jones, pp. 100, 102.

<sup>342</sup> *Ibid*, pp. 87-89.

<sup>343</sup> *Hawera & Normanby Star* 16 March 1916, p. 4.

Empire Exhibition at Wembley.<sup>344</sup> The company produced four types of bricks, two red and two white, also roof tiles and plumbing wares. Bricks from this works were incorporated into the house built for Johnny and Rachel Foster in Waingaro Road in 1929.<sup>345</sup> Despite its initial success, the company was placed in liquidation in March 1930.<sup>346</sup>

By November 1929 Waipa Railway and Collieries was considered 'one of the most successful of the smaller collieries in the Dominion'. Nevertheless it too went into liquidation in 1930.<sup>347</sup>

Another coal mining company had been established, in November 1929, to mine deposits to the north of Glen Massey. The new company, Wilton Collieries Ltd, purchased a half-share in the Waipa Coal Company's railway and rolling stock, which at that time served the Waipa Company's mine at Glen Massey. Wilton Collieries intended to lay down a light railway to connect their mine with the Waipa line and the northern end of their mine would thus be opened up. This would project involved purchasing a property on the route, which would in turn supply timber for the construction. Having the northern end of the mine open reduced travel times for miners coming from their homes in Glen Massey.<sup>348</sup> Coal to the railway was hauled from the several Wilton mines 'by a series of long endless rope surface haulages supplemented at times by motor trucks'.<sup>349</sup>

In March 1933, train driver William McLean was killed when the train he was driving went out of control at the mine and hurtled down the track. McLean could have jumped free but chose to stay on board signalling for others to get clear. After a distance of five miles the train left the line on a curve close to the Firewood Creek bridge and plunged into the gully, killing McLean.<sup>350</sup>

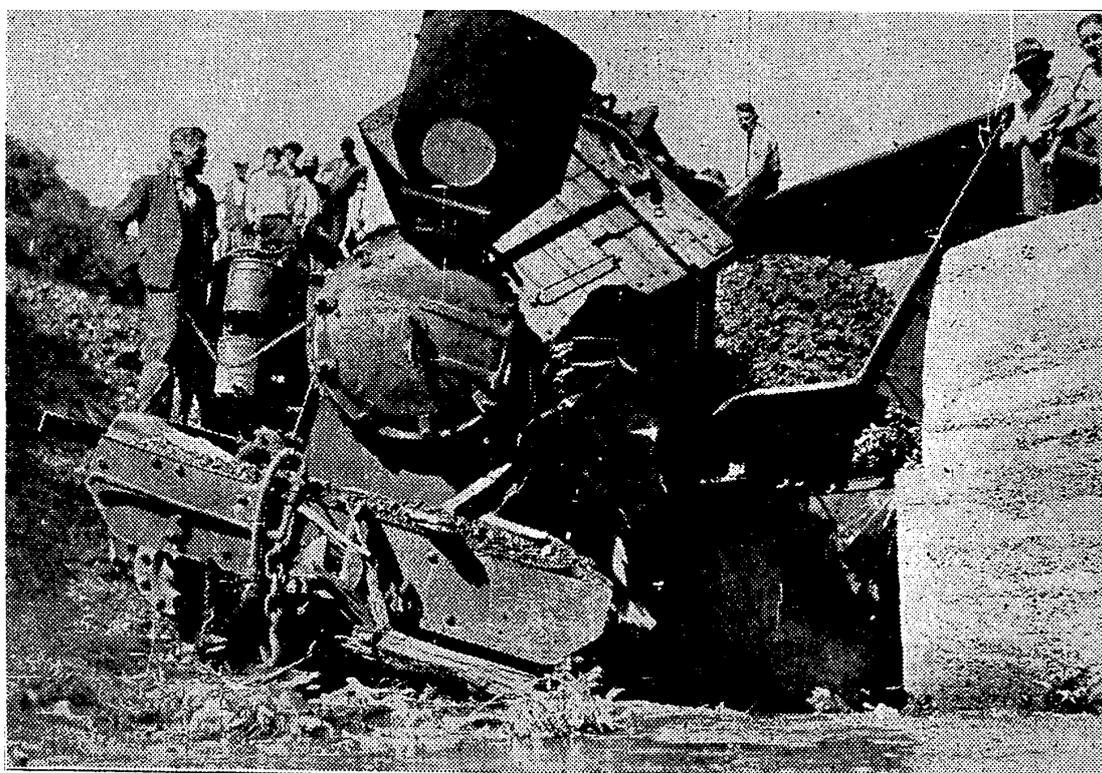


Figure 216: Quarry train fatality at Glen Massey. *Evening Post* 30 March 1933, p. 9.

<sup>344</sup> Jones, pp. 74-78.

<sup>345</sup> *Ibid*, pp. 134-35; Heather Preston per comm with Lyn Williams, April 2014.

<sup>346</sup> Jones, p. 81,

<sup>347</sup> *Auckland Star* 19 November 1929, p. 9; *Evening Post* 3 September 1937, p. 12.

<sup>348</sup> *Auckland Star* 4 October 1929, p. 4.

<sup>349</sup> D Kear & DR Petty *Waikato Coalfields: Glen Massey Coalfield. New Zealand Geological Survey Miscellaneous Series Maps 7 (Geology) and 8 (Mining), and notes.* (DSIR Wellington, 1975), p. 4.

<sup>350</sup> *Evening Post* 28 March 1933, p. 9.

In 1944 the state purchased Wilton Collieries Ltd along with the railway line, all the miners' houses and other buildings, which were vested in the Mines Department.<sup>351</sup> The Railway Department operated the railway until the mine and railway were closed on 19 May 1958.<sup>352</sup> By 1962 the line had been ripped up and soon after 'the railway bridge across the Waipa river and viaduct had disappeared'.<sup>353</sup>

By 1975 three million tonnes of coal had been extracted from underground mines, largely the Waipa and Wilton, and 300,000 tonnes from opencast pits.<sup>354</sup> Only one large company operated at any one time: Waipa Mine from 1914 to 1930 and Wilton Mines from 1930 to May 1958. Smaller operations were Beehive, Kemp's and Hillcrest state opencast mines (1944 to 1950), Hunters (1952 to 1960), Hughes Bros. (1962 to 1969) underground mines, and McDougall's Opencast Mine still operating in 1973.<sup>355</sup>

With the mining over, the lack of employment meant the area's prosperity and population diminished. Farming continued at Te Akatea, up Wilton Collieries and Dawson's Roads, along the Waingarua Road to the north and east and along Elgood Road; some of these farms had been long-established.<sup>356</sup> By 1960 the school roll had dropped from its 1957 peak of 146 pupils to just 64; in 1984 the roll was 47, rising later to 76 children.<sup>357</sup> The store closed in 1963 and the post office in 1984.<sup>358</sup> In 2002 the village's population stood at 165.

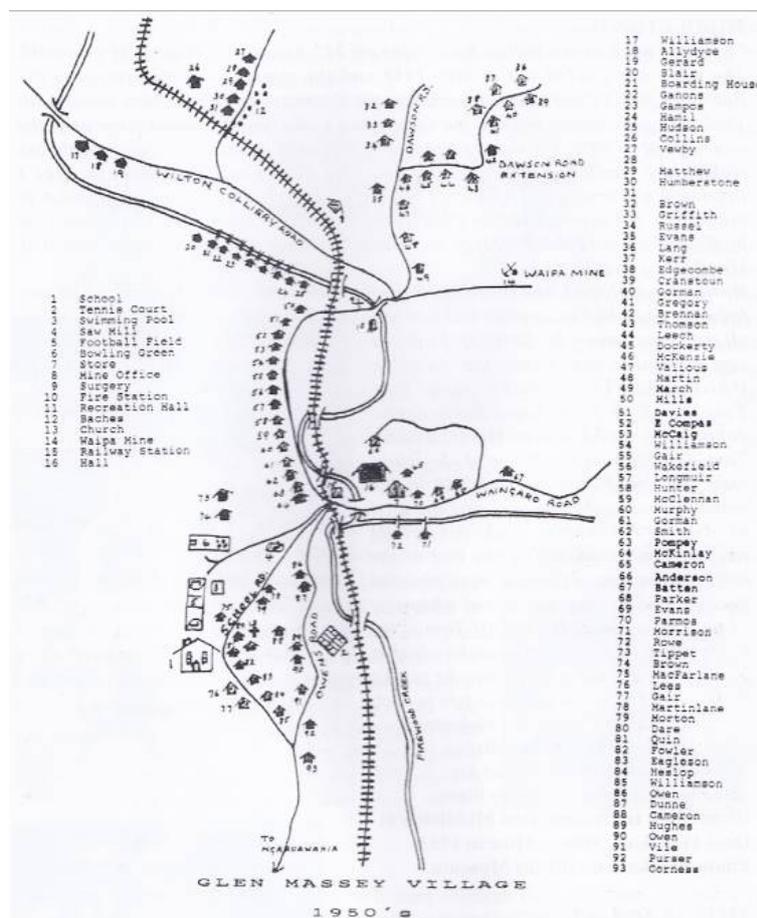


Figure 217: Glen Massey Village in the 1950s, reproduced from Jones p. 169. North is to the right.

<sup>351</sup> *Evening Post* 17 October 1944, p. 6.

<sup>352</sup> Latta pp. 87, 316.

<sup>353</sup> *Ibid.*, p. 87.

<sup>354</sup> Kear and Petty, p. 3.

<sup>355</sup> *Ibid.*, p. 7.

<sup>356</sup> See map reproduced in Jones, p. 147.

<sup>357</sup> *Ibid.*, p. 105.

<sup>358</sup> *Ibid.*, p. 99.

