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# A Thematic Review of the History of Hamilton

A Technical Report prepared for  
Hamilton City Council

November 2021



# A Thematic Overview of the History of Hamilton

Prepared for Hamilton City Council

by

Lyn Williams

**November 2021**

● **DRAFT**







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# Historical Overview Study

## Purpose of Report

This report is a thematic heritage study of Hamilton City which will form the basis for a review and future update of the built heritage schedule in the District Plan. This is in line with a number of actions set out under the Heritage Plan. These are:

1. To develop a process for the identification and assessment of all of Hamilton's built heritage;
2. Identification and scoping of spatial and thematic heritage projects; and
3. Update the built heritage inventory list in the District Plan.

The aim is to establish a working framework to enable the identification of a comprehensive range of built heritage values and items that define Hamilton, including buildings, places, structures and features, as well as all values which represent Hamilton's cultural diversity.

## Background

The Hamilton Heritage Study will assist with the identification of individual heritage items and heritage areas that meet the criteria for protection under the Proposed District Plan. The development of a thematic overview of Hamilton City will provide a clear picture of what makes up Hamilton's heritage. The history of a place is not static but changes as the city grows and matures, and as new information is unveiled the history of a place needs to be reviewed and updated. Therefore the thematic overview will not be a comprehensive look at the history of Hamilton, and any resulting list identifying items, will not be exhaustive.

This thematic overview will provide a holistic approach to understanding the history of Hamilton and identify the key themes that have shaped Hamilton, both pre-European and post European settlements.

The development of this thematic overview is the first step in the process to update our understanding and identify, protect, and manage more of the city's historic heritage.

The places and areas identified within this overview have the potential to be protected in the District Plan following further detailed individual assessment to ensure that they meet the criteria for protection.

The thematic framework is made up of ten themes and a second tier of sub-themes identified as reflecting the history and development of Hamilton. The approach follows that of similar studies undertaken for other local bodies, in particular the Banks Peninsula report prepared for Christchurch City Council. The framework is not chronological, though content within some sub-themes is chronological. There is overlap where one theme has implications on another.



For each theme or sub-theme, a table of summary of findings is presented, wherein heritage items that relate to the sub-theme are identified: some may be already identified in the Heritage Inventory of the District Plan but the summary document includes proposals for inclusion of additional items. Many items relate to more than one theme, a reflection of the inter-connectedness of aspects of the development of Hamilton as a city. These summaries of findings also reveal where there are gaps or under-representation of heritage types in the District Plan heritage inventory.

Hamilton's boundaries have been revised and extended several times, such that previously rural areas are now urban. The historic overview encompasses the land within the current boundary, although this means that many of the activities described are within their original rural context.

In this account, more emphasis is given to the earlier periods of Kirikiriroa/Hamilton's history, with some inclusions of latter developments. It is not feasible to include all businesses, industries, events or social, cultural and recreational groups; some are itemised while others have been grouped in a general overview.

Within this report, the themes and sub-themes are inclusive of all ethnicities unless otherwise stated.

### **Authorship**

This report was commissioned by Hamilton City Council and was researched and written by Lyn Williams, Heritage Consultant, Hamilton. Hamilton City Council Planning staff members Alice Morris, Mark Roberts, Aimee Taylor and Laura Galt provided drafts of some sections which were then reviewed, modified and added to as necessary. Also consulted was a referenced timeline of events and developments prepared by Barry Friend, Hamilton Libraries Heritage staff member.

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# THEME 1:

## SHAPING THE NATURAL ENVIRONMENT

Hamilton is in a natural oval-shaped basin that is dissected by New Zealand's longest river, the Waikato. The river is a taonga for Waikato-Tainui, Raukawa, Ngaati Tuwharetoa and Te Arawa; it is the mauri (life force) for people of Tainui Waka and Ngaati Tuwharetoa.

The basin formed on an alluvial plain that contains remnants of peat bogs on low-lying areas, has steep-sided gullies cut through by streams flowing into the Waikato River and otherwise gently-rolling or flat landscape.

Human modification of this natural environment first occurred following the arrival of Maori. Mana whenua cleared vegetation for cultivation, utilised natural flora and fauna as a food source, and undertook earthworks to construct defence pa. However, it was following the arrival of European settlers when

extensive changes to both the natural environment and the areas first settled by mana whenua occurred. Works undertaken by European settlers were extensive and invasive, large amounts of vegetation were cleared, swamps drained, and channelling of streams undertaken to establish settlements and pastoral activities; along with transportation networks such as road and rail.

Recognition of the damage these actions were having, beginning in the 19th century and continuing today restoration, particularly planting of native vegetation and the creation of reserves. Some of the modified landscape and plantings are highly valued, examples being the riverside and lake shore walkways, parks, and public gardens.





### 1.1 Tracing and Explaining Environmental Diversity

#### Geomorphology

Hamilton City is in a large, oval-shaped basin that stretches up to 40km in width and 90km in length, known as the Hamilton Basin or the middle Waikato Basin<sup>[1]</sup>. The Hamilton Basin is a large, low-angle alluvial plain, consisting of silts of pumiceous sand were deposited on earlier rhyolitic and ash originating from volcanic activity in the central North Island over many thousand years. It has isolated rounded hills known as, the “Hamilton hills”, and short ridges with the rivers and streams making new channels as outlets were blocked. The plain partly buried the original hill-and-valley landscape. The Waikato River, which arises from Lake Taupo, initially deeply entrenched but becoming progressively shallower and wider as it flows through Hamilton and the wider Waikato Basin north of Hamilton; entering the Tasman Sea at Port Waikato.

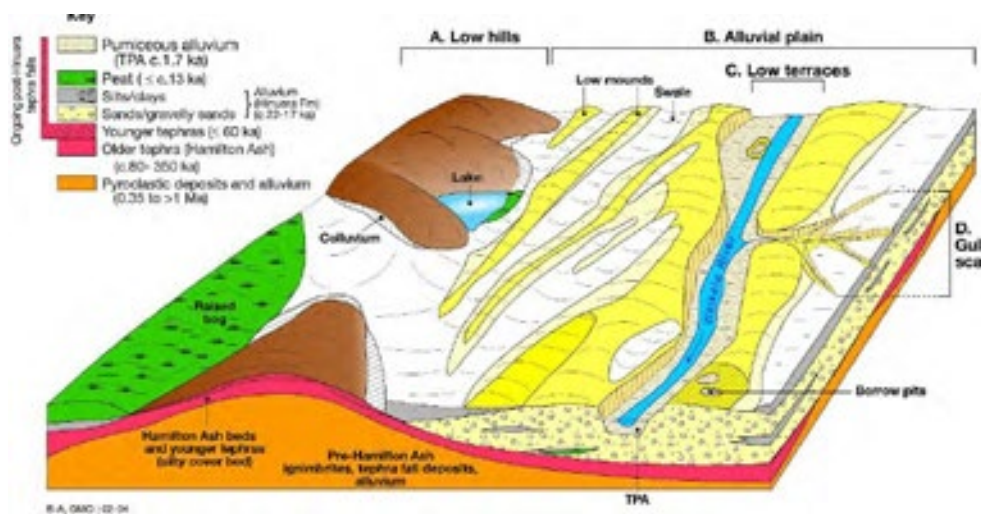


Figure 1.1 - Main landscape units and geological materials, Hamilton Basin. (Lowe 2010a:4).

Sedimentary materials, primarily of rhyolitic and pumice sands from eruptions in the central Taupo Volcanic Zone, were deposited in the Hamilton Basin; these are known as non-welded ignimbrite and are loose deposits, easily eroded. These sediments, the Karapiro Formation, were laid down by the ancestral Waikato River. The Hamilton hills are earlier in origin and are remnants of the Puketoka Formation, the result of distant rhyolite volcanic eruptions. Overlying both the

Karapiro and Puketoka sediments and earlier Kauroa tephra beds is Hamilton Ash which comprises seven members, some of which have solidified into a pale yellow-brown clay<sup>[2]</sup>. Peat bogs that developed on low-lying parts of the fan have buried other remnants of the original landscape.

Around 15,000 years ago, the Waikato River started to cut down through these sediments, creating its present channel.



Figure 1.2 - A tracing (from an aerial photograph) of the Kirikiriroa gully system shows the dendritic pattern typical of the ‘Hamilton gullies’. This system lies between the Komokorau peat bog (at right) and the Waikato River in the north-eastern suburbs of Hamilton. (McCraw 2011 p. 50).

[1] McCraw, John p. 7

[2] McCraw pp. 7-20

There are at least six gully systems within Hamilton Basin, each lying between a peat bog and the Waikato River. They have developed from a process of water draining from the bogs and running along impervious silt layers, emerging as springs. These then undermined the underlying sediments and set up a process of collapse and undermining, resulting in the formation of a gully. Within the city are the Rototuna, Mangakotukutuku, Waitewhiriwhiri, Kukutaruhe and Kirikiriroa gully systems.

The Waitewhiriwhiri Stream arises from the Rukuhia Bog just to the south of Kahikatea Drive and Tuhikaramea Road and is artificially channelled in its upper reaches.

### The Waikato River

The Waikato River, the most significant feature of Hamilton's natural environment, is the longest river in New Zealand, running for 425km from its source on the eastern slopes of Ruapehu, flowing through Lake Taupo and north-west to the Tasman Sea at Port Waikato. Its catchment covers 14,260 square kilometres, 12% of the area of the North Island<sup>[3]</sup>. The river's main tributary is the Waipa, which merges with the Waikato at Ngaruawahia. It passes through a variety of landforms, within Hamilton there can be steep high banks, some terraces relating to earlier water levels, sandy beaches and low-lying flood plains. Eight hydroelectric dams upstream from Hamilton have altered the rate of flow; they control or create changes to the flow and volume of water and limit the movement of native fish and craft.

The river is a taonga for Waikato-Tainui, Raukawa, Ngaati Tuwharetoa and Te Arawa; it is the mauri (life force) for people of Tainui Waka and Ngaati Tuwharetoa.

### Lakes and Peat Bogs

Nearly 30 lakes remain in the Hamilton Basin, some of these within the current or anticipated Hamilton City area. The lakes formed during the formation of the alluvial fan as watercourses were blocked. In some cases, a low inflow of water allowed vegetation to grow and over time the lakes filled in and became peat bogs.

Rotoroa (Hamilton Lake) is the largest of the three lakes within Hamilton



Figure 1.3- The principal areas of peat in Hamilton Basin and the gully areas associated with them. The city boundary, shown here by a red dashed line, has since been altered such that more of Rukuhia Bog is now within the city. (McCraw 2011 p. 45).

[3] <https://www.waikatoregion.govt.nz/environment/natural-resources/water/rivers/waikato-river/about-the-waikato-river/>





Figure 1.4 - An aerial view c.1939 of the northern end of Hamilton Lake (Lake Rotoroa), taken from the Frankton water tower on Lake Road, shows the flat swamp land to the west of the lake. Houses on Lake Domain Drive are on the right. HCL\_01235.

City, being 54ha in extent, maximum depth six metres<sup>[4]</sup>. Before the Rukuhia swamp was drained, it was possible to paddle a small boat or canoe into the western side of the lake from the south-west. Natural drainage was towards the Mangakotukutuku. The lake is now in an urban catchment, with reserves planting around some of it. The water quality is classed as eutrophic, with high levels of nutrients<sup>[5]</sup>. Flocks of waterfowl such as pukeko, coots, mallard ducks, Canada geese, black shags and black swans have established on the lake. Flocks of pigeons and other birds roost in the trees around the lake; morepork have been recorded in the environs. Aquatic species in the lake include eels, perch, rudd and tench.

Rotokaeo (Forest Lake) is part of Minogue Park which is within an urban catchment. Waiwhakareke (Horseshoe Lake) was brought into the city in 1989; it has been in a rural catchment, but urban development has expanded towards the lake recently. The lake is situated within the 60-hectare Waiwhakareke Natural Heritage Park, an ecological restoration project<sup>[6]</sup>.

Hot mineral springs occur in a few locations in Hamilton West. A hot spring named Te Puru o Hinemoa (the Breath of Hinemoa, the wife of Wairere from whom the tribe gets its name) existed close to Kirikiriroa pa, to the south in the

[4] <https://www.waikatoregion.govt.nz/Environment/Natural-resources/Water/Lakes/Shallow-lakes-of-the-Waikato-region/Peat-lakes/Lake-Rotoroa/>

[5] <https://www.waikatoregion.govt.nz/Environment/Natural-resources/Water/Lakes/Shallow-lakes-of-the-Waikato-region/Peat-lakes/Lake-Rotoroa/>

[6] <https://www.hamilton.govt.nz/our-city/parks/parksandgardens/waiwhakareke/Pages/default.aspx>

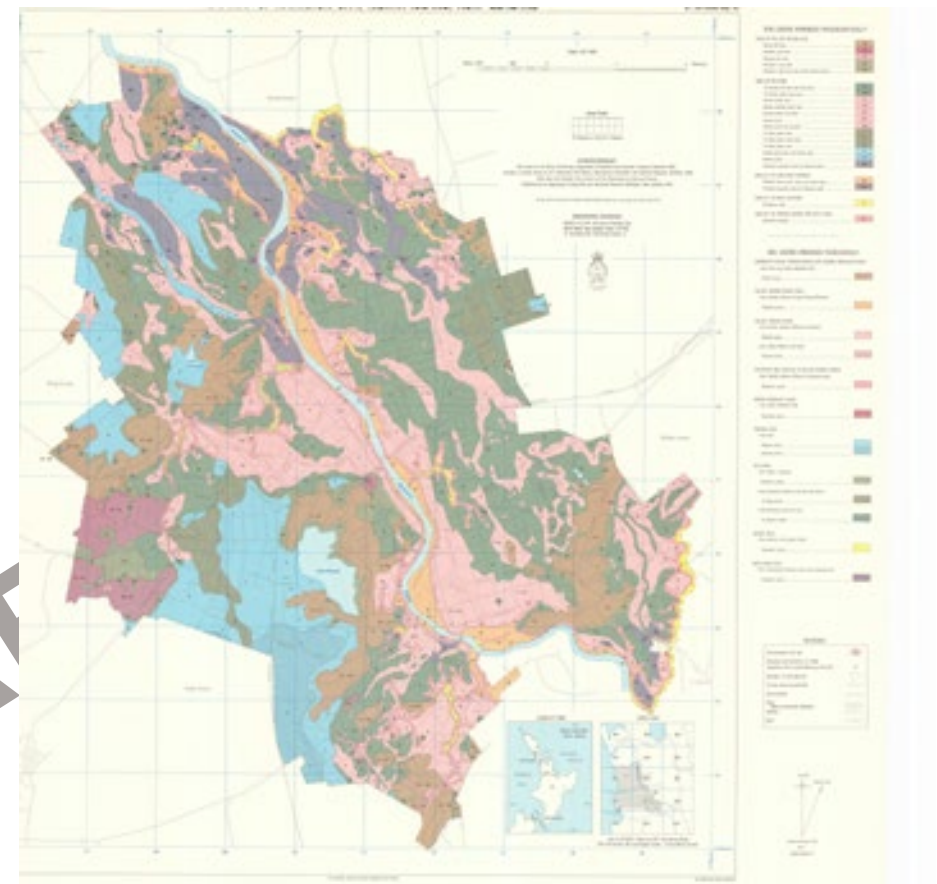


Figure 1.5- "Soil map of Hamilton City", NZ Soil Bureau Map 145. The predominant colours represent Horotiu sandy loam (pale pink); Kainui silt loam (brown); Hamilton clay loam (magenta); Te Kowhai silt loam and clay loam (green); Kaipaki peaty loam and loamy peat and Rukuhia peat (shades of blue); Tamahana soils of the gully bottoms (yellow); Waikato loamy sand, sand and sandy loam on low river terraces (peach).

river bank<sup>[7]</sup>.

### Soils

The Soil Bureau has classified Hamilton soils into physiographic categories: soils of the low rolling hills (silt and clay loams); soils of the plain (silt, sandy, peaty or clay loams, gravelly sand and loamy peat); soils of the low river terraces (loamy sand, sandy loam, gravelly sand); soils of the gully bottoms (Tamahana soils);

[7] Opus: Fig.1.1



and soils of the terrace scarps and gully sides (Kirikiriroa complex). Additional categories are recent soils and man-made soils.

Much of Hamilton East, the river terraces on both sides of the river, and a large part of the central city from Bryce Street north and along Norton Road are sandy loam, loamy sand or sand with gravels. Most of Frankton and Dinsdale are peaty loam or peaty sandy loam, though the low hills of western Dinsdale are clay loam.

### Climate

Hamilton is hot and humid in summer, with temperatures up to 29°C, and average relative humidity all year ranging from 79% to 91%. The very high humidity can make temperatures feel uncomfortably warm or cold. Frosts in winter can take the temperature down to -4°C with daily mean winter temperatures ranging around 9°C up to 15°C. Typically, summers are warm and dry, and winters cool and wet. Fog is common during winter mornings. Heavy fog usually burns off by noon to produce sunny and calm winter days.

Hamilton also has the lowest average wind speed of New Zealand's main centres as a result of its inland location, in a depression surrounded by high hills and mountains<sup>[8]</sup>. The prevailing winds are from the south-west and west. In winter winds from the south-west can bring cold air from the Central Plateau.

Hamilton receives considerable precipitation amounting to around 1,100 mm over 125 days per year. This coupled with average sunshine hours per annum of around 2,000 makes Hamilton and the surrounding Waikato an extremely fertile region with its suitable soils. Most rainfall is seen in March, May to September, and December. Long periods of drought are becoming more common.

Snow is possible but rare. The only recorded snowfall in recent times was light snowflakes in mid-August 2011 during a prolonged cold period.

### Natural Hazards

Hamilton is not known for earthquakes, but they are felt from time to time. A list of the largest (over 6.0) for all New Zealand shows the closest epicentre to have been Port Waikato on 23 June 1891<sup>[9]</sup>.

University of Waikato researchers using echo sounders have found 25 potential fault zones in the bed of the Waikato River. At least four of those might still be active. One is in north Hamilton around Osborne Road, and the Kuketaruhe Fault cuts through Hamilton from Temple View to Rototuna. Another two are in the south-eastern Te Tatua o Wairere fault zone – one fault running between Rukuhia and Hillcrest, and a second branching out towards Tamahere.

Peat fires were once a regular occurrence in farmland around Hamilton. Peat lands, formed of slowly decomposing plant material, can burn underground if fire from farm burn offs spreads down through tree roots.

Hamilton experiences a few tornadoes, but usually little damage is done. However, on 25 August 1948 a tornado ripped through Frankton and across



Figure 1.6 - Fault lines in Hamilton. (<https://www.stuff.co.nz/science/104085681/more-fault-lines-under-hamilton-than-previously-thought-researchers>).

to Hamilton East. Three people were killed, several injured and there was considerable destruction of buildings and trees. A total of 204 houses were damaged and of these 13 were demolished.

Lightning and thunderstorms are common, with violent winds also occurring at times. Low levels of damage are recorded, mostly fallen branches and trees and loss of roofing iron.

Flooding, common in some areas, particularly beside the Waikato River, has

[8] [https://en.wikipedia.org/wiki/Hamilton,\\_New\\_Zealand](https://en.wikipedia.org/wiki/Hamilton,_New_Zealand)

[9] [https://en.wikipedia.org/wiki/List\\_of\\_earthquakes\\_in\\_New\\_Zealand](https://en.wikipedia.org/wiki/List_of_earthquakes_in_New_Zealand)



Figure 1.7 - The aftermath of the Frankton tornado that demolished many buildings on 25 August 1948, in the vicinity of Hall, Kent and Rawhiti Streets. HCL\_00330.

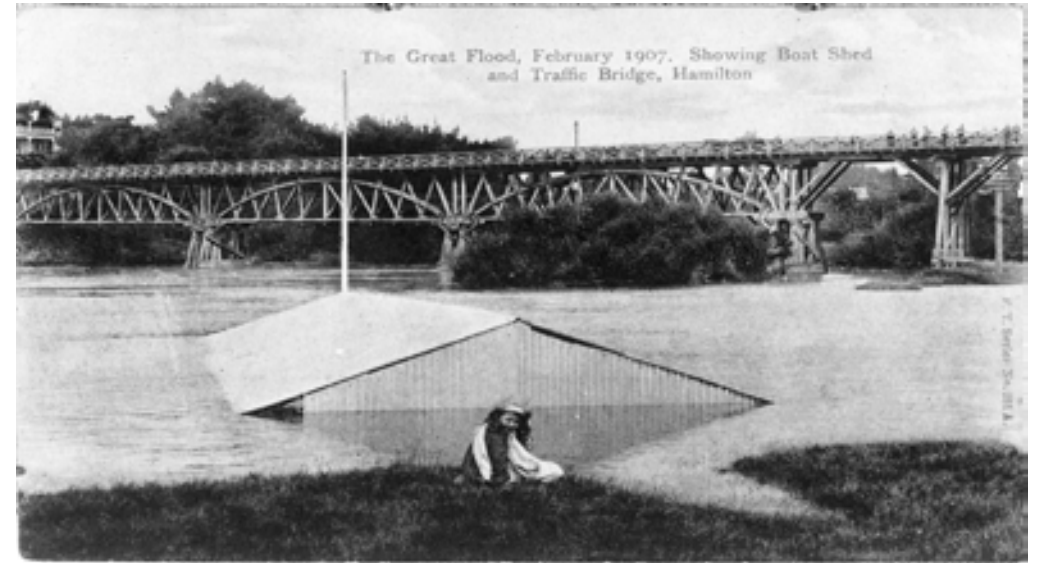


Figure 1.8- The great flood of January 1907 inundated the boat shed at the Ferrybank. HCL\_01007.



Figure 1.9 - Flooding at the intersection of Anglesea and Hood streets, c.1950. HCL\_05480.

always been the case. Some controls are effected by holding water in the hydro dams upstream, but when this needs to be released it can cause flooding within Hamilton, especially areas close to the river such as the lower parts of Grantham Street and Hillsborough Terrace. The earliest recorded flood was in December 1875 when a massive flood washed away stored goods and a tank full of malt intended for Cumming's brewery on the east bank; the goods shed for the wharf at the Ferrybank was flooded up to its eaves<sup>[10]</sup>. In January 1907, another flood endangered the rowing club's boatshed which was situated at the Ferrybank – it was flooded up to its eaves also; the river was flowing over the floor of No. 1 Bridge, and parts of the road to Whatawhata were under six feet of water<sup>[11]</sup>.

While flooding usually results from the Waikato River and streams, the central city and some suburbs have been flooded because the drainage system could not cope with the volume of water (e.g. in 1950 and 1953). The second largest recorded flood (at that time) occurred in February 1958. Other major floods have occurred in 1986, 1991, 1995, 1996, 1997, 1998, 2016 and 2018, amongst



Figure 1.10 - Looking toward 4 and 6 East Street from 1 East Street, 5 July 1953. This flooding was the result of 5.14 inches (13 cm) of rain falling in five days - as much as the average for the whole month. The drainage system proved inadequate. HCL\_12654.

[10] Norris 1964 p.33

[11] Waikato Argus 15 January 1907

others<sup>[12]</sup>. Some have been flash storms over the city and some have been the result of regional-wide downpours.

### Indigenous Flora and Fauna

Hamilton had the full complement of lowland Waikato forest species, but now only small remnants remain. It comprised an upper storey of kahikatea, with rare matai and rimu, and an understorey of pukatea, tawa, mahoe, titoki, pate and mapou. This type of forest is also noted for a number of small-leaved trees and shrubs, while ferns dominate the ground cover. Kahikatea predominates in wet areas. On well-drained soils the forests are dominated by totara, matai and kanuka, with less abundant rimu, kahikatea, kowhai, titoki and pukatea<sup>[13]</sup>. Pokaka and cabbage tree usually occur around the margins of bush remnants. There are remnant patches of bush at Mooney Park, Jubilee Park, Grove Park and Hammond Bush. Hammond Bush is Hamilton's most diverse forest remnant. Flax, raupo, rushes and other water-loving plants occur in swamps also and swamp maire grows in the wettest places. Bracken grows in cleared areas within Hamilton's boundaries.

In the Mangaiti Gully in Rototuna a population of copper skinks is being actively managed and protected, as are weta and puriri moths<sup>[14]</sup>.

The streams, lakes and wetlands contain bullies, tuna (eels), giant kokopu and other native fish as well as freshwater mussels (kakahi) and crayfish (koura).

Hamilton is one of the few cities in New Zealand to support a resident population of long-tailed bats.<sup>[15]</sup> A research programme, Project Echo, to monitor and record bat populations and movements is a multi-agency initiative between Hamilton City Council, Waikato Regional Council, the Department of Conservation and the University of Waikato. The bats have been recorded in the south-eastern and south-western parts of the city, including in Hamilton Gardens and Hammond Bush, and recently in Seeley's Gully. A falcon, a predator of bats, has also been observed in Seeley's Gully.<sup>[16]</sup>

Native birds such as tui, ruru (moreporks), tauhou (waxeyes) and piiwakawaka (fantails) are common; bellbirds are being introduced back into the bush areas

[12] "Lower Waikato River Report of Flood Event 17 July 1995, final report", Environment Waikato; Hutchins, Graham, 2006 *Highwater Floods in New Zealand* p. 108; Waikato Times e.g. 15 July 1998, 18 January 1999, 19 May 2016, 4 December 2018

[13] Burns and Smale 2002 p. 75-7

[14] <http://gullyrestoration.blogspot.co.nz/>

[15] <https://www.waikatoregion.govt.nz/environment/natural-resources/biodiversity/project-echo/>

[16] Gerard Kelly pers.comm. December 2019



of the city. Waterfowl are common and concentrate around the lakes and river. Ground-nesting birds have disappeared from the natural fauna.

## 1.2 Altering the Environment

Māori altered the environment with digging defensive ditches and terraces for pa, and with gardening activities. However these activities were mostly small-scale, clearing areas of bush or scrub, quarrying pumice sand for gardens and some burning of scrub. After European crops became available in the Waikato, iwi found that the Hamilton basin soils were ideal for growing a range of introduced crops, including wheat, maize, oats, potatoes, cabbages, melons, peaches and other fruit. Greater expanses of land were cleared of native vegetation for grain crops. Groves of peach trees planted by Māori remained in the 1860s, notably at Peachgrove Road.

Over the last 150 years farming practices and reclamation for housing and industrial purposes have drained many lakes and bogs. Landscapes have been altered with filling-in of gullies; cutting back hillsides for roads and building platforms; levelling for building sites and sports fields; and consolidation for building sites. Part of the Gibbons Creek gully in Hamilton East was filled in to create flat areas for Hamilton East School grounds. The courses of some streams have been altered or channelled and caused to flow through culverts while their banks have been in-filled. Drains have been dug within the business district to drain small wet areas, and elsewhere large expanses of swamp have been drained. Parts of Glenview, Melville, Kahikatea Drive and Innes Common were originally peat swamp, and are now drained, but after several decades stability issues still occur. There have been instances of house piles, concrete steps and chimneys sinking, and on at least one occasion windows in the Gallagher building in Kahikatea Drive imploded due to the building sinking slightly.<sup>[17]</sup> In 2014 residents in the western Nawton area reported instances of sinking land, one man stating the land around his house had sunk by 60 cm in seven years.<sup>[18]</sup> On-going maintenance of the railway lines is required to counteract slumping issues. Building construction methods have been developed on peat areas, whereby a deep layer of compactable sand is used to compress the peat prior to construction.

With the introduction of heavy earthmoving machinery since the mid-20th

century, altering of the landscape during road and bridge formation has been greater with more impact on the natural form, as evidenced in the 2018-19 road works associated with the Cobham Drive-Wairere Drive road formation. However, before then, with manpower and or machinery available significant construction did occur. Railway construction has involved major earthworks, two examples being the original line in 1883-84 that required a deep cutting on the east bank of the Waikato River, and the lowering of the eastern line in the mid-1960s within the central city. In the 1930s, the Garden Place Hill was cut through to connect Anglesea Street to Ward Street, and later the hill was removed from the cutting through to Victoria Street, creating flat land in the centre of the business district. Spoil from this excavation was deposited in gullies, further altering the landscape and water catchments.

Introduced domestic animals in the 19th century included cattle, sheep, pigs,



Figure 1.11 - Some of the culvert and road construction has been large-scale, such as the channelling of the Waitewhirwhiri Stream to enable the extension of Ulster Street, as seen in this 1960s photograph. Ulster Street then connected with Gurnell Avenue (far right upper). Photographer A.E. Graham. HCL\_04707.

[17] Margaret Dempsey to Lyn Williams, 2001, re her doorsteps in Susan Place. Re imploding windows at Gallagher's: pers. comm. an office worker to Lyn Williams, date not recorded; Bill Gallagher refuted claims the building was sinking (Waikato Times 5.12.2001).

[18] Waikato Times 7 August 2014

horses, goats, fowl, ducks, geese, turkeys, cats and dogs. Rabbits, mustelids, possums, rats and mice, some introduced purposefully and some by accident, have wreaked havoc amongst native species. Carp and other introduced fish have affected indigenous aquatic environments and competed with native species. Four dozen carp were introduced into Rotokaeo (Forest Lake) by owner Dr John Carey in 1873.<sup>[19]</sup> Perch were put into Rotoroa in 1905 and 1907 – it was hoped they would clear out the eels and make for good fishing.<sup>[20]</sup> More perch were introduced in 1908 by the Waikato Anglers Club.<sup>[21]</sup> Sparrows and starlings were introduced in 1867; they were released by the Auckland Acclimatisation Society. In December 1867, 30 sparrows and eight partridges were sold at auction at Auckland.<sup>[22]</sup> Linnets and goldfinches were released near Hamilton in March 1876; at the same time Josiah Firth released salmon fry into the junction of the Waipa and Waikato Rivers.<sup>[23]</sup> Skylarks, chaffinches, blackbirds, thrushes, pheasants and pigeons were also introduced, some in the spirit of making New Zealand more like Home (i.e. Britain) and some as game. However, many of the birds preferred grain to insects and were soon a nuisance for farmers. By the late 19th century sparrows were considered a nuisance in the Waikato, as they ravaged crops; by 1881 linnets were a similar nuisance in the South Island. In 1877 twenty frogs were put into the Piako swamp where it bordered Hamilton, with the hope that they would help clear away mosquitoes.<sup>[24]</sup>

Many insect species have been introduced, some deliberately and with beneficial effects, such as the bumble bees that were introduced successfully by George Edmonds of Claudelands at New Year 1890 – the bees were necessary for fertilising red clover, a popular pasture plant.<sup>[25]</sup>

Settlers milled the remnant forest areas for timber – Claudelands Bush in particular was milled for its kahikatea and other podocarps. Other stands of bush were seen as useful for fencing materials and firewood, promised to them by Colonel Moule at the time of settlement. So much of the standing bush was cut down that in 1870 settlers petitioned the Hon. D. McLean to reserve from sale the only patch of bush (location not specified) left to them, the nearest

timber being at Ohaupo.<sup>[26]</sup> This was not for conservation reasons, but to provide firewood and timber for construction.

After militia settlement, the fern and scrub vegetation was quickly cleared and replaced either with pasture grasses or with fields of crops, with gorse hedges. In 1872 it was reported that on the east side of the townships (now within the city) about 125 acres (50.6ha) had been laid down in wheat, and on the west over 100 acres (40.5ha); about 600 acres (243ha) were in oats and barley and 100 acres in potatoes; farmers had hay paddocks in preparation.<sup>[27]</sup> The Rukuhia Estate, which extended from the south shore of Rotoroa for some 14km towards Ohaupo, had large flocks of sheep and herds of cattle grazing by 1873.<sup>[28]</sup>

Ornamental trees and plants were planted on farms and gardens within the two townships. Weeds or garden escapes flourished. Gorse, or furze as it was known,



Figure 1.12 - This photograph looking north along Grey Street in c.1908 shows some of the exotic trees planted in the street and in Steele Park (formerly Sydney Square) (at right). Photographer George Cartwright. HCL\_08292.

[19] Daily Southern Cross 15 October 1873

[20] NZ Herald 18 September 1905; Waikato Argus 13 April 1907

[21] Auckland Star 21 May 1908

[22] NZ Herald 10 December 1867

[23] Daily Southern Cross 17 March 1876

[24] Waikato Times 20 January 1877

[25] Waikato Times 31 December 1889

[26] Daily Southern Cross 12 January 1870.

[27] Daily Southern Cross 6 November 1872

[28] Daily Southern Cross 19 December 1873

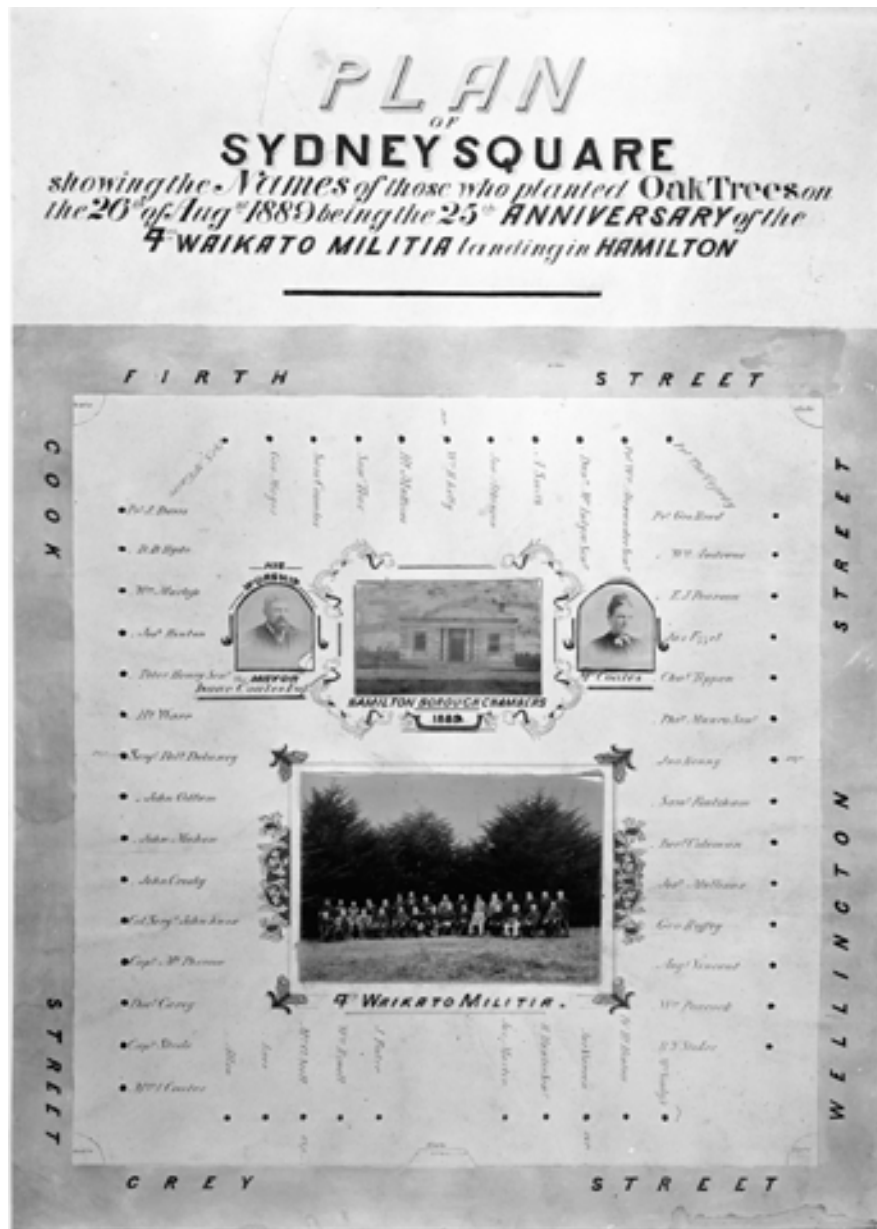


Figure 1.13 - A photograph of the plan drawn in 1889 showing the locations of trees planted by militiamen or their widows; Mrs Coates's tree is at bottom left. HCL\_01628.



Figure 1.14 -The tree planting ceremony at the lake reserve, 16 August 1888; the first tree was planted by Mayoress Alice Coates. HCL\_00486.

was introduced as hedging but spread rapidly; at times roads were impassable because of the encroachment of gorse onto them. There was some effort to beautify the public areas with trees and shrubs. In 1876 the Hamilton East Town Board contracted nurseryman George Mason to supply, plant and fence a variety of trees along Grey Street – they were to include limes, oaks, chestnuts, elms and birches.

In 1888 a public holiday was declared so that a tree-planting event could be held at the lake.<sup>[29]</sup> George Mason laid out the area, 1500 holes were dug, school children were marshalled to the lake reserve and the Mayoress, Alice Coates, opened the ceremony by planting an English oak.<sup>[30]</sup>

In 1889 50 oak trees were planted by veterans of the 4th Waikato Regiment, or by their widows, around the margins of Sydney Square (later named Steele Park). Mayoress Alice Coates also planted a tree.<sup>[31]</sup>

In the 1890s in Hamilton West, Jabez Horne planted willows along the river bank to slow down erosion, and planted trees over Garden Place Hill to beautify it. The Hamilton Beautifying Society was established in 1912 and worked to plant trees and flowers in and around the town. Ornamental introduced trees were planted on the reserve around the band rotunda and the Ferrybank; some of these survive.<sup>[32]</sup>

[29] *Waikato Times* 16 August 1888 p.2

[30] *Waikato Times* 14 August 1888 p.2

[31] *NZ Herald* 28 August 1889

[32] See HCC Operative District Plan Schedule 9D: Significant Trees



Decorative planting at road intersections, along streets and walkways and in public parks has been a feature of Hamilton, with the rose garden at the lake and rose beds in Garden Place being planted and maintained.<sup>[33]</sup> A riverside walk from the Traffic Bridge south along the eastern bank, and another walkway north from the Traffic Bridge along the western bank, were early schemes to beautify the landscape and enhance recreational activities, and development and maintenance of these paths continues.

The former rifle range and sewage disposal sites on the south side of Hamilton East were developed into Hamilton Gardens from the 1960s. (Refer to Theme 4 Built Environment)

### 1.3 Conservation and Restoration

In the latter part of the 20-century several community groups have established, dedicated to a particular natural resource have arisen, e.g. Mangakotukutuku Streamcare Group, the Mangaiti Gully Restoration Group, the Fairfield Project, the Kukutaruhe Education Trust, Friends of Waiwhakareke and the Seeley Gully Group. The focus is on eradication of weeds and restoration of indigenous plant species; this will then encourage the populations of native insects, skinks, geckos and birds to re-establish. Some of the gully systems and lakes have populations of freshwater crayfish, eels and giant kokopu that need to be protected.

Council lists 42 places as natural area reserves.<sup>[34]</sup> These include parts of the river esplanades, gullies, and the environs of two lakes, Waiwhakareke and Rotokauri. Some areas such as Till's Lookout in Dinsdale have patches of bush planted only within the last 22 years, but these and other plantings serve to create natural habitats and bush corridors for bird species such as tui and ruru. The Neighbourhood and Amenity Reserves Management Plan (May 2007) details locations and management proposals for 68 reserves and parks of varying size and status.<sup>[35]</sup> Most are classed as recreation reserves. Some are small and are pedestrian and cycle access ways connecting streets.

The council works with Tui 2000 to encourage the return of tui and bellbirds to the city. Waikato Regional Council and other agencies established the Hamilton Halo project in 2007 with the aim to increase the number of bellbirds and tui in bush areas such as Pirongia, Maungakawa and Pukemokemoke, and by pest

control and plantings in the city, to encourage the birds back into the city.<sup>[36]</sup>

### 1.4 Appreciation of the Environment

Mana whenua of Kirikiriroa Pa bathed in the hot waters of the mineral spring near the pa. In 1956 F. Foote, owner of land on either side of Aberfoyle Street, which at that time only ran from Rifle Range Road to the Waitewhiriwhiri Stream, tapped hot mineral water from a 500 ft (152.4 m) bore and fed it into a swimming pool, named Coloma Baths. The main pool was approximately 15 metres long and "reasonably deep", there was a paddling pool for toddlers, and male and female dressing rooms.<sup>[37]</sup> Foote found the baths too expensive to maintain and despite their popularity, with organised swimming lessons, he closed the pool in 1960. The water temperature was 30.5°C. Council refused to buy the pools despite a public outcry, but in 1962 R. Ridgeway and R. Soper re-opened the pools.<sup>[38]</sup>

The Waikato River and Rotoroa are much-appreciated for swimming and pleasure-boating. Yachts and canoes are frequently seen on the lake, as well as radio-controlled model craft. The walkway around the lake is heavily used at all times of the day, as are walks along the river terraces. Since the earliest years of Hamilton as a European settlement, the vegetation of these areas was enhanced by ornamental planting and more recently of planting patches of native vegetation.

Hot air balloons take advantage of the atmospheric conditions in autumn, using the lake as a starting point. Some of the competitions of the annual balloon festival involve the river and the lake.

[36] <https://www.waikatoregion.govt.nz/environment/natural-resources/biodiversity/hamilton-halo/about-hamilton-halo/>

[37] *Waikato Times* 7 October 1960 p. 3

[38] *Waikato Times* 6 November 1960 p. 14. The date of final closure of the pools has not been established.

[33] The rose gardens in Garden Place no longer exist.

[34] <https://www.hamilton.govt.nz/our-city/parks/parksandgardens/Pages/Natural-Areas.aspx#>

[35] [www.hamilton.govt.nz](http://www.hamilton.govt.nz)

### Summary of Findings

Hamilton is situated in a large basin of alluvial plains surrounded by isolated rounded hills, with the Waikato River flowing through it. There were many large areas of swamp, small lakes; steep-sided gullies drain into the river. Soils vary between clays, sandy loam and peat. The climate is mild, moderate rainfall, and humid with high number of sunshine hours. It lies on fault lines that are not very active. Indigenous flora and fauna have largely been supplanted by introduced species, many of which are pests and weeds. Landforms have been modified to accommodate roads, housing and other amenities. Conservation measures are being undertaken to mitigate environmental damage.

### Current District Plan Listings

#### District Plan – Schedule 8A

Site No	Name	Description

#### District Plan – Schedule 8B & 8C

Site No (NZAA No)	Name	Description

#### District Plan – Special Character Area

District Plan Reference	Name	Description

### Possible new listings

Item	Reason
Kokowai sources in Gibbons Creek and Seeley's Gully creek – and elsewhere?	

### Further Research/investigation work

Identify sites of hot springs

### Links to other sections within the Thematic

- Utilising land and resources
- Defence: using landscape of steep banks beside river and gullies for pa. Hills for redoubts.

DRAFT





## THEME 2: PEOPLING HAMILTON'S PLACES AND LANDSCAPE

The original occupants of the Waikato Region, including the area that is now Hamilton, were from the waka Tainui that arrived in the area in the 13th century. With the confiscation of a large area of land in 1864 the mana whenua were forced to leave their land; that land was subsequently occupied by militiamen and their families. The militiamen and later incomers were mostly British and Irish.

The Maaori population remained small for several decades and was often untraceable in the official records. The founding European population plummeted in the early 1870s as many militiamen left, but their departure created possibilities for entrepreneurs and opportunists to buy land cheaply

and establish businesses and larger, more economic farms. By the latter half of the 20th century the population was more diverse, following national trends including the welcoming of refugees.

The information for the first decades is scant and skewed to the more prominent members of society, or those whose activities were described in court reports, or incidental references in the newspapers. Official information through the census needs to be read with caution as the information was inconsistent and often not comparable from year to year, especially as Hamilton's boundaries extended into the Waikato and Waipa Counties.



## 2.1. Hamilton's Original Inhabitants

The Waikato basin was occupied by iwi of the voyaging canoe Tainui after the waka made its final landfall at Kawhia sometime in the 13th century. It was a prime place for traditional Maaori settlement: the Waikato and Waipa Rivers offered easy transport routes for people and freight, provided a means of communication, and enabled political control. Settlements sprang up throughout the region, particularly along the coast, harbours and rivers.

Four major branches of Tainui were established: Waikato, Hauraki, Ngaati Maniapoto and Ngaati Raukawa. Waikato were based in the area around the Waikato River. The Waikato confederation (Paare Waikato) included several iwi: Ngaati Mahuta, Ngaati Mahanga, Ngaati Wairere, Ngaati Tamainupo and Ngaati Te Ata.<sup>[1]</sup>

Mana whenua of the area now known as Hamilton City are Waikato iwi Ngaati Wairere and Ngaati Hauaa, and related iwi Ngaati Hanui, Ngaati Paarekirangi, Ngaati Waikai and Ngaati Koura.<sup>[2]</sup> Ngaati Wairere were established at Kirikiriroa (now in the central business district) by about 1700, although the boundaries of their rohe fluctuated over the years.<sup>[3]</sup> Ngaati Wairere held lands on the west and east sides of the Waikato River and to the north-east of Hamilton. By the mid-1800s Ngaati Wairere's boundary with neighbouring Ngaati Hauaa to the south-east was the Mangaonua Stream.<sup>[4]</sup>

For the purpose of the Resource Management Act 1991, Waikato Tainui hapu, Ngaati Hauaa, Ngaati Korokii Kahukura, Ngaati Maahanga, Ngaati Taminupoo and Ngaati Wairere exercise kaitiakitanga over Hamilton City's territorial extent.

## 2.2. Early to Mid-19th Century Maaori-Pakeha Relationships

The Kirikiriroa people (and those of other nearby paa) would have had contact, directly and indirectly, with government officials, Pakeha-Maaori settlers, traders, millwrights, ploughmen, bricklayers, sawyers, carpenters, explorers and missionaries, along with their families and entourages. By the 1830s European goods had begun to filter through to the Waikato, primarily from the north but also from traders and missionaries visiting or living on the Waikato and Waipa

Rivers, in Hauraki and in the Kawhia-Aotea region. Waikato people were involved in trade of locally-grown produce, eels, pigs, firewood and flax taken by canoe down the Waikato and Waipa Rivers and through the Awaroa River portage to the Manukau Harbour and thence to markets in Auckland.<sup>[5]</sup> Traders would have brought back to their people accounts of the Pakeha, their settlements and material property as well as some of their world-view.

During the late 1830s to early 1860s there were several European settlers and visitors in the vicinity of Kirikiriroa, but no European settlement at Kirikiriroa itself, or in its immediate vicinity, until the militia settlements Hamilton East and Hamilton West were established in late August 1864.<sup>[6]</sup>

One of the fullest accounts of Kirikiriroa by a European is that of two men and their American servant on a hunting trip in 1842.<sup>[7]</sup> Although the anonymously published account has possible exaggerations as well as the biases and ethnocentrism of the times, it does give insights into the settlement and its activities.<sup>[8]</sup> The men had resolved on fixing Kirikiriroa as their headquarters, i.e. they already knew of the settlement. They reported that soon after landing from their canoe they quickly built two good houses with local assistance "and many of the natives of the district, wishing to be near us, followed our example and the result of which was, that a goodly number of whares soon sprang up around us".<sup>[9]</sup> The paa was "at no great distance".<sup>[10]</sup> The locals "were extremely friendly and brought pigs and potatoes in abundance to us, the price of a pig being a small blanket"; tobacco was also desired, as men, women and infants all smoked. The European men appear to have stayed several days, finding ducks and pigeons plentiful as game and, in addition, "a pig-hunt with dogs created good sport".<sup>[11]</sup> The Kirikiriroa people were building a 60-foot (18.3m) canoe in the thick bush nearby; this was launched while they were there. The account describes Potatau Te Wherowhero's war canoe, 70 feet (21.3m) in length and manned by 60 warriors, which often came up the river. The only inhabitant named by the author was a "beautiful young woman", Tuipo, who was well-guarded against the advances of the men.<sup>[12]</sup>

[1] <https://teara.govt.nz/en/waikato-tribes/>

[2] Puke pers.comm. 2013

[3] Gibbons 1976:26

[4] According to Wiremu Puke (pers.comm.) the boundary is where Mangaonua Stream crosses SH 26 at Hillcrest. Several historians erroneously represent Ngati Wairere as a sub-tribe of Ngati Haua, and therefore attribute Ngati Haua as the occupiers of Kirikiriroa and Te Rapa e.g. Gorst (1864 (1959 ed.)), Norris (1963).

[5] Cowan 1940 p.43; Tonson 1966 p.15

[6] For the purposes of this report, all of Hamilton is referred to as Kirikiriroa.

[7] The servant may have been one of the black Americans known to have been in the region during this time.

[8] Anon. 1866 p.6; 1867 p.5\*\*\*\*

[9] Anon 1866 p.6

[10] Anon 1866 p.6

[11] *ibid*

[12] Anon. 1867 p.5



The 1842 visitors recorded a Pakeha living at Kirikiriroa, a man who had been there for some time: “he could give little account of himself and was more than half idiotic”.<sup>[13]</sup> However, coupled with the fact they could not glean his name, it is possible that he was putting on an act to deflect their interest. This may have been the man known to Ngaati Wairere as Kore Hako, captured at Aotea Harbour by a party of Ngaati Koura from Te Rapa paa.<sup>[14]</sup> He is credited with introducing the peach trees that grew in the vicinity of the paa and along Victoria Street.<sup>[15]</sup> Other known Pakeha visitors were two British officers in June 1846.

In the 1853 and 1854 electoral rolls for the Southern Division of Auckland Province, Arthur Herbert Browne, trader and settler, is listed as living at Kirikiriroa.<sup>[16]</sup> His wife was Lavinia Mokoro [Maukoro Te Mokoroa], daughter of chief Levi Mokoro [Te Mokoroa], Ngaati Ruru, whom he married in 1850 (or 1851) at Whatawhata.<sup>[17]</sup>

The Resident Magistrate Francis D. Fenton stayed the night at Te Rapa on 14 August 1857.<sup>[18]</sup> Fenton seemed to think that this was the more important of the two paa, Te Rapa and Kirikiriroa. He found that the people were constantly talking of the new political movement, and the need for a Maaori king. In 1857 Colonel Russell of the 58th Regiment visited Kirikiriroa.<sup>[19]</sup>

According to John Gorst, Kirikiriroa was a paa and village of reasonable size, but not as important as Whatawhata and Tamahere. At times Gorst merges the two paa Kirikiriroa and Te Rapa, or ignores their presence altogether.<sup>[20]</sup> In his re-working of Fenton’s report of his visit to Te Rapa in 1857, Gorst identifies Ngaati Hauaa as being the occupants of Te Rapa, and places the Ngaati Hauaa chief Wiremu Tamihana at Te Rapa on more than one occasion.<sup>[21]</sup> The place is frequently identified as “the Rapa” and was on the mail route from Otawhao (Te Awamutu) to Tauranga in the late 1850s-early 1860s.<sup>[22]</sup> Maps show there to be tracks converging on Te Rapa/Kirikiriroa from the east, north, south-west and south, suggesting it was a place of some significance in the wider Waikato

[13] Anon. 1866 p.6

[14] Opus 2000 p.16

[15] Opus 2000 p.16

[16] Auckland Government Gazette 1853, 1854

[17] The marriage registration document supplied by Department of Internal Affairs gives the date as 5 July 1851 but the on-line index number is 1850/34.

[18] Fenton 1857 in AJHR 1860 E 1: 24

[19] Norris 1963 p. 9

[20] Gorst 1959 p. 17 and map endpiece

[21] Gorst’s account, some of which is second-hand from Fenton, is often inconsistent with Ngati Wairere’s knowledge. Gorst 1959:70-71, 112, 139

[22] Taranaki Herald, 2 August 1862:3

context.

Governor Gore Browne, accompanied by the Native Secretary, the Colonial Treasurer and Lieutenant Shipley, visited Kirikiriroa in 1857 on a trip round the Waikato, but his account is limited to the party returning from the Rangiaowhia area “... by way of Kirikiriroa” to Taupiri and does not describe the settlement.<sup>[23]</sup>

In May 1859 a geological survey party, including Ferdinand von Hochstetter, Julius von Haast and the government official and interpreter Captain George Drummond Hay, stayed at Kirikiriroa for a night, having ridden from Otawhao.<sup>[24]</sup> Drummond Hay, who had arrived earlier, had hired a 20-metre canoe with paddlers to take them to Ngaruawahia the next morning. They did not describe the settlement and its people.

In 1859 it was considered that the Waikato would be suitable for a trial of circuit courts with Native Assessors, and one of the venues would be Kirikiriroa, along with Whatawhata, Taupiri, Rangiriri, Tuakau and Whakapaaku.<sup>[25]</sup> This apparently did not eventuate but indicates that Kirikiriroa was a significant settlement.

In 1860 Frederick Whitaker, later a premier, called in at Kirikiriroa, an event he recalled in 1878: “the present site of the town was covered with miserable brown fern with here and there a potato patch”.<sup>[26]</sup>

After the defeat of the Kingitanga supporters at Rangiriri on 20-21 November 1863, Kirikiriroa was abandoned by Ngaati Wairere, some going south to the Rohe Potae (King Country) south of the aukati (Confiscation Line) and others to Hukanui and Tauhei. By mid-1864 Ngaati Wairere and Ngaati Hauaa’s land was confiscated, some of the millions of acres taken by the government under the New Zealand Settlements Act 1863.

On 2 March 1864 the first paddle steamers ascended the Horotiu (Waikato) River upstream from Ngaruawahia; the Koheroa and the Pioneer, with a detachment of the 65th Regiment on board, anchored at Kirikiriroa where “there were only a few native huts, which were found deserted”.<sup>[27]</sup>

[23] Nelson Examiner and New Zealand Chronicle, 4 July 1857:3

[24] Johnston and Nolden 2011:114

[25] Stafford 1859 p. 3

[26] Waikato Times, 28 November 1878 p.2

[27] Featon 1879 p.78. The Waikato River upstream from Ngaruawahia was known as the Horotiu.

### 2.3. The People of the Militia Settlement

On 24 August 1864 the first of several parties of the Fourth Regiment of the Waikato Militia arrived in the newly-named Hamilton.<sup>[28]</sup> Further groups of militiamen arrived over the next few months, but the first of the wives and children did not arrive until early November 1864. The last arrived on 20 July 1865.<sup>[29]</sup>

The 4th Waikato men recruited were supposed to be less than 40 years of age and married – it was hoped that married men with families would lead to the faster establishment of a stable community. While most militiamen did fit these descriptions, some clearly lied about their age and some of the later recruits were single. The men were promised land in return for service (Refer to Theme 3, section 3.3).

Four companies of 100 men each were to be recruited. The militiamen were recruited mostly in Sydney (144) and Melbourne (202), elsewhere in Australia (30), South Island (62), Auckland (15), other North Island (13) and Onehunga (35). Some of those who signed up in New Zealand were substitutes for other militiamen who had opted out of the militia scheme, especially the 69 who signed up in Hamilton. All were of British and Irish origin. Some had been in the British Army and had wider experience. Some had been gold miners in Australia or Otago. Most of the men were labourers and tradesmen and possibly had had little education. This is borne out by an anecdote that in the evenings, militiaman Thomas Lees would read the newspaper to his neighbours and sometimes write their letters.<sup>[30]</sup>

A census taken of the regiment in December 1864, when some of the militiamen-settlers and their families were still in camp at Onehunga or garrisoned elsewhere, showed that the settlers comprised 836 males and 660 females, a total of 1496. Of these, perhaps half were children.<sup>[31]</sup>

Some men left Hamilton and sold their land grant entitlements, even before the grants were made legal. The in-comers buying up their land were often new immigrants or Auckland investors, with a wider range of skills, but almost all were originally from Great Britain and Ireland. In 1874 Hamilton's population was just

[28] Norris 1963 p.43

[29] Norris 1963 p. 54

[30] Norris notebooks

[31] Norris 1963 p. 56

666. In 1878 it had increased to 1243, being 675 males and 568 females.

### 2.4. Post-1864 Maaori Population and Interactions

Immediately after the confiscations and the colonial settlement of Hamilton, there were no Maaori living in Hamilton, and few interactions between Maaori and Pakeha. The colonial settlers experienced several periods of alarm that that they were under threat from Maaori – militiamen and the later Armed Constabulary were put on alert. Several incidents occurred in the wider Waikato, especially when Te Kooti was being pursued. Tawhiao, Wahanui and others were negotiating with the government to have lands returned and this also caused unease amongst the settlers.

In 1868 when Governor Sir George Bowen visited Hamilton, a party of 140 Ngaati Hauaa gave an address of welcome and a few prominent chiefs, Hakariwha, Te Raihi, Te Wheoro and Wi Patene, attended the dinner.<sup>[32]</sup> The following day, the governor met with Maaori at the redoubt, where “the meeting was quite friendly, but not so cordially loyal as that at Ngaruawahia”.<sup>[33]</sup>

In 1879 Major Te Wheoro and party, who included Te Rata, Tu Tawhiao and his sister Te Puea, Rev. Heta Terawhiti, Wi Patene, Tapihana, Wetini, and others were treated to a dinner in the public hall; the dinner was laid out for 50 guests, and afterwards some 250 people came into the hall to hear speeches.<sup>[34]</sup> Te Wheoro, chief of Ngaati Naho, had supported the government during the Waikato War and by the time of his reception in Hamilton he had been elected to Parliament as the representative for Western Maaori.<sup>[35]</sup> He was closely associated with Tawhiao in later years.

European attitudes to Maaori were changing: in July 1881 King Tawhiao with a large group were received and feted in Hamilton. The mayor, councillors and others, riding and in carriages, with the Hamilton Band providing music, met Tawhiao's party at Hillcrest- 500 men (mostly armed) marching three abreast, with Maaori women being driven in a wagonette. They were hosted at the Hamilton Borough Chambers; Tawhiao slept inside and others camped outside. There was a huge banquet in the Hamilton Hall. Before they left, about 100 of the visitors performed a haka. The visit was apparently welcome to the residents

[32] Daily Southern Cross 25 May 1868

[33] Daily Southern Cross 2 June 1868 p.7. The redoubt mentioned is assumed to be the Hamilton East redoubt.

[34] NZ Herald 13 October 1879 p.2. The “public hall” was probably the one in Hamilton East.

[35] <https://teara.govt.nz/en/biographies/1t87/te-wheoro-wiremu-te-morehu-maipapa>

but treated more as a spectacle than as a political statement.<sup>[36]</sup> Tawhiao and members of his retinue passed through Hamilton several times after this, but not with such ceremony.

It seems that a few Maaori lived in Hamilton in the latter part of the 19th century, however consistent census information is lacking. For Hamilton Borough in 1881 the census states there were eight male half-castes, amongst a total of 1361 people. By tribal affiliation there were: Ngaati Maniapoto 8 males 4 females, most of whom were children; Waikato 30 males and 27 females, of whom half were under 15 years. The totals of these two sets of data do not match and it might be inferred that those listed as Ngaati Maniapoto and Waikato were full-blooded and additional to the census total.

Te Ao Katoa, a Ngaati Koura high priest, performed the last ancient ritual on the Garden Place Hill during his visit to the area with King Tawhiao in 1881. The ritual was to remove the tapu from the hill so that the mauri of the hill would not be desecrated by Europeans settlers occupying the area and constructing houses on the slopes of the hill.

One Maaori family known to be living in Hamilton East in the late 1870s–early 1880s was that of Pene and Hariata Ngahiwi.<sup>[37]</sup> Their children went to Hamilton East School, where in 1879 Rebecca Ngahiwi received second prize for regular attendance.<sup>[38]</sup> In 1884 Pene Ngahiwi, who was the son of the Native Minister Hohaia Ngahiwi, was appointed Native Assessor for the Native Land Court. His son John died in January 1884 at age 13 and was buried in Hamilton East Cemetery, the earliest known Maaori to be buried there. In September 1884 Pene Ngahiwi died of consumption and after a tangi at Taupiri his body was brought back to be interred with his son. The Anglican service at the grave was attended by a large number of Maaori and several Europeans. The Waikato Times reported “We are asked to state that at the tangi in Hamilton no alcohol was consumed”, an indication of the attitudes and assumptions of Pakeha towards Maaori at that time.<sup>[39]</sup>

The Pakeha attitude of the times can be seen also in a Waikato Times report of a Christmas party held in 1883 by Pene Ngahiwi – he hosted 200 Maaori at Le

[36] *Waikato Times* 28 July 1881

[37] *NZ Herald*, volume xxix, issue 8852, 14 April 1892, page 6

[38] *Waikato Times* 23 December 1879 p.2

[39] *Waikato Times* 2 October 1884 p.2

Quesne’s hall on the corner of Clyde and Grey Streets to spend the holidays “in a European settlement and in a truly European manner. This is the first instance we are aware of natives coming into a European community from their own kaingas [sic] ... showing the gradual approach of the wary aboriginal to the more prominent institutions and ways of our civilisation”.<sup>[40]</sup> The newspaper felt it was necessary to describe that knives and forks were handled with precision, that dress and general decorum were “striking in the extreme” and that no alcohol was served. On Boxing Night a performance, originally written by King Tawhiao, attracted a large audience of the general public.

The Native Land Court was not held in Hamilton, but in Cambridge, and this was one factor in few Maaori visiting Hamilton during the late 19th century. It seems that the Pakeha settlers had little experience or knowledge of Maoritanga or te reo. There were exceptions, with individual strong relationships. One instance is that of William A. Graham and his friendship with King Mahuta – Mahuta gave Graham a patu paraoa (whalebone club) as a token of his esteem. Graham was fluent in te reo Maori.

Businessman John W. Ellis’s wife Manawa was Ngaati Maniapoto – in 1905 they came to live in a large villa with a complex of stables and outbuildings at the top of Lake Road, at that time part of Frankton. When Ellis became mayor of the combined Hamilton-Frankton Borough, Manawa had the distinction of being a mayoress, an unusual role for a Maaori woman. Manawa Ellis outlived her husband by several decades and was well-known in the community.<sup>[41]</sup> The Ellises are buried in Hamilton East Cemetery.

In the 1930s Maaori coming into Hamilton for business or to visit Waikato Hospital had difficulty finding accommodation, apparently because of racial prejudice. A survey found that 26 of 27 proprietors of hotels and boarding houses refused outright to accommodate Maaori, with the result they were forced to sleep rough or walk the streets all night. Elizabeth Whatu (Ngaati Kahungunu/Ngaati Koura) provided a house in Frankton for such visitors and then worked with Princess Te Paea Herangi, MP Hilda Ross, District Health Officer Dr H.B. Turbott, the Bishop of Waikato Cecil Cherrington and Rotary to establish a hostel.

The increase in the number of Maaori living in the city from the late 1940s meant more racial interaction in schools, churches and social events. Several marae have been built and churches with strong Maaori congregations established;

[40] *Waikato Times* 29 December 1883 p.2

[41] *Obituary, Waikato Times* 26 July 1955. Gibbons 2006 p.79 has a photograph of Manawa Ellis.



physical landmarks recognising significant Maori and aspects of Maori culture are evident in the carved pou and archways erected in the last 20 years.

From at least the mid-1970s Waikato Art Museum (later Waikato Museum of Art and History, now Waikato Museum te Whare Taonga o Waikato) established good relations with kaumatua, consulting over artefact finds. The museum has had a formal position of kaumatua for general advice and to reinforce the bicultural nature of the museum. The museum was one of the first in the country to establish Maori curatorial positions.

The importance of partnership in the governance of the city is undertaken by having Amorangi Maori to provide leadership and advice across Hamilton City Council on matters related to Maaori. Hamilton City Council has legislative responsibilities to Maaori in accordance with the Treaty of Waitangi, Local Government Act, Resource Management Act, and both the 1995 and 2009 Waikato Tainui Raupatu Settlement Acts. The Council has since 2018 provided opportunities for Maaori to contribute to local government decision-making processes by having Maaori representatives sitting on Council's different committees.

With respect to the raupatu (confiscation) of Waikato land, in 1946 the Crown and Tainui agreed an annual £5000 in settlement of the land claims. In the 1990s, Tainui took a further claim to the Waitangi Tribunal, with the result that in 1995 the Crown signed a Deed of Settlement with Waikato-Tainui and made a formal apology for the land confiscations. A further claim in 2009 saw the acknowledgement of the special significance to Waikato-Tainui of the Waikato River, with the signing of the Deed of Settlement in Relation to the Waikato River and a commitment to co-governance and management of the river.<sup>[42]</sup>

The Kingitanga's principal marae Turangawaewae was established in Ngaruawahia during the 1920s-30s by Princess Te Puea Herangi, the great-granddaughter of the first Maaori king, Potatau Te Wherowhero and granddaughter of the second Maaori king, Tawhiao.<sup>[43]</sup> She was a familiar figure in Hamilton, as was Te Arikinui Dame Te Atairangikaahu. The people of Hamilton have close relationships with the Kingitanga runanga and are intimately involved with Kingitanga celebrations.



Figure 2.1. 4th Waikato Regiment veterans, August 1887, celebrating the 50th anniversary of Queen Victoria's reign. The photograph was taken at the rear of the Waikato County Council offices, Hamilton East. HCL\_00395.

## 2.5. Hamilton's Demographics: Late 19th Century to Present

The 1881 census placed the population figure at 1,361, being 700 males and 661 females – this included six Chinese females but no Chinese males (these figures for Chinese are probably reversed; it is more likely that there were no females but six males as there were very few Chinese females in New Zealand at that time), eight half-caste (i.e. half-Maaori) males and 252 half-caste females. More than half were under 21 years old. An unknown number were counted as being in Waipa or Waikato counties; Frankton had 16 people. The majority, 731, lived in Hamilton West, compared with 630 in Hamilton East. The following figures describe where each was born: 637 in New Zealand, 86 Australia, 350 England, 4 Wales, 56 Scotland, 192 Ireland, 10 other British possessions, 1 French, 5 German, 2 Swiss, 2 Italian, 2 other European, 2 USA, 0 China, 7 other, 4 at sea. The figure for New Zealand-born (47%) implies these were predominantly children; otherwise the make-up is predominantly British and Irish.

Hamilton East had a strong population of Irish people: friends and family who enlisted together were placed in the same company in the militia and were therefore granted land in the same area of Hamilton. Many were Catholic, and

[42] 5982\_Waikato-Tainui-Deed-of-Settlement-in-relation-to-the-Waikato-River-17-Dec-2009%20(1).pdf

[43] Te Puea's other grandfather, William Searancke, is buried in Hamilton West Cemetery.



Figure 2.2. Militiamen's wives, 1889, at the 25th anniversary of the militia landing, in Sydney Square (Steele Park). HCL\_00362

as the Catholic Church established institutions in Hamilton East, subsequent Irish Catholic immigrants also settled in Hamilton East. For several decades it was known as "Irishtown".

In 1881 some figures were given for iwi resident in Hamilton: Ngaati Maniapoto 8 males 4 females (most were children); Waikato 30 males and 27 females (half were over 15 years old).<sup>[44]</sup>

By the end of the 19th century more single men and women had settled in Hamilton; children of militiamen grew to adulthood and a new social dynamic pertained. The number of marriages rose, with the bride and groom often being offspring of the militiamen or the newer settlers.

The population count slumped again through the 1880s and 1890s. Economic depression was a factor, as people left to find better work opportunities. Two reunions of the 4th Waikato Regiment were held in the 1880s: in 1887 for the Golden Jubilee of Queen Victoria's reign and in 1889 for the 25th anniversary of

[44] [https://www3.stats.govt.nz/historic\\_publications/1881-census/1881-results-census.html#idsect1\\_1\\_502](https://www3.stats.govt.nz/historic_publications/1881-census/1881-results-census.html#idsect1_1_502). Comparable Census figures for Maori in other years are not available.



Figure 2.3. A less formal photograph from 1879 includes men from a range of occupations including butcher, gentleman-farmer, hotelier, clergyman, journalist, auctioneer, doctor, two bank managers and a solicitor. HCL\_00546.

the landing of the militia in Hamilton. In 1887 there were 30 men in an official photograph – some militiamen are known to be absent, but it is a large drop from the establishment figure. Only 16 militiamen's wives posed for the official photograph in 1889.

Although ostensibly egalitarian, in the 19th century there was some class status differentiation. Initially this reflected the militia ranks, officers having first choice of rural land and selecting locations with better access and less swamp. The officers and the wealthier or more-successful businesspeople tended to socialise together, and there were many marriages within that class. Some men put their occupation as "gentleman" or "settler"; others worked as farmhands or assistants for the tradesmen who established businesses such as blacksmith and coach building. Women's lives are harder to trace; most were not in paid employment, but they took responsibility for running the household and raising children. A few became teachers, a few remained independent; some women worked as servants or launderers for those better off.

By the turn of the century Hamilton was still not up to its founding population numbers. In 1901 there were 1,253 people, being 620 males, 633 females and



Figure 2.4. A portrait of Theresa Vowless, shown here in her finery. Her militiaman husband died young and she was left to earn money to bring up her children. She was a laundress at the hospital and in people's homes, as well as helping her sons farm the rural grant. HCL\_00325.

including one female half-caste and no Chinese; 494 in East and 759 in West, plus some living in the Waikato County part of Hamilton and some in Waipa/Frankton.<sup>[45]</sup> A higher proportion were over 40 and 100 people were over 60. A higher proportion, 68% or 854 people, were born in New Zealand.

From 1901 the population expanded fairly rapidly, such that in 1906 there were 2,150 people (not including Frankton); in 1911, 3,542 people, an increase of over 50% in five years. Frankton had 500 people in 1906, living in 70 houses,

[45] Because of boundary changes it is not possible to obtain comparable numbers.



Figure 2.5. Frankton Junction railway station staff, c. 1899. HCL\_08840.

and over 1,000 people in 1911.<sup>[46]</sup> In 1912 Claudelands was brought within the borough and the considerable number of people living there were included in the following census.

Later censuses were not analysed in the same way; in 1916 Hamilton Borough had 5,677 people and Frankton Borough 1861. By then many young men had gone overseas for military service in WWI. With the merger of the two boroughs in 1917 and the return of servicemen, the 1921 figure climbed to 11,441. In 1926 Hamilton was the 23rd most-densely settled part of the country, at 3.6 people per acre. In 1951 there were 5.2 people per acre.

Population counts are complicated by the legal boundaries versus the urban area – some adjacent residential areas not yet included within the borough/city nonetheless had large populations. One analysis shows that, for 1926, Hamilton's population was 14,018 but if the 1951 boundary was imposed that figure would

[46] Gibbons p. 149, 151





Figure 2.6. Tom Slade (fifth from right) and staff on the grounds of his carriage and blacksmith works, wearing their work clothes and protective aprons. HCL\_02368.

have been 17,271, and if the 1971 boundary was used, the figure would have been 19,235.<sup>[47]</sup>

The population rose steadily such that in 1945 Hamilton had 21,982 people, sufficient to be classified as a city. If the 1971 urban area was imposed the 1945 figure would have been 30,474.<sup>[48]</sup> With the return of servicemen from WWII overseas service and the subsequent baby boom, Hamilton's population had nearly doubled by the 1961 Census, to 42,212. It doubled again in another 20 years, being 87,719 in the 1976 Census.<sup>[49]</sup> This population expansion reflected, and contributed to, Hamilton's economic development.

[47] Gibbons p. 344

[48] Gibbons p. 344

[49] Gibbons p. 344



Figure 2.7. Edward (Ned) Wall was one of Hamilton's poorer working class residents. He had a variety of jobs including sexton, chimney sweep, rat catcher (assisted by his terriers) and street cleaner, and was often in trouble for swearing and being drunk in public places. HCL\_1999.

A social survey undertaken in 1961 of a sample of residents showed that only 16% had been born in Hamilton, and many of those had moved away and come back to Hamilton. Therefore 84% were migrants, single people or married men with wives and families coming to Hamilton for employment opportunities, mostly from other cities; 7% had come from Britain.<sup>[50]</sup> The census of 1966 showed an increase of people aged between 15 and 25, to 18.5% of the population. There was also a 'middle-aged bulge' for men in their early forties.<sup>[51]</sup> Analysis of the census figures showed that between 1956 and 1961 migration brought over 6000 people into Hamilton and even more in the following five years: 8,000 between 1961 and 1966.<sup>[52]</sup>

In the first half of the 20th century, the Maaori population within Hamilton Borough remained low, with only 38 Maaori people recorded in 1926. From the late 1940s and 1950s many Maaori shifted into town looking for work and better living conditions. The proportion of Maaori living in Hamilton dramatically increased in the latter half of the 20th century, such that Hamilton now has one of the highest proportions of Maaori in any urban centre, at over 20%. Since the 1991 census, people of Maaori descent were asked to indicate their tribal affiliation. In a wider analysis, those who indicated Waikato iwi have increased from 22,227 in 1991, to 40,083 in 2013.<sup>[53]</sup> Not all of these lived in Hamilton, roughly equal numbers lived in the Waikato district and Auckland.