## Horotiu

The name Horotiu traditionally referred to the stretch of the Waikato River between Cambridge and Ngaruawahia plus the plains on either side, which were extensively cultivated for their rich soils and deposits of pumice sand and gravels. Surveyors in the 1860s used the name for the land area between the parishes of Pukete and Ngaruawahia. Horotiu was later applied to the small settlement on Great South Road, a few kilometres south of Ngaruawahia. For the purposes of this report the Horotiu section encompasses the neighbouring rural areas west to the junctions of Crawford Road and Onion Road with Horotiu Road, north to the golf course and south to the Bern Road area.

In the first decades of European settlement, Horotiu was predominantly rural with a few service businesses, small industries, a school and the railway station; both of the latter buildings were shifted closer to Horotiu Road in the early 20<sup>th</sup> century. In the 1860s to 1870s the area was also known as Pukete and this was the name applied to the first railway station and school. The establishment of the Horotiu Freezing Works in 1915-16 altered the character and identity of the area and resulted in a larger population, albeit a transitory one. Horotiu's close proximity to Ngaruawahia meant a strong relationship with that larger settlement. Recent impacts upon Horotiu have been the northern expansion of Hamilton's light industrial zone, and the opening of the Waikato Expressway; the latter has had the effect of diverting traffic away from Horotiu. The land use to the west remains rural but with smaller lifestyle blocks.

This land was surveyed as 50-acre allotments to be granted to militiamen-settlers of the 4<sup>th</sup> Waikato Regiment. As with other areas, not all the land was granted and not all militiamen settled their land. Parcels were bought by entrepreneurs, men who had capital to drain the swamp areas and develop the land into pasture and cropping. Several parcels were aggregated, such as those acquired by Knorp and Latham to the west of Great South Road; they called their farm 'Horotiu Estate'.



Figure 218: 'Pleasant Grove' 3 miles south of Ngaruawahia; Alexander and Sarah Campbell are depicted standing on the veranda with baby Marcellene on a chair, c. 1868. 2413, Hamilton City Libraries.

Militiaman Alexander Campbell acquired 200 acres in addition to his 50-acre grant. His house was called 'Pleasant Grove'. Campbell was at that time Captain of the *Bluenose* and *Lillie*, boats on the

river.<sup>359</sup> To the south, hotelier Lewis Bassiere Harris purchased several adjacent allotments and added these to his militiaman's grant, to make a total of 757 acres (306 hectares) extending from just south of Horotiu Bridge Road to Pukete Road. He called his farm 'Harrisville'. Harris also owned and ran the Halfway Hotel, also known as the Horotiu Hotel, located in the vicinity of the junction of Pukete Road with Great South Road.

Great South Road was surveyed through the area in 1864-65 but the surface was not suitable for wheeled traffic. The first journey by coach from Auckland to Hamilton was undertaken by Governor Sir George Bowen in 1868, but such a trip was not common until Quick's coaches began a two-day round-trip service in 1870.<sup>360</sup> Harris's Halfway House was a stopping place for changing horses along the route. The river was, however, the main transport route for many years.

Construction of the NIMT between Ngaruawahia and Hamilton began in 1875 and was opened through to Hamilton [Frankton] in December 1877. A railway station, called Pukete, was built in 1877, but it was positioned near Bern Road to the south. Landowner William Washer offered land for a station closer to Horotiu and in 1879 the station was shifted adjacent to Horotiu Road.<sup>361</sup>

Major landowners by the late 19<sup>th</sup>/early 20<sup>th</sup> centuries included Washer, Robert Duxfield, Henry Hinton, THH Hinton, and John Diver. Diver and Duxfield had bought portions of Knorp and Latham's property.

At least two general stores existed in Horotiu in the early 20<sup>th</sup> century: one on the main road was run by LN (possibly Leo Norman) Rust and Carl Olsen, the partnership beginning in about 1922. Rust and Olsen both boarded with the Moors family in the attached dwelling at the rear of the store. Rust and Alfred Moors were in-laws and Moors was the business's accountant. Olsen was believed to be either Swedish or Danish; he was well-liked but caused a scandal in 1925 when he shot 14-year-old Molly Moors, with whom he was in love, and then himself.<sup>362</sup> A few weeks earlier he had been the driver in a car accident that killed Bruce and Winifred Graham.<sup>363</sup> Bruce Graham had been the stationmaster at Horotiu but worked for Rust and Olsen in the store at the time of the accident. After the tragedies Rust continued to run the store, as in 1927 he advertised for a keen active, well-trained young assistant for his country store.<sup>364</sup> It is likely that it was this store that burnt down in 1938. It was described as an eight-roomed building that had been a store, along with an adjacent building. By the time of the fire the store had been converted into flats.<sup>365</sup>

The other store was on Horotiu Road, on the west side of the railway. The settlement's first post office opened on 1 September 1907 with the name of Horotiu and it was operated in the railway station building by railway employees until 1915. After that it was located in the local store, or in the small building adjacent, on Horotiu Road.<sup>366</sup>

A creamery was established in about 1905 by Ambury and English. It was adjacent to the railway line on the south side of Horotiu Road.<sup>367</sup> A house for the creamery manager was built nearby.<sup>368</sup> The creamery was still operating in 1939 as the creamery manager was listed in that year's business directory.<sup>369</sup>

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<sup>359</sup> Notes, photo reference card 2413, Hamilton City Libraries.

<sup>360</sup> PJ Gibbons *Astride the River* (Hamilton, 1977), p. 54.

<sup>361</sup> *Horotiu School 1879-1962; Souvenir Brochure* (unpaginated).

<sup>362</sup> *New Zealand Truth* 9 May 1925, p. 5.

<sup>363</sup> *Auckland Star* 7 May 1925, p. 10.

<sup>364</sup> *New Zealand Herald* 24 January 1927, p. 1.

<sup>365</sup> *Auckland Star* 22 August 1938, p. 3.

<sup>366</sup> Joan Stanley *Horotiu School Centenary 1879-1979* (Hamilton, 1979), p. 15.

<sup>367</sup> *Horotiu School 1879-1962; Souvenir Brochure*.

<sup>368</sup> Stanley, p. 15.

<sup>369</sup> *Leighton's Directory 1939* p. 563.



Figure 219: 'Horotiu Creamery', date unknown. Reproduced from *Horotiu School Centenary 1879-1979* p. 15.

In 1894 Isaac Coates obtained gum-digging rights on Latham and Knorp's property, built a store and gum store and employed Maori workers.<sup>370</sup> The field was evidently quite profitable for a time. A bone mill was situated opposite the freezing works on the riverbank, but it burnt down in 1916 when owned by Jamieson Brothers.<sup>371</sup> George Jamieson had been in partnership with Thomas Newell, this partnership dissolving in 1914.<sup>372</sup> In 1915 Jamieson advertised for a slaughterman to assist in the boiling down works.<sup>373</sup> He was still advertising for the same position after the fire and was listed in the 1939 directory.<sup>374</sup>

At the Butter Prices Investigation Committee in 1920 James Jamieson testified to the hardship he had on his 181 acres at Horotiu, with 11 children to care for.<sup>375</sup> His farm was called 'Pine Dale'. George Jamieson had a large successful piggery and hosted a display of pig-rearing to a group of Australian visitors in 1930.<sup>376</sup>

Henry Hinton and G Hall each quarried pumice deposits on their farms and exported it to Australia, possibly for use as an insulator in refrigerators.<sup>377</sup> Pearson Sandsoap Company railed the pumice sand to its factory in Auckland and also supplied their Sydney-based factory.<sup>378</sup>

<sup>370</sup> Stanley, p. 15.

<sup>371</sup> *Auckland Star* 18 February 1916, p. 4.

<sup>372</sup> *New Zealand Herald* 14 November 1914, p. 1.

<sup>373</sup> *New Zealand Herald* 7 July 1915, p. 1.

<sup>374</sup> *New Zealand Herald* 4 July 1917, p. 1.

<sup>375</sup> *Evening Post* 30 September 1920, p. 4.

<sup>376</sup> *New Zealand Herald* 28 February 1930, p. 14.

<sup>377</sup> Stanley, p. 16. See also Carl Walrond. 'Rock, limestone and clay - Phosphate, sulfur and pumice' *Te Ara - the Encyclopedia of New Zealand* updated 13-Jul-12 URL: <http://www.TeAra.govt.nz/en/rock-limestone-and-clay/page-9>

<sup>378</sup> Stanley, p. 16.