Figure 2.8. A group of Hamilton women in the late 1890s-early 1900s, gathered together for an unknown occasion. They include the wives and daughters of prominent businessmen, politicians, a bank manager and doctors. HCL\_08382.

[50] Gibbons p. 249

[51] Gibbons p. 250

[52] Gibbons p. 250

[53] <https://teara.govt.nz/en/waikato-tribes/print>

The 1996 census showed a total of 108,426 residents in Hamilton. By ethnicity, 60% were NZ European, 18% Maaori, 8% British and Irish, 1% Australian, 1% Dutch, 2% other European (German, Italian, Greek, South Slav, Polish, other), 2% Pacific Island (predominantly Samoan, Tongan, Cook Island), 1% Chinese, 1% Indian; other Asian ethnicities were Japanese, Korean, Vietnamese, Filipino and Khmer; less than 300 people of each of Middle Eastern, Latin American/Hispanic and African.<sup>[54]</sup> The census figures are broken down by suburb, and show that some ethnic groups cluster in particular suburbs.

In 2001 Hamilton's population was 114,921, with nearly 5,000 more women than men; 21,357 identified as Maaori.<sup>[55]</sup> Hamilton's rate of growth between 1991 and 2001 was greater than for New Zealand as a whole. The median age was 30.8 years, compared with 34.8 for New Zealand as a whole – this was influenced by the median age for Maaori which was 21.2 years. Some 10% were over 65 and 22.6% were under 15 years; 36.5% of Maori were under 15.<sup>[56]</sup> In the city, 66.6% of all households were one-family households, and 22.2% were one-person households; the average household size was 2.7 people. Couples with children made up 39.9%; couples with no children 37.3% and 22.7% were single-parent families.<sup>[57]</sup>

In the 2013 census, the total population was 134,211. The largest number, 93,315 people or 69% of total population, were classed as European, of whom 86,292 declared as New Zealand European (64.3%), 1,242 South African (0.9%), English 1,047 (0.8%), Dutch 1,026 (0.8%), British 948 (0.7%), European (not further defined) 777 (0.6%). There were 28,605 Māori (21.3%). The 18,477 Asians (13.8%) comprised: Indian 6,240 (4.6%), Chinese 5,613 (4.2%), Filipino 1,746 (1.3%), Cambodian 912 (0.7%) and Korean 807 (0.6%). Pacific peoples 6,798 (5.1%), identified as Samoan 2,415 (1.8%), Tongan 1,425 (1.1%), Cook Islands Maori 1,407 (1.0%). A broad group of Middle Eastern/Latin American/African numbered 2,628 (2.0%). Some classed themselves as 'New Zealander' and a further 7,404 (5.2%) were not elsewhere included.

In 2013 the largest group who had been born overseas were from the United Kingdom (6,009), with China (3,504), India (3,060) being the next-largest groups, followed by Fiji, Australia, Philippines and South Korea.

[54] "1996 Census of Population and Dwellings, Hamilton City Ethnicity Data", Statistics New Zealand 199

[55] "Hamilton City Census 2001" Statistics New Zealand [2002]

[56] *ibid*

[57] *ibid*

In 2017 the provisional populations were 235,900 for the urban area and 165,400 for the territorial authority. Hamilton is home to 160 ethnicities making up about 20% of the population.<sup>[58]</sup> Only a few Pacific Islanders had settled in Hamilton by 1964, but Tokelauan, Cook Islanders, Niuean, Samoan and Tongan individuals and families have arrived in increasing numbers since then.

Hamilton has become the home for many refugees. About 60 came from Colombia and Burma in 2011. By January 2012 there were about 200 Colombian refugees, the first having arrived in 2007. Khmer who came were mostly refugees, most arriving after 1979 and re-settled after time in the Mangere Refugee Centre. In 2013 Hamilton had 1,410 Cambodian residents.<sup>[59]</sup> There are now more than 1,200 refugees from Somalia, plus others from Congo, Djibouti, Iraq and Afghanistan.<sup>[60]</sup>

Some Indians came directly from India, some from Fiji. Indian immigrants from Punjab and Gujarat started arriving in New Zealand in the late 19th century, with several establishing in the Waikato as dairy farmers. In the early 20th century Indian hawkers went around the district selling goods such as clothing, jewellery and stationery. One of the earliest known in Hamilton was Dhedia Bhana who arrived in 1904 and opened a drapery business in Frankton but did most of his business from a motor lorry.<sup>[61]</sup> The number of Indian residents increased steadily such that by the end of the 20th century there were just over 1,000 living in Hamilton; by 2013 there were over 6,000, of whom half were born in India, indicating on-going immigration.

In 1889 there was at least one Chinese man, Yan Lee or Ah Lee, living in or around Hamilton, growing tobacco on leased land.<sup>[62]</sup> Other Chinese men, and later their wives and children, settled in Hamilton during the first half of the 20th century, mostly working as fruiterers, market gardeners and launderers, although Sun Lee & Co. was listed as a general merchant in Kirikiriroa in 1908.<sup>[63]</sup> Between 1900 and 1913 five Chinese were recorded as living in Hamilton.<sup>[64]</sup> In 1917 the "Register of Aliens" listed 22 Chinese living in Hamilton or in Waikato County, of

[58] *Hamilton New Settlers Guide 2018 p. 5*

[59] <https://teara.govt.nz/en/cambodians/page->

[60] <https://www.immigration.govt.nz/audiences/supporting-refugees-and-asylum-seekers/information-for-refugees-settling-in-new-zealand>

[61] *Leckie p.48*

[62] *Waikato Times 30 July 1889 p.2; NZ Herald 23 July 1889 p.6*

[63] *Wise's Post Office Directory 1908*

[64] *Boileau, Joanna Starch Work by Experts: Chinese Laundries in Aotearoa New Zealand p. 278 citing the Rev. Alexander Don*



whom 12 were gardeners, and most lived in Hamilton, Frankton or Ruakura.<sup>[65]</sup>  
The number of Chinese remained small until the late 20th century when new waves of immigrants settled here.

Dutch immigrants were a distinctive group, settling in Hamilton and the Waikato during the 1950s and 1960s, but with a steady flow of migrants since then with many coming from South Africa. The earlier migrants included farm workers, builders and blue-collar workers. In 1953, Dutch immigrants established the Reformed Church in Hamilton with a congregation of 15 families.<sup>[66]</sup>

Hamilton has a significant transient population some of whom are amongst the approximately 40,000 tertiary students. In 2018 it was estimated that around half of Hamilton's population were less than 30 years old. Hamilton is the second-fastest growing population centre after Auckland.

[65] Lee, Lily and Ruth Lam *Sons of the Soil* pp.303-4

[66] <http://rcnzone.com/hamilton/>

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### Summary of Findings

The Waikato Region was occupied by descendants of Tainui who arrived in the area in 13th century. The area of Hamilton was the home to a number of tribes. With the arrival of the European settlers and the confiscation of a large area of land in 1864 the local iwi were forced to leave their land and settlements. The incomers were mostly British and Irish, but by the latter half of the 20th century the population was more diverse following national trends including the welcoming of refugees. The Maori population remained small for several decades until the 'urban drift' of the 1950s and later.

### Current District Plan Listings

#### District Plan – Schedule 8A

Site No	Name	Description
No examples of pre-european buildings or structures are protected in schedule 8A		

#### District Plan – Schedule 8B & 8C

Site No (NZAA No)	Name	Description
A1 (S14/165)	Borrow Pits	Te Awa o Katapaki
A3 (S14/189)	Pa	Te Totara
A4 (S14/46)	Pa	Kairokirioki
A5 (S14/59)	Pa	Te Kourahi
A6 (S14/201)	Borrow Pits	Mangaiti
A7 (S14/38)	Pa	Miropika
A8 (S14/77)	Pa	Unnamed
A9 (S14/208)		Kukutaruhe
A10 (S14/111)	Umu	Oven
A11	Urupa	Koromatua
A12 (S14/25, S14/28)	Pa	Owhango
A13 (S14/27)	Pa	Kukutaruhe
A14 (S14/28)	Pa	Te Inanga
A15 (S14/3)	Pa	Tupari
A16 (S14/34, S14/64)	Pa	Te Rapa
A17 (S14/37)	Urupa	Waitawhiriwhiri

A18 (S14/39)	Pa	Kirikiroa
A19 (S14/41)	Pa	Opoia
A20 (S14/44)	Pa	Te Pa O Ruamutu
A21 (S14/60)	Pa	Te Parapara
A22 (S14/63)	Pa	Waitawhiriwhiri
A23 (S14/90)	Pa	Whatanoa
A24 (S14/97)	Pa/Urupa	Te Raratuna O Tutumua
A25 (S14/30, S14/19)	Pa	Pukete
A26 (S14/66)	Pa	Te Nihinihi
A27 (S14/79)	Pa	Mangaonua
A28	Pa	Te Moutere o Koipikau
A100 (S14/176)	Borrow Pits	
A101 (S14/209)	Borrow Pits	Matakanohi
A105 (S14/165)	Borrow Pits	Te Awa o Katapaki
A106 (S14/23)	Waahi Taonga	
A107 (S14/48)	Pa	
A108 (S14/57)	Pa	Pukerangiora
A110 (S14/116)	Waahi Taonga	Rotokaeo
A111 (S14/161)	Waahi Taonga	Kairokirioki
A112 (S14/4)	Borrow Pits	Waiwherowhero
A113 (S14/40)	Putikitiki	Oven
A114	Urupa	Te Wehenga
A115	Pa	Waipahihi
A116	Borrow Pits	Location of Hamilton PuntFerrybank buildings, jetty
A117	Pa	Mangakookoea
A118 (S14/86)	Waahi Taonga	Pukete
A119 (S14/72)	Pa	Te Tara-ahi (Area later occupied by Moules Redoubt)
A120	Pa	Matakanohi
A121	Urupa	
A122	Urupa	Te Toka O Arurei
A123	Urupa	Hua O Te Atua



District Plan – Special Character Area		
District Plan Reference	Name	Description
Possible new listings		
Item	Reason	
Pa Site- Peacocke Structure Plan area	Site identified in Reserve Management Plan	
List needs to be upgraded to incorporate new city boundaries		
In the Pukete-Horotiu stretch are at least S14/17, 18, 112, 164, 284.		
Hui Te Rangiora marae	first urban marae? 1966	
Te Puna-o-te-Ora hostel, Colombo St	Hostel built for young Maori moving into Hamilton for work and training.	
Further Research/investigation work		
<p>Hamilton City has a number of growth areas which are under pressure from development. Investigation into potential archaeological sites needs to be undertaken in these areas before development occurs. These areas are:</p> <ul style="list-style-type: none"> <li>• Peacocke</li> <li>• Ruakura</li> <li>• Rotokauri</li> <li>• Te Rapa North</li> </ul> <p>Any new land areas that are incorporated into the future should be investigated to determine any potential archaeological sites that need to be protected.</p> <p>All riverbank and terrace areas within Hamilton City need to be investigated for Maori occupation and cultivation before earthmoving disturbance. The Peacocke area has many borrow pits close to the river. The Te Awa [Perry's quarries] development impacts on several sites.</p> <p>Work with iwi to identify key sites.</p> <p>Identify structures that are closely associated with particular cultural or ethnic groups e.g. Dutch Reformed Church, Sikh Temple, mosque; Chinese laundries or greengrocers; Yugoslav businesses.</p>		

#### Links to other sections within the Thematic

- Pukerangiora Pa A108 (S14/47) was also the site of Hamilton West Redoubt and later government buildings
- Te Tara-ahi Pa A119 (S14/72) was also the site of Moule's Redoubt.
- Hui Te Rangiora marae and Te Puna-o-te-Ora hostel link to Built Environment and Work sections.
- Te Puna-o-te-Ora hostel links to Health as first used by visitors to Waikato Hospital.
- Built Environment: The sizes of the earlier houses reflect the class divide in the latter 19th century (e.g. Lake House versus Nickisson Cottage).
- Work and economy
- Religion



Wager and Councilors of the Branch of the Borden Office. Presented to each:

## THEME 3: ESTABLISHING SOVEREIGNTY AND GOVERNANCE

Until 1864 the Hamilton area was governed according to traditional Maaori customs, although ostensibly by central colonial government from 1840. Over the centuries, many paa were built on the river to control access. The Kingitanga (King Movement), established in 1858 with the aim of uniting Maaori under a single sovereign, selected a Tainui chief as its first king, and the Waikato region has been the seat of the Kingitanga since then. The colonial government took control after the Waikato War of 1863-64, initially establishing defensive redoubts and settling the 4th Waikato Militia on the land. After the dis-establishment of the Waikato Militia, the Armed Constabulary and police forces continued the roles of law and order; courts were established to ensure the justice system conformed to the national system of law and order.

During WWII the RNZAF had stores depots and maintenance bases in Hamilton and Rukuhia; two munitions factories operated in Hamilton East; vegetable gardens at Rukuhia provided produce for US and NZ troops; Home Guard units were established; and Garden Place became a base for air raid trenches and a Patriotic Hut.

Hamilton has been under the jurisdiction of the Auckland Provincial Government, town boards; Frankton Borough, Hamilton Borough and Hamilton City Councils; Waipa and Waikato County and District Councils and the Waikato Regional Council and its predecessors. As Hamilton developed into the main service centre for the Waikato, government departments established offices as district headquarters.





### 3.1 Traditional Maaori Defence of the Area

There is a Waikato saying “Waikato taniwha rau, he piko he taniwha”: on every bend of the river is a taniwha. One interpretation of this saying is that there was a pa on every bend, and this is mostly true for the Hamilton city area. The paa included Kirikiriroa, Te Rapa, Te Kourahi, Waitewhiriwhiri, Mangaharakeke, Nukuhau, Te Tahuki and Pukete on the west side; Opoia, Miropiko, Waipahihi, Te Taraahi, Te Nihinihi and Te Parapara on the east; and Te Moutere o Koipikau on Graham’s Island. In addition, there were other paa whose names have been lost.

The river’s steep banks minimised construction of defences along the river side and were easily defensible with a ditch and bank on the inland side. The headlands of gully systems were also chosen for the sites of paa, as these offered natural defences; one such paa overlooking the Waitewhiriwhiri Stream was named Whatanoa.

Waipahihi Paa was built on a natural headland overlooking Putikitiki [Seeley’s Gully] and was built by Ngaati Parekirangi, a sub-tribe of Ngaati Wairere, to defend cultivations, storage pits and groves of fruit trees; it was occupied up to the early 1860s.<sup>[1]</sup>

The fortified area of Kirikiriroa Paa is on a natural river terrace defined approximately now by Bryce Street, London Street, Victoria Street and the Waikato River. Some accounts state that Kirikiriroa extended south, indicating occupation areas and gardens outside the defences. Evidence from the archaeological excavations of the Hamilton Club site in shows that associated cultivations continued along the river terrace at least as far as Grantham Street.<sup>[2]</sup>

Kirikiriroa Paa was a fully fortified paa whakairo with carved palisades positioned on top of the earthen bank. It was a half-oval in shape with the river along the straight side and a ditch and internal bank forming the landward defence.<sup>[3]</sup> A stream gully, now filled in, formed the southern defence. Elsewhere the surrounding defensive ditch was approximately two metres deep and three metres wide; the bank was two metres high.<sup>[4]</sup> According to kaumatua, Kirikiriroa

was attacked many times, either from the river or via the tracks that linked the paa to others in the region.<sup>[5]</sup>

Borrow pits and other archaeological features indicate that the Mangakotukutuku area has a rich Maaori history which includes a number of paa sites. In the Peacocke’s area, for example, there are three paa sites: Whatukoruru Paa located between two arms of a gully now surrounded by private land, another pa site adjacent to the Glenview Club, and a third site in the Stubbs Road area. Many people lived around the paa and were involved in extensive farming activities. Freshwater springs (puna) in the gullies were used for ceremonial purposes and were also important sources of water for food preparation.<sup>[6]</sup>

To the north of Pukete on an upper river terrace, three paa, one of which is named Mangaharakeke, were associated with a waka-landing beach. Archaeological excavations in 2013 located a cooking area on a lower terrace near the paa; this was a series of cooking hollows (umu) filled with shell refuse comprising cockle, pipi (both species collected from marine environments) and freshwater mussel, also tawa seeds and hangi stones.<sup>[7]</sup>

The first survey map drawn in 1864 for the militia settlement of Hamilton East shows two paa on the river bank; these are named ‘Strong Pah’ and ‘Bend Pah’ and equate to Mokoia and Opoia respectively.<sup>[8]</sup> (The Hamilton West surveyor did not record any Maaori sites.)

### 3.2 The Influence of the Kingitanga

For several decades after European arrival, Tainui iwi retained control over their lands with very few land sales to European colonists apart from in the Raglan area.<sup>[9]</sup> Although initially Pakeha viewed the Waikato as being too swampy for agriculture and too inaccessible for transporting produce out of the area, this impression changed due to Maaori productivity during the 1840s and 1850s. Increasing pressure from Auckland settlers and businessmen for more land, and a strong sense within Maaori of their sovereignty, led to the formation in 1858 of the Kingitanga.

[1] Puke, Wiremu Puke, Wiremu “Pre-European history of Te Nihinihi (Hamilton East)” p. 4 in Lafferty 2019

[2] Phillips, Caroline & Ben Thorne 2014 “Archaeological excavations of historic buildings (S14/259) & Maori gardening (S14/258) at 21 Grantham Street, Hamilton”

[3] Opus 2000 p. 9. Information for the Opus report was gleaned from interviews with kaumatua of Ngati Wairere and notes recorded by Te Puke Waharoa, who died in 1895, and his son Waharoa Te Puke, who died in 1957. Some of the kaumatua had seen the remnants of the pa in the 1930s and 40s.

[4] Opus 2000 p.12

[5] Opus 2000 pp. 8, 11

[6] <http://www.streamcare.org.nz/catchment.htm>

[7] Site recorded as S14/284. Phillips, Caroline 2014 Archaeological Report of Monitoring Te Awa River Ride Cycleway, Horotiu Bridge-Meadow View Lane

[8] SO 201

[9] see Morris 1965 p. 64, 76; Te Awa-i-taia, Te Ara website



Figure 3.1. An 1847 painting by George French Angas shows Potatau Te Wherowhero (left) and Waikato chiefs Te Waru (centre) and Te Pakaru (right). Alexander Turnbull Library PUBL-0014-44.

Since its inception the Kingitanga has been based in the Waikato, with the first king being Potatau Te Wherowhero of Waikato iwi. Ngati Wairere supported the Kingitanga and sent representatives to attend hui.

One of those at a major hui at Rangiriri in 1857 was Hoera (Joel) Taonui, a principal chief of Ngaati Wairere and a teacher at Kirikiriroa. His early history is unknown, though he was at the battle against Ngapuhi at Matakītaki (by Pirongia) in 1822. Like most of his haapu, Taonui became a Christian. Taonui achieved great prominence during the 1850s and was selected as one of the King's Council or Runanga that met at Ngaruawahia in 1862. It is assumed that he was one of the six chiefs who died at Rangiriri, but his final burial place is unknown.<sup>[10]</sup>

Pirihi Tomonui was another of the Ngaati Wairere chiefs who owned the land on which Hamilton was established. He was of high birth, no less than four haapu regarding him as their recognised head.<sup>[11]</sup> He took part in the Taranaki and Waikato Wars in defence of his iwi's land, including the battles at Koheroa and Orakau. He died at Tauhei in July 1891 and was accorded a lengthy tangi.

[10] Wiremu Puke pers.comm.

[11] Waikato Times 7 July 1891 p.2



Figure 3.2. Hoera Taonui as depicted in a pou whakairo erected by Nga Mana Toopu o Kirikiriroa Charitable Trust at the site of Kirikiriroa pa and unveiled in 2002 by the late Ngati Wairere kaumatua Hare Puke.



### 3.3 Change of Governance

Kingitanga involvement in the Taranaki war allowed the colonial government to declare the Waikato tribes rebellious under the New Zealand Settlements Act 1863 and on 12 July 1863 Governor George Grey ordered the military invasion of the Waikato.<sup>[12]</sup> After the defeat of the Kingitanga supporters at Rangiriri in 20-21 November 1863, Kirikiriroa was abandoned by Ngaati Wairere, some going south to the Rohe Potae (King Country) south of the Aukati (Confiscation Line) and others to Hukanui and Tauhei.

There was no military engagement in the vicinity of Hamilton during 1863-64, as the imperial and colonial forces controlled the Waikato River from the occupation of Ngaruawahia in December 1863 and the subsequent retreat of Kingitanga forces up the Waipa River. However, it is clear that people from Kirikiriroa were involved in further engagements, according to a report regarding the ambush by 40 to 50 men of a Maaori mailman, delivering mail for the government forces, on the road between Maungatautari and Te Awamutu in April 1864 – the official report stated that the leader was Pirihi (Te Pirihi Tomonui) of Kirikiriroa.<sup>[13]</sup> On 15 May 1864, a sergeant and five men of the 18th (Royal Irish) Regiment were killed digging potatoes a short distance from Kirikiriroa.<sup>[14]</sup>

From March 1864 the government imposed colonial rule on Kirikiriroa and its environs. Ngaati Wairere's land was confiscated (raupatu), some of the millions of acres taken by the government. On 2 March 1864 the first paddle steamers ascended the Waikato River upstream from Ngaruawahia; the *Koheroa* and the *Pioneer*, with a detachment of the 65th Regiment on board, anchored at Kirikiriroa.<sup>[15]</sup>

Imperial and colonial troops (the 18th and 70th Regiments and the Colonial Defence Force) stayed at Kirikiriroa in March 1864, it being a convenient halfway point between Ngaruawahia and Maungatautari and connected to a good horse road to Te Awamutu.<sup>[16] [17]</sup>



Figure 3.3. 'Hamilton, Waikato' by [Sir] William Fox, 1864, shows the redoubts on each bank and the punt crossing from Hamilton East to Ferrybank on Hamilton West (University of Otago, Hocken Pictorial Collections A 784 a3692).

On 16 April 1864 it was revealed that a military post was to be established at Kirikiriroa as being midway between Ngaruawahia and the post at Pukerimu.<sup>[18]</sup> The 18th and 70th Regiments established posts at Kirikiriroa and the Narrows (now called Hillcrest).

In June 1864 Kirikiriroa was chosen by Colonel Haultain of the Waikato Militia for one of the proposed militia settlements, because of its accessibility with landing places on both banks, a "sufficiency of good land" for settling the militiamen and the quantity of timber on the left bank.<sup>[19]</sup> The aim of the militia settlements was partly to place men on the ground for defensive purposes, but mainly to occupy and settle the land with colonial towns as a statement of colonial governance. The militiamen were given one acre of town land each and at least 50 acres of rural land for their service. Officers received more rural land depending on their rank.<sup>[20]</sup>

[12] Stokes & Begg 1997:13

[13] *New Zealand Herald*, 8 April 1864 p.2

[14] *Nelson Examiner and New Zealand Chronicle*, 26 May 1864 p.3

[15] *Featon* 1879 p.78

[16] *Daily Southern Cross*, 28 March 1864 p.3

[17] *Taranaki Herald*, 2 April 1864 p.3

[18] *Taranaki Herald*, 23 April 1864 p.3

[19] *Colonial Defence Force files*, June 1864, cited by Norris 1963 p.40. It is not clear whether Haultain was referring to the extensive bush at what is now Claudelands – by convention this would be described as being on the right bank. There was another area of bush at Rotokaeo [Forest Lake] and the many gullies had bush. Survey map SO 201 Plan of East Hamilton (1864) shows areas of manuka, fern and kahikatea

[20] Norris 1963 p.17



Haultain chose the name Hamilton for the militia settlement, after Captain J.F.C. Hamilton of the Naval Brigade who had died in the engagement at Gate Pa (Pukehinahina) on 29 April 1864.<sup>[21]</sup>

### 3.4 Militia and Imperial Forces Defending Hamilton

On 24 August 1864 the first of several parties of the Fourth Regiment of the Waikato Militia arrived in the newly-named Hamilton and with them came the governing rules and practices of colonial government.<sup>[22]</sup> From then, Hamilton became a colonial settlement.

The first physical evidence of central government rule was the building of defensive redoubts, built on opposite sides of the river, as part of the second line of defence of the aukati, Kihikihi, Cambridge and Pukerimu being on the front line. Maaori had already proven that the Waikato River needed to be the focus for defensive structures – it was the main transport route.



Figure 3.4. The earliest known photograph of Hamilton West, taken c. 1866, shows the Ferrybank landing with Commissariat buildings plus some unauthorised squatters' shops and houses, and the jetty for unloading supplies. On the hill above is Hamilton West redoubt with four buildings within a ditch and bank defensive structure and another building outside the bank. At left is the militia hospital, on the site of the current police station. The punt, made up of two small canoes tied together with a platform, is shown crossing the river, while a long canoe is tied to the jetty. HCL\_003175.

[21] Gibbons p. 35

[22] Norris 1963 p.43

Hamilton East or Moule's redoubt (archaeological site NZAA S14/72) was built on the east bank very close to the river beside what became Bridge Street (now Anzac Parade). Nine buildings accommodated five officers and 135 men, with a cooking house.<sup>[23]</sup> Most of the buildings were completed in late 1864, but one was not built until 1869 – they were a mix of timber and corrugated iron, with either shingles or corrugated iron roofs. The redoubt was a rectangular earthwork with a rounded bastion at the south-east corner and a square bastion at the north-west corner, plus an additional bastion on the north side.

Hamilton West Redoubt (archaeological site NZAA S14/57) was under construction by October 1864. It was situated further back from the river but on a hill with good views of the river and of the East redoubt (The site is now that of St Peter's Cathedral). It had two rectangular bastions on diagonally opposite corners.<sup>[24]</sup> An inventory of buildings in 1869 reported one building for five officers, one hospital (120x21 feet), three huts capable of holding 28 horses in total, four huts for 83 men and a cooking house. A contemporary photograph shows a low earth parapet enclosing at least four buildings on top of the hill, at or near site of the later Armed Constabulary magazine.<sup>[25]</sup> One hut was of corrugated iron, the others were timber with shingle roofs. The hospital was situated further down the hill, on what is now the site of the central police station on the corner of Anzac Parade and Tisdall Street.

On 27 October 1864 orders were received to shift the 4th Waikato Regiment headquarters from Onehunga to Hamilton.<sup>[26]</sup> In February 1865 Colonel Haultain, as Colonel Commandant of all the Waikato militia regiments, was ordered to put the men off pay by getting them onto their land.<sup>[27]</sup> This was held up by the delays in surveying suitable allotments. By the end of June 1865, 258 men had been struck off pay, having had their land allotted to them. The militiamen were still expected to report for parade, with penalties for failing to attend.

The Narrows Redoubt (archaeological site NZAA S14/45) was also constructed before June 1865.<sup>[28]</sup> The redoubt was of the common New Zealand form with bastions at all corners, each covering one side.<sup>[29]</sup> There were six buildings

[23] Prickett p.57

[24] "Plan of proposed site for new public buildings, Hamilton West"

[25] Prickett p.57

[26] Norris 1963 p.53

[27] Norris 1963 p. 60

[28] SO 381 drawn June 1865 shows Kirikiriroa Redoubt.

[29] NZ Herald 1 November 1864 p.5

inside the defensive bank. The redoubt was high above a bend in the river and good views upstream and downstream could be had from it. Men of the 18th Regiment and also of the 3rd Waikato Regiment were stationed there in late 1864.<sup>[30]</sup> By June 1870 it was described as “the old redoubt”, suggesting it had been abandoned.<sup>[31]</sup>

Various scares of pending threats from Maaori occurred. In one instance, after a major incident at Poverty Bay, settlers left Hamilton “driving their stock with them”; on that occasion about 20 militiamen were put on pay and were reported as being engaged with the constabulary and volunteers in building redoubts on each side of the river and some residents building lookouts on elevated positions on their land.<sup>[32]</sup>

Law and order was imposed from the redoubts, until the police station and the courthouse were built.

### 3.5 Maintaining Security and Enforcing Justice

#### Armed Constabulary

Hamilton’s first constable was Francis McGovern, part of a small force that was part-constabulary, part-militia. He arrived in Hamilton in 1864-65 and was responsible for law and order. He was in charge of the lock-up, initially in one of the huts at the Hamilton West Redoubt and served the court. He operated from a house on Victoria Street next to the Bank of New Zealand building, which was on the corner of Knox Street.<sup>[33]</sup>

In October 1867 the Armed Constabulary Act was enacted: this allowed the government to establish an Armed Constabulary force with dual military and police functions.<sup>[34]</sup> The Waikato militia regiments were disbanded, but some men transferred from the militia to the Armed Constabulary. Both European and Maaori were able to serve within the constabulary. In 1868 Lieutenant-Colonel

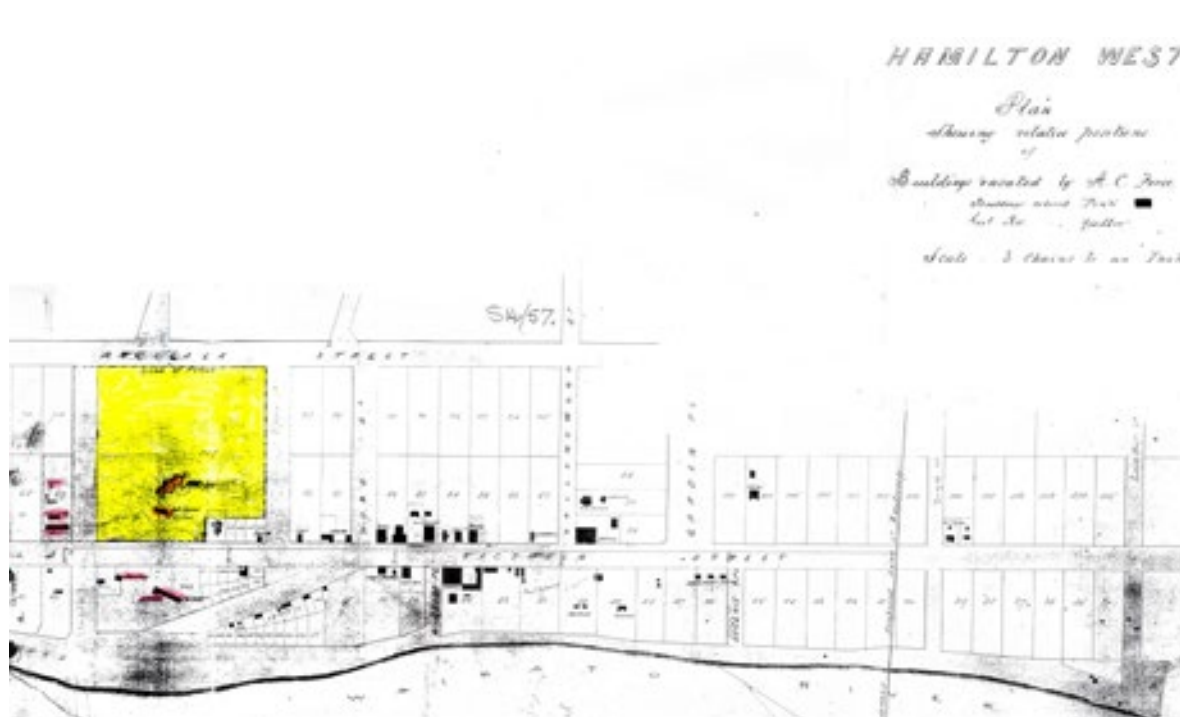


Figure 3.5. “Hamilton West Plan shewing [sic] relative positions of buildings vacated by A.C. Force” [1878-79], (cropped). (North is to the right.) The yellow area is the Government Reserve; the A.C. buildings are highlighted pink. Identified are the hospital, cook house and well on Allotment 69 on the south side of Richmond (Bridge) Street, a smithy and stable on the east side of Victoria Street and on Allotment 407, the reserve, are a redoubt and Col. Lyon’s office. Archives NZ, BBAD A717 W-ADO 1094.

[30] NZ Herald 1 November 1864 p.5

[31] Daily Southern Cross 25 June 1870 p.3

[32] Daily Southern Cross 27 November 1868 p.3. This report probably refers to existing redoubts being strengthened rather than new redoubts being built, other than Galloway Redoubt.

[33] Walters, Brian A History of the Waikato Police 1886 – 1986, New Zealand Police Centenary, 1986, p. 6

[34] Walters p.5

Moule recruited and trained two divisions, Nos 4 and 5, of Armed Constabulary to be assigned throughout the Waikato, with himself as commandant.<sup>[35]</sup> The Armed Constabulary took over the redoubts. In 1871 Moule was appointed Commissioner of the Armed Constabulary Force in New Zealand and was transferred to Wellington.

Galloway Redoubt (archaeological site NZAA S14/95) was erected in 1868 by the Armed Constabulary and local settlers, on Galloway Street, Hamilton East.<sup>[36]</sup> The land had been set aside as a stockade reserve in the 1864 survey.

The Armed Constabulary also built a fortified magazine (archaeological site NZAA S14/57), in 1873, close to or at the site of Hamilton West redoubt.<sup>[37]</sup> Some of the redoubt buildings were removed and the land levelled for the construction of the Armed Constabulary magazine.

The Armed Constabulary took over the Hamilton East redoubt until 1877. In 1873 the headquarters of the Armed Constabulary were to be shifted from Hamilton to Cambridge, but this seems not to have happened until 1877.<sup>[38]</sup> In May 1877 men were employed in taking down some of the barrack buildings, in particular, removing the lining from the large iron store.<sup>[39]</sup>

In 1877 the New Zealand Constabulary Force was established to replace the numerous Provincial Armed Police Forces and Armed Constabulary who were responsible for policing throughout the country. At this time Hamilton got its first policeman, Constable William Murray formerly of the Armed Constabulary. In 1878 the old hospital building in Hamilton West was converted into a police barracks. Hamilton experienced an increase in its population between 1874 and 1878, warranting the extension of police services to Hamilton East. New police facilities were established in 1879-80 on a site at the corner of Grey and Albert Street.<sup>[40]</sup> The new police station comprised a cottage which served as both the station and the home of the policeman and his family. Constable Murray and his family were the first to occupy the cottage. Along with the cottage there were two horse stables at the back as well as a lock-up which had separate cells for

males and females.<sup>[41]</sup>

### Police Force

In 1885 the Police Force of New Zealand was created, and the Waikato Police District established. Its first headquarters was at Kihikihi, but in 1887 the district headquarters shifted to Hamilton West under Inspector Kiely.<sup>[42]</sup>

In 1891 the Hamilton East police station was closed until the population boom between 1901 and 1906 triggered the reinstatement of the police presence in Hamilton East. The original house and outbuildings were demolished, and new buildings were constructed in 1908 by local builder George Jack.<sup>[43]</sup> In 1899 the Hamilton police force consisted of a police sergeant and one constable. In 1906



Figure 3.6. The Hamilton West Police Station, residence and two-cell lock-up, built in 1900, are visible (upper left) on the corner of Tisdall and Bridge Streets, across the road from the Waikato Brewery, 1908. HCL\_09102.

[35] Walters p.5

[36] Prickett p.56

[37] Prickett p. 57

[38] Waikato Times 21 August 1873 p.2

[39] Waikato Times 8 May 1877

[40] Walters, p.6

[41] Walters, p.6

[42] Waikato Times 19 February 1887 p.2

[43] H14 Former Police House, Built Heritage Inventory Record Form, Hamilton City Council, 2012; Lafferty 2019 p. 48



council decided to write to the authorities about the need for more police – there had been four policemen, but in 1906 there were only two, despite the population having trebled.<sup>[44]</sup>

The Frankton Police Station was opened in Kent Street in 1909 and closed in 1970. The police residence was next door; both buildings are of brick. They were sold by the Crown in the 1990s.<sup>[45]</sup> The Frankton lock-up was shifted to the Hamilton East Police Station site some time after January 1991.<sup>[46]</sup>

In 1911 construction began on the first police station in Bridge Street (Anzac Parade) and replaced the former hospital building. The new substantial two-storey building was occupied in 1912. In 1913 the Hamilton Police District was formed under Inspector A.W. Wright.<sup>[47]</sup> It became the headquarters again for the Waikato District.

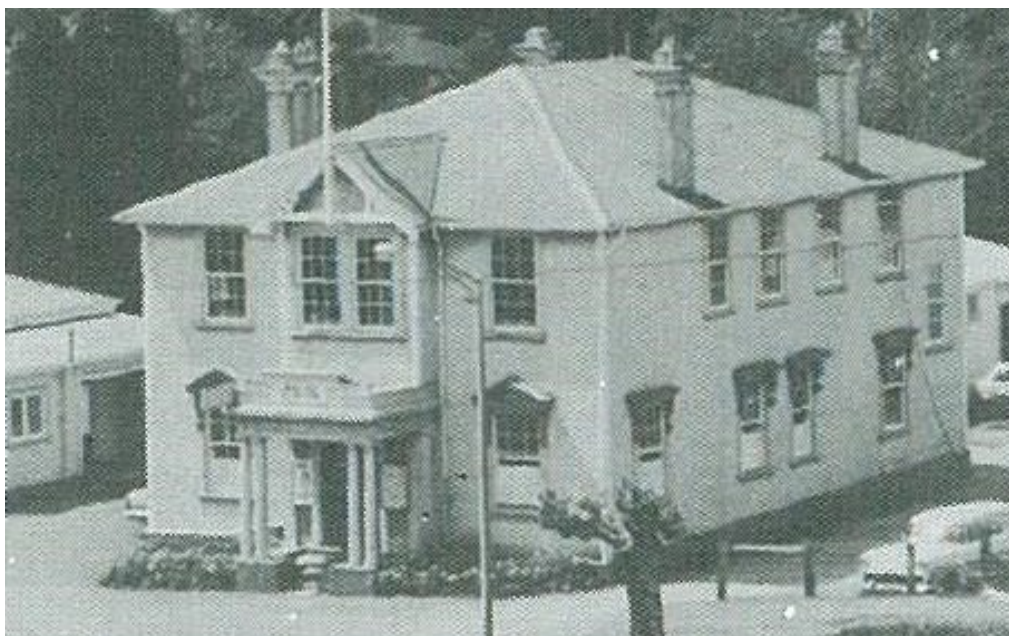


Figure 3.7. The 1912 Hamilton Police Station. The chimneys and porch were removed before it was shifted up Bridge Street to free the corner site for the new multi-storey building built in 1975. The old building was demolished within a few days of opening the new complex. Reprinted from Walter p. 13.

[44] *Waikato Times* 7 April 1906 p. 2

[45] Lafferty p. 68; Deed 100

[46] The lock-up is shown on DPS 59017 drawn 1991

[47] "Early Days of Hamilton", *Waikato Times* 21 April, 1983, p.11



Figure 3.8. Hamilton Police Station with several outbuildings that included the 1864 cookhouse and the lockup. HCL\_16872.

A police station opened in Vardon Road, Te Rapa, on 4 December 1957 but closed on 17 April 1969.<sup>[48]</sup> It operates today (2020) as a community police station.

A new Hamilton police station was completed in 1975 in Bridge Street, designed and built by the Ministry of Works. When it opened it was one of the most up-to-date police stations in the southern hemisphere with eight floors and could accommodate 300 staff, with cell space for 28 males and seven females.<sup>[49]</sup> The 1912 building, which had been shifted further up Bridge Street, was demolished.

In 1960 the Hamilton East Police Station was closed, but the house remained in use as a police residence.<sup>[50]</sup> In 1986 the property became the base for a community constable. The centralisation of police services and associated closure of many small police stations that occurred throughout the country in the late 1960s and early 1970s had not been popular with the public. Community constables (known as community liaison officers from 1973-1980) were established as an adjunct to police patrols in areas of need. In 2012 the property

[48] Walters, Brian A history of the Waikato Police 1886 – 1986 *New Zealand Police Centenary* p. 50

[49] "Early Days of Hamilton", *Waikato Times* 21 April, 1983 p.11.

[50] H14 Former Police House, Built Heritage Inventory Record Form, Hamilton City Council, 2012

was used for police and community purposes housing the Hamilton New Zealand Police Youth Services, and youth mentoring organisation Big Brothers and Sisters.<sup>[51]</sup>

Police services in 2020 include several other facilities located throughout the city including the Hamilton East Community Policing Centre in Clyde Street and the West Hamilton Community Policing Centre in Whatawhata Road.

### Courthouses

In 1859 it was considered that the Waikato would be suitable for a trial of circuit courts with Native Assessors, and one of the venues would be Kirikiriroa, along with Whatawhata, Taupiri, Rangiriri, Tuakau and Whakapaku.<sup>[52]</sup> The later Native [Maaori] Land Court was held in Cambridge, not Hamilton.

The first courthouse in Hamilton was located in a militia hut within the western



Figure 3.9. Hamilton's second courthouse, Collingwood Street. HCL\_00044.

[51] H14 Former Police House, Built Heritage Inventory Record Form, Hamilton City Council, 2012

[52] Stafford 1859 p.3

redoubt. The court was presided over by the first Resident Magistrate for the northern Waikato region, William Searancke. In 1869 he was given the use of a room in the military hospital for a few months until the redoubt building was reinstated as a courthouse. The jurisdiction of the Resident Magistrate was limited to only £20, which was inadequate to the district's needs.<sup>[53]</sup>

In 1874 a purpose-built courthouse was constructed, in Collingwood Street opposite the Methodist Church and beside the Commercial Hotel. Tenders were called in June 1874 by the Colonial Architect.<sup>[54]</sup> The chosen contractor was a Mr Price.<sup>[55]</sup> It was predicted that the building, under construction at the end of 1874, would be "as handsome and imposing an edifice as any yet erected in the Waikato", and "a much more suitable place for the administration of justice than

[53] *Waikato Times* 20 March 1875



Figure 3.10. Courthouse, Victoria Street, about 1915. HCL\_02289.

[54] *NZ Herald* 27 June 1874

[55] *Waikato Times* 3 December 1874





Figure 3.11. Knox Presbyterian Church hall, Albert Street, 2016. Formerly part of the Victoria Street courthouse, built in 1906. Photographer G. Needham. <http://hamiltonheritagecollections.co.nz/nodes/view/1085>



Figure 3.12. Flats at 136 Pembroke Street, 2012, formerly part of the Victoria Street courthouse, built in 1906. Photographer G. Needham. <http://hamiltonheritagecollections.co.nz/nodes/view/1086>

the miserable tumble-down shanty which is at present used for that purpose”<sup>[56]</sup> The new courthouse was clad with weatherboards and a shingle roof, and had three rooms. The community used the new building for many purposes besides its original function. At various times it was used for church services, political meetings, book storage after the public library burned down, a returning office for the first mayoral election, and even a theatrical performance.<sup>[57]</sup> The lock-up was situated behind the courthouse. On 18 March 1875 a District Court sat for the first time in Hamilton, with Judge Beckham presiding.<sup>[58]</sup>



Figure 3.13. The 1931 Hamilton Courthouse photographed in 1964. Photographer A.E. Graham. HCL\_02928.

The 1874 courthouse was replaced in 1906 by a larger building designed in the Edwardian classical style by chief architect of the Public Works Department, John Campbell. The 1906 courthouse was located on Victoria Street opposite Garden Place. Additions were built in 1911.<sup>[59]</sup> When a newer courthouse was built in 1931, the 1906 building was occupied by the Post and Telegraph Department as an office for its engineering staff. Later it was sold and removed from the Victoria Street site to make way for the new Chief Post Office building (H39, Schedule 8A, Operative District Plan, 2017). Half was moved to Albert Street in Hamilton East, to be used as the Knox Church hall; the other half to Pembroke Street where it was converted into flats

The fourth courthouse (H7, Schedule 8A, Operative District Plan, 2017) was

[56] *Waikato Times* 3 December 1874

[57] <http://hamiltonheritagecollections.co.nz/nodes/view/1074>

[58] *Ibid.*

[59] *NZ Herald* 16 May 1911



designed by Government Architect J.T. Mair and construction began in 1929; it opened in 1931 and is located on the corner of Anglesea Street and Anzac Parade. The courthouse was constructed during the Great Depression, using unemployment relief workers. The building included two central courtrooms. Along with the courtrooms the building also contained rooms for the judges, magistrates, registrars, clerks and jury chambers as well as a library which was furnished by the Hamilton Law Society.<sup>[60]</sup> The Hamilton Beautifying Society planted double rows of trees on the Anglesea and Bridge Street road frontages.<sup>[61]</sup>

At this courthouse Police Court cases and Court of Petty Sessions cases were heard in front of the Resident Magistrate, assisted at times by two Justices of the Peace. The court's name changed to Magistrate Court in 1893 and district courts in 1980. The Supreme Court was renamed the High Court in 1980.

In 1974 the district courtroom was destroyed and the Supreme Court badly damaged by fire. During the year the courthouse was out of action, sittings were held at Huntly Court and in the Pensioners' Hall in Clarence Street, Hamilton.<sup>[62]</sup> In 1975 following repairs to the building the Supreme Court returned to the building. In 1981 a new high court building opened to the east of the 1931 courthouse. In 1991 the trees and road leading up to the court building were removed; and the 1931 building was finally closed in 1996. The new District Court, built to the north of the 1931 building, was designed by Ministry of Works architects with Hamiltonian Geoffrey Mardon as Project Architect. It had been intended to undertake a two-stage project to turn the 1931 building into the High Court, but that was put on hold for financial reasons.<sup>[63]</sup> In 1993 the new Hamilton District Courthouse was officially opened.

Hamilton currently has the following judicial bodies: High Court, Youth Court, Family Court, Rangatahi Court, Jury Service, Disputes Tribunal, Tenancy Tribunal and Land Valuation Tribunal.<sup>[64]</sup>

Clerical assistance in the early years was given by the Clerk of the Court. Other legal positions were those of coroner and Registrar of Births, Deaths and Marriages. Justices of the Peace were appointed to undertake responsibilities to assist with governance administration.

[60] H7; *Heritage Inventory of Hamilton Court House*. Prepared by Five Plus One Architects Ltd, 1996 p.11

[61] *Heritage Inventory of Hamilton Court House*. Prepared by Five Plus One Architects Ltd, 1996 p.12

[62] *Heritage Hamilton, a celebration of the city's historic buildings*. Wintec., 2006, p. 46

[63] Geoffrey Mardon pers.comm.

[64] <https://www.justice.govt.nz/contact-us/find-us/hamilton-district-court/>



Figure 3.14. Part of SO 378 drawn in 1864 but later copied and annotated; the Public Works building has been added on the re-surveyed Allotment 59A Public Works Reserve.

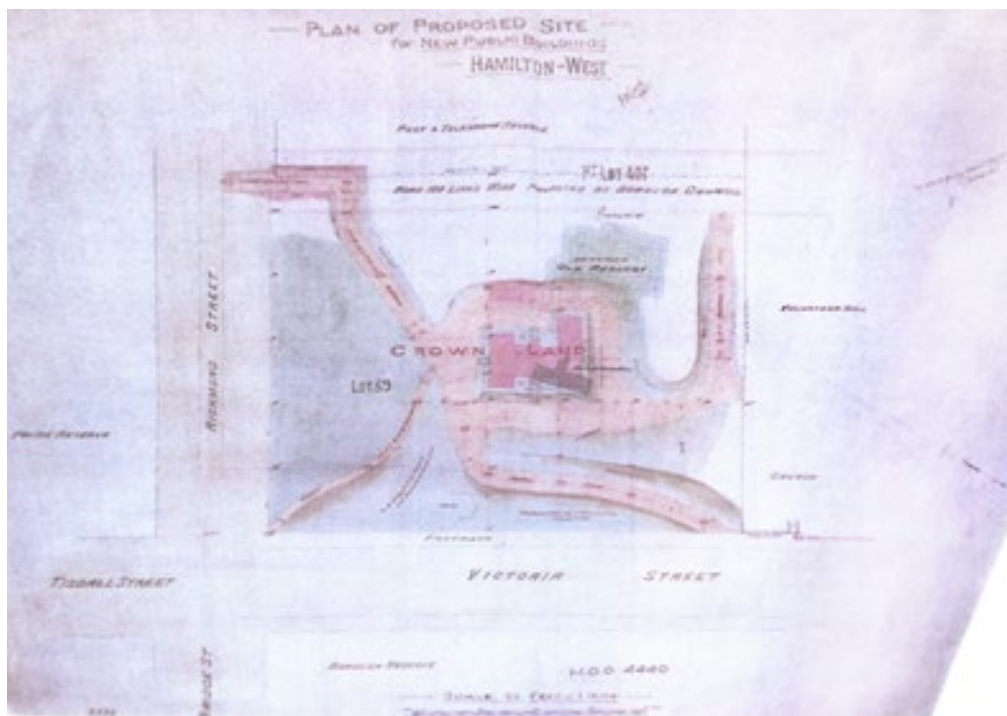


Figure 3.15. "Plan of Proposed Site for new Public Buildings, Hamilton West". J. Louch, 1887. The redoubt is shown at top right, the darker building footprint is the Old Public Works office and the proposed building is shown in pink. North is to lower right. Archives NZ.

### 3.6 Central Government Department Buildings and Activities

When the Town of Hamilton West was first surveyed in 1864, almost the whole block between Bridge Street [formerly Richmond St, now Anzac Parade], Victoria [formerly Tisdall] Street, Knox Street and Anglesea Street was defined as government reserve, the exception being five small parcels (Allotments 447-451) in the north-east corner facing Victoria Street, which were intended for commercial premises.<sup>[65]</sup> The south-east corner was Allotment 59 Redoubt Reserve, but was later re-surveyed with the northern part named as Allotment 59A Public Works Reserve.<sup>[66]</sup>

[65] SO 378

[66] SO 378



Figure 3.16. This plastered brick building was built in 1912 on the south side of Knox Street to house several government departments. The building has long since been demolished but remnants of the wall remain. HCL\_02487.

After the Hamilton West Redoubt was abandoned, the site was used by the Post and Telegraph Department, a large building being erected near the top of the hill. In June 1887 a plan was drawn up for new public buildings on the hill, apparently four to five times as large as the earlier buildings (see Figure 15 below).<sup>[67]</sup>

By the mid-1870s Hamilton was becoming the heart of the Waikato in business terms, especially after the Bank of New Zealand moved from Ngaruawahia and the Main Trunk Line was opened through to Frankton. Businesses made Hamilton their headquarters and several government departments followed suit, making Hamilton their main Waikato offices.

In October 1911 Cabinet approved plans for a new departmental building in Hamilton to accommodate several government departments.<sup>[68]</sup> Tenders were called during January and February 1912 and in March 1912 it was announced that local builders, Snell Bros had been awarded the contract with

[67] "Plan of proposed site for new public buildings, Hamilton West" BAAS 10898 HDO 0440. Archives NZ

[68] Waikato Argus 2 October 1911





Figure 3.17. The Public Trust Offices in 1925. Photograph by George Cartwright, published in Bradbury's Illustrated Series No. 5, Waikato and Raglan, 1925. HCL\_04943.



Figure 3.18. Government buildings on the east side of Victoria Street in 1939 included the Government Life Insurance building (at left, on corner of Marlborough Place) and the State Fire Insurance building; the post office was to the right (south) of that. The office of the Waikato A. & P. Association is between the two insurance buildings. HCL\_01086.

their tender of £5,180.<sup>[69]</sup> The building, of brick faced with cement and finished in Whangarei sand, was designed by government architect John Campbell. The two-storey building had an imposing presence with a Corinthic cap and two half ionic columns reflecting solidity.<sup>[70]</sup> Sometimes referred to as the Government Buildings, or Public Works building, it housed the Defence, Agricultural, Public Works, and Lands and Surveys Departments as well as the office for the Inspector of Machinery and the Registrar of Births, Deaths and Marriages. The building was to be completed by late December 1912.

In 1924-25 the Public Trust built a Beaux-Arts styled building in Victoria Street; it was designed by Wellington architect William Gray Young (H42, Schedule 8A, Operative District Plan, 2017; HNZ List 4944 Category 2). The contractor was W.H. Whittaker of Hamilton, and J.H. Prickett of Hamilton undertook the stone masonry work.<sup>[71]</sup> The Public Trust occupied offices on the ground floor from early June 1925, having vacated their premises in Ward Street, and in the upper floors were several government departments, including the Education Department's Child Welfare section, Children's Court, Department of Agriculture, Registrar of Brands, Department of Labour and the Government Valuation office.<sup>[72]</sup>

In 1934 the Pensions department was in Marlborough Place [now Sapper Moore-Jones Place].<sup>[73]</sup> Government Life Insurance was based on the corner of Marlborough Place [now Sapper Moore-Jones Place] and Victoria Street, from at least the early 1920s.<sup>[74]</sup> A new Government Life building was completed in 1980 and opened by National MP Derek Quigley QSO on the 20th of February 1981. It is located on Ward Street, to the south of the railway line, and is now within the footprint of Centre Place.<sup>[75]</sup>

The number of government departments in Hamilton continued to grow – in 1934 there were 18, in 1974 over 40 different government agencies had their regional headquarters in Hamilton.<sup>[76]</sup> In 1940 the Departments of Social Welfare and War Pensions, Valuation, Labour, and Lands and Survey moved into the former post office building in southern Victoria Street. However even with an

[69] *Waikato Argus* 15 March 1912

[70] *Waikato Argus* 21 November 1912

[71] *Waikato Times* 4 June 1925, 10 June 1925

[72] *Waikato Times* 17 April 1925, 4 June 1925

[73] 1934 *Hamilton Telephone Directory* p.9

[74] Gibbons p.161

[75] *Government Life is no longer a government department, but operates today as Tower Corporation.* <https://www.tower.co.nz/about-us/history>

[76] *Hamilton Telephone Directories* 1934, 1974





Figure 3.19. A later view of the Government Life Insurance building with its front gables stripped back. The ornate pediment of the neighbouring Waikato A. & P. Association building has also been removed. HCL\_M01187.



Figure 3.20. The Government Life building under construction c.1978-79; former railway land is at left, the lowered railway line in centre, the State Advances Corporation building at left rear on the east side of Victoria Street and Ward Street buildings at right. HCL\_M00217.22.

addition being built in the 1950s, space was limited, and the Social Welfare Department shifted into the Government Life building in 1980. In 1944, the government departments were scattered throughout the central business district with some departments still in the Government Departmental Building in Knox Street, some in the Public Trust building, others in the former main post office and some such as the Physical Welfare Department were in the new Chief Post Office. The Maori Land Court and other departments shifted into the former post office at that time. The Native Department (later Maori Affairs) had an office in Hamilton by the late 1930s.<sup>[77]</sup>

The Army Department retained a presence in Knox Street with offices and workshops, but the Women's War Services Auxiliary were based in the Booth and Chapman building in Victoria Street in 1944. The Tourist and Publicity Department's Hamilton booking office was based in the Regent Theatre in 1944. Internal Marketing Division was to be found at the Dry Butterfat Plant, Lincoln Street in 1944.

Justice Department officials and judges were based in the courthouse. Some departments had workshops, such as those in King Street undertaking work for the Telegraph Engineers office.<sup>[78]</sup> A Customs Department with a bond store was established in Hamilton in 1952, and a resident customs officer appointed.<sup>[79]</sup> In 1962 the government provided full port-of-entry facilities in Hamilton.

The Department of Agriculture had offices at Ruakura (outside of Hamilton). By 1974 the Ministry of Agriculture and Fisheries had a regional office in Hamilton, in the Charles Heaphy Building on the south-east Knox Street-Anglesea Street corner.<sup>[80]</sup> Other departments in the building were the Audit Department and the PAYE section of Inland Revenue. Other sections of Inland Revenue were in the former army building in Knox Street.

In 1974 the Department of Social Welfare had offices in several buildings, with the District Offices being in Victoria Street. The department ran a boys' home in Mt View Road, a girls' home in Dey Street, reception centre in Ruakiwi Road and four family homes.<sup>[81]</sup>

[77] *Northern Advocate* 12 August 1939

[78] *Hamilton Telephone Directory* 1944

[79] *Gibbons* p.265

[80] *Hamilton Telephone Directory* 1974

[81] *Hamilton Telephone Directory* 1974

The number of government departments has increased in the last few decades and most have a presence in Hamilton. Social Development (also known as Work and Income) has five offices in suburban shopping areas as well as in the central city. Waikato Mounted Rifles, the only Territorial Force of the New Zealand Army, has its base in Rostrevor Street.

### 3.7 Local Government

Auckland Provincial Council, Highway Boards, Road Boards and Town Boards  
In 1864, the Waikato was part of Auckland Province and governed by the Auckland Provincial Council. In 1868 the Hamilton Highway Board and Kirikiriroa Highway Board were established under the umbrella of the Provincial Council, with the main task of establishing and maintaining roads, wharves and bridges. Each district elected five members to its highway board; the boards collected rates from landowners in its district. The system favoured rural areas rather than the towns of Hamilton East and West, and in 1871 two separate local bodies were formed: the Hamilton West Town Board and the Hamilton East Town Board (sometimes known also as Highway Boards). These boards had responsibility for infrastructure and local matters just for the townships. The trustees of the boards were elected each July and the chairman was elected by the trustees at the first meeting of the new board.

The boards ran pounds for stray cattle and other animals – cattle were often allowed to graze along the roadsides, but if impounded the owner had to pay a fee to the board. Both town boards enforced the Weeds and Watercourses Act and attempted to keep the streets free of obstructions and rubbish. The Hamilton West board had more ratepayers and therefore a greater amount to spend on infrastructure; it employed a labourer to maintain roads, culverts and drains.

The Hamilton West Board met sometimes in the courthouse in Collingwood Street, sometimes in the Hamilton Hotel or the Waikato Hall.

The Hamilton West Board had responsibility for the punt and paid a man to operate the service between East and West. However, the punt was unreliable and residents on both sides of the river realised a bridge was required, but neither town board could fund it. The abolition of the provinces and the passing of the Counties Act 1876 formed the Waipa and Waikato County Councils, but even though they were adjacent to Hamilton and there would have been economic and social benefits for their ratepayers, they were not interested in

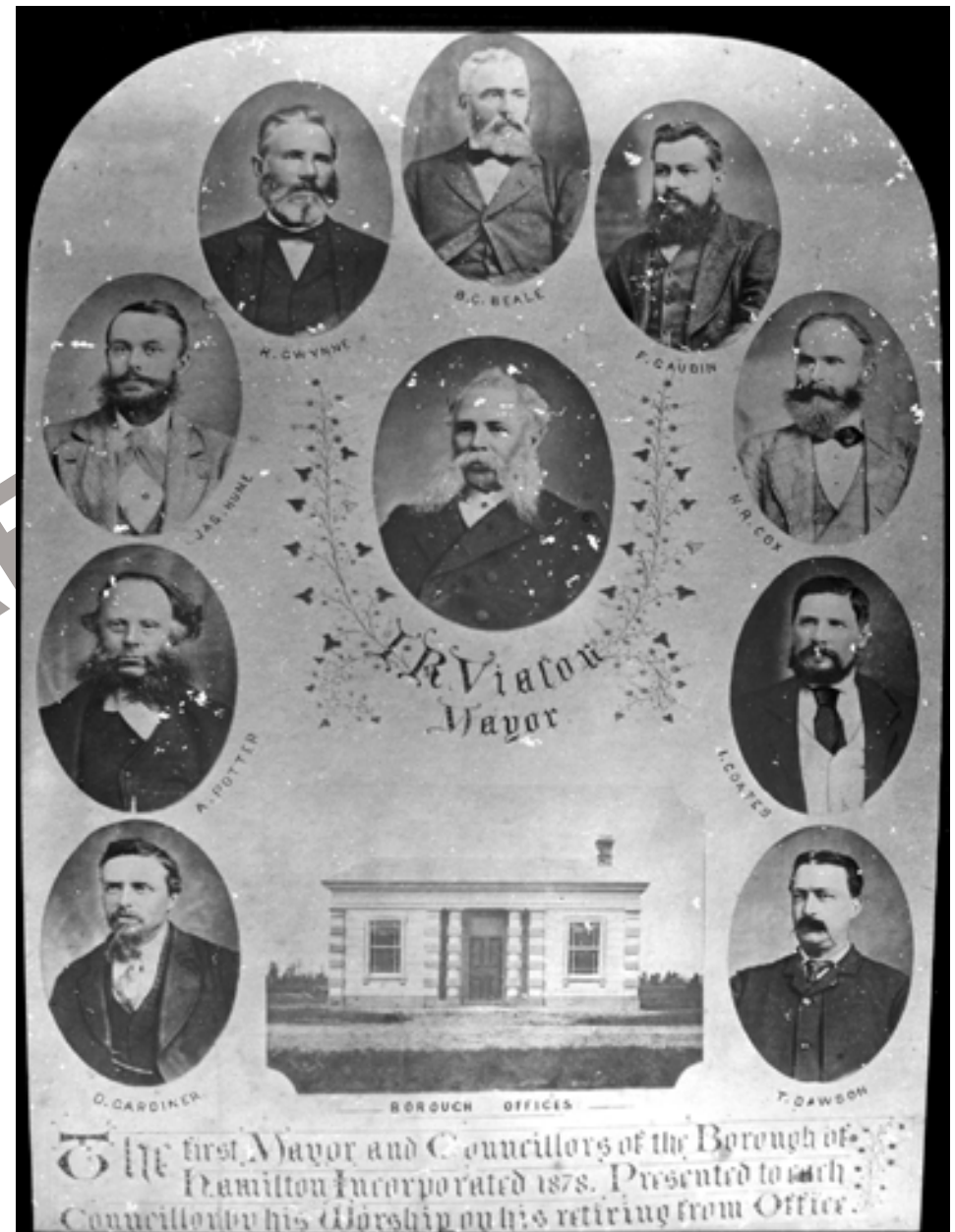


Figure 3.21. A photographic montage showing members of the first Hamilton Borough Council, with Mayor Isaac Vialou in the centre and the borough offices inset below.

funding a bridge. The government was also not interested. However, a borough could apply for a government loan, and after 130 residents of East and West signed a petition to form a borough, and with the necessary 1000 residents, the government approved the arrangement. On 27 December 1877 Hamilton was proclaimed a borough.

### Hamilton Borough Council

The Hamilton Borough Council became effective in February 1878. A mayoral election was held on 5 February 1878, with Isaac Vialou being elected as Hamilton's first mayor. The election for nine councillors was held on 7 February and the first Hamilton Borough Council meeting took place on 11 February 1878. At this first council meeting it was resolved to ask the Public Works Department for plans and specifications for a bridge. The Bank of New Zealand was to provide financial services.

Mayor Isaac Vialou was an architect, coach builder, mattress-maker, interior designer and timber merchant and had owned hotels and a pig farm in Auckland. The first councillors were a doctor (B. Charles Beale), a draper (Noah R. Cox), a flaxmill owner/storekeeper/contractor (Isaac Coates), a bank manager (James Hume), a coach proprietor (Frederick Gaudin), a saddler (David Gardiner), a butcher (Albert Potter) and two hoteliers (Richard Gwynne and Thomas Dawson).

The effectiveness of the council fluctuated according to its make-up, as tradesmen, educated 'upper echelon' men such as bank managers and doctors, ex-Auckland entrepreneurs and ex-militiamen who were elected had many varying views. The council term was just one year; this changed to two years in 1917 and to three years from 1935. Some men, such as John Knox, William A. Graham and C.J.W. Barton, served more than one term, and William Dey, a storekeeper of Hamilton East, was mayor for six years from 1893 to 1899.<sup>[82]</sup> J.R. (Jack) Fow was mayor of Hamilton Borough Council for 18 years off and on from 1916, councillor from 1907 and still on council when he died in 1943. In 1917 he stood down so that Frankton mayor J.W. Ellis could hold the mayoralty of the newly merged council.

The first by-laws were publicly notified on 30 April 1878.<sup>[83]</sup> By-law No. 1, "a by-law to provide for the better rule and government of the Borough of Hamilton" laid out a list of offences each incurring a penalty of up to £5 if committed. The

[82] Gibbons p. 317

[83] *Waikato Times* 30 April 1878 p. 3



Figure 3.22. First Frankton Town Board: Back row: W.B. Gosling (clerk), C.E.H. Allen, F.C. Smith T.F. Jolly, J. Watt; Front row: G. Marquand, F.B. Jolly (chairman), H. Rowland. HCL\_00604.

offences covered putting rubbish or inflammable material on streets or public places; flying kites or using bows and arrows to the annoyance or obstruction of others on footpaths or streets; furiously or negligently riding through any public place or thoroughfare; not keeping to the left on the roads; and other offences aimed at keeping thoroughfares and footpaths safe.

By-law No. 2 "for the regulation of the Borough of Hamilton abattoirs" covered practices concerning slaughterhouses: the need for obtaining a license from council; allowing a council representative or a constable to inspect premises; keeping a register of slaughtered animals and providing a weekly report to council. Again, the fine for contravention of each offence was not to exceed £5. The butcher or license-holder had to pay a fee for each animal slaughtered.

Over the years the by-laws have been deleted, added to and upgraded frequently; they now cover a range of subjects including dog control, prostitution, cultural and recreational facilities and water supply.<sup>[84]</sup>

[84] <https://www.hamilton.govt.nz/our-council/policies-bylaws-legislation/bylaws/Pages/default.aspx>



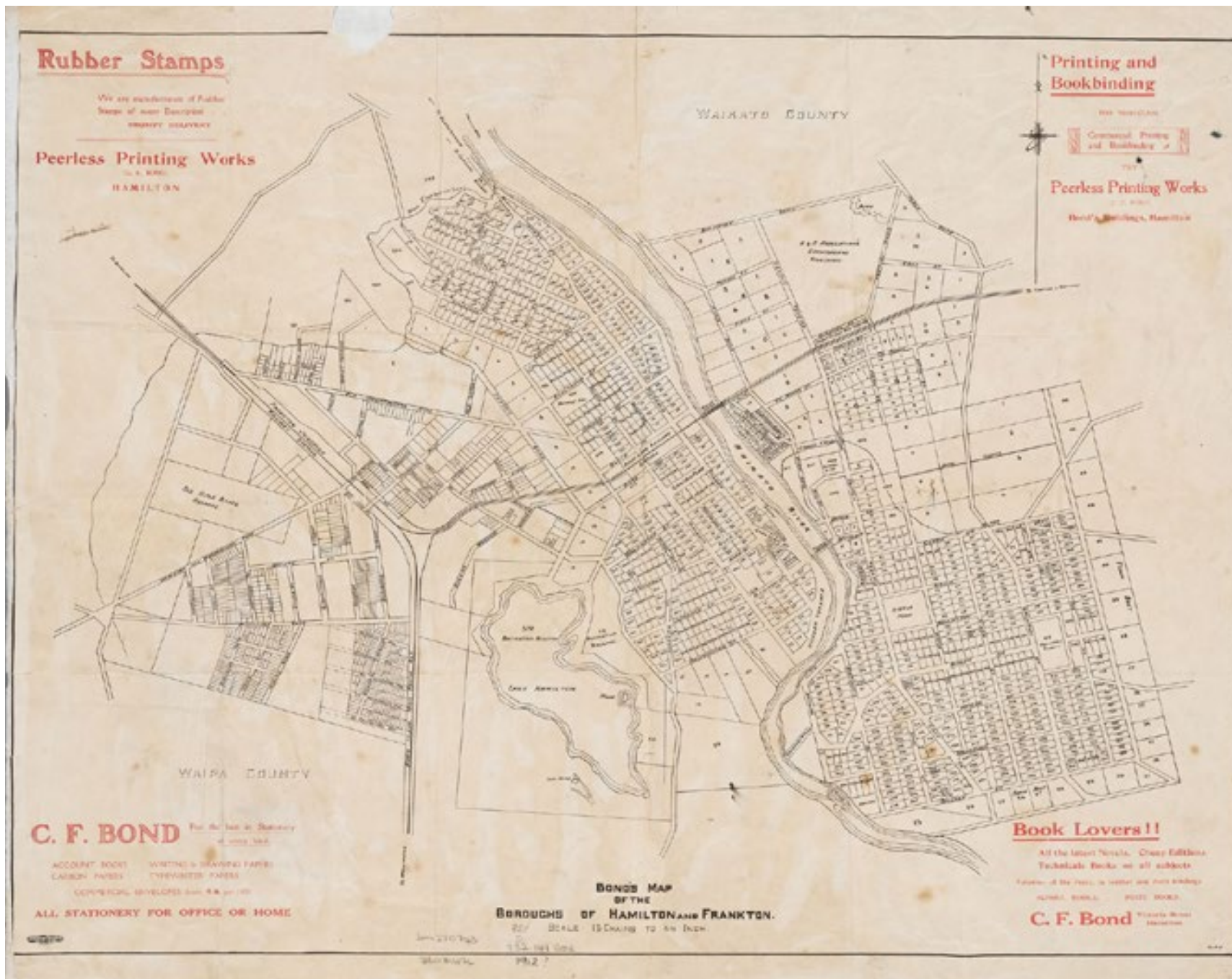


Figure 3.23. Bond's Map of the Boroughs of Hamilton and Frankton, published 1912, shows the relative positions of the two boroughs, separated only by Hamilton Borough's domain lands (the long strip of larger rectangles along the eastern side of the lake and extending north-east then north-west from the lake). The map itself does not show the boundary but treats the area as one entity. The lake is not included in either borough. Hamilton City Libraries.

The first woman councillor was Hilda Ross, in 1944, however she resigned in 1945 when she was elected to Parliament; she was also the first woman deputy mayor. The first woman mayor was Margaret Evans; she was elected councillor in 1974, deputy mayor from 1983 to 1988 and elected mayor in 1989.<sup>[85]</sup>

### Frankton Town Board, Frankton Borough Council

Frankton was part of Waipa County but early in the 20th century residents felt disadvantaged in terms of the roads and drainage work undertaken on their behalf. Overtures to Hamilton Borough Council to have parts of Frankton incorporated into the borough were fruitless, and in January 1907 a petition signed by 68 householders of Frankton was presented to the Waipa County Council for Frankton to be a separate local body.<sup>[86]</sup> The council offered no obstruction and in due course Frankton Town District was formed. The first election of seven commissioners was held on 8 January 1908.<sup>[87]</sup> The first chairman of the Frankton Town Board was Frank Jolly, after whom Frankton had been named. His brother Thomas was also on the board for the first two terms until September 1910. Most of the board were businessmen and developers.

The 1911 census showed that Frankton had attained the 1000 population requirement for it to become a borough, and Frankton Borough Council was established in 1913.<sup>[88]</sup> Frank Jolly was duly elected as the first mayor. The first meeting of Frankton Borough Council was held on 8 May 1913. Elections were every two years. The board met in the Gosling and Higgins' building, and in 1917 the council offices are listed in High Street next to Gosling and Prenton, land agents.<sup>[89]</sup>

Under the town board, Frankton was able to raise loans and soon built a town hall and put other improvements under way, often with donations of land by the Jolly family. The increased population also meant other facilities such as a post office and primary school were built. The railway junction meant jobs for residents as well as increased business. At the time of acquiring council status, Frankton was installing a water reticulation system and electric lighting. When the Prime Minister William Massey opened the electric and water systems on 3 June 1913, he was full of praise for Frankton's progress and its future.<sup>[90]</sup>

[85] [https://en.wikipedia.org/wiki/Margaret\\_Evans\\_\(mayor\)](https://en.wikipedia.org/wiki/Margaret_Evans_(mayor))

[86] *Waikato Argus* 16 January 1907.

[87] *Waikato Argus* 23 December 1907

[88] *Waikato Argus* 9 May 1913

[89] *Wises Post Office Directory* 1917

[90] *Waikato Argus* 4 June 1913 p.2

### Amalgamation

The two borough councils operated separately, even though many of the residents of each enjoyed the amenities or work opportunities the other had to offer. Frankton residents enjoyed a reticulated water supply from the tall water tower on Lake Road, and electricity for lighting from the gas-fired power station in Kent Street. Hamilton had a secondary school, a wider choice of churches, entertainment venues, access to the river and sewerage reticulation but only gas and no electricity.

Amalgamation of the two councils was discussed throughout 1916, with government advisors and polls of ratepayers; the financial affairs of each council were scrutinised, and submissions made to each council. The two councils finally agreed to a merger; the electoral rolls were examined and on 25 April 1917, an election was held for the new merged Hamilton Borough Council. Hamilton mayor J.R. Fow stood down so that the first mayor of the new council could be a Frankton man, John W. Ellis. The number of councillors of the new amalgamated Hamilton Borough Council was increased to twelve. After Ellis's death in 1918, Fow was again elected mayor.

### Hamilton City Council

In 1945 Hamilton gained city status, having reached a population of 20,000 and Hamilton City Council became the governing body. The borough's mayor, Harold D. Caro, continued in office as the city's mayor until 1953. The Gazette notice proclaiming the city status was read by the mayor on 13 December 1945. The ceremony was attended by the Minister of Internal Affairs and the local Member of Parliament Hilda Ross and former MP Sir Alexander Young.<sup>[91]</sup>

At that time the value of rateable lands was £2,456,427 and improvements £4,519,432, compared with £157,422 and £95,620 in 1904.<sup>[92]</sup> In addition to the 21,335 people living in Hamilton, a further 3,910 people lived in the adjacent areas of Hillcrest, Ruakura, Fairfield, Te Rapa, Frankton and Melville.<sup>[93]</sup> Hamilton was recognised as progressive with amenities and its provision of services to the rural community.

[91] *NZ Herald* 13 December 1945

[92] *Evening Post* 14 December 1945

[93] *Press* 14 December 1945



Figure 3.24. The town hall and council offices in Victoria Street which were opened by Premier Richard John Seddon on 23 March 1905. The building was of timber construction. The front office wing was on the right (southern side of the building). HCL\_02019.

From the 1953 election there were 16 members on council.<sup>[94]</sup> Since 2007 there are now 12 councillors plus the mayor, elected every three years.

### Borough and City Council officers

The administrative heads of the Hamilton Borough and Frankton Borough Councils were the town clerks. In 1878, however, appointments were made for an Inspector of Slaughter-houses, Inspector of Nuisances, and a clerk – but the clerk had to embrace all the duties, as well as those of treasurer and collector. The first clerk was J.M. Gelling. From 1889 to 1902 the town clerk was C.J.W. Barton, who had been a councillor and then mayor from June 1887 to January 1888, mayor again for part of 1903 and councillor intermittently until 1933.

For Hamilton, the position of town clerk remained until 1905 when it

[94] Gibbons p. 318



Figure 3.25. By April 1914 when this photo was published, the council offices had been extended on the south side of the Town Hall. The building was demolished in 1967 after many years as a cinema. HCL\_02836.

incorporated the position of borough engineer – S.B. Sims held the dual post from 1905 until 1907, and then just the engineer's post until 1911, and from 1912 to 1918. From 1907 the town clerk and engineer's positions were separate, with the town clerk deemed as the superior role. Between the two world wars, the role of treasurer was separated out.<sup>[95]</sup>

Frankton Town Board appointed a town clerk in 1913: this was T.T. Carter, who continued as town clerk for Frankton Borough Council.<sup>[96]</sup>

As the business of council increased with the rapid growth of Hamilton in the 1950s onwards, departments with control of separate activities were introduced, given full departments status in 1974 and answerable directly to council. In 1976 the town clerk's title was changed to that of chief executive and departmental heads reported to council through him. The first chief executive was Stuart A. Lenz, who had been town clerk since 1971.<sup>[97]</sup>

[95] Gibbons pp.325-6

[96] Auckland Star 10 January 1913; Gibbons p. 326

[97] Gibbons pp.325-6



### Council Buildings

Hamilton Borough Council meetings were initially held in the courthouse in Collingwood Street, intended to be once a fortnight but soon changed to weekly. On 19 March 1878 architect Thomas Henry White called for tenders to convert an immigrant cottage for use as council chambers: this was one of three immigrant cottages situated on the east side of Victoria Street opposite Garden Place, granted by the government for council use.<sup>[98]</sup> The cottage was extended with two rooms and a vestibule, the walls were lined, and a brick chimney erected, for the cost of £163. The successful tenderer for the work was William



Figure 3.26. The Municipal Office building in Alma Street. HCL\_01927.



Figure 3.27. The municipal buildings in the 1960s. Photographer A.E. Graham. HCL\_03351.

Price.<sup>[99]</sup> Council was meeting in the building by late April 1878.

In 1905 a town hall was built in southern Victoria Street, with rooms for council offices and a council chamber.<sup>[100]</sup> It was designed by E. Mahoney & Son of Auckland, but local architect Ebenezer Burgess supervised the work for them. Local tradesmen were employed: the builder was Thomas Evans, Walter Fricker undertook the painting, Ellis & Burnand supplied the benches and Prime & Goodfellow supplied the chairs. The hall cost £3,510 including the piano. The government had made a Coronation commemoration grant of £200, but the council had raised a loan of £3,000 to fund most of the construction. Gas and water were laid on. The town hall was opened on 23 March 1905, by Premier Richard J. Seddon in front of a large crowd.<sup>[101]</sup> In 1914 the council offices were enlarged, following plans drawn by Daniell and Anderson, architects of Hamilton, in 1912.<sup>[102]</sup> The building was demolished in 1967 (Refer to Theme 10).

In 1932 a much larger building to accommodate the council staff and meetings was built at the end of Alma Street. It was designed by local architect H.L. White

[99] *Waikato Times* 21 March 1878

[100] *Waikato Times* 23 March 1905

[101] *Waikato Times* 23 March 1905

[102] WMAH collection 1984/7/435.1-4

[98] *Waikato Times* 16 and 19 March 1878

of Edgecumbe and White and built by a local firm, W.B. Young (H77, Schedule 8A, Operative District Plan, 2017). The building cost £10,082. It was two-storeyed, constructed of ferro-concrete with electrically-welded reinforcing and was considered earthquake-proof; New Zealand timbers were used throughout.<sup>[103]</sup> On the ground floor were the general offices, a large room with a semi-circular counter, the town clerk's office, the mayor's room and the inspectors' department. The council chamber and other offices were upstairs, and in the basement were a gas showroom and workroom.<sup>[104]</sup>

At the opening ceremony on 22 October 1932, Mayor Dr F.D. Pinfold expressed relief that the council had a building where the council's activities could be carried out "under one roof, and with unified control".<sup>[105]</sup>



Figure 3.28. Waikato County Council Office in foreground with public pound adjoining at foot of a barely-formed Clyde Street, 1885. The Union Bridge extends over the river to Victoria Street. HCL\_02334.

[103] NZ Herald 18 October 1932

[104] NZ Herald 18 October 1932

[105] NZ Herald 24 October 1932

Being a short dead-end street, Alma Street provided a suitable place for civic functions where large crowds could gather.

The needs of the growing city again demanded additional administrative space and in 1960 a new building was constructed on what was then the Worley Street-Anglesea Street corner. F.T. Hawkins applied for the building permit on 30 December 1958. The four-storey central portion had a two-storey wing each side; the eastern wing became the public library. The building has been expanded twice since. Holman Construction Limited built the adjacent multi-storey office block prior to 1983.

### Waipa and Waikato County Councils

Hamilton is situated between the two areas governed by the Waipa and Waikato County Councils, now district councils. The two county councils were formed under the Counties Act 1876. Local government re-organisation in 1989 saw the formation of the Waikato District Council and the Waipa District Council. As Hamilton expanded it absorbed some of the land previously under the governance of the county/district council.

Waikato County Council had a presence within Hamilton since 1877- its offices were in Hamilton East and the clerk James McPherson lived at "Riverlea" (H30, Schedule 8A, Operative District Plan, 2017) on Hamilton's south-eastern boundary. After meeting in the chairman's house, the offices then occupied an immigrant cottage.<sup>[106]</sup> A pound was established in Hamilton East adjacent to the Waikato County Council building at the river end of Clyde Street. In 1879 architect T.H. White advertised for a carpenter to remove the council chambers plus add a verandah and lining the rooms.<sup>[107]</sup>

The Waikato County Council constructed a building on the corner of Grey and Clyde Streets. It was designed by Hamilton architect F.E. Daniell and built by Snell Bros (H100, Schedule 8A, Operative District Plan, 2017). It was constructed of camerated concrete; it was single storey facing Grey Street and being on sloping ground it was two storeys at the rear.<sup>[108]</sup> It was opened in February 1910. Alterations were undertaken in 1927 by builders Martin and Young, and additions in 1948 by builder B. Rawlinson.<sup>[109]</sup> The Waikato District Council office shifted to

[106] Waikato Times 3 February 1877 p.3

[107] Waikato Times 26 April 1879

[108] Original drawings for the Waikato County Council Offices, signed Fred C. Daniell, Architect, 5 August 1909. Waikato Museum Te Whare Taonga o Waikato, F.C. Daniell Collection 1984-7-433.1.

[109] Built Heritage Inventory Record Form H100 which states L.L. Rawlinson; Building Permits index.



Figure 3.29. View of the Waikato County Council Offices building soon after its completion in 1910. Waikato County Council, Series 42, item 4, Waikato County Council Photographic Archives, Waikato District Council, Ngaruawahia.

Ngaruawahia shortly after Waikato County Council merged with Ngaruawahia Borough Council in 1989. The original building is now occupied by a travel agency.



Figure 3.30. The Arawa Buildings on Grey Street when in use for shops and offices. HCL\_M02531.1.

### Waikato Regional Council

The regional council was established in 1989, taking over the roles of 40 other local government agencies, including the Waikato Valley Authority that had been established in 1956 and later named the Waikato Catchment Board; and the Waikato United Council which in turn had taken over the Hamilton Regional Planning Authority.<sup>[110]</sup> The Waikato Valley Authority had offices in the Dey Street Ministry of Works office, but in 1957 the Authority moved into the Arawa Buildings in Grey Street. In 1964 the agency purchased the Warwick (formerly the Grande Vue) Private Hotel situated behind the Arawa Buildings and operated from the converted two-storey wooden building until new buildings were constructed on Grey Street after the demolition of the Arawa Buildings in 1994.<sup>[111]</sup> After the demolition of the Warwick more buildings were constructed on the site for the Regional Council.

The regional council encompasses Hamilton City, Waipa and Waikato District Councils and is responsible for a far greater district. Its responsibilities include environmental management, river control, passenger transport, pest control and civil defence planning.

[110] <https://www.waikatoregion.govt.nz/council/about-us/the-work-we-do/>

[111] Lafferty 2019 p. 92



### 3.8 Political Life

#### Electorates

Electoral boundaries have changed frequently, the proportion of rural to urban voters being assessed and manipulated to influence the result of the elections. Between 1864 and 1871 the Waikato River formed the boundary between the Raglan and Franklin electorates, making Hamilton West part of Raglan and Hamilton East part of Franklin. Name changes and boundary changes then saw all of Hamilton within Waikato electorate, but between 1876 to 1890 Hamilton West was in Waipa and Hamilton East in Waikato.

Until 1921 Hamilton was always effectively part of a rural electorate. Frankton was usually part of the Waipa/Raglan electorate, also predominantly rural. In 1921 the population of the borough was sufficient for a new electorate of Hamilton to be established – the electorate included Te Rapa, Eureka, Matangi, Newstead, Tamahere and Rukuhia, which were rural. Hamilton electorate became increasingly predominantly urban. In 1946 Hamiltonians were located in three electorates: Hamilton, Piako and Raglan. Three elections later the city was divided between Hamilton, Raglan and Waipa electorates; Piako again included some of Hamilton in 1960. In 1969 the electorate of Hamilton West was formed, but still some Hamilton residents were part of Raglan and Waikato electorates. In 1972 Hamilton was covered by Hamilton East, Hamilton West and Waikato. For most of the elections between 1911 and 1976 these seats have been won by Reform or the later National parties, with Labour only rarely winning a Hamilton seat.

Currently the electorate of Hamilton West includes a large rural area to the north-east of the city at Horsham Downs, but the populations of the two dissimilar-sized areas of the West and East electorates are approximately the same size.

When the Maaori seats were established in 1867, Hamilton was part of the Western Maaori electorate, but there was no Western Maaori polling booth in Hamilton until 1935 (when 34 people voted at a booth in Frankton) and then not again until 1954.<sup>[112]</sup> The current Maaori electorate for eligible Hamiltonians is Hauraki-Waikato.

[112] Gibbons p. 339

#### Franchise

In 1879 the requirement for voters to be male, over 21 years and owning land of a stated value was changed to allow all males over 21 to vote, however men who owned land in more than one electorate could vote in all those electorates until such plural voting was repealed in 1889. Plural voting meant that non-resident investors could, and did, influence the Waikato elections. In 1893 women over 21 were allowed to vote. Unfortunately, the women's suffrage petition for the Hamilton area has been lost, but examination of the 1893 and 1896 electoral rolls shows that many Hamilton women took advantage of their new status.

At the local body level, the Municipal Corporations Act 1876 gave the vote to all property owners, male and female; it is not known how many Hamilton women this applied to or whether any exercised their right to vote.<sup>[113]</sup>



Figure 3.31. Formerly the Hamilton Light Infantry, this photograph shows men of the No.1 Waikato Mounted Infantry. Major James Reid, who formed the Infantry is seated with his hat on his knee. HCL\_09640.

[113] <https://teara.govt.nz/en/artwork/35373/women-voting-in-local-body-election-1893>

### Political affiliations

Prior to the 1890s people stood for Parliament as independents, often being petitioned to stand by local supporters. With the establishment of the Liberal Party in 1891 the party system developed, the next most-significant party being the Reform Party in 1909. This party was more conservative than the Liberals and appealed to the rural voters. In Hamilton, as part of the Waikato electorate, voters wavered between farmer Frederic W. Lang and Liberal (later Labour) Henry J. Greenslade. Greenslade was ousted in the 1911 election by former Hamilton mayor and dentist J. Alexander Young; Young held the Hamilton seat for the Reform Party until a Labour candidate, C.A. Barrell, won the Hamilton seat in 1935.

Since then the seat has been held predominantly by the National Party. Hilda Ross, our first woman MP, won the Hamilton seat for National from 1945 through to 1957. From 1954 Social Credit was a popular party with support in the three electorates that included Hamiltonians. More recently, Labour has held Hamilton seats at times and the Green Party and New Zealand First have some support.



Figure 3.32. A squadron of Waikato Mounted Rifles soldiers on the platform at Frankton Junction railway station. It is possible that they were preparing to leave to fight in the second South African Boer War of October 1899 to May 1902. Photographer G. Cartwright. HCL\_08841.



Figure 3.33. The Hamilton East School Drill Team practising in the grounds of the drill hall in Knox Street, 1908. HCL\_00128.

### 3.9 Other Military Activities

#### Volunteer military units

From 1864 various volunteer forces were formed in Hamilton. The units met regularly and paraded and held shooting competitions. Some Hamilton men joined up as the Hamilton Contingent of the Te Awamutu Cavalry Volunteers from 1876. The Hamilton Rifle Volunteer Corps was formed in 1879 with 45 men signing up.<sup>[114]</sup> An earlier troop named the Waikato Rifle Volunteers held a weekly parade in the hall in Sydney Square.<sup>[115]</sup> James Reid, who settled in Hamilton in 1886 and set up saddlery and photography businesses, had been a career soldier in British army units and using that experience he formed the Hamilton Light Infantry Volunteers in 1887; its name was changed to No.1 Waikato Mounted Infantry in 1897 when the unit joined with the Te Awamutu and Cambridge Cavalry Volunteers.<sup>[116]</sup> Reid also formed the second and third companies of the Waikato Mounted Infantry.

[114] *Waikato Times* 10 May 1879 p.2

[115] *Daily Southern Cross* 28 September 1871 p.2

[116] Reid's studio still exists in southern Victoria Street, scheduled as H69.





Figure 3.34. A 1938 view (cropped aerial image) showing Knox Street through middle of photo. From left: (facing camera) Victoria Street, commercial buildings, drill hall, field artillery barracks, Volunteer Hall [Oddfellows Hall], Government Buildings, bowling greens, Anglesea Street. HCL\_00318 (cropped).



Figure 3.35. The buildings from the rear, 1938. From right (facing camera): Victoria Street and commercial buildings, 1926 drill hall, 1913 field artillery depot with stables, 1881 hall, Government Buildings. St Peter's Cathedral in foreground and church hall at right facing Victoria Street. (Note the northern side of Knox Street still has houses.)

The 4th (Waikato) Mounted Rifles was formed subsequently but was superseded by the Territorial Force in 1911.<sup>[117]</sup>

Many local men served with the New Zealand forces in South Africa 1899-1902, and overseas in WWI and WWII. Patriotic fund appeals were successful with Hamilton residents donating money or gathering together items for relief packages sent to the troops during the overseas engagements.

In 1900 the Defence Amendment Act introduced military cadet training into schools; the Defence Act 1909 made military training compulsory for nearly all boys from age 12.<sup>[118]</sup> Hamilton schools had cadet corps, schoolboys learning military discipline and having regular drills and parades. From 1914 the age was set at 14 years and the focus was changed to physical education.

A field artillery depot was built in Knox St in 1913, alongside the former Volunteer and Public Hall that had been built in 1881.<sup>[119]</sup> The building was primarily of steel framework with galvanised iron cladding, designed so that it could be taken apart quickly and shifted. The frontage was two-storey, with offices, store room, harness room, accommodation for 14 men and a mess room, bathroom; behind was a stable and gun shed. Provision was made so that the doors would open into a drill hall when that was built alongside. The new drill hall was built in 1926, on the eastern side of the field artillery depot; the original Volunteer Hall was still on the western side of the site until at least 1938, possibly until 1941-42, albeit no longer named as such.<sup>[120]</sup> The remaining buildings were demolished in 2002. The site had been used for military purposes since the militia camp there in 1864.

In 1919 the Repatriation Department established an office in Livingstone Chambers, Victoria Street, for the processing of loans, provision of sustenance for war widows and assistance to returned servicemen seeking employment.<sup>[121]</sup>

### World War II activities

In 1941 when the Japanese entered the war, and with the prospect of large numbers of operational aircraft being based in the country, it was decided, due to the existing stores depot at Hobsonville being vulnerable to air attack, to move

[117] [https://en.wikipedia.org/wiki/Waikato\\_Mounted\\_Rifles](https://en.wikipedia.org/wiki/Waikato_Mounted_Rifles)

[118] <https://nzhistory.govt.nz/war/children-and-first-world-war/cadet-training>

[119] *Waikato Argus* 13 May 1913; Simmons, Alexy "Report on archaeological work carried out at the former Army Drill Hall site, Hamilton", 2004 p. 7

[120] Simmons p. 13

[121] *Waikato Times* 17 May 1919



the depot to Hamilton.<sup>[122]</sup> Hamilton was chosen because it was necessary to keep the depot in the Auckland area, as Auckland and Lyttelton were the only two ports in New Zealand where arriving aircraft could be unloaded.<sup>[123]</sup>

Originally the Stores Depot to service Auckland, Northland and Waikato Air Force stations was proposed to be established in Frankton in the former railway housing workshop near Frankton railway station. However, it was reconsidered as Frankton was still vulnerable to attack.<sup>[124]</sup> Bledisloe Hall, the largest freestanding structure in New Zealand at the time, made it ideal for the establishment of a store's depot for the Air Force and was commandeered for this purpose. In March 1942 half the stock from the depot at Hobsonville was transferred to the site. The use of this building was planned as a temporary measure, with plans to build a new purpose-built station north of Hamilton, in Te Rapa. Te Rapa was sufficiently inland from both coasts to prevent air attack, and it was also on the main trunk railway line, close to Hamilton, and rural so a new station would not be too disruptive.

The construction was undertaken by the Public Works Department, and several large buildings were planned as stores hangars. Once constructed, the station was to house all spares for most of the northern North Island stations. The No.1 Mobile Construction Unit under the command of Hamiltonian, Squadron Leader F. Butler undertook to enlarge the land owned by the Waikato Airport Board into an aerodrome that could handle even the largest operational aircraft. The Air Force used the airport until 30 June 1946 when RNZAF Station Hamilton officially closed.

After the war Te Rapa became the stores depot for all of the RNZAF bases, till the stores system was decentralised and the base closed in 1992.

This Repair Depot spanned two stations. The aircraft repair portion was largely based at RNZAF Station Rukuhia, just south of Hamilton. The engine repair division occupied Bledisloe Hall and soon set up a production line that saw many hundreds of engines of all types overhauled and reconditioned to return to service. The Bledisloe Hall depot was designated No.1 Repair Depot and began to operate in September. When it was first formed, the Repair Depot was responsible for the repair and overhaul of a large range of aircraft engines.

The No.1 RD took over all sorts of empty spaces. These included car garages as these had suffered a downturn due to their mechanics being called up for military service and cars being off the roads due to petrol shortages – several stood empty.

To support the repair units there were other establishments around the town. A Motor Transport section was established in Ebbett's garage on the corner of Anglesea and Hood Streets. Offices for the administration and accounting staff were commandeered. The Station Commander, who was responsible for both RNZAF Hamilton and RNZAF Rukuhia, had an office above a garage in north Victoria Street. Shops and businesses along Alexandra Street to the south of Collingwood Street became workshops. As hundreds of staff were brought into the town, accommodation had to be established also.

A camp was erected near Palmerston Street where canvas-roofed huts



Figure 3.36. Loading rounds into ammunition clips at the Colonial Ammunition Company's factory, Hamilton, 1944.

[122] <http://nzetc.victoria.ac.nz/tm/scholarly/tei-WH2AirF-c9-10.html>

[123] <http://www.cambridgeairforce.org.nz/RNZAF%20Stations%20Waikato%20BOP%20area.htm>

[124] No.1 Stores Depot RNZAF 50th Anniversary Reunion 1939 – 1989, RNZAF Base Te Rapa, 4th November 1989

accommodated airmen. More huts were erected north of the town centre in an area known as Snake Gully, just opposite the western end of Fairfield Bridge, off Victoria Street. Today the area is the site of the Hamilton Badminton Club. For the many Women's Auxiliary Air Forces that did administrative duties, three hotels were taken over. Other buildings requisitioned by military authorities included the racing club and A&P Association buildings at Claudelands showgrounds.<sup>[125]</sup>

No RNZAF presence is left in the Hamilton city centre since the closure of the RNZAF recruiting office in Knox Street in the late 1990s and its subsequent demolition in the early 2000s. Most of the buildings used as workshops, administrative offices and accommodation have since been demolished and new buildings stand on their sites.

The Money Order Office, a small building at the south end of Victoria Street that had been presented to the town by Helen Bell in 1941 for use as an art gallery and museum, was requisitioned during the war by the government as a training centre for Air Force cadets.

During World War II the airport was taken over by the Royal New Zealand Air Force on 12 August 1942, under the command of Squadron Leader H.G. Wilson. No.2 and 3 Aerodrome Defence Squadrons were billeted at the Narrows.

Two ammunition factories were built in Hamilton East after a suspicious-looking light plane flew over the Auckland factory of the Colonial Ammunition Company at the start of World War II and it was decided to move production south, to Hamilton.<sup>[126]</sup> One factory was constructed at the southern end of Dey Street and was known as Norton as it was built on farmland owned by a Mr Norton. The other factory, Galloway, was also on Dey Street on land between where Kirikiriroa Marae and the Hillcrest Stadium are today.<sup>[127]</sup>

Hamilton contractors built the two factories and local manufacturers duplicated existing machinery, tools and dyes from drawings made by New Zealand Railways draughtsmen.

Staff and materials for the new plants began to be shifted to Hamilton in April

1942. The transfer was completed by June of the same year with little loss of production experienced at either end. Many women (and some men) worked in the factories making bullets. Remnants of one of the factories remain. Staff were accommodated in purpose-built accommodation on Peachgrove Road and buses were provided to get them to and from work.<sup>[128]</sup> A hall was built behind the flats as the social centre for the munitions workers.<sup>[129]</sup>

The factories had a workforce of around 1,200 at one time and it was estimated that 74 million rounds of ammunition were produced per year. With the Japanese surrendering, production slowed and eventually ceased and the machinery and equipment was returned to Auckland.<sup>[130]</sup> Presumably the Galloway factory building was demolished around this time as there is nothing on the site where it was located. The Norton factory remained and was converted to offices for the Ministry of Works and remained as such for 41 years.<sup>[131]</sup>

A patriotic hut was erected in Garden Place; over 300 women volunteered to maintain the service at the hut.<sup>[132]</sup> It was a soldiers' club and dormitory, with three large apartments: a lounge, dining room and dormitory, with showers and conveniences, for the use of visiting members of the forces.<sup>[133]</sup> It was opened by the Mayor, H.D. Caro, on 7 October 1942 before a large gathering. The hut was built without profit to the architects or contractors.<sup>[134]</sup> The hut was a great success, providing a home-like atmosphere and good meals – 5,000 meals per week were being served in the first two months, and in six months in 1943, 69,000 meals and 3,000 bed-nights were provided.<sup>[135]</sup>

Hamilton also prepared itself for possible invasion: home guard units were organised, and people-built bomb shelters in their gardens. Garden Place had just been created from the hill and this area was turned into a maze of trenches in which people could shelter in case of air raids.

With a large number of men serving overseas, land girls were also engaged in farm work – in 1942 six women were working at Ruakura State Farm, milking

[125] Gibbons, *Peter Connections* 2006, p. 132

[126] Harris, Lynn H. p. 21

[127] [http://kete-hamilton.peoplesnetworknz.info/hamilton\\_heritage/topics/show/810-hamiltons-ammunition-factories](http://kete-hamilton.peoplesnetworknz.info/hamilton_heritage/topics/show/810-hamiltons-ammunition-factories)

[128] <http://hamiltonheritagecollections.co.nz/nodes/view/1289>

[129] *Hamilton 1950, Hamilton City Libraries*

[130] Lynn H Harris; Page 22-23

[131] <http://nzetc.victoria.ac.nz/tm/scholarly/WH2-2Hom-fig-WH2-2HomP014a.html>

[132] *NZ Herald* 15 October 1942

[133] *NZ Herald* 5 October 1942 p.2

[134] *NZ Herald* 7 October 1942 p.4

[135] *NZ Herald* 17 May 1943 p.2

cows, fixing fences and cutting hedges.<sup>[136]</sup> In 1941 three women worked as herd testers for the Auckland Herd Improvement Association; they were stationed at Frankton.<sup>[137]</sup> Hamilton was the first town, in January 1942, to employ women on mail rounds.<sup>[138]</sup>

During World War II the government acquired land to grow vegetables for New Zealand troops, and later for US troops, and the Rukuhia farm that had belonged to Thomas Macky Hall, known as Hall Road Block, was used for this purpose.<sup>[139]</sup> Some of the land was sold after the war as rehabilitation land for returned servicemen. A brick fuel store at the former Hall farm may date to WWII activities.<sup>[140]</sup>

The hut was used as the Returned Services Club; in December 1945 the proclamation declaring Hamilton as a city was read by the mayor from the steps of the building.<sup>[141]</sup>

The Hamilton Women's Auxiliary Volunteer Corps (WAVC) was formed and commandeered by Dame Hilda Ross. Some 250 women enrolled and undertook duties at the local soldiers' club, clerical work and trained and drilled under an army sergeant.<sup>[142]</sup>

The 6th Company, comprised of Hamilton World War I veterans, was formed in 1939 and placed under the command of Major L.E. Haines DSO. They left for Home Service on Great Barrier Island on the 11th of December 1941. They were discharged during 1943 but reunited annually until December 1976. The remainder of the Company's social fund was handed over to the "Sunningdale" RSA Veterans Home.<sup>[143]</sup>

The Waikato Mounted Rifles Squadron still exists, based in Rostrevor Street, Hamilton, as part of the Queen Alexandra's Mounted Rifles (QAMR), the only Territorial Force (Army Reserve) of the New Zealand Army. Its role is mounted reconnaissance and surveillance. In 2017 several members of the Waikato Mounted Rifles took part in the ceremony to unveil the War Horse statue in Memorial Park.

[136] NZ Herald 4 April 1942

[137] NZ Herald 19 February 1941

[138] <http://nzetc.victoria.ac.nz/tm/scholarly/tei-WH2-2Hom-c21.html>

[139] AJHR H29 1945; Raynes; Auckland Star, 12 December 1945, p. 4

[140] Williams, Lynette 2012

[141] Evening Post 14 December 1945

[142] <http://nzetc.victoria.ac.nz/tm/scholarly/tei-WH2-2Hom-c21.html>

[143] <https://hamilton.recollect.co.nz/nodes/view/900>



Figure 3.37. The beginning of the building of the patriotic hut, which was an Ellis and Burnand 'Ready to Erect Cottage'. The hut was erected in Garden Place; Pascoe's Building is at right. HCL\_06827.





Figure 3.38. Trenches being dug in the west end of Garden Place during World War II. HCL\_02433.



Figure 3.39. 6th (Hamilton) Company National Military Reserve and the Hamilton Women's Auxiliary Volunteer Corps parade in Ward Street, 1940. HCL\_06864.



Figure 3.40. Members of the 4th Medium RNZA (41 Battery) at artillery training on Lake Domain Reserve land. 1950s HCL\_05705.

### Summary of Findings

Until 1864 the Hamilton area was governed ostensibly by central government but in actuality by traditional Maori customs. The Kingitanga, established in 1858, selected a Tainui chief as its first king, and the Waikato region has been the seat of the Kingitanga since then. The colonial government took control after the Waikato War of 1863-64. Hamilton has been under the jurisdiction of the Auckland Provincial Government, town boards, borough and city councils, Waipa and Waikato County and District Councils and the Waikato Regional Council and its predecessors. As Hamilton developed into the main service centre for the Waikato, government departments established offices as district headquarters.

After the disestablishment of the Waikato Militia, the justice system has conformed to the national system of police and courts to maintain law and order

### Current District Plan Listings

#### District Plan – Schedule 8A

Site No	Name	Description
H22	PS Rangiriri hulk	
H7	Hamilton Courthouse	Anglesea Street
H77	Hamilton Borough Municipal Offices	Alma Street
H100	Waikato County Council offices	
H24	Windermere (Frank Jolly mayor Frankton)	
H35	Former Post Office and departmental building	
H42	Public Trust building	
H30	Riverlea (McPherson was clerk for WDC)	
H41	Cadman's Garage	Used as a service depot during WWII

#### District Plan – Schedule 8B & 8C

Site No (NZAA No)	Name	Description
	all the pa sites including extended city boundaries	governance by Maori
	Jetty piles at Ferrybank	1864 militia
	redoubt sites: East/Moule's, West, Galloway, Narrows	Kairokirioki
	Ferrybank reserve area including rotunda area where stables were.	

#### District Plan – Special Character Area

District Plan Reference	Name	Description

#### Possible new listings

Item	Reason
Pou commemorating chiefs?	
Hamilton courthouse (former, half) 50 Albert St	
Hamilton courthouse (former, half), 136 Pembroke St	
Remains of wall including end pillars and railing that enclosed the Government Building in Knox St.	
Workers Flats – Peachgrove Road	
Ammunition Factory Building, Wairere Drive	
War Memorials, Memorial Park	
Any place related to Frankton Borough? Was 62 High St the FBC offices? Or the land agents' where the council met?	
Identify one of the first Maori Affairs dept houses? Some listed in building permit index.	
Other government buildings e.g. Charles Heaphy building	
Ensure an archaeological alert precinct is placed over the Knox Street militia and governance/defence sites, including Hamilton West Redoubt	

#### Further Research/investigation work

**Links to other sections within the Thematic**

- Puke Justice – use of courthouse for council meetings
- Work- James Reid’s businesses
- Defence – sites of four redoubts – Narrows, West, East, Galloway
- Defence – sites of pa
- Retail – Cadman’s garage
- Built City- housing
- Transport and Communication – PS Rangiriri, post offices, bridges railway sites and structures, sub-surface early road formations e.g. Anzac Parade
- rangiora Pa A108 (S14/47) was also the site of Hamilton West Redoubt and later government buildings
- Te Tara-ahi Pa A119 (S14/72) was also the site of Moule’s Redoubt.
- Hui Te Rangiora marae and Te Puna-o-te-Ora hostel link to Built Environment and Work sections.
- Te Puna-o-te-Ora hostel links to Health as first used by visitors to Waikato Hospital.
- Built Environment: The sizes of the earlier houses reflect the class divide in the latter 19th century (e.g. Lake House versus Nickisson Cottage).
- Work and economy
- Religion







## THEME 4: Creating the Built Environment

Hamilton's built environment changed in the late 1860s from one of traditional and post-colonial Maaori settlement patterns to a European-style town with surveyed blocks of land separated by roads, with reserves and parks. Initial buildings post-August 1864 were mostly of raupo and timber with dirt floors and shingle roofs, and more substantial timber structures with corrugated iron roofs, brick chimneys and wooden floors; by the end of the nineteenth century some houses and shops were two storeys. Concrete and brick construction became more common from the early twentieth century. In the business districts, multi-storey buildings replaced the smaller insubstantial buildings.

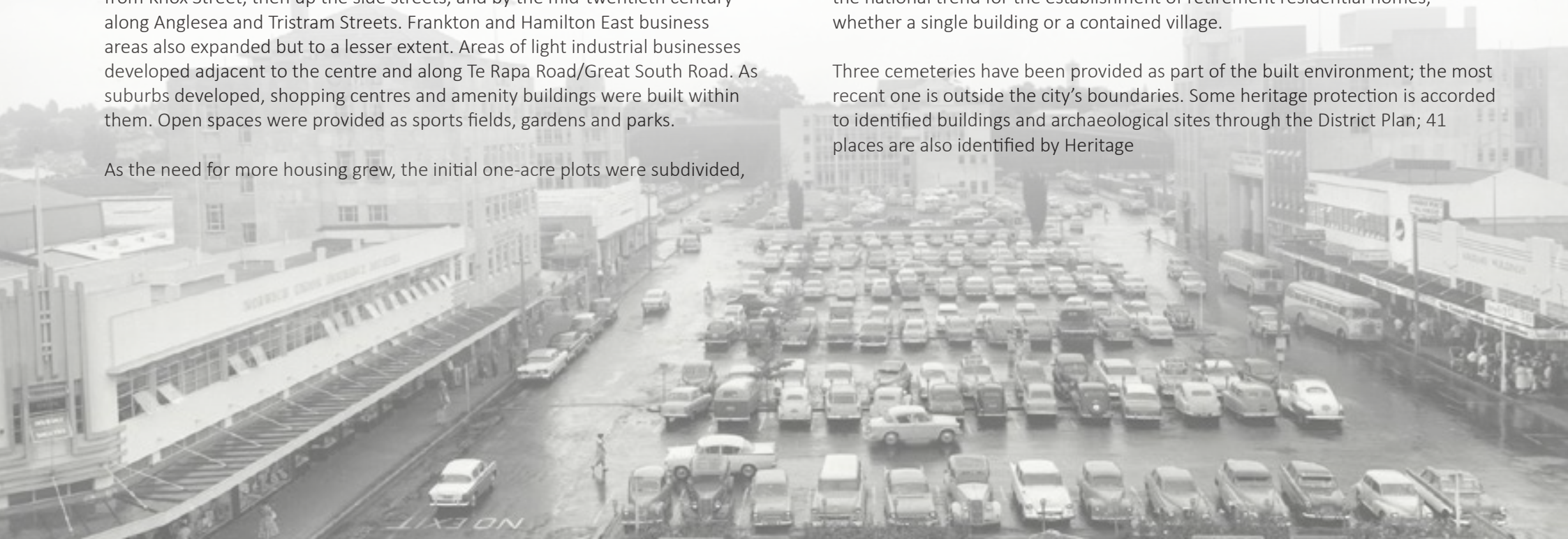
The commercial and retail centre slowly expanded north along Victoria Street from Knox Street, then up the side streets, and by the mid-twentieth century along Anglesea and Tristram Streets. Frankton and Hamilton East business areas also expanded but to a lesser extent. Areas of light industrial businesses developed adjacent to the centre and along Te Rapa Road/Great South Road. As suburbs developed, shopping centres and amenity buildings were built within them. Open spaces were provided as sports fields, gardens and parks.

As the need for more housing grew, the initial one-acre plots were subdivided,

and as more rural areas were brought into the urban area, larger properties of 50 acres or more were subdivided. International landscape trends such as garden suburbs were followed; cul-de-sacs enabled greater access; major earthworks also provided more land for buildings. Denser residential housing included not just smaller sections but semi-detached houses, blocks of flats, town houses and multi-storey apartment blocks. Within the central city some office and business buildings have been converted to accommodation.

Social housing was provided first with the government's Laurenson Settlement; other state housing followed in several areas of Hamilton; some council-owned housing was established from the mid-twentieth century. Hamilton has followed the national trend for the establishment of retirement residential homes, whether a single building or a contained village.

Three cemeteries have been provided as part of the built environment; the most recent one is outside the city's boundaries. Some heritage protection is accorded to identified buildings and archaeological sites through the District Plan; 41 places are also identified by Heritage



#### 4.1 Maaori settlement

After the arrival of Tainui waka, settlements sprang up throughout the Waikato region, particularly along the coast, harbours and rivers where travel was easier, by canoe. The Waikato River environs were generally less-densely occupied than those of the Waipa River, the strength of the current in the Waikato being more forceful and harder to paddle against.

Maaori land settlement prior to the colonial occupation of the Waikato followed the traditional family-based system, with defended pa, unfortified kainga (villages) or temporary camps associated with food production, food gathering and utilisation of natural resources. Location to fresh drinking water was essential. The pa were mostly on cliffs above the river or on easily-defended sites above gullies or on promontories. They would not all have been occupied at once.

Miropiko, Waipahihi, Te Taraahi, Te Nihinihi and Te Parapara on the east; and Te Moutere o Koipikau on Graham's Island. In addition, there were other pa whose names have been lost.

As well as the pa sites there are many other recorded archaeological sites within Hamilton, such as isolated artefact finds, settlement sites with ovens and storage pits, gardening evidence of borrow pits and modified gardening soils. This shows the extended nature of the settlement pattern. The living and cultivation sites are mostly within a few hundred metres of the Waikato River.

By the 1830s Ngati Wairere's principal settlement in central Hamilton was Kirikiriroa; it was the only significant settlement between Karapiro and Ngaruawahia, possibly due to a protracted period of warfare between Ngati Haua, Ngati Raukawa and Waikato tribes.<sup>[1]</sup> Kirikiriroa had been occupied since the beginning of the eighteenth century, but was abandoned for several years from 1822 after threats of raids by Ngapuhi.

The fortified area of Kirikiriroa pa was on a natural river terrace defined approximately now by Bryce Street, London Street, Victoria Street and the Waikato River. Inside the pa were pataka (storehouses), atamira (raised platforms on which bodies were placed), whatarangi (raised platforms for food offerings), whata (raised platforms for drying kumara and eels), whaangai hau (ceremonial ovens for human flesh), whare moe (sleeping houses), a whareroa (meeting house) named Tohikiterangi, tawharau (canoe sheds), kauta (cooking sheds)

and several other structures<sup>[2]</sup>. A carved ceremonial post (pouwhakarae) named Te Pou o Tahuwawa stood within the pa<sup>[3]</sup>. No pictorial record of Kirikiriroa has been located, but oral accounts describe the shapes, construction methods and materials of several of the structures; they state that Kirikiriroa was renowned for the quality of its carvings<sup>[4]</sup>.

On 14 August, 1857, the Resident Magistrate Francis D. Fenton stayed the night at a pa he named Te Rapa<sup>[5]</sup>, but which may have been Kirikiriroa; in his journal he stated:

*"They are building a large house to be called after the name of their ancestor  
"Wairere""<sup>[6]</sup>.*

Structures were made of wood and lighter organic materials, with some stone for ovens and ceremonial markers; no standing structures have survived apart from earthen banks and ditches of pa.

On 2 March, 1864, when the paddle steamers Koheroa and Pioneer anchored at Kirikiriroa, the British army found "there were only a few native huts, which were found deserted"<sup>[7]</sup>.

There was no European settlement at Kirikiriroa, or its immediate vicinity, until the militia settlements Hamilton East and Hamilton West were established in August 1864.

#### 4.2 First surveys

Soon after Hamilton was chosen as the site for a militia settlement, surveyors were put to work to lay out the towns of Hamilton East and Hamilton West into one-acre allotments as grants to the militiamen. Beyond these areas, the land was divided into (mostly) 50-acre allotments – these were to be assigned to the militiamen as their rural grants (Refer to Theme 3.3). Hamilton West was within the Parish of Te Rapa, Hamilton East within the Parish of Kirikiriroa<sup>[8]</sup>. The name Kirikiriroa has since been used for the east side of Hamilton, displacing the name

[1] Moon p. 264

[2] Opus 2000 p.12-15

[3] Opus 2000 p.15

[4] Opus 2000 p. 18

[5] Te Rapa pa was upstream from Kirikiriroa.

[6] Fenton 1857 in AJHR 1860 E 1C: 24

[7] Featon, John, 1879 The Waikato War p. 78

[8] Parishes were secular land divisions.



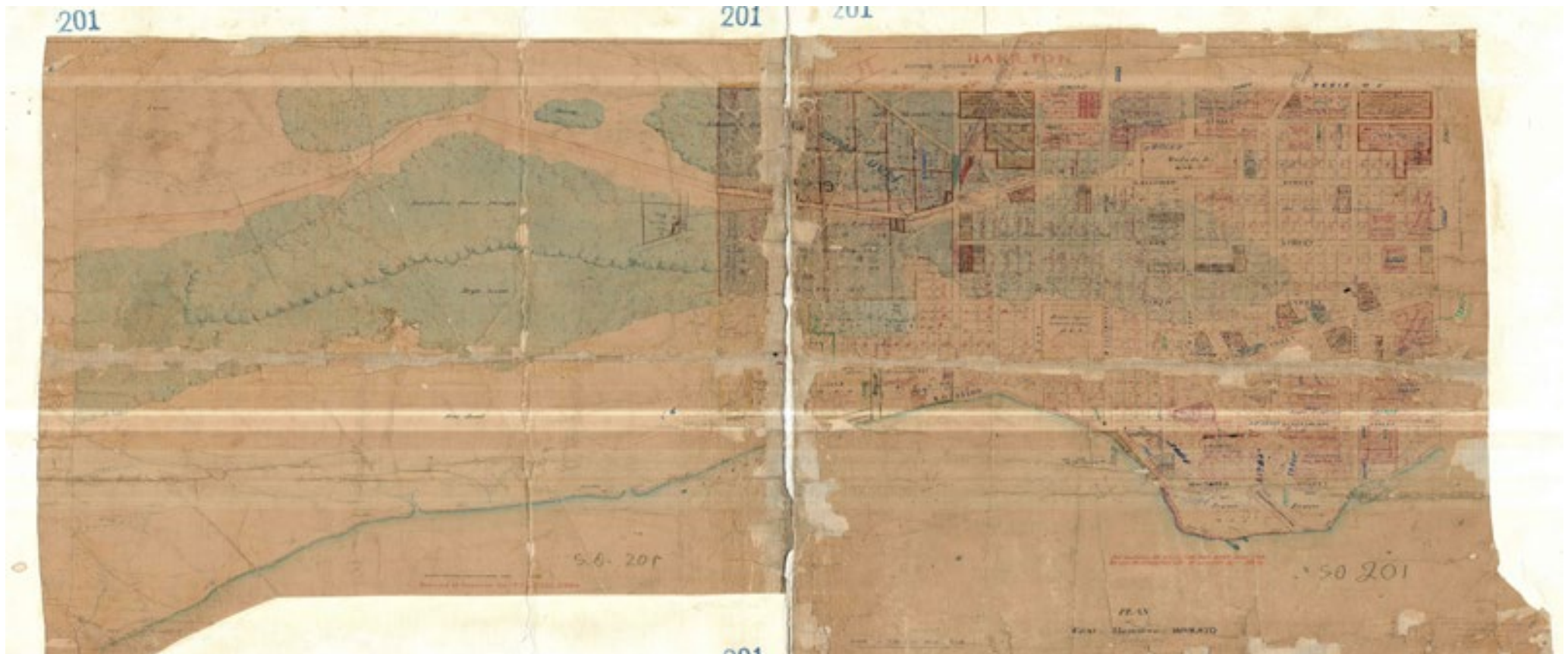


Figure 4.1 "Plan of East Hamilton, Waikato" drawn by W.A. Graham [1864]. North is to the left and the Waikato River is marked in blue along the lower edge. The intended urban area of one-acre allotments was only to the right (south) of the central crease. The land on the left-hand sheet comprised most of the 400 acres allocated to Col. Moule. The map has been annotated many times since, as it was a working document for the Lands Department. SO 201 (1864).

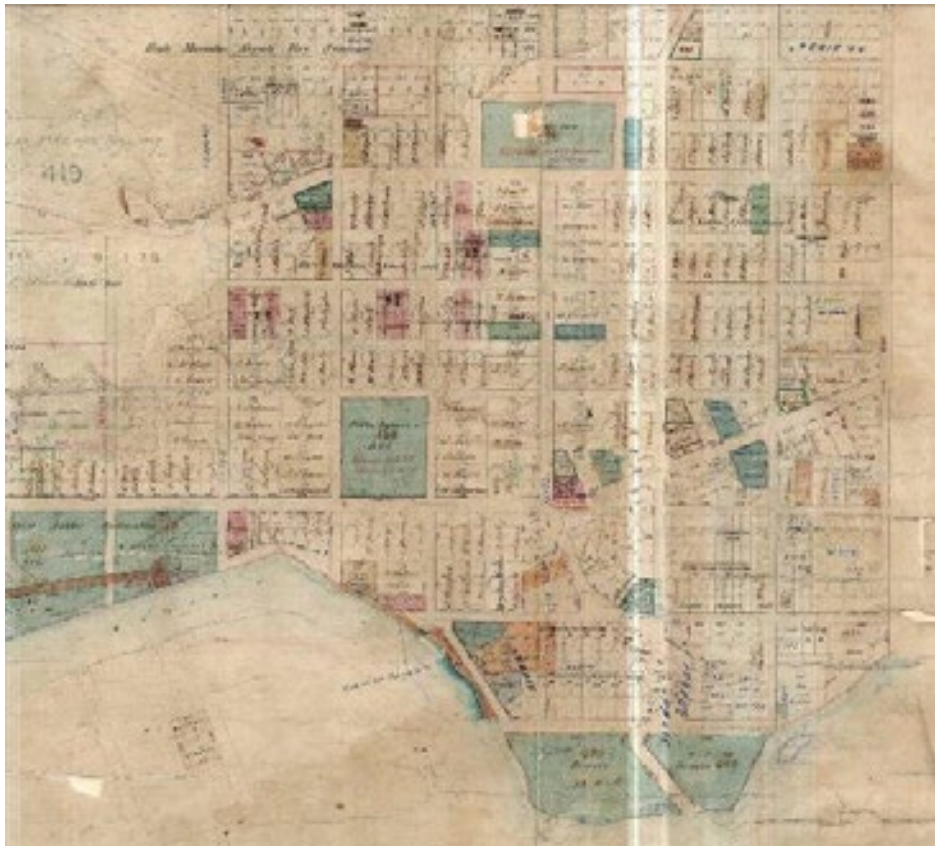


Figure 4.2 A different version of SO 210/sheet A2 (north to left) shows the grid layout of streets, and the numbered one-acre parcels with militiamen's names added. The green areas were marked as reserves. Street names were added later.

from its original Maaori location on the west. To the north of Parish of Te Rapa was the Parish of Pukete, part of which is now within Hamilton.

William Australia Graham undertook the Hamilton East survey (SO 201) and had completed it by 23 September 1864 (Figures 4.1 and 4.2). The town extended east from the river to what is now Dey Street and from Cobham Drive north to approximately the line of Riro-Rothbrook-Frances Streets, such that Gibbons Creek was within the town. Most of the town was a grid of evenly-spaced parallel streets crossed at right-angles, although there were some departures from the grid, in Grey Street and Peachgrove Road-Galloway Street. Each rectangular block



Figure 4.3 Survey plan SO 378 drawn late 1864, in two sheets and re-drawn (the original is in very poor condition); this version shows the 1879 railway line built up to the Hamilton station. The 'triangular' areas either side of Grantham Street are enlarged in the inset at lower right (see next figure). Each allotment has the name of the militiaman to whom it was allotted or its reserve status. The plans were annotated over the years; most of the street names are in a later hand, the original ones being Tisdall Street, Victoria Street, Hillsbro' Terrace, Grantham Street, Hillsboro' Place [now Sapper Moore-Jones Place], Eugene Place [now Alma Street] and Hamilton Parade.



was subdivided into one-acre rectangular parcels, either ten or twelve to a block, again with some anomalies to suit the grid. The survey set aside unspecified reserves, stockade reserves, hospital endowments and school reserves, and a ten-acre public square. The latter became Sydney Square, later renamed Steele Park (refer Theme \*\*).



Figure 4.4 Part of SO 378, drawn in 1864, showing the intended commercial centre with its small land parcels fronting Victoria Street, Grantham Street and Hillsborough Terrace at the Ferrybank.

The Town of Hamilton West, surveyed as SO 378 later in 1864 by William Blackburn, extended from where the Waitawhiriwhiri Stream flows into the Waikato River and south to Palmerston Street/Hillsborough Terrace; west to (but not including) the lake, Rotoroa, and bounded by the river on the east (Figure 4.3). The town was laid out as a grid primarily in one-acre allotments within rectangular blocks, but with the hill on the east side of the lake to contend with as well as the spur that came down to Victoria Street (Garden Place Hill), the layout was not as regular as for Hamilton East. Pembroke Street cut across the grid on a diagonal as the first leg of the road to Ohaupo, Great South Road. With a view to a commercial centre, 36 much smaller sections of 7 to 14 perches [0.02-0.04ha] were surveyed along both sides of Grantham Street and the east and west sides of a short length of Victoria Street (this part was first named Tisdall Street), south of Knox Street (Figure 4.4). Blackburn stated that there were 259 one-acre lots for selection by the militia; otherwise there were 119 lots of varying size, for government purposes. The survey set aside a “Permanent Reserve” (green belt), school endowments, hospital endowments, a market house reserve and a redoubt reserve.

With the provision of smaller lots for commercial purposes it was clear that Hamilton West was intended to be the commercial part of the whole town.

Survey work continued in the immediate vicinity of the two towns to divide the landscape into mostly 50-acre parcels. Some parcels were set aside as kahikatea forest reserves; large areas of swamp were left unsurveyed or not subdivided. The militiamen-settlers gradually took up their one-acre town allotments and their rural allotments, usually before they were formally allocated in 1866-67 and the militiamen received the deeds.

The town allotments were balloted for, within the four companies of the regiment: No.1 Company was allocated the northern part of Hamilton West, No.2 the southern part; No.3 Company balloted for the southern part of Hamilton East and No.4 Company the northern part of Hamilton East. For a while the northern part of Hamilton West and the area to the north was known as ‘No.1’ as an address; the first bridge, over the Waitawhiriwhiri Stream on Victoria Street, was called No.1 Bridge after No.1 Company.



### 4.3 Subdivision and use of land: within the original towns

From the late 1860s, within the urban areas there was a pattern of subdivision and further subdivision, the one-acre allotments being subdivided into two, then four or five parcels and even smaller plots. As Victoria Street and Grey Street developed as the main commercial areas, the one-acre allotments that bordered them were subdivided to give narrow frontages to the street so that more buildings could be erected to accommodate the businesses. In many cases buildings were erected, and leased, before the land was subdivided.

Apart from the redoubts and their associated buildings, the first use of the land was the erection by militiamen of simple cottages and development of vegetable gardens. The Commissariat had buildings at the jetty below the Hamilton West side, known as the Ferrybank (Figure 4.5 and 4.6). By the late 1860s some commercial use of the land had begun, with the establishment of a few shops, the Anglican Church and the Hamilton Hotel on the west side, and on the east side, the Royal Hotel and several shops concentrated on Grey Street.



Figure 4.5 This c.1865-66 photograph of the Ferrybank landing shows Grantham Street has been formed with a bend to accommodate the topography. The Commissariat stores are on the lower terrace; the Hamilton Hotel and a few other buildings are on Victoria Street. Part of the slope below Grantham Street appears to be a vegetable garden. HCL\_02647.



Figure 4.6 A similar view taken in 1878 shows most of the structures at the Ferrybank have been removed. Up on Victoria Street are St Peter's Church on horizon, left), the Hamilton Hotel, the Commercial Hotel, the BNZ, the post office and several other buildings. The long white building (at left) is the military hospital. HCL\_00715.



Figure 4.7 An 1870s view looking north up Victoria Street with the street barely formed shows cottages (left); the larger building in the distance (left) is Isaac Vialou's coachworks and livery stable. On the right are the Hamilton Hotel and the first post office (gable end). HCL\_02787.

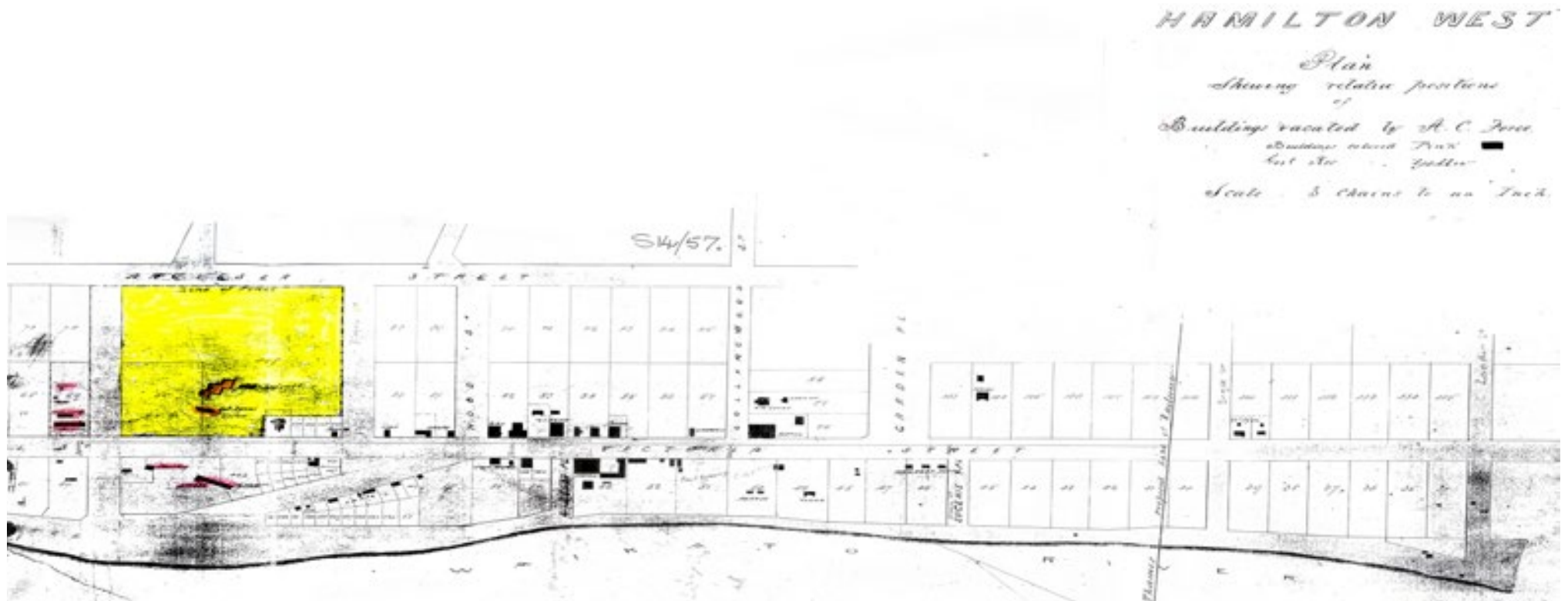


Figure 4.8 “Hamilton West Plan Shewing [sic] relative positions of Buildings vacated by A.C. Force” [1878-79], (cropped and digitally edited). Shown are the Government Reserve (yellow), A.C. buildings (pink), the Anglican and Methodist churches, the R.M. Court and lock-up, the Hamilton and Commercial Hotels, Hume’s house on Garden Place Hill, Gen. Galloway’s house and the manse opposite the end of Collingwood Street, Vialou’s buildings, the Post Office (two buildings), three emigrant huts, several shops and unidentified buildings that are probably dwellings. The new BNZ is shown, but on the corner of Knox Street “Bank” indicates the BNZ’s previous premises. The most-northerly buildings are four marked “Col. Lyon”, on part of Allotment 440 on the corner of Bryce Street. Archives NZ, BBAD A717 W-ADO 1094.



Figure 4.9 Looking towards Garden Place Hill from Victoria Street between Hood Street and Collingwood Street. Vialou & Co. carriage factory is on the left, with the picket fence of his house property at far left. The sign on the lower left side of the building says Builders & Contractors and Mill & Wheelwrights. The white building to the right of the tall tree contains the National Bank of New Zealand Ltd, previously home to the Union Bank of Australia. Farm implements and drays sit at the roadside. HCL\_03698.



Figure 4.10 Two business premises in Victoria Street in the 1890s: P. McMahon boot maker and Coyle's Furnishing Warehouse. They are both simple wooden structures, gable roofs with parapet and no verandah. At the rear (right) is Lock's painter and decorator premises. Note the unsealed road surface, open drain and a hitching post. HCL\_02802.

By the late 1870s built development had shifted up onto the higher river terrace on which Victoria Street was formed, and the upper part of Grantham Street: buildings included the Hamilton Hotel, the Commercial Hotel, St Peter's Church, Vialou's carriage works and house, two banks, Trewheellar's biscuit factory and a few cottages.

A survey plan drawn in 1878 shows Victoria Street up as far as London Street was still lined with one-acre sections, with only a few houses and a manse, two hotels and two churches; there were a few shops in Grantham Street and between Knox and Collingwood Streets (Figure 4.7). Vialou and Co's carriage works was extensive and occupied nearly a whole acre; this included his house which was set back from the road with a picket fence at front (Figure 4.13- the one after plan figure).



Figure 4.11 A c.1885 photograph looking north up Victoria Street shows the gradual increase in building along the street. On the left is the Waikato Times building, then a small shed and next is a bank, probably the Union Bank of Australia. Beyond the bank is the Italian Warehouse, an ironmongery and earthenware depot with refreshment rooms. Beyond this is S. Tucker, who was a grocer. The building with at least five chimneys is the wooden Commercial Hotel on the corner of Victoria and Collingwood Streets. On the right-hand side (east) of the street, the large building (right) with verandas and a large lamp light is Gwynne's Hamilton Hotel and beside that is Hatrick's drapery, a two-storey building with the awning over the footpath. HCL\_02483.





Figure 4.12 Looking south from near current day Alma Street c.1902, this photograph shows that the toe of Garden Place Hill, visible on the east and west sides of Victoria Street, was cut through to make a level surface. The dark brick two-storey building, for pharmacist H.V. Long, is under construction. The gable-end wooden building at right was J. Volkner's Cream and Dairy Can factory and shop. HCL\_00127.



Figure 4.13 Looking north from opposite Knox Street c. 1904, shows a mix of single-storey and two-storey wooden buildings as well as more substantial brick and concrete buildings. The public library is on the extreme right. The Bank of New Zealand is on the left near the centre of the image. The post office (now Artspost) is on the opposite side of Victoria Street from the BNZ. On the left, second veranda in, is Victoria House, at the time occupied by A. McGarrigle; The NZ Loan & Mercantile building is on its south side. HCL\_00939.



Figure 4.14 A view looking north up Victoria Street in 1907 shows the blocks between Hood and Garden Place are densely built on, though the trees indicate the land behind the buildings was not. The east side of the street still has trees in-between buildings. Nearly all the buildings have a parapet and a verandah over the street supported by posts; most are two-storey; some are brick, some wooden. HCL\_08886.



Figure 4.15 An early 20th century view looking south along the west side of Victoria Street; Alexandra Buildings at right and construction rubble on the street. HCL\_16638.

In 1877 Vialou designed a block of brick buildings just north of Hood Street; four shops with plate-glass fronts were let to a jeweller, a stationer, and two to “an eminent and learned firm of solicitors”<sup>[9]</sup>. In the centre of the block was a very large warehouse intended for an auction room and general produce store.

The commercial area extended slowly north up Victoria Street, sometimes after subdivision of the one-acre land parcels, but at other times with several buildings on the road frontage of one parcel. By 1902, shops, two hotels, banks and a small factory, J. Volkner’s Cream and Dairy Can factory, had been built on Victoria Street; some residences remained (Figures 4.16- 4.20).

One example of the intensity of subdivision and subsequent building is the block between Victoria Street, Bryce Street, London Street and Hamilton Parade. In 1904 the block was still divided into the original six one-acre allotments: four were owned by William A. Graham and one by the Waikato Hospital and Charitable Aid Board (WHCAB)<sup>[10]</sup>. However in 1914 and 1915, owners Alice Graham, Annie McGarrigle, the WHCAB and W. Souter & Co., undertook subdivisions, mostly creating small sections (Figures 4.16 and 4.17).<sup>[11]</sup> Souter already had a boarding house on his property, and there were two houses on McGarrigle’s, a house on the WHCAB property and in the middle of the block was the Lodge, the Grahams’ house, which sat on Kirikiriroa pa. Alice Graham, the wife of W.A. Graham, created ¼-acre sections on the east or river side of her properties, presumably intended as residential, and retained a ¾-acre parcel with the Lodge. The result of this subdivision by the various owners created, within two years, 17 lots suitable for commercial purposes, enabling the northward expansion of the business area. This block is now subdivided into more than 40 parcels, not including rights-of-way and Bryce Lane, and densely built on.

Allotment 50, on the east side of Victoria Street opposite the end of Collingwood Street, was already built on before it was surveyed for subdivision in 1926, with nine buildings on the property (Figure 4.18)<sup>[12]</sup>. It was owned by the Anglican Church. On the Victoria Street frontage were two brick buildings occupied by the Waikato & King Country Press, brick shops leased by Mrs B.J.C. Gruar and a wooden building leased by G. Bird. A right-of-way gave access to further buildings at the rear: a wooden residence, three substantial iron buildings and one of



Figure 4.16 Part of DP 11019 drawn in August 1915 shows how the owner, Alice Graham, subdivided Allotments 36, 37 and part Allotment 38 into seven parcels ranging from 14.7 perches (along Victoria Street) plus four roughly quarter-acre parcels, and retaining a nearly ¾-acre parcel for the land around her house, the Lodge (dark figure at top of image), situated on Kirikiriroa pa. Joll Bros were owners and occupiers of a previously-separated parcel from Allotment 38. A right-of-way from Bryce Street was provided to give access into the middle of the block. Allotment 39 lying adjacent on the south-east side of Allotment 38 was similarly subdivided the month before as DP 10335 (see Figure 4.17).



Figure 4.17 Part of DP 10335, surveyed in July 1915 for the owner the Waikato Hospital and Charitable Aid Board, created six parcels intended for commercial use along Victoria Street and four residential parcels with Bryce Street as their frontage. Rights-of-way into the middle of the block were provided as well. A large house and shed are shown at the river end of the allotment.

[9] *Auckland Star* 30 August 1877

[10] DP 3791

[11] DP 9310, DP 9649, DP 11019, DP 10335

[12] DP 19882



concrete and iron. The rear of the property is identified as “very steep terrace” and two of the buildings must have been supported down-slope. The subdivision created nine new parcels plus the right-of-way; sizes ranged from 9.51 to 28.76 perches [0.024-0.077 hectares]. These parcels and some of the buildings remain today.

Some subdivisions within the original townships were undertaken with residential occupation in mind, one example being the subdivision in 1919 of Allotment 384, Hamilton West, into three parcels. This allotment was situated on Hamilton Parade and faced the river. Each of those parcels has since been further subdivided, and five houses occupy the original one acre. Clifton Road is another such example – subdivision of three allotments in 1911 to produce smaller sections (while retaining a larger section for the owner) into roughly ¼-acre sections. After further subdivisions there are now at least 12 houses and three sets of flats/units on the original three acres.

Such subdivisions are evident in Hamilton East: for instance in 1907 Isaac Coates had his six one-acre allotments (No.s 65, 66, 67, 70, 71, 72) in the block between Wellington, Cook, Nixon and Firth Streets subdivided into 23 parcels (see Figure 4.19)<sup>[13]</sup>. Most of the parcels were a little less than ¼ acres with three slightly larger. Coates Street was formed to provide access.

In residential areas, many sections have been subdivided, either through change of title or through cross-leasing arrangements. In the last 20-30 years, suburban areas have become more-densely settled, with a mix of architectural styles relating to the ages of the houses on the same original section. Often, the original house has been removed and two or three new houses or a set of townhouses or apartments built.

The spread north along Victoria Street was influenced by the branch railway being built from Frankton to Hamilton, and then across the river in 1884, bringing more passengers to the area north of Garden Place (see Theme 5). The building of the Borough Council chambers, two large boarding houses, Westmacott and Almadale on opposite corners of Alma Street, the Carnegie Library and the courthouse established Garden Place as being the centre of the business district by the early twentieth century. Alma Street was surveyed as a subdivision of Allotment 44 in 1894<sup>[14]</sup>.

[13] DP 4447

[14] DP 1566



Figure 4.18 “Town of Hamilton Sub’dn of Allotment 50, Town of Hamilton West”, DP 19882 drawn 1926, shows nine buildings (hatched outlines) within the acre allotment that were built before it was subdivided. Some of the buildings are of iron, some brick, one concrete and iron, and two of wood. The wooden one at top right is a residence.



Figure 4.19 Coates’ subdivision of six one-acre allotments (allotment numbers in circles) to create 23 residential parcels accessed from a new street, Coates Street. DP 4447 (cropped), 1907.



Hood Street was built up relatively early with shops and houses, as it was the main route into town from the south; the Bank of New Zealand, built in 1878, was on the corner of Hood and Victoria, and the post office was opposite. In 1907 the Hamilton Borough Council took land for a street, under the Public Works Act: the street became Alexandra Street but it necessitated a parcel taken from each of six allotments between Collingwood and Hood Streets<sup>[15]</sup>. The section of Alexandra Street through to Garden Place was taken in 1940 after the hill had been removed and allowed more businesses to be established in the central town<sup>[16]</sup>.

Similarly Barton Street was opened as a street in 1911 when four landowners, Dr Charles Reece, Thomas B. Insoll, S. Haddock and J.M. Haddock, had a survey undertaken; each lost part of his land to the street<sup>[17]</sup>. Shops and business premises were established, replacing houses that had been accessed only from Bryce and London Streets. Reece went on to subdivide his parcels, on both sides of Barton Street<sup>[18]</sup>.



Figure 4.20 This view south from Garden Place Hill features sparsely-located houses on Collingwood, Thackeray and Pembroke Streets. In the foreground appears to be an orchard with a gorse hedge on two sides. Date unknown. Photographer J. Loudon. HCL\_02781.

Businesses were established gradually on other side streets, but only for a short distance – most businesses were strung along Victoria Street until the mid 20th century, earning it the name “the Golden Mile”. Hood and Collingwood Streets developed into commercial streets relatively early, but Anglesea and Thackeray Street remained primarily residential until the 1940s or later. Similarly in Hamilton East, nearly all businesses were concentrated in a couple of blocks of Grey Street. In Frankton most of the businesses were concentrated in the blocks centred on Commerce Street; Commerce Street remained residential at the north-eastern end for many decades.

After two disastrous fires in the 1890s, where the spread of the fires was stopped only by the brick wall of the Waikato Times building, on the west side of Victoria Street approximately opposite the end of Sapper Moore-Jones Place, new construction regulations were brought in to reduce the use of timber and require only brick buildings to be built in Victoria Street. The by-law was drawn up by solicitor Arthur Swarbrick; despite objections by some councillors who felt



Figure 4.21 A view of Anglesea Street in c. 1933 from Garden Place Hill shows a large amount of in-filling with business premises on the east side but still many residences on the west side. Collingwood Street intersection has Rotovac Milkery on one corner, a service station on another and houses on the other two corners. HCL\_13931.

[15] SO 13955

[16] SO 30870

[17] SO 16003

[18] E.g. DP 11167 (1916)



Figure 4.22 A view west along Hood Street in c. 1907 shows the BNZ on the corner of Victoria Street. The businesses on Hood Street are, from left: Parr Brothers, grocers; Hall, draper/clothier; Miss Redmond, dressmaker; King & Co., auctioneers; Hospital Board offices; and Jury's stables. HCL\_02021.



Figure 4.23 The southern side of Hood Street in 1962. HCL\_05463.



Figure 4.24 By the 1930s Barton Street had several motor businesses: shown here on the east side are A.E. de Lacey & Son (left) and C.A. King & Co. (right) were vulcanisers. 1939. HCL\_01179.



Figure 4.25 Ward Street as viewed from Victoria Street c.1917. Businesses from left include Wynn Griffiths & Co., land salesmen & insurance agents; Gin Yuk, laundry; G.E. Clark & Sons, grain and seed merchants; and the Farmers Co-op Auctioneering Co. Ltd., stock agents and general merchants. Businesses on the right hand side include W. J. Bowling & Co., Waikato agents for Reid and Gray's farm implements; Cresswell's general store; and Manson & Barr Ltd., who were also agents for farming products. The photographer, George Jenkinson, had his studio on Ward Street. HCL\_01033.



Figure 4.26 The same view along Ward Street on 1 September 1924 shows the construction of more substantial buildings has occurred, with the Railway Buildings at right and Dalton's Building (H95 Schedule 8A, HCC Operative District Plan) on the left-hand corner of Victoria Street. HCL\_08348.



Figure 4.27 This c. 1938 aerial view looking north with Bridge Street in foreground shows Anglesea Street to be largely residential, as is the block south of Bridge Street, apart from the police station on the corner of Tisdall Street. On the north side of the courthouse is the large bowling green, with government buildings and the drill hall on the south side of Knox Street and houses on the north side of Knox Street. North from Knox Street to Garden Place Hill the blocks are more densely occupied, with retail and light industrial premises. HCL\_03865.

that enforcing the law would be too costly and would force businesses into the back streets, the by-law was approved by council in December 1902<sup>[19]</sup>. By 1904 commercial premises on Victoria Street were a mix of wood and brick, single-storey and two-storey. Construction in permanent materials such as concrete and brick also enabled a more impressive substantial architectural style, often deliberately employed to reflect status. The late nineteenth-early twentieth century banks such as the National Bank and the Bank of Australasia are examples of this.

### Garden Place

Garden Place has undergone many landscape changes, from its natural state with just the eastern toe truncated in the late 1860s; removal of soil from the southern side to provide access to businesses in the early twentieth century; removal of soil from the northern side to provide access to the Winter Show campus; and then the removal of the hill to create a flat area back to the Anglesea Street cutting in 1939-40.

From the late nineteenth century, the southern corner of Victoria Street and Garden Place Hill was occupied by two-storey buildings and in 1916 the northern

corner by Pascoe's [Frear's] Building (H34 Schedule 8A, Operative District Plan). The hill had several houses on its upper reaches and the Frear and Brewis houses on its north-eastern flank (Figure 4.\*). Some of the hill was planted with trees and shrubs and the Rosery, a pergola at the Victoria Street frontage, provided public seating and supported climbing roses (Figure 4.\*). The Rosery was a project undertaken by the Hamilton Beautifying Society and erected in 1914<sup>[20]</sup>. In 1936 Marian Devcich erected Hauraki Buildings, built by J. McKinnon, on the west side of the Pascoe/Frear's building. It was tucked in beside the hill, with limited access, and was occupied by Garden Motors during 1937 to early 1938 (Figure 4.35)<sup>[21]</sup>. It was later used for a skating rink and in 1961 it accommodated the Garden Place Butchery and Juvenile Band Box, and by 1966 Woolworths occupied the building, connecting through to another that fronted onto Victoria Street<sup>[22]</sup>.

[20] *Waikato Argus* 8 May 1914

[21] *NZ Herald* 23 October 1937, 26 March 1938

[22] E.g. HCL\_03205, HCL\_15020, HCL\_03321

[19] *Waikato Argus* 13 December 1902





Figure 4.28 This c.1906 photograph shows London Street from Victoria Street (foreground). On the north-west corner (at right) is Elizabeth Evans' boarding house, and next to the boarding house on London Street is St Paul's Methodist Church, but otherwise the street was residential. Note the open drains. HCL\_02282



Figure 4.30 Shops at the intersection of Grey and Te Aroha Sts, c. 1920s, include Gadd's Store, the Waikato Meat Mart, a barber and a chocolate shop. In an era of horse-drawn and motor vehicles there were amenities for horses, seen in the hitching posts and a water trough, and a Texaco Motor Spirit pump. Note the road is unsealed and there are open drains. HCL\_10448.