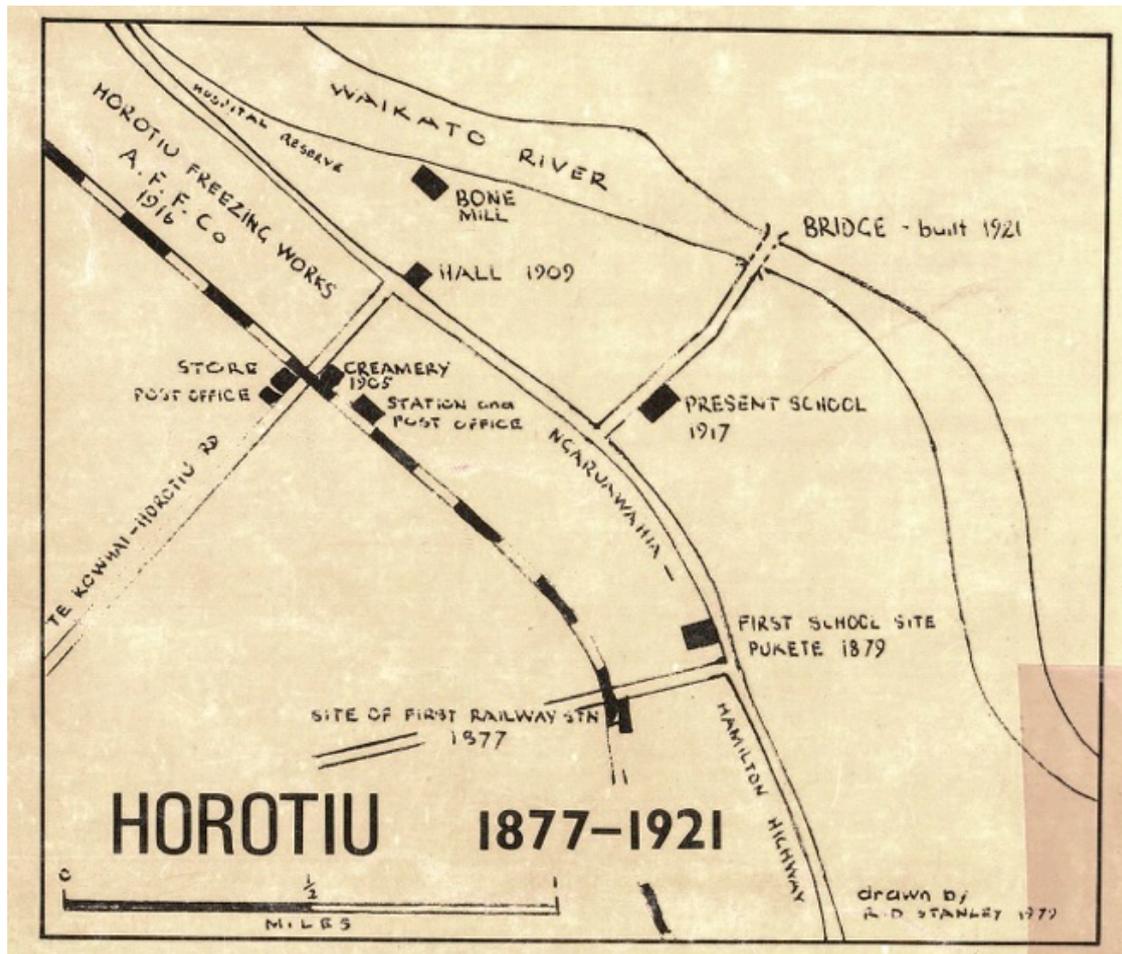


Figure 220: 'Horotiu 1877-1921' drawn by RD Stanley. Reproduced in *Horotiu School Centenary 1879-1979*.

In order to relieve the pressure on the Southdown Freezing Works, the Auckland Farmers' Freezing Company (AFFCO) looked for land further south. Horotiu was ideal for its access to Great South Road, the NIMT and a plentiful water supply. The company signed an agreement to build a new works with the Waikato Farmers' Freezing Company on 12 May 1914.<sup>379</sup> Construction began in April 1915, by June the beef chilling room was half built, fences were being erected and stockyards laid out, and by mid-October the buildings were almost completed.<sup>380</sup> With projected storage capacity of 70,000 carcasses the works would be the same size as Southdown. They were to be the most-up-to-date works in the Dominion, with modern equipment and processing methods.<sup>381</sup> The contractors were W Philcox and Son, engineer T Simpson.<sup>382</sup> The freezing works at Horotiu opened on 17 January 1916. By then 27 men had been employed with the expectation that 150 men would be given employment. Additional storage was added to the plant during 1916.<sup>383</sup>

By August 1916 the works were reported as having a killing capacity of 3000 sheep or 200 cattle per day. By that date too there were a large number of buildings on the site, as can be seen in a photograph printed that month in the *Auckland Weekly News*. AFFCO also owned land for pasturing stock on the east side of the Great South Road. A pumping station drew water from the river to supply the works.<sup>384</sup>

<sup>379</sup> *New Zealand Herald* 18 January 1916, p. 7.

<sup>380</sup> *Auckland Star* 1 June 1915 p. 11; *New Zealand Herald* 23 October 1915, p. 5.

<sup>381</sup> *New Zealand Herald* 8 January 1916, p. 5.

<sup>382</sup> *New Zealand Herald* 18 January 1916, p. 7.

<sup>383</sup> *New Zealand Herald* 4 December 1916, p. 7.

<sup>384</sup> Lot 1 Pt Allotment 101, DP 10996.

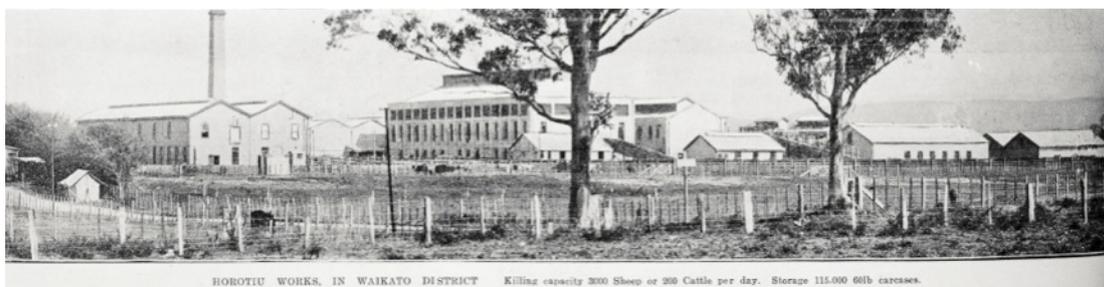


Figure 221: 'Horotiu Works, in Waikato District' *Auckland Weekly News* 10 August 1916, p.46. AWNS-19160810-46-4, Sir George Grey Special Collections, Auckland Libraries.

Strikes at the Horotiu works occurred during World War I, the Depression and World War II. One of the first was in March 1917 when Michael Cusack, who worked at the allied Southdown freezing works in Auckland, was charged with sedition, following a speech he gave to Horotiu workers. Cusack had allegedly incited the freezing workers to strike, which had 'a tendency to interfere with the supply of frozen meat required for His Majesty for purposes in connection with the present war'.<sup>385</sup> The Horotiu workers went on strike at a time when £1.5 million of frozen meat was awaiting shipment for the troops overseas. In January 1937 another strike saw freezing workers lock themselves in to the factory, an action unprecedented in New Zealand's industrial history.<sup>386</sup> At issue was the company's lack of recognition of the new 40-hour working week and lack of overtime payments for work done over the 40 hours.

During the railway workers' strike in April 1924, considerable quantities of butter were received at the freezing works, graded by staff sent from Auckland and then readied for export.<sup>387</sup>

Accommodation at the works was provided by a boarding house, where c. 130 men lived in 1915, and single men's huts.<sup>388</sup> Many workers commuted to the works from Hamilton and Ngaruawahia, special buses being laid on.

In 2005 the works were extensively refurbished and the plant rebuilt, to become one of the largest beef slaughtering and processing plants in New Zealand.<sup>389</sup> On the same site is AFFCO Horotiu's Rendering Plant, which processes a range of protein meals and tallows, which are exported to Asia.<sup>390</sup>

Soon after the works development was announced, local landowners near the site chosen for the freezing works opened up parts of their land for residential development. In 1915 and 1916 surveys, identified as 'Township of Horotiu Extension', were undertaken. In August 1915 RD Duxfield surveyed 28 acres on the northern side of the works, between the NIMT and Great South Road, into 25 lots of approximately one acre each. In October 1915 he opened up land on the western side of the NIMT as 32 one-acre or 1½-acre sections and 12 roughly five-acre sections; Park Road and Anzac Street were thus created.<sup>391</sup> In January 1916 Duxfield had a large block of nearly 30 acres subdivided as 69 ¼- and ½-acre sections plus four acres of roads, including Birdwood Road, Divers Road and part of Park Road.<sup>392</sup> This subdivision was bordered by Horotiu Road and the NIMT. The 1916 survey plan shows one house already existing with a large shed nearby; the house, which still exists at 172 Park Road, may have been Duxfield's home.<sup>393</sup>

<sup>385</sup> *New Zealand Herald* 8 March 1917, p. 6.

<sup>386</sup> <https://unitenews.wordpress.com/tag/1937-freezing-works-occupation/>

<sup>387</sup> *New Zealand Herald* 30 April 1924, p. 10.

<sup>388</sup> *New Zealand Herald* 19 October 1915, p. 1.

<sup>389</sup> <http://www.affco.co.nz/indexcddb.html>

<sup>390</sup> *Ibid.* Note: the AFFCO Archives (1898-2002) have been deposited in the Hamilton City Libraries, reference MSC 269.

<sup>391</sup> DP 10677, DP 11096.

<sup>392</sup> DP 10993.

<sup>393</sup> The location of Duxfield's house has not been researched.



Figure 222: DP 10993, dated January 1916, QuickMap.

The 69 allotments of Duxfield's 'Horotiu Park Estate' were offered for sale in March 1916.<sup>394</sup> At that time Lot 2 had been bought for a post office and construction was about to begin. In addition to the house sections were 25 larger lots plus 12 holding paddocks and Duxfield's dairy farm, to be offered in two sections of 75 and 73 acres, including the six-roomed homestead with detached men's room. Anzac Street in Horotiu was then called Duxfield but the name was changed in c.2000.

William Turner surveyed part of his farm on the eastern side of Great South Road into 13 sections in 1915.<sup>395</sup> Turner was also responsible for opening up eleven ½-acre residential sections along Horotiu Bridge Road, then known as Hinton Road, opposite the school in 1919.<sup>396</sup>

In 1916 Thomas Hinton and John Diver surveyed part of their land along the northern side of Horotiu Road as 'Town of Horotiu Extension No. 5': comprising 42 sections mostly half an acre in size and separated by four side roads.<sup>397</sup> One house with nearby cowshed stood on a 1½-acre property; this was on Hinton's portion of the land and may have been his farmhouse. The house still exists at 108 Horotiu Road.

<sup>394</sup> *New Zealand Herald* 11 March 1916, p. 3.

<sup>395</sup> DP 10717.

<sup>396</sup> DP 13135.

<sup>397</sup> DP 11517.

Most of the sections were not taken up and some were subsequently amalgamated. There are very few houses from that era remaining in Horotiu; one house at 170 Park Road is likely to have been built as a result of this subdivision.

Petitions by local residents for the establishment of a school began in 1877, as by then there were between 50 and 60 children in the district, but it was not until 1878 that a site on Great South Road just north of Bern Road was chosen.<sup>398</sup> The Auckland Education Board called for tenders for the construction of the school in December 1878.<sup>399</sup> The school, known as Pukete School, opened at the beginning of June 1879 with 33 children on the roll. Thirteen children lived on the east side of the river and had to cross over by means of a punt; Waikato and Waipa councils shared the cost of the wire cable and Mrs Walsh donated the punt. A five-roomed teacher's residence was built further north on Great South Road in 1880. The house was used for the purpose until 1940.<sup>400</sup>

The Pukete schoolhouse burnt down in mid-1909 and for a while the twelve pupils were taught in Hinton's barn, then in a room of the teacher's house.<sup>401</sup> After the hall was built in 1909 classes were held in that.<sup>402</sup> In 1917 the Education Board purchased three acres of land surveyed off from William Turner's farm bordering Hinton's Road (now Horotiu Bridge Road).<sup>403</sup> Tenders were called in November-December 1916 for the construction of a two-roomed building designed by Education Board architect John Farrell.<sup>404</sup> With the opening of the freezing works the number of school children in the district had risen dramatically to 61 children in 1915; the roll was at 128 in 1922.<sup>405</sup> Further increases led to the use of the hall again and then the addition of another room to the schoolhouse in 1940 and a new teacher's residence on the adjacent paddock.<sup>406</sup> The school roll stayed relatively stable, at 124, in 1977. New facilities including a library unit were added as the need arose. The school currently has a roll of about 200.

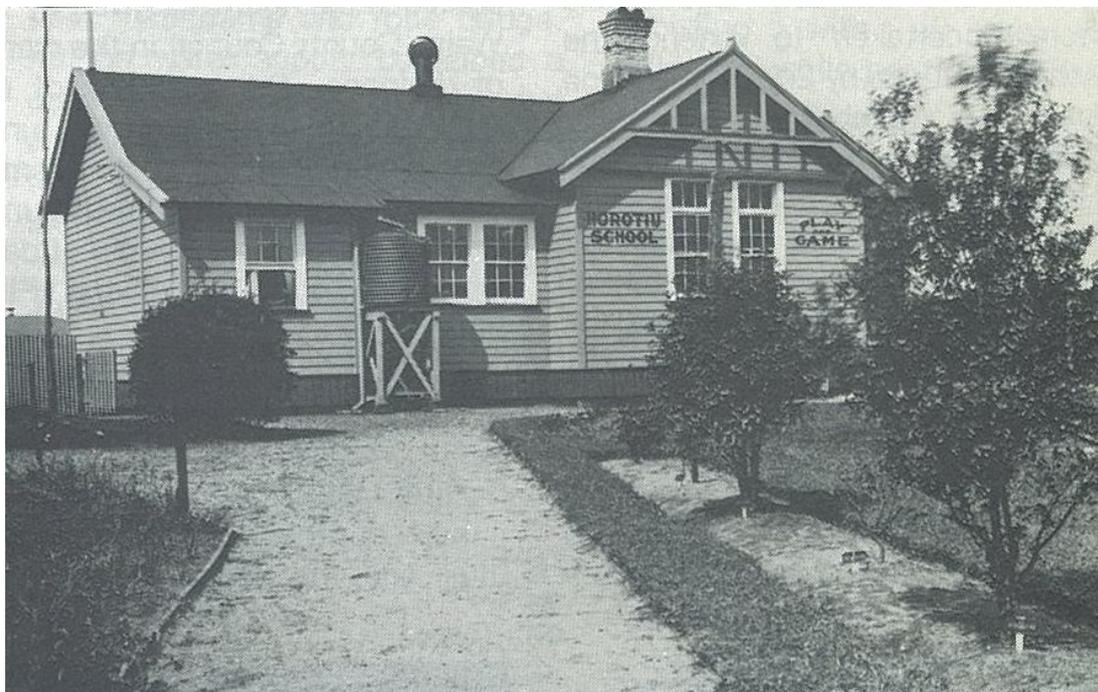


Figure 223: Horotiu School in 1940. Reproduced from *Horotiu School Centenary 1879-1979* p. 7.

<sup>398</sup> Stanley, p. 2.

<sup>399</sup> E.g. *Waikato Times* 5 December 1878, p. 3

<sup>400</sup> Stanley, pp. 2, 3.

<sup>401</sup> *Horotiu School* 1962 (unpaginated).

<sup>402</sup> Stanley p. 5.

<sup>403</sup> DP 12221.

<sup>404</sup> *New Zealand Herald* 18 November 1916, p. 6.

<sup>405</sup> Stanley pp. 5, 6.

<sup>406</sup> *Horotiu School* 1962.

A major development for Horotiu was the opening of the Horotiu Bridge in 1921. Hamilton engineers and surveyors Thomson and Farrer called tenders for the erection of the single-arch reinforced concrete bridge in 1918.<sup>407</sup> The councils on either side, Waipa and Waikato, contributed to its cost.<sup>408</sup> The bridge gave easier access for farmers on the east side of the river wanting to get stock to the works. It also made it easier for children to get to the school and provided an additional route for travellers between Ngaruawahia and Hamilton or points east. The single-lane bridge was replaced with one more suited to increased traffic needs, work beginning in November 2000.<sup>409</sup>

In 1915 architect FC Daniell drew plans for a Methodist church for Horotiu, but it has not been established whether it was built.<sup>410</sup> A church was built for the Church of England (date not known) on Great South Road, and was in use as a playcentre in 1979. The first New Zealand Sikh temple was opened in 1977 on Great South Road just to the south of Horotiu.<sup>411</sup>

The settlement's public hall was opened by the Horotiu Institute Association with a grand inaugural concert and ball held on 3 November 1909.<sup>412</sup> For many years the hall was used for meetings, badminton, indoor bowls, flower shows, movie screenings, social events, political rallies, a playcentre and by the Plunket Society.<sup>413</sup> Since the early 1990s the hall has been the home of the Splashy pottery business.

Current recreational providers in the area include the Ngaruawahia Golf Club, on the north side of Horotiu; to the south on the river bank is Hinterland/Paintball Hamilton. The Horotiu to Pukete section of Te Ara walkway and cycleway along the western side of the river, which starts from Horotiu Bridge Road, opened in 2013 and has become very popular.

In 1952 memorial gates were erected at the entrance to the school listing the names of those who served overseas and others who died while on active service.<sup>414</sup>

The New Zealand Pumice Co. (Director W Rickman) owned land on the east side of Great South Road in 1951.<sup>415</sup> Before World War II, in the 1939, HA Kernott is listed in the business directory for the pumice works. Other occupations listed then were predominantly associated with the freezing workers and farmers, but there was also a storekeeper (DP van Kaneria), a horse trainer (Robert Wright), carrier (Allan Hutchison), a few railway employees, the creamery manager (J Cummings), teacher (Dan McPherson), and the bone mill proprietor (George Jamieson).<sup>416</sup> The settlement had a post and telegraph service and a money order and savings bank. In 1959, in addition to the previous occupations, a tearooms and store were listed, a wood and coal merchant and a photographer (Henry J Varcoe).<sup>417</sup>

Today, on the south side of Horotiu is a small industrial area that is increasing in size with such developments as Northgate Industrial Park on the west side of Great South Road. Keith Hay Homes has been located on the east side of the main road since 1956. Other industries include Holcim Concrete Products, SD European (mechanics and automotive dismantlers), Hanes Engineering, Machinery and Marine (new and used equipment and tools), Riverlea Sands (sand, pea metal processor), Perry Resources, Horticultural Transport, and Prestige Building Removals. Immediately outside the study area is Fonterra's Te Rapa Dairy Factory, a major industry providing employment to local people. The Horotiu Food Centre on the corner of Washer Road continues the well-established tradition of providing a grocery store for locals and travellers.

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<sup>407</sup> *New Zealand Herald* 26 October 1918, p. 4.

<sup>408</sup> *New Zealand Herald*, 28 October 1919, p. 6.

<sup>409</sup> *Hamilton Press* 8 Nov. 2000, p. 12.

<sup>410</sup> Waikato Museum Collection, Hamilton.

<sup>411</sup> <http://www.teara.govt.nz/en/photograph/27161/sikh-gurdwara>

<sup>412</sup> Stanley, p. 16.

<sup>413</sup> R. Davis 'Local Activities' in *Horotiu School Centenary 1879-1979* p. 17.

<sup>414</sup> Stanley, p. 7.

<sup>415</sup> DPS 1667.

<sup>416</sup> *Leighton's Directory 1939* pp. 563-64.

<sup>417</sup> *Wise's Auckland Provincial Directory 1959*

## Te Kowhai

The Te Kowhai area was settled by Maori prior to the Waikato War, with pa, kainga, cultivations and urupa, mostly close to the Waipa River, recorded in traditional knowledge, historical accounts, archaeological sites and early maps.<sup>418</sup> There was sufficient population for the establishment of a mission school, Karakariki, on the west side of the Waipa River in May 1859. Martha Patene [Barton] and her brother ran the boarding school at the mission station.<sup>419</sup> Before the war wheat and corn were grown and a flourmill was established.