Figure 4.29 Two styles of retail premises are seen in this 1939 photograph of the south end of Alexandra Street – a simple wooden structure with verandah supported by posts, occupied by C. Joyce, confectioner, and the Art Deco Anvil House occupied by Smith & Smith wallpaper and paint specialists. HCL\_01225.



Figure 4.31 By the 1970s some buildings in Victoria Street were more substantial and multi-storey, such as the Manchester Unity building (left); it contrasted with the wooden two-storey nineteenth-century building built for butcher John Bettley (centre). HCL\_01251.



Figure 4.32 The Rosery, c. 1920s. In background at left is the large warehouse of Gruar Morton Sample Limited, previously Goodfellow Limited, whose shop opened onto Victoria Street. HCL\_02665.

After the removal of Garden Place Hill in 1939-40, and the construction of roads around the perimeter of the new flat area, more-substantial multi-storey buildings for commercial, public and retail activities were built around the new accessible public space. The Chief Post Office erected opposite Garden Place was completed in 1940. One of the first was the Dominic Building owned by S. Dominikovich, built by J.R. McKinnon; it was advertised in 1940 as having shops and offices and “large country parking for cars”<sup>[23]</sup>. On the south corner Wilber Buildings was constructed: this was a substantial two-storey building (now modified with an additional storey), possibly owned by Mrs W. Guar and erected in 1940 by Lovell and Rawlinson<sup>[24]</sup>. The building was estimated to cost £10,000<sup>[25]</sup>. In 1966 an additional storey was added and was occupied by Norwich Union Insurance Societies (Figure 4.\*)<sup>[26]</sup>.

During the 1950s several high-rise buildings were erected around Garden Place by insurance companies that recognised Hamilton’s booming economy: the Colonial Mutual Life, National Insurance, T&G Life Insurance, Mutual Life and Citizens’

[23] NZ Herald 24 August 1940; Building Permits transcript

[24] Building Permits transcript

[25] NZ Herald 2 July 1940

[26] HCL\_03321



Figure 4.33 An aerial photograph taken in 1938 of central Hamilton shows Garden Place Hill with several houses on it: Brewis’s large bay villa and Frear’s house (with curved driveway) are towards Victoria Street (left), and driveways are seen going to the houses on the upper reaches of the hill. Bledisloe Hall and the Horse Bazaar (lower right), Ward Street, Anglesea Street cutting is at right, and the rear elevations of the Pascoe/Frear Buildings and Devcich’s building are visible below the eastern end of the hill. HCL\_00318.

Insurance and the Guardian Royal Exchange Assurance Company (Figures 4.\* 5 images). The NZI building featured classical columns, but the others “made a significant contribution to the modernity of the city’s premier commercial space in the post-war era”<sup>[27]</sup>.

Garden Place has been used for WWII defensive trenches and the location of the servicemen’s building, car parking with or without garden beds, bus stops and taxi ranks, grassed areas with fountains or water features, a petanque court and other recreational features; it has been the venue for political rallies, the gathering

[27] McEwan, Ann 2020 “Memory Box”, Waikato Times 13 March 2020





Figure 4.34 The Victoria Street frontage of Garden Place Hill c. early 1939 shows the “Rosery” with seating under the structure, the taxi service phone booth and the limited access for buildings on this eastern side of the hill. Photographer J. Louden. HCL\_02815.



Figure 4.35 Garden Motors occupied the Devcich Building built on the north side of Garden Place Hill in 1936-37. Photographer: J. Louden. HCL\_03885.

place to welcome visiting dignitaries, concerts and art performances. Closure of the encircling roads has enhanced the area for recreational activities. The western end of Garden Place, sometimes named Civic Square, became the site for the council offices from 1960. In 1967 the multi-storey Telephone Exchange building erected at the west end of Caro Street reinforced the dominance of the Garden Place area as Hamilton’s business and governance centre. Another insurance building, for the New Zealand Insurance company, was erected on the corner of Alexandra Street and Garden Place during 1970-71<sup>[28]</sup>.

A fountain with three jets that could be altered to different shapes was part of a major re-vamp in 1969; money for the fountain was bequeathed by Zaidee Horton, wife of John Morrice Horton (Figure 4.\*).<sup>[29]</sup> From 1973 “Hamilton – the fountain city” became a catch phrase or slogan, picking up on the Garden Place and other fountains around the city. The sundial erected by the Hamilton Astronomical Society was erected as a focal point on the Victoria Street frontage in 1957-58; designed by Allen Bryce and Robert Alchin, it was presented to



Figure 4.36 Garden Place in the 1950s, before the MLC building was constructed (builder’s sign visible at left), with the NZI building with its classical columns, the Guardian Royal Exchange Assurance Co. building under construction, the CML and National Insurance Company buildings dominating Armstrong Motors on the south side. The Chief Post Office and the Carnegie Library are on Victoria Street in the distance. Photographer A.E. Graham. HCL\_04521.

[28] Waikato Times 24 September 1969

[29] Waikato Times 24 September 1969



commemorate the visit in December 1953 of Queen Elizabeth II. The sundial with its directional plaques on the ten faceted granite slabs has since been shifted within Garden Place.



Figure 4.38 One of the more substantial buildings in the building boom of the 1950s was the National Insurance Co., built by Fletchers in 1954-1956 on the corner of Alexandra and Caro Streets. It was the largest building to be erected in Hamilton at that time. Fletcher Trust Archives 9204P/44



Figure 4.38 Visible in this 1957 photograph are the Carnegie Library (far left) and the Chief Post Office on Victoria Street, with Wilber Buildings, the CML and National Insurance Co. buildings on the south side of Garden Place. The single-storey building on the corner of Alexandra Street is Armstrong Motors. The underground men's toilet is visible on Alexandra Street. HCL\_00127.



Figure 4.39 The M.L.C. building under construction in 1957; this was another of the substantial buildings in Garden Place built by Fletchers. The National Insurance building is at top left. Fletcher Trust Archives 9204P/45.



Figure 4.40 Garden Place in 1961 when used mainly as a car park with central bus stops; the sundial stands among rose beds on the Victoria Street frontage; Hamilton West School building stands above the Anglesea Street cutting. From left the buildings are the Norwich Union Insurance Societies (formerly Wilber Buildings), C.M.L., Armstrong Motors, and the National Insurance Co. on the corner of Caro Street; HCC buildings at rear, with on the right-hand side the M.L.C., N.Z. I. with its classical pillars, Guardian Royal Exchange British Traders' Insurance Company), Dominic Buildings and Hauraki Buildings. Pascoes/Frear's building is out of shot on the right. The roof of the underground men's toilet is visible between the two conifers. An additional floor was put onto the Norwich building by 1967. Photographer Bill Lindberg. HCL\_15020.



Figure 4.41. Garden Place fountains in 1976, with the sundial at lower right. HCL\_M00136.20.



Figure 4.42 Garden Place in the 1970s was ringed with two-storey and high-rise buildings, accessed only by foot traffic. HCL\_15000.

#### 4.4 Subdivision and use of land: Frankton

Frankton developed from the foresight of landowner Thomas Jolly, who saw an opportunity with the coming of the Main Trunk Line. Jolly owned a large farm that extended north from Rotoroa [Hamilton Lake] to the Waitawhiriwhiri Stream and lay adjacent to Hamilton West. He struck a deal with the government to allow the railway line to come through his property and with marked business acumen, he subdivided that part of his farm that was close to the proposed railway station. He put up for auction 27 small lots suitable for businesses, 18 residential lots either side of a new road, Commerce Street (first named Queen Street), and a further 12 that ranged in size from one to eight acres, bordering on Whatawhata Road (now Norton Road)<sup>[30]</sup>. In addition was a large site opposite the railway station on another new road, High Street. On this site he built a hotel. Jolly named the new village Frankton after his son, Frances (Frank).

Jolly's land sale followed immediately after the official opening of the railway, but not all lots sold and Jolly was still advertising them during 1878. The hotel was being erected in May 1878, when it was announced that L.B. Harris was the lessee.

[31]

Over subsequent years the Jolly family subdivided more and more of their land. In 1902 there were still only a few houses in Frankton, but by 1906 there were 70 houses and 500 people, mostly young people with young families. Frankton was part of Waipa County and there were few amenities, poor roads and drainage (Refer to Theme 3). Sections were cheaper in Frankton and lower quality housing predominated at first. After Frankton became a town district in 1908, and then a borough in 1913, with its own autonomy, Frankton became more prosperous. By 1911 there were over 1000 people. Churches were built, also a police station, town hall, community hall, school and post office. New businesses provided local jobs, but the main employer was the Railways Department. Frankton was brought into Hamilton Borough as the 2nd extension in April 1917.

The railway settlement on the western side of the NIMT was closely built on during the 1920s. Known for a while as the Garden Suburb it was under construction in 1921. The long triangular section from the junction of Massey Street and Rifle Range Road north-east to the railway had been set aside for the Defence Department as a Rifle Range Reserve in 1893 but was subsequently

[30] "Village of Frankton adjoining Hamilton station, property of T. Jolly to be sold by public auction on the opening of the railway to Hamilton, by J.D & K. Hill, auctioneers, Hamilton". 1877. Auckland Libraries Heritage Collections NZ Map 4307

[31] *Waikato Times* 11 May 1878



Figure 4.43 The first subdivision of proposed Village of Frankton, 1877, "to be sold by public auction on the opening of the railway to Hamilton, by J.D & K. Hill, auctioneers, Hamilton". Special Collections, Auckland City Libraries.

proclaimed as land for railway purposes.<sup>[32]</sup>

In April 1909 speculators George Cornfoot and Arthur Tompkins advertised for sale 50 business and residential sections from ¼ acre to two acres in size. It was called "Town of Frankton Extension No.2". This was just one of several subdivisions they made. In 1913 Cornfoot and Tompkins, with Felix McGuire surveyed another block, north of Massey Street, into 150 small sections and eight acres of new roads; this plan was filed as "Town of Frankton Extension No. 27".<sup>[33]</sup> Three of the new streets were given the names Edgar, Arthur and George- their own (or their sons') first names. The scheme seems not to have been a great success, as in December 1913 the roads were covered in gorse and grass. Only Edgar and West Streets still exist, and most of the sections have been amalgamated into larger parcels or taken as railway land.

The triangular block between Massey Street, Killarney Road and Greenwood

[32] SO 6684

[33] Deed Plan 19, 1913.



Street was subdivided by different owners during the first decades of the 20th century. A few villas and cottages remain from the settlement of this area. Towards the lake, the Jolly family subdivided further blocks to create both Marama Street and Queens Avenue. The Jolly family also created the residential sections to the north of Commerce Street, centred around Norton Road and with side streets being surveyed this land was slowly settled.

South of Killarney Road remained rural until 1905 when subdivisions by John McCarthy, George Cornfoot, William Higgins and others began cutting up farmland; some of this land had peat soils and was first drained by deep ditches.



Figure 4.44 Railway houses on Chilcott Road 1978. Note the road is only sealed in the middle and there is still an open drain alongside the footpath. HCL\_M00287.32.



Figure 4.45 An ambitious subdivision scheme by speculators in 1913, surveyed as Town of Frankton Extension No. 27. Little remains of this subdivision. Deed Plan 19.

Many of the sections remained empty for several years. Killarney Road has changed from residential to part-residential, part light industrial, and since the 1990s more of the ¼-acre sections have been either cross-leased or have had blocks of flats and townhouses built on them, creating denser housing. The Farmers' Auctioneering Company's Grain and Produce store on the corner of Kent and Empire Streets was one of the more substantial buildings in Frankton when it was built in 1957. It was built by F.T. Hawkins Ltd on land relinquished by the Railway Department in 1954.



Figure 4.46 A view north from the Frankton water tower, Lake Road at left and Devon Street at right showing a mix of villas and cottages. St George's Church on Somerset Street is visible. HCL\_00558.



Figure 4.48 A similar view c.1920 shows Lake Road (lower right-hand corner) is better formed, with a footpath and power poles erected. Marama Street and Queens Avenue have been formed and houses built along them. The large house at left belonged to a member of the Jolly family. HCL\_01015.



Figure 4.47 View from the water tower with Lake Road running from foreground to upper right of photograph. c. 1914. HCL\_07048.



Figure 4.49 An aerial photograph looking south towards Rotorua and the Frankton water tower (top left) shows the concentration of buildings at the south-west end of Commerce Street and its adjacent blocks. The residential lots are mostly built on, with only a few empty sections. Lake Road extends from the tower to the lower centre of the image; Hall Street extends across the lower part of the image, following its original alignment. 1930s. HCL\_08624.



Figure 4.50 A view up Commerce Street c.1913. In 1926 the Hamilton Borough Council renamed Main Street as Commerce Street. HCL\_02018.



Figure 4.52 Looking south-west along King Street from near Devon Road intersection in 1962 shows the street was a mix of light industrial and residential. The houses on the left have since been demolished. Photographer AE Graham. HCL\_04660.



Figure 4.51 A similar view 12 years later shows more shops have been built; some are more substantial. By this time the concrete road from Hamilton had been constructed. E. Bradbury & Co. photograph. c. 1925. HCL\_09235.



#### 4.5 Surveys and subdivision of land: outside the original towns

Some land owners adjacent to the town boundaries pre-empted the town's expansion by subdividing their property into smaller parcels intended for residential purposes; this meant a large additional population existed with access to the town's amenities and jobs but not paying rates to Hamilton Borough Council. As early as 1880, when Captain Beere's 300 acres, named Beerescourt or Beere's Fort, was put up for sale, it was recognised that "the demand for suburban sites has been rapidly increasing of late, and on inspection it will be found that the property is well adapted for cutting up".<sup>[34]</sup> Beere's land was cut up, but only into small farm lots, and not into residential sections until the 1940s; it was brought into the city in 1949.



Figure 4.53 Beeresfort from the east side of the river, showing its modest house with outbuildings and some of the orchard, c. early 1870s. HCL\_02471.

Over the years council extended its boundaries, sometimes in advance of such subdivision, and sometimes to reconcile the provision of infrastructure. The main extensions were:

#### • DRAFT

- 1st extension October 1912: Claudelands 580 acres
- 2nd extension April 1917: Frankton 965 acres, Cemetery (including what is now Hamilton Gardens) 77 acres
- 3rd extension April 1925: Maeroa 169 acres
- 4th extension July 1936: Richmond 120 acres
- 5th extension April 1949: Lake Crescent 113 acres, Hillcrest 247 acres, Beerescourt 755 acres, Fairfield 515 acres, Enderley 62 acres, Melville 1139 acres, Claudelands extension c. 10-20 acres
- 6th extension April 1954: Melville 446 acres
- 7th extension 1959: Enderley, Hillcrest
- 8th extension 1962: Te Rapa, Pukete, Silverdale, Fairview Downs, Chartwell, Queenwood, St Andrews, Dinsdale, Nawton
- 9th extension 1977: Glenview, Fitzroy, Fairview Downs, Flagstaff, Pukete, Grandview
- 10th extension 1989: Western Heights, Fitzroy, Te Rapa, Flagstaff, Rotokauri, Peacocke, Rototuna
- 11th extension 2004: Temple View
- 12th extension 2011: Ruakura, Te Rapa
- 13th extension 2014: Temple View.

The 1962 extensions almost completely encircled the existing city, predicting growth on all fronts. Not all the areas within the extension had been subdivided as residential at that time.

The ages of the extensions are reflected in architecture, road layout and amenities. The original road layouts of Hamilton East and West, were rectangular grids for the most part, but later subdivisions and roads followed the contours of the land, and also followed changing fashions. Jellicoe Drive in Hayes Paddock, surveyed in 1939-42, followed the curve of the river on a river terrace and had

[34] *Waikato Times* 16 October 1880

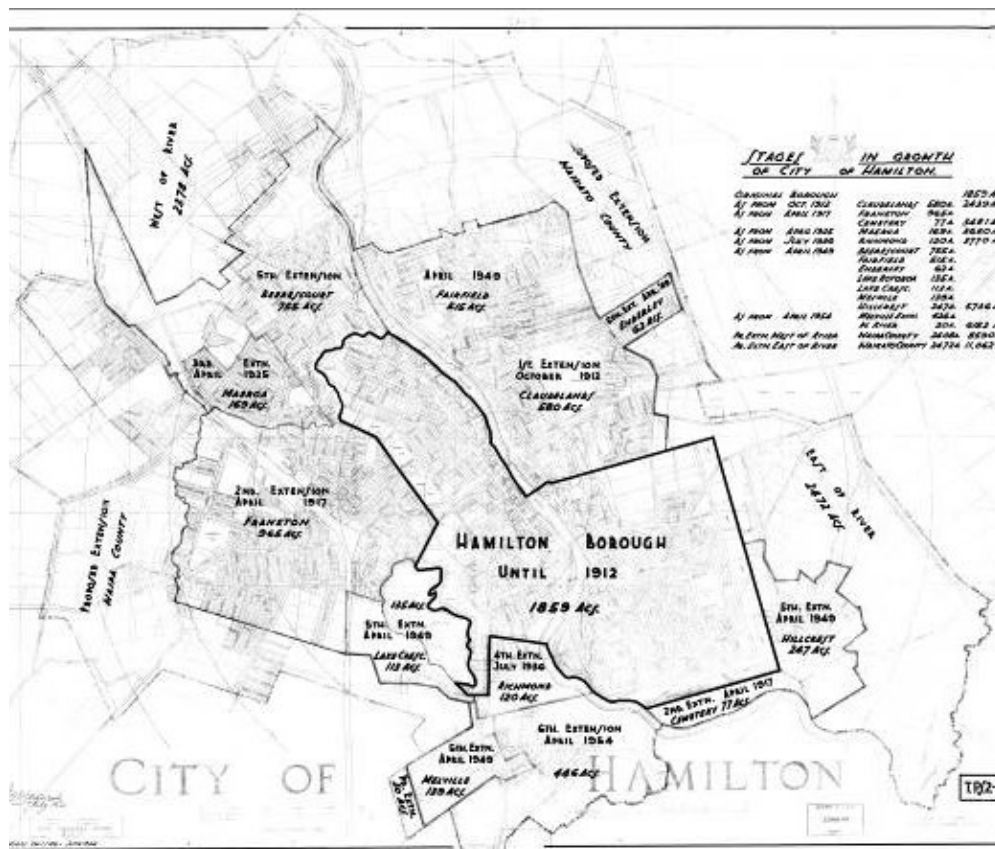


Figure 4.54 "Stages in Growth of City of Hamilton". This 1954 map shows the first six extensions plus proposed extensions into Waipa and Waikato Council areas. HCC files.

cul-de-sacs from it to access housing lots.<sup>[35]</sup> By 1949 cul-de-sacs with a turning circle, crescents that formed a loop, and footpaths that went from one street to another in-between houses were more common. Access lanes or narrow one-way roads provided access into rear properties in commercial areas, and shared driveways became necessary in residential subdivisions.

Ribbon development was common, where subdivision into residential plots, commonly a quarter acre, were strung along a main road, with the remainder of the block remaining as farmland until later subdivision. Examples of this include Dominion, Ellicott, Clarkin and Morrinsville Roads, and parts of Ohaupo Road.

[35] DPS 930, DPS 932

## 4.6 The new residential suburbs

### Claudelands-Fairfield-Enderley

The earliest subdivision of land adjacent to the Town of Hamilton East was that by Francis Claude of 391 acres to the north. This land had been Colonel Moule's rural grant, but was acquired by Claude in 1868, as well as a further 100 acres north of Boundary Road.<sup>[36]</sup> Claude farmed it for a while, but then subdivided and incrementally put it on the market, leasing the farm. Not all was intended as residential – while 59 parcels were about one acre in size, most of the rest was approximately four- to eight-acre parcels with a few outside that range. Most of the layout has not survived: some of the intended streets were stopped, the expectation that Firth and Nixon Streets would continue from Hamilton East was not realised, and the small parcels around Hukunui Street [Brooklyn Road] by the Kirikiriroa railway station (refer to Theme ####) were later absorbed into Claudelands Park.

Land either side of O'Neill Street was subdivided in 1909, Piako Street 1910, Union-Kitchener-Heaphy in 1911 and Enderley Avenue 1913 – that this latter subdivision of 20 acres was called "pt of Township of Claudelands Extension No.24" is an indication of how the Claudelands area was developing from rural to urban. Houses were built as people acquired the new land; this is reflected in the predominant style of villas and California bungalows in the suburb. Claudelands was brought into the borough in October 1912, by which stage it already had a substantial population. In 1910-11 John Primrose subdivided the block between River Road-Heaphy Terrace-Thames Street-Piako Road, a total area of 21.5 acres, into 75 residential plots and creating Union and Kitchener Streets<sup>[37]</sup>. He was a farmer at Hukanui and this may have been just an investment.<sup>[38]</sup>

In 1916 Ada Warr had her land in Claudelands subdivided: the Warrville Estate, as it was known, consisted of 56 sections, mostly a quarter-acre, facing onto Te Aroha, Armagh and Argyll Streets. A strenuous marketing campaign by land agent W. Hurrell and Co., with attractive financial terms and describing the properties as "the cheapest suburban sections in the Dominion", saw their office "besieged with anxious buyers" and within one month 20 sections had been sold, and after

[36] Title SA2/163, SA17/265

[37] DP 6605, DP 7519

[38] The large villa on the corner of Piako Rd-Union St may have been his house; its associated stables have been recorded as Francis Claude's but this requires further research.

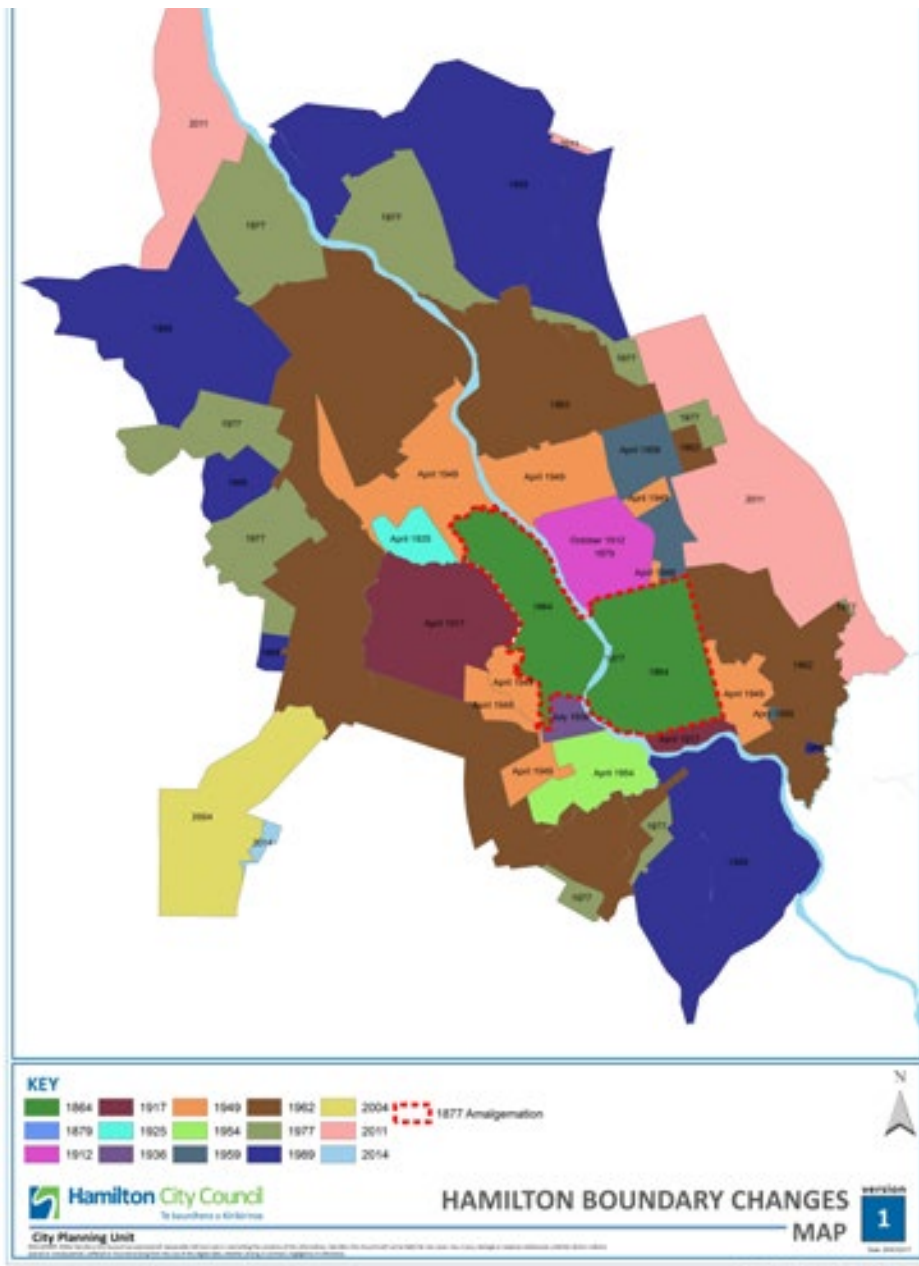


Figure 4.55 Hamilton boundary changes up to 2014, with the original West and East townships delineated by the red dashed line. HCC file.

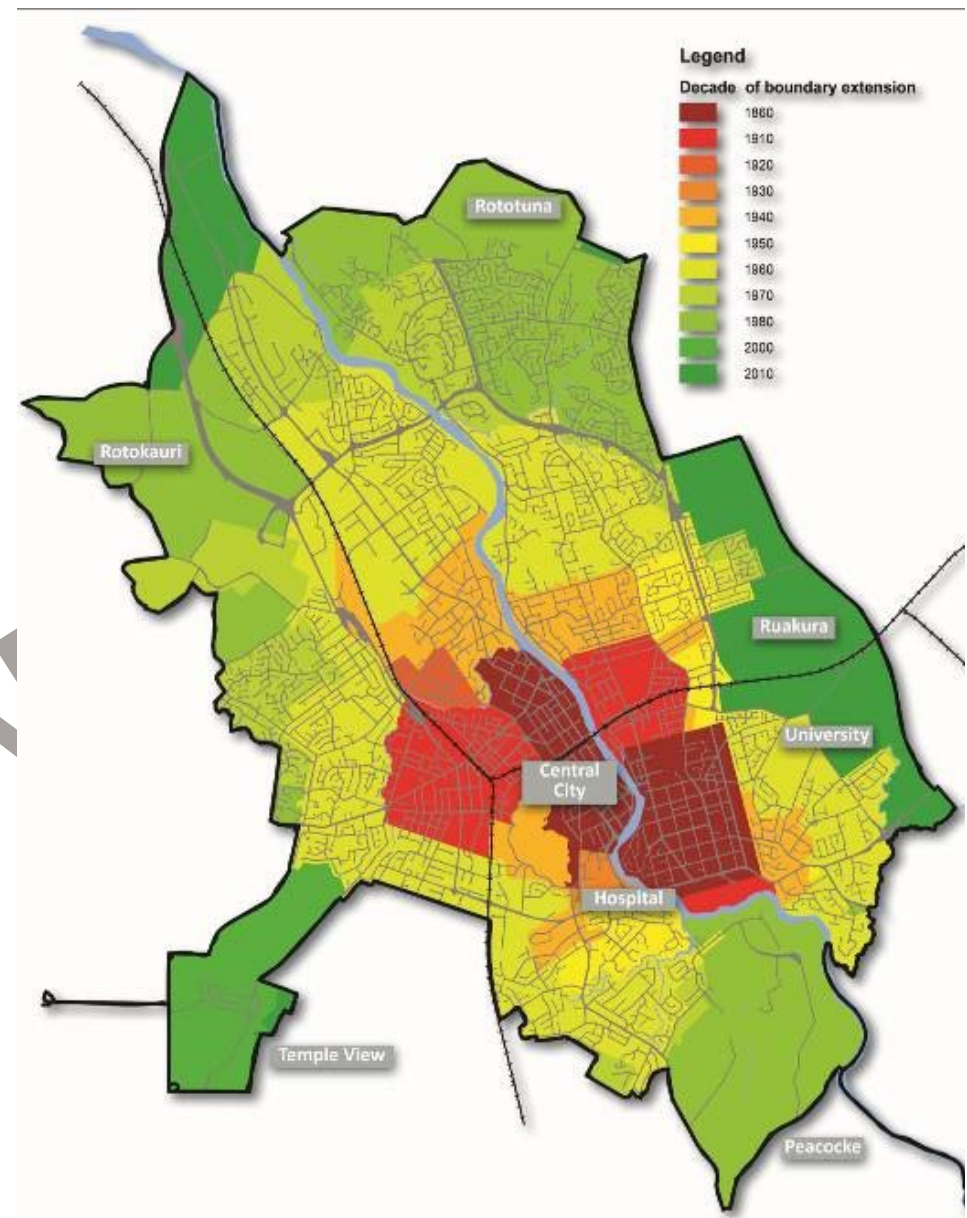


Figure 4.56 Boundary changes colour-coded as to decade, with principal streets shown. Hamilton City Council 2018.





Figure 4.57 "Authentic map of Hamilton City 1968". The New Zealand Map & Guide Company.  
([heritage.hamiltonlibraries.co.nz/objects/2192/authentic-map-of-hamilton-city-1968](http://heritage.hamiltonlibraries.co.nz/objects/2192/authentic-map-of-hamilton-city-1968))

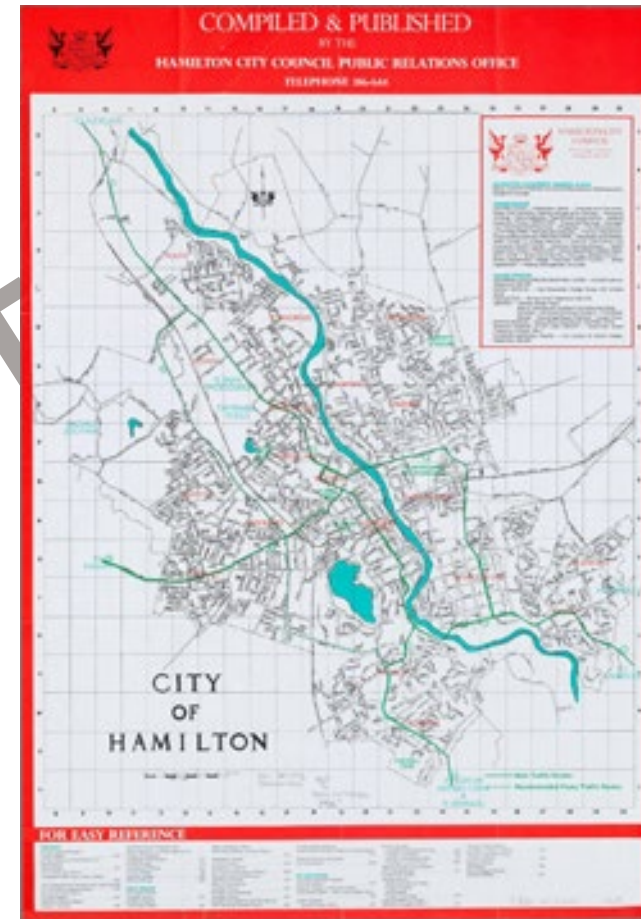


Figure 4.58 "City of Hamilton" 1986. This map shows that streets in Pukete have been formed, also more streets in Dinsdale, Glenview, Chedworth and Nawton. HCC Public Relations Department.  
([heritage.hamiltonlibraries.co.nz/objects/2197/map-of-the-city-of-hamilton](http://heritage.hamiltonlibraries.co.nz/objects/2197/map-of-the-city-of-hamilton))

a second month only six remained (Figure 4.\*).<sup>[39]</sup> Ada Warr was the widow of builder Charles Henry Warr.

Also in 1916, another subdivision of nine acres into 31 lots with a new road, now Bains Avenue, was undertaken by David Robb Bain, a tailor. The Bainville Estate, which had “choice fruit trees” on most of the land, was promoted as being within a few yards of the Claudelands store, post office and railway station and only five minutes walk from the railway footbridge.<sup>[40]</sup> Bain placed this estate on the market “to gratify the demand for building site allotments in the foremost inland town of the Dominion”: Hamilton was recognised as having exceptional growth at this time.<sup>[41]</sup>



Figure 4.58 Township of Claudelands, 1879 (north is to the left). The eastern railway is shown and the black zigzag line is Heaphy Terrace-Station Rd-Taupiri Rd, the main route out of town. Initially only some was intended as residential, and not all of these eventuated – some to the north of the Kirikiriroa railway station are now part of Claudelands Park. HCL MAP 832.141BJE 1879.

[39] *Waikato Times* 6 September, 30 September, 19 October 1916; DP 11312

[40] *Waikato Times* 4 November 1916

[41] *Waikato Times* 28 November 1916

North of Boundary Road, Messrs Russell & Campbell, Andrew Casey and Isabel Farrer were major landholders who subdivided the area between River Road, Boundary Road, Heaphy Terrace and Clarkin Road between 1903 and 1937.<sup>[42]</sup> The Farrer house remains in the Fairfield Road-Anson Avenue-Ingletton Terrace block, one of several Art Deco houses in this area. The construction of the Fairfield Bridge (see Section \*\*) stimulated the residential development in its vicinity, with its promise of easier access to the west side of the river and the town’s commercial hub.

Militiaman John Davies owned land on the south side of Clarkin Road; in 1918 then owners C.A. Vautier and M.E. Garnham subdivided Davies’ former farm and land adjacent to Hukanui Road into parcels ranging from three acres to 12 acres.<sup>[43]</sup> Some of the land is now Fairfield Park and some Fairfield School, while in 1949 land bordering Sare Crescent was subdivided into residential lots for state housing.<sup>[44]</sup>

Adding to the change of settlement pattern was a subdivision in 1923 by Lovegrove and Walters of Allotment 419: this lay to the east of Peachgrove Road. The subdivision created Wilson Street with 44 residential parcels, each a bit less than a quarter acre.

Enderley, named after the small farm bought by Edward Shoard in 1899, was in part subdivided in 1913 to create 19 new residential sections, however this was not intensively built-up for several years – most of the houses date from the 1950s. A 1947 aerial photograph shows very few houses along the street. Fairfield, some of Enderley and an extension of Claudelands were brought into the borough in 1949, and another part of Enderley was included in the 7th extension in 1959.

#### “Cemetery” extension, 1917

The area defined as “cemetery” in the 2nd extension (refer to Figure ####) consisted of 77 acres lying to the south of Sillary Street [now Cobham Drive]. At the time this area included the Hamilton East Cemetery, a rubbish tip and nightsoil deposit area. It had also been the site of the Narrows Redoubt, a slaughterhouse and a rifle range, and a portion was at one time classed as a

[42] E.g. DP 3014, DP 4721, DP 27282

[43] DP 12311

[44] DPS 2491



Figure 4.59. Ada Warr's subdivision in 1916 comprised 54 residential sections each approximately a quarter-acre; she retained larger sections that contained her house in Argyll Street and a gully. (NB: These parts of Firth and Nixon Streets were re-named Whyte and Bond Streets respectively.) *Waikato Times* 6 September 1916.

secondary school reserve.<sup>[45]</sup>

The area is now occupied by the Hamilton Gardens, Recreation Reserve, the Narrows redoubt site and Hamilton East Cemetery. Since 2019 a portion of the area has also been under construction to accommodate the proposed Wairere Drive Extension to complete the arterial roading network for the city, and provide the strategic connection into the Peacocke area of Hamilton.

[45] SO 378 sheet 3

### Forest Lake - Maeroa

The area immediately to the north-west of Hamilton West, Maeroa and some of Forest Lake, was brought into the borough in April 1925, by which time there were state houses in Forest Lake Road (the Laurensen Settlement). Subdivisions were undertaken by J.F. Vercoe, who created the Rimu-Matai-Maeroa-Forest Lake Road block with over 170 residential-sized parcels of approximately ¼ acre each in 1913, and Mary Walsh who subdivided her farm on the northern side of part of Forest Lake Road incrementally from 1912 to 1937.<sup>[46]</sup>

### Richmond (Hospital)

In 1916 solicitor H.T. Gillies subdivided land on the south side of Palmerston Street that had previously been designated 'Permanent Reserve' in 1864. His subdivision created 78 residential-sized parcels, mostly a quarter acre but some about half an acre; and formed Fow, Hammond and Manning Streets.



Figure 4.60 An aerial photograph taken in 1947 looking south-west, with Tramway Road running approximately north-south in the foreground to join up to East Street, Claudelands showgrounds and Jubilee Park in the upper middle of view and the Waikato River across the upper part of the photograph. The photograph shows the Brooklyn Road-East Street block has been intensively built up, similarly Boundary Road and Claude Street, but only parts of other streets off Heaphy Terrace (to right of Claudelands showgrounds); Fifth Avenue is built up along the southern side of the road only, while Enderley Avenue has very few houses. The Marrow family's orchard is visible in the lower part of photograph. *Whites Aviation Collection, WA-07679a-G, Alexander Turnbull Library.*

[46] DP 9152, DP 7943, DP 27650



In 1923 Alice Graham subdivided 46 acres north of the hospital grounds. At this time, the land was outside the borough boundary. The subdivision consisting of a recreation reserve and 82 residential parcels of a quarter acre each. In 1938-39, ten acres of the land was re-surveyed and 30 lots were acquired for state housing by the government (DPS 355). This land area, much of it already been built on, was brought into the borough in July 1936.

### West of Hamilton Lake (Rotoroa)

In April 1949 the borough was again extended, to include Rotoroa. This borough extension incorporated the strip of land on its western side, part of James Williamson's Rukuhia Estate, a total of 113 acres; and the eastern end of Lake Crescent that had been residential for many years prior. This area, previously sold by the Williamson family to investors such as Dr Seymour Brewis and Henry Howden had been first subdivided as early as 1906.<sup>[47]</sup> Subsequent owners further subdivided this area into smaller and smaller parcels. This area was also in close proximity to Waikato Hospital.

### Melville – Bader – Fitzroy – Glenview - Deanwell - Peacocke

The suburbs south of Hamilton West were acquired from Waipa County/District Council as farmers and landowners on this side of the city subdivided their land, the extensions coming into the city from 1949 (Melville) through to the most recent inclusion, Peacocke, in 1989. Apart from land to the west of Ohaupo/Great South Road which was the Rukuhia Estate, this land was first surveyed as 50-acre allotments for militiamen. In some cases, landowners amalgamated allotments to form larger more economic farming units. The area remained predominantly rural until the process of subdivision, first into five to ten acre units, then into the familiar quarter-acre that became standard in urban New Zealand.

### Eastern extensions: Hillcrest, Silverdale, Riverlea, Knighton

The militia allotments to the east and south of Hamilton East were mostly larger at 100-300 acres, being higher land, less swampy and therefore allocated to officers; these men were entitled to larger grants dependent on their rank. Lieutenant John Peacocke, Captains William Steele and James McPherson and Ensign John Crawford were the main landowners from 1864.



Figure 4.61 DP 9152 (cropped) drawn in 1913 shows a major subdivision by owner J.F. Vercoe of the land between Forest Lake Road, the NIMT and Maeroa road, to include Rimu, Rata, Matai, Hinau, Tawa (later Lafferty) and Miro streets.

Their land changed hands many times, for instance in 1879 McPherson sold his Riverlea farm on the south side of Cambridge Road and concentrated instead on his land on the north side of the road and naming this farm Dunrossie.<sup>[48]</sup> The Riverlea farm is now densely occupied, most housing dating from the 1950s through to the present. McPherson's Riverlea homestead remains (H30, Schedule 8A, HCC Operative District Plan; HNZ List 4195), although now on just a small parcel of land in Silva Crescent.

Steele's farm, known as Steele's Hill, became part of Hillcrest; after he went bankrupt c.1889 he sold much of it. Subsequent owners farmed it and adjacent land, but subdivisions and dense residential settlement occurred several years

[47] E.g. DP 3796, DP 4460, DP 12938.

[48] This farm is now the Berkley Intermediate School and environs. McPherson's Riverlea house is scheduled as H30.



Figure 4.62 Survey plan DP 17643 drawn in 1923 shows the subdivision into 86 parcels into the area bounded by the river on the east, Ohaupo Road [Pembroke Street] on the west, Waikato Hospital to the south and on the north the Town Belt (now Hamilton West School/Horne Street). Two large areas were set aside as recreation reserves, now Graham Park, one parcel was one acre and two were half an acre, and the other 82 were approximately each a quarter acre. Selwyn and Horne Streets and Park and Valley Terraces were formed to provide access.

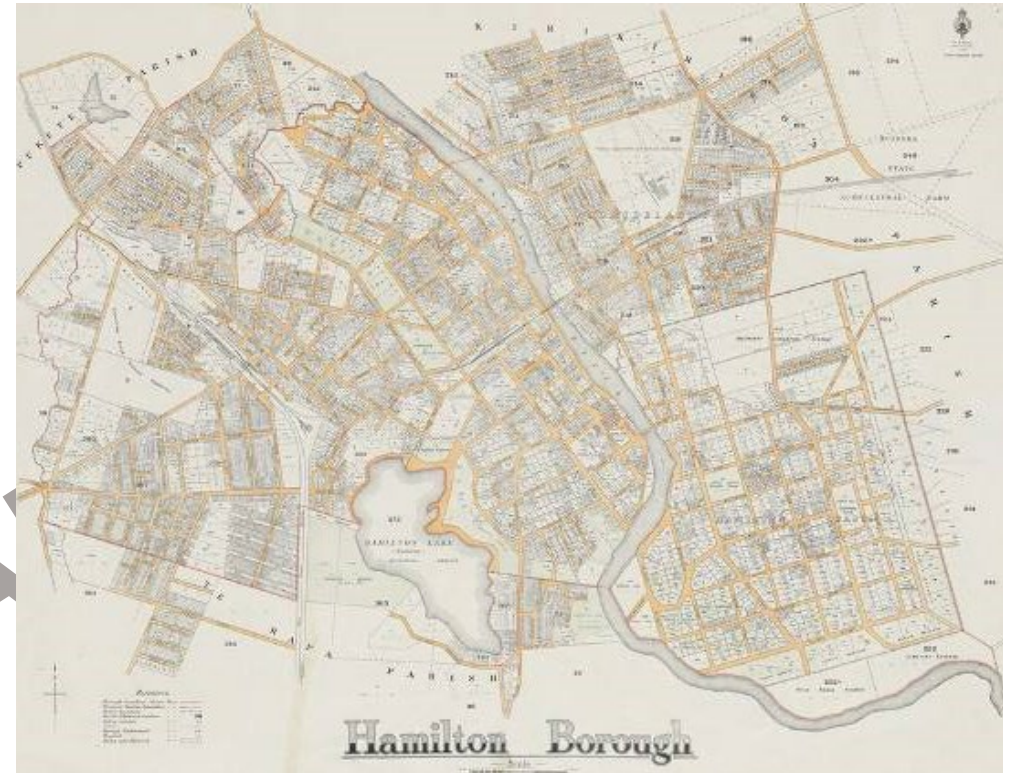


Figure 4.63 Hamilton Borough 1927. The map shows the Richmond Estate to the east of the lake plus other subdivisions around the southern end of the lake; further subdivisions between Massey Street and Killarney Road and south around Higgins Road and a few along Rifle Range Road; substantial subdivision in Maeroa and Claudelands-Enderley. The eastern and south-eastern boundaries remain the same as the original 1864 extent. Map 832.141 BJE, HCL.

before the area was brought into Hamilton Borough in 1959. Some farmers are remembered in road names, such as Morris Road, which followed the track to the cowshed on Jim Morris' farm. Morris started subdividing in the mid 1950s.<sup>[49]</sup> In c. 1888 Charles Davis, newly arrived from Britain, acquired some land from William Steele and some from Isaac Coates; naming this land Silverdale.<sup>[50]</sup> Peacocke sold land to Samuel Seddon who called his farm Knighton .

[49] E.g. DPS 3898, DPS 4362

[50] The Silverdale farmhouse is scheduled as H29.



Apart from the land occupied by the University of Waikato, the area followed the same pattern as the development of other suburbs, being incrementally subdivided and built on.

### Dinsdale-Western Heights

Dinsdale remained rural until the late 20th century; by 1959 housing was still only in patches along the only roads, Ellicott, Dinsdale (southern end only), Rifle Range and Newcastle Roads. Aberfoyle Street, Thomson Avenue and Ross View Terrace were amongst the first roads surveyed through the area in 1960, with accompanying small residential allotments.<sup>[51]</sup>

In a block bounded by Whatawhata Road and Tuhikaramea Road, William Duncan subdivided 66 acres into various smaller parcels in 1919; Gustav Bary subdivided a 33 acre block on the south side of Whatawhata Road into ten and eight acre parcels in 1957; most of the subsequent subdivisions occurred in the 1960s and 70s.<sup>[52]</sup> One such subdivision was undertaken in 1971-72 on the northern side of Whatawhata Road by Prestige Homes, creating 119 small sections for housing and forming Glamis Avenue, and Caernarvon Street.<sup>[53]</sup>

Many of the workers building the campus and temple at Temple View found accommodation in Dinsdale, the closest part of Hamilton's urban area to Temple View. Dinsdale was incorporated into the city in 1962.

### Livingstone – Nawton

In the Grandview Road-Baverstock Road area, what had been kahikatea forest, mixed forest and swamp in 1881 when it was in parcels ranging from 26 to 53 acres, was incrementally subdivided as new roads such as Dominion Road were surveyed and formed and lined with quarter-acre sections.<sup>[54]</sup> In 1913 and 1914 Joseph Thornes surveyed "Town of Frankton Extension No.31" and "No.35", being 26 acres of land adjacent to Dominion Road into 73 quarter-acre sections, retaining an acre for his house; that acre has been further subdivided and the house removed.<sup>[55]</sup> The area was not yet within Hamilton or Frankton Boroughs. Very few of the houses reflect the age of the subdivision, but instead date from the late 1940s-1950s. The sections have been split again so that most have more than one house, or a set of flats, as part of the trend for intensification of housing.

[51] DPS 6401

[52] DPS 4949

[53] DPS 17487, 17488, 17489, 16096

[54] SO 2651

[55] DP 9088 and DP 9234



Figure 4.64 Robert Forster's 1950 subdivision of some of his 10-acre farm at Hillcrest formed Vectis Road and part of Bretton Terrace as well as 43 residential sections. Forster was a market gardener who grew vegetables and flowers as well as poultry for eggs and meat for sale. DPS 202.

John Livingstone's land that he had farmed from 1882 to 1900 was subdivided by entrepreneur-developers Allen Bell and Daniel V. Bryant in 1918: 85 acres into 136 sections of different sizes but mostly half an acre.<sup>[56]</sup> When the area came into the Frankton borough it was named Livingstone.

Nawton was the name of Edward Exelby's wife's home in Great Britain; Exelby had been a member of the Waipa County Council when he farmed land on the Old Whatawhata Road until his death in 1896.<sup>[57]</sup> His son, also named Edward, asserted in 1913 that Norton Road should be spelled Nawton.<sup>[58]</sup>

[56] DP 12268

[57] Auckland Star 24 February 1896

[58] Waikato Argus 4 August 1913





Figure 4.65 This 1968 map of the north-western area shows how few roads there were at that time.

([heritage.hamiltonlibraries.co.nz/objects/2192/authentic-map-of-hamilton-city-1968](http://heritage.hamiltonlibraries.co.nz/objects/2192/authentic-map-of-hamilton-city-1968))

### Chartwell-Queenwood-Fairview Downs

The 8th boundary extension in 1962 included the new suburbs of Queenwood and Chartwell to the north of Fairfield and Fairview Downs to the east. Much of this land was owned by Andrew Primrose (in particular, the land on which St Paul's Collegiate was built) and other members of his family. Some of Primrose's farm was subdivided in 1918, into small farmlets of five to 21 acres; further subdivision of this area on the east of Bankwood Road occurred in the 1950s and 1960s. In 1912 James Primrose, Andrew's son, subdivided a 100-acre block between Peachgrove Road and Tramway Road into 35 parcels of from one to nearly four acres; he retained a 4.5 acre parcel with his house, which remains in Peachgrove Road.<sup>[59]</sup> This block has since been subdivided incrementally, with some being taken for state housing in the 1950s and 60s.

Members of the Clarkin family also farmed large tracts of the land north of Clarkin Road, before subdividing it.<sup>[60]</sup> Further west on River Road, Bankwood's owner John Gordon subdivided some of his large farm in 1908 and 1912; this land comprised aggregations of the 50-acre allotments and following Gordon's subdivisions the pattern of further subdivision into residential plots followed.<sup>[61]</sup> Bankwood homestead (H26, Schedule 8A Operative District Plan; HNZ List 771), built in 1892 for then landowner Matthew Farrer, remains as part of Diocesan School; the house was designed by T.H. White and built by Charles H. Warr.

### The new northern suburbs

In the late 1860s Horsham Downs, Rotokauri, Huntington and Rototuna were surveyed mostly into 50-acre farms for militiamen. The heart of Horsham Downs was within the extensive Woodlands Estate, but when it was subdivided off in 1902, 809 ha were bought by A.F.W. Lorie, who came from Horsham in Sussex, England – hence the name; Lorie fertilised and developed what had been waste land and brought it into production as a sheep and beef station.<sup>[62]</sup> Lorie sold the station in 1911 and it was subdivided by the new owners, Lichtenstein, Arnoldson & Co. into 11 dairy farms.<sup>[63]</sup> The area contained several lakes and large areas of swamp but much of this became farmland, primarily for dairying. Only part of this original Horsham Downs area lies within Hamilton City, having been brought into the City in 1989.

[59] DP 8480, 1912. His house is now 326 Peachgrove Road.

[60] E.g. DP 11935 (1917)

[61] SO 144, DP 4207, DP 7625, DP 7932

[62] More p. 59.

[63] *Waikato Argus*, 27 August 1912, p. 2; DP 7516.



Figure 4.66 Survey plan DP 9088, surveyed in 1913 for Joseph Thornes, subdivided land either side of Dominion and Sunnyside Roads in Nawton in 1913 to create 53 parcels of approximately a quarter acre each.

Rototuna and Huntington remained rural until the late 20th century, whereas Flagstaff was urbanised a few years earlier, but their development followed the same pattern of 50-acre allotments for militiamen, some accumulations to make larger, more economic dairy farms, and then subdivision for housing. The landscape has been greatly altered to provide house platforms and roads, with hills being flattened, streams channelled into culverts and swampy areas drained. Several parks and open spaces have been incorporated into the new suburbs, as well as small shopping centres such as at Flagstaff and larger shopping precincts at Rototuna. Residential sections are much smaller than in early suburbs, and with the fashion for larger houses, most have only small outdoor areas. The consequence has meant these suburbs are more-densely settled than earlier suburbs. Most of the residential lots in these areas are in the 600-700m<sup>2</sup> range.

The most north-western parts of the city, Rotokauri, Burbush and Baverstock, were brought into the city in 1977 and 1989 but the area remains predominantly rural with some subdivisions for residential purposes; it includes Waiwhakareke Natural Heritage Park, and Horseshoe Lake.

### Temple View

In September 1948 Church of Jesus Christ of Latter-day Saints (LDS) Elder Matthew Cowley came to New Zealand to find a site for a college – he handed the task to Gordon C. Young in October 1948. The site selection was hampered by post-World War II restrictions on land sales, but in April 1949 the LDS bought Bert Meldrum’s farm at Tuhikaramea near Hamilton.<sup>[64]</sup> The first project of the New Zealand-wide building programme was the construction of a college at Tuhikaramea, beginning in 1950. As the project proceeded, permanent houses were built and the Temple View village began to form. The first residence of the village was completed in 1952, and Elder George R. Biesinger and his family moved into it before Christmas. This house, known as First House (H133, Schedule 8A, Operative District Plan, 2017), was a ‘practice’ training exercise, as a preparation for the subsequent houses built in a strip fronting onto Tuhikaramea Road, to be used by the teachers of Church College. Dormitories for boys and girls were among the largest buildings on the campus.

Construction of the LDS Temple (H108, Schedule 8A, Operative District Plan, 2017) began in 1956 and became another focus for settlement. Today, the temple is a notable and distinctive landmark visible from many parts of the city, enhanced at night with the white-painted exterior being floodlit. The temple and Church College have featured in many publications touting Hamilton’s best features.<sup>[65]</sup>

By 1958 the LDS owned 1582 acres, of which 85 acres were housing or contemplated housing, 10 acres were occupied by construction factories, 60 acres by the college campus, 30 acres by the temple and Bureau of Information, and 20 acres in roads; the remaining 1377 acres were farmland.

In 1961 farmland on the west of Tuhikaramea Road opposite the college was subdivided for housing: over 140 residential sections of approximately a quarter acre were surveyed around new roads that formed loops and cul-de-sacs.<sup>[66]</sup> Since then, larger life-style blocks from one to nine hectares have been surveyed on the west and south sides of this subdivision. Because most of the houses were built at the same time they are similar in style and materials. Along Tuhikaramea Road, the distinctive row of small houses, except the First House, all built with bricks from the church’s brick factory, were demolished in 20####.

[64] Hunt, Brian W. *Zion in New Zealand, Church College of New Zealand, Temple View, New Zealand 1977* p.65.

[65] Examples are Grinter, Neville *Hamilton and the Waikato*, A.H. & A.W. Reed, Wellington 1976, p.8; Hamilton, Hub of the Waikato, [Hamilton], Hamilton Jaycees Inc. 1967.

[66] DPS 7932

New more-substantial houses have been built in the last few years on the west side of Tuhikaramea Road, in slightly different styles but of similar materials. Some of Temple View remains rural, as poultry, dairy or beef farms, as well as a Christmas tree nursery.

The Temple View area was brought into the city from Waipa District in two stages: the 11th extension in 2004 and 13th extension in 2014. Temple View, only a few kilometres outside the Dinsdale residential area, was receiving water from Hamilton City Council and was part of local Hamilton bus routes before the boundary adjustment; despite the local body boundaries, Hamiltonians have generally considered Temple View to be part of the city.

In 2009 LDS closed the college, the same year Temple View area was rezoned and included into the Hamilton District Plan. The campus and the area around the temple were identified as character and heritage areas, and the temple and six of the campus buildings were identified as sufficiently significant, nationally or locally, for inclusion in the Hamilton City Council's District Plan schedule of heritage structures.<sup>[67]</sup> Between 2012 and 2019 resource consents have been granted to repurpose the campus site into both community and residential purposes. This has involved the loss of the college and one of the scheduled heritage buildings. Of the six remaining, five have undergone major renovations; only the Block Plant (H135, Schedule 8A, Operative District Plan, 2017) remains untouched.

### Ruakura

In 2011 land to the east of Hamilton was incorporated into the city: this included the Ruakura Agricultural Research Station and land to the north bounded by Greenhill Road and to the south incorporating some of Morrinsville Road and bounded by the Mangaonua Stream. The northern section is being developed as housing.

## 4.7 Building history

Several architects contributed to Hamilton's built history, the first being Isaac Vialou in the early 1870s. Considerable numbers of builders, carpenters and other tradespeople established businesses and enabled the growth of the town (see Theme 9.8). Most of the early buildings were framed and clad with timber; brick and concrete were used also, from the late nineteenth century. Only one

stone building has survived, Kaiapoi House, Hattrick's store in Hood Street (H18, Schedule 8A, Operative District Plan, 2017).

The 1928 booklet published to celebrate Hamilton's 50th jubilee had a candid view of Hamilton's built environment:

*"... buildings had to be designed for the primitive purpose of shelter rather than for beauty of colour and form or harmony with hill and dale. ... [Today] ... homes many of them alluring and few wholly unattractive, gardens, lawns and trees have taken the place of much that was monotonous manuka wilderness or dreary swamp. If the business district is in the hobbledehoy stage, is there not something engaging about candid immaturity...?"<sup>[68]</sup>*

Hamilton's progress can be measured in terms of the number of building permits issued by council and estimated costs, as well as population figures. The building permit system was introduced in 1906, in order to enforce certain standards of design and construction.<sup>[69]</sup>

Newspapers often remarked on Hamilton's building progress: in 1905 the Waikato Times noted that "almost every successive month sees several new buildings going up either in Hamilton itself or on some of the beautiful residential sites around the town" and described jeweller H.H. Howden's new premises as being of "a thoroughly substantial character".<sup>[70]</sup>

Even during the First World War, when the workforce was diminished and many men were away from home, the amount of building was "phenomenal", but from October 1918 until July 1919, building operations advanced rapidly; in "almost every street a house is being erected or preparations being made for building operations and a safe estimate is that at least 100 houses and business premises are being erected".<sup>[71]</sup> This included 27 houses in Frankton and several shops in Victoria Street. In the year 1919-1920, 369 new buildings were erected, but there was still a need for probably 200 more homes.<sup>[72]</sup> In addition to the railway settlement, 308 dwellings were erected during 1921, as well as 75 business premises and public buildings for which no permit was required.<sup>[73]</sup>

By 1924 Hamilton's building boom, and the town's progress, was so marked

[68] *Hamilton 1878 -1928; commemorating the jubilee of the Hamilton Borough*. 1928

[69] Gibbons p. 125

[70] *Waikato Times* 12 December 1905

[71] *NZ Herald* 25 July, 1919

[72] *Auckland Star* 31 May 1920

[73] *NZ Herald* 29 May 1922

[67] Simmons, Alexy "Temple View Built Heritage Proposed for Protection under the District Plan" 2005.



it gained attention from the Auckland newspapers: the Auckland Star and the New Zealand Herald detailed the number and cost of new buildings which were “mostly of an expensive nature and of thoroughly modern design” with the result that the business quarter of town is “undergoing a rapid transformation”.<sup>[74]</sup> The new buildings included retail and office space; some were single storey but with low window fronts, some were two-storey, and the Wesley Buildings was to be four storeys.

In 1934, of the 114 permits issued from January to September, 31 were for new houses; for the same months in 1935, 165 permits were issued of which 69 were for houses; and in 1936, of 218 permits, 78 were for new houses.<sup>[75]</sup>

On 1 October 1936 the building returns for the first nine months of the year showed:

*“evidence the revival that has taken place in the trade. Over 200 permits have been issued involving over £90,000. The acute shortage of houses in Hamilton over the past few years is also stressed by the fact that even now dwellings to rent are practically impossible to obtain”.*<sup>[76]</sup>

In June 1937 several business blocks were under construction in Hood and Alexandra Streets, and 12 new houses were being constructed.<sup>[77]</sup>

### Housing

An 1865 report stated that the men of the 4th Regiment had worked well and built weatherboard and shingled cottages, with neat gardens.<sup>[78]</sup> Most of the original houses were of kahikatea, which was not then known to be susceptible to borer; many were replaced with kauri or brick.

The militiamen were promised 1000 feet of timber with which to build a house, however this was not always forthcoming, and much of what was provided was kahikatea. Only two cottages that may have been built by the militiamen in the first years of settlement are known to remain: Felix Nickisson’s house in Nixon Street (H23, Schedule 8A, Operative District Plan, 2017) and Beale Cottage (H1, Schedule 8A, Operative District Plan, 2017). Beale Cottage is said to have been built for the militia doctor, Dr Charles Beale in 1872, or it may have been the home of the former owner of the allotment, Thomas Jackson, but this has not

been established. Private William Caldwell’s two-bedroom weatherboard cottage still stands in Nixon Street, but the date of construction is not known and may have been from a later period.<sup>[79]</sup>

William Coleman claimed to have built the first house, on Allotment 26, Town of Hamilton East, which was on the north side of Cook Street opposite Steele Park.<sup>[80]</sup> He and his brother Bernard, who was also a militiaman, spent their spare time off duty splitting timber in the bush before their land was officially granted. Edward Pearson’s house was also one of the earliest in Hamilton East (Figure 4.\*).

A census taken in 1875 showed that for a population (excluding Maaori) of 300 in Hamilton East and 366 in Hamilton West, there were 56 inhabited dwellings and one uninhabited in Hamilton East and 71 inhabited dwellings in West.<sup>[81]</sup> Of these, eight in Hamilton East had only two rooms compared with 14 in Hamilton West, but there were more of the larger dwellings in Hamilton West; for both towns, the majority of dwellings had three or four rooms.<sup>[82]</sup>

The 1881 census presented the following figures for dwellings in the boroughs of Hamilton East and West: 32 inhabited houses/huts and 16 tents and dwellings with canvas roofs; but 235 dwellings built of brick, stone or concrete, but none of wood.<sup>[83]</sup> In 1901 the census showed 241 houses and huts, 7 uninhabited; 17 of brick stone or concrete (four being one-roomed), 223 wood, iron, lath-and-plaster, one misc.; most had 3-6 rooms and 65 had over 6 rooms. In 1911, for a population of 3,542 there were 725 dwellings and in 1916 the population (including Claudelands) of 5,677 people lived in 1202 dwellings.

In April 1946 the number of permits increased only slightly: 20 permits for new buildings, plus 23 for alterations and additions.<sup>[84]</sup> By the end of the 1940s the demand for housing could not keep up with the completion of new homes, due to the shortage of building materials after the war. Nonetheless, there were over 200 permits per year around 1950 and council had received 88 subdivisional plans in

[74] Auckland Star 16 September 1924, NZ Herald 18 November 1924

[75] Waikato Times 1 October 1936

[76] Waikato Times 1 October 1936

[77] NZ Herald 3 June 1937

[78] New Zealand Herald 28 February 1865

[79] [rwhamilton.co.nz/properties/sold-residential/hamilton-city/hamilton-east-3216/house/664119](http://rwhamilton.co.nz/properties/sold-residential/hamilton-city/hamilton-east-3216/house/664119). NB. This information needs to be checked, appears to be wrong address.

[80] Waikato Argus 20 August 1908: published letter from Coleman to Isaac Coates

[81] Waikato Times 17 June 1875

[82] Ibid.

[83] [www3.stats.govt.nz/historic\\_publications/1881-census/1881-results-census.html#idsect1\\_1\\_502](http://www3.stats.govt.nz/historic_publications/1881-census/1881-results-census.html#idsect1_1_502). There are clearly some transcription errors in this report. The 235 is presumably including all the dwellings regardless of material.

[84] Waikato Times 4 April 1946

the first half of 1950.<sup>[85]</sup> Several hundred state houses were constructed in the late 1940s through the early 1950s.

The 1996 Census showed the total number of private dwellings for Hamilton East General Electoral District to be 20,529 of which 63% were occupied by owners and 37% were being rented. For the Hamilton West District the comparable figures were 21,807, with 68.9% owned and 31% rented.<sup>[86]</sup>

The number of building consents in 2018 were up 28% on 2017's figure: 1440 new homes were consented compared with 1124 the previous year.<sup>[87]</sup>

While simple cottages were built by people who did not have independent finance (Figure 4.69), more-substantial houses were built by the well-to-do and officers. Initially these were also wooden, but later houses used concrete and/or brick as cladding or as part of the structure. In 1874 the government called for tenders for



Figure 4.68 Military settler's cottage in Hamilton, with a small church (possibly artist's license, or this is first Anglican church). Pencil and watercolour sketch by John Philemon Backhouse, a 4th Waikato militiaman. Alexander Turnbull Library A-348-016.

the erection of cottages as temporary residences for immigrants.<sup>[88]</sup> Six were built, three being on Victoria Street facing Garden Place Hill. One immigrant cottage was converted and enlarged as the Hamilton Borough Council chambers and office (see Theme \*\*). The early houses can be classed as cottages, some with shingled roofs, some with corrugated iron roofs; and the larger "early Colonial", were usually two-storey.

Lake House (H21, Schedule 8A, Operative District Plan, 2017) was one of the largest houses in the late 19th century, and a status symbol; its location on rising ground on the south-western shore of Rotoroa made it visible from a distance (Figure 4.70). It was the gentleman's residence associated with Rukuhia Estate and was first occupied by one of the estate's co-owners, Alfred Cox and his family. It was built of kauri with a slate roof and designed by Isaac Vialou. The family moved into the house in 1873.<sup>[89]</sup> Several extensions, including a ballroom, were added over the years, and there were several outbuildings including accommodation for a gardener, and a cellar. At the time it was built it was outside Hamilton's boundary.

In 1874 Isaac Coates had a house built at the river end of Wellington Street and named it Wairere. It started out as a four-roomed cottage, built by Andrew Kelly, but was found to be too small for Coates's growing family. Architect Thomas

[85] Gibbons p. 238



Figure 4.67 Pearson house, believed to have been one the first houses built in the militia settlement of Hamilton East. Photographer possibly G.S. Pearson, son of builder Edward Pearson. HCH\_ 02762.

[86] "Statistical profiles 1996 Census data based on Electoral District Areas 1998 boundaries". Statistics New Zealand 1998

[87] Waikato Times 28 January 2019

[88] Waikato Times 8 September 1874

[89] H21, HN2 List 2701, Category II.

Henry White designed a large two-storey extension with eight rooms, a bathroom and a larder. As with most homes of the period, there were also a stable, harness and feed rooms and a buggy shed.<sup>[90]</sup> The house was used as a boarding house for a while in the early 1880s, when it had six bedrooms, and Coates rented it to Colonel and Mrs Lyons in 1885.<sup>[91]</sup> However, the house was made of kahikatea and by 1912, when the property was bought by Henry Greenslade, it was in very poor condition and was pulled down.

The Lodge, a large villa constructed on the site of Kirikiriroa pa in the 1870s, was used as a school in 1879 prior to being occupied by the Graham family (Figure 4.\*). The house straddled one of the pa's defensive ditches, which was used as a coal cellar.



Figure 4.69 "The last of old Frankton", published by the Weekly Graphic in 1912, shows an example of the insubstantial nature of some of the early houses. The roof is clad with wooden shingles with corrugated iron laid over some of them, but with no ridge iron; the wooden and iron chimney is built out on one side, and the wooden door has had repairs. The hut was situated behind the Frankton Post Office. HCL\_02831.

Houses built as farmhouses, that still exist and are now within Hamilton's boundaries, include Thomas and Rebecca Dinsdale's house on Dinsdale Road; William Higgins' house on Tuhikaramea Road; James Primrose's house on Peachgrove Road; and Bankwood (H26 Schedule 8A, Operative District Plan,

[90] Coates p. 100

[91] Coates p. 106

2017), built for Matthew Farrer in 1892. The architect of Bankwood, a large four-bay villa, was Thomas Henry White, and the builder was Hamiltonian Charles H. Warr. The house was subsequently owned by John Gordon, the manager of the Woodlands part of the large Eureka Estate; in 1920 Gordon sold the property to William Goodfellow of the N.Z. Co-operative Dairy Co. It is now part of the Waikato Diocesan School for Girls

Another prominent farmhouse on land now within Hamilton City was Rukuhia homestead, a large wooden bay villa designed by Thomas Mahoney of Auckland around the turn of the twentieth century, for Thomas Macky Hall and his wife Mary on their farm Korakonui. The farm of at least 484 acres was farmed by the Halls until 1943 when the dwelling and surrounding land was acquired by the government and used for growing vegetables for NZ and US troops; after the war it became the Fertiliser and Soil research Station.<sup>[92]</sup> The house was demolished in 2019/20.

Many houses built in the population boom of the early 1900s were modest and more affordable. These were usually bay villas with verandahs, constructed of timber (kauri, rimu and matai) with weatherboard cladding, corrugated iron roofs



Figure 4.70 Lake House, built by James Williamson and Alfred Cox, for the manager of the Rukuhia Estate in 1872-73, was the first dwelling overlooking the lake. It was designed by I.R. Vialou. It had some formal gardens and cattle were grazed nearby. Photographer James Reid, 1883. HCL\_02874.

[92] Williams, Lynette "Rukuhia Soil Research Station (Former), research report for HCC, August 2012



and brick chimneys. In 1918 Thomas Maunder advertised 14 houses for sale in Frankton, “13 built to last 100 years, to be sold singly on easy terms”.<sup>[93]</sup> From land and photographic information, some may be amongst those that still exist in Marama Street (Figure 4.76).

Californian bungalows, Moderne, Art Deco and English Country Revival styles predominate in particular areas such as northern Victoria Street, Claudelands, Hamilton East and along River Road; and also the Fow-Hammond-Manning Streets area. House styles reflect the era in which the suburb was established, for instance the Poaka Avenue-Amanda Avenue-Lancaster Street area reflects 1960s-1970s styles including the popular low Californian Ranch. This style also predominates in the south and south-east parts of Hamilton East.<sup>[94]</sup> In the newer suburbs in the north-east houses are built of similar materials and with similar distinctive architectural features: they indicate mass construction by one developer.



Figure 4.71 Isaac Coates' house Wairere had a two-storey extension added to the original cottage; the house had ten rooms. It succumbed to borer and was demolished c.1912. HCL\_05778.



Figure 4.72 The rear or side of the Lodge, with members of the Graham family, c.1900. HCL\_00651.



Figure 4.73 Jesmond, belonging to Dr A. Seymour Brewis and situated on Garden Place Hill, was one of the grander houses in late 19th-early 20th century Hamilton. It may have been built in the 1870s for BNZ manager James Hume. HCL\_00624.

[93] *Waikato Argus* 5 August 1918

[94] “Hamilton East Character Assessment”, June 2008



Figure 4.74 This photo was a greetings card sent by the owners H. & H. Wallis in November 1899. The concrete house was near the corner of Hinemoa Street (now Tristram Street) and London Street. The house was named *Tainui* and was bought by the Wallises from Northcroft, probably the Resident Magistrate Henry W. Northcroft. The house has a grand front elevation with a portico (note the people standing on its roof, top right), but at the side and rear are simple single-storey weatherboard sections. HCL\_11486.



Figure 4.75 The house *Waratah* was built in 1903 by the Hunter family on their 10-acre property on Clarence Street. William Hunter was the proprietor of W.J. Hunter & Co., auctioneers of Ohaupo. HCL\_04150.

Hamilton company Ellis & Burnand made prefabricated ready-to-erect houses from June 1938; low-cost dwellings, that included Ellis & Burnand buildings, received building permits in the late 1940s through into the 1950s.<sup>[95]</sup> Hamilton's first "Parade of Homes" was held in 1957: this was an opportunity for builders, plasterers, painters and other tradesmen to display the latest fashions and products.<sup>[96]</sup>

Hamilton has only a few mid-twentieth century duplex or semi-detached houses apart from some in state housing areas. One notable duplex is that at 31 Myrtle Street; it has since been modified with an additional storey on its northern half. The parcel on which it sits was subdivided from the larger property by A.C.B. Goodwin in 1939.<sup>[97]</sup>

A distinctive block of four flats, named *Te Awa*, was built in 1939 by W.B. Young for Mrs [A.G.] Leggatt.<sup>[98]</sup> The building is now accessed from Little London Lane.

From the 1960s single-storey or two-storey blocks of flats began to be built, replacing single houses and changing the appearance of some streets, particularly in Claudelands and later in Frankton-Dinsdale. These blocks of flats, termed "sausage" or "banana box", are set at a right-angle to the street with hard

[95] NZ Herald 25 June 1938; HCC Building Permits Index transcription

[96] Building Progress v.22 no.6, June 1957, p 50-51

[97] DP 28995

[98] HCC Building Permits Index transcription

landscaping to allow for driveway access for several garages or open parking areas and “relate little to their older neighbours”.<sup>[99]</sup> Many examples from the twenty-first century occur along Killarney Road and Massey Street and their side streets. Other multi-unit blocks do address the street with direct access to the street, two examples being three-storey blocks on diagonally-opposite corners of Anglesea Street, on Radnor and Palmerston Streets.

The Star Flats on the corner of Frances Street, Peachgrove Road Apartment blocks, Tower Court flats and townhouses have continued the trend of creating denser occupation of some areas. In-fill housing, where residential parcels have been divided by a cross-lease, is also a feature of Hamilton’s older suburbs. Some have been ‘pan-handle’ subdivisions, where the rear lots do not have a street frontage but are accessed from a driveway between front lots.



Figure 4.76 One of several villas built in Marama Street by Thomas W. Maunder and his son Arthur T. Maunder. HCL\_16725.

Houses that were built as expressions of wealth and status include Wairere’s replacement, Greenslade House, built for Member of the House of Representatives (MP) Henry Greenslade; Windermere built by Frank Jolly; and Jesmond, owned by Dr A. Seymour Brewis (possibly built for BNZ manager James



Figure 4.77 The Tebbs family home in Harwood Street was a typical turn-of-century bay villa. HCL\_05024



Figure 4.78 Ingleholm, the home of prolific architect Frederick Charles Daniell who worked in Hamilton from 1908 to 1935, still stands in O’Neill Street. Built in 1910-11 in the Arts and Crafts style, it is believed to be the first built of camerated concrete. Photographer George Cartwright, 1917. HCL\_09326.