Although very few Europeans settled in the area prior to 1864, the Waipa River saw considerable traffic of European traders, explorers and missionaries and their entourages en route to the hinterland. One of the earliest accounts is that of Rev AN Brown who, with James Hamlin, travelled through the area to Whaingaroa (Raglan) Harbour early in 1834; Brown described landing at Te Kowhai, a settlement on the west bank of the river, and proceeded from there on foot on an established track across the ranges.<sup>420</sup>

The artist George French Angas travelled through the area in 1844, visiting the Maori settlements of Whakapaku, Noterau, Ko Ngahokowhitu and Hopetui along the Waipa; he left paintings and descriptions of the people and places.<sup>421</sup> In 1853 a trader was established at Te Kowhai, but his name and exact location are not known.<sup>422</sup> The resident magistrate Francis Fenton visited Karakariki in 1857 with the chief Takarei of Whakapaku, which was situated on the east side of the Waipa River.<sup>423</sup>

In the 1850s William Ward established a pitsaw mill at Karakariki, 'while, at Te Kowhai, John Parkes and John Walsh were similarly occupied'.<sup>424</sup> One of these mills may have been the one marked 'Blue Nose' on the west bank of the Waipa in an 1865 survey.<sup>425</sup>

Some of the land near Te Kowhai was surveyed after the Waikato War into 50-acre parcels to be granted to militiamen of the Fourth Waikato Regiment as part of their reward for service. Land on the western side of the river was similarly surveyed.<sup>426</sup>

As was the case elsewhere in the Waikato, many militiamen either did not take up their grants or sold them off within the first few years. Access was poor, often the land was too swampy or otherwise not workable, and the government did not make good on its promises of paid employment, equipment and seed. Many allotments were amalgamated with other parcels to create a more economic unit, sometimes by militiamen-settlers and sometimes by Auckland entrepreneurs. A Te Kowhai example of the former was Charles JW Barton, who was granted 79 acres for his service as an ensign in the Auckland Militia but later purchased further land.<sup>427</sup> Auckland businessman CJ Stone, a director of the New Zealand Insurance Company and the Bank of New Zealand, purchased several parcels.<sup>428</sup> William Hay purchased the 3075 acres of 'repo maire', the large swamp that lay on the eastern side of Te Kowhai. This was on-sold to Gillies and Street within a few years.<sup>429</sup>

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<sup>418</sup> For example SO 4265.

<sup>419</sup> <http://www.teara.govt.nz/en/methodist-church/page-1>

<sup>420</sup> CW Vennell and Susan Williams *Raglan County* p. 31

<sup>421</sup> <http://archives.samuseum.sa.gov.au/aa8/AA8-06.htm> citing Angas's diary.

<sup>422</sup> HCM Norris *Armed Settlers* p. 5.

<sup>423</sup> John Eldon Gorst *The Maori King* pp. 68-69 <http://nzetc.victoria.ac.nz/tm/scholarly/tei-GorMaor-t1-body-d6.html>

<sup>424</sup> Vennell and Williams, p.71.

<sup>425</sup> SO 54.

<sup>426</sup> SO 526.

<sup>427</sup> ER Doolin. 'Barton, Charles John Wright', from the *Dictionary of New Zealand Biography* Te Ara - the Encyclopedia of New Zealand, updated 4-Jun-2013.

URL: <http://www.TeAra.govt.nz/en/biographies/3b14/barton-charles-john-wright>

<sup>428</sup> SO 54A.

<sup>429</sup> SO 345, surveyed 1868.

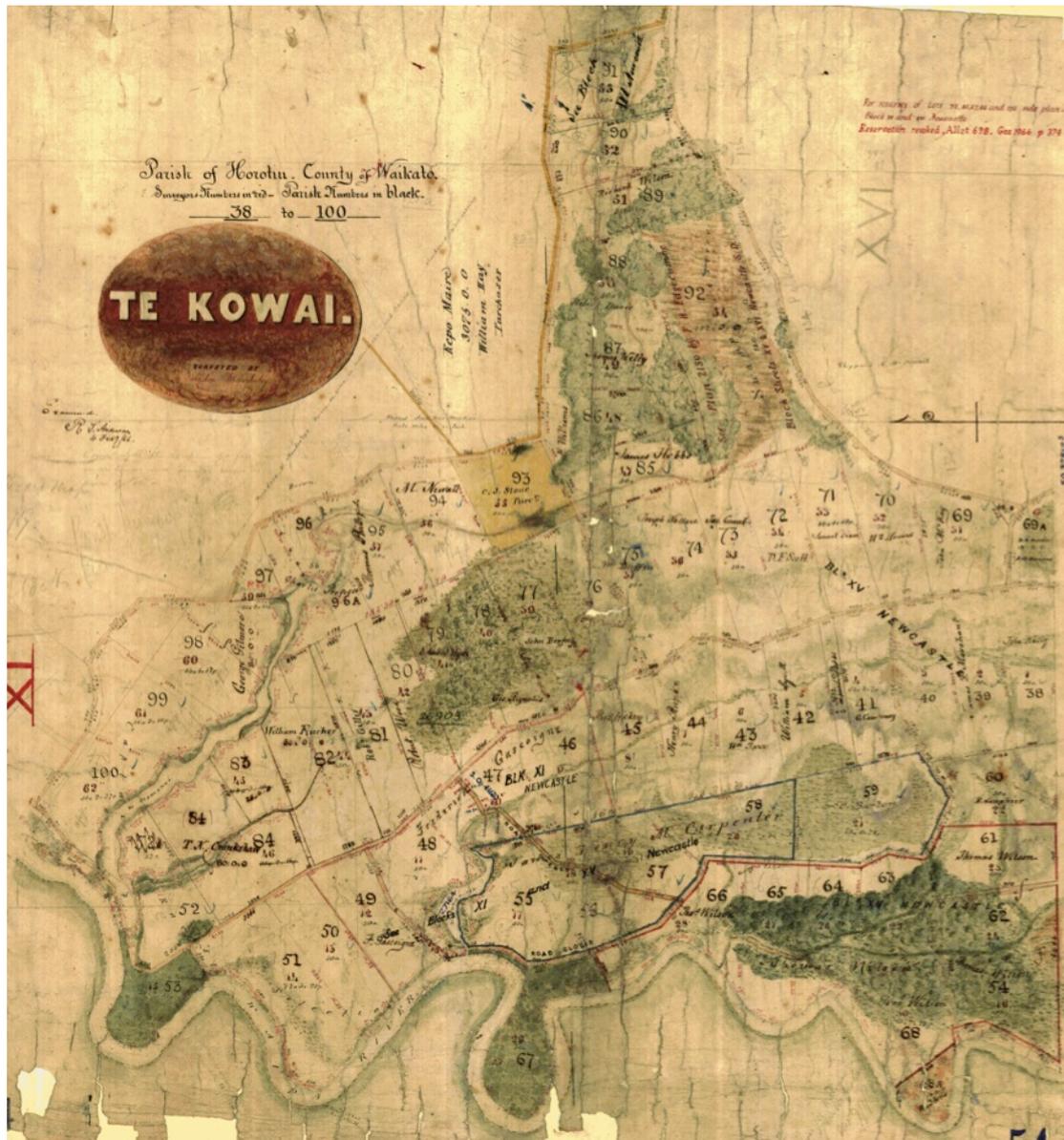


Figure 224: 'Te Kowhai', SO 54, 1865, QuickMap. North is to left, the Waipa River follows a sinuous path along the lower edge. 'Blue Nose Saw Mill' is noted opposite Allotment 51 (lower left). Allotment 67 (lower middle) was granted to William Barton and a church building is marked on his land. Major Thomas Wilson's selection was the large area of bush adjacent to the Waipa River (lower right).

Another name for part of the area was Te Koao, but this may have applied only to the properties owned by Major Thomas Wilson and Charles Barton in the south-west of the district.<sup>430</sup> There is no foundation to the theory that the name Te Kowhai is derived from Mr A Corbett's naming of his store, the first in the district.<sup>431</sup> The store was in an old house owned previously by WH Wyman, who called his farm 'Te Kowhai'.<sup>432</sup>

Te Kowhai's first European settlers relied on river transport for freight and passenger services, the roads being poorly formed for many years. People on the west side of the river used a punt to cross over, as even after the Whatawhata bridge was built in 1881 the punt provided quicker east-west access for people, stock and freight than going around by road. Some of the roads surveyed were

<sup>430</sup> DP 128, surveyed 1881; *Waikato Times* 9 December 1879, p. 2; *Taranaki Herald* 28 May 1883, p. 2.

<sup>431</sup> *Waikato Times* 9 January 1961 p.9.

<sup>432</sup> *Te Kowhai School Diamond Jubilee* (Te Kowhai, 1950), unpaginated.

never formed; conversely some that were formed have since been closed. Bedford Road is believed to be along the line of a Maori ara (track).<sup>433</sup>

After the Waikato War, Karakariki was re-occupied, the school again being run by Martha Patene, daughter of William Barton who was 'the main chief and a Methodist minister'.<sup>434</sup> When the school was visited by W Rolleston on 6 January 1867, four boys and nine girls, three of who were Barton's children, were pupils; all were living with their parents in adjacent cottages. William Barton was granted a 50-acre parcel (Allotment 67) on the east bank; a church building was marked on the survey map. A 26-acre parcel (Pt Allotment 57, SO 52A) on the west bank was set aside as a school reserve with a landing assigned to Anaru Putene [Patene or Barton] and others; this was opposite William Barton's parcel.<sup>435</sup>

Initially there was no village or close settlement and the school and church were sited to the west of the current village. The area that developed as the village is at the junction of Te Kowhai Road, Bedford Road and Ngaruawahia Road. Part of the village area was within the extensive swamp called repo maire. An early hostelry or halfway house existed [date unknown] on 'John Bonfrey's hill', on what is now Richards Road.<sup>436</sup>

Initially the area had mixed farms, some dairy, beef and sheep but mostly cropping: wheat, oats, potatoes and swedes. When JJ Bycroft advertised his 40-acre farm for sale in 1897, it had a large apple orchard of 14 acres, presumably a commercial enterprise.<sup>437</sup> In February 1893 huge floods in the Waipa caused devastation to the cultivations along the river. Local farmer Patrick Corboy appealed for public assistance for the Maori inhabitants of Karakariki, Bluenose, Tangirau, Otamaori and Whatawhata as their crops of oats, wheat and potatoes had been destroyed.<sup>438</sup>

Carpenter & Byron were farming at Te Kowhai by 1872 and also ran a fellmongery business in the vicinity of Bedford Road and the Waipa River.<sup>439</sup> In 1876 they advertised as wanting sheep skins.<sup>440</sup> The fellmongery was advertised for sale in 1881, by which time they also had a business at Ngaruawahia.<sup>441</sup>

A few dairy herds were established by the 1880s, but the nearest accessible creamery was at Ngaruawahia. Some farmers took their milk to Ngaruawahia by road, while others loaded it on to one of the river steamers, which ran a daily service, and received the skim milk back in the afternoon. A creamery was started at Te Kowhai in 1892.<sup>442</sup> A concrete building used by Bycroft as a dairy was a candidate as the creamery but instead a new building was constructed on the west side of Horotiu Road, by the junction with Bedford Road.<sup>443</sup>

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<sup>433</sup> Centennial Committee, *Te Kowhai School and District 1890-1990* (Hamilton, 1990) p. 4.

<sup>434</sup> *Appendix to the Journals of the House of Representatives* A No. 3, Enclosure No. 7 in No. 1 'Papers Relative to Native Schools', June 1867.

<sup>435</sup> SO 52A.

<sup>436</sup> *Te Kowhai School and District 1890-1990* p. 4. SO 54 shows Bonfrey was granted Allotment 77; current address approximately 47 Richards Rd.

<sup>437</sup> *New Zealand Herald* 25 November 1897, p. 1.

<sup>438</sup> *Auckland Star* 3 February 1893, p. 3.

<sup>439</sup> *Waikato Times* 28 May 1872, p. 3.

<sup>440</sup> *Waikato Times* 9 November 1876, p. 3.

<sup>441</sup> *Waikato Times* 17 November 1881, p. 3.

<sup>442</sup> HCM Norris *Settlers in Depression* (Hamilton, 1964), p. 211.

<sup>443</sup> DP 1620.



Figure 225: 'Te Kowhai Creamery, 1909'. A 302, Arthur Ninnis Breckon Collection, Auckland War Memorial Museum Library.

Reynold & Co.'s creamery ran at a loss: in 1895 it had only ten suppliers for November, even though in July they had been promised the milk from 211 cows.<sup>444</sup> In 1896 the New Zealand Dairy Association took over Reynolds & Co.<sup>445</sup> A new creamery was established in 1907, approximately 100 yards south of the old one;<sup>446</sup> casein manufacture started there after World War I. The New Zealand Co-operative Dairy Co. took over the NZDA in 1920. In 1939-40 when there were 33 suppliers to the Te Kowhai plant and cheese was manufactured; the output was greatly increased two years later with 80 suppliers.<sup>447</sup> After World War II casein was again produced, as well as cheese.<sup>448</sup> After the 1953-54 season the company decided to build houses for its workers, with the result that staff were accommodated in seven company houses and three state houses. Following the advent of milk tanker collection in the 1958-59 season, the number of suppliers increased to 70 in the 1959-60 season.

In the early 1900s HD Bedford introduced paspalum to the area as it was believed that the grass would produce good pasture on poor swampy soils.<sup>449</sup> Bedford had a farm at Te Kowhai and another at Ruakura on which he experimented with sowing ratios and cultivation techniques.<sup>450</sup> In 1905 it was reported that Bedford had sown 40 acres on one of his farms with the seed and had not only pastured his cows on it but also taken off a crop of hay.<sup>451</sup> Today paspalum is classified as a weed grass.

<sup>444</sup> *Waikato Times* 10 August 1895, p. 5; *Waikato Times* 20 July 1895, p. 6; *New Zealand Herald* 24 December 1895, p. 6.

<sup>445</sup> *Waikato Times* 9 January 1961, p. 9.

<sup>446</sup> WL Magner *A Thousand Years of Wisdom from a Hundred Years of History* (Te Kowhai, 1983), p. 94.

<sup>447</sup> *Waikato Times* 9 January 1961, p. 9.

<sup>448</sup> Magner, p. 94

<sup>449</sup> 'Te Kowhai has become flourishing farming district', *Waikato Times* 9 January 1961, p. 9; *North Otago Times* 25 November 1905, p. 2.

<sup>450</sup> *Bay of Plenty Times* 20 September 1905, p. 2.

<sup>451</sup> *West Coast Times* 27 October 1905, p. 4.



Figure 226: 'Gathering Paspalum seed on Mr HD Bedford's Strathmore farm, Ngaruawahia, Auckland.' *Auckland Weekly News* 4 July 1907, p. 2. AWNS-19070704-2-1. Sir George Grey Special Collections, Auckland Libraries.

In January 1879, prompted by the fact that there were 29 children within a radius 'of little over a mile', residents asked for a school to be established at Te Kowhai.<sup>452</sup> However it was not until 1890 that a teacher was appointed; the first classes were held in June 1890 in the front room of an empty house provided by Messrs Bycroft. In 1892 school classes were being held in the creamery.<sup>453</sup> The location for a proper school building was debated acrimoniously for over a year, but finally Peter Kay's section was accepted and tenders were called for the erection of a school building and teacher's dwelling in May 1893.<sup>454</sup> The lowest tender, that of William Stoupe, was accepted.<sup>455</sup> The buildings were in the course of erection within the month.<sup>456</sup>

The school opened in early November 1893 with 19 children under the care of Miss Ella Wills.<sup>457</sup> However the site was damp, the adjacent stream had to be crossed by children from the eastern farms and many considered it not central enough. Emma Bycroft subsequently donated a site she had inherited from her father CJ Stone and in 1900 Mitchell and Watt, the Auckland Education Board's architects, advertised for tenders to move the school building.<sup>458</sup> The school became a meeting place for community groups and church services as well as education.<sup>459</sup> Additional land was acquired by the Education Board in 1905.<sup>460</sup> Extensions were made to the building in 1906 and 1920 and the school and its roll have continued to grow.<sup>461</sup> A major change occurred in 1965 when the old three-room block was jacked up and shifted 40 metres away so that a new block could be built on the site. When that block opened in 1966 the old building was demolished.<sup>462</sup>

<sup>452</sup> *Te Kowhai School Diamond Jubilee* np.

<sup>453</sup> *New Zealand Herald* 23 November 1892, p. 3.

<sup>454</sup> *New Zealand Herald* 2 May 1893, p. 1. Peter Kay had acquired Bonfrey's Allotment 77 by 1900 (DP 2309).

<sup>455</sup> *New Zealand Herald* 10 May 1893, p. 3.

<sup>456</sup> *New Zealand Herald* 29 June 1893, p. 6.

<sup>457</sup> *New Zealand Herald* 14 November 1893, p. 3; *Te Kowhai School Diamond Jubilee* np.

<sup>458</sup> *Auckland Star* 23 December 1899, p. 2.

<sup>459</sup> *Auckland Star* 27 April 1894, p. 3.

<sup>460</sup> DP 3391, surveyed 1904-05.

<sup>461</sup> *New Zealand Herald* 22 September 1906, p. 8.

<sup>462</sup> *Te Kowhai School and District 1890-1990* p. 16.



Figure 227: 'School group 1925.' Reproduced from *Te Kowhai School Diamond Jubilee* (Te Kowhai, 1950). The original school building with its additions is visible behind the pupils and staff.

Advances in community facilities in the period 1900-1910 included the construction of two churches. The Church of England was established in Te Kowhai in 1902 as part of a scattered parish which was headquartered in Ngaruawahia. Archdeacon W Calder laid the foundation stone on 3 December on land in Collie Road presented by Howarth Sager.<sup>463</sup> The architect was Grainger Ward of Huntly, Mr Pettigrew the builder, and the church was realised with local contributions of the stone font and soft furnishings.<sup>464</sup> Bishop Neligan dedicated St Stephen's Church in June 1903 and the church was relocated to its present site in November 1955.<sup>465</sup>

Around the turn of the 20<sup>th</sup> century the Wesleyan minister based in Hamilton held services at Te Kowhai.<sup>466</sup> The Methodists acquired a church building in 1909, having relocated the Wesleyan church from Waitekauri where it had been built in 1901. The church was cut into sections under the supervision of Hamilton architect FC Daniell, transported by rail and road from Waihi, and re-erected at Te Kowhai on land donated by W Harris.<sup>467</sup> It was opened on 4 July 1909, by the Rev HL Blamires.<sup>468</sup> It has been known as St Mark's Union Church, serving local Presbyterian and Methodist congregations, since it became part of Ngaruawahia Union Parish in February 1972.