[99] Hamilton East Character Assessment”, June 2008





Figure 4.\*9 Ardwell, the home of John McCaw and family, once stood on the southern corner of Boundary Road and River Road. It was demolished before the construction of the Whitiara bridge in 1978. John McCaw retired to Hamilton after many years managing the Bank of New Zealand's rural North Island properties including the Firth Estate and farming near Matamata. c. 1920. HCL\_02726.



Figure 4.80 Children outside the home of Stanley Tilsley Nolan on Pembroke Street. In 1940 the street address was 79 Pembroke Street. Today (2020) the property is 103 Pembroke Street. HCL\_05546.

Hume). These nineteenth-early twentieth century houses had commanding positions overlooking the river or lake. There were other two-storey houses, such as that built for Thomas Jolly in Commerce Street in the 1870s. Many other substantial houses built during the late 1930s through to the 1960s are indicative of their owners' success as businesspeople, examples being two houses built near Fairfield Bridge, one for R.B. Seabrook and the other for J.A. Grinter.<sup>[100]</sup> More recent examples include the Gallaghers' house on Pembroke Street, built in c.2006-12 and designed by Lady Gallagher, and the Ratcliffe River House in Kotahi Avenue (Figure 4.\*).



Figure 4.81 A mix of villas and Californian bungalows is visible in this c.1920 photograph by George Cartwright. River Road is at right, Oakley Avenue across the foreground. HCL\_01283.

As elsewhere in New Zealand, many houses constructed in Hamilton between 1994 and 2004 developed problems with weather-tightness and rotting of interior wooden framework: they became part of the "leaky homes" crisis. The situation had several causes: a change of building codes, new cladding materials that relied on a paint finish to achieve waterproofing, builders' shortcuts that were not monitored by building inspectors and a "Mediterranean" architectural style that did not take rainfall sufficiently into account.<sup>[101]</sup>

Historic survey plans show various styles of boundary fences. These include wooden picket fences; post and rail; post and wire; ditch, bank and thorn hedge; and ditch, bank and macrocarpa hedge. In the twentieth century, some suburbs had fencing design restrictions imposed, especially to promote the "garden

[100] NZ Woman's Weekly 25 July 1940

[101] [en.wikipedia.org/wiki/Leaky\\_homes\\_crisis](https://en.wikipedia.org/wiki/Leaky_homes_crisis)



Figure 4.82 One of Ellis & Burnand's prefabricated bungalows erected as an exhibit in the Waikato Winter Show. Photographer George Cartwright. HCL\_07377.

suburb" ideal. These often meant properties had side and back fences but were open to the street. Other restrictions have related to the position of garages and their access from the street. In the decades before car ownership became



Figure 4.83 Duplex house at 31 Myrtle Street, 1970s. HCL\_M00277.25.

common, housing developments made no provision for garages – one instance is the Frankton railway settlement, where later garages have been positioned at the rear of the property.



Figure 4.84 Te Awa Flats, Little London Lane. Photograph J.W. Kellaway, 2018.

#### 4.8 State housing

The earliest state housing in Hamilton was the Laurenson Settlement in Forest Lake Road. The group of nine houses, all on the north-west side of Forest Lake Road, was named the Laurenson Settlement after Liberal Member of Parliament George Laurenson. The houses are numbers 78, 82, 84, 102, 104, 106, 126, 128 and 140 Forest Lake Road. In 1905 the Liberal government (1890-1912) passed the Workers' Dwellings Act; it has been identified as "the first central government in the Western world to build public housing for its citizens".<sup>[102]</sup>

The Act paved the way for state housing but proscriptive conditions meant it was only partially successful. These conditions were mitigated in part by the Government Advances to Workers Act 1906. Under the subsequent Workers' Dwellings Act 1910, the government enacted to build dwellings for landless urban workers for a £10 deposit.<sup>[103]</sup>

[102] Schrader, Ben, *We Call It Home: a History of State Housing in New Zealand*, Reed Publishing (NZ) Ltd, Auckland, 2005: p. 24

[103] Schrader, p. 29



Figure 4.85 Tower Court flats were built in 1965. HCL\_ M00401.3.



Figure 4.86 Greenslade House was built, on the same site as Wairere, by Henry Greenslade. It was designed by Hamilton architect John Willing Warren and completed in 1912. HCL\_05680. (H06; HN2 List 4163, Category I)

In 1910 architect Woburn Temple was reported as designing residences for those who had applied for and obtained loans under the Advances to Settlers scheme.<sup>[104]</sup> While it was compulsory for applicants to accept one of the designs provided by the Department of Labour, modifications were allowed – Temple ensured there was no incongruity of design or materials. The designs, which had two to six rooms, followed ‘the usual style of smaller domestic architecture of New Zealand’.<sup>[105]</sup> Plans for eight of the 15 designs are known to exist.<sup>[106]</sup> Woburn Temple was the Department of Labour Staff Architect from 1907 until 1915. He was appointed early in March 1907.<sup>[107]</sup> He was gazetted as an architect in October 1907.<sup>[108]</sup>

[104] *Evening Post*, 22 October 1910, p. 3

[105] *Evening Post*, 22 October 1910, p. 3

[106] Stan-Barton, Debra, ‘Laurenson Settlement, Forest Lake Road, Hamilton’, unpublished report 9 December 1994. Scanned copies of seven designs on file, NZHPT, are No. 1 PWD 54905, No. 5 PWD 54909, No. 6 PWD 54910, No. 7 PWD 54911, No. 10 PWD 54914, No. 11 PWD 54915, No. 13 PWD 54917.

[107] Appendix to the Journals of the House of Representatives (AJHR), 1907 Session I, H-11b

[108] *Evening Post*, 25 October 1907, p. 7



Figure 4.87 Windermere, Frank and Elizabeth Jolly’s house built in 1910 overlooking Rotoroa. It was modelled on the family home of the same name in England. c. 1965. HCL\_09761. (H24; HN2 List 5300 Category II)



The Laurenson Settlement is on Part Allotments 75 and 76 Pukete Parish, first surveyed in 1864 as 50-acre allotments as grants to militiamen of the Fourth Regiment of the Waikato Militia.<sup>[109]</sup> Allotments 75 and 76 were part of the 250 acres [101.25 hectares] allotted to Doctor John Carey, surgeon to the militia. He acquired an additional 150 acres [60.75 hectares] and called his farm 'Forest Lake' after its area of native bush and a small lake, Rotokaeo; it extended along both sides of Forest Lake Road.



Figure 4.88 Ratcliffe River House, built in c.2012 for Robin and Colleen Ratcliffe was a collaborative effort with Design Engine architects and Holmes Consulting. The house has a number of sustainable design elements. It featured on the TVNZ's "Art of the Architect" series in 2014.

By 1912 the subject area was owned by Mary Walsh, wife of John William Walsh, farmer and flaxmillier of Te Rapa. By that time the town of Frankton had been established to the west of Hamilton; Forest Lake was in Waipa County, just outside the boundaries of Frankton and Hamilton. The North Island Main Trunk (NIMT) railway line ran along the west side of the Forest Lake property.

Forest Lake fitted the government's criteria of providing housing for workers with lower incomes in areas adjacent to cheaper rural land. On 20 May 1912 the government announced the purchase of land at Forest Lake for the purposes of providing housing under the Workers' Dwellings Act 1910, with 'general satisfaction' being expressed locally.<sup>[110]</sup> This was a 3.6 hectare (nine acres) strip on

the north-west side of Forest Lake Road. The land was surveyed in June 1912 and divided into 36 lots plus one street (Lake Street) which lay between Lot 22 and Lot 23.<sup>[111]</sup> On 8 October 1913, title was transferred to His Majesty the King for the purposes of the Workers' Dwellings Act for 9 acres 18.7 perches being 'Lots 1 to 11, 13 to 36 and Walsh Street' on plan DP 7943 being portions of Allotments 75 and 76 Parish of Pukete.<sup>[112]</sup> Walsh Street was Lot 12; it was later named Moore Street.<sup>[113]</sup> Lake Street was proclaimed a public road on 18 July 1914 and later named Walsh Street.<sup>[114]</sup> The lots were numbered from 1 at the north-eastern end to 36 at the railway end, and with the removal of Lot 12 as a street, provided 35 sections for housing.

On 3 February 1914, the Superintendent Workers' Dwellings advertised in the Waikato Times for tenders to construct six dwellings, each builder to state how many of the six he could construct; the closing date for tenders was 21 February.<sup>[115]</sup> The plans, specifications and conditions of contract were available for inspection at the office of the Inspector of Factories in Hamilton.<sup>[116]</sup> Research to date has not established which was the first house built nor the order (by address) in which the houses were built.<sup>[117]</sup> From the departmental reports, it seems that six houses were built in the Laurenson Settlement by March 1915, none in the April 1915- March 1916 year, and three in the April 1916- March 1917 year.<sup>[118]</sup> None were under construction at 31 March 1917.<sup>[119]</sup> The houses were built on Lots 1, 3, 4, 11, 13, 14, 22 and 23.<sup>[120]</sup>

The Housing Act 1919 replaced the previous Act and further houses were built; the main change was to raise the income threshold for applicants. The 1920 report of the Minister of Labour stated that for Hamilton, negotiations for 25 houses were in progress.<sup>[121]</sup> Two more houses may have been built in Forest Lake Road under the provisions of the 1919 Act.<sup>[122]</sup>

[111] DP 7943

[112] SA211/77; SA213/139

[113] This seems not to have been formed until about 1950. Wise's Post Office Directories 1949, 1950

[114] SA213/139

[115] Waikato Times 3 February 1914 p. 5

[116] Ibid.

[117] This information may be contained in Archives NZ Wellington.

[118] AJHR H11, 1917

[119] AJHR H11, 1917

[120] Current street numbers are 78, 82, 84, 102, 104, 106, 126 and 128 respectively.

[121] AJHR, 1920 H 11A

[122] 134 and 148B Forest Lake Road are in different styles from the original nine houses.

[109] SO 347

[110] New Zealand Herald, 21 May 1912, p. 8; Evening Post, 21 May 1912, p. 7

In 1937 Mary Walsh subdivided the land on the north-east side of Walsh Ave; the rear (north-east side) of these lots was the boundary between Waipa County and Hamilton Borough Council.<sup>[123]</sup> More state housing was built on the south-east side of Forest Lake Road and also in Rimu, Hinau and Matai Streets after 1938.<sup>[124]</sup> Private housing, in those side streets and further along Forest Lake Road, was interspersed amongst state houses as the government sold off the unused sections bought as part of the Laurenson Settlement.

Other early state housing groups in Hamilton include the Frankton railway settlement (1923-29), Richmond (late 1930s) and Hayes Paddock (1939-45). There were five railway houses for railways staff close to Claudelands station, on the railway reserve – three faced Station Road and two faced Grey Street/Heaphy Terrace, from 1920 until they were demolished for the new Claudelands Road being constructed in the late 1960s.<sup>[125]</sup>

In 1938 the Housing Department announced it intended to take over 40 acres of council domain land named Hayes Paddock and erect 160 houses as a garden suburb; council was to undertake roading, footpaths, drainage, sewerage and water reticulation.<sup>[126]</sup> Construction at Richmond Estate was undertaken at the same time: by January 1939 work on 38 state houses was underway, with a mix of single unit and double unit structures.<sup>[127]</sup> A number of them had flat roofs.

By September 1940 it could be reported that “rows of modern houses erected under the State housing scheme have transformed the former bare sites at Hayes Paddock, Richmond Estate, and in the vicinity of Forest Lake Road and Norton Road, into pleasant residential areas”.<sup>[128]</sup> There were 156 houses under construction at Hayes Paddock with 24 completed; 36 units completed at Richmond Estate with nine still being built; 29 finished and five yet to come at Forest Lake Road area; and 23 erected at Norton Road. In 1945 a further 24 acres of rough land outside the borough in Dudley Terrace were also under consideration.<sup>[129]</sup>

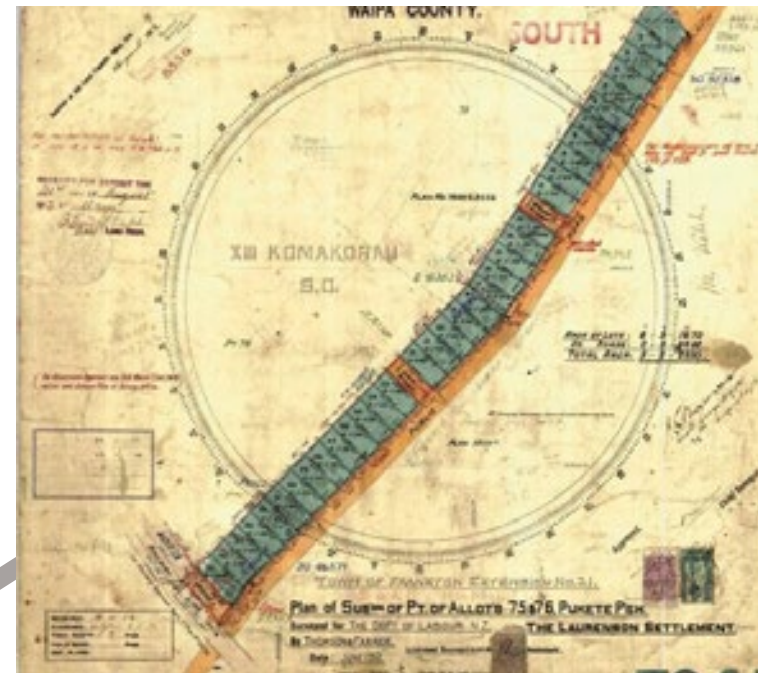


Figure 4.89 Pt of DP 7943 drawn in 1912, showing the newly-surveyed lots intended for the state houses of the Laurenson Settlement.

Some state housing areas were also extensive e.g. Enderley, Fairfield, Melville, Forest Lake but others were smaller areas within other housing. One example of this was in Casey Avenue – three parcels of approximately a quarter-acre each on the Boundary Road corner were taken in 1940, two more parcels in 1942 and the east side of Casey Avenue and Moule Place in 1947. The western side of Casey Avenue remained in private ownership. Some of this construction was hampered by the availability of materials post-WWII, such that the bathroom, toilet and kitchens were at the front of the house, to save on plumbing and drainage. Seven lots towards the north-east end of Boundary Road were surveyed for state housing in 1944.<sup>[130]</sup>

Star Flats, a set of 12 flats on three levels in International Modernism style were built in 1959 for the State Housing Department.

[123] DP 27650

[124] *Auckland Star*, 12 June 1937, p. 16; DPS 353 surveyed 1938

[125] Smith, Betty Laloli Smith 2002 *Next Stop Claudelands* pp 62-63

[126] *NZ Herald* 12 August 1938

[127] *NZ Herald* 11 January 1939

[128] *NZ Herald* 14 September 1940

[129] *Auckland Star* 4 May 1945

[130] DPS 338

### Transit camps

In the 1940s the waiting list for state housing had reached such high numbers that the government set up transit camps to provide temporary accommodation for homeless people. Priority was given to returned soldiers, current servicemen and war widows, especially any families with children. The post-WWII baby boom exacerbated the situation, as did the shortage of building materials and builders, which slowed the rate of building of state houses. The cost of transit housing



Figure 4.90 A 1967 aerial view looking west with the railway line running through the middle of the image. The small station building is on the northern side of the track and two railway houses face Heaphy Terrace, while three others face Station Road. Claudelands Showgrounds at right, Heaphy Terrace running from left to right and the Waikato River across top of image: the River Road overbridge is in use but Claudelands Road not completed. Whites Aviation, Alexander Turnbull Library WA-66847 (cropped).

was shared between amongst the Hamilton City Council, the Rehabilitation Department, and the 2nd NZEF Association.

In Hamilton there were eight camps: Snake Gully at the end of Clarence Street; Central Camp in the block bounded by Anglesea-Palmerston-Clarence Streets; Bari camp opposite the courthouse with its entrance from Clarence Street; Maadi



Figure 4.91 The first of the survey plans for Hayes Paddock of land to be taken for housing purposes. The land in yellow belonged to Hamilton Borough Council. Further land to the east of Macfarlane Street was taken within the next ten years; some of that was Hamilton Domain and leased to individuals. SO 29254, drawn 1937.

camp; Beirut Camp on Palmerston Street; Naafi camp; Dey Street camp on the corner of Dey and Naylor Streets and Naylor Street camp. There were additional facilities such as a hall behind the Artillery Flats in Peachgrove Road. The camps comprised small huts made of timber, corrugated iron (like Nissen huts) or corrugated asbestos had communal ablution and laundry facilities, tended to be cramped, even when two huts were placed together and used as one home for a family.



The Snake Gully and Central camps used buildings that had housed Air Force personnel during the war. In April 1946 the city council reported that accommodation was provided for 68 families in the four camps established by then.<sup>[131]</sup> It was expected that people would only have to live in the camps for six months or so, but some families stayed for years, in less than comfortable conditions. All the camps closed by the end of the 1950s. Council staff lived in some of the Snake Gully units as they became available.

#### 4.9 Housing for the elderly

The Old Man's Refuge set up in 1889 at Waikato Hospital was the first facility for the care of the elderly in Hamilton. It could house up to 20 men, often sick, disabled or simply destitute; in return for a bed, a roof and food they worked in the hospital garden and orchard, or undertook other menial tasks and maintenance work around the hospital.<sup>[132]</sup> The Refuge was to contain six bedrooms with two beds in each room, a living room, kitchen and a lavatory.<sup>[133]</sup> In 1890 and 1908 it had 14 residents. The men's pensions were paid to the Hospital Board. A manager looked after the refuge, and lived in an annexe built onto the refuge. The building was demolished in 1918 when a new home, Ward 9 (later Ward 49) was built.<sup>[134]</sup>

Since the 1950s a variety of institutions have offered accommodation facilities for older people, some with a hospital, some with nursing care and some as independent living (see also Theme 6 check). For instance, the Hilda Ross Retirement Village provides independent living as well as serviced apartments and rest-home, hospital and dementia care, with social and recreational facilities.<sup>[135]</sup>

In the 1970s Hamilton City Council built 26 units as pensioner housing in Gibson Road on what had been recreation reserve. Hamilton Central Baptist pensioner units opened in 1979; in 1988 pensioner housing in Clarkin Road was completed. Hamilton City Council no longer provides pensioner housing, with the transfer in March 2016 of its pensioner housing stock to Accessible Properties New Zealand Limited.

The proportion of those aged over 60 in Hamilton increased from 10.5% of the population in 1986 to 12.9% in 1987 and was expected to carry on increasing. In

[131] *Waikato Times* 4 April 1946

[132] Gibbons p. 98

[133] *Wright-St Clair* p. 19

[134] *Wright-St Clair* p. 38-39

[135] [rymanhealthcare.co.nz/villages/hamilton/hilda-ross](http://rymanhealthcare.co.nz/villages/hamilton/hilda-ross)

1981 Hamilton City Council and the Housing Corporation pioneered an elderly housing programme with the building of six "granny flats", a scheme introduced by the National Party government in 1980, making finance available to local authorities and religious or welfare organisations, to build a one or two-person unit in association with a residence.<sup>[136]</sup>

From the late 20th century, purpose-built retirement homes and villages were built, offering independent living with security, some nursing care, and a range of communal, social and recreational facilities. Some are run by national organisations. The retirement village Alandale opened in March 1988; it was owned and built by Fletchers Ltd, but in 1996 it was sold to the Alandale Foundation Trust. One of the first homes to be built was 1 Ashford Mews, used as a show home. Each villa has its own strata title with common ground shared by all the residents.<sup>[137]</sup> By the end of June 1999 there were 190 people living at Alandale of which 19 were single men, 79 single women and 46 couples.<sup>[138]</sup> It has 133 independent villas and 11 serviced apartments.<sup>[139]</sup>



Figure 4.92 A view of Bari transit camp, Clarence Street. *Waikato Times* 23 April 1953

Other retirement villages include Hilda Ross, opened in 2002 and extended in 2011; Forest Lake Gardens, Summerset Down the Lane and Linda Jones Retirement Village. Netherville Retirement Village at Rototuna was established

[136] Chalmers, Lex and G. Brent Hall in Michael Lazarowich *Granny Flats as Housing for the Elderly: International Perspectives* 1991

[137] Grant, Bevan and Wendy Neilson *Alandale; the First Ten Years* p.19

[138] *Ibid* p. 29

[139] [alandale.co.nz/About+Us.html](http://alandale.co.nz/About+Us.html)

by Dutch settlers for people of Dutch origin, but now has residents from many nations.

Kaumatua housing has been established by marae in Hamilton, including houses in Moa Crescent Kaumatua Village, a joint operation between by Te Rūnanga o Kirikiriroa and Rauawaawa Trust.<sup>[140]</sup> Wairere Village on Shakespeare Avenue was planned to have 62 houses; the first five homes were well under way in September 2016 when the first two-bedroom home was opened.<sup>[141]</sup>

Outside Hamilton's boundaries are two Christian institutions that house many ex-Hamiltonians: the Tamahere Eventide home that opened in 1966 and was extended in 1973, and Atawhai Mercy Assisi Home & Hospital on Matangi Road, established in 1970 which provides nursing care and a hospital.

#### 4.10 Creating burial places

Ngati Wairere had several urupa (burial grounds) throughout what became Hamilton City, primarily on the lower river terraces. Oral accounts record several urupa in the immediate vicinity of Kirikiriroa and what is now the Ferrybank, some taking the form of caves in the river banks, now collapsed. Identified urupa include Hua o te Atua, at the river end of Sapper Moore-Jones Place; Te Toka o Ahurei, the area on the northern side of the toe of Garden Place Hill and the river and another approximately at the junction of Victoria Street and Collingwood Street.<sup>[142]</sup> Others were in the vicinity of the Traffic Bridge, on the east bank below the end of Clyde Street, on the left bank just north of Fairfield Bridge and on the hill Te Ohaapu near the water tower.<sup>[143]</sup> In 1932 two Maaori burials, an adult and a child, were uncovered at the end of Manning Street near the pumping station.<sup>[144]</sup>

On several occasions after Hamilton was settled as a colonial settlement, ko iwi (human remains) were exhumed in the 1880s by kaumatua Hakopa Te Waharoa and Te Puke Waharoa and taken away for re-burial. On 27 September 1957, some Maaori burials were uncovered during landscaping work at the LDS Temple site. Remains of six individuals were found. The site was acknowledged by the erection of a plaque and the planting of tree ferns on the site after the bones were removed and taken away for re-burial.

[140] [teaoMaaori.news/kaumatua-village-opens-hamilton](http://teaoMaaori.news/kaumatua-village-opens-hamilton)

[141] [stuff.co.nz/business/industries/83853157/bounce-back-from-delays-with-design-to-repair-fragmented-communities](http://stuff.co.nz/business/industries/83853157/bounce-back-from-delays-with-design-to-repair-fragmented-communities)

[142] Opus 2000 Fig.1.1

[143] Wiremu Puke pers. comm. to Lyn Williams 2016

[144] Waikato Independent 18 February 1932

The first surveys of the townships of Hamilton East and West did not make provision for cemeteries, and land had to be acquired later for the purpose. The first known burial post-militia settlement was for Private George Norris – he was buried at the Peach Grove (approximately where Frances Street joins Peachgrove Road), but the land being too wet his remains were exhumed and reburied “near the Hamilton East Cemetery” i.e. at an unknown location.<sup>[145]</sup> James Munro was also exhumed from the Peach Grove and reburied in or near the cemetery.

At least one woman's body was buried, in 1869, at the site of the Anglican church in Victoria Street (later the site of the Waikato Times, later Barton and Ross).<sup>[146]</sup> She died before Hamilton West Cemetery was established and at a time the punt was not available to take her body across to Hamilton East Cemetery. No records have been located as to the exhumation of her remains, or of any other burials at this site, but it is assumed that any remains were disinterred when the Waikato Times bought the premises.

Several businesses associated with caring for the dead have operated in the city: stonemasons, undertakers, coffin-makers and funeral directors (see Theme \*\* Work section).

A number of statutes and council bylaws govern the use and management of cemeteries in New Zealand: these are the Burial and Cremation Act 1964 and the Burial and Cremation (Removal of Monuments and Tablets) Regulations 1967. Hamilton City Cemeteries and Crematorium Bylaw 2012 is concerned with the management and care of the cemeteries within Hamilton City. Under the Heritage New Zealand Pouhere Taonga Act 2014 and the Resource Management Act 1991, cemeteries and burial places are defined as archaeological sites.

Hamilton City Council provides, manages and maintains three cemeteries: Hamilton Park Cemetery at Newstead (outside the city boundary), Hamilton East Cemetery and Hamilton West Cemetery. A draft management plan for the three cemeteries was written in 2014. The council maintains a register of burials and cremations. Consistent recording of grave locations with a survey plan was not kept until the 1890s and the locations of many burials in Hamilton West and East Cemeteries were lost. The plot plans were created retrospectively. Many stillborn burials were also unrecorded even into the mid-20th century. Both the older

[145] Norris 1963 p. 75

[146] Daily Southern Cross 24 December 1869

cemeteries suffered from vandalism and stock damage, and a fire went through Hamilton East Cemetery in 1869 burning wooden grave markers.

### Hamilton East Cemetery<sup>[147]</sup>

Hamilton East Cemetery is situated on Hungerford Terrace on Allotment 252 Parish of Kirikiriroa adjacent to the domain reserve, on land originally intended as a militiaman's rural grant.<sup>[148]</sup> All of Allotment 252 was gazetted as a cemetery in 1868.<sup>[149]</sup> The earliest known marked grave is that for a militiaman's daughter, Julia Vowles, who died 27 October 1865 aged six weeks and her mother Louisa who died five days later aged 29 years.<sup>[150]</sup> Burial records and site plans were not kept until 1890, but then only partially successfully, with the result that many early graves cannot be identified. More than 14,000 people have been buried in the cemetery, but since 1992 it has been closed other than for reserved plots.

The older blocks have headstones to mark the graves, though many are missing, and in 1945 the first lawn area was opened up, with plaques set flat just below ground level. Two blocks were reserved for Catholics, another block for Masons and another block for children. The cemetery has three areas for returned service people: the oldest one was set aside in 1918 and has standardised memorials.

### Hamilton West Cemetery

Hamilton West Cemetery (sometimes known as Whitiara Cemetery) is located on Willoughby Street on Allotments 213 and 214 Town of Hamilton West. The date it was first used is not known, possibly late 1870 or early 1871. In May 1870 storekeeper John Knox asked that the lack of a burial ground be called to the notice of the Superintendent of Auckland Province.<sup>[151]</sup> At that time Hamilton was under the jurisdiction of the Hamilton West Highway Board, answerable to the Auckland Provincial Council. In June 1870 the residents of Hamilton West were still agitating for a cemetery.<sup>[152]</sup>

The oldest remaining headstone is for Fanny Jolly, but as she died in February 1869 it is assumed she was exhumed from her original burial place after the cemetery opened. The earliest burial may have been Emma Kurshlit who died in



Figure 4.93 A later burial in the Graham Family plot, for Alice Graham, daughter of surveyor William Australia Graham. Photograph taken the day she was buried, 31 October 1931. HCL\_10978.



Figure 4.94 Part of Hamilton West Cemetery, c. 1910. Breckon Collection, Auckland War Memorial Museum Library, DU436.142H21 Neg. B736.

[147] For a full account of the history of Hamilton East and West Cemeteries see "Hamilton East & Hamilton West Heritage Cemeteries Conservation Plan", Heritage Consultancy Services, 2013.

[148] SO 143, 1865

[149] NZ Gazette 1868 p.405

[150] Headstone inscription

[151] Auckland Weekly News 23 May 1870

[152] Daily Southern Cross 25 June 1870



November 1870, but there is no record of her grave. Separate areas for different denominations were not clearly marked, but there are many Catholics in the southern area. A few rows were assigned to children and still-born babies, mostly in unmarked graves. Several military servicemen were buried in the cemetery but not in designated areas; some have standardised markers.

The cemetery was closed c.1969 except for reserved plots, though all of these reservations have now expired. The last burial was in 1975. At least 1612 people have been buried in Hamilton West Cemetery, as well as 21 ash interments.

### Hamilton Park Cemetery

Hamilton Park Cemetery was opened in 1957, with crematorium and chapel facilities available from 1963. It is located outside the city boundary at Newstead and is primarily a lawn cemetery; ashes can be buried in gardens surrounded with concrete berms on which plaques can be mounted; there is an RSA wall and a children's area.

The crematorium was the first to be built in the Waikato; prior to its operation cremations had to be carried out in Auckland. The crematorium and chapel building was designed by H.L. & A.W. White and erected by W.B. Young Ltd, the contract price being £27,116.<sup>[153]</sup> The chapel was dedicated on 11 January 1963 and the first cremation was to take place soon after.



Figure 4.95 View looking towards Willoughby Street with the flower-covered grave of Mary Brewis in the foreground, 1913. HCL\_11064.

[153] Waikato Times 10 January 1963

### 4.11 Creating public spaces

The 1864 surveys of Hamilton East and Hamilton West created several parcels of land as reserves under different categories: educational, government, hospital, redoubt or military and public works; in Hamilton East a public square was set aside. Not all of these designations were adhered to as other uses for the land were found.

A town belt defined some of the boundaries of Hamilton East and West. In Hamilton West, the town belt, identified in 1864 (SO 378) and classed as Permanent Reserve by Gazette notices in 1879, framed the south and west sides of the town, up as far as the Waitawhiriwhiri Stream. In Hamilton East, the surveyor W.A. Graham did not include the town belt in his plan for Hamilton East (SO 201) but when he surveyed the adjacent land to the south and east in July 1865 (SO 143) he excluded a wide strip of land from the 50-acre rural allotments – this strip became the domain reserve.

In 1879 the Hamilton Domain Board was established, essentially made up of the same people as the borough council. The secretary, J.M. Gelling, advertised in September 1879 that “the domain lands will be put before the public for lease”.<sup>[154]</sup> In January 1880, a survey plan of the domain lands showed most of the 46 sections, ranging in size from one to twelve acres, had been leased, presumably for grazing or vegetable gardens (Figures 4.\* and \*).

The domain lands were later used as recreation reserves and parks; today the western town belt includes Willoughby, Hinemoa, Boyes and Seddon Parks, as well as Hamilton Lake Domain; the eastern town belt includes Marist, Lugton, Clyde and Flynn Parks, some is now part of Hamilton Gardens and some is Hillcrest Stadium.

Hamilton's many parks and reserves include parcels of land gifted by associations and individuals: for instance in 1927 Claudelands Bush was gifted by Waikato A. & P. Association to the Borough as a park. Jesmond Park was donated by Dr Seymour Brewis in 1929, and Days Park was gifted by Councillor Eric Day in 1951.

The names of some parks commemorate local or national figures, for instance in 1906 part of the domain lands was named Seddon Park soon after the death of Premier Richard Seddon; Norris Ward Park, originally named for Premier Sir

[154] Waikato Times 16 September 1879

Joseph Ward, had its name changed in 2016 to acknowledge local solicitor and historian H.C.M. Norris. Milne Park by Fairfield Bridge was named in 1950 after councillor H.A. Milne; Minogue Park, Gower Park, and Derek Heather Park are other examples. In 1918 Swarbrick Park was so named to commemorate another solicitor, Arthur Swarbrick, who was chair of the Domain Board for many years. Te Kooti Park in Western Heights was gazetted in 2003 as a Recreation Reserve and named for the late-nineteenth century political activist Te Kooti.<sup>[155]</sup> In 2000 some Maori place names were reinstated for parks, such as Te Tiwha o Pareiwhare and Rakautahi.<sup>[156]</sup>

Many of the reserves and parks are laid out and used as sports fields, while others are “green space” for informal or passive recreation, some with children’s playgrounds, managed by council.<sup>[157]</sup> Claudelands Park, Memorial Park, Parana Park and Tauhara Park are classed by council as “Destination Parks”, offering different recreation facilities or simply open space with trees and gardens. Garden Place, originally surveyed as a public street, has been used for a variety of purposes and is one of Hamilton’s main open spaces (refer Theme \*\*). Parts of the east and west banks of the river have been set aside and landscaped to varying degrees since 1864, with some stretches still inaccessible because of the steep terrain, but other areas providing riverside walks and cycle ways. The Ferrybank and the stretch of river bank downstream from there were one of the first areas beautified by J.T. Horne, as well as his work on Garden Place Hill. The Hamilton Beautifying Society, established in 1912, planted trees and flower beds at the Ferrybank as well as along other riverside walkways.

### Sydney Square-Steele Park

The public square in Hamilton East was first named Sydney Square, in recognition of the militiamen who enlisted in Sydney, Australia. In 1868 the land was reserved for a public square under the Public Reserves Act 1854. Its purpose was further altered to recreation ground about ten years later. Its name was changed in 1906 to acknowledge Captain William Steele who enlisted them, after Steele’s death.<sup>[158]</sup> In 1865 it was cleared and fenced with a view of laying it out as a garden and market reserve, but in 1866 the fencing material was sold off.<sup>[159]</sup> The ground was levelled and sown with grass in 1880.

Sydney Square was the focus for transport services and as a meeting point; it was used for a wide range of community events, recreational and sporting activities such as cricket, soccer and rugby union, athletics and equestrian events. The Hamilton Light Infantry practiced drills there. Later, the Christmas Carnival and International Fete were held there.

In 1889, the 25th anniversary of the occupation of Hamilton was commemorated by the planting of fifty oak trees at the square by veterans of the 4th Waikato Regiment (Figure 4.\*).<sup>[160]</sup> The men were photographed at the rear of the Waikato County Council office by James Reid (Figure 4.\*).

### Memorial Park/Kowhai Park/Parana Park

The river bank to the north of the Traffic Bridge was known as Kowhai Bank or Kowhai Park by 1915 when the Beautifying Society was undertaking the sowing of grass; previously it had been the site of a flax mill.<sup>[161]</sup> The Society planned to plant trees and shrubs at Kowhai Bank during the autumn of 1916, perhaps the first of



Figure 4.96 “Plan of Hamilton Domain” drawn up in January 1880 by Hamilton surveyor T.G. Sandes as SO 2217, shows only parts of major roads, with the eastern railway line in red; the eastern edge of Rotoroa (lower left) and the river are shown in blue. The plan shows the western town belt has been divided into 22 parcels, with lessees’ names on most of them. (See below for enlarged plan of Hamilton East.)

[155] NZ Gazette 2003 p. 3988

[156] NZ Herald 30 June 2000

[157] [hamilton.govt.nz/our-city/parks/parksandgardens/Pages/Sports-Parks.aspx](http://hamilton.govt.nz/our-city/parks/parksandgardens/Pages/Sports-Parks.aspx)

[158] Waikato Times 14 July 1906

[159] Norris 1963 p. 144-45

[160] Waikato Times 27 August 1889

[161] Waikato Times 16 April 1915



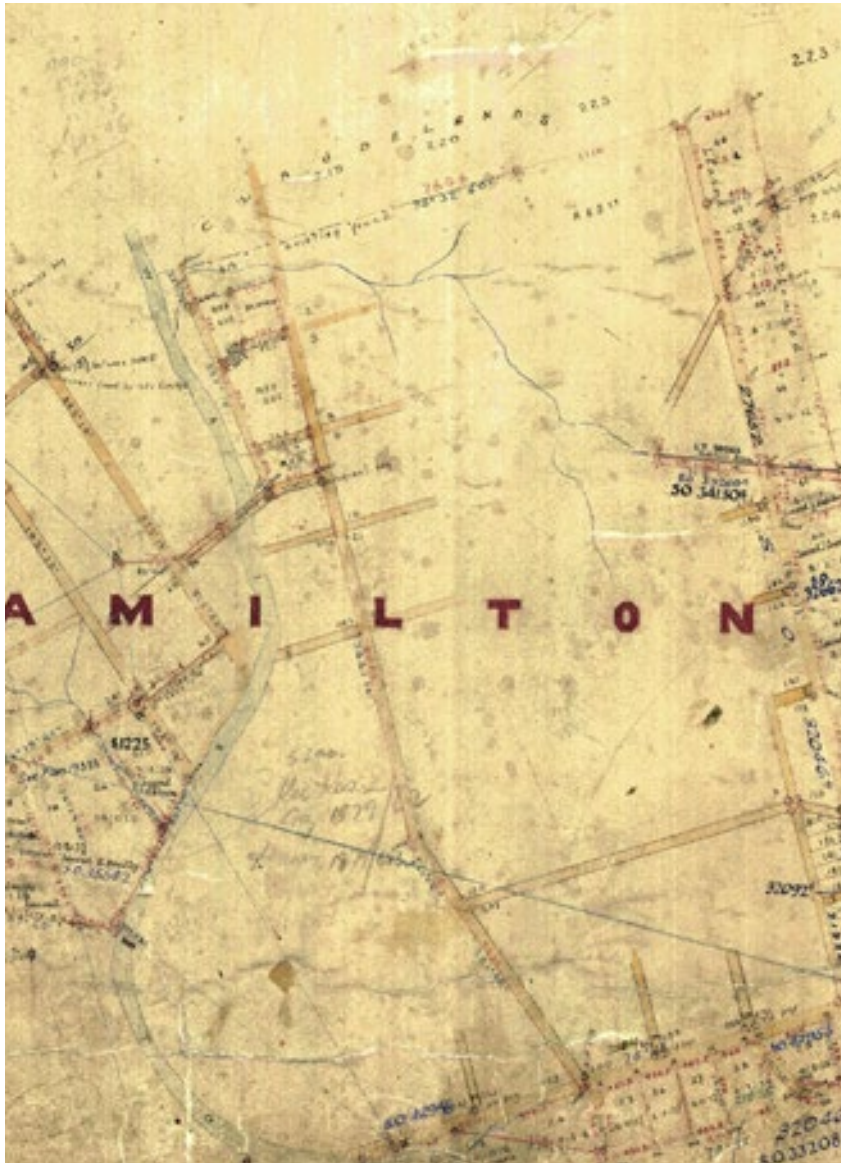


Figure 4.97 The eastern part of "Plan of Hamilton Domain" (SO 2217) shows the eastern town belt has been divided into Lots 23 to 46, with lessees' names on most of those adjacent to Dey Street. The southern strip is not annotated, but includes the land set aside for the rifle range. "Seddon's drain" is marked where Clyde Street now crosses the domain land. (Seddon's Drain is still surveyed as a separate strip, under Gazette 2013 p.2365). NB. The plan has been annotated by the Lands Department with later plan numbers (in blue).



Figure 4.98 The comparable map in 1927 shows the land south of the domain lands has been designated Rifle Range and Cemetery Reserves, and Hungerford Crescent has been surveyed.

the plantings in this area. In 1919 William H. Paul suggested the area be made into a memorial park to commemorate soldiers who lost their lives during WWI (refer Theme 10.\*) and this was achieved in 1920, with the area being re-named Memorial Park.

Adjacent to Memorial park on its north side lies Parana Park, three acres gifted to the borough by George Parr. The gift included his house, to be used as a convalescent home; it is now rented to council staff. The park has been remodelled and landscaped several times, and at one time included an open air theatre with the stage wings being comprised of hedges. The name derives from the merging of Parr with that of his close friend benefactor Annie McPherson. A walkway extends south from Memorial Park, with egress up to Clyde and Cook Streets, to connect to Hayes Paddock Reserve, behind the houses of Jellicoe Drive





Figure 4\* This aerial photograph by Whites Aviation, May 1951, shows ten of the 22 original sections of the Hamilton West Town Belt. In the foreground is section 4, which was cut in two by the extension of Mill Street in 1915. The portion at the lower edge of the photograph is a rugby training ground, now part of FMG Stadium Waikato. Between Mill Street and Rostrevor Street is Hinemoa Park. The playing fields at the Rostrevor Street end were tennis and croquet courts while those at the Mill Street end were used for rugby league and athletics sports. Later the tennis courts were moved to this end. In 1991 the Hamilton and Whitiara Bowling Clubs merged and built new greens at the corner of Mill Street and Seddon Road. The triangular lot across Rostrevor Street is Boyes Park. It was also used for sport including women's hockey, cricket, and netball. Circuses once used the park too. Founders Theatre now occupies the far corner of this lot. Across Norton Road is the cricket ground which in 1906 became known as Seddon Park. Across Bryce Street is section 11, at this time occupied by the Hamilton Borough Council's works depot and the St John Ambulance service. Across Ward Street and heading up to the right is Hamilton High School on former town belt sections 12, 13 and 14.

with access also from Wellington Street. Wellington Street beach is a popular bathing and picnicking area, with public toilets. The reserve walkway meets up with Hamilton Gardens, after going through an underpass beneath the east end of Cobham Bridge.

#### **Hamilton Lake / Rotoroa / Lake Domain / Innes Common**

Before Hamilton became a European settlement Rotoroa was utilised for many decades by Maaori for traditional food and other resources. Post-1864 the lake

and its environs were enjoyed for recreation and in 1886 the lake was declared a public reserve for recreation purposes under the control of the Hamilton Domain Board.<sup>[162]</sup> The lake was brought into the city in 1949. The Hamilton Rowing Club began competing on the lake from 1890. Scrub was cleared and new trees planted around 1913, with the Board building a bathing shed, miniature golf course and kiosk. The lake and its surrounds were used for events such as brass band performances, boating carnivals, rowing races, and horse and carriage rides. The model boat lagoon was built in 1933. As was common throughout the country, work was put on hold during World War II, not beginning again until the 1950s. Paths were constructed, sand brought in and play equipment donated. The lake has become a location for activities such as concerts, waka ama, dragon boating, sailing, hot air ballooning, hockey and cricket.



Figure 4.99 The Centennial Fountain in Boyes Park near the corner of Rostrevor Street and Norton Road. HCL\_M00290.16.

The land at the north-west side of the lake was brought into the city in 1949 from Waipa County. Part was acquired as Hamilton Domain land in 1924 and gazetted as recreation reserve.<sup>[163]</sup> Known as Innes Park from 1956, a further area was opened as Innes Common in 1960, in memory of Charles Innes senior. A walkway around the lake was completed in February 2004.

<sup>[162]</sup> NZ Gazette 1886 p. 697

<sup>[163]</sup> NZ Gazette 1924 p. 1765

### Claudelds Park

Claudelds Park is an open space next to the Claudelds Event Centre. Adjoining the park is Jubilee Bush, a native kahikatea forest remnant with boardwalk walkways within it. This provides an insight into what Hamilton may have looked like prior to human settlement.<sup>[164]</sup>



Figure 4.100- Seddon Park from the top of the Frankton water tower; Marama Street and Seddon Road are at lower left, with Bryce Street heading east from Seddon Road. HCL\_02579.2.

In 1884, Francis Claude, the owner of what is now Claudelds Park, sold the land to Walter Derham, a London-based barrister.<sup>[165]</sup> In 1887 a group of Hamilton residents known as the Claudelds Syndicate purchased the land from Derham and laid out the grounds as a racecourse for the newly-formed South Auckland Racing Club who leased the land from them.<sup>[166]</sup> The space was used for a range of activities however was used primarily as a race course.<sup>[167]</sup> In 1903 the land was

[164] [hamilton.govt.nz/our-city/parks/parksandgardens/Pages/Destination-Parks.aspx](http://hamilton.govt.nz/our-city/parks/parksandgardens/Pages/Destination-Parks.aspx)

[165] SA17/265, DP 79

[166] Waikato Times 6 August 1887

[167] [claudelds.co.nz/spaces/about/our-history/](http://claudelds.co.nz/spaces/about/our-history/)

purchased by the Waikato A&P Association for use as its showgrounds. After the merger of the Waikato Winter Show Association and the Waikato A&P Association as the Waikato Show Trust Board owned the land. In 2007 the land was Vested on Deposit as a Recreation Reserve for Hamilton City Council.<sup>[168]</sup>

Also in 1887, the grandstand building built in 1878 by the Cambridge Jockey Club was relocated to Claudelds. It has moved locations within the Claudelds site twice, in 1926, and in 2008 when it was restored by Hamilton City Council and developed as a function space.<sup>[169]</sup>



Figure 4.101. Some of the surviving members of the 4th Waikato Regiment, on the occasion of the 25th anniversary of the militiamen landing in Hamilton. Captain William Steele is seated in the centre. HCL\_00395.

### Hamilton Gardens

Development of the Hamilton Gardens began in the 1980's on a site south of what was then Sillary Street, now Cobham Drive, land that had seen cultivation by Maaori for kumara gardens, and a pa, Te Parapara. After the confiscation of 1864 some of the land was surveyed as militiamen's rural land grant and some was later reserved as domain land (see Themes \*\*). On different parts of the area a rifle range was established, also an abattoir, a nightsoil depot, a rubbish tip and a pumice sand quarry. During the 1950s the Hamilton Beautifying Society lobbied for the establishment of a public garden on the site and in 1960 four acres was passed to the council for a public garden; an opening ceremony was held

[168] NZ Gazette 2007 p. 3387

[169] [claudelds.co.nz/spaces/about/our-history/](http://claudelds.co.nz/spaces/about/our-history/)

on 24 July 1960.<sup>[170]</sup> The upper terrace beside Cobham Drive was the first to be developed, with specimen trees, flower beds and a conservatory.

The Rogers Rose Garden was started in 1969 and opened in time for a World Rose Convention that was held at Claudelands in 1971. Other areas have been



Figure 4.102. A plan, identifying which tree the militiamen, their widows and Mayoress Alice Coates planted around the perimeter of Sydney Square on 26 August 1889, was presented to the council by Mayor Isaac Coates. HCL\_01628.

developed, with feature themed gardens demonstrating different international garden design styles. The Gardens have strong international recognition, including winning the Garden of the Year Award in 2014.

#### 4.12 Heritage protection

The introduction of legislation to control urban development started to manage the sites of importance in the 1960s with the inclusion of several archaeological sites, but no buildings in the 1967 Hamilton District Plan Scheme. The protection of buildings and structures that were of heritage importance only occurred in 1973 under the Town and Country Planning Act Ordinance 21 when 57 buildings or structures were identified and protected and 36 sites/waahi tapu



Figure 4.103 A c. 1930 postcard image of Soldiers' Park shows its early landscaping with curved pathways, rustic wooden seats and a mix of exotic and native plants. HCL\_M00308.5.

were protected. This was reduced drastically in 1981 when the first review of the Hamilton City District Scheme was undertaken. The review resulted in only two buildings, the Stationmaster's House and Beale Cottage, and one object, PS Rangiriri, being identified and protected. The Narrows Redoubt on Cobham Drive was the only archaeological site identified as being important under the first review.

The 1992 Hamilton City District Scheme (Second Review) increased the number of

[170] Wikipedia.org





Figure 4.104 Parana Park pool area, date unknown. HCL\_M00731.4.

scheduled buildings to 55 buildings and one object and 24 waahi tapu. The number of scheduled buildings, objects and sites increased in 2001 with the preparation of the First-Generation Hamilton District Plan under the Resource Management 2001 Act (RMA). The District Plan increased the number of protected buildings and objects to 105 and the number of archaeological sites to 46. From 2001 until 2017 a total of 20 new buildings and objects have been identified and protected under the RMA, bringing the total number of buildings and objects protected to 125. The number of archaeological sites protected has remained constant from 2001 with only five new sites being included in the Second-Generation District Plan which was prepared in 2012, bringing the total number of archaeological sites protected within the city to 51. The city has also lost three protected buildings through demolition or removal over the past five years, which has resulted in a decrease in the total number of buildings protected within the city to 122 buildings and objects (Figure 4.\*).

#### 4.13 Planning laws

##### 19th century legislation

By the time Hamilton was settled as a colonial settlement in 1864, various laws had been put in place by the Auckland Provincial Government. Pressure from the

public health movement and the need for essential services and infrastructure prompted the need for the introduction of planning legislation regulating land use. This legislation imposed rules about the layout of towns and empowered local councils to regulate building and planning. The Municipal Corporations



Figure 4.105 The children's playground at the south end of Rotoroa included a concrete Noddy car and an igloo from the 1950s. HCL\_04497.

Ordinance of 1842 provided for local government of urban areas and gave local authorities power to, amongst other things, make and repair roads, water works, and sewers.

In 1867 the central government passed the Municipal Corporations Act 1876.<sup>[171]</sup> The Act ensured that councils would be responsible for a wide range of infrastructural activity and introduced the ability for local councils to set differential charges for commercial and residential rates. The Act also granted the councils oversight of health, education and construction within their regions. With the abolition of provincial government the duties and functions that were previously carried out by the provincial governments were devolved to the councils and roads boards.

[171] Cardow 2007, p. 23

The structure of local government, established in 1876 remained largely intact until being dismantled by the Labour government in 1989. The Municipal Corporations Act 1876 provided a single nationwide system of government for town and city councils. The mayor was to be elected directly by the ratepayers instead of by the council, general elections were to be held every three years, and each ratepayer could have up to five votes, according to the value of their



Figure 4.106 4th Waikato Regimental camp at Claudelands with remnant bush behind. C.1900. HCL\_02133.

property. This law made no distinction between male and female property owners, thus giving women the vote in local body elections 18 years before they achieved full suffrage in parliamentary elections. In 1898 plural voting was abolished for boroughs and from 1910 all adults, not just property owners, could vote.

The year 1876 also saw the first town planning legislation in the form of the Plans for Towns Regulation Act 1875.<sup>[172]</sup> It was limited and restricted in application, concerned with the laying out of towns in “waste lands”, controlling the width and layout of new streets, and providing for reserves, rubbish disposal areas,

and gravel pits. Territorial councils were empowered to make bylaws to regulate building and to promote public health and safety; for example, powers to prevent overcrowding of buildings by imposing minimum backyard or sideyard spaces.<sup>[173]</sup>

The public health movement, driven by local boards of health, was behind many of these changes. There were high rates of disease and death caused by household waste and cesspits polluting streams and drinking water and encouraging vermin. Cities started exercising powers banning cesspits, introduced the collection of night-soil (human waste), and constructing water and sewerage networks (refer to Theme \*\* for the situation in Hamilton). The improvement in public health highlighted how planning and intervention could positively impact the quality of city life.

### Town planning movement

During the early 1900s there was widespread public debate about town planning. Various planning schemes were mooted and proposed, drawing to varying degrees on the American, English, and Australian planning systems. The increased public and official awareness of the need to manage the built environment



Figure 4.107 Rogers Rose Garden, Hamilton Gardens, 1980s. HCL\_M00731.16.

[173] New Zealand Productivity Commission, *A history of town planning*, June 2015

[172] [nzlii.org/nz/legis/hist\\_act/potra187539v1875n35415/](http://nzlii.org/nz/legis/hist_act/potra187539v1875n35415/)

within New Zealand was partly motivated by the desire to improve the urban environment and partly to remove unsightly areas and social problems.

The need for planning was raised at Hamilton Borough Council meetings from time to time, but the general feeling was that Hamilton was well planned and further measures not needed. In 1911 former mayor J.A. Young advocated for town planning at a political meeting, when he was standing for parliament, and in 1913, Mayor Arthur Manning spoke at a public lecture about the value of town planning in avoiding slums and in providing open areas for gardens and sparely-laid out housing.<sup>[174]</sup>

### The Town Planning Act 1926

In 1926 the Town Planning Act was finally passed. Its main aim was the requirement of boroughs and city councils with a population of 1000 or more

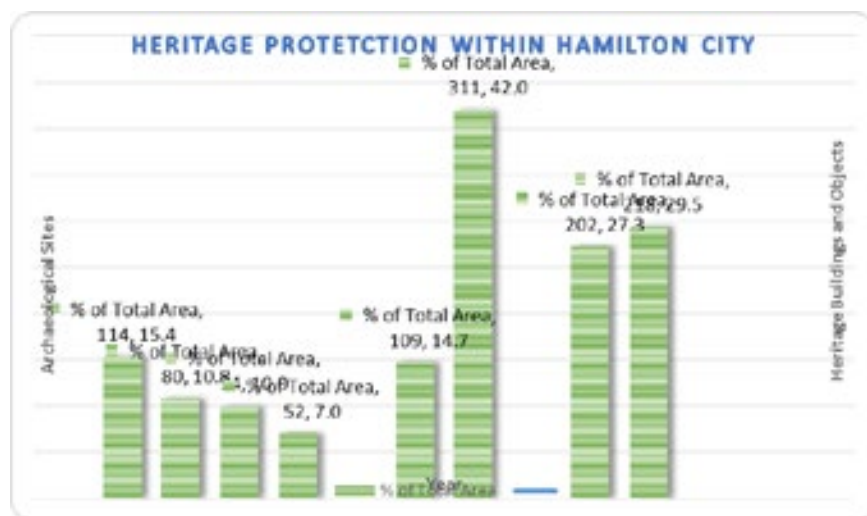


Figure 4.108. Graph of heritage protection within Hamilton City for buildings and objects (green) and archaeological sites (blue). HCC.

people to prepare a town-planning scheme, where land uses were functionally zoned, preventing the haphazard growth of towns.<sup>[175]</sup> It required all councils to zone compatible land uses through district schemes so activities could be

[174] Waikato Times 28 October 1911; Waikato Argus 13 October 1913

[175] nzlii.org/nz/legis/hist\_act/ta192617gv1926n52240/

regulated. In 1946 Hamilton council engineer, Jim Baird, was asked to prepare a town plan; the plan was visionary, and included the lowering of the railway line, but the plan was shelved due to political factions on council.<sup>[176]</sup>

By the early 1950s only 37 town-planning schemes had been completed under the 1926 Act.<sup>[177]</sup> The slow pace, and growing recognition that rural areas would benefit from planning, led to the Town and Country Planning Act 1953.

### Town and Country Planning Act 1953

The Government's intention with the 1953 Act was to encourage town and regional planning by transferring to local authorities the powers previously vested in the Town-planning Board.<sup>[178]</sup> The Board was abolished, being replaced by a new authority called the Town and Country Planning Appeal Board which was empowered to deal with appeals from council decisions. The board came to exert wide-ranging influence on planning practice in New Zealand.

The Act required every city, borough, and town board to provide and maintain a district planning scheme. Each planning authority was responsible for the preparation and approval of its planning scheme (powers previously exercised by the Town-Planning Board). Hamilton had its first formal town plan towards the end of 1960 but not finalised and made public until 1963.<sup>[179]</sup> The plan divided the city into zones: residential A and B, industrial (four categories), commercial A and B, and recreation and reserves (Figure 4.\*).

In 1973 an amendment to the Act introduced central government policy directives in the form of "matters of national importance". These were matters which had to be recognised in all schemes and focussed on the avoidance of encroachment of urban development on land having a high, actual, or potential value for production of food, and the prevention of sporadic urban subdivision.

### The Town and Country Planning Act 1977

The Town and Country Review Committee concluded that the basic system of local planning was sound and well suited to New Zealand conditions. It was flexible and adaptable and had been progressively amended to increase the rights of the public to participate in planning. However, the 1977 Act aimed to promote

[176] Gibbons p 233, 252

[177] New Zealand Productivity Commission, A history of town planning, June 2015

[178] nzlii.org/nz/legis/hist\_act/tacpa19531953n91320/

[179] Gibbons p. 289



a closer relationship and communication between national, regional, and local planning and provided wide ranging opportunities for the public to take part in the planning process.<sup>[180]</sup> The Act also gave more emphasis to environmental considerations.

Further change came with another Labour government in 1984. It believed planning's matrix of rules and regulations – designed to protect the public interest – had weakened private property rights and hindered economic growth. Critics now argued planning was too bureaucratic and the government agreed and moved to deregulate planning and bolster private property rights.

### Resource Management Act 1991

In 1991 the Town and Country Planning Act was superseded by the Resource Management Act (RMA). The new act required councils to prepare district plans that managed land use in an environmentally sustainable way. The ethos of the act was more free-market than regulatory. As long as there was no environmental harm, people should be largely free to build as they like. The Environment Court replaced the Planning Tribunal.<sup>[181]</sup>

[180] [nzlii.org/nz/legis/hist\\_act/tacpa19771977n121320/](http://nzlii.org/nz/legis/hist_act/tacpa19771977n121320/)

[181] [teara.govt.nz/en/city-planning/page-1](http://teara.govt.nz/en/city-planning/page-1)

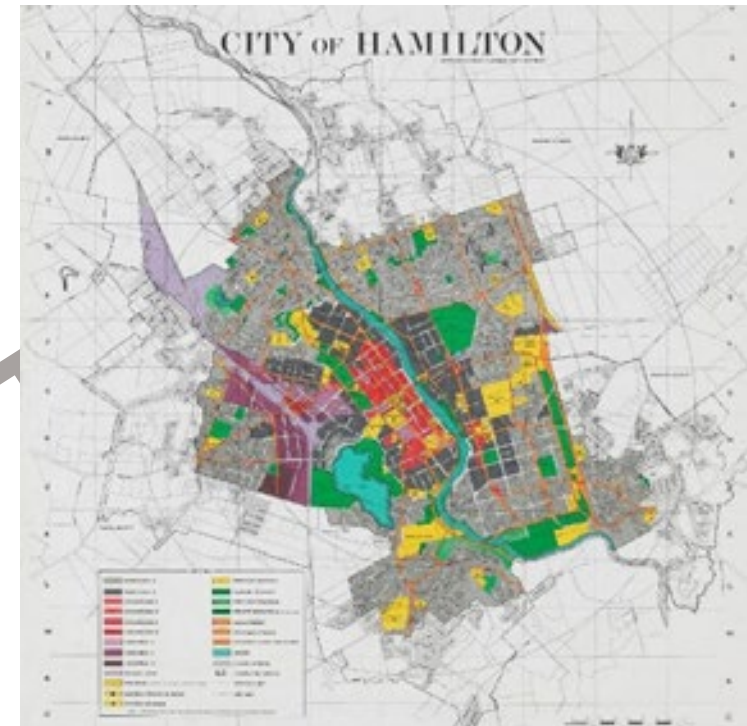


Figure 4.109 Hamilton City District Plan Scheme, 1963. The grey areas are residential, reds commercial, purple/pink/maroon industrial, yellows and greens different categories of reserves including schools. The city boundary encompassed several areas, e.g. to the west and south of Frankton, Silverdale, north of Clarkin Road and north of St Andrews, that were still rural with residential subdivisions strung along the main roads only. HCL. ([heritage.hamiltonlibraries.co.nz/objects/2198/city-of-hamilton-district-plan-map](http://heritage.hamiltonlibraries.co.nz/objects/2198/city-of-hamilton-district-plan-map))

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### Summary of Findings

Hamilton's built environment has changed from traditional Maori structures through to simple wooden, raupo and tin structures to more substantial buildings of timber or more-permanent materials, for both residential, business, retail and industrial buildings.

The area of Hamilton has expanded many times, such that rural land had become part of the urban built environment; a few farmhouses remain within new suburbs. Depending on the date of the new suburbs, shopping centres and dairies were established.

Architectural styles predominate in particular suburbs according to the date of the subdivision; this includes state houses which are now primarily in private ownership.

Hamilton West and East Cemeteries, established in 1865 and c. 1871 respectively, reflect changes in cemetery layout and memorial styles.

The original towns of East, West and Frankton and later suburbs reflect changes in layout, parcel size and road design.

The expansion and development of the commercial areas is reflected in use of materials, size of structure and density of buildings as well as the spread of the commercial areas particularly in central city and Frankton. Some of this development has meant the establishment of industrial workshops with offices and saleyards, replacing earlier housing or farm land. Arterial roads have become the focus for motels being built for travellers.

### Current District Plan Listings

#### District Plan – Schedule 8A

Site No	Name	Description
H23	156 Nixon St	Militiaman's cottage
H101	2 Kotahi Ave	English Cottage
H102	95 Pembroke St	Huntly brick

H103	7 Thames St	Californian bungalow, weatherboard
H 111	111 Peachgrove Rd	California bungalow, architect /later additions and owner Jack Chitty; original owner Allan James. Building permit 1920 Chitty
H68	124 Tasman Rd	Railway house associated with Te Rapa Station (Removed)
H110	Star Flats	State Housing
H114	33 Naylor St	William Hayes's house
H41	Cadman's Garage	Used as a service depot during WWII

#### District Plan – Schedule 8B & 8C

Site No	Name	Description
A4	Kairokiroki Pa	
A5	Te Kourahi Pa	
A7	Miropiko Pa	
A8	Un-named – Pa	Lot 1 DPS 16456, Lot 48 DPS 13635
A12	Owhango Pa	
A13	Kukutaruhe Pa	
A14	Te Inanga Pa	
A15	Tupari Pa	
A16	Te Rapa Pa	
A18	Kirikiroa Pa	
A19	Opoia Pa	
A21	Te Parapara Pa	
A22	Waitawhiriwhiri Pa	
A23	Whatanoa Pa	
A24	Te Raratuna O Tutumua-Pa/Urupa	
A25	Pukete Pa	
A26	Te Nihinihi Pa	
A27	Mangaonua Pa	



A28	Te Moutere o Koipikau Pa	
A115	Waipahihi Pa	
A117	Mangakookoea Pa	
A119	e Tara-ahi Pa (later Moules Redoubt)	
A120	Matakanohi Pa	
<b>District Plan – Special Character Area</b>		
<b>Reference Name</b>	<b>Description</b>	
Hayes Paddock Heriatge Precinct		
Frankton Railway Village Heriatge Precinct		
<b>Hamilton East Villa Precinct</b>		
<b>Possible new listings</b>		
<b>Item</b>	<b>Reason</b>	
2 Dawson St		
26 Manning St	English Cottage; possibly owned by AR Crampton	
7 King St	English Cottage Revival	
7 Piako Rd/cnr Union St	Transitional villa. Belonged to dentist Yule. Associated with “Claude barn” which is probably not Claude. See DP 6605 and 28580.	
18 Union St	corner bay villa	
94 Albert St	Bay villa	
414 River Rd/cnr Tamihana Ave	Designed by Archie MacDonald? Owner A McEwan, builder Clague 1924	
543 River Rd	Spanish Mission	
[10] Kotahi Ave	English Cottage – identified 2001 report	
1366 Victoria St	Slab-roof moderne, Huntly brick c.1940; owned by Cameron 1956 DPS 4485	
1A,B,C Marama Ave	Pre-1906 Villa owned by JE Tidd – Hamilton Hardware, councillor for 35 years, Methodist Church trustee	
77 Lake Domain Drive	English Cottage Revival. Clarence Armstrong, accountant	
32 and 34 Thackeray St	early cottages	
23 Thackeray St	Doctor Archibald Joseph’s house built 1923, now motel	

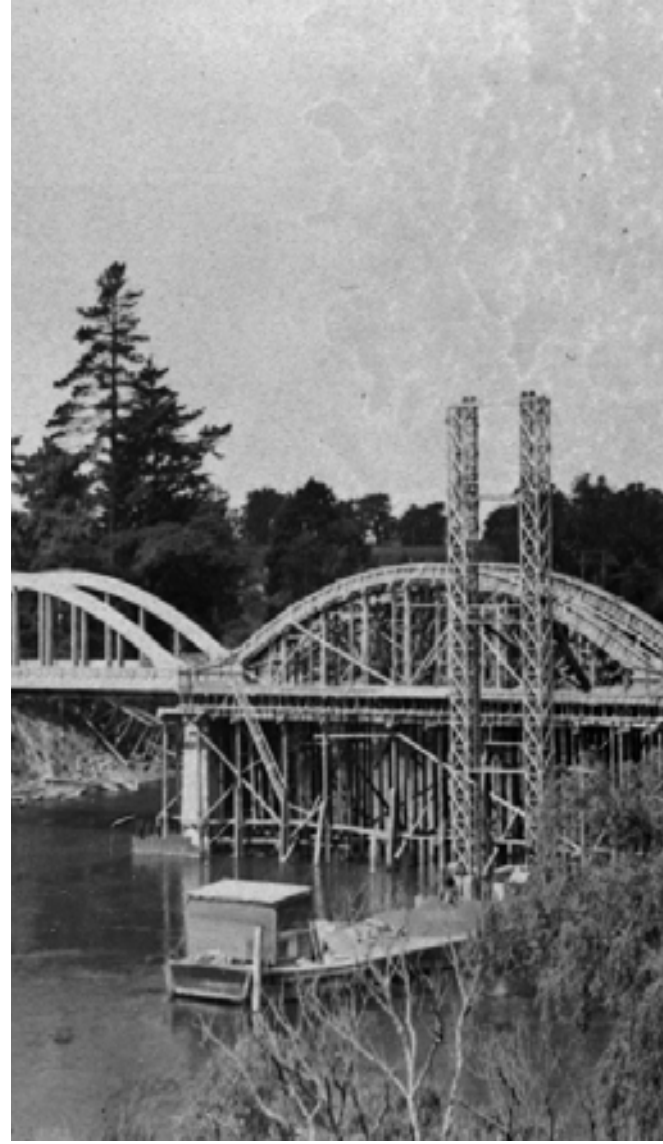
233 River Road	Lewis O’Neill’s house? See DP 11634 drawn 1916
25? Thackeray St	Mary Bryant Home
251 River Rd	Substantial; now Gordon Chesterman’s.
45 Norton Rd	Was apartments/boarding house; 1970s Labour Party office
Marire Ave/Norton Rd/ Dudley Tce/Wye/Parr	pre-WWII State houses built 1938
[8A-16] Marama St	Built by TW and AT Maunder
34 and 36 Marama St	Associated with Jolly family.
39 Marama St	Art deco, architect T Vautier, builder Dan Gates, built 1934 for Hawkins of Hawkins menswear, Frankton. Built for £3400 or £4300. Lot 14 DP 27944. Then owned by Robin Hood, he sold to Michael and Lin Court. Plans were at council.
1 Jolly St	Rare example of 1920s cottage; Jolly sold to Carter 1920.
4 Jolly St	Rare example of 1920s cottage. 1919 Forkert, 1924 Wiggins, 1926 Noble
106A Nixon St	Possible militiaman’s cottage
89 Tristram St, Hamilton Court Apartments	Built 1959? One of first apartment blocks? Formerly called Hamilton Flats Ltd
3019 Ohaupo Rd	Farmhouse of Thomas Macky and Mary Hall; designed by Thomas Mahoney early 1900s; became Rukuhia Soil Research Station.
104a Cook St	Huntly Brick Moderne, builders Short & Murphy 1938 for JG Innes.
[46 – 56] Wellington St	Six left of “seven sisters” built by George Jack, 1920s; half of block between Firth and Nixon Sts.
Ratcliffe River House, Kotahi Ave	Designed by Design Engine Architects; multi-million dollar construction; includes sustainable design elements; major engineering feat.
Gallagher house, Pembroke St	Designed by/for owners significant Hamiltonians.
Te Awa Flats, Little London Lane	
21 Rostrevor St	
2 Clifton Rd, cnr Rostrevor St	
24 Anglesea St	George Jack house. DP 4478 (1908)
150 Te Rapa Rd	MacDiarmid house, large 20th C villa, VIP
Hamilton East Cemetery	

Hamilton West Cemetery
<b>Further Research/investigation work</b>
Assess the Parr/Wye/Jolly/Marire/Norton Rd area for Heritage Precinct status. Find where Avonglade was shifted to – F.E. Smith design). Identify D.V. Bryant’s house in Sandwich Rd, designed by Care-Cottrell Identify the two other possible militia cottages Identify Ellis & Burnand houses e.g. in Cook St, Awatere Ave, Blackburn St Early cottage on Hillsborough Tce #21? Owned by Geo. Jack 1908 on DP 4478. Militiaman Joseph Webb? Assess state housing areas for typical examples or as precincts. Assess parts of Richmond as precincts. Identify other buildings designed by Archie MacDonald. Assess the bungalows in Boundary Rd. Assess the grander homes in River Rd, particularly back sections. Are there any remnants of the ditch-and-bank property boundaries? Identify early/first examples of ‘corner’ dairies, motels, shops in suburban shopping centres.
<b>Links to other sections within the Thematic</b>
Work, agricultural support, health, governance, utilising land and natural resources

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## THEME 5: DEVELOPING ACCESS, TRANSPORT AND COMMUNICATIONS

The Waikato River played a major part in access and transporting people, stock and goods even after the Great South Road was constructed. By the end of the 19th century roads had been formed radiating out from Hamilton in several directions to connect with other settlements and farms. The opening of the North Island Main Trunk railway through to Frankton in 1877 was a major factor in Hamilton's development, and Frankton became the rail junction for railways leading south and east.

The opening of roads depended on the construction of bridges over the Waikato River, streams and gullies; the number of bridges increased as the town grew along with the volume of road traffic. Within the town roads were formed, improved and widened over the decades, with footpaths and cycle ways making these means of transport easier and safer.

Two private aerodromes in the late 1920s, one at Te Rapa which was then outside the town, and the other at Rukuhia, began air services for Hamilton. The Hamilton airport at Rukuhia remains outside the city boundary but is partly owned by the city.

Postal services, telegraph and telephone services, radio, television and later internet provision, connected Hamilton's residents within the town, to people in the wider world. Printed media, starting with the establishment of the Waikato Times, have provided sources of information, marketing and entertainment as well as communication.





## 5.1 The Waikato River

The Waikato River was the main transport route for Waikato iwi; this part of the river and upstream from Kirikiriroa was known as the Horotiu. There were several landing places and beaches on each side of the river where waka (canoes) could be hauled out. Close to Kirikiriroa pa were two waka landing places, one immediately to the south of the pa and the other at the Ferrybank. Some of these places are used for the same purpose today. Another known waka landing was below Mangaharakeke pa complex.<sup>[1]</sup>

In the mid-nineteenth century the river was of prime importance for transporting produce to the Auckland markets, heavily-laden waka of agricultural produce and flax being taken from the Kirikiriroa area and further upstream as far as the Awaroa Creek near Port Waikato and through the portage to the Manukau Harbour.

The British and Colonial Governments used the Waikato River to transport troops, supplies and ammunition into the Waikato, initially to confront Kingitanga troops and later to occupy the land confiscated from iwi. Several paddle steamers were operating along the Waikato River during the war, the first being the Avon and Pioneer with four armed barges. Frequent mishaps with snags and sandbanks meant more boats were needed and two more gunboats (the Koheroa and the Rangiriri) with shallow draughts were built in pieces in Australia and assembled at Port Waikato. The short-lived Koheroa assisted in the campaign but the Rangiriri was built too late to engage in the war. Following the war the Pioneer carried men and supplies to the new European settlements along the Waikato River (Figure 5.1). The Rangiriri worked on the river until 1889 when it ran aground and was abandoned beside the eastern riverbank in Hamilton (H22 Schedule 8A Operative District Plan).

In 1864 a jetty was built on the west side of the river at the Ferrybank below the redoubt.<sup>[2]</sup> Government steamers used the jetty to unload or load goods and people; a winch was erected to assist with heavier goods. A punt, often referred to as the Ferry, operated from the jetty to take people, horses, carts and freight across the river to a jetty on the east bank. (Figure 5.2). The punt comprised a platform, usually with wooden rails as sides, laid across two canoes or other craft; it was attached to each bank with a rope or cable and used the current as



Figure 5.1 The hulk of the PS Rangiriri being used by swimmers. Original image A 127 Auckland Institute and Museum.



Figure 5.2 The PS Pioneer tied alongside the wharf at Ngaruawahia c.1864. Auckland Libraries Heritage Collections 4-1392.

[1] Phillips, Caroline 2012 "Assessment of Archaeological Effects: Te Awa River Ride Cycleway, Horotiu Bridge-Meadowview Lane" citing Wiremu Puke.

[2] The piles of the jetty are still visible when the river is low





Figure 5.3 An early 1870s view of the Ferrybank with the punt tied up to the jetty. Two horses and a cow (or three horses) are waiting to be loaded onto the punt. Grantham Street has been straightened to make easier access up to Victoria Street. HCL\_00480.

the power source. There were many accidents due to overcrowding on the punt; buggies, horses and foot passengers might be taken in one trip and if a horse took fright people were injured and at times horses, equipment and people went into the river. The punt was poorly maintained and often out of order; it sometimes could not operate because of its condition, or for the lack of a ferryman, or the rope had taken away in floodwaters.

The Highway Boards were responsible for maintaining the jetties and wharves, and also the punt. The Provincial Government paid a grant for this purpose. The punt was considered to be an essential part of the Great South Road network to maintain military communications between headquarters and the outpost at Cambridge.<sup>[3]</sup>

Private boats also worked the river: Ralph Simpson had the small steamer *Gymnotus* working on the river at the beginning of 1864; another private boat owner William Young with his *Waipa* also assisted with transport during the war.<sup>[4]</sup> In August 1864 the government established the Waikato Steam Transport

[3] NZ Herald 12 March 1869

[4] New Zealander 30 January 1864



Figure 5.4 Ebenezer Gibbon's paddle steamer *Bluenose* tied up to McPherson's wharf just upstream from the Narrow's redoubt which is visible on the skyline. 1870s. HCL\_00070.

Service on the Waipa and Waikato Rivers, issuing a fixed timetable and scale of charges for passengers and freight from the Bluff (near Mercer) to Cambridge or Alexandra [Pirongia].<sup>[5]</sup> As the military threat receded, the government no longer needed to own and operate craft; in July 1865 it called for tenders to operate the service.<sup>[6]</sup> By August 1866 the service, being managed on behalf of the government, had competition from private operators such as Simpson with the *Gymnotus* and Maori Chief, and Ebenezer Gibbons with the *Bluenose*.<sup>[7]</sup> The government's vessels were sold at auction in March 1868.<sup>[8]</sup>

A private operator, the Waikato Steam Navigation and Coal Mining Company, then became the main commercial vessel operator on the Waikato River.<sup>[9]</sup> In 1871 the company erected a wharf at the Ferrybank, with the intention of erecting a storage shed on top for the receipt of goods in transit.<sup>[10]</sup> The company

[5] New Zealander 30 August 1864

[6] Daily Southern Cross 7 July 1865

[7] Daily Southern Cross 26 October 1866

[8] Daily Southern Cross 10 March 1868

[9] Moon p. 238

[10] Daily Southern Cross 28 September 1871

were in the process of overhauling the PS Waipa and fitted it up with a cabin for passenger accommodation and were also altering the PS Rangiriri to make it the fastest of the steamers on the river.<sup>[11]</sup>

Other boat operators on the river in the 1860s to 1890s included Angus Campbell and Robert Gibbons, who ran freight and passenger services separately or as Gibbons and Campbell; Matthew and James Walsh, W.J. Young, Quick Brothers, James Dean and James Gall. In the first few decades of the 20th century more than 15 operators, based at different locations, serviced the transport of freight and people along the river.<sup>[12]</sup>

Several landowners whose property bordered the river built their own jetties or wharves, as the river was the only or easiest access to their land. Captain James McPherson at Riverlea built a wharf when he established his flax mill (Figure 5.4).

With the construction of the railway line to Frankton in 1877, the passenger service on the Waikato River started to decline in the 1880s followed by a decline in the cargo service in the 1890s.<sup>[13]</sup>

Caesar Roose, who lived near Mercer, bought his first boat in 1902 when he was only 16 years old and built up a considerable fleet. In June 1915 he established the Waikato Shipping Company and on 17 June 1915, Roose brought the steamer Tawera into Hamilton with a 30-ton load of freight including 1000 cases of benzine; he charged a lesser rate than the rail freight (Figure 5.5).<sup>[14]</sup> The river service was revived when he inaugurated a regular shipping service between Port Waikato and Cambridge, but in 1916 he sold his vessels to the Waikato Shipping Company.<sup>[15]</sup>

In the 1920s the number of vessels operating on the Waikato River was at its peak. During this time cargo transported by river consisted mainly of sand, stock, timber, coal, road metal and cars. In 1922 Roose founded the Roose Shipping Company, buying back the vessels he had previously sold to the Waikato Shipping Company in 1916. The Waikato Shipping Co. had requested a building permit in January 1921 for a goods shed on the river bank, and Roose would have taken



Figure 5.5. PS Delta, 1877. Location unknown. HCL\_00013.

these over. In 1922 Roose applied for a permit to build offices, also at the river bank (Figure 5.6).<sup>[16]</sup>

Caesar Roose and his shipping company built a more substantial wharf along the western river bank upstream from the Ferrybank; it was to be 250 ft long by 30 ft wide with a goods shed at one end.<sup>[17]</sup> The wharf and its approaches were being completed in September 1926 and it was considered that “a new era in the transport of goods” had been provided – the trip from Onehunga took about a day and a half, of which ten hours was the steaming time for the Rawhiti up the river from the heads.<sup>[18]</sup> The Company operated five vessels on the Waikato River, the two paddle steamers, the Manuwai and Rawhiti operated along this route carrying both passengers and cargo and three steamships, the Tere, Puki and Kaitoa. In 1923 the company placed a booking office close to the traffic bridge.<sup>[19]</sup> The company further expanded the number of vessels operating on the Waikato by launching the Rawhiti II in November of 1925. The Rawhiti II, which was the largest iron stern-wheel paddle steamer ever to work on the Waikato River, carried all manner of cargo until 1948 when it was scrapped (Figure 5.7).<sup>[20]</sup>

[11] *Ibid.*

[12] Information supplied by Bruce Kilham.

[13] Vercoe, Graham p. 49

[14] *Waikato Times* 12 June 1915

[15] Jeanette Thomas. ‘Roose, Caesar’, *Dictionary of New Zealand Biography*, first published in 1998. *Te Ara - the Encyclopedia of New Zealand*, <https://teara.govt.nz/en/biographies/4r27/roose-caesar>

[16] HCC Building Permits Register index

[17] *NZ Herald* 10 July 1925

[18] *Waikato Times* 13 September 1926; *Auckland Star* 10 August 1926

[19] *Waikato Independent* 9 January 1923

[20] Vercoe, p. 69





Figure 5.6 Members of the Chamber of Commerce pose beside cases of benzine brought by barge towed by the Tawera. A wagonload of crates is ready to depart the wharf (jetty), which is situated just downstream from the Traffic Bridge. Photographer George Cartwright. HCL\_00495.



Figure 5.7 Roose's extensive wharf and jetty with buildings seen from the other side of the river, 1920s. PS Rawhiti II is moored at the wharf. HCL\_01025 (cropped).



Figure 5.8 Motor cars being taken on or off the PS Rawhiti in November 1925 at Roose's wharf. HCL\_00015.





Figure 5.9 A c.1967 aerial view shows the later larger building at Roose's wharf with cranes and hoppers used for loading and unloading goods and sand. Two of Roose's barges are moored at the wharf. HCL\_07995.



Figure 5.10. A 1972 aerial looking north shows the wharf extended upstream around the bend of the river. Two barges and another vessel are moored and cranes are shifting dredged sand onto the bank. Whites Aviation WA-70919 F (cropped), Alexander Turnbull Library.

In 1928 the contract to ship benzine to Hamilton was lost to bulk rail. However, this loss was replaced with a contract to transport shingle for cement used in the construction of the Karapiro Dam.<sup>[21]</sup> By the 1960s the Roose Shipping Company had been reduced to four tugs and 12 steel barges that were mainly used for the transport of river sand and shingle (Figures 5.9 and 5.10 aerials). The company was contracted to assist with the construction of the Fairfield and Cobham Bridges.

Roose died in 1967; the company was sold to Stephenson's Ltd of Auckland but the name Roose Shipping Company was retained with a Hamilton address only until 1975, and after that with a Mercer address.<sup>[22]</sup>

In the early 1970s the era of river steamers and river transport was coming to an end. Competition from road and rail and the extensive silting of the Waikato River system because of the dams, and the move away from using Port Waikato as a major entry port, made river transport uneconomical. The Roose Shipping Company stopped operating in May 1976. Following the closing of the company only a few vessels operated among the Waikato River, mostly sand dredges and sightseeing vessels. Among these were the Kingfisher which ran until 1987, and the Waipa Delta which was launched on the 21 November 1985 and ran until 2009 when it was relocated to Auckland. The Waikato River Explorer has taken over the role of the Waipa Delta providing sightseeing tours up and down the Waikato from a jetty located at Hamilton Gardens. Today passengers and freight are transported by road and rail with the river used for recreational purposes only.

## 5.2 Tracks and roads: access to and from Hamilton

Before the European settlers arrived in the Waikato iwi had established an extensive network of tracks that joined pa and kainga with cultivations, technological resources and food resources areas as well as connecting to surrounding communities. These tracks generally followed the best topographical route, along the tops of ridges but also to rivers, streams and swamps that could be crossed by waka. The first survey plans of the land around Hamilton show several such tracks, and the surveyors were guided by these in laying out the line of roads (Figures 5.11 and 5.12).

According to Ngati Wairere kaumatua Waharoa Te Puke, one such track, Te Ara

[21] Vercoe, p. 72

[22] Telephone directories 1975, 1976, 1980

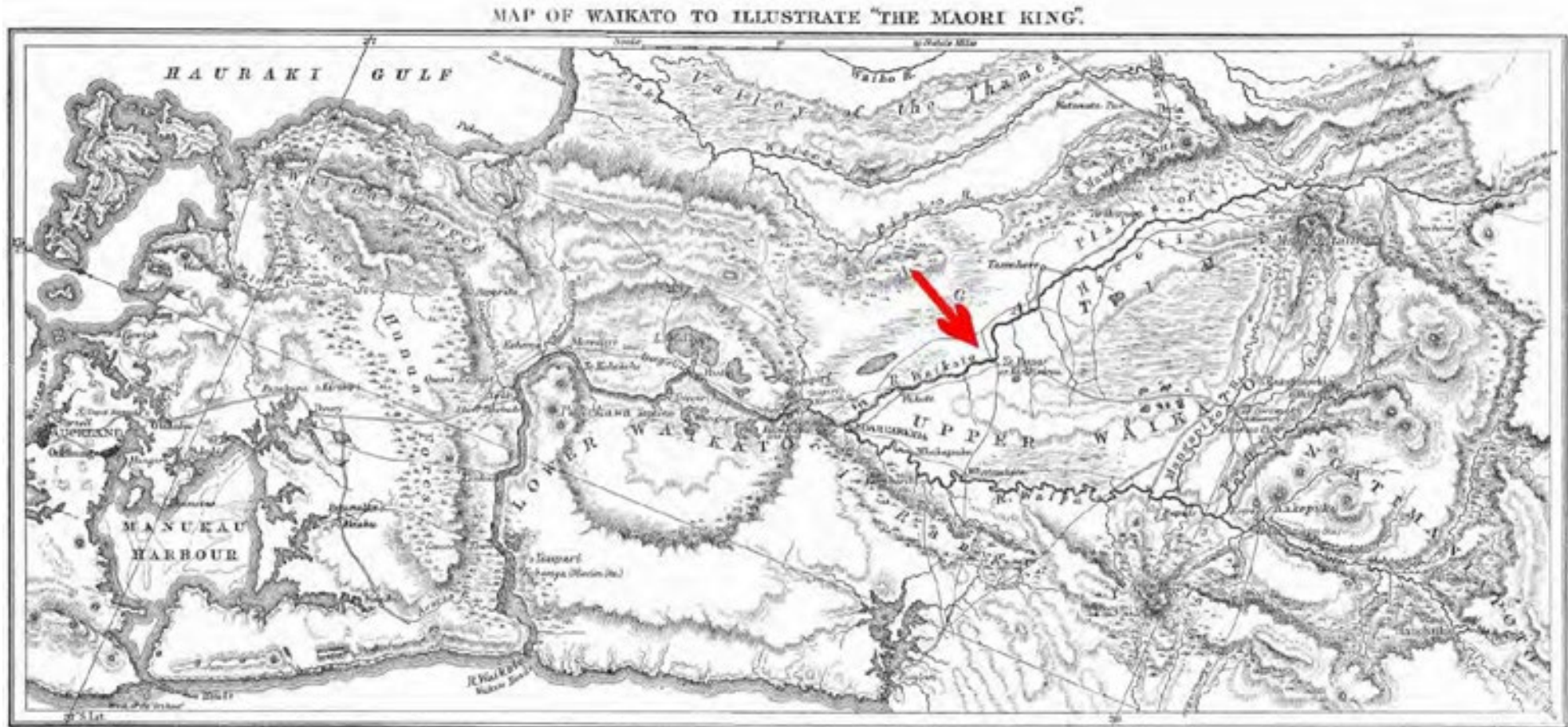


Figure 5.11. Map of Waikato to illustrate "The Maori King", John Gorst's account first published in 1864, shows the network of tracks through and from the Waikato basin with key points being 'Kirikiriroa or Te Rapa' (arrowed), Ngaruawahia and Te Awamutu (Gorst 1959: endpiece). Note that north is to the left of the map and Gorst erroneously marks 'Kirikiriroa or Te Rapa' at the location of Te Rapa pa and consequently places the small lake Rotoroa (not identified) too far south.

Rewarewa, formed the basis of Peachgrove Road and passed through the large forest named Te Papanui.<sup>[23]</sup>

The construction of the Great South Road was the catalyst for the beginning of the Waikato War, Waikato iwi seeing it as an unwelcome intrusion across their land. After the war, the government pushed the road south. By February 1867 it was possible to drive a wheeled vehicle between Ngaruawahia and Hamilton,

and in May 1868 the Governor, Sir George Bowen, made what seems to have been the first complete Auckland to Hamilton coach trip, taking three days and crossing the Waikato River at Ngaruawahia by punt.<sup>[24]</sup> By 1873 there was a road, constructed by the Armed Constabulary, from Ngaruawahia to Hamilton (Figure 5.13). Much of the initial labour was undertaken by men of the militia and later by the Armed Constabulary.

[23] Puke, Wiremu "Pre-European history of Te Nihinihi (Hamilton East)" p. 4 in Lafferty 2019

[24] NZ Herald 21 February 1867; Norris 1963 p. 162



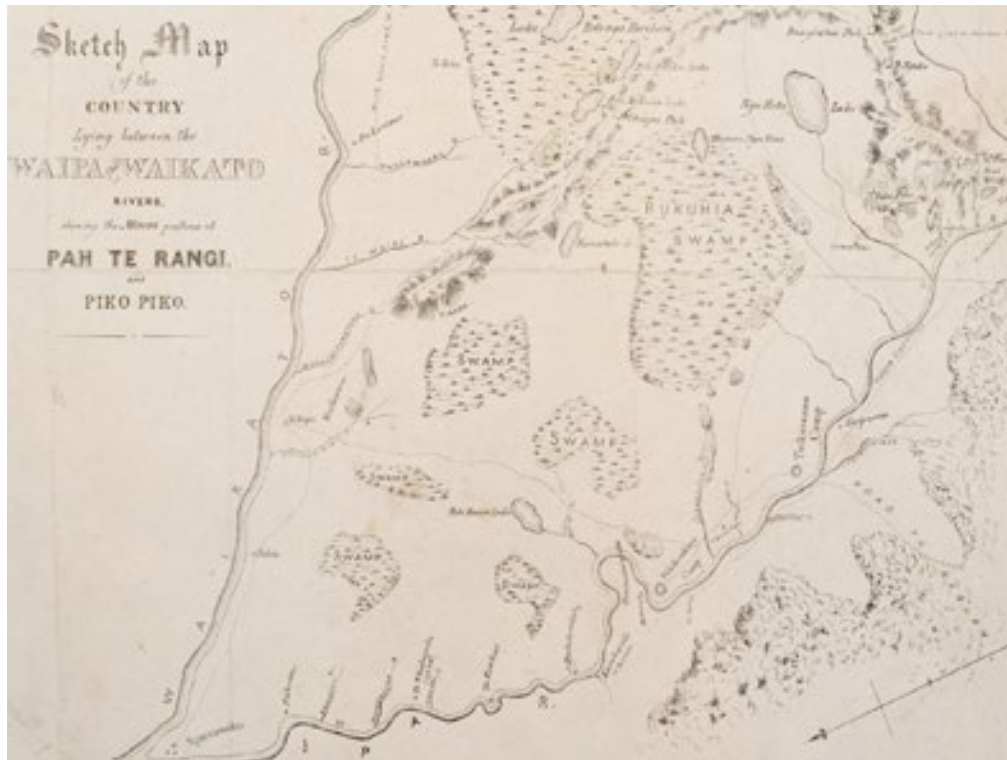


Figure 5.12 “Sketch Map of the Country Lying between the Waipa and Waikato Rivers, shewing the Maori positions of Pah Te Rangī and Piko Piko” [1864] (cropped). North is to lower left. A track is shown from Ngaruawahia through Pukete to Te Rapa, across the Mangakotukutuku and along the hills and past Ohaupo; at Te Rapa (which is positioned approximately at Kirikiriroa pa site) another track goes south-west to Tuhikaramea Camp. The name Kirikiriroa identifies a general area rather than the pa. A note on the map states it was made without a survey. Auckland Libraries Heritage Collections NZ Map 4273.

In November 1876 the near-completion of a road-rail bridge across the Waikato at Ngaruawahia was celebrated by W.K. Carter taking 31 passengers across in his coach.<sup>[25]</sup>

In 1878 a Whatawhata ratepayer wrote to the Waikato Times complaining of the state of the road between Hamilton and Whatawhata, that it was “an indifferent track, [that] in some places winds in and out on private property” all for the lack of a few culverts.<sup>[26]</sup> The road from Hamilton to Whatawhata was initially via London Street, Norton Road, Ellicott and Newcastle Roads; in 1879 the route was surveyed, but apparently not formed, along Massey Street over “Dinsdale’s

Bridge” (now the Dinsdale Road-Killarney Road roundabout) to Whatawhata across the Repo Harakeke swamp.<sup>[27]</sup> A further survey was undertaken in 1887, with straightening of some stretches, and Whatawhata Road [Massey Street] was gazetted in 1888.<sup>[28]</sup> Ellicott Road was then known as Old Whatawhata Road.

Waipa County Council was busy developing the roads within their territory, many of which are now within Hamilton City. For instance, projects and improvements in 1905 included re-building a bridge at Pukete that had collapsed; Carey’s road near Frankton; clearing of a culvert at Frankton; the completion of Rifle Range Road but already needing to be improved because of the traffic to the proposed butter factory; improvements to the No.1 Bridge on the Hamilton-Ngaruawahia Road [Victoria Street].<sup>[29]</sup>

There was no formed road between Hamilton and Cambridge in 1868 when Isaac Coates travelled to Cambridge – he described the road as “a Maori track” and he was on foot.<sup>[30]</sup> The road was formed and improved incrementally over the years, especially the bridge in Leslie’s Gully over the Mangaonua Stream which was eventually culverted and the gully greatly in-filled. Cambridge Road became State Highway 1 and the main highway south-east.

A bridge across the Waikato was built at the Narrows, between Hamilton and Cambridge, in April 1878. This bridge allowed better access and communication for rural residents and passage of stock and freight into and out of Hamilton on the east and west sides of the river. The route south from town was Ohaupo Road/Great South Road and was one of the first routes formed out of Hamilton. Ohaupo Road/Great South Road is now State Highway 3. In 1879 a brick culvert was to be placed across the Hamilton-Ohaupo road, over the creek near the Kiwi flour mill.<sup>[31]</sup> The urban spread to the south was centred on this road.

The road between Pirongia and Hamilton which was partly formed by the militia settlers was made into an all-weather road by the constabulary. Tuhikaramea Road was surveyed and dedicated in 1904.<sup>[32]</sup> Long stretches had to be built up across swamp land. Some of this road at the Dinsdale end, and probably along

[27] SO 1976 sheets 1-5

[28] SO 4373, NZ Gazette 1888 p. 37

[29] Waikato Times 15 February 1905; Waikato Argus 11 October 1905

[30] Coates p. 61

[31] Waikato Times 7 January 1879. This culvert still existed in the late 20th century and may still exist.

[32] SO 12564

[25] Waikato Times 7 November 1876 p.3

[26] Waikato Times 6 June 1878 p. 2



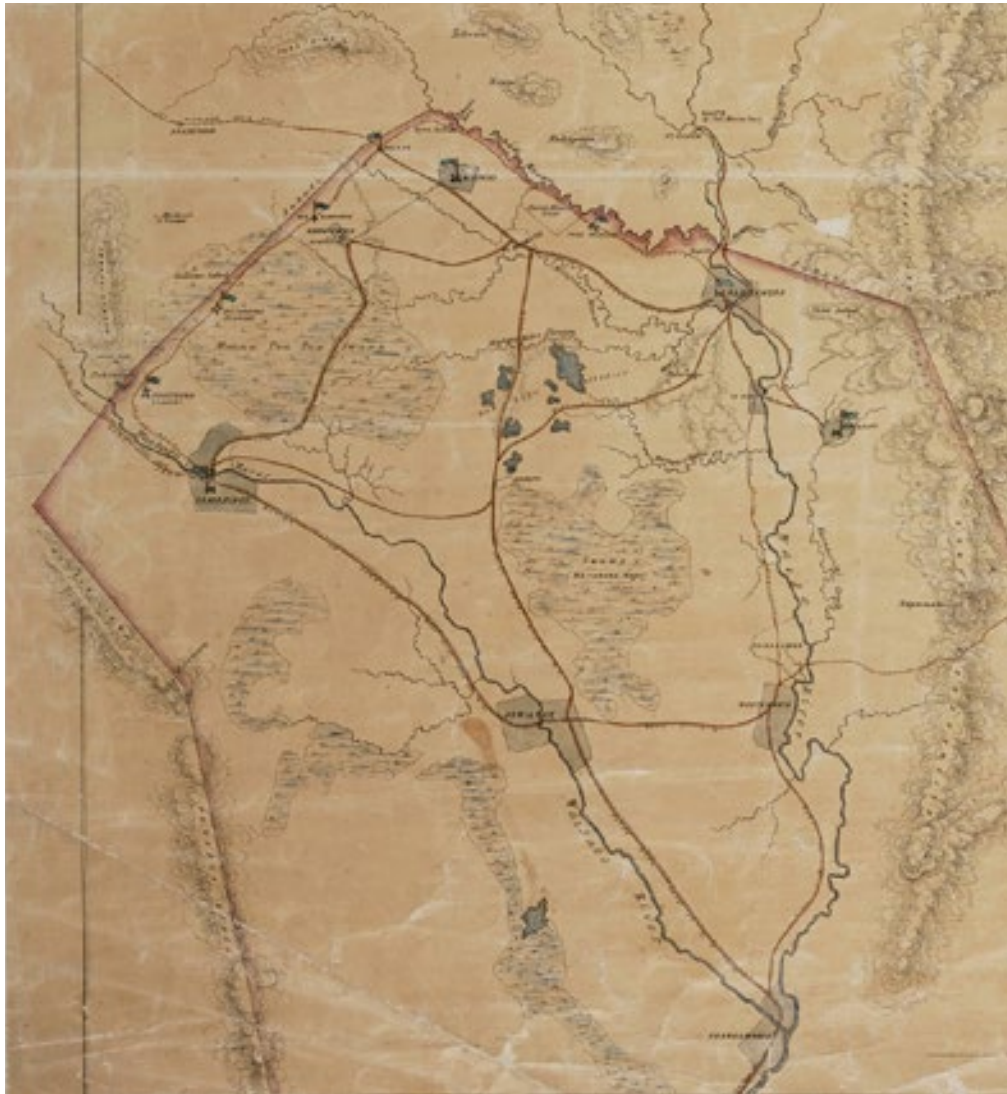


Figure 5.13. "Waikato frontier - Showing redoubts, blockhouses etc, telegraph lines" (cropped). No date but after April 1873. NB: north is to lower edge, Ngaruawahia is at lower right at the junction of the Waikato and Waipa Rivers, Alexandra (Pirongia) is towards top right. The clean orange lines are "roads made by the AC Force", the dotted orange lines are telegraph lines beside roads. Hamilton is in the centre with roads going south-east to Cambridge, west to Whatawhata, south to Ohaupo and beyond, with telegraph connections with Cambridge and Ngaruawahia. Note the extensive swamps to the south-west, north-east and east of Hamilton. W. Bogle. Archives New Zealand, Reference: AAFV 997 16 / A167.

a large part of it, was laid down on top of fascines.<sup>[33]</sup> The road was named the Hamilton-Pirongia Main Highway. An earlier road surveyed along Amanda Avenue through to Wallace Road was apparently not formed, but is now part of the Te Araroa walking and cycling trail.

The road east to the Piako, the Hamilton end of which had been surveyed in 1865, also involved drainage of swamps and building bridges.<sup>[34]</sup> Work was still being undertaken in the 1870s and 80s. Hinton's Gully, on the south-eastern boundary of Hamilton on Morrinsville Road, was a major obstacle. In 1881 "the swamp road Hamilton to Piako" was surveyed by T.G. Sandes.<sup>[35]</sup> This later became Old Farm Road-Ruakura Road-Holland Road, following the line of the railway.

In 1870 the responsibility for road construction and maintenance for main roads devolved to the Public Works Department, though local roads were under roads boards. Several legislative changes were made following the increased use of motor vehicles in the early 20th century, with the Main Highways Act 1922 establishing the Main Highways Board, the National Roads Board Act 1953 and the establishment of the National Roads Board and later the establishment of Transit New Zealand and the Land Transport Safety Authority.<sup>[36]</sup>

### 5.3 Roads within Hamilton

Soon after landing, the militia constructed roads from the landing places to the redoubts. Initially, the Hamilton and Kirikiriroa Highway Boards were responsible for the construction and maintenance of roads, footpaths and bridges.

The first surveys of Hamilton East and West laid out the proposed road network within the towns, and for the most part these plans were followed. However, on the east side, Firth and Beale Streets were not continued as planned, as they would have to cross the gully of Gibbons Creek.

Hamilton's steep-sided gullies were a barrier to road transport, necessitating culverts, in-filling and cutting-back to achieve an easier gradient, or building a bridge across a gully. One of the first bridges to be built was No.1 Bridge across the Waitewhiriwhiri Stream at the north end of Victoria Street (Figure 5.14). It was so-named as men of No.1 Company had received their land grants in that

[33] Cliff Boyt pers. comm. to Lyn Williams: the fascines were uncovered in late 20th century road works and were about 1-1.5 m down below the current surface

[34] SO 143 sheet 1

[35] SO 1972 A2

[36] <https://teara.govt.nz/en/roads/>



Figure 5.14 A c.1900 photo of a horse and buggy near No.1 Bridge on what was then Great South Road (later named Jersey Street and now Victoria Street). HCL\_10686.



Figure 5.16. One of the earliest photos, c.1870, of the south end of Victoria Street (this section was then called Tisdall Street) shows the road covered in grass and weeds, the more-used clear ground being near the junction of Grantham Street where traffic would come up from the landing place. The two-storey building at right is the Hamilton Hotel which opened in March 1865. In the background, Garden Place Hill is visible with its toe reaching Victoria Street. HCL\_02480.



Figure 5.15. Looking south across No.1 Bridge, substantially re-built and with the Waitewhiriwhiri Stream flowing through a concrete culvert. Victoria Street rises up the hill. Immediately to the right after the bridge is Lower Mount Street which became Edgecumbe Street in 1923. Across the river on the east side, River Road can be seen. HCL\_02396.



Figure 5.17. Further north along Victoria Street in 1876, with the second St Peter's Church (at right) and Garden Place Hill in the background. HCL\_00390.



area of Hamilton West. Hamilton Borough Council called for tenders in 1913 for the construction of a culvert and retaining walls in reinforced concrete to replace No.1 Bridge (Figure 5.15).<sup>[37]</sup>

The main streets, Grey and Victoria/Tisdall were the first to be formed, to facilitate goods being brought up from the landing places (Figures 5.16 and 5.17). The condition of roads at this time was poor, roads remained unsealed and became rutted and muddy, being at times impassable for wheeled traffic. Gorse and weeds were another problem, not just by encroaching onto the road but with fires spreading easily. In 1875 the Hamilton West Town Board decided that clearing the roads of such weeds was the responsibility of the adjacent property owners.<sup>[38]</sup>

During the early settlement period of Hamilton the main transport was via horsepower, either riding or horse-drawn wheeled vehicles. As a result, the streets were messy with horse dung; there were many accidents when horses bolted or shied, overturning wheeled carriages and their passengers and drivers; and hitching rails were a common feature in the main streets for those people shopping, attending to business or coming into town for entertainment (Figure 5.18).<sup>[39]</sup> Hotels ran stables and paddocks with grooms to care for their guests' horses.

In January 1875 the Hamilton West Town Board discussed the forming of Collingwood and Anglesea Streets – the specification had stipulated they were to be 18 feet [5.5 metres] wide but members of the board thought such a width was quite unnecessary and that 12 feet [3.7 metres] wide would suffice and be less expensive.<sup>[40]</sup>

Fascines of manuka were laid in damp or swampy places to form a base for the roads; council often called for tenders for the provision of fascines. Evidently the fascines laid on the western approach to the Union Bridge were poorly laid, creating jolting for wheeled traffic.<sup>[41]</sup> Stone paving or cobbles was apparently used to form the Bridge Street embankment leading to the bridge.<sup>[42]</sup>

[37] *Waikato Argus* 17 February 1913

[38] *Waikato Times* 7 January 1875 p.2

[39] One hitching post remains close to its original site on the corner of Te Aroha and Grey Streets outside a grocery store.

[40] *Waikato Times* 7 January 1875 p.2

[41] *Waikato Times* 20 July 1880

[42] Cliff Boyt pers.comm. to Lyn Williams – the stone layer was cut through when excavating for a water pipe in the late 20th century.



Figure 5.18. Looking north along Victoria Street from the vicinity of Knox Street, 1880s. The man in white (centre right) would be standing at the top of Grantham Street; the post office residence is behind the white picket fence and in the mid-ground further up the street is the Hamilton Hotel. There is a wide footpath on each side of the unsealed road and the eastern side has a formed gutter channel. Note all the hitching posts on each side of the road. HCL\_02312.

Construction of the embankment was also a major project, the work being undertaken by John Booth and John Livingstone.

Once the railway station at Frankton was opened in 1877 (Refer to Theme ##), the road to it from Hamilton West became a busy thoroughfare, particularly for carts carrying freight. The condition of this road frequently being of concern, its muddy condition by July 1878 requiring more than the “fine gravel” usually deposited on the roads.<sup>[43]</sup> Horse-drawn omnibuses ran from Hamilton to Frankton station three times per day.

In 1879 council advertised that where people formed and made footpaths at their own expense, council would undertake to metal them.<sup>[44]</sup> Open ditches lay along the sides of the roads, draining into the storm-water system or directly into streams and the river. An 1880 description of Frankton states that “a capital metalled road” passed through the Jolly estate to the station.<sup>[45]</sup> The description

[43] *Waikato Times* 2 July 1878

[44] *Waikato Times* 20 March 1879 p.3

[45] *Descriptive Handbook*.... p. 22



of Hamilton presents a pleasant picture: “The streets are broad, well-formed, and metalled, the side paths curbed and channelled”.<sup>[46]</sup> The author is describing only the business area, as only a few roads were compacted and surfaced with gravel by then (Figure 5.18). Footpaths were formed in the main business areas but for most residential streets, only when residents asked the council to do so.

The gully of Gibbons Creek, Hamilton East was bridged where it was crossed by Grey Street (then known as Heaphy Terrace). In 1900 this wooden bridge was replaced with a wooden culvert (Figure 5.20) and it in turn was replaced with a concrete culvert in 1914.<sup>[47]</sup>

By 1903 motor cars were beginning to make an appearance and for many years cars and horses had to be accommodated on the streets. Vehicles got heavier and affected the street surface. In 1903 council was presented with a request from 20 residents asking that the footpath along the northern part of Victoria Street (as far north as London Street) be formed and gravelled.<sup>[48]</sup> In 1905 the Hamilton Borough Council proposed to raise a loan of £10,000 for road improvements. It included items such as “Bridge-street: Limestone 40 ft wide, new path north side, asphalt paths, kerbing and channelling both sides, £304; Heaphy Terrace and Grey-street: From Bridge-street to Wellington-street (both sides) 16ft asphalt paths, concrete kerb and channel, £476; Victoria-street from Richmond-street to Railway Line, concrete kerbing and channelling, £516”; the norm for paths was 12ft wide of which apparently only half was gravelled, while roads were 30ft wide.<sup>[49]</sup> The work was undertaken slowly, with many complaints from residents and business owners.

When Claudelands was brought into the borough in 1912 there were already 7½ miles (12 km) of roads in Claudelands but there was a need for fixing levels and undertaking drainage work before road improvements could be undertaken.<sup>[50]</sup>

In Frankton the governing body was attending to roads and footpaths also: in 1913 the Frankton Town Board arranged for 4000 yards of footpaths to be tar-sprayed.<sup>[51]</sup>



Figure 5.19. Victoria Street in the late 1880s, looking south from approximately the Bryce street intersection. The eastern railway line, marked with ‘STOP’ and ‘Railway Crossing’ signs, crosses the road. A few buildings are visible in the Collingwood Street vicinity. The road is unpaved and the footpath not formed. HCL\_02110.



Figure 5.20 Looking down Grey Street towards Claudelands from just past Dawson Street, 1920s. Hamilton East Primary School is up to the left. Grey Street (or Heaphy Terrace as it was then) was built over Gibbons Creek. In 1921 two firemen were killed in the gully when the fire truck ran into soft ground at the side of the road and overturned. There is a footpath but the road is not sealed and has horse dung deposits on the surface. HCL\_06880.

[46] Descriptive Handbook ... p. 24

[47] Waikato Times 13 January 1959

[48] Waikato Argus 20 August 1903

[49] Waikato Times 16 December 1905

[50] Waikato Times 16 October 1912 p. 5

[51] NZ Herald 12 March 1913

In 1915 the southern end of Victoria Street was lowered by at least one metre to lessen the degree of slope up from the bridge Figures 5.22 and 5.23).

In 1919 it was reported that at the junction of Nixon and Clyde Streets the water channel was near the centre of the street, that “neither street nor footpath were formed and the tarring did not reach within two feet of the fence, and grew weeds”.<sup>[52]</sup> By 1921 there were 50 miles (80 km) of streets and 40 miles (70 km) of footpaths in the borough.<sup>[53]</sup> In 1932 the council put aside funds to asphalt footpaths in Whitiara, Hamilton West, Hamilton East, Claudelands and Frankton.<sup>[54]</sup>

A concrete road was constructed between Hamilton Central and Frankton in 1924, being London Street and part of Norton Road. The road was 1 mile 5 chains (1.76 km) long and cost £10,950 (Figure 5.24). Also in 1924, the road from the



Figure 5.21. This 1910 postcard image shows the eastern end of Hood Street has apparently been metalled, with a gutter channel, grass verge and footpath. Hood Street was the main road into the business district from the south (from Ohaupo Road). The Bank of New Zealand is at left and the 1901 post office in centre on Victoria Street. HCL\_04220.

[52] *Waikato Times* 18 January 1919

[53] Bradbury, E.E. *The Waikato 1921* ed. p. 125

[54] *NZ Herald* 22 September 1932

traffic bridge to the borough boundary on Cambridge Road, parts of Victoria,



Figure 5.22 Workmen lowering the level of Victoria Street just south of Knox Street, April 1915, using picks and shovels. HCL\_02792.



Figure 5.23 Workmen lowering the level of Victoria Street April 1915. Looking south from about Hood Street. HCL\_02773.





Figure 5.23 This car, possibly an Oldsmobile 37-B belonging to Mayor J.R. Fow, was the first car on the new concrete road after the official opening ceremony on 12 December 1924. The road, which comprised London Street and part of Norton Road, ran for one mile and 110 yards and cost £10,950 to build. These cars are turning west from Victoria Street, onto London Street. HCL\_00142.

Rostrevor and Collingwood Streets were laid in bituminous asphalt; streets that carried only local traffic were to be laid with river shingle with a sealed bitumen surface.<sup>[55]</sup> The next streets to be laid with bitumen were Ohaupo Road from Victoria Street to the hospital and River Road.

Road metal had to be brought from Onehunga, whereas river shingle came from Otorohanga. In 1924 it was reported Hamilton streets “had been bad for some years prior, partly to the town’s rapid growth and partly to heavy and rapid vehicles coming in large numbers, which were constructed to bear only the old-fashioned traffic of a small country town”.<sup>[56]</sup> The means for constructing roads was also being tackled: additional road-making plant had been ordered from England and was due to arrive in October 1924, while a fleet of 16 motor-lorries had been purchased and council was considering buying an additional tractor and grader (Figure 5.25).<sup>[57]</sup>

In 1930 the council applied for a loan to employ men on relief work to build a culvert to allow the Waitewhiriwhiri Stream to pass under Maeroa Road.<sup>[58]</sup> In

[55] NZ Herald 11 August 1924

[56] NZ Herald 11 August 1924

[57] NZ Herald 12 September 1924

[58] NZ Herald 5 June 1930



Figure 5.25 Hamilton Borough Council staff and truck c.1920-24. HCL\_12644.

1938 it was reported that 101 buses and taxicabs and 224 heavy traffic licenses were being used, and 4452 motor drivers’ licenses were issued.<sup>[59]</sup> Concrete roads within the borough extended for two kilometres, bitumen roads for 56 km and 37 km were surfaced with metal.<sup>[60]</sup>

When roads were tar-sealed the seal didn’t go to the edge of the roads, that practice often not happening until the 1950s-70s (Figures 5.26 and 5.27).

Access to Hamilton West School and houses on Garden Place Hill was up a steep badly-formed road on the southern side (Figure 5.28).

In 1930, the Maeroa bridge, a wooden one 220 ft long and 13 ft wide which spanned the Waitewhiriwhiri gully at a height of 40 ft, collapsed during the deposition of spoil, just after the new culvert had been built under it; the collapse took out the sewerage and water pipes as well.<sup>[61]</sup> The bridge was built c. 1910-1913 by J.F. Vercoe, the owner of the subdivision of the Maeroa estate, but it was taken over by the council when Maeroa was brought into the borough. The new culvert was 160 ft (48.8m) long and 8 ft (2.4m) square and 30,000 cu.yd of spoil

[59] Waikato Times Supplement\*\*\*

[60] Waikato Times Supplement\*\*\*

[61] NZ Herald 3 June 1930





Figure 5.26. Looking south-west along King Street from near Devon Road intersection in 1962 shows the road to be sealed only in the middle, though it appears to have formed kerbing. Photographer A.E. Graham. HCL\_04660.



Figure 5.27. A view in approximately 1900 from Garden Place Hill south-east down Anglesea Street with Collingwood Street in the foreground and the intersection with Thackeray-Hood Streets in the mid-ground. Note the simple wooden cottages, open drains, lack of footpaths and the poorly-formed road. HCL\_02467.

from the Anglesea Street cutting were deposited on top, to allow the formation of a 40 ft wide road to be formed on top.<sup>[62]</sup>

As the town's needs changed, some roads were extended to allow for connections between roads. One of the first major projects was a cutting through Garden Place Hill to allow Anglesea Street to be connected with Ward Street. Council applied for a special loan from government, to pay unemployed men to do the work.<sup>[63]</sup> The culvert was to replace a one-lane bridge over the Waitewhiriwhiri Stream. The cutting was almost completed by the end of 1931 but not officially opened until permanently surfaced. The wall was designed by engineer James [Jim] Baird and was considered a technological achievement. Its height was reduced between 1986 and 1993.<sup>[64]</sup>

After the lowering of the railway line, Anglesea Street was further extended north to connect with Selkirk Street; the whole length of the street was then named Anglesea.



Figure 5.28. The access road to houses on Garden Place Hill was unsealed, apparently not even metalled, and steep. The roof of Hamilton West School is visible at top right, and the access road to Armstrong Motors is below the excavated scarp on the left. HCL\_02780.

[62] NZ Herald 13 March 1931

[63] NZ Herald 5 June 1930

[64] Aerial photographs, Hamilton Libraries. It may have been reduced to provide a building platform for a new building at Wintec.



Figure 5.29. The Anglesea St cutting c.1931. The central figure is Mayor J.R. Fow. Engineer James Baird is on the left beside the car with Terrence Cummings, a reporter for the Waikato Times, standing behind. The workman fourth from the right is Ted Tuck. Mayor Fow had this photo taken to commemorate being the “first through the cutting”. Little did he know the milkman had driven through earlier. HCL\_00177.



Figure 5.30. Looking approximately north-west along the Anglesea Street cutting c. 1935. Hamilton West School is on the hill on the left. The hill on the right was removed in 1939 as part of the Garden Place Hill removal. The steps and path on the right provided access to the houses on top of the hill. HCL\_03314.

In 1939 the hill between Victoria and Anglesea Streets was removed, to form the extensive flat area known as Garden Place. The area has had a variety of uses from WWII trenches and the location of a patriotic hut and Combined Services Club rooms, car parking, parking with rose gardens, lawns, paved areas and fountains, a petanque court and a venue for demonstrations, concerts and markets. From the mid-40s it was very much the centre of town, and the destination-departure place for bus routes (Figures 5.31 and 5.32). In 1967 it ceased to be a car park but still had one-way vehicle access around the perimeter.

Subdivisions within the one-acre allotments areas usually meant new roads to create access – some of the many examples within the central city were Alexandra (1907), Barton (1910), Vialou (1915) and Harwood (c.1934) Streets.

By the early 1950s the number of vehicles on the roads had increased dramatically requiring higher quality inter-regional routes. A major roading project from c. 1958-1961 was the extension of Ulster Street to meet up with Gurnell Street (which then lost its name); the new Ulster Street diverted traffic from the north end of Victoria Street to meet up with Te Rapa Road (Great South Road) to become State Highway 1. The project required a culvert to channel the Waitewhiriwhiri Stream and filling in a deep gully (Figures 5.33 and 5.34, 1.11).

Some of the new suburbs were built in the garden suburbs’ era, and instead of roads following a straight-line grid they were designed to follow contours. Cul-de-sacs allowed access to land within larger blocks. Pedestrian accessways between streets were sometimes provided, e.g. between Poaka Avenue and Tattersfield Place in 1973.

Up until the 1960s no consideration was given to a comprehensive plan for internal transportation within Hamilton. In 1969 the council produced the first Hamilton Transportation Study as the city started considering the development of a master transport plan. The study looked at parking, routes, vehicle movements, public transport, population density, locations of bus stops, taxi stands and places of work. This plan and a subsequent 1973 study were the basis for some of the roading alignments found within the city such as Wairere Drive and the Southern Links network as well as the need for further river crossings.

Roundabouts and traffic islands were introduced to improve traffic flow. The first





Figure 5.31. A view from the Anglesea Street wall in 1949 shows Garden Place in use as parking for cars and buses, the Combined Services Club building and the underground men's toilets (low building in front of club building), with the post office on Victoria Street. Photographer A.E. Graham. HCL\_03844.



Figure 5.32 A view of Garden Place in December 1961 from the post office shows it laid out with parking spaces with meters, a few rose beds and the sundial in its original position at the Victoria Street end of the area. Photographer Bill Lindberg. HCL\_15020.

roundabout was constructed in 1963 at the junction of Anglesea Street-Bridge Street-Cobham Drive; the next, in 1966, was at the busy junction of Norton Road, Seddon Road, King Street and Rostrevor Street. The Dinsdale roundabout was constructed in 1976 and meant the channelling of the Waitewhiriwhiri Stream beneath it.

Cobham Drive, being formed in the 1960s, was the first of the major roading projects to form multi-lane highways. In 1991 Tristram Street (formerly known as Hinemoa Street) was extended south from its junction with Collingwood Street to join up with Cobham Drive.<sup>[65]</sup>

The last few decades have seen the development of Avalon Drive-Lincoln Street-Greenwood Street-Kahikatea Drive to be connected and widened as SH1; Wairere Drive to become a major route from Te Rapa Road across the river and then south-east to join up with what was Tramway Road; and the new Mangaharakeke Drive route paralleling Te Rapa Road to take north-bound traffic. North and eastern parts of the city will be influenced by the Waikato Expressway which will divert traffic around the city.



Figure 5.33. The beginnings of the construction of a culvert to channel the Waitewhiriwhiri Stream to allow the formation of the Ulster Street extension, c.1958-59. Photographer: A.E. Graham. HCL\_04703.

[65] SO 58919





Figure 5.34. Once the concrete culvert was completed, the Waitewhiriwhiri Stream gully was in-filled. See also Figure 1.11 for a later stage in the process. Photographer: A.E. Graham. HCL\_04706.

Dedicated paths for cyclists and pedestrians have been created in recent years, some being along the banks of the Waikato River, and other subways beneath major intersections such as Norton-Rifle Range Road-SH1. Te Awa section of the Te Araroa national network comes south into Hamilton from Ngaruawahia and Horotiu into Pukete. Te Araroa cycleway is not yet connected through the city but part of Te Araroa goes from Tills Lookout to Taitua Road, skirting Taitua Arboretum. One track, named the Western Rail Trail, makes use of land beside the NIMT.

#### 5.4 Spanning the river: bridges

Pressure to build a bridge increased as the number of people wishing to cross the river increased, and also with farmers wanting to take stock from east to west to the saleyards. Discussions with the government resulted in the decision to form a borough in order to raise a government loan for a bridge. The towns of Hamilton East and Hamilton West became Hamilton Borough, a poll was held to establish public opinion for a £7000 loan and with the necessity for a toll to use the bridge: 107 voted for, six people against.<sup>[66]</sup> Government gave a grant of £3000 but later raised the sum to £5000. Plans were drawn up and ready for public inspection

[66] *Waikato Times* [23] April 1878 p.3

by mid-April 1878.<sup>[67]</sup> Council appointed William C. Breakall as engineer for the construction of the bridge.<sup>[68]</sup> Tenders for a bridge with three spans of 100 feet and twelve spans of 40 feet were called for in July 1878.<sup>[69]</sup> The first pile of the bridge was driven on 19 December, 1878, with great ceremony by former mayor Isaac Vialou and his daughter. The river bed had not been tested for a firm foundation and after it was found that much larger piles would be needed, the government again increased its financial contribution.<sup>[70]</sup> The wooden bridge was completed and opened on 27 November, 1879, in front of a huge crowd, with the streets decorated with bunting. The band of the Hamilton Light Infantry led a procession of carriages bearing ladies, a large number of equestrians, nearly 300 school children, the mayor and councillors and the general public. The acting



Figure 5.35. A view looking south across part of Maeroa and the Waitewhiriwhiri Stream, prior to the extension of Ulster Street (seen as a wide white strip running away from lower left) across the gully to join up with Gurnell Street. Earthworks related to the in-filling of the gully by deposition of spoil from Garden Place Hill are evident in the lower left of the photo in the vicinity of Whatanoa Pa. Whites Aviation, Alexander Turnbull Library. 12 Nov 1959 WA-51685.

[67] *Waikato Times* 18 April 1878 p.3

[68] *Waikato Times* 30 April 1878 p.2

[69] *Waikato Times* 11 July 1878 p. 3

[70] Norris 1964 p. 68. The bridge piles are recorded as archaeological site S14/220.

mayor, Councillor McDonald, made a formal speech and the Mayoress Mrs J.B. Whyte broke a bottle of wine over the balustrade declaring it named the Union Bridge.<sup>[71]</sup>

A toll house was built at the eastern end and the right to collect tolls was sold at auction to R. Land (Figures 5.36 and 5.37).

The second bridge was built for the eastern rail line, to Thames and Rotorua, completed in 1884. When the rail bridge was built it was planked, and people crossed on foot as it made the distance from Claudelands to the central business district much shorter than using the Union Bridge. Danger signs erected by the railway authorities failed to stop the practice, so the planks were taken up. Men and boys still crossed occasionally, using the structural beams and stringers, a much more dangerous situation. The state of the bridge was deemed the probable reason a railway employee fell to his death in 1893.<sup>[72]</sup> The rail bridge was strengthened in 1908 with the addition of a third cylinder for each pier, and a footbridge was added on its southern side (Figure 5.38).

The wooden Union Bridge became dangerous and repairs were costly and council recognised it needed to be replaced. Adjacent counties and Frankton Borough contributed funds. A steel bridge was built downstream adjacent to the Union Bridge. It was designed by James Fulton and is known as the Traffic Bridge, or Road Bridge, but more recently as Victoria Bridge (H8, Schedule 8A, Operative District Plan, 2017); it opened in 1910.<sup>[73]</sup> There was no opening ceremony, but Father Darby was first to drive across, with the contractor George Fraser as passenger (Figure 5.39).

Between 1934 and 1937 the reinforced ferro-concrete Fairfield Bridge (H3, Schedule 8A, Operative District Plan, 2017) was constructed by Roose Shipping Co. and designed by Stanley Jones of Jones and Adams.<sup>[74]</sup> By this time Hamilton was expanding in the north-east and residents there wanted better access to the town centre. Farmers on the east side were pressing for an additional bridge also, as they had to take stock to market either across the Traffic Bridge or up to the Horotiu Bridge and back to the Frankton saleyards. At the time it was built it was outside the borough boundary. The bridge underwent some modifications

[71] *Waikato Times* 29 November 1879 p.2

[72] *New Zealand Herald* 20 April 1893

[73] The bridge is registered as a Category 1 Historic Place by Heritage New Zealand (No. 772) and is listed on the Hamilton City Council's Heritage Schedule (H8). In recent years it has been called Victoria Bridge

[74] Inventory H3 Category A; HNZ List 4161, Category I



Figure 5.36 The Union Bridge as seen from the eastern side, with the toll house, 1880s. The militia hospital and the line of Victoria Street are visible on the west side, also a wooden stairway leading down to the river bank. HCL\_09264.



Figure 5.37. The toll house is seen in this photograph taken on 4 January 1883 by D. Beere. The parade is said to be part of a Church of England carnival. Note the telegraph wires above River Road; only a few houses are on the west bank. HCL\_00713.



in 1992-93 including concrete re-coating. It remains a main route between the central city and Fairfield and other suburbs accessed from River Road.

Cobham Bridge was under construction by December 1960, before Cobham Drive was formed, and opened in 1963. It was designed by the Ministry of Works. Built of concrete, it is the southernmost bridge within the city. Roose Shipping Company's barges were used as pontoons during construction. The bridge was completed in 1963 (figure 5.40).

In 1964 the second rail bridge was built, alongside the earlier one but lower, to take the lowered railway line. The first railway bridge was modified to take road traffic and was opened in 1968 as Claudelands Road Bridge (Figure 5.42). River Road was bridged to go over the railway line instead of the former set-up of the railway going over the lowered road known as "the subway".

In 1976 Whitiora Bridge (also known as Boundary Road Bridge) was under construction and opened on 11 February 1978 by Dame Te Atairangikaahu and Mayor Ross Jansen (Figure 5.43). It was designed by Murray North Partners and built by Rope Construction.<sup>[75]</sup>



Figure 5.38. The newly-opened footbridge beside the railway bridge, 1908. HCL\_02760.

[75] [https://en.wikipedia.org/wiki/Whitiora\\_Bridge](https://en.wikipedia.org/wiki/Whitiora_Bridge)

The Pukete sewer bridge (Pukete-Flagstaff Pedestrian Bridge), opened in the mid-1970s, serves as a pedestrian bridge on the superstructure, with the sewer pipes below, and is the northernmost bridge within Hamilton. The Pukete road bridge was opened in 1996 and widened to four lanes in 2013.



Figure 5.39. An early view of the Union Bridge looking from the west to the east shows the embankment necessary to raise the road at the western end, as well as formation work at the eastern end. In the foreground (left) is the government stables, while the other building by the bridge is probably Robert Williamson's forge. HCL\_02758.

## 5.5 Rail transport

One of the most significant events in the development of Hamilton as the heart of Waikato communication routes and business enterprises was the arrival of the railway from Auckland in December 1877. No longer considered remote, Hamilton attracted Auckland investment. Business confidence was raised, new jobs were created, trade increased, and the town began to prosper. The extension of rail lines to Te Kuiti in 1887 and to Rotorua and Thames in the 1890s opened up new markets for local produce.

Auckland could now be reached in six hours, instead of more than two days by steamer and stagecoach. Trains carried passengers, freight, livestock, produce and mail. In 1886 refrigerated wagons came into use and meat and dairy produce was transported out of the region to Auckland and overseas markets. The Kaipara-Puniu Railway (as it was then known) opened as far as Frankton on 19 December 1877, with much celebration – schools were given the day off, businesses closed, conveyances took people from the station into Hamilton, river steamers brought Cambridge people and the Cambridge Reed Band into town



and a huge luncheon was provided in the Vialou carriage factory workshops by the Gwynnes of the Hamilton Hotel.<sup>[76]</sup> The train left again for Auckland at the end of the day. The station, known as Hamilton (later Hamilton Junction and later still, Frankton Junction), was situated opposite the end of Commerce Street.

Major extensions to Frankton Junction railway station were approved in October 1907. After the North Island Main Trunk Line (NIMT) was complete from Auckland to Wellington, and formally opened in November 1908, rail traffic greatly increased. The station, goods sheds and cattle yards were moved north, occupying the positions on which the stationmaster's house and the loading bank stood. A central signal box was built to control all the lines.<sup>[77]</sup>

By 1928 Frankton Junction was probably the busiest rail junction in New Zealand, with from 76 to 80 trains handled daily, 36 of these being passenger trains.<sup>[78]</sup> Two signal boxes were built in 1910; the larger one, the south signal box, held



Figure 5.40. The first conveyance across the Hamilton Traffic Bridge is driven by Father Joseph Croke Darby with contractor George Fraser as passenger, on 10 September 1910. A horse and cart are being driven across the Union Bridge at the same time (at right). Cartwright postcard. HCL\_02474

[76] *Waikato Times* 20 December 1877

[77] *Waikato Argus* 15 October 1907

[78] *Hamilton Jubilee* 1928 p.53



Figure 5.41. Fairfield Bridge under construction, with one of Roose's barges on the river, c. 1936. HCL\_01006.



Figure 5.42. An aerial view looking north-west showing Cobham Bridge under construction, c.1963. The suburb of Bader is at left and Hayes Paddock housing estate is at centre right. Cobham Drive is under construction, with the Palmerston Street bridge over Cobham Drive completed. HCL\_07661.



Figure 5.43 Claudelands Road Bridge being built, converted from the old railway bridge, with the new railway bridge beside it, 1967. Photographer A.E. Graham. HCL\_02994.



Figure 5.44. Te Arikinui Dame Te Atairangikaahu and Mayor Ross Jansen officially open the Whitiara Bridge. HCL\_11348.

70 levers, while one of the signal gantries was the largest in New Zealand (Figure 5.47).<sup>[79]</sup> In 1927 the system changed from mechanically-operated signals to electrically-operated.<sup>[80]</sup> The north signal box became redundant in 1971 as one further north at Te Rapa took over most of its operations; it was demolished in 1973. The south signal box (H32, Schedule 8A, Operative District Plan, 2017) continued to operate until November 1987 and was removed to Minogue Park in 1988.<sup>[81]</sup>

A branch railway line from Frankton to Hamilton West opened on 20 October 1879. A railway station, a small rectangular lean-to building with no verandah designed by the Public Works Department, was constructed near the corner of Ward and Selkirk [Anglesea] Streets. Initially there was a horse-drawn vehicle service between Hamilton Junction and Hamilton station. By April 1884 Hamilton Junction had been named Frankton Junction. The railway crossed through the town intersecting Lake Road, Seddon Street and Victoria Street. At each location was a level crossing. Selkirk/Anglesea Streets and Hinemoa/Tristram Street did not cross the railway lines.

Over the years additions were made to the Hamilton station to try and keep up with the growth and demands of Hamilton and in 1924 the station was given its final upgrade and remained this way until 1964 when, after the new railway bridge was built and the railway line lowered, the station was abandoned with Frankton Junction becoming the main railway station for Hamilton. In 1969 the railway station building was relocated to the Waikato University to be used as a staff common room (H59, Schedule 8 A, Operative District Plan, 2017).<sup>[82]</sup>

A bridge was built over the river to take the eastern railway; the first locomotive crossed over it in early February 1884 as a test run (Figures 5.50 and 5.51).<sup>[83]</sup>

The Frankton Junction-Hamilton-Morrinsville line opened for traffic on 1 October, 1884.<sup>[84]</sup> Hamilton-Cambridge railway line on 9 October 1884; it opened through to Rotorua in 1894. Two stations near to Hamilton but outside its boundaries in 1884 were opened: Claudelands and Ruakura Junction.

[79] Terry, J.A.T. "Research Notes No. 48", NZ Railway Observer Winter, 1984

[80] HCC Built Heritage Inventory Record Form H32

[81] HCC Inventory H32

[82] HCC Built Heritage Inventory H59

[83] Thames Advertiser 8 February 1884

[84] NZ Herald 27 September 1884



Claudlands Station was constructed in 1884 (Figure 5.52). Originally named Hamilton East, its name was changed to Kirikiriroa and then, in 1913, to Claudlands. It was of the Fourth Class design, with an inside ladies' waiting room and toilet. In 1925 a goods shed was built opposite the station building (Figure 5.53).<sup>[85]</sup> The station's sidings were used by local firms such as a coal merchant, Vorback and Nicol.<sup>[86]</sup> In 1984 the station building was considered redundant and was up for sale by tender when it was demolished after an arson attack in July 1984. The goods shed was up for sale and removal in August 1987.<sup>[87]</sup> A signal (H80, Schedule 8A, Operative District Plan, 2017) re-located to Commerce Street is believed to be one of the signals from the Kirikiriroa/Claudlands station, and may date from 1893.<sup>[88]</sup>

Ruakura Junction Station was opened at the same time as the eastern lines in 1884, although it was called Steele's for its first one or two years.<sup>[89]</sup> The building was a Fifth Class design and remained unaltered except for the addition of a



Figure 5.45. Frankton railway station from the north, c.1880. The engine shed is the dark structure straight ahead, the line to the south can be seen curving away to the right and the east-bound rail curving away to the left. In a row from left to right behind the engine shed are some houses, marked as "men's cottages" on an 1886 plan (SO 4242).

[85] Smith p. 8 citing J.A.T. Terry

[86] Smith p. 8

[87] Smith p. 8 citing J.A.T. Terry

[88] HCC Inventory H80

[89] Norris 1964 p. 110-111



Figure 5.46 Railway workmen at Frankton railway station c. 1895. HCL\_02076.



Figure 5.47 Looking north past the station buildings c.1930. The signal box is at the right. HCL\_09060.





Figure 5.48 The disused south signal box just before its removal, with part of the pedestrian ramp and bridge over the lines visible, 1970s. HCL\_M00301.32.



Figure 5.49. The Hamilton railway station in April 1951. HCL\_09055.

verandah in 1908 (Figure 5.54); it was renamed Ruakura Station in November 1954 and sold for removal in October 1967.<sup>[90]</sup> The station was a focus for a small farming community, of which the Chapman house near the corner of Ryburn and Percival Roads may be the only one still existing (refer Figure 5.55).

The railway lines in the growing commercial and built-up area of Hamilton were a hazard and a nuisance to road traffic. Plans for lowering the line, following frequent suggestions made as early as 1912, finally eventuated with the lowering of the line begun in September 1959 and completed in September 1964. This necessitated a new lower railway bridge over the river; and road overbridges or tunnels at Lake Road, Seddon Road, Tristram, Anglesea and Victoria Streets and Memorial Drive-River Road. Claudelands Road was created at the eastern end of the railway bridge, passing under the new River Road overbridge. The entire line, between the river bank and the west side of Anglesea Street was fully covered in. The former railway bridge was converted to a road bridge (Figure 5.56).<sup>[91]</sup>

Included for the new line was an underground station- Hamilton Central- situated between Ward and Bryce Streets; and beneath today's Transport Centre which was opened in 2001 as the new home for the N.Z.R. Road Services buses and city buses (Figure 5.57). Initially the old railway yard was used as a car park until the building of Downtown Mall (later named Centre Place) shopping mall in 1985.

The stationmaster's house (H20 Schedule 8A, Operative District Plan, 2017) at Frankton was built in 1880 to accommodate the stationmaster and his family; it was situated just north of the station, on the corner of High and Hall Streets.<sup>[92]</sup> The stationmaster's house was shifted across the railway lines to Chilcott Road.<sup>[93]</sup> In 1985 the house was shifted by new owners Hamilton City Council to Hungerford Crescent to provide land for the refuse transfer station.

[90] Smith p. 7 citing J.A.T. Terry

[91] HCC Inventory H09; Heritage NZ List 4201

[92] Inventory H20

[93] Chilcott Road used to turn and run parallel to the railway lines; the house was sited near the Norton Road road crossing, now part of the Council's refuse transfer station.



Figure 5.50. The rail bridge soon after opening, c. 1884. It was built with just two piers per pile. HCL\_02759.



Figure 5.52 Claudelands Station in 1947. Photo lent by J.A.T. Terry and published in Smith, Betty Laloli, Next Stop .... Claudelands p. 7..



Figure 5.51. A similar view c. 1920 shows the third cylinder at each pile. Geo. Cartwright postcard. HCL\_01400.



Figure 5.53 Claudelands Station in 20 November 1965, with the goods shed on right. Photographer Malvern Shoemark. published in Smith, Betty Laloli, Next Stop .... Claudelands p. 8.



**5.6 Air Services**

The first aeroplane to visit Hamilton appears to be that flown by Captain A.C. Upham in February 1921, when he gave an exhibition of stunt flying and also took paying passengers for short flights. He was based at Ruakura Farm and may



Figure 5.54. Ruakura Junction station in 1948. Photo lent by J.A.T. Terry and published in Smith, Betty Laloli, *Next Stop ... Claudelands* p. 4.

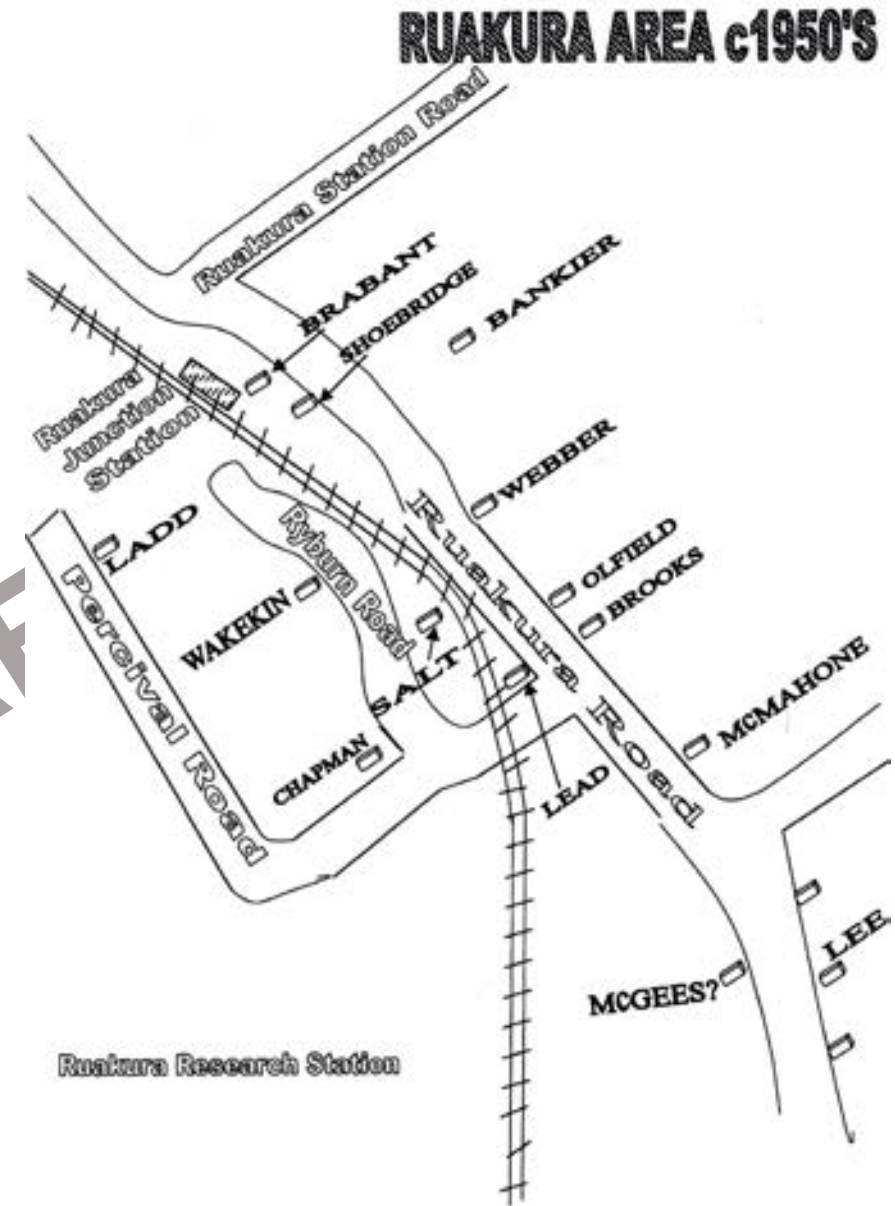


Figure 5.55. A plan of Ruakura Station and its associated houses, as drawn by Dawn Carpenter (nee Salt), who grew up on her parents' farm beside the railway line. Reproduced from Smith, Betty Laloli, *Next Stop ... Claudelands* p. 3.





Figure 5.56. Opening day of the new railway bridge, 19 September 1964. The old bridge is the higher of the two structures. HCL\_03843.



Figure 5.57. The disused Hamilton station building sits above the new low-level platform. The bridge at right carries Selkirk Street, renamed Anglesea Street. 1965. Photographer Fred Booth. HCL\_09872.

also have landed at Claudelands.<sup>[94]</sup> Another flight, piloted by Captain Seabrook in May 1921 was in an Austin Whippet privately owned by H.H. Shaw of Hamilton, for his own use; it landed at Ruakura.<sup>[95]</sup>

By the end of the 1920s Hamilton was served by two private airfields: Rukuhia, owned by the Steele family, and Te Rapa, on land owned by Daniel V. Bryant but administered by the Bryant House Trust.

The Te Rapa aerodrome was five kilometres “north of Hamilton” when it was developed in November 1929. The Trust established a stock and station agency to make money to finance Bryant House convalescent home at Raglan and decided to employ aeroplanes to make the work more efficient, to transport buyers to inspect stock.<sup>[96]</sup> However, within a few months the aims had changed to providing an aerial transport service and have planes available for tuition; the company was named the Bryant House Air Service.<sup>[97]</sup> Initially the land provided was 400 yards [366 metres] square. The land was ploughed and levelled with five teams of horses and re-sown. A hangar was built by August 1930: it had a 60 ft [18.3 m] frontage and dressing rooms and offices along each side, and was to house a Gypsy Moth that had been purchased in Auckland, and a 3-seater De Soutar bought in England. Two more De Soutars were to be bought, according to a March 1930 report. The Waikato Aviation Company owned planes that used the aerodrome.

The opening of the aerodrome was to be celebrated with an air pageant, but a few days before, on 21 May 1930, a crash in one of the Bryant Gypsy Moths killed two pilots near Te Awamutu. The pageant was delayed a week. In August 1934 Jean Batten landed at Te Rapa. The aerodrome, which was also known as Bryant’s Paddock, apparently closed officially in 1977; a small part of it is now a public park. Its history is marked with a plaque mounted at the Waiherowhero Crescent park entrance.<sup>[98]</sup>

The Waikato Aero Club was formed at the end of 1929, with a plan to convert some domain land on the western shore of Hamilton Lake as an airfield and have commercial flights.<sup>[99]</sup> This airfield did not eventuate and the Waikato Aero Club went into recess, being a branch of the Auckland Aero Club until 1937. The

[94] *Waikato Times* 25 and 26 February 1921. Most accounts state he landed at Ruakura.

[95] *Waikato Times* 30 May 1921

[96] *NZ Herald* 1 November 1929

[97] *NZ Herald* 15 April 1930; 3 May 1930

[98] The plaque has some misinformation

[99] *NZ Herald* 11 November 1929

club was formed again in October 1937 with a membership of 160; the club had applied for a general air taxi license and interviewed two pilots.<sup>[100]</sup> The club took over the responsibility of the buildings at Rukuhia aerodrome.

In March 1929 Hamilton Airways Ltd was formed by ten Hamilton businessmen as a commercial aviation company, with the intention of conducting passenger flights.<sup>[101]</sup> Their pilot was Captain M.C. “Mad Mac” McGregor DFC, a WWI flying ace. Initially the company had no airfield but in 1929 they leased 40 acres from Mrs J. Steele at Rukuhia, with a hangar to be built to house three aircraft.<sup>[102]</sup> John Steele, a son of Samuel Steele, a 4th Waikato Militiaman, developed an airfield, known as “Steele’s paddock” on his farm “Runnymede” at Rukuhia, in use by at least March 1929.<sup>[103]</sup> Within the first three months of operation Hamilton Airways



Figure 5.58 The up-to-date Waikato Airport on opening day 12 October 1935, showing the clubhouse at left and the hangar. *New Zealand Herald* 12 October, 1935 p. 10.

had made over 1300 passenger flights.<sup>[104]</sup> In 1931 aviators Guy Menzies and Captain Mercer landed at the aerodrome en route from Rotorua to Whangarei; Sir Charles Kingsford Smith landed the “Southern Cross” at Steele’s aerodrome twice in 1933.<sup>[105]</sup>

In December 1933 a pageant involving aeroplane, motor car and motor cycle events was held at Steele’s aerodrome, with an estimated attendance of 12,000 people.<sup>[106]</sup> C.T.P. Ulm landed the “Faith in Australia” at the pageant briefly.<sup>[107]</sup>

[100] *Auckland Star* 6 October 1937

[101] *NZ Herald* 1 April 1929

[102] *NZ Herald* 10 December 1929

[103] *NZ Herald* 25 March 1929. Samuel Steele was a brother of Captain William Steele of the militia.

[104] *Thames Star* 19 July 1929

[105] *Auckland Star* 4 February 1933; *NZ Herald* 11 December 1933

[106] *NZ Herald* 11 December 1933

[107] *Waikato Independent* 12 December 1933

Another pageant was held in 1934.<sup>[108]</sup>

In February 1935 it was announced that the 130-acre aerodrome owned by John A. Steele had been sold to C.B. [Charles Bishop] Smith, who intended to turn it into a modern airport. He was to take possession on April 1, 1935.<sup>[109]</sup> The airport was opened officially on 12 October 1935 by the Minister of Internal Affairs, Sir Alexander Young, and the Mayor of Hamilton, J.R. Fow (Figure 5.58).<sup>[110]</sup>

At the time it was built the hangar at the airport was one of the largest in the country and offered 3,750 square feet of space, large enough to accommodate ten Moth aeroplanes. The main runway into the prevailing wind was 1150 yds long, with other runways being 800 yards. The cost was £9000, including £2000 for the buildings.<sup>[111]</sup> Water, electric light and other facilities were provided and the Hamilton to Rukuhia Road was to be tar-sealed. The Hamilton Borough Council voted to pay Smith £100 per month for maintenance.

In 1936 a beacon was built in the business district, between Alexandra and Victoria Streets. The beacon had a 30-inch parabolic reflector giving a beam of 3,000,000 candlepower; it was mounted on a steel tower and was intended to be visible to aircraft flying at night at 2000 feet 25 miles away.<sup>[112]</sup> It was set to make three revolutions per minute. The beacon was the first of a proposed network of beacons to be erected in New Zealand.

In July 1938 the Hamilton Borough Council and other local bodies met to discuss the taking over of the Waikato Airport, C.B. Smith having offered to transfer his property at cost price. Such ownership would facilitate the upgrading of the airport to allow more passenger services. Agreement was finally reached in July 1939 between several local bodies around the greater Waikato to purchase Smith’s 140 acres plus an additional 72 acres.<sup>[113]</sup> The Waikato Airport Board (later Authority) was established to manage the airport, with a representative from Hamilton Borough/City Council.

During the war the government acquired 140 acres, but in 1949 the Board offered to sell to the government the 230 acres that comprised the original

[108] *NZ Herald* 4 December 1934

[109] *NZ Herald* 20 February 1935

[110] *NZ Herald* 12 October 1935

[111] *NZ Herald* 17 June 1935

[112] *Waikato Times* 1 October 1936

[113] *Auckland Star* 19 July 1939





Figure 5.59. Commemorative plaques at the entrance to Hamilton Airport.

aerodrome.<sup>[114]</sup> By then, National Airways Corporation was running a regular and efficient service.

[114] Bay of Plenty Times 3 November 1949

At the end of the 1950s Hamilton Airport needed to be upgraded so larger aircraft could land. A new terminal building and a longer runway were constructed. Waikato Bitumen, owned by the Grinter family of Hamilton, won the major contract to construct the runway and roading at the new Hamilton airport in 1965.

The new building was officially opened by the Minister of Works, the Hon. P.B. Allen on 26 March 1966 (Figure 5.59). Hamilton Airport became an international airport in 1995 when Kiwi Air started flying to Australia. In 1996 the government sold its remaining share in the airport to the five local councils who were the other shareholders. At the same time work was starting on a new terminal to handle the international passengers with a new arrivals hall and customs area. The new International Terminal was opened on 27 September 1996 by the Prime Minister the Rt. Hon. James Bolger and Te Arikini Dame Te Atairangikaahu.

Work on a longer runway started in 1998 and the new runway extension was officially opened on 18 December 1998 by the mayors of the five local councils which are shareholders in the airport. At this time the airport officially became the Hamilton International Airport under the control of Waikato Regional Airport Limited comprising Hamilton City and Waikato, Matamata-Piako, Otorohanga and Waipa District Councils. A further runway extension was completed in 2005 and a terminal redevelopment in 2007. The terminal was officially opened on 6 December 2007 by Prime Minister the Rt. Hon. Helen Clark and Kingi Tuheitia (Figure 5.58).



## 5.7 Public road transport

By 1875 there was a daily coach service to Auckland, involving several changes of horses; the construction of a bridge across the Waikato River at Ngaruawahia shortened the time of the journey.

Horse-drawn buses operated between Frankton railway station and Hamilton central from the opening of the railway (Figure 5.61). The Frankton bus terminus was in High Street, opposite the railway footbridge.<sup>[115]</sup> Other passenger vehicles offered services between Hamilton East and West.

During the 1910s-20 motor buses and service cars took over from the horse-drawn vehicles (Figure 5.62). In 1924 the Moa Bus Service ran services in Claudelands, Hamilton East and Frankton, catering for dance and football parties as well as taking people to meet the trains.<sup>[116]</sup> At the same time the Green Bus



Figure 5.60. Looking north-west in Main Street (now Commerce Street) c.1910, outside the Frankton Livery & Bait stables that were situated between High and Kent Streets. The wagon and horses belonged to Dalgliesh & McDonald which was in Victoria Street. Dalgliesh and Co. conveyed the mail between Hamilton and Raglan from 1899. HCL\_05092.

[115] Lafferty p.13

[116] Waikato Times 4 September 1924



Figure 5.61. Two service cars, an early type of passenger vehicle, parked outside the Regal Dining Room (left) and Theatre Royal (right), 1939. The front one is a Railways Road Services vehicle. HCL\_01090.



Figure 5.62. Bus fleet in front of the Government Buildings on Knox Street, advertising their routes as Hamilton-Frankton-Hamilton East. The vehicles appear to be Brockway truck chassis and are said to have been bodied by Pomeroy's of Hamilton. 1930s. HCL\_08401.

Service run by Watson's Bus Co. inaugurated a special workers' concession, for passengers commuting between Frankton and Hamilton central. The Aard Motor Service, the Royal Mail and Motor Service (Cambridge to Hamilton) also operated in 1924.<sup>[117]</sup> Buses Limited held the monopoly on services within Hamilton by 1928.<sup>[118]</sup> The Hamilton Bus Co. was in business by 1933.<sup>[119]</sup> In 1938 M. Pavlovich & Sons Ltd began running bus services for school children at Whatawhata and as Pavlovich Coachlines developed the business to become a major nationwide bus company.<sup>[120]</sup>

In 1941 Hamilton East residents complained to council that the buses were not running to schedule and were insufficient for the demand. The demand increased with the development of Hayes Paddock state housing and a new service to the suburb was proposed to start in August.<sup>[121]</sup> Petrol rationing as part of the war effort also placed demands on the bus services.

The Railway Road Services depot opened in 1958 on the corner of Ward and Anglesea Streets.<sup>[122]</sup> In 1969 Buses Limited still had a monopoly on bus services, with a fleet of 47 buses providing services between the suburbs and the central business district. The company also operated school bus services and special workers buses such as that running between Garden Place and Anthony Squires Ltd clothing factory, Frankton.<sup>[123]</sup>

## 5.8 Postal, telegraph and telephone services

By early October 1864 the electric telegraph wire from Auckland to Cambridge was completed- it took five minutes for a message to be transmitted to Auckland. However, it bypassed Hamilton, which was not at that time the headquarters for the militia.<sup>[124]</sup> The telegraph line did not connect to Hamilton until June 1868.<sup>[125]</sup>

Initial post delivery was on horseback, from Auckland and to the other Waikato military outposts. Sergeant Dominick (or Dominic) Petty, No.1 Company 4th Waikato Regiment, had the distinction of being Hamilton's first postmaster, appointed by the government as from 20 August 1864, a few days before the

[117] *Waikato Times* 4 September 1924

[118] *Waikato Times* 6 February 1928

[119] *NZ Herald* 23 June 1933

[120] <https://www.pavlovich.co.nz/our-history.html>

[121] *Waikato Times* 7 August 1941

[122] *Waikato Times* 17 and 18 April, 1958

[123] *Hamilton Transportation Study, field survey procedures*, [1969]

[124] *New Zealander* 12 October 1864; *Daily Southern Cross* 21 October 1864

[125] Norris 1963 p.164

first contingents of militiamen landed in Hamilton. He erected a house near the landing-place [the Ferrybank] at his own expense and this served as the post office; the house (or a more substantial successor) was at the top of Grantham Street on Victoria Street opposite the end of Hood Street – for many years Hood Street was the main thoroughfare into Hamilton from the Te Awamutu area.

In April 1878 the Public Works Office called for tenders to build additions to the post and telegraph office; the original one became the postmaster's house (Figure 5.63).<sup>[126]</sup> The wooden building burnt down in 1899 and was replaced by another in brick in 1901 (H35, Schedule 8A, Operative District Plan, 2017). It was designed by government architect John Campbell. The building was extended to double its size in 1916 to cater for a demand for more facilities. In 1922 Hamilton was given chief post office status, the centre of a large district controlling 234 offices including one at Hamilton North.<sup>[127]</sup>

By 1937 the post office building was deemed too small, and plans were drawn up for a new building; the chosen site was that of the old courthouse opposite Garden Place. The old courthouse was removed in pieces in 1938.<sup>[128]</sup> Construction began on the new Chief Post Office in August 1938. It was designed by Hamilton firm Edgecumbe & White and built by W.B. Young. The building had a structure that was unique in the Southern Hemisphere, a 40-foot diameter dome composed of 1660 heavy eight-inch glass lenses set on welded steel and bound with concrete; it was situated above the central public space on the ground floor H39, Schedule 8A, Operative District Plan, 2017) (Figures 5.66, 5.67 and 5.68).<sup>[129]</sup> The new Chief Post Office operated from 1940 to 1996, until the building was redeveloped into the SkyCity Casino complex. The glass dome was retained but raised as part of the redevelopment process.<sup>[130]</sup>

The Frankton Junction Post Office was constructed in 1910 on the corner of Main (now Commerce) Street and Kent Street (Figure 5.70). Postal services had started at the Frankton Junction railway station in 1886, with the building used as a major sorting centre from 1906 until the Hamilton Post Office took over. Frankton Junction Post Office's name was changed in 1965 to the Frankton Post Office. The building still exists, however it has undergone modifications and has a new use.

[126] *Auckland Star* 11 April 1878

[127] *NZ Herald* 29 May 1922

[128] *NZ Herald* 11 June 1938

[129] *NZ Herald* 15 February 1940

[130] <https://www.stuff.co.nz/waikato-times/business/70979159/skycity-hamilton-development-to-use-historic-post-office-dome>



Figure 5.63. Hamilton Post and Telegraph office c.1890; the 1878 addition is at the left and the original post office and residence is at right. One of the coaches is bound for Raglan. The buildings burnt down on 7 October 1899. HCL\_02313.



Figure 5.65 A c.1920 view of the post office after its extensive addition in 1916; the brickwork has been plastered. George Cartwright postcard. HCL\_01405.



Figure 5.64. The 1901 post office. HCL\_02240.



Figure 5.66 The Money Order and Savings Bank, built c.1920 as an adjunct to the post office (just visible at left). The building was later gifted to the Hamilton Borough Council by Helen Shaw Bell for use as an art gallery. HCL\_01084.





Figure 5.67 The Chief Post Office just before the official opening in December 1940. Photographer W. Young. HCL\_01950.

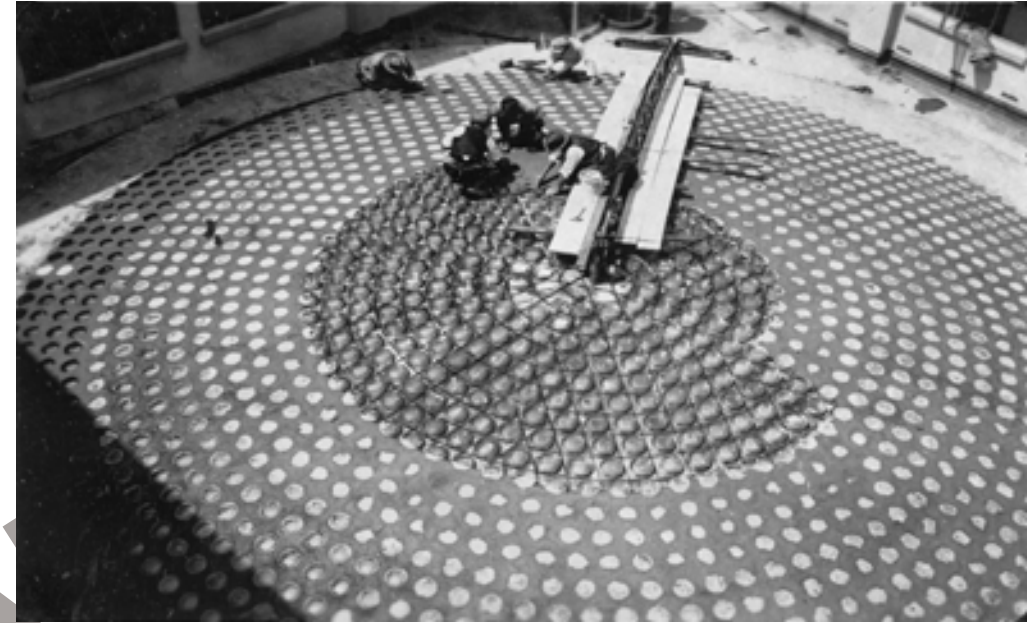


Figure 5.69 The post office dome under construction, c.1939. The dome comprised 1660 clear glass lenses of 8 inches [c.200 mm] diameter and provided light into the central hall on the ground floor. W. Young, photographer. HCL\_01962.



Figure 5.68 A photo taken by W. Young on the official opening day shows an informal group with builder W.B. Young in striped jacket and F.T. Hawkins looking on (at left). The impressive government monogram above the door has since been removed. HCL\_01951.

The Hamilton East Post Office was built in 1911 at 325-327 Grey Street (Figure 5.71).

A number of post offices were also established in suburban shopping centres as the city developed and grew. Claudelands post office opened in February 1960 in a purpose-built brick building on Te Aroha Street near the corner of Grey Street; it closed in July 1976.<sup>[131]</sup>

In 1927 the Public Works Department advertised for tenders to build two buildings for the Post and Telegraph department – a workshop and garage, and a store and offices (Figure 5.72).<sup>[132]</sup> One of these buildings remains on King Street.

Postal delivery was a 1912 innovation: to have letter-boxes at the gate so that post carriers could make more efficient deliveries.<sup>[133]</sup>

[131] Smith, Betty L. p.83

[132] Waikato Times 3 February 1927

[133] Waikato Argus 29 May 1912



Figure 5.70. Frankton Junction Post Office built in 1910 on the corner of Commerce and Kent Streets. HCL\_02273.



Figure 5.72 The two post and telecommunications buildings that were in King Street, Frankton. HCL\_M00279.2 and .3.



Figure 5.71 Hamilton East Post and Telegraph Office, in 1911 soon after it was built on the west side of Grey Street. George Cartwright photographer. HCL\_02274.



Figure 5.73 The layout of the former post office ("old brick building") and the Automatic Exchange building in January 1976. SO 48608 (cropped).

### Telephone services

Manual telephones were operating in New Zealand by 1881. In 1913 the New Zealand Post Office called tenders for rotary automatic equipment, the successful tenderer being the American Western Electric Company. The first automatic exchange equipment was installed at Auckland and Wellington in that year, but this merely supplemented the manual equipment. During World War I, suppliers turned their productive efforts to war purposes and it was not until May 1919 that the first fully automatic exchange in New Zealand was opened at Masterton. Blenheim, Remuera, Mt Eden, Hamilton and Ponsonby exchanges followed suit soon after.<sup>[134]</sup>

The Hamilton telephone exchange was inaugurated in 1904, with a manual switchboard. When a borough councillor suggested the borough offices should be connected with the telephone, the mayor and town clerk thought it “would not be of much use to the borough”.<sup>[135]</sup>

In March 1910, the number of telephone subscribers in Hamilton was 274; in 1911, 323; in March 1912, 397; and in May 1912 it had increased to 422.<sup>[136]</sup> The expanding business meant the post office building would need to be extended, as space for the telephone operators was already cramped. The Chamber of Commerce and the Business Men’s League asked for the telephone office to be opened at 7 am instead of 8 am, and to have slot telephones [pay telephones] in various parts of the town, particularly at Hamilton and Frankton railway stations.<sup>[137]</sup> In 1921 an automatic telephone exchange, with a capacity of 2000 lines was opened.<sup>[138]</sup> The District Engineer called for tenders in September 1926 for additions to the Hamilton Automatic Telephone Exchange.<sup>[139]</sup> The telephone exchange was located on the terrace below the Central Post office but was demolished in the 1990s.

In 1949 land in Kent Street was surveyed to be taken for a telephone exchange.<sup>[140]</sup> The Frankton telephone exchange building at 103 Kent Street is now owned by Chorus.

During the population and business boom of the early 1950s there was a shortage of telephones and a special manual telephone was established in Hamilton East.<sup>[141]</sup> In 1951 the Claudelands Telephonic Exchange was built.

In 1966 the foundation stone was laid for the Central Telephone Exchange on the corner of Caro and Anglesea Street. The multi-storey building was built by W.B. Young and opened in 1971 (Figure 5.74). The Telecom Corporation opened its Hamilton District office in 1987.

In 1988 Telecom installed large capacity fibre optic cables around the central business districts of the largest cities. It also delivered international capacity to Waikato University “where the first Internet Exchange (NZIX) is created around an Ethernet switch”.<sup>[142]</sup> There are currently over 60 celltowers in Hamilton for 2degrees, Spark and Vodafone providers.<sup>[143]</sup>



Figure 5.74. A 1977 view of Anglesea Street shows the Post and Telegraph building at right, on the corner of Caro Street. HCL\_M00192.25.

[134] <http://www.heritage.org.nz/the-list/details/4425>

[135] *Waikato Times* 9 July 1904

[136] *Waikato Argus* 29 May 1912

[137] *Waikato Argus* 29 May 1912

[138] *Waikato Times* 4 November 1921

[139] *NZ Herald* 25 September 1926

[140] *SO 34740; Gazette notice 1951 p.1860*

[141] *Gibbons* p. 238-9

[142] <http://www.wordworx.co.nz/KiwitelcoTimeline.htm>

[143] <https://gis.geek.nz/celltowers/@-37.7808347,175.2801677,13z>



## 5.9 Printed media

The Waikato Times started out as a tri-weekly publication in May 1872, initially located in Ngaruawahia but moving to Hamilton in February 1875. George Jones owned the paper, with Henry Holloway as its editor. On 1 May 1875 the paper was sold by Jones to Langbridge and Silver, with Montrose as editor.<sup>[144]</sup> Frederick von Sturmer was the next editor, for five years, but in September 1876 the paper was sold to F A Whitaker, an Auckland lawyer and politician, and the Bank of New Zealand.<sup>[145][146]</sup>

The newspaper occupied premises on the west side of Victoria Street on the site formerly occupied by the Church of England. In November 1878 architect T.H. White called for tenders for the erection of a brick building for Whitaker (Figure 5.75).<sup>[147]</sup> The wooden building which had housed the Times was moved further back on the allotment. The brick wall of the building halted major fires in 1895 and 1898 (see Theme \*\*).

George Edgecumbe, who had been a local body politician and real estate agent, became the business manager for the paper from 1878. Edgecumbe became part-proprietor with Edward Mortimer Edgcumbe in May 1882 then sole proprietor by October 1886.<sup>[148]</sup>

In 1896 the Bank of New Zealand Assets Realisation Board cancelled Edgecumbe's lease of the business and sold both the plant and building to James Shiner Bond. Edgecumbe left and in 1896 he established a new paper, the Waikato Argus, having bought the old Cambridge News plant and taking with him from the Times the editor Henry Holloway, as well as files, advertising contacts and goodwill.<sup>[149]</sup> The first issue of the Waikato Argus was printed on 11 July 1896 and was to be published three times per week. The Argus occupied premises on Victoria Street between N.R. Cox's London House and P. McMahon's boot-making shop.<sup>[150]</sup>



Figure 5.75. The Waikato Times building, possibly 1880s. The building to the left is a carriage works. HCL\_08879.

Bond went on to rebuild the Waikato Times and merged it with his Cambridge newspaper, the Waikato Advocate. He changed it to a daily publication, alongside his new editor Sidney Greville Smith.<sup>[151]</sup>

In 1902 Robert H. Paull acquired the proprietary rights to the Waikato Times, initially in partnership with George W. Venables but the partnership lasted only a few months. In 1908 Paull had new premises built (H91, Schedule 8A, Operative District Plan, 2017) on the east side of Victoria Street, opposite the end of Collingwood Street (Figure 5.77).<sup>[152]</sup> Tenders were called by the architects, Wellington and Whanganui firm Atkins and Bacon.<sup>[153]</sup> Paull died on 2 September 1908, just before he planned to occupy the new two-storey brick building.<sup>[154]</sup> The Waikato Argus shifted into the vacated Waikato Times building in c.1908. The

[144] *Waikato Times* 26 June 1875; *Waikato Times* 30 November 1880

[145] <https://paperspast.natlib.govt.nz/newspapers/waikato-times>

[146] *Hamilton* 1950

[147] *Waikato Times* 26 November 1878

[148] <https://paperspast.natlib.govt.nz/newspapers/waikato-times>. E.M. Edgcumbe (different spelling from George Edgecumbe) was no relation.

[149] <https://paperspast.natlib.govt.nz/newspapers/waikato-times>

[150] *Waikato Argus* 3 October 1896

[151] <https://paperspast.natlib.govt.nz/newspapers/waikato-times>

[152] *Waikato Argus* 2 September 1908

[153] *Waikato Argus* 1 February 1908

[154] *Heritage Inventory H91*



Figure 5.76 Looking north along Victoria Street in Hamilton, New Zealand. The building in the centre is the Bank of New Zealand on the corner of Hood Street. To the right of the bank is the 1879 building later occupied by the Waikato Argus. HCL\_02311.

Waikato Times and Waikato Argus competed for about 20 years, until Edgecumbe (owner of the Waikato Argus) and H.J. Greenslade (owner of the Waikato Times) were approached by the Hamilton mayor, Arthur Manning, to negotiate an amalgamation. In late 1915 the Waikato Times Printing and Publishing Company was formed to become the combined Waikato Times, with Manning as principal shareholder and managing director, and Edgecumbe chairing the board.<sup>[155]</sup>

New linotype presses followed by stereotype presses in the 1920s enabled the paper to greatly increase the number it could print as the population grew.<sup>[156]</sup> Larger premises were required, and in April 1923 architects Daniell and Lusk called for tenders.<sup>[157]</sup> The tender was won by Galloway and Judge, the price being in the vicinity of £15,000.<sup>[158]</sup> The building, c.100 metres north of the 1908 building, was completed by June 1924 – it was a substantial two-storey building with shops and offices on the ground floor.<sup>[159]</sup>

[155] <https://teara.govt.nz/en/biographies/2e2/edgecumbe-george>

[156] <https://paperspast.natlib.govt.nz/newspapers/waikato-time>

[157] NZ Herald 10 April 1923

[158] Waikato Independent 10 May 1923 p. 4; HCC Building Permits index

[159] NZ Herald 26 June 1924 p. 16



Figure 5.77 Waikato Times staff in 1921 outside the 1908 building (H91). Victoria Buildings (H74) is at far left. Waikato Times 2 May 1921.





Figure 5.78 Returned servicemen make their way south along Victoria Street towards Hood Street. Buildings and/or businesses in the photograph, from right to left, are the original Barton & Ross; the New Zealand Clothing Factory Branch No. 31; the Argus Buildings, former home to the Waikato Argus; the Bank of New Zealand; and on the south-west corner of Victoria and Hood streets is Hamilton Buildings. 8th November 1918. HCL\_01037.

The Waikato Times relocated to a purpose-built building in Foreman Road, Te Rapa, in the late 1970s.<sup>[160]</sup> In September 2011, the paper changed from afternoon production to morning production, however the Saturday issue had been produced in the morning from 2003. In 2013, the Times building was sold to Modern Transport but leased by the Times while a new purpose-built 1050m<sup>2</sup> office was constructed on the corner of Anglesea and Rostrevor Streets; the Times relocated to the new building in 2015.

The Waikato Times continues to operate today from its Anglesea Street location, as a daily publication which circulates to the wider Waikato region. The paper is now printed in Auckland rather than on-site.<sup>[161]</sup> The Times also operates a

[160] <https://www.stuff.co.nz/waikato-times/business/85696246/Waikato-Times-building-goes-on-market>

[161] <http://www.stuff.co.nz/business/industries/5196472/Waikato-Times-becomes-morning-paper>

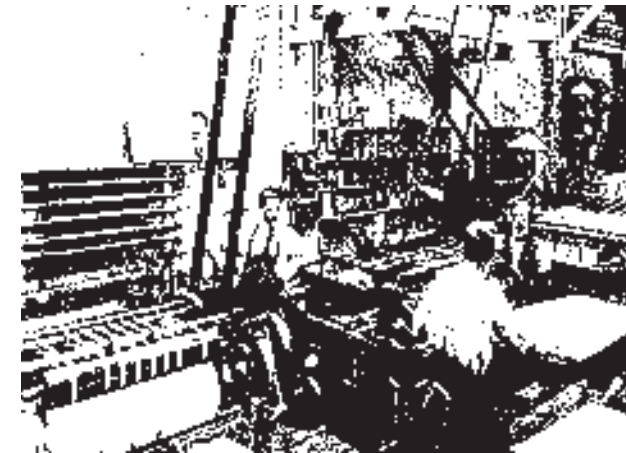


Figure 5.78 "Among the flat-bed printers. A corner of our printing room, where all descriptions of book, poster and general commercial work are printed. On the Meihle machine, at the far end of the room, the "Dairyfarmer" is turned out." Waikato Times 2 May 1922

website and appears on the stuff.co.nz website. In 2018 the paper was printed in a tabloid format on Monday-Friday while retaining the larger format for the Saturday paper.

The physical history of the Waikato Times in Victoria Street is evidenced by only one of its premises, the 1878-79 and 1924 buildings having been demolished.<sup>[162]</sup>

Other newspapers and magazines have been published in Hamilton over the years. These include Hamilton City Advertiser (1960s), Waikato Pix, Hamilton Press, This Week, Riversider, City Weekend, Westsider Community Newspaper, East West News, Westside News, Eastsider, Western Community News, Hamilton News, Sunday Press and two Chinese language publications, the Epoch Times and Waikato Chinese Weekly. Especially for Frankton in the 1970s were the Frankton News/Frankton Times and Frankton Connection. Not all have lasted long, some have changed name, most were (or still are) distributed free to householders in particular areas.

[162] Heritage Inventory H74 and H91





Figure 5.79 The 1925 Waikato Times building HCL\_00975.

## 5.10 Radio and television

### Radio

An amateur wireless club, named the Hamilton Radio Club, was formed in Hamilton in 1922.<sup>[163]</sup> Radio stations were already broadcasting from Auckland, Wellington, Christchurch and Dunedin; Hamilton club members considered applying for a license to broadcast. One of the club's many vice-presidents, William Goodfellow of the NZCDC, had a larger vision, to provide a nationwide radio service: he wished to make it easier to communicate with dairy farmers, particularly those who supported the NZCDC.<sup>[164]</sup>

In 1923 Goodfellow and A.R. Harris Co. of Christchurch formed the Radio Broadcasting Company of New Zealand and in 1925 the company contracted with the government to provide a national radio service.<sup>[165]</sup> In 1931 an independent board and then a government department took over the service.<sup>[166]</sup>

[163] *Waikato Times* 22 December 1922

[164] <https://teara.govt.nz/en/rural-media/page-2>

[165] *Auckland Star* 17 August 1931

[166] <https://teara.govt.nz/en/rural-media/page-2>

In 1947 the government proposed to provide a combined commercial and national broadcasting station in Hamilton and obtained premises in the basement of the council building in Alma Street.<sup>[167]</sup> In 1948 1XH Hamilton was allocated the 1310 Kc frequency as a new station.<sup>[168]</sup> On 2 July 1949, the New Zealand Broadcasting Service established station 1XH (now known as 1ZH) in Hamilton, which was its second commercial radio station in New Zealand.<sup>[169]</sup> At the time, there were a total of 24 radio stations operating in the Dominion.<sup>[170]</sup> 1XH served an area with a 40-mile radius from the city, broadcasting radio 49 hours a week, 7 hours per day.<sup>[171]</sup>

When the council moved to its new premises in 1960, 1XH took over the whole building, until 1YW station moved in to share the building and took over one of



Figure 5.80 The 1ZH broadcasting station, in the former council chambers in Alma Street. HCL\_M00318.10.

[167] *Bay of Plenty Times* 25 September 1947

[168] *Otago Daily Times* 1 June 1948

[169] *Waikato Times*, April 21, 1983, p. 39

[170] <https://paperspast.natlib.govt.nz/newspapers/WAIKIN1940629.2.16>

[171] <https://paperspast.natlib.govt.nz/newspapers/BOPT19490702.2.6>

1XH's two studios (Figure 5.80).<sup>[172]</sup> In 1968, a television station also moved into the building.<sup>[173]</sup>

1XH became the first New Zealand radio station to start broadcasting at 5am, beginning a special session for farmers. In 1983 1XH/1ZH celebrated 21 years of broadcasting.<sup>[174]</sup>

Radio Waikato, a private radio station, first aired on 2 November, 1970, however it faced technical difficulties initially. Radio Waikato was the third private radio station to obtain a broadcasting licence in New Zealand.

Over the years, a number of commercial, community and student radio stations have been formed and operated from Hamilton. FreeFM is part of the Access radio network, a community-based local radio run with the help of volunteers. The Rock 93FM launched in Hamilton in 1991, located in the basement of the Alma Street building.<sup>[175]</sup> Classic Hits ZHFM operated from premises in Hardley Street from 1996.<sup>[176]</sup> Radio NZ now has a studio and office at 131 Anglesea Street.

### Television

Hamiltonians were able to receive television broadcasts from 1963.<sup>[177]</sup>

[172] Hamilton City Council, *Built Heritage Inventory Record Form for H77*, page 2

[173] *Waikato Times*, April 21 1983

[174] *Waikato Times*, April 21 1983

[175] [en.wikipedia.org/wiki/1ZH](https://en.wikipedia.org/wiki/1ZH)

[176] [en.wikipedia.org/wiki/1ZH](https://en.wikipedia.org/wiki/1ZH)

[177] Further research is required on Hamilton's television station.

DRAFT

DRAFT



### Summary of Findings - Communication

The Waikato Times was the first newspaper in the area starting in 1872, with the Waikato Argus setting up in competition for about 20 years. The Times and Argus merged in 1915, with the Times still serving the Waikato region today. Many other newspapers have served the community, including particular cultural communities.

A local broadcasting station was set up in the area to enable communication between isolated suppliers within the Waikato Co-operative Dairy Company and Waikato Co-operative Cheese Company in the early 1900s.\* Radio stations were set up as part of the government network; further private radio stations now operate.

Postal services, telegraph and telephone services, radio, television and later internet provision, connected Hamilton's residents within the town, to people in the wider world. Printed media, starting with the establishment of the Waikato Times, have provided sources of information, marketing and entertainment as well as communication. Postal services were established in 1864 with the settlement by the militia.

### Current District Plan Listings

#### District Plan – Schedule 8A

Site No	Name	Description
H35	Former Post Office/Social Welfare	Also known as ArtsPost.
H39	Central Post Office	Also known as SkyCity Hamilton
H34	Barton & Ross building	The southern part is believed to be the Waikato Argus's building.
H77	Hamilton Borough Municipal Offices	Alma Street. Was radio station for many years.
H91	Waikato Times building (former)	254 Victoria St. Built 1908 not 1916. Architects Bacon and Atkins – inventory form needs correction.

#### District Plan – Schedule 8B & 8C

Site No (NZAA No)	Name	Description
No examples of archaeological sites are listed in the District Plan		

### District Plan – Special Character Area

District Plan Reference	Name	Description
No Special Character Area identified		
Possible new listings		
Item	Reason	
Frankton Post Office (former)		
Further Research/investigation work		
H91 inventory form needs correction for date – 1908 not 1916 and confirm architect Alfred Atkins and Roger Bacon, with adds and alts by Daniell and Lusk.		
Identify one or more of the early extant suburban (1950s-60s) post offices e.g. Claudelands, 26A Te Aroha St.		
Assess building at 63 King St – was a Post and Telegraph building, 1927.		
Links to other sections within the Thematic		
H26 Bankwood House was once the home of William Goodfellow who had significant involvement with the first broadcasting station and as a co-founder of the NZ Co-operative Dairy Company: links with the Dairy Industries section.		
Governance: the Alma St council office became home for radio and television.		

### Summary of Findings - Access and Transport

The main access routes into Hamilton were on the Waikato River by canoes, small boats and steamers; across lakes and up streams by canoe and row boats; pedestrian tracks; the arterial roads including Great South Road; and the North Island Main Trunk railway line and the eastern and Rotorua lines. Each transport system took passengers and freight, and were only minimally affected by the establishment of air services in the 20th century.

Within Hamilton, roads were laid out and formed from 1864, with on-going improvements to the surfaces, provision of footpaths and cycleways.

### Current District Plan Listings

#### District Plan – Schedule 8A

Site No	Name	Description
H2	Frankton Junction Railway House Factory	
H3	Fairfield Bridge	
H8	Victoria Bridge	change to correct name: Hamilton Traffic Bridge
H9	Claudlands Bridge (Former Hamilton Railway Bridge)	
H20	Stationmaster's House	
H22	PS Rangiriri	
H32	Frankton Signal Box	
H59	Former Hamilton Railway Station	
H68	Railway house, 124 Tasman Rd	
H80	Railway Signal	

#### District Plan – Schedule 8B & 8C

Site No (NZAA No)	Name	Description
	Remains of piles for the 1864 jetty.	

### District Plan – Heritage Precinct

District Plan Reference	Name	Description
	Frankton Railway Settlement	

### Possible new listings

Item	Reason
Road cutting along Anglesea Street	Representation of work done to open up central Hamilton to road traffic.
Remains of Roose Shipping Company wharf.	The location of the wharf representing the importance river transport played in the development of Hamilton from 1864 to 1964.
Hitching posts	One on corner of Te Aroha and Grey Sts. Another one as well?

### Further Research/investigation work

Investigation into the development of residential suburbs from 1864 to the 1960s that demonstrate the original street construction and layout and later fashions.

Any remains of Te Rapa railway station and associated houses.

Archaeological: road base of laid rocks/cobbles in Anzac Parade

Archaeological: road base of fascines over waterlogged areas e.g. Tuhikamea Rd, Whatawhata Rd.

Correct the wording on the plaque at the former Te Rapa aerodrome.

Return the Frankton stationmaster's house to a suitable site at Frankton.

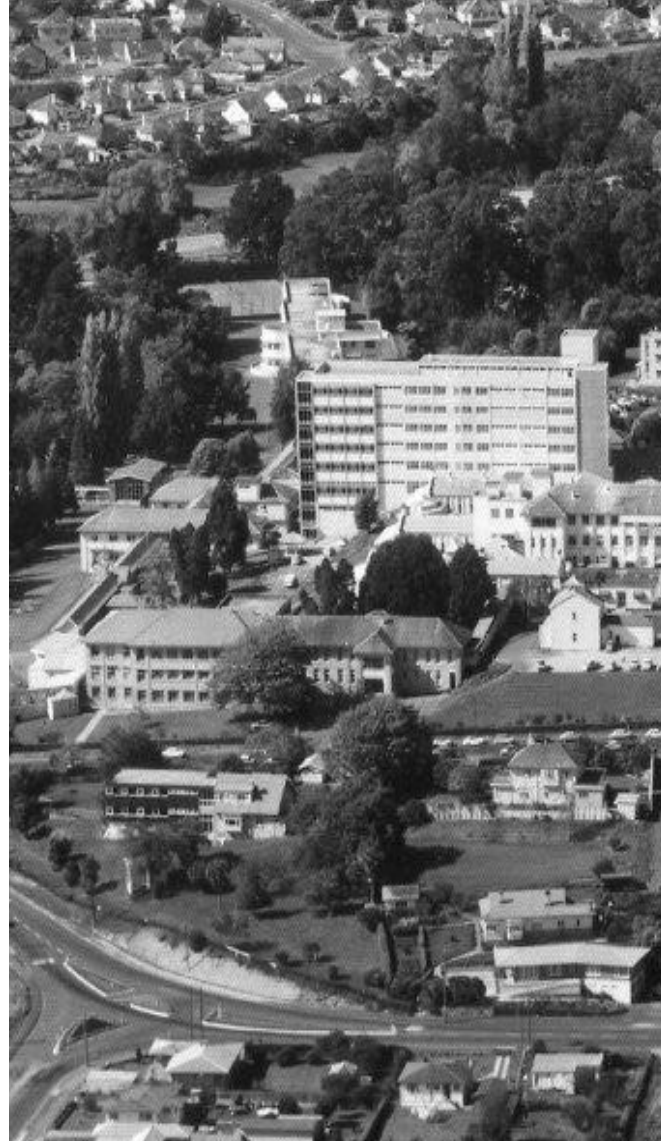
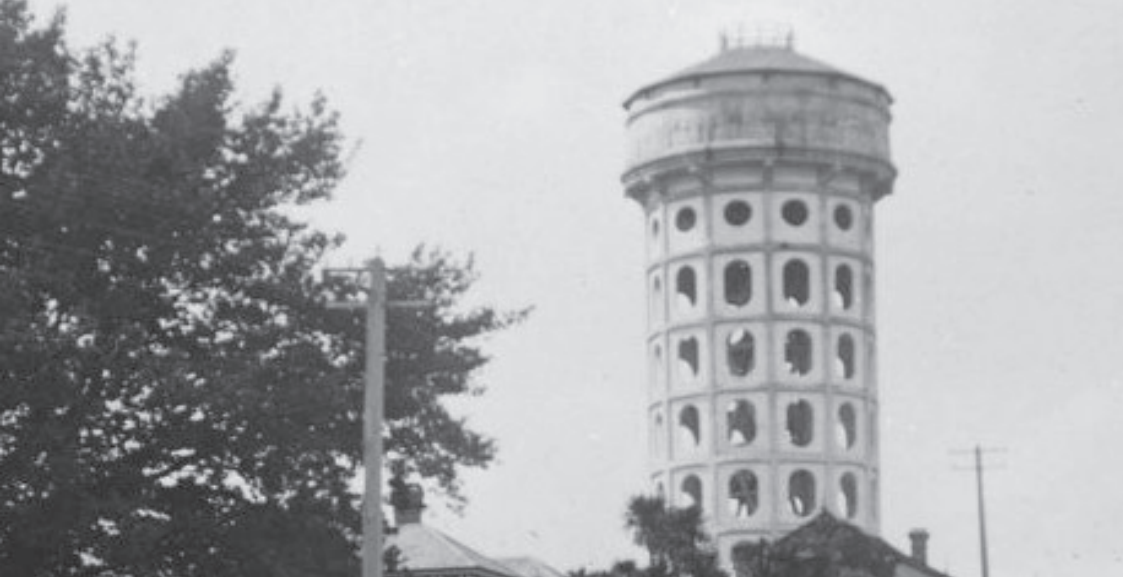
### Links to other sections within the Thematic

Work: H25 Frankton Railway House Factory Kiln

Social: H44 Frankton Junction NZ Railways Institute Hall

Work: H2: Frankton Junction Railway House Factory

Built City: residential : H68 Railway House, H20 Stationmaster's House





## THEME 6: ESTABLISHING INFRASTRUCTURE AND HEALTH, WELFARE AND EMERGENCY SERVICES

Since 1902 Hamilton has had a reticulated water supply, pumping water from the Waikato River initially directly to a reservoir on Ruakiwi Road. Now there are nine reservoirs that receive water pumped from a water treatment plant that opened in 1971. In 1912-13 Frankton Borough developed a system using water from a deep bore, pumped up to a reservoir on a tower on Lake Road using power from a coalgas-fired electricity generator. Hamilton shared the power just before amalgamation of the two boroughs, but then relied on hydroelectric power from the Waikato dams and through the national grid.

Drains were dug in the central town soon after 1864, to channel water down to the river; a stormwater system was installed incrementally through the developing suburbs, as was a sewerage system. A system of nightsoil collection

with dumping areas proved unsatisfactory, as did household septic tanks. Reticulated sewerage was piped to septic tanks along the river, draining from there into the river. A treatment plant for stormwater and sewerage was in operation in 1975. Rubbish disposal was an individual property owner's responsibility until the borough instituted rubbish collection and deposit into specified sanitary reserves in the 1920s.

Health services have been provided by doctors and other professionals since 1864, albeit erratically at first. Waikato Hospital, established in 1887, has grown to be one of the largest hospitals in New Zealand and a major employer. Many doctors, private hospitals, maternity homes and clinics have provided health care; hospices and specialist nursing care has assisted with additional needs.



## 6.1 Establishing potable water supply

In the early years after 1864 most residents relied on rainwater collected from roofs into water tanks but there were a few private wells, e.g. one associated with the militia hospital in Bridge Street<sup>[1]</sup>; another marked on DP 28928 in the middle of the block bounded by Ward Street-Worley Place-Victoria Street-Garden Place (Allotment 104). Archaeological excavations in Grantham Street uncovered a brick-lined well that would have related to nearby houses and perhaps Trewheeler's biscuit factory.<sup>[2]</sup>

In 1901 council employed an Auckland engineer, Henry Atkinson, to prepare a waterworks scheme and establish the elevations of the lake hill and the hospital hill.<sup>[3]</sup> A £5000 loan from government was granted in May 1902 and engineer Henry H. Metcalfe was engaged to design a scheme.<sup>[4]</sup> Metcalfe's scheme was a modification of Atkinson's. Metcalfe called for tenders for the construction of a reservoir and pumping station and the laying of about three miles of 6-inch and 4-inch cast iron water pipes.<sup>[5]</sup> Michael J. Keane won the contract.<sup>[6]</sup> The council constructed a waterworks with a 140,000 gallon reservoir on Ruakiwi Road. This first reservoir was a concrete rectangular structure of 140,000-gallon capacity.<sup>[7]</sup> Water was pumped up from the river to the reservoir; occupiers on parts of Victoria and Anglesea Streets, and Collingwood, Clarence and Selkirk Streets could access the pipes en route.<sup>[8]</sup> The water was taken directly from the river and not filtered. A consulting engineer, John Boylan, was called in to make improvements to the pipe intake system that clogged with weed and detritus.<sup>[9]</sup>

By September 1903 "there were eighty water connections on the western side and by 1908 nearly all of the western side had municipal water available".<sup>[10]</sup> A turncock was employed to switch on the gas-powered pump and keep the intake clear. Meters were to be installed and wastage would be fined.<sup>[11]</sup> In September 1904 council passed a by-law with a scale of charges based on the size of the property, the number of urinals, baths and water closets; consumers

had to supply taps; other charges were for the use of a garden hose; stables were charged per horse. By that date there were over 100 consumers and an additional two miles of pipes had been laid, double the length planned.<sup>[12]</sup>

A further £5,000 loan was applied for in 1905 for an extension of the waterworks.<sup>[13]</sup> Provision of water to Hamilton East took longer, but the extension of the water reticulation to Hamilton East was approved by council by February 1910; residents in Cook and Galloway Streets asked council to lay water along their streets in 1912.<sup>[14]</sup> Consumption of water increased by 18% in 1909 over 1908's figure; 45 new connections were made in 1909.<sup>[15]</sup> The pumping station was on the river bank on Hamilton Domain land.<sup>[16]</sup>

A report in 1912 found that two sets of pumps drew water from the river and distributed it via a six-inch main up Victoria Street and also across the bridge to Hamilton East.<sup>[17]</sup>

From 1912 Frankton had its own water-supply system; the water was from a bore sunk on the corner of King Street and Lake Road and was pumped using electricity from a coal-fired power plant, into a settling tank and from there up to a reservoir on top of a tower at the top of Lake Road, the highest point in Frankton Borough and very close to the Hamilton Borough boundary (Figure 6.1). The tower was built in 1912 and was demolished in 1966. The system provided water at a higher pressure than that in the Hamilton system.

Waikato Hospital also had its own supply: initially water was pumped up from 26-ft deep wells in the gully on the property, but by June 1888 these wells had to be deepened, a larger windmill-powered pump installed.<sup>[18]</sup> In 1912 architect John W. Warren called for tenders for tunnelling and laying of pipes from the Waikato River to the hospital's water tower.<sup>[19]</sup>

Residents whose properties were not connected to the reticulation network continued to collect rain water from their roofs, usually with storage tanks positioned near the kitchen and bathroom (Figure 6.2).

[1] Archives NZ, BBAD A717 W-ADO 1094

[2] Phillips\*

[3] NZ Herald 14 January 1901

[4] NZ Herald 12 May 1902

[5] NZ Herald 9 September 1902

[6] Auckland Star 2 October 1902

[7] Waikato Argus 21 March 1903. Part of the base of the rectangular reservoir is visible on the north side of the 1932 reservoir.

[8] Gibbons p. 129

[9] Waikato Argus 13 June 1903

[10] Gibbons p.129

[11] Waikato Argus 19 December 1903

[12] Waikato Times 28 September 1904

[13] Waikato Times 9 September 1905

[14] Auckland Star 9 February 1910; Waikato Times 2 November 1912

[15] Waikato Argus 15 January 1910

[16] SO 19338, SO 35542

[17] Waikato Argus 12 January 1912

[18] Wright-St Clair p. 14

[19] Waikato Argus 4 December 1912



Figure 6.1 Looking up Lake Road to the Frankton water tower, c.1918. The buildings in front of the tower are the Ellis residence and stables. Note the road is not sealed and has poorly-formed gutters. HCH\_09767.



Figure 6.2 The McCaw family home on the corner of River Road and Boundary Road had three water tanks collecting rain water from the roof. 1917-1920s. HCL\_02727.

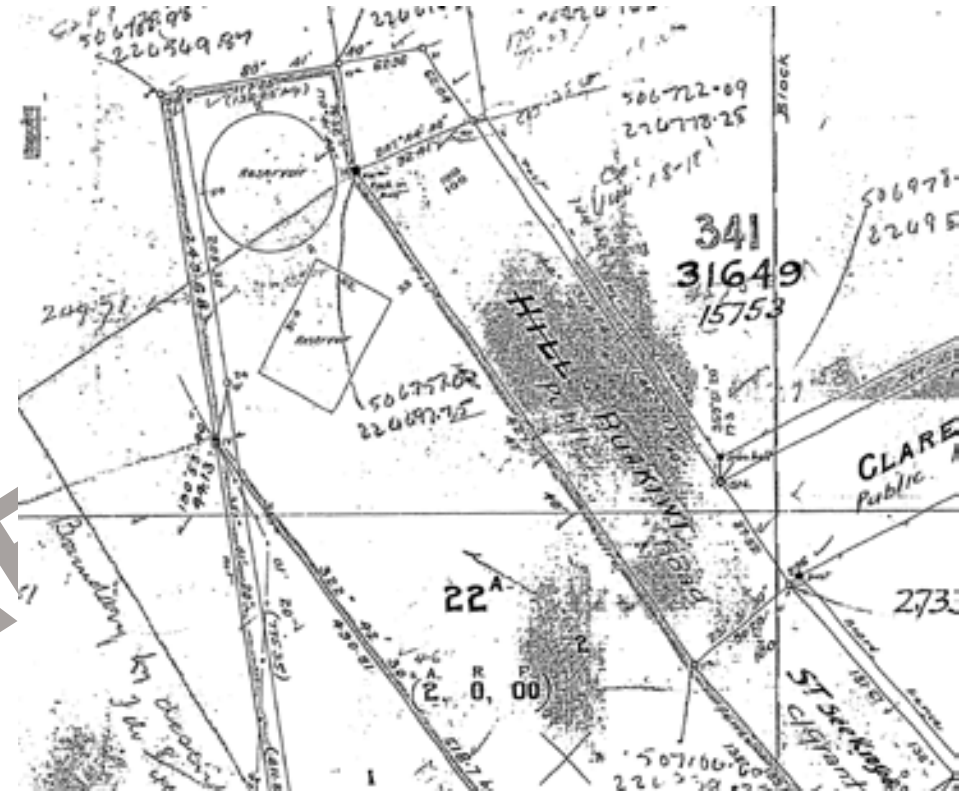


Figure 6.3 DP 16167 (cropped) shows the relative positions of the first two reservoirs on the lake hill beside Ruakiwi Road. The earlier rectangular reservoir measured 62 x 91 links. Drawn 1921 by S.B. Sims.

By 1921 an additional reservoir of capacity 300,000 gallons had been erected adjacent to and on the north side of the original reservoir on Ruakiwi Road (Figure 6.3). However this extra capacity proved inadequate to cope with Hamilton's increasing population; there were also financial concerns with insurance companies charging high rates because of the low water pressure available for firefighting.<sup>[20]</sup>

Borough Engineer Rupert Worley was charged with finding a solution, and after considering various options, agreed to a design put forward by the Assistant Engineer, James Baird. Baird devised a solution that received world acclaim: a system of electric arc-welded reinforcing in a thinner concrete shell, plus other

[20] Worley, Rupert "Hamilton's outstanding reservoir" Hamilton Libraries MS 0118



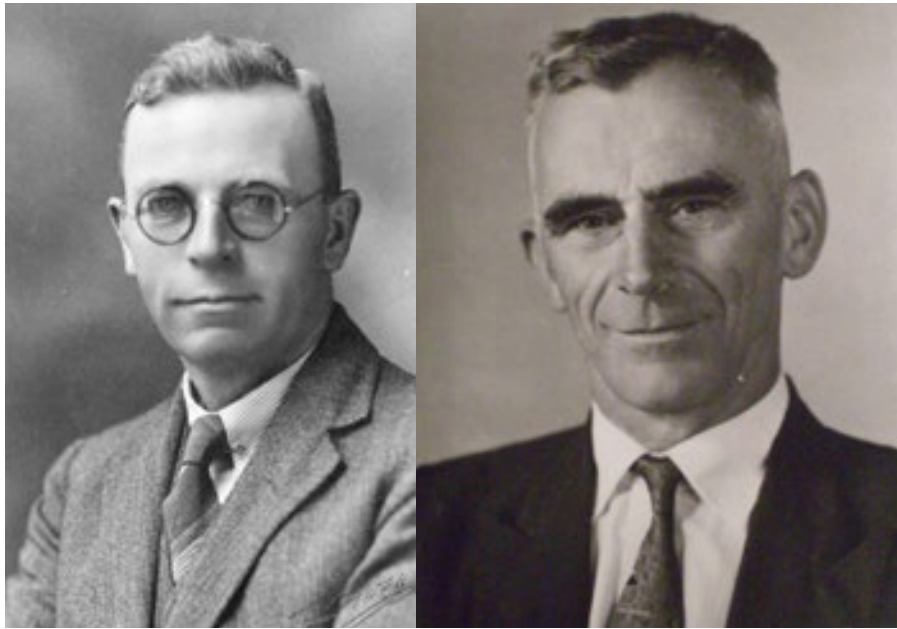


Figure 6.4 (Left) Rupert Worley, Borough Engineer from 1925-1942. HCL\_07800. (Right) Jim Baird, Assistant Engineer 1925-1942, Borough Engineer 1942-43, Superintending Engineer 1944-47.

innovations (Figure 6.4).<sup>[21]</sup> The concreting of the foundation of this new reservoir was undertaken in June 1930, partly on the site of the original rectangular reservoir.<sup>[22]</sup> The reservoir was completed in February 1932.<sup>[23]</sup> The reservoir cost £24,500, part of a £40,000 water improvements scheme sanctioned in 1930.

When there was a threat of flooding from the Arapuni dam, the new pumping plant and one of the existing pumps were taken to a place of safety, but these were returned to the waterworks station in June 1930. The first stage in improving the water supply was completed early in 1931 with the opening of a new pumping and filtration station.<sup>[24]</sup>

The reservoirs were filled from the waterworks station at the end of Hillsborough Road (below Cobham Drive) until the new Waiora plant was installed in 1970-71 (Figure 6.5). The pipe work entered the reservoir(s) on Ruakiwi Road and fed the network from the Ruakiwi Road side.

[21] *Ibid.*

[22] *Waikato Times* 18 June 1930

[23] *Built Heritage Item H27; HNZ List 4210*

[24] *NZ Herald* 31 December 1931

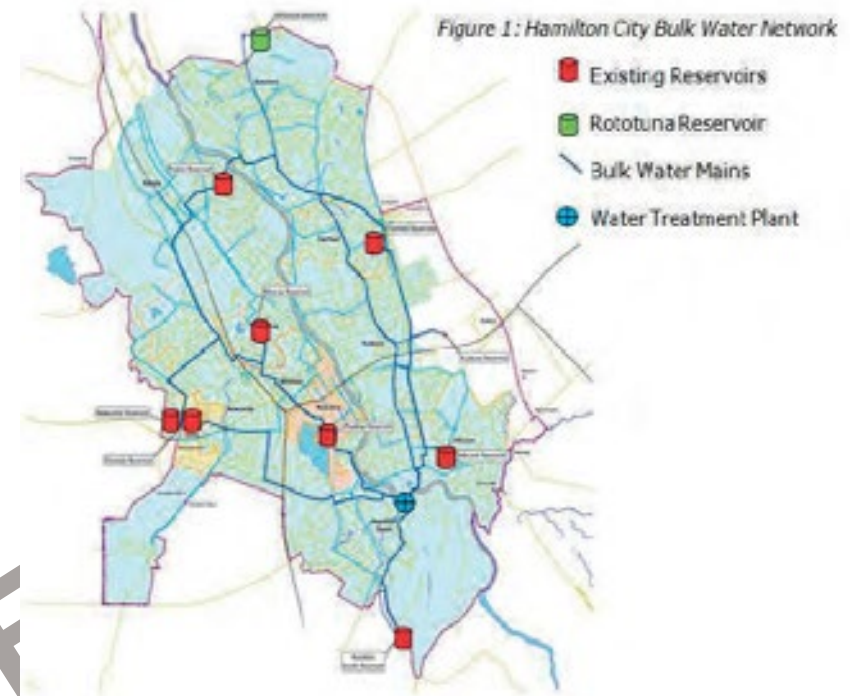


Figure 6.5 "Hamilton City Bulk Water Network" reproduced from Haycock, Lance and Johan Meintjes 2017 "Lessons in reservoir building" in [www.waternz.org.nz](http://www.waternz.org.nz)

The pump station is at the base of the 1932 reservoir and faces the Clarence Street intersection. A new electrical room was constructed to the south-east of the reservoir in 2017 and the electrical control moved from the pumping station. It is proposed in 2019-2020 to use the pump room with reconfigured pumps to feed the network rather than fill the reservoir.<sup>[25]</sup>

In 1950 when the Fairfield reservoir site on Crosby Road was chosen, the land was still in Waikato County Council district, but Hamilton City Council recognised the needs of the growing population of Fairfield; the city has spread well beyond the reservoir site since.<sup>[26]</sup> Other reservoirs are in Hillcrest Road (erected 1944), Forest Lake Road (erected 1947), Pukete (1975); a new reservoir being built in 2005-06 on Ohaupo Road, in Waipa District was to provide an emergency storage

[25] Email from John van Rooy 16 October 2018

[26] *Waikato Times* 17 October 1950 p. 4

and feed tank and improve water pressure in Hillcrest as well as boosting the city's water storage capacity.<sup>[27]</sup> The Newcastle and Dinsdale reservoirs stand together on Newcastle Road; land for the Dinsdale reservoir was gazetted in 1966 and land was surveyed to be transferred to Hamilton City Council in 1990 for the Newcastle reservoir.<sup>[28]</sup> A ninth reservoir, Rototuna, was officially opened in 2017 and was supplying water to the north-east early in 2018.<sup>[29]</sup>

A water treatment control plant was officially opened 24 August 1971. It was situated at the southern end of the city of Waiora Terrace in Fitzroy, above any drainage outflow. The intake structure consisted of two 1800mm diameter pipes connected to a bank screen which took out large debris. From there the water was pumped up to large settling tanks – sludge settling on the bottom is pumped out and the cleaner water above flows out through channels at the top. After passing through sand filters, the water was treated with chlorine gas.<sup>[30]</sup>

Today, water flowing through the plant undergoes seven processes to ensure the water is potable, free of organic and inorganic contaminants, before being pumped to one of the nine reservoirs.<sup>[31]</sup>

## 6.2 Drainage and sanitation

The formation of roads disturbed the natural drainage systems – channels had to be dug alongside roads to divert or control water flow after rain. Swamp areas and a stream in the Collingwood Street area were some of the first to be drained. The drains were open ditches, some up to a metre deep. Wooden culverts were made across them, replaced in later years by stone, brick or concrete. The water was directed into the main streams or the Waikato River. Archaeological excavations in Grantham Street uncovered two phases of large drains going down the slope towards the river.<sup>[32]</sup>

In the 1880s, a particularly troublesome drain, especially once this area was subdivided and built-up known as “the main drain”, existed in the block between Anglesea-Hood-Collingwood and Victoria Streets.<sup>[33]</sup> There was insufficient flow for the drain to remove the mix of household rubbish and sewage and was the

subject of many complaints to council; contractors were employed to clear it out, but commonly just laid the shovelled spoil onto the banks of the ditch, from where it gradually slipped back into the drain.

Culverts were installed to channel streams under roads. A brick-lined culvert was constructed under Ohaupo Road for the Mangakotukutuku Stream. No.1 Bridge was made redundant when the Waitewhiriwhiri Stream was channelled through a culvert.

Typhoid occurred from time to time, with several deaths in Hamilton in 1875, and many cases throughout the latter part of the nineteenth century. In 1889, when typhoid was prevalent, the Inspector of Nuisances visited affected families and concluded that the disease was the result of “bad water”, poor drainage and open drains. A newspaper correspondent suggested that if the inspector had just walked around at night and followed his nose he would know where the trouble arose.<sup>[34]</sup>

Livestock was driven along Victoria Street to the sale yards, initially situated on what is now the Ward Street-Victoria Street corner – the animals deposited faeces and urine on the streets, as did horses, the usual form of transport. The animals and wheeled traffic stirred up dust when the roads were dry and blew as dust into shops and homes, or created a muddy unsavoury surface after rain, which drained eventually into the ditches. There were several livery stables in Victoria, Hood and Collingwood Streets – excrement from these had to be disposed of.

Instances of blocked drains attributable to particular industries were common, e.g. in 1909 Goodfellow and Blomquist's dairy factory in Selkirk Street was deemed to be responsible for blocked drains in Alma and Ward Streets and council asked the company to discharge the waste into the public sewer.<sup>[35]</sup> The storm-water drains were “tar coat and timber fluming” construction. The drains of the bacon factory in Frankton also caused a nuisance at various times.

[27] *Hamilton Press* 27 July 2005 p.2; *Hamilton Press* 15 March 2006 p.21

[28] DPS 10034, NZGS 1966 p. 233, DPS 59877

[29] [stuff.co.nz/waikato-times/news/100538115/rototuna-reservoir-hookup-coming-for-hamilton](http://stuff.co.nz/waikato-times/news/100538115/rototuna-reservoir-hookup-coming-for-hamilton)

[30] “Water Treatment Control Plant”, HCC report 1971

[31] [hamilton.govt.nz/our-services/water/water/Documents/RIVER%20TO%20TAP%20FOR%20WEB.pdf](http://hamilton.govt.nz/our-services/water/water/Documents/RIVER%20TO%20TAP%20FOR%20WEB.pdf)

[32] Phillips

[33] *Waikato Times* 10 July 1880, 11 September 1886

[34] *Auckland Star* 13 March 1889, 15 March 1889

[35] *Waikato Argus* 27 November 1909

As each outlying area was brought into the borough/city, infrastructure had to be provided. In 1918 the council recognised that there was a need for storm-water drainage in Claudelands, which had been incorporated into the borough in 1912; the council suggested the formation of a special drainage area.<sup>[36]</sup>

Open drains along the edges of streets were still a feature of the streetscape even into the 1950s. Rifle Range Road, a busy thoroughfare that was a common route for stock to be driven on foot to the sale yards, had an open drain along each side of the road in the 1950s.

Concrete kerbing and channelling was begun in the early 20th century, with pre-formed concrete blocks, but only for main roads or roads that had a water problem after heavy rain.<sup>[37]</sup> In the early 1940s Cambridge Road at Hillcrest was tar-sealed but had no kerbing or drainage.<sup>[38]</sup> Casey's Avenue in Fairfield was improved with concrete kerbing during the 1960s; Gibson Road in Dinsdale still had no kerbing in the 1970s.<sup>[39]</sup>

Waitawhiriwhiri Stream is still classed as a storm-water channel. "Seddon's drain", identified as early as 1880 (SO 2217) is still surveyed as a separate strip along the southern edge of Lugton Park off Clyde Street, under Gazette 2013 p.2365. The drain is presumed to have been dug to connect Samuel Seddon's farm "Knighton" with one of the tributaries of Gibbons Creek.

Post-1864 the first disposal method for sewage was a hole dug in the ground – the "long drop" or privy. Photographs of early Hamilton show small outhouses behind houses and shops, covering such holes. Some people may have used a receptacle to collect sewage and then tipped it into the river or streams, or into the long drop or used it for the garden. This method of household disposal would have pertained for many decades in rural districts that are now part of Hamilton City. In the early days, when each house had perhaps an acre of land around it, and some neighbouring properties weren't occupied, privies or earth closets could be placed well away from the house, but as sections were subdivided and houses and shops were built closer together, the problem of smells and infections worsened.

Hamilton Borough Council's first by-law in 1878 specified that allowing night-soil or other offensive matter to be spilled on any thoroughfare or public place was an offence; also that anyone allowing impure water, other matter or the "contents of any water-closet, privy or cesspool" to overflow onto public land or thoroughfare was committing an offence.<sup>[40]</sup> Council appointed "Inspectors of Nuisances" or sanitary inspectors to follow up complaints of noxious smells, blocked drains and sewage disposal. The office was at first part of the duties of the town clerk. In 1953 there were three sanitary inspectors.

Residents concerned about the prevalence of diseases such as typhoid and noxious smells pressured council into action, and in 1904, after much deliberation, council decided to introduce a nightsoil collection service.<sup>[41]</sup> After consultation with the District Health Inspector, a site was chosen for the deposition of the sewage. This was at the south end of Grey Street near the rifle range, but after objections relating to this being upstream from the town, the deposit was shifted to near Hamilton West Cemetery with convenient drainage down to the Waitawhiriwhiri Stream and thence to the Waikato River. In 1904 the council engaged a contractor to collect sewage from residences and businesses and cart it to dump sites; the estimated number of pans required was 360.<sup>[42]</sup> Nightsoil collections were hazardous as excrement had to be transferred from open pans into large containers on the collector's cart, driven through the town and deposited in open pits.

The nightsoil collection was not popular with everyone. W.H. Knock, the proprietor of the Hamilton Hotel, had refused to buy pans as specified in Clause 2 of By-Law No. 11.<sup>[43]</sup> In 1904 council took him to court charged with a breach of the by-law, as a test case. Thomas Chappell, Inspector of Nuisances, testified to the court that the hotel had one closet [toilet] indoors and two outside, all of which drained into a cesspit in the garden and from that the matter was pumped out into an open trench that ran the length of the garden; the liquids drained away into the river and the solid waste was put on the garden. The cesspit was about 11 metres from the neighbouring presbytery and a thoroughfare.<sup>[44]</sup> The magistrate fined Knock one shilling and costs.<sup>[45]</sup> The test case delayed the enforcement of the nightsoil service until later in 1905.

[36] *Auckland Star* 1 July 1918 p.2

[37] *Waikato Argus* 9 May 1908

[38] Barker, Miles 2015 *Peat Haze in Autumn* p.83

[39] Personal information Lyn Williams, Cliff Boyt

[40] *Hamilton Borough Council By-law No. 1 Waikato Times* 30 April 1878 p. 3

[41] *Waikato Times* 17 February 1904

[42] *Waikato Argus* 10 September 1904

[43] *Waikato Argus* 13 October 1904

[44] *Waikato Argus* 13 October 1904 p. 2

[45] *Waikato Argus* 15 February 1905



Many residents and businesses had their own septic tanks; the Royal Hotel in Hamilton East planned to install a septic tank in December 1908.<sup>[46]</sup>

In 1918 two nightsoil depots were in use, one at Hamilton East and one in Frankton.<sup>[47]</sup> Another nightsoil deposit was in Hayes Paddock near Wellington Street beach, another in what is now Hamilton Gardens.<sup>[48]</sup> Also in 1918, after council heard a deputation from Frankton School committee, it was agreed to divert £50 from the streets' upkeep budget to assist the scheme for providing up-to-date drainage and a septic service for the school.<sup>[49]</sup>

In 1920 the council decided to proceed with a drainage scheme for which a £110,000 loan had been applied for. It was decided to start with areas in greatest need, namely parts of Claudelands and Frankton.<sup>[50]</sup> Nightsoil was dumped into a large concrete pan or flushing dump, by the nightsoil contractor, and from there it passed into a second chamber where it was watered down and then passed into the sewer.<sup>[51]</sup>

In 1941 a Board of Health enquiry stated that “for most of Hamilton the subsoil was not suitable for oxidation and absorption of noxious effluent from septic tanks ... that people did not know or remember to have them cleaned out regularly”.<sup>[52]</sup> By 1950, 2000 septic tanks were in use.<sup>[53]</sup>

By 1961 council had a reticulated sewerage system that discharged effluent into 15 septic tanks (Figure 6.6). A 1965 report stated 13 council septic tanks discharged into the Waikato River; most ranged from 5,000 to 71,800 gallons capacity but the one at Beerescourt was 200,000 gallons and two smaller ones were only 1,700 and 800 gallons.<sup>[54]</sup> The Palmerston Street tank discharged into the river just downstream from the water supply pumping station. Three other tanks “all of considerable size, with a cumulative capacity of 126,700 gallons” discharged into the Waitewhiriwhiri Stream and thence to the river.<sup>[55]</sup> By 1964 the system was overloaded and their effluent discharges were contributing greatly

[46] *Waikato Argus* 12 December 1908

[47] *Waikato Times* 28 January 1918

[48] Dave Pearson Architects Limited “Hayes Paddock State Housing precinct, Hamilton East: a heritage assessment”

[49] *Auckland Star* 1 July 1918 p.2

[50] *Waikato Times* 11 November 1920

[51] *Matamata Record* 28 May 1923, 20 November 1924

[52] Gibbons p. 235

[53] *Hamilton City Advertiser* 15 June 1966 p. 5

[54] Steven and Fitzmaurice, *HCC Municipal Septic Tanks Report 1965* p. 22

[55] Steven and Fitzmaurice, *HCC Municipal Septic Tanks Report 1965* p. 25

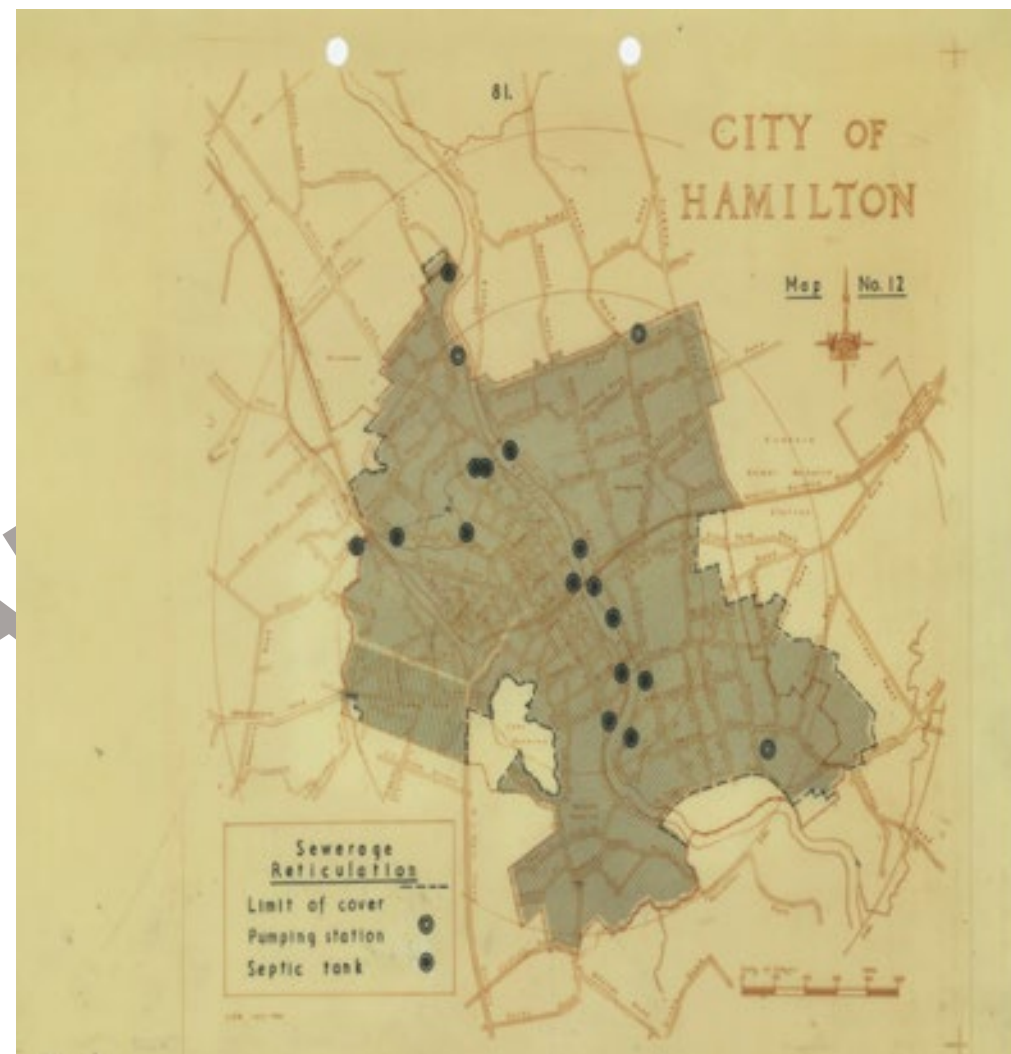


Figure 6.6 “City of Hamilton Sewerage Reticulation”, July 1961. The three pumping stations were at the south end of Dey Street, to the north of Insoll Avenue and on the east side of Beerescourt Road. The fifteen septic tanks were mostly close to the east and west banks of the river and alongside the Waitewhiriwhiri Stream.

to the pollution of the Waikato River. In 1964 the Department of Health served a requisition on the council to provide adequate treatment of the city’s sewage.<sup>[56]</sup>

Consulting engineers Steven and Fitzmaurice devised a scheme with a treatment plant, accepted by council in 1966. Some work on the reticulation of areas not

[56] *Hamilton City Sewerage Scheme 1977*

already served by the old system commenced immediately; most of the old sewers were abandoned. Construction of the water pollution control plant at Pukete began in 1972 and was completed in 1975. The first sewage reached the plant for treatment in July 1975 and the entire city was connected early in 1977.<sup>[57]</sup>

The new system involved a lot of pipework to connect every property in the city.<sup>[58]</sup> Over 100 pumping stations were constructed to assist gravitational flow. The system entailed screening out large objects; grit removal; solids and scum removal in sedimentation tanks; holding the solids and scum for 20 days in large digesters; dewatering of sludge from the digesters prior to stockpiling it for distribution or sale; and disinfection of the liquid effluent with sodium

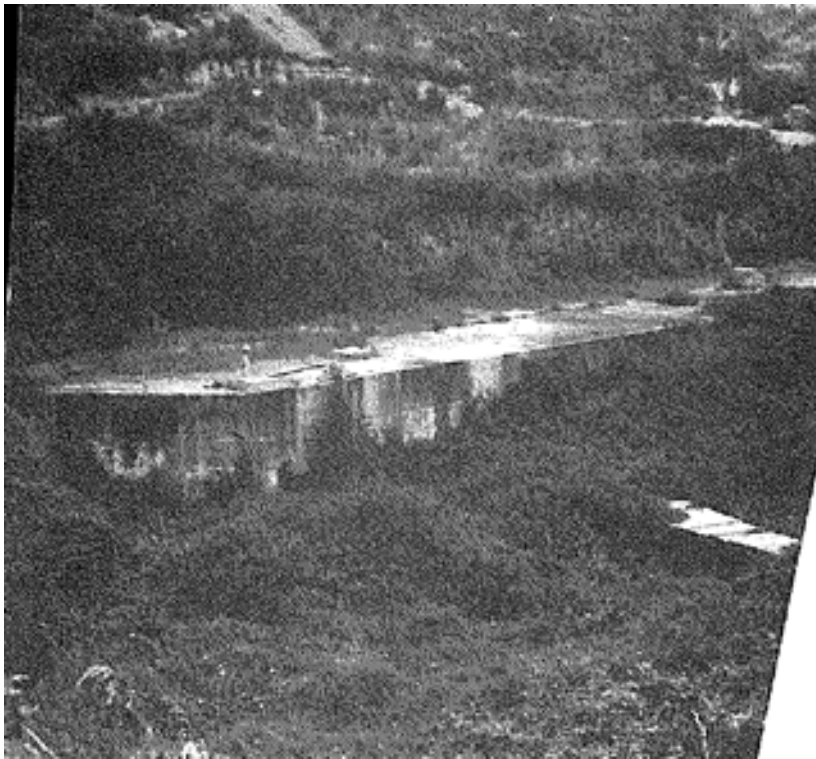


Figure 6.7 One of the old septic tanks superseded by the new scheme.

[57] Hamilton City Sewerage Scheme 1977

[58] Hamilton City Council Wastewater Treatment Plant, 1996

hypochlorite before discharge into the river. Gas produced was used to generate electricity.<sup>[59]</sup> Up to the mid-1970s new-build areas, particularly those that had come in from Waipa, had to have their own septic tank – mostly to take the pressure off the city system.<sup>[60]</sup> In 1996 a plan was proposed to upgrade the facility.

Of the city's septic tanks at least three remain: one in Parana Park near the toilets; one in St Andrew's golf course, mostly underground and used as a back-up water supply; and one at the lower end of Edgecumbe Street<sup>[61]</sup> (Figure 6.7).

### 6.3 Rubbish disposal

In 1918, Hamilton, with a population of about 9,000, did not have a rubbish collection – people burnt or buried their rubbish in their back yards, threw it on empty sections or took it to a dump site. One dump at Whitiara was described as “a seething mass of bacilli and a real rat warren”.<sup>[62]</sup> In 1919 new resident Thomas Ladd and P. Ryan submitted a proposal to the Hamilton Borough Council to establish a rubbish removal service and build a destructor.<sup>[63]</sup> The council entered into a contract with Ladd and Ryan, but the destructor did not eventuate. The contractors and council set fees with variable rates for private residences, businesses, and dry versus wet garbage.<sup>[64]</sup> Council made the service compulsory and planned to close all the existing rubbish dumps. Householders had to provide a standard rubbish bin at a cost of 12s 6p each – roughly speaking equivalent to more than \$50 today. Ladd and Ryan dissolved their partnership, but the scheme went ahead with other contractors. Claudelands was the first area “tackled”, in November 1921, but several householders drove the council workmen off their properties.<sup>[65]</sup>

In 1917 Lot 25 of the Hamilton East Domain was gazetted as a sanitary reserve i.e. a dump; this land is now the westernmost part of Hamilton Gardens.<sup>[66]</sup> In 1925 council bought two Ford lorries to inaugurate a rubbish removal scheme and were still debating having a destructor instead of the dump at Whitiara.<sup>[67]</sup>

[59] Hamilton City Council Wastewater Treatment Plant, 1996

[60] Cliff Boyt pers.comm. to Lyn Williams 2019

[61] Hamilton City Sewerage Scheme 1977

[62] Waikato Times 23 September 1919

[63] Waikato Times 3 March 1919

[64] Waikato Times 18 July 1919

[65] Waikato Times 15 November 1921

[66] NZ Gazette 1917 p. 3232

[67] NZ Herald 13 March 1925



In 1953 council established another dump in Lake Crescent.<sup>[68]</sup> In 1985 railway land between Lincoln Street and the NIMT, north of Chilcott Street, was surveyed to enable it to be relinquished by the Crown.<sup>[69]</sup> It now belongs to Hamilton City Council gazetted as Refuse Disposal Works.<sup>[70]</sup> A refuse transfer station operates on the site, where household and business premises rubbish is compacted and sent for landfill. Currently materials (glass, certain plastics, cardboard and paper, and aluminium and steel cans) is collected from premises by contactors and sorted for recycling. A recycling station is in Sunshine Avenue, Te Rapa.<sup>[71]</sup>

#### 6.4 Securing energy supplies

The first electric power in use in Hamilton was from a private electric light generating plant installed by Arthur Manning in his Victoria Street pharmacy in September 1905. It supplied electricity to the neighbouring shop, Paul's Book Arcade, as well, and lit up not only Manning's shop front but a large star on top of the building.

Frankton Borough supplied electricity to its residents and businesses years before Hamilton Borough: in 1913 the Frankton Town Board built a coal-gas fired power plant in southern Kent Street, having applied for a loan for the project in September 1911.<sup>[72]</sup> It opened on 23 April 1913, and closed in July 1922 (Figures 6.8 and 6.9). The plant was noisy and smelly with thick black smoke emanating from its chimneys, giving rise to complaints from neighbours. The plant consisted of gas engines driving two generators to produce DC current; the gas was derived from burning coal and coke. The plant cost £7,500. The electric power generated was used to pump water from bores sunk on the corner of Lake Road and King Street up to the tank on top of a tall tower on the north-east side of Lake Road near the summit of the hill, very close to the Frankton-Hamilton borough boundary. Frankton's electricity was used only for lighting and pumping water, not heating or cooking.

Hamilton residents and businesses saw the benefits of electricity and after conditions of supply were drawn up, Hamilton was connected to Frankton's supply in May 1916. The supply was only between 7.30am and 5.00pm and Hamilton had to bear the cost of erecting and maintaining wires from the

[68] *Hamilton News* 29 April 1953

[69] S055928

[70] *NZ Gazette* 1989 p. 988 and 2012 p. 4486

[71] *Envirowaste.co.nz*

[72] *Waikato Argus* 1 September 1911 p. 2



Figure 6.8 Frankton Generating Station. HCL\_11751.



Figure 6.9 The coal-fired engines with two of the staff employed to shovel coal. HCL\_11757.



borough boundary on Seddon Road.<sup>[73]</sup> Hamilton transformer building (H87, Schedule 8A, Operative District Plan, 2017) was built in 1917 on land taken under the Public Works Act 1921 on what had been classed as Domain Reserve, now Hinemoa Park.<sup>[74]</sup> The building was erected on what was then the border of Frankton and Hamilton Boroughs to house generating equipment to boost the supply from Frankton.<sup>[75]</sup> The number of consumers doubled, to 383, and by 1923 over 1500 people had been connected.<sup>[76]</sup> With the merger of the two boroughs electricity staff from Frankton Borough Council were employed by the new Hamilton Borough Council's Electricity Department.

The local plant was made obsolete with the opening of the new Horahora hydroelectric power station in 1921. Horahora had originally been developed by the Waihi Gold Mining Company in 1913 to supply electricity to Martha mines and its associated stamping batteries. The ceremony of switching on the supply of electric power from Horahora to Hamilton was performed by Lady Jellicoe, wife of the Governor-General, at the opening of the Waikato Winter Show on 31 May 1921.<sup>[77]</sup> In 1921 council built a switching station on the corner of Bryce and Tristram Streets; it was upgraded in 1966 to a full zone substation.<sup>[78]</sup>

Several switching stations were constructed towards the end of the 1940s; No.1 Substation was constructed on the corner of Heaphy Terrace and Station Road in 1947 by Frankton Associated Builders.<sup>[79]</sup> From the late 1940s and into the 1950s W.B. Young applied for permits to build substation shelters in several locations throughout the city, including Boundary Road, Galloway Street, Lincoln Road, King Street, Brookfield Street and Bains Avenue.<sup>[80]</sup> In 1959 council applied for a permit for a transformer station in Marama Street and in 1955 one in Naylor Street.

An electrical sub-station dating from 1940 stands on the north-west corner of Galway Reserve in Galway Avenue, Hayes Paddock (Figure 6.10).<sup>[81]</sup>



*The electrical sub station in Galway Reserve dates from 1940.*

Figure 6.10 The electrical sub-station in Galway Reserve. Pearson p. 16

When the Hayes Paddock state housing was built, the electricity supply lines and telephone lines were laid underground, a “fairly new phenomenon”.<sup>[82]</sup>

The Waikato Electric Power Board, later named (1934) the Central Waikato Electric Power Board (CWEPB), was formed in February 1920 to supply electric power to rural properties near Hamilton; the area was 140 sq. miles.<sup>[83]</sup> The supply assisted dairy farmers with milking machines and other equipment, and a range of charges was set for other uses such as lighting, hot water and cooking. The CWEPB had a depot on Peachgrove Road and an office building on the corner of Anglesea and Thackeray Streets, built by F.T. Hawkins Ltd (Figure 6.11). In 1954 a large building was erected at the depot. In 1962 this was augmented by a larger building adjacent on Anglesea Street (now part of Anglesea Clinic). In 1989 the CWEPB amalgamated with the HCC Electricity Department to form Waikato Electricity Limited (WEL).<sup>[84]</sup> The company moved to WEL House in Victoria Street in 1990. Some electricity department buildings remain near the corner of Ruakura Road and Peachgrove Road (Figure 6.12).

[73] WEL Networks 2005 *Wiring up the Waikato* p. 8

[74] SO 21612

[75] Built Heritage Inventory Form H87

[76] WEL Network p. 10

[77] NZ Herald 1 June 1921

[78] WEL Networks 2005 *Wiring up the Waikato* p.30

[79] HCC Building Permits Index transcription

[80] HCC Building Permits Index transcription

[81] Dave Pearson Architects p. 16

[82] Dave Pearson Architects 2003. *Hayes Paddock State Housing Precinct, Hamilton East: a Heritage Assessment* p. 15

[83] *Waikato Times* 24 February 1920; 17 May 1934

[84] WEL Networks 2005 *Wiring up the Waikato* p. 1



Figure 6.11 The Central Electric Power Board building on the corner of Anglesea and Thackeray Streets, 1939. HCL\_01228.



Figure 6.12 Claudelands Road electricity substation (formerly No.1 Substation), corner of Claudelands Road and Grey Street. HCL\_M00277.34

## 6.5 Providing support for health and welfare

Following the settlement of Hamilton in 1864 the fledgling community's medical needs were met by a militia hospital which was located just south of the redoubt on the western side of the river, on the site now occupied by the Hamilton Central Police Station. The small hospital was run by Dr John Carey and Dr Bernard Charles Beale. Dr Carey was the Waikato Militia's assistant surgeon in 1863 and in the following year he was promoted to regimental surgeon. Dr Beale was his assistant regimental surgeon. The hospital was underfunded with few supplies and no medical staff other than the two doctors whose duties required them to work in other settlements as well. When the government's payments stopped being provided to the settlers the hospital was forced to close.<sup>[85]</sup> In the early 1870s Dr Beale established a surgery and dispensary in his house in Hamilton East, where it still stands on the corner of Beale and Grey Streets (H01, Schedule 8A, Operative District Plan, 2017). In 1868 John Carey was made assistant surgeon of two divisions of the Armed Constabulary.<sup>[86]</sup> He set up in private practice in 1878 in an office in Victoria Street.<sup>[87]</sup>

In March 1868 the hospital was used as accommodation for men of the Armed Constabulary.<sup>[88]</sup> The hospital still existed in 1878 when it and other buildings were vacated by the Armed Constabulary.<sup>[89]</sup>

Dr Edward Waddington of the 2nd Waikato Militia based at Alexandra (Pirongia), but in 1876 was expected "to make regular periodic visits to the A.C. Force" in Hamilton as he already had many private patients in the town.<sup>[90]</sup> Waddington practised in Cambridge and other Waikato towns until 1903.<sup>[91]</sup>

### Waikato Hospital

Waikato Hospital was established in 1887 after an Act was passed in 1886 to separate the greater Waikato from the Auckland and Thames Hospital Boards.<sup>[92]</sup> The Waikato Hospital Board met for the first time in December 1886 under the chairmanship of William Australia Graham, the mayor of Hamilton at the time.<sup>[93]</sup> Of all the regional organisations established in the nineteenth century, the

[85] Armstrong, John 2009 *Under One Roof, A History of Waikato Hospital* p. 38.

[86] Norris *Armed Settlers* p. 161

[87] *Waikato Times* 3 January 1878

[88] *NZ Herald* 25 March 1868 p.4

[89] *Survey plan*

[90] *Waikato Times* 4 July 1876

[91] *Observer* 4 July 1903

[92] *Hospitals and Charitable Institutions Amendment Act 1886*

[93] John Armstrong, Page 40-46

Waikato Hospital Board has been described as the most important for Hamilton, with health care becoming and remaining one of Hamilton's biggest industries.<sup>[94]</sup> As the main hospital in the Waikato, the institution drew trade to Hamilton, provided local employment, brought new skills into the community and gave the town the extra status that came from having a hospital – especially a well-equipped hospital as this one rapidly became.

Initially, the Waikato Hospital and Charitable Aid Board (WHCAB) leased a site of 50 acres [20.23 hectares] to the south of Hamilton West. The site included Thomas Aitken's single-storey five-roomed farm house to serve as the first hospital (Figure 6.13).<sup>[95]</sup>

Dr Giles Kenny was appointed part-time as the hospital's sole doctor (Medical Superintendent) in 1887. Support staff numbers increased, from one orderly when the hospital was established, to two nurses as well in June 1887, to at least eight nurses and Matron Elizabeth Rothwell in 1905.<sup>[96]</sup> A cook and kitchen and laundry staff were also employed by the early twentieth century.



Figure 6.13 The old men's refuge at left and the original cottage, 1889.

[94] Gibbons, P.J. *Astride the River* p.94

[95] This first hospital building has been relocated to Mystery Creek and serves as a hospital museum

[96] Wright-St Clair, R.E. 1987 *From Cottage to Regional Base Hospital, Waikato Hospital 1887 – 1987* p. 16-17

In 1888 the Hospital Board purchased the hospital site and undertook extensive additions to the facilities to address overcrowding. The following year two new eight-bed wards, an operating room and dispensary, a nurse's kitchen and a separate old men's refuge with six two-bed rooms were built. These buildings were demolished in 1907 after it was found that the kahikatea timber used was of poor quality. Along with these additions a standalone 'fever hospital' was built containing two three-bed rooms and nurse's station to treat patients with infectious diseases. Due to the nature of the work, 'fever hospital' nurses also lived on site and as a result the original five-bedroom cottage used as the first hospital building was converted into accommodation for the hospital's nursing staff. In 1892 three additional wards were constructed which increased the number of beds to thirty, with an additional two six-bed wards, an isolation ward and patient dining-room being built the following year.

In 1904 the Board decided to build a new 60 bed hospital including a new nurses' home to replace the old wooden buildings. The new hospital was officially opened on 20 November 1908. The hospital had been connected to the telephone exchange since 1904 and in January 1916 it had electric lighting from a steam generator installed on the grounds. In 1908 the hospital had a horse drawn ambulance which was used until 1925 when the first motor ambulance was purchased.<sup>[97]</sup>

The hospital expanded further with wards for tuberculosis patients, geriatrics and an isolation ward being built. In 1920 the Te Waikato Sanatorium for tuberculosis patients closed and its Russell Ward was moved to Waikato Hospital to become the Children's Ward. It was known as the Sunshine Ward in honour of the Sunshine League.

As the district grew so did the hospital with a bacteriological laboratory being established in 1921. Wards 4 and 5 (later Wards 27 and 28) were opened in 1927. A maternity block was opened in December 1930, expected to accommodate 20 patients. It was named the Campbell Johnstone Ward after the chairman of the board who died just two months before it opened. The ward soon had insufficient beds but it wasn't until 1954 that it was extended and the new Waikato Women's Hospital was built.

[97] *From Cottage to Regional Base Hospital, Waikato Hospital 1887 – 1987*, p. 111



In 1936 a major expansion plan was mooted and approved by the board: included were a two-storey central block, and a new out-patients theatre, as well as the new board building in Marlborough Place (Figure 6.14).<sup>[98]</sup>

A new infirmary with 150 beds was to be built during the Second World War – the contract was let in 1941 but completion was delayed by emergency regulations. The infirmary was named the Hockin Wing after Dr Munro Hockin.<sup>[99]</sup> The new Hamilton West School buildings were used as wards during the war.

In 1943 the need to provide more accommodation for staff was recognised and the Douglas Nurses' Home, named after Dr Hugh Douglas was built; it opened in 1944.



Figure 6.14 A 1930s view of the hospital from the north-east. Selwyn Street is in the foreground. HCL\_10310

[98] NZ Herald 14 August 1936

[99] Armstrong; Page 167

By 1948 the number of beds at the hospital had risen to 544 from the 170 in 1920. After the war, facilities continued to expand with new operating theatres, a new boiler house and central laundry, administration block, and extensions to nursing accommodation were amongst the developments. Hockin Nurses' Home was opened in 1956, built by D.C. Street Construction. From the beginning, Waikato Hospital has expanded to meet the changing needs of a growing city. With this ever-changing need the original hospital buildings have been replaced in some cases numerous times. The board's architects at various times were John W. Warren, Alfred Atkins and Edgecumbe and White (Figure 6.15).



Figure 6.15 An aerial view of Waikato Hospital taken 1964 shows old and new buildings concentrated onto the campus.

### Medical Superintendent's House [Hockin House]

When Dr Kenny was appointed full-time in 1892, his remuneration package included a residence.<sup>[100]</sup> A wooden villa designed by Thomas Henry White was built on the hospital campus in 1893 by Hamilton builder Thomas Evans.<sup>[101]</sup> The house had extensive gardens managed by the medical superintendents or their wives, with the aid of men from the Old Men's Refuge nearby. Four medical superintendents, and their families, lived in succession in the house: Dr George

[100] Wright-St Clair, R.E. *The Early History of Waikato Hospital* p.14

[101] NZ Herald 2 February 1893



Figure 6.16 Old Men's Ward c. 1918. Collection of Waikato District Health Board.

Geils Kenny (1893-1899), Dr Hugh Douglas (1899-1919), Dr George William Gower (1919-1928) and Dr Munro May Hockin (1928-1939). From then it was used as a nurses' home and later for administration offices (late 1960s-c.1972). Several additions and alterations were undertaken, including the closing in of part of the verandah and an additional room and kitchen at the rear (Figure 6.17).<sup>[102]</sup>

In November 1974 the house was acquired by the Waikato Historical Society who removed it to Graham Reserve owned by council, at the end of Selwyn Street (H28, Schedule 8A, Operative District Plan, 2017).

### Waikato Hospital Board offices

In 1902 the Waikato Hospital & Charitable Aid Board started searching for a place for their offices, as they had been meeting in the Borough Council Offices. A site on Hood Street was selected based on the fact that it was "on the direct road to the Hospital and in close proximity to the B.N.Z. building and the Post Office

[102] Kellaway, Laura 2018 "Conservation Plan for Hockin House former Waikato Hospital Superintendent's House 1893"



Figure 6.17 The front elevation of the medical superintendent's house in 1898. The bay window of the dining room is at right, with corrugated iron tanks beside the gardener's room-washhouse visible at far right. A gig and stable building is visible at back left. Collection of Waikato District Health Board.

on Victoria Street" and the price was considered acceptable.<sup>[103]</sup> At the February 1903 Board meeting, it was resolved to build the offices in brick and on the 6 August 1903 the Board met for the first time in their new offices (Figure 6.18).<sup>[104]</sup> The building was designed by Auckland architect Thomas Mahoney and built by Hamilton bricklayer John P. Murray (H82, Schedule 8A, Operative District Plan, 2017).<sup>[105]</sup> The building continued to fill this role until 1938 by which time larger premises were required to accommodate the board's growing staff. The building subsequently followed the pattern of other buildings in the immediate neighbourhood of a retail/commercial nature, with successive occupants.

On 21 April 1938 the Board met in its new offices in Marlborough Place (now 6 Sapper Moore-Jones Place). The new building not only had offices, it had a board room; the building cost £8990. In April 1937 a building permit for the new

[103] Minutes, 22 Jan 1903, Waikato Hospital and Charitable Aid Board (ZABW), series 5109, item 1a record 2, p. 85-86 cited in Built Heritage Inventory Form H82

[104] Waikato Hospital and Charitable Aid Board Offices (Former), Built Heritage Inventory Record H82, 2012, citing Minutes, 22 Jan 1903, Waikato Hospital and Charitable Aid Board (ZABW), series 5109, item 1a record 2, p. 85-86.

[105] Waikato Hospital and Charitable Aid Board Offices (Former), Built Heritage Inventory Record H82, 2012





Figure 6.18 The office of the Waikato Hospital & Charitable Aid Board in Hood Street, c.1925. HCL\_06097.

building was issued to John McKinnon.<sup>[106]</sup> At that time the board controlled the fourth largest hospital in the country, and included Rotorua Hospital. The WHB remained in Marlborough Place until 1986 but in 1987 their offices were listed at Pembroke Street.

The board was usually made up of a mix of prominent men representing town and country interests, as well as the Medical Superintendent (Figure 6.19). Changes to the health system meant a change to the governance of the hospital, now undertaken by the Waikato District Health Board. It covers an area from the northern part of Coromandel Peninsula to near Mt Ruapehu in the south and across to the west coast, a population of 419,890 (2018/19 projection).<sup>[107]</sup>

[106] HCC Building Permits index; *Auckland Star* 22 April 1937

[107] [health.govt.nz/new-zealand-health-system/my-dhb/waikato-dhb](http://health.govt.nz/new-zealand-health-system/my-dhb/waikato-dhb)



Figure 6.19 The Waikato Hospital Board, 1926, with chairman Campbell Johnstone third from left in front row. HCL\_06098.

### Medical Practitioners<sup>[108]</sup>

Hamilton's early doctors Carey, Beale, Waddington and Kenny each set up private practices as well as fulfilling their military or Hospital Board obligations; other medical practitioners in private practice in the late nineteenth-early twentieth century included Wilfred Murch, who had a consultation room in Sandes' pharmacy in southern Victoria Street between 1886 and 1892; A. Seymour Brewis who had his rooms "out of town" in his large villa on Garden Place Hill from 1892 and later at his private hospital, Opoia.

[108] The whole range of medical practitioners and allied professions has not been undertaken.



Dr Eugene Rogers had his surgery on his property at the river end of London Street from c.1914 (H60, Schedule 8A, Operative District Plan, 2017); his sons Dennis and Anthony had rooms in this surgery in later years.<sup>[109]</sup>

In 1928 Hamilton had 13 doctors and a masseuse (physiotherapist), Olive E. Rowe; in 1934 the number of doctors had grown to 18, and in 1964 there were 37.<sup>[110]</sup> Some doctors had consulting rooms in town, e.g. ophthalmic surgeon Dr A.W. Beveridge who was based in Ellis & Burnand's Buildings and Dr T.C. Fraser in Booth & Chapman's Buildings, both in 1928; others such as Dr A.G. Waddell had his consulting room in his house in Victoria Street.<sup>[111]</sup> One of the first women doctors in Hamilton, Dr R. Sophia de la Mare, commenced her practice in 1914 in Seddon Road.<sup>[112]</sup> A few families have had more than one in the medical profession in Hamilton: Rothwell, Graham, Rogers, Hockin and Douglas amongst them. Schofield family members served as engineers to Waikato Hospital for 47 years, from 1908 to 1946.<sup>[113]</sup>

Many doctors now work in group practices, such as Little London Medical Clinic, with nursing support staff and other specialist medical practitioners. A wide range of medical specialists practise in the city. In 1992, Anglesea Clinic was established by a group of medical professionals including John Sullivan, John Gillies, Bill Wright and Paul Williams, as Anglesea Medical Properties Limited. The complex of buildings situated between Anglesea, Thackeray and Tristram Streets includes the former Waikato Electric Power Board building.

Perhaps the first dentist to assist Hamiltonians was the 1879 visit of Frederick Last, who could be consulted at the Commercial Hotel for two days only.<sup>[114]</sup> In the 1880s Robert Sandes, a chemist with premises on the corner of Victoria Street and Marlborough Place, advertised as a "surgeon dentist" who supplied artificial teeth and worked in gold, silver, vulcanite and celluloid "at Auckland prices"; he may not have been professionally trained as a dentist.<sup>[115]</sup> J. Alexander Young (later Sir, and mayor) was one of Hamilton's first fully-qualified dentists, establishing a practice in 1894 when he was just 19 years old. Barbers would also pull out teeth at one time. Also in 1894 W.E. Thomas, surgeon dentist, engaged William

[109] Telephone Directory 1964

[110] Telephone Directory 1928, 1934, 1964

[111] Telephone Directory 1928

[112] Waikato Argus 1 June 1914

[113] Wright-St Clair p. 84

[114] Waikato Times 25 September 1879

[115] Waikato Times 2 April 1885

Chadwick to assist with his dental practice that alternated with Cambridge in its hours of service.<sup>[116]</sup>

In 1902 G. Skene Dixon established a dental surgery in Howden's Building, but the practice was taken over in 1910 by Arthur L. Yule. Dixon was noted as having examined, in Hamilton, "the teeth of 120 school children, being the first dentist to undertake such work in New Zealand".<sup>[117]</sup> His subsequent report to the authorities resulted in the government establishing dental clinics at schools.

### Private hospitals and maternity homes<sup>[118]</sup>

Hamilton's first Pakeha midwife is believed to have been Maria O'Neill who came to Hamilton with her husband Edward, a militiaman. Other women would have assisted in the same unofficial capacity during the first few decades, assisting women to give birth in their own homes. From the beginning of the 20<sup>th</sup> century qualified nurses established private hospitals, some functioning just as maternity homes, but some as general hospital or respite care.

Opoia Private Hospital (Figure 6.20), formerly the residence of A.B. Wheeler, was



Figure 6.20 Opoia Hospital c.1914. HCL\_02251

[116] Waikato Times 17 February 1894

[117] Waikato Independent 30 June 1932

[118] This account does not include all the hospitals that have operated in Hamilton.

named after Opoia Paa on which it was situated, on the river side of River Road, just south of the railway line, backing onto Opoia Road and Jesmond Park. Nurse Mary Ann Carr opened the private hospital in November 1907, advertising that special provision would be made for maternity cases and for convalescents after acute illness or operation.<sup>[119]</sup> Nurse Carr had recently arrived in Hamilton and was managing the hospital for Dr A. Seymour Brewis who owned the property. Immediately after the opening it was announced that he intended to enlarge it from four rooms with an extension housing an additional nine rooms.<sup>[120]</sup> Architect F.E. Smith advertised for tenders for painting and renovating the nursing home in 1907.<sup>[121]</sup> He may have had the charge of the extensions as well. Smith married Nurse Carr in December 1908.<sup>[122]</sup> Nurse Carr was only at Opoia a short time, being replaced by Sister Beatty, who in turn left within a few months and the management was taken over by Miss Sherlock.<sup>[123]</sup> The borough council agreed in June 1910 to provide water to the hospital, even though the hospital was at that time outside the borough boundary. Another wedding in September 1917, of Matron Swinburne, seems to have led to the closure of the hospital, even though an advertisement for a full-charge matron had been placed in the newspaper in August 1917.<sup>[124]</sup> The hospital became Hamilton's first boarding school for boys, Southwell School (see Theme 10).<sup>[125]</sup>

Hiwa Nursing Home, located on the corner of Dawson and Grey Street, was established by August 1919 by Nurse Wilhelmina Olsen.<sup>[126]</sup> She had passed her midwifery exam in 1917.<sup>[127]</sup> In April 1930 a building permit was issued to Sister Olsen for builder J.R. McKinnon for a maternity home.<sup>[128]</sup> The hospital was in use until at least 1946. It is now the site of the Selwyn Wilson Carlile Village that provides independent living, rest home and hospital care. Selwyn Wilson Carlile was founded in 1951 as part of the social outreach work of the Diocese of Waikato and the Church Army. In 1972, a Trust Board was established to run it, and expansion of the facility began. In August 2008, the village came under the ownership and stewardship of The Selwyn Foundation.<sup>[129]</sup>

[119] *Auckland Star* 22 November 1907 p. 8

[120] *Waikato Argus* 4 December 1907 p. 2

[121] *Waikato Argus* 2 November 1907 p.2

[122] *Waikato Argus* 29 December 1908 p.2

[123] *Waikato Argus* 17 July 1908 p.2

[124] *NZ Herald* 27 August 1917; *Kai Tiaki* 1 October 1917 p. 56

[125] *Waikato Times* 14 November 1917

[126] *Waikato Times* 15 August 1919

[127] *Kai Tiaki* July 1917 p. 130

[128] HCC Building Permit Register 9/4/1930; the entry is ambiguous as to whether the permit is for a new building or not.

[129] [selwynfoundation.org.nz/villages/residential-care/selwyn-wilson-carlile/](http://selwynfoundation.org.nz/villages/residential-care/selwyn-wilson-carlile/)



Figure 6.21 A postcard c1924 shows Tirohia nursing home, later Braemar Hospital, at far left, beside Frankton water tower. In the foreground is the junction of Ward Street, Tainui Street and Seddon Road. HCL\_00804.

Miss N. Neilson ran Tirohia private maternity hospital, first in the villa built for George and Sarah Cornfoot in the 1910s on the corner of Tainui Street and Lake Road. Miss Neilson's hospital remained in that villa until 1926 when she transferred her license to new premises in Hill Street.<sup>[130]</sup> Her original premises became Braemar Hospital (Figure 6.21).

In 1926 Miss Frances Young of Haeata Hospital purchased Tirohia's premises which were then extensively altered and opened as a private maternity hospital, re-named Braemar, with Miss M.E. Wilson RNRM in charge.<sup>[131]</sup> In 1931 Young purchased the adjacent section on Lake Road and built Waione, a maternity home run by Misses Cobb and Holmes; it operated until at least 1945. Sister Young retired in April 1935, but the hospital continued under lease to Sisters Smith and Barrett.<sup>[132]</sup> In 1946 the building was leased to Doctors Edward C Brewis, Duncan Macdiamid and William Fea, as the Braemar Hospital Company; the company bought the hospital in c. 1963. Braemar operated surgical and medical hospital facilities. In 1970 ownership changed to the Braemar Hospital Charitable

[130] *Kai Tiaki* 1 October 1926

[131] *Kai Tiaki* 1 October 1926

[132] [braemarthospital.co.nz/](http://braemarthospital.co.nz/)

Trust. In April 2009 Braemar opened new premises on the corner of Kahikatea Drive and Ohaupo Road and has developed into one of the largest private hospitals in New Zealand.<sup>[133]</sup>

“Haeata”, a large villa on the corner of Radnor and Anglesea Streets, had been owned by George Sare of the NZ Loan & Mercantile Agency; he sold it in 1908. The property passed to A.H. Hyde; when he sold it in 1917 it was converted into a private hospital (medical and surgical) by Mrs E. Wilkins NZRN.<sup>[134]</sup> Patients were to have the option of selecting their own medical attendant. It was advertised for sale in 1926 as Haeata Surgical Hospital, in conjunction with Aorangi Surgical Hospital, Te Kuiti.<sup>[135]</sup> Doctors Gower and Douglas operated there in 1930. It was again advertised for sale in 1934, the owner being Mrs Wilkins, but she apparently did not sell as when she died in 1941 her death notice stated she died “at her residence, Haeata”.<sup>[136]</sup>

Garthowen, a maternity home run from at least 1923 by Nurse Gibson, was on the corner of Norton Road and Mill Street. It ceased operation in the 1960s and was demolished for the widening of Mill Street in 2002.<sup>[137]</sup>

Cassel Private Hospital was established in Von Tempsky Street in 1920 by Sister Ruth Ada Sanderson and Sister Clara E. Hawkins after their return from overseas service in WWI. Its opening was seen as evidence of Hamilton’s progress.<sup>[138]</sup> After Sanderson’s death of TB in 1929, Sister Hawkins continued with the hospital, which was still operating in 1955. The building underwent several additions between 1928 and 1954. In 1961 Cassel Hospital was purchased by a group of surgeons, and in 1964 it was advertised as a “New surgical hospital to serve the Waikato”.<sup>[139]</sup> A surgical block was completed in 1983.<sup>[140]</sup> Southern Cross purchased Cassel in 1990 and soon doubled its capacity.<sup>[141]</sup>

Te Awhina Private Hospital was run by Nurse Leslie, who advertised her nursing home in Hamilton in May 1906, and as Awhina in October 1906.<sup>[142]</sup> The hospital

was “near the Masonic Hall” in Hamilton East – Nurse Leslie owned Allotment 109 on the south-west corner of Wellington and Grey Streets, near the Masonic Lodge. In April 1912 it was advertised that she was leaving the district and was putting up for sale all her household furniture and effects.<sup>[143]</sup> In May 1914 she was again at Awhina in Hamilton East. In January 1917 she applied for a building permit for a nursing home in Whyte Street and in 1926 a permit for a motor garage there.<sup>[144]</sup> However this plan must have changed as in 1917 she moved the hospital to purpose-built premises at the river end of Bryce Street (now No. 2) (Figure 6.22). The hospital was described in detail in an advertisement in June 1917, announcing Nurse Leslie’s impending shift into the new building on 1 July.<sup>[145]</sup> The building was designed by Hamilton architect Jack Chitty and built by C.S. Pratt. All classes of patients – medical, surgical and maternity – were to



Figure 6.22 Te Awhina Private Hospital just before it opened in Bryce Street on 1 July 1917. *Waikato Times* 6 June 1917

[133] [braemarthospital.co.nz/](http://braemarthospital.co.nz/)

[134] *Waikato Times* 11 August 1917

[135] *NZ Herald* 29 November 1926

[136] *NZ Herald* 9 November 1934, 25 October 1941

[137] *Hamilton Press* 16 October 2002

[138] *Waikato Times* 18 October 1920 p.4

[139] *Waikato Times* 28 July 1964 p.5

[140] *Waikato Times* 8 December 1983 p. 40

[141] *Waikato Times* 26 October 1990 p.5.

[142] *Waikato Argus* 15 October 1906

[143] *Waikato Argus* 20 April 1912

[144] Building Permits register transcription. Existence of two homes run by Leslie not researched.

[145] *Waikato Times* 6 June 1917



be accommodated, with a modern operating theatre and sterilising equipment. The hospital had eight wards (six single and two double), sitting room, modern bathroom, kitchen and other house conveniences, electricity and wheelchair access throughout. It also had “a complete system of sewerage, including septic tank”.<sup>[146]</sup> In June 1920 Nurse Leslie moved into new premises “adjoining her former hospital” in Bryce Street, possibly in conjunction with Dr Norman [Noonan?] who had applied for a building permit in September 1919 for a private hospital in Bryce Street.<sup>[147]</sup> Te Awhina hospital still existed in 1922, however from 1923 to at least 1928 Nurse Leslie was based at Claudelands.<sup>[148]</sup>

In May 1920 Sister Lilian White took over Te Awhina’s premises, changed its name to Riverlea Private Hospital and announced she would not be taking maternity cases, just medical and surgical.<sup>[149]</sup> The hospital apparently closed down in the late 1920s. The building remains at 2 Bryce Street.

Later private hospitals in Hamilton include Hospice Waikato, which provides palliative care for people with a terminal illness, and the Cancer Society’s Lion’s Lodge, which is situated on the corner of Tainui Street and Lake Road, on the former site of Braemar Hospital.

Miro o Te Ora – Te Kohao Health Centre, run by Kirikiriroa Marae, is a daily service centre with doctors, nursing staff and other specialist professionals providing health and wellbeing services to the community. The marae also runs Rongo Atea, a drug and alcohol programme for youth between the ages of 13 and 17 years, and Hale ku lani – Nga Mara Aatea, a day programme for people with intellectual disabilities.<sup>[150]</sup>

[146] *Waikato Times* 6 June 1917

[147] *Waikato Times* 4 June 1920; *Building Permits register transcription*. Not researched further, may be Te Awhina. Doctor’s name may be Noonan. The second building may be that on the north side of 2 Bryce St.

[148] *NZ Herald* 6 October 1923

[149] *Waikato Times* 21 May 1920

[150] [kirikiriroamarae.com/What](http://kirikiriroamarae.com/What)

## Health and welfare organisations<sup>[151]</sup>

### Care for the Elderly

The Old Men’s Refuge at Waikato Hospital, erected as part of the initial building programme, looked after sick elderly men but the WHB usually sent elderly women and men who needed more care to the Costley Home in Auckland, though the WHB had to pay for their keep; the WHB received the patients’ pensions.

There are currently at least 13 rest-homes in Hamilton. They provide different levels of nursing care. Some places such as Eastcare Residential Home provide care for elderly and people with dementia.<sup>[152]</sup> Armourdene Rest Home in Von Tempsky Street caters for 28 people for short or long-term care. A former nursing home, Garthowen, was also converted to use as an aged care home; it was



Figure 6.23 Photograph taken in 1979 from near the middle of Steele Park looking towards Grey Street. In the centre are the former conveniences and rest rooms, designed by local architects Edgcombe, White and Leigh in 1945 and built by F Hawkins c. 1946. HCL\_M00427.30

[151] This section requires further research.

[152] [kaylexcare.co.nz/hamilton/](http://kaylexcare.co.nz/hamilton/)

demolished in 2004. Karam House operated in Dalethorpe Avenue from 1968 to at least 1989. The rest home Pembroke Lodge at 55 Pembroke Street was demolished in 2008 and Cascades Rest Home built in its place – much larger and modern, in 2011 they expanded further and built apartments as part of the complex; it now has hospital facilities. Radius Care operates three aged-care facilities in Hamilton: Kensington in Maeroa, St Joan’s in Fairfield and Glaisdale at Flagstaff, each providing nursing care, for permanent or short stay.

Some rest-homes were re-purposed from large private homes or boarding houses. One of the earliest aged-care providers was the Selwyn Wilson Carlile Village at 562 Grey Street, opened in 1951 – it was originally the Hiwa maternity home established by Wilhelmina Olsen. Trevellyn, the large home on northern Victoria Street owned by Bill and Hilda Hume, was sold in 1954 to Presbyterian Support Services and in 1955 it was converted into a 12-bed rest-home. It was bought by Oceania Healthcare in 2005 and was being redeveloped in January 2018; and is now Awatere Rest Home and Village.

### Care for mothers, babies and children

The Salvation Army Children’s Home, known as “The Nest”, opened in late 1919, with nine children, aged four and under.<sup>[153]</sup> It was not completed by then, but accommodation was planned for 15 children under five years, and later for 30 children. The home was on the corner of Tawa Street (now Kahikatea Drive) and Ohaupo Road. The Army was assisted by a generous donation by farmer Ewan MacGregor. The initial home was a modern bungalow set in three acres which included a kitchen garden and an orchard. Not all the children were orphans, some had parents who were unable to care for them.<sup>[154]</sup> In September 1919 there were 20 children in the Salvation Army’s Children’s Home, of a total of 740 children in care in Auckland Province.<sup>[155]</sup>

Some children were placed in foster homes rather than orphanages, organised either through the Social Welfare Department (and its successors) or through private agencies such as the Open Home Foundation which has a Hamilton branch. Oranga Tamariki – Ministry for Children has an office in Hamilton, in Anglesea Street, is concerned with the health and welfare of children. Birthright New Zealand offers support services to single parent families through Link House at 2 Dawson Street

[153] *Waikato Times* 11 December 1919

[154] *Waikato Times* 21 February 1920

[155] *Auckland Star* 12 September 1919

Various acts have been brought in to provide legal protection of children and young persons, such as the Children and Young Persons Act 1974 and the Children and Young Persons and Their Families Act 1989, with amendments. Under the legislation children’s homes, known as family homes, have been established in Hamilton, such as one in Collins Road and another in Dey Street. Some involve the Youth Justice departments and some are necessary to provide protection.

After Mary Bryant, the wife of philanthropist Daniel V. Bryant died in 1948, Dan Bryant set up the Mary Bryant Trust and opened a residential home in Thackeray Street for babies and toddlers whose mothers needed a break. The nursery operated until 1974. The house was owned by Bryant from 1938, when SPND of Cambridge applied for a building permit to erect a dwelling.<sup>[156]</sup> The house is now 25 Thackeray Street, occupied by the Bridge Centre run by the Salvation Army.

A branch of the Plunket Society, more properly known as the Royal New Zealand Society for the Health of Women and Children, was formed in Hamilton in 1916.<sup>[157]</sup> However, fundraising was required to employ a nurse; Nurse Graham was welcomed as the first resident nurse in August 1917.<sup>[158]</sup> A second nurse was appointed in 1920.<sup>[159]</sup> The first president of Hamilton Plunket was Elizabeth Jolly, wife of Frank Jolly. In 1933 a new centre for the Plunket Society was opened in Kent Street, Frankton, on land bequeathed under Elizabeth Jolly’s will. By 1950 there were four Plunket Society rooms in Hamilton: at Frankton, Claudelands, central Hamilton and Hamilton East – only the latter building remains, part of the toilet block on Steele Park (Figure 6.23).

In 1922 the Sunshine League was established as a support organisation for patients at Waikato Hospital; the impetus came from Harold Grocott, a Hamilton pharmacist and optometrist, but he was joined by other medical professionals and members of the public. The League aimed to provide ‘cheer’ for hospital patients through supplying fresh flowers for the wards, books and magazines, to entertain the children by reading to them or taking them for drives, and also to provide financial and material help to destitute patients and their families.<sup>[160]</sup> A children’s playground was installed on the hospital grounds by the Sunshine League.

[156] *HCC Building Permits index transcript*

[157] *NZ Herald* 18 December 1916

[158] *Waikato Times* 5 February 1917, 18 August 1917

[159] *Waikato Times* 20 November 1920

[160] *Waikato Times* 23 June 1922

## 6.6 Emergency Services

The main emergencies in Hamilton with which emergency services have had to cope with have been fires. Many houses and business premises were destroyed by fire during the latter decades of the 19<sup>th</sup> century: most buildings were of wood; heating and cooking were on open or closed fireplaces; lighting was from candles or fuel burners. In December 1895 six buildings in southern Victoria Street burnt down; in July 1898 fifteen premises were burnt down. In those two major fires, the spread of the fire was stopped by the brick wall of the Waikato Times building, however in 1895 sparks jumped the street and the Hamilton Hotel was also burnt down.

By the end of the century, council had a hand cart, 500 feet [152m] of 2½ inch canvas hose and a standpipe, but no organised fire brigade. In 1904 a volunteer fire brigade was established and was located in the old public library building

along the south end of Victoria Street opposite the intersection with Knox Street. The building was later relocated across the street and used as the offices of the Waikato Diocese.<sup>[161]</sup> The volunteers were equipped with a hose-reel, a hand-cart, three ladders and sundry other equipment.<sup>[162]</sup>

A report in 1912 by the Inspector of Fire Brigades noted that although council had proclaimed a brick area, it was still largely occupied by wooden buildings, and those that were of brick were but four walls of brick with wooden floors and partitions and that the whole of the two blocks north of Hood street were “bad” from a fire hazard point of view.<sup>[163]</sup> He analysed the water reticulation and fire hydrants in great detail, found the water supply “as regards pressure and volume is quite inadequate, and the reticulation ... badly at fault”.<sup>[164]</sup> At that time the strength of the fire brigade was 20 men who needed more instruction, the fire station inadequate. He made several recommendations regarding the water supply, the pumps and increasing the size of the reservoir.<sup>[165]</sup>

[161] *Hamilton 1950*, Page 13

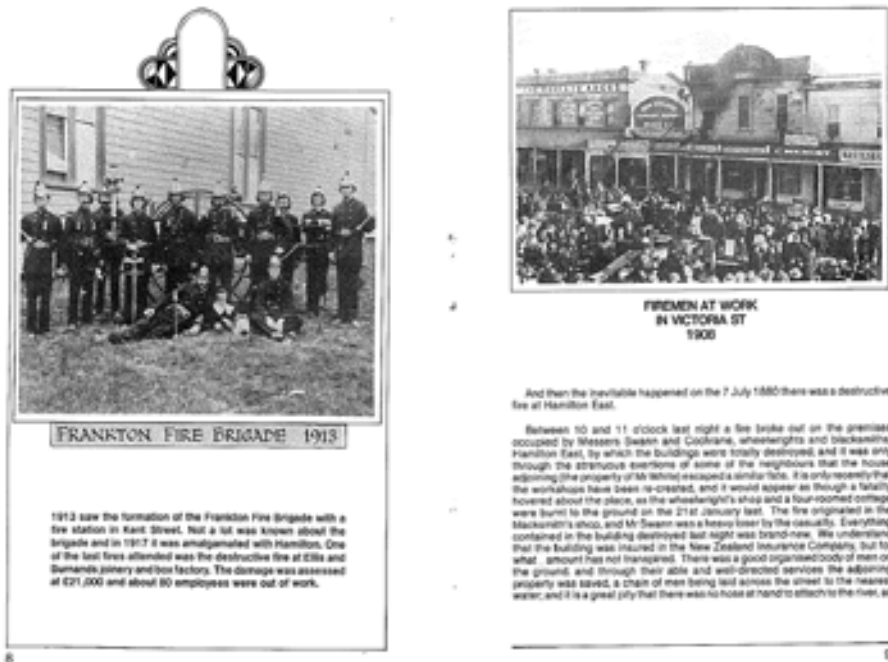


Figure 6.24 The Frankton Fire Brigade 1913. Reproduced from *75 Years of Service: the Hamilton Fire Brigade 1904-1979* p. 8.



Figure 6.25 Hamilton Fire Station in 1927. HCL\_05748.

[162] Wood, John 1976 *Pictorial History of the Hamilton Fire Brigade* p. 13

[163] *Waikato Argus* 12 January 1912

[164] *Ibid.*

[165] *Ibid.*



In 1913 the Frankton Town Board called a public meeting to consider the formation of a fire brigade for Frankton Junction (Figure 6.24).<sup>[166]</sup> A fire station was built in High Street.<sup>[167]</sup> The Frankton Brigade amalgamated with the Hamilton Brigade in 1917.

The first fire station opened in 1915 and was built on the site of the current fire station in Anglesea Street. The fire station was a two-storey building which housed the pump engines and hose tenders and provided accommodation for up to seven volunteers as well as the superintendent (Figure 6.25).<sup>[168]</sup> A fire bell was erected in 1916 on a 56-foot tower on top of Garden Place Hill with an observation platform and operated from “almost every street corner on a break the glass and press the button system”; it was designed by Warren and Blechynden.<sup>[169]</sup> The bell tower was put behind the station in 1919 and dismantled in 1975.<sup>[170]</sup>

In August 1916 the Hamilton Fire Board applied for a building permit to erect a fire station, and in March 1920 to erect a dwelling, both being in Anglesea Street.<sup>[171]</sup> The first motorised fire appliance was acquired in January 1917. In 1928 the fire brigade obtained two pump engines and a hose tender as well as an alarm system with 40 call boxes throughout Hamilton.<sup>[172]</sup>

In 1937 the Fire Board purchased a section adjoining the station on which to build a new building.<sup>[173]</sup> Charles Lambeth and W. Arthur Gray designed the

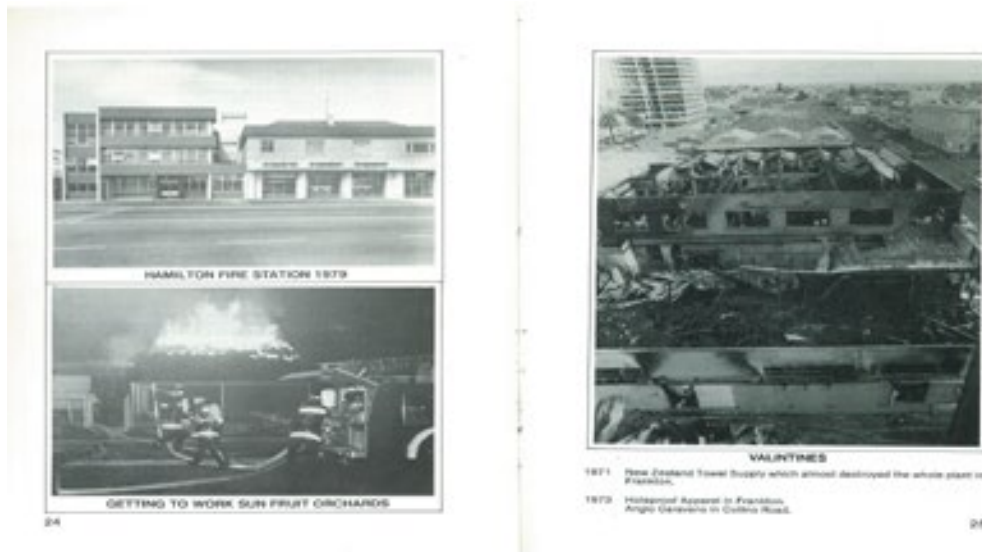


Figure 6.26 Hamilton Fire Station in 1954. Reproduced from *75 Years of Service: the Hamilton Fire Brigade 1904-1979* p. 19.

[166] *Waikato Argus* 17 February 1913

[167] The fire station building still exists at 94 High Street.

[168] *Pictorial History of the Hamilton Fire Brigade* \*1976

[169] *Waikato Times* 2 August 1916

[170] *Pictorial History of the Hamilton Fire Brigade* \*1976 p. 13. The tower was shifted to Waihi.



Figure 6.27 Looking south across the city towards the Waikato Hospital with John Martin Motors in the foreground. At left is the Hamilton Central Fire Station. Behind the station are the tower and six two-storey blocks of flats built by the Fire Board for permanent brigade staff. In the centre of the image, the dark circular structure (holder) and the tall white structure (retort) to the right are part of Hamilton's gas works. September 1976. HCL\_M00136.33.

[171] HCC Building Permits index transcript

[172] *Hamilton 1878 – 1928 Commemorating the Jubilee of Hamilton Borough*, *Waikato Times*; Page 45.

[173] *New Zealand Herald* 2 January 1937

proposed new fire station.<sup>[174]</sup> It opened in May 1939 (Figure 6.26).<sup>[175]</sup> In 1937 the brigade bought a new fire engine equipped with pumps capable of drawing water at a rate of 400 gallons a minute.<sup>[176]</sup> The board's district had been increased with the addition of the Richmond Estate and the Waikato Hospital buildings, which were within Hamilton Borough, but also gave fire protection to areas beyond the boundary at Hillcrest and Fairfield.<sup>[177]</sup>

Hamilton Fire Station underwent renovations in 1939, when a new block was added, and the existing building was renovated to the new style (Figure 6.27). The equipment was upgraded in 1939. In 1948 the Fire Board applied for a permit to erect three staff accommodation units; they were completed in November 1949.<sup>[178]</sup> In 1952 three blocks of self-contained flats were built on

Previously under the volunteer system the brigade themselves elected their own officers annually.

The Deputy Superintendent appointed was Foreman W. Mulholland, he also giving of a guide. The new Deputy had all his brigade experience with the Hamilton Brigade.

#### FIRE SPREN

A fire siren was installed on a 50 foot steel tower on top of Garden Place hill in 1917, same being controlled from the Fire Station in Anglesea Street. It was removed in 1919 to a site at the rear of the present Fire Station, and served as a fire alarm, siren and hose drying tower, until 1976 when the new tower was built.

#### 1939 OPENING OF NEW FIRE STATION

On Saturday, May 20th, the long awaited day arrived—the official opening of the new Fire Station. The ceremony was performed by the Minister of Internal Affairs, the Hon. W. Parry, on a site in front of the station to large and interested crowd. Assisted with the Minister were the Mayor, Mr H. G. Carr, Mr C. A. Smart, M.P. for Hamilton and members of the Borough Council and the Fire Board. The chairman of the Fire Board, Mr W. Bourne, presided and extended a welcome to the Minister and the public.

"It was with personal pleasure that I accepted the invitation of the Hamilton Fire Board to perform this ceremony," said Mr Parry, "for it enables me perforce to give some recognition to the Board, as one of the pioneer fire brigade controlling authorities, for its co-operation with the Government in improving the housing conditions and general amenities under which the permanent staff are working." The architect presented the Minister with a set of fountain pens on behalf of himself and the contractor.

Afterwards the Minister was entertained by the Board at a smoke concert in the Social Hall. Proposing the toast to the Board, the Mayor traced the history of this body, and paid a tribute to the man who had played a part in bringing the Brigade to its present standard of efficiency. Mr Bourne replied to the toast then proposed a toast to the new building, to which Mr C. Lambert, the architect, and Mr E. I. Gane, the builder replied.

Other toasts were, the Hamilton Fire Brigade by Mr R. McCaw, a member of the Board, reply by Superintendent Craig. Contributing authorities by Mr Bourne, replied by Mr H. Hammond, of the Borough Council, and Mr A. E. Moore for the Undersecretary and a member of the Board. The victory, by Mr H. H. Howden, member of the Board, reply by Mr W. Parry. The programme consisted of professional items, vocal solos by Messrs J. Stevens, J. Crawford, G. Ays and the Hamilton Four, recitation, Mr H. Ward, fencer, Mr Bert Hay, and dancing by Mr R. Harris.

On May 20th a social evening was held for the members and their wives. Artists were engaged, films and dancing were enjoyed.

18



FRONT OF STATION ALTERATIONS 1939



HAMILTON FIRE STATION 1954

19

Figure 6.28 Hamilton Fire Station in 1979. Reproduced from *75 Years of Service: the Hamilton Fire Brigade 1904-1979* p. 24.

[174] WMAH collection 1963/70/8

[175] *Pictorial History of the Hamilton Fire Brigade* \*1976 p. 15

[176] *New Zealand Herald* 2 January 1937

[177] *New Zealand Herald* 2 January 1937

[178] HCC Building Permits Index transcript

Thackeray Street.

In February 1976 a three-storey addition was added to the south side of the station and the earlier building upgraded with a new front elevation (Figure 6.28). The fire station was upgraded again in early 2000. Hamilton currently has two additional fire stations, located in Te Rapa and Chartwell, which service the northern parts of the city.

In 1975 local authority fire boards were amalgamated into the New Zealand Fire Service, excluding rural fire authorities. The Hamilton fire service is part of Fire and Emergency New Zealand, a nationwide body that brought together the country's urban and rural fire services under the Fire and Emergency New Zealand Act 2017.<sup>[179]</sup>

Over the years there have been many fatal fires as well as the destruction of major buildings. In 1917 Ellis and Burnand's joinery and box factory in Bryce Street was destroyed. The Hamilton Hotel burned down in April 1922 with the loss of three lives. In 1978 the block bordered by Bryce Street, Victoria Street and Claudelands Road was ravaged by fire, resulting in the destruction of several buildings.

The NZ Co-operative Dairy Company, in conjunction with New Zealand Railways also had a fire brigade with a fire station on the western side of Norton Road. It served the neighbouring factories, which had large quantities of stored timber for butter-box manufacture and the railway houses, until 1930.<sup>[180]</sup>

## Ambulance

The St John Ambulance Society was established in New Zealand in 1885 and branches were established around the country from then on. In 1896 a meeting was held at the Volunteer Hall in Hamilton to form a branch; 17 men and women put their names forward as willing to join.<sup>[181]</sup> Within a month the ladies' class of the Society had attended lectures including a first aid lecture delivered by Dr Brewis.<sup>[182]</sup>

In December 1938 a building permit was issued for an ambulance station and dwelling to be built on part of the Borough Endowment in Ward Street,

[179] [fireandemergency.nz/about-us/what-we-do/](http://fireandemergency.nz/about-us/what-we-do/)

[180] *75 Years of Service: the Hamilton Fire Brigade 1904-1979* p. 20

[181] *NZ Herald* 17 August 1896.

[182] *Waikato Argus* 12 September 1896



Figure 6.29 The St John Ambulance station was on Ward Street, on what is now Norris Ward Park. 1949. Photographer Leo Martin. HCL\_14874.

opposite the High School (Figure 6.29).<sup>[183]</sup> By August 1940 the transport service of the Hamilton St John Ambulance Association had three ambulances and one mobile hospital trailer; in the previous year they had attended to 1080 patients, conducted classes in first aid, home nursing, air raid precautions and hygiene.<sup>[184]</sup> In 1954 another permit was issued, for a hall and meeting room on the corner of Commerce Street and Lake Road.<sup>[185]</sup> The hall opened in 1955 but in 2002 it was considered surplus to requirements and was sold.<sup>[186]</sup> Today, the Central Regional headquarters is based in Seddon Road, with an ambulance base at Chartwell.

An air ambulance service, the Waikato Westpac Rescue Helicopter service was founded in 1987 under the umbrella of the Philips Search & Rescue Trust. It is based at Waikato Hospital and provides a 24-hour emergency service 365 days a year servicing the greater Waikato.<sup>[187]</sup>

[183] HCC Building Permits index transcript

[184] NZ Herald 28 August 1940

[185] HCC Building Permits index transcript

[186] Hamilton Press 20 February 2002 p.16

[187] [rescue.org.nz/bases/](http://rescue.org.nz/bases/)



DRAFT

**Summary of Findings - Infrastructure**

Since 1902 Hamilton has had a reticulated water supply, pumping water from the Waikato River initially directly to a reservoir on Ruakiwi Road. Now there are nine reservoirs that receive water pumped from a water treatment plant that opened in 1971. In 1912 Frankton Borough developed a system using water from a deep bore, pumped up to a reservoir on a tower on Lake Road. Frankton operated a coalgas-fired electricity generator whose power Hamilton shared just before amalgamation, but then relied on hydroelectric power from the Waikato dams and through the national grid.

Drains were dug in the central town soon after 1864, to channel water down to the river; a stormwater system was installed incrementally through the developing suburbs, as was a sewerage system. A system of nightsoil collection with dumping areas proved unsatisfactory, as did household septic tanks. The reticulated sewerage was piped to septic tanks along the river, draining from there into the river. A treatment plant for stormwater and sewerage was in operation in 1975. Rubbish disposal was an individual property owner’s responsibility until the borough instituted rubbish collection and deposit into specified sanitary reserves in the 1920s.

**Current District Plan Listings**

**District Plan – Schedule 8A**

Site No	Name	Description
H87	Hamilton Transformer Building	Western Town Belt
H27	Water Tower	Ruakiwi Rd
H81	Old Telegraph Pole	Frankton

**District Plan – Schedule 8B & 8C**

Site No (NZAA No)	Name	Description

**District Plan – Special Character Area**

District Plan Reference	Name	Description
No Special Character Area identified		

**Possible new listings**

Item	Reason
Septic tanks used by borough – one in Memorial/Parana Park; one St Andrew’s golf course; one Edgumbe Park.	Only a few remain of significant period of sewerage control.
Reservoir north of main reservoir, Ruakiwi Rd	
Concrete remains of first reservoir, same spot.	
Electricity sub-station, cnr Claudelands Rd and Grey St	
Remains of pumping station between Cobham Drive and Waikato River ref. SO 19338, SO 35542	

**Further Research/investigation work**

Establish whether the 1879 brick-lined culvert in Ohaupo Rd still exists. Was still there c20 years ago.

Seddon’s drain – its history, current appearance and structure. See Section 5 SO 462723.

Is the 1930s electricity box on corner of Victoria and Collingwood Sts still there? Wiring up the Waikato p.10. Any other such electricity supply structures? E.g. bus shelter type same ref p. 21.

Identify the small concrete building at north end of lake, near end of Rotoroa Drive; was there by xmas 1953. Pumping plant?

**Links to other sections within the Thematic**

### Summary of Findings - Healthcare and emergency

Health services have been provided by doctors and other professionals since 1864, albeit erratically at first. Waikato Hospital, established in 1887, has grown to be one of the largest hospitals in New Zealand and a major employer. Many private hospitals, maternity homes and clinics have provided health care; hospices and specialist nursing care has assisted with additional needs.

### Current District Plan Listings

#### District Plan – Schedule 8A

Site No	Name	Description
H82	Former Waikato Hospital & Charitable Aid Board offices	Hood Street
H136	Waikato Hospital Band Rotunda	Formerly situated at Te Waikato Sanatorium
H28	Hockin House	Built as medical superintendent's house at Waikato Hospital
H01	Beale Cottage	Hamilton East

#### District Plan – Schedule 8B & 8C

Site No (NZAA No)	Name	Description

#### District Plan – Special Character Area

District Plan Reference	Name	Description

No Special Character Area identified

### Possible new listings

Item	Reason
Plunket rooms, public toilets at Steele Park	Only remaining Plunket Rooms? Built by Hawkins Construction for HCC. Only one left of 4?
Fire station, Anglesea St	

Frankton fire station, 94 High St	Frankton's development
2 Bryce St	Purpose-built as Te Awhina Private Hospital 1917; became Riverlea hospital 1920.
1937-38 WHB offices, Sapper Moore-Jones Place	Architects Edgcombe and White; builder J. McKinnon
Hospital laboratory	

### Further Research/investigation work

Any remnants of Hiwa, Haeata?

Other medical staff accommodation – some in Pembroke St were built by medical superintendents or other staff

Any ambulance buildings? Is the ambulance hall the building at 45 Lake Rd?

### Links to other sections within the Thematic

Built City: Land- Name Forest Lake for suburb and lake, name given by Dr John Carey to his farm in that area.

Builders

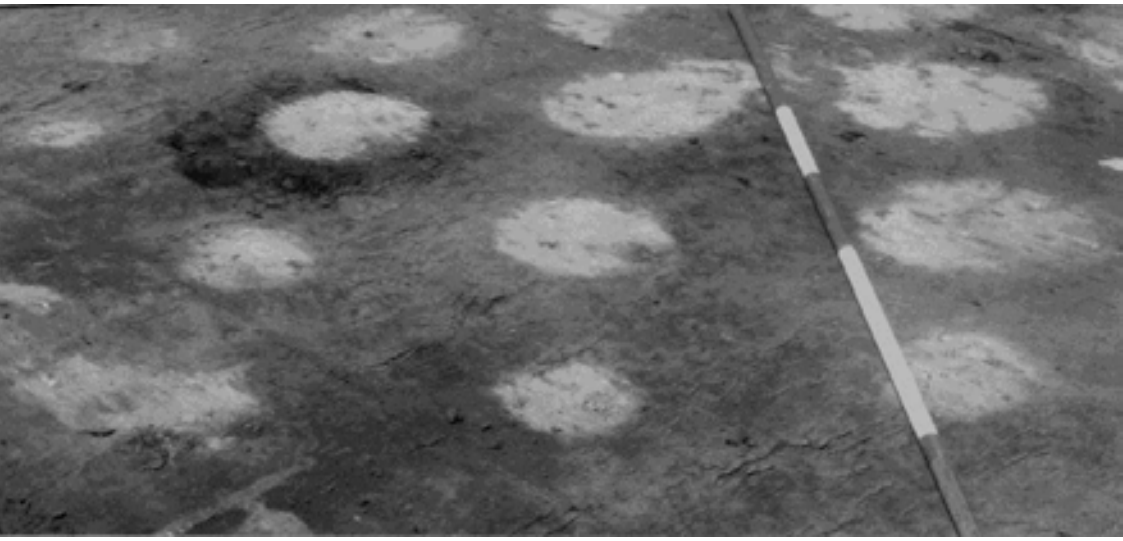
Education: Opoia Hospital became Southwell School

Work – Te Awhina/Riverlea became a private hotel; now offices

Using the land- Beale Cottage – market garden, glasshouses

Recreation and Entertainment – H136 Band rotunda; also relates to other Band Rotunda H12





## THEME 7: UTILISING THE LAND AND NATURAL RESOURCES

The fertile soils and temperate climate have enabled the development of agriculture, first for Maaori growing traditional crops and then by all peoples for growing a mixture of traditional and European crops. The rivers, streams, lakes and swamps have provided food and materials for construction, clothing and tools, as well as navigable transport routes. The low hills were a focus for pedestrian and horse traffic prior to the drainage of the swamps. The river gravels were quarried by Maaori to support the growing of crops.

From 1864, as well as the growing of pasture and fodder crops, which supported the dairy, meat, wool and horse breeding industries, horticulture and market gardening developed. Peat soils have led to the successful establishment of blueberries for commercial production.

Flax, kauri gum and timber extraction industries utilised (and diminished) these local resources, particularly in the 19<sup>th</sup> century. Later industries included the utilisation of local clays and pumice sand deposits. For several decades in the mid-20th century, the river bed was dredged for sand.





## 7.1 Maaori Use of the Natural Resources

The Waikato River, its tributaries and the swampy environment provided many resources for traditional Maaori economy: transport means; fresh water; water power; food (birds, fish, eels, crayfish (koura), freshwater mussels, cabbage tree (ti kouka) and raupo pollen); and materials.<sup>[1]</sup> The river, swamps and drier land provided useful materials that included flax for clothing and rope; nikau and raupo for thatching; pumice as containers, floats and tool-sharpener; kahikatea, totara, manuka and other trees for water craft, construction timber, tools and firewood.

Native bush areas provided a wide variety of foodstuffs and medicinal resources, including leaves, bark, berries, huhu grubs and birds. Te Papanui, the remnants of which are known as Claudelands Bush or Jubilee Park, was a renowned bird

hunting area for Ngaati Wairere (Figure 7.1). Traditional information states that kuku (pigeon), komako (bell bird), huia, kaka, weka and kiwi were caught there when they came to feed on grubs living in the rich soil or on berries of tawa, miro, and kahikatea.

The climate and soils in some areas were suitable for growing traditional crops of kumara, taro, yam and hue (gourds). The pumiceous terraces along the river banks were suitable for growing traditional crops, particularly kumara, and the name “Kirikiriroa”, which can translate as “a long area of gravel” refers to an area used for cultivation. The cultivations extended along the river terraces on both sides of the river and were characterised by numerous borrow pits, in which gravels were taken and added to the friable sandy soils to enhance the cultivation of kumara.<sup>[2]</sup> After the introduction of pigs by Europeans, the



**Figure 7.1.** Part of the first survey plan for Hamilton East (SO 201) shows the extent of Te Papanui in 1864 (NB: north is to the left; later annotations are included). The light green areas are annotated ‘Kahikatea Forest Swampy’, ‘High Scrub’ and ‘Rich Soil’, with ‘Fern Land’ to the west towards the river. Two large areas of Maaori cultivations are also shown. Galloway Street-Peachgrove Road is shown across the upper edge of the map, with forest areas beyond that to the east.

[1] Stokes & Begg 1997 p.43

[2] The locations of these modified soils have been mapped by soil scientists.



plantations were fenced to keep pigs out, the fences consisting of upright stakes of unequal heights lashed together with creepers.<sup>[3]</sup> Later Pakeha settlers often commented on the “Maori pits” and one chronicler stated for the Kirikiriroa area “there had been a good many gravel pits there in the early days”.<sup>[4]</sup>

A number of horticultural and storage features relating to the Maaori occupation of the river terrace south of Kirikiriroa pa were recorded during archaeological excavations in 2013 at Grantham Street.<sup>[5]</sup> These included at least 26 storage pits, 119 planting hollows (ahu, puke), an area of “sheet mulch”, a charcoal patch and a bin pit. The sands and gravels that were used in the gardens probably came from nearby borrow pits, small quarries on the exposed edge of the Hinuera Formation. As with other cultivation sites excavated along the Waikato River terraces, the ahu were laid out in a quincunx pattern, being the most efficient use of the land (Figure 7.2). Three episodes of overlapping kumara gardens were found at Grantham Street. Most of the 26 storage pits (rua) were bell-shaped, some being three metres across and constructed with buttresses to provide better support in the soft soils; the pits were of a local style not seen elsewhere.<sup>[6]</sup>

The northern slopes of the hill Te Kopu Mania o Kirikiriroa (Garden Place Hill) were also cultivated for kumara. The first survey map of Hamilton East (SO 201) has large areas marked as “Native cultivations”, namely the Memorial Park area and on a higher terrace in the Naylor-Brookfield-Galloway Streets area. Archaeological survey work in the proposed Peacocke’s Weston Lea estate has also located cultivation sites.<sup>[7]</sup> Several other Maaori cultivation sites within Hamilton have been investigated and described by archaeologists.<sup>[8]</sup>

The fertile soils on the hill Te Kopu Mania o Kirikiriroa, later known as Garden Place Hill, allowed for the cultivation of kumara and rauruhe (fern root). Also located on the lower slopes of the hill were several springs or puna. The ridge of the hill was used for ceremonies to maintain and protect the mauri of the hill, its fertility and life sustaining properties. The hill was also an observation point for the local haapu to track the stars and constellations which mark the different

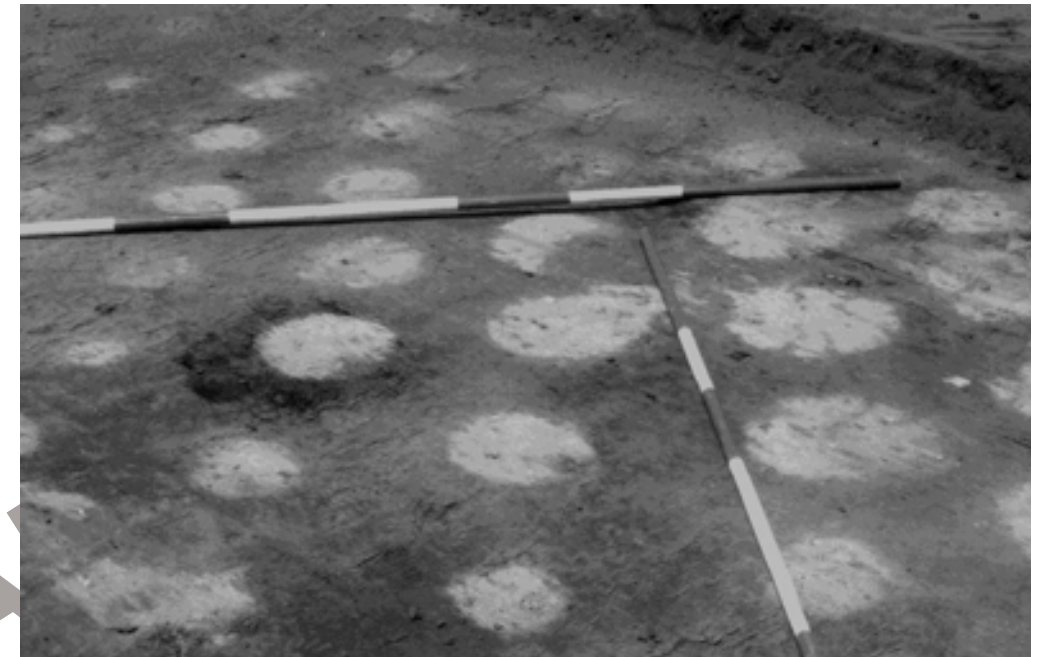


Figure 7.2. Archaeological excavation of site S14/201 at Chartwell exposed the quincunx pattern of the ahu (puke, hollow) dug into the subsoil and filled with sand quarried from elsewhere, in which kumara were planted and mounded over. The scale rods are marked with 0.5 and 0.25 m intervals. Photograph: Warren Gumbley.

phases of planting and harvesting of crops.

Close to the paa Te Tahuki, just south of Anzac Parade, was a freshwater spring called Te Korokoro. Further upstream from Te Tahuki was another paa, Te Rapa; this was occupied by Ngaati Wairere and Ngaati Koura at one time.<sup>[9]</sup> Archaeological excavation of part of Te Rapa showed this to have been a palisaded storage area on natural river terraces, with perhaps as many as 65 rua (underground bell-shaped storage pits).<sup>[10]</sup>

European missionaries taught new agricultural skills, introduced new crops and animals, the use of European tools and equipment, and it is probable that the cultivated land around Kirikiriroa was extended especially for wheat and other grain crops.<sup>[11]</sup> Wheat, maize and oats were amongst the crops introduced and

[3] Norris 1963 p. 8

[4] Coates 1962 p.76. Coates arrived in Hamilton in 1866.

[5] Phillips, Caroline and Ben Thorne, 2014, *Archaeological excavations of historic buildings (S14/259) & Maori gardening (S14/258) at 21 Grantham Street, Hamilton*

[6] Phillips & Thorne

[7] Gumbley, Warren John 2019 “Evidence-in Chief for Weston Lea Limited” <https://www.hamilton.govt.nz/our-services/planningguidanceandresourceconsents/publicly-notified-applications/2018%20Document%20folder/Adare%20Q5%20Applicant%20Evidence%20-%20Archaeology%20-%20Warren%20Gumbley.pdf>

[8] See Gumbley, Warren & Andrew Hoffman 2013 “The Archaeology of Pre-European Maori Horticulture at Horotiu...” S14-194\_S14-195\_ Investigation\_Report\_2013\_Gumbley.pdf; Gumbley, W., T.F.G. Higham & D.J. Low 2004 “Prehistoric Horticultural Adaptation of Soils in the Middle Waikato Basin ...”, *NZ Journal of Archaeology* vol.25 pp. 5-30

[9] *Waikato Minute Book 12, 28th September 1882 p. 201, 239*

[10] Hunt 1962, pp 35-37. Te Rapa was destroyed during the formation of Cobham Drive.

[11] Cowan 1940, p. 42-43; Norris 1963 p. 6

grown in abundance by Waikato iwi.<sup>[12]</sup> From the early 1840s to the late 1850s, 29 flour mills were built by iwi or haapu in the greater Waikato, although not all were operating successfully.<sup>[13]</sup> Flour millers were amongst the over 50 Europeans living in the Waikato in 1854.<sup>[14]</sup>

From the mid-1840s to late-1850s, iwi in the Waikato-Waipā region, including the Kirikiriroa-Te Rapa people, provided the Auckland and Australian markets with large quantities of pigs, potatoes, cabbages, kumara, melons, wheat, maize, flour, and oats as well as peaches and other fruit. These foodstuffs, as well as eels, flax and firewood, were taken by canoe down the Waikato and Waipā Rivers and through the Awaroa River portage near Port Waikato to the Manukau Harbour.<sup>[15]</sup> By 1860 productivity in the Waikato was not as great, partly due to poor seed and new diseases spreading through the crops, but also because the demand for New Zealand flour had fallen as men left the Australian goldfields, which was one of the main markets.

The Resident Magistrate Francis D. Fenton stayed the night at Te Rapa pa on 14 August 1857; in his journal he stated:

*The Natives about here have planted little wheat this year. They say the old stock is unsold, and prices are too low to remunerate them for their labour... The mill here ... had broken and become useless.*

A mill is recorded for Kirikiriroa as well as at Te Rapa, though its precise location is not known, and another further south at Nukuhau Paa situated on the Nukuhau Stream that flows into the Waikato River.<sup>[16]</sup>

In early 1864 the imperial troops took advantage of Māori crops and stores – for instance when a force of 400 men of the 18th and 70th Regiments and the Colonial Defence Force stayed at Kirikiriroa overnight on 14 March 1864, they found an abundance of potatoes with which to supplement the Commissariat supply.<sup>[17]</sup>

Further evidence of the prolific production of grains is the report that on April 5, 1864, the paddle-steamer Koheroa stopped at Kirikiriroa and destroyed by order about 20,000 bushels (c.705 cu.m) of oats, which had been stored by the

residents.<sup>[18]</sup> One of the 4th Waikato militiamen, John Davis, recorded his first impressions later in 1864: “The Maoris had abandoned their homes and left maize crops and potato pits in various places”.<sup>[19]</sup>

## 7.2 Agriculture post-1864

The motivation behind the granting of potential farming land to the 4th Waikato militiamen was partly to inhabit the land in the British tradition, and partly to make the district self-sufficient. However, many of the 50-acre allotments were too swampy for immediate ploughing and planting, and