In the first decade of the 20<sup>th</sup> century, advances in dairying made this industry more popular and contributed to the cutting up of the large Bycroft estate of 1000 acres, which extended east from the river around both sides of Otamanui lagoon and the Orbell swamp, from the school to Te Rapa railway station.<sup>469</sup> The smaller farms that resulted led to more-intensive farming and an increase in population.<sup>470</sup>

In 1913 architect Frederick Daniell, representing the Hamilton Chamber of Commerce, attended a meeting of the Farmers' Club to encourage people to sign up to the district's new telephone system; it

<sup>463</sup> *Waikato Times* 9 January 1961 p. 9; *New Zealand Herald* 24 June 1903, p. 7.

<sup>464</sup> *New Zealand Herald* 24 June 1903, p. 7. The church is listed on the WDC District Plan as Historic Heritage Item 92, Map 38.

<sup>465</sup> *New Zealand Herald* 24 June 1903, p. 7.

<sup>466</sup> *Cyclopedia of New Zealand – Auckland Provincial District* 1902, p. 743; *Waikato Times* 8 December 1894, p. 8.

<sup>467</sup> *Te Kowhai School Diamond Jubilee* np; Waikato Museum collection 1984/7/303 architectural plan.

<sup>468</sup> *Waikato Times* 9 January 1961, p. 9.

<sup>469</sup> Magner, p. 91.

<sup>470</sup> *Waikato Times* 9 January 1961 p.9.

was anticipated there would be 18 subscribers around Te Kowhai.<sup>471</sup> In 1914 Bedford was one of the first farmers to sign up for the party-line system of telephone connections.<sup>472</sup>

Horse racing was a popular local sport; meetings were held by the Maori community at Te Kowhai in 1889, with Hori Takerei advertising the programme for the Te Kowhai Racing Club's meeting on 28 May.<sup>473</sup> The Te Kowhai Farmers' Club flourished, an orchestra was established and a public hall built.<sup>474</sup> The Methodist church added a hall beside their church in 1951. After the construction of the Memorial Hall, Te Kowhai became an important social centre, with many Hamilton functions being held in the hall as well as local ones.<sup>475</sup> The hall was opened on 26 November 1955.

Very few businesses operated at Te Kowhai: 'Curly' Holmes established Te Kowhai Motors in 1948, and in about 1958 a new store and post office was built south of the dairy factory.<sup>476</sup>

From the 1950s Te Kowhai began to be more intensively developed for residential purposes. An early subdivision of three ¼-acre lots on Horotiu Road occurred in 1950.<sup>477</sup> In 1956 a survey was undertaken by the government to cut off a quarter-acre section from part of the NZCDC land; it was gazetted for state housing purposes in 1957.<sup>478</sup> Nine lots, with some back from the road with right-of-way access in the fashion of the day, were subdivided in Horotiu Road in 1974.<sup>479</sup>

The dairy factory closed in March 1975 and the buildings were demolished; the factory's 19-metre high chimney was finally lowered in May 1986.<sup>480</sup> More recent farming activities in the area have included goat farming, watermelon cultivation and other horticulture, while milk from local dairy farms is now taken to Te Rapa. Many residents now commute to work in Hamilton.

A larger subdivision along Bedford-Horotiu Road occurred in 1984 with 17 small lots created.<sup>481</sup> The concrete footings of the dairy factory, still *in situ*, were at the south end of that subdivision. In 1997 Willow Brook Lane was surveyed to provide a new road and 20 house lots.<sup>482</sup> The other change in land holdings from the 1970s was the creation of small 'lifestyle' blocks along Horotiu Road, east of Te Kowhai, Bedford Road to the west and Ngaruawahia Road to the north. Some Te Kowhai farms have been subdivided to create parcels ranging from 0.5 to 4.5 hectares. Perrinpark Retirement Village was established in 1979; the village has 73 homes with communal facilities.<sup>483</sup>

## Whatawhata

Whatawhata is situated at the nexus of a number of traditional transport routes: the Waipa River, and tracks across the range to Whaingaroa Harbour, north through to Ngaruawahia, and south along the banks of the Waipa through to Pirongia. Today, roads have superseded the tracks and Whatawhata is now situated at the crossroads of SH 23, the main road between Raglan and Hamilton, and SH 39, between Ngaruawahia and Pirongia. Travellers are catered for by a number of businesses at the junction. Many residents commute to work in Hamilton. The settlement is primarily residential, with a golf course and a large building supplies store.

Very few Europeans lived in the immediate area prior to the Waikato War, but there were several Maori settlements and cultivations near the Waipa River. As well as the flour mill at Karakariki, there

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<sup>471</sup> *New Zealand Herald* 3 September 1913, p. 6.

<sup>472</sup> *New Zealand Herald* 18 May 1914, p. 10.

<sup>473</sup> *Waikato Times* 21 May 1889 p. 3.

<sup>474</sup> *Magner*, p. 91.

<sup>475</sup> *Waikato Times* 9 January 1961 p.9.

<sup>476</sup> *Te Kowhai School and District 1890-1990* p. 47.

<sup>477</sup> DPS 104.

<sup>478</sup> *New Zealand Gazette* 1957 p. 572; SO 38098.

<sup>479</sup> DPS 19803.

<sup>480</sup> *Waikato Times* 10 May 1986 p. 12.

<sup>481</sup> DPS 37095.

<sup>482</sup> DPS 79615.

<sup>483</sup> <http://www.perrinpark.co.nz/>

was one at Whatawhata reported as being in good working order when inspected in March 1856.<sup>484</sup> The mill was run by John Ferguson. Samuel Ferguson, Albany Fennessy and John Ford were the first Pakeha farmers.<sup>485</sup>

A church sketched in 1843 by Edward Ashworth is identified as being at Whatawhata, but may have been at the Karakariki mission on the west side of the river or downstream on the east.

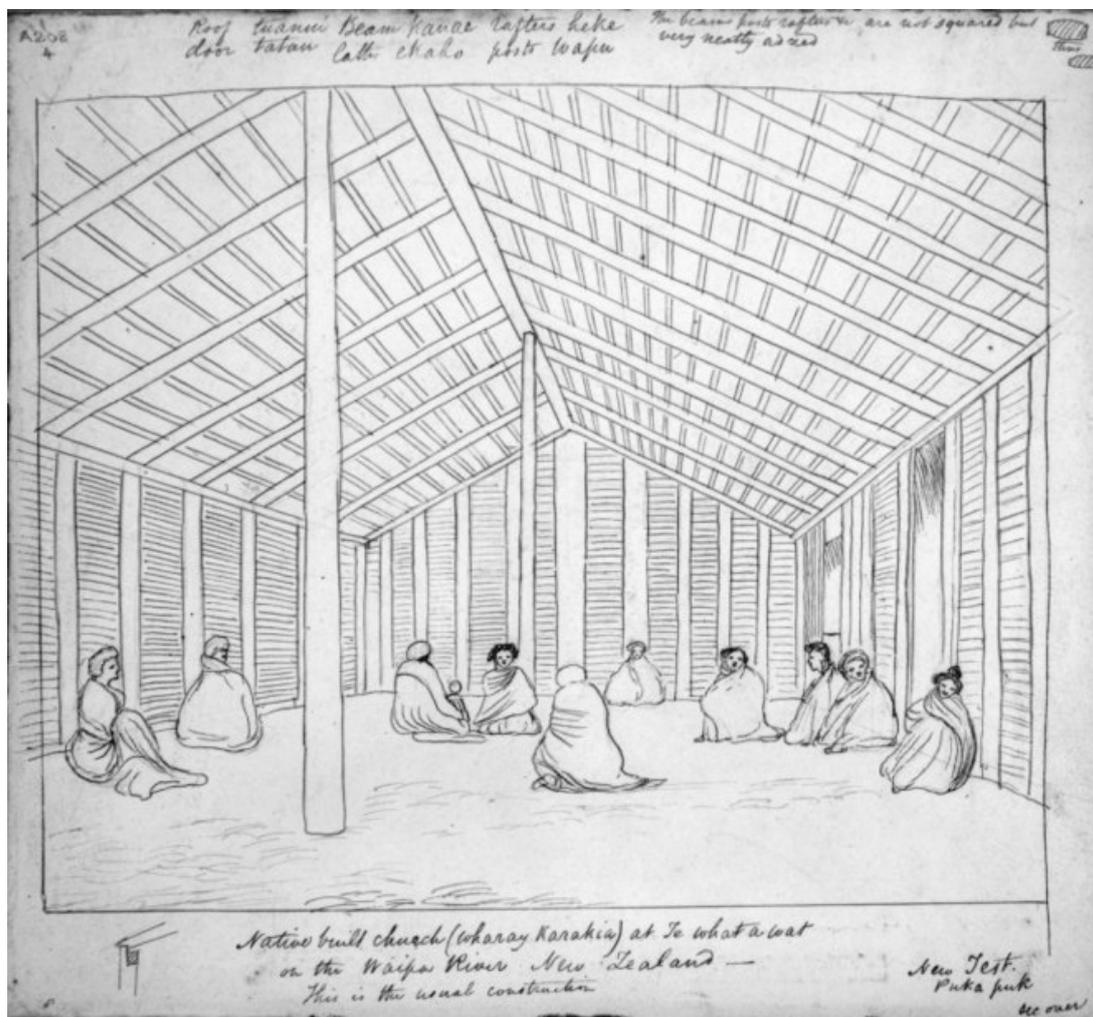


Figure 228: Edward Ashworth 'Native built church at Te Whatawat [sic] on the Waipa River New Zealand' December 1843. A-208-004, Alexander Turnbull Library, Wellington

By January 1864 a redoubt had been built at Whatawhata by General Cameron's forces; it stood on the east bank of the Waipa near the present-day village. Troops were stationed there to keep the supply route open up the Waipa River. A small military cemetery was sited on the river bank, but erosion led to the remains being disinterred and possibly reinterred at a new site in Cemetery Road after 1878. Here a memorial erected in 1914 records the names of seven soldiers who died near Whatawhata.<sup>486</sup>

<sup>484</sup> NZ Government Gazette vol. IV no. 22, June 20 1856, p. 134.

<sup>485</sup> Vennell & Williams, p. 71.

<sup>486</sup> <http://www.nzhistory.net.nz/media/photo/whatawhata-cemetery-nz-wars-memorial>



Figure 229: Joseph Osbertus Hamley 'Whata Whata peach gardens', 1864. E-047-q-013, Alexander Turnbull Library, Wellington.

Views of Whatawhata captured in 1864 show European-style houses and groves of peach trees. After the confiscations of that year, the locality was surveyed as the 'Village of Whatawhata'. At least 876 small residential lots around a central square were surveyed, surrounded by larger parcels ranging from 15 to 60 acres. Some parcels within the intended town were to be set aside for "Native purposes", others for a cemetery, school, church and a market reserve. Most of the larger parcels were assigned to Maori, among them Aterea Puna, Ripeka Tapore and Te Kahu, as well as members of the Meurant family. Makareta Hopai Ferguson was granted 300 acres. Some of the original layout is still evident, but the ambitious village plan was never realised.

To the east, the Te Repo Harakeke Block was surveyed in October 1865, laying out 50-acre parcels as potential land grants for militiamen of the 4<sup>th</sup> Waikato Regiment.<sup>487</sup> Many of the parcels were swampy and unsuitable for farming. Fifty allotments ranging in size from five to ten acres were offered for sale by the government in January 1867.<sup>488</sup> In 1867 the sale of 'all the houses, stores and buildings' of the Whatawhata military camp were offered for sale.<sup>489</sup> A new survey undertaken in 1890 showing 'Reclassified Lands' was closer to the way the village actually developed.

The lack of a suitable road to Raglan in the locale meant a hazardous trip even for pedestrians or riders, access for wheeled traffic being impossible. The Waipa River had to be crossed by punt or canoe, and similarly other streams forded en route. There were several drownings. A ferry operated in 1867, with fees ranging from a halfpenny for each passenger and horses two pence.<sup>490</sup> After many deputations to the government, a road was finally surveyed and constructed; it opened on 28 February 1879, with Raglan resident TB Hill driving his wife and family from Ngaruawahia to Raglan.<sup>491</sup> The route is now Old Mountain Road. Further progress was gained with the opening of a bridge across the Waipa at Whatawhata on 12 August 1881.<sup>492</sup> A new truss bridge was erected directly above the first bridge in 1924.<sup>493</sup> A deviation road was slowly constructed between Whatawhata and Waitetuna between 1907 and 1913. Metalling was done in stages, and a 1915 travel guide assured the motoring public that the trip Raglan to Frankton could be done in under three hours – in the summer.

<sup>487</sup> SO 350

<sup>488</sup> *Daily Southern Cross* 16 January 1867, p. 2.

<sup>489</sup> *Daily Southern Cross* 28 February 1867, p. 2

<sup>490</sup> *Daily Southern Cross*, 24 January 1867, p. 4.

<sup>491</sup> Vennell & Williams p. 123.

<sup>492</sup> *Ibid*, p. 125.

<sup>493</sup> *Ibid*, p. 164.

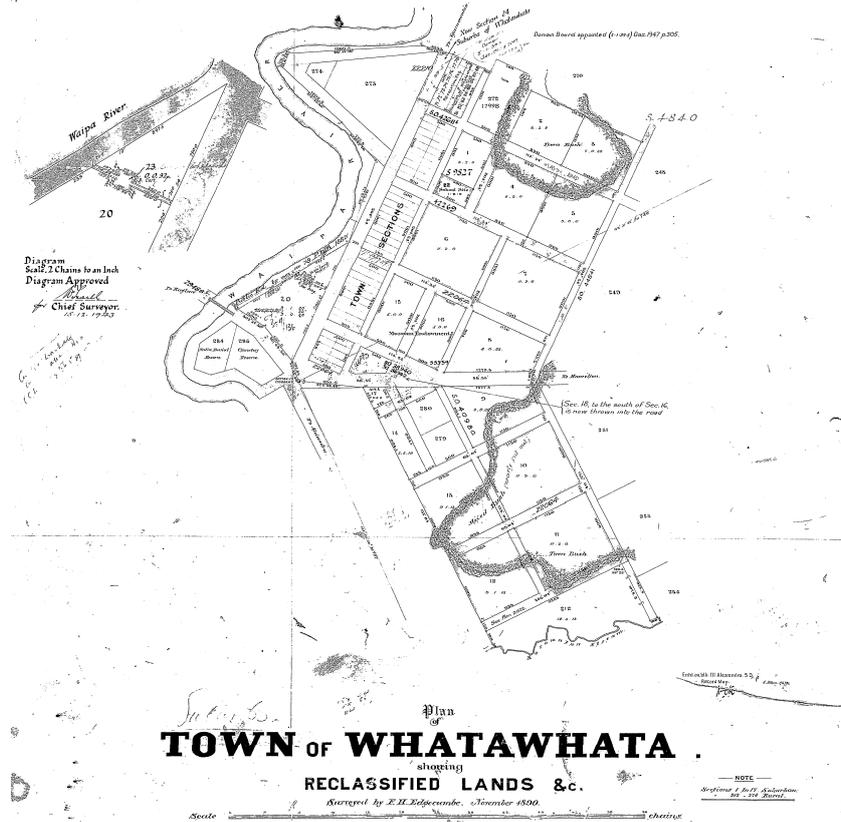


Figure 230: Plan of Town of Whatawhata showing Reclassified Lands &c, November 1890. Notable are the original bridge on the road to Raglan, a Native burial ground and a cemetery reserve, a public spring reserve (north-east of the bridge and in enlargement at left), tawa bush and the school site. QuickMap.



Figure 231: Whatawhata Bridge, 1880s. ½-096158-G, DM Beeres Collection, Alexander Turnbull Library, Wellington.

A hotel in Whatawhata was erected prior to December 1866, as the landlord, Mr Thomas, was at that time reported to be enlarging and improving the premises.<sup>494</sup> The hotel was partly submerged during the flood of December 1875, and the houses of many settlers showed only their roofs above the water; one house was swept away.<sup>495</sup> In October 1877 it was reported that Alfred Buckland was to erect saleyards at Whatawhata, because it was a junction for several roads.<sup>496</sup>

On 8 December 1877 a contract was to let to build a schoolhouse.<sup>497</sup> More buildings were added to the site in 1929.<sup>498</sup> A residence for the teacher was built in 1878, but it burnt down 99 years later.<sup>499</sup> Since c.1960 the school has operated on the west side of School Road, directly opposite the original school building, which is now in residential use.

Horse races were being held annually in the village by 1878.<sup>500</sup> By 1880 Whatawhata had become 'a small but thriving township ... the centre of a fertile and prosperous district'. Mr Kellow ran a 'well-appointed and comfortable hostelry'.<sup>501</sup> By 1888 Whatawhata was of sufficient importance to be deemed worthy as a venue for county council meetings – from that date the Raglan County Council alternated its venue between Raglan and Whatawhata.<sup>502</sup> A hall was built in 1893.<sup>503</sup>



Figure 232: 'The hunting season in New Zealand: a meet of the Waikato Hounds at Whatawhata'. The substantial house is that of Mr and Mrs F Storey. *Auckland Weekly News* 25 July 1907. AWNS-19070725-14-4, Sir George Grey Special Collections, Auckland Libraries.

A site for an Anglican church was selected in 1876.<sup>504</sup> However, in April 1878 Bishop Cowie considered that using the new schoolroom would be sufficient until the community was in a better position to build a church.<sup>505</sup> A simple hall church in Gothic Revival style was later replaced by a brick building at the corner of Store Road and Horotiu Road. The church was converted for use as a childcare centre in 2014.<sup>506</sup>

<sup>494</sup> *New Zealand Herald* 21 December 1866, p. 5.

<sup>495</sup> *Daily Southern Cross* 17 December 1875, p. 5.

<sup>496</sup> *New Zealand Herald* 24 October 1877, p. 2.

<sup>497</sup> Kellaway, p. 43, 50.

<sup>498</sup> *Ibid*, p. 183.

<sup>499</sup> *Ibid*, p. 277.

<sup>500</sup> *Waikato Times* 31 October 1878, p. 2

<sup>501</sup> *Descriptive Handbook to the Waikato*, p. 14.

<sup>502</sup> Vennell & Williams p. 257.

<sup>503</sup> *New Zealand Herald* 22 September 1893, p. 6.

<sup>504</sup> *New Zealand Herald*, 7 April 1876, p. 3.

<sup>505</sup> *Waikato Times* 9 April 1878, p. 2.

<sup>506</sup> <http://www.stuff.co.nz/waikato-times/news/9590370/Couple-open-childcare-centre-after-sons-tragic-death>



Figure 233: Church at Whatawhata, 2 January 1931. Photographer James D Richardson. 4-6409, Sir George Grey Special Collections, Auckland Libraries.

In 1949 the Whatawhata Hill Country Research Station was established, in the hill country to the west of Whatawhata, to support beef and sheep research.<sup>507</sup> Main research projects studied animal breeding, soil fertility and ag-forestry to increase the productivity of North Island hill country.<sup>508</sup> Accommodation for workers was built in Glentui Lane.<sup>509</sup> The land passed from the Crown to Waikato-Tainui as part of the Raupatu Settlement in 1995.

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<sup>507</sup> <http://www.nzhistory.net.nz/keyword/whatawhata>

<sup>508</sup> <http://www.teara.govt.nz/en/waikato-region/page-9>

<sup>509</sup> NZ Gazette Notice 1950/1806; SO 56311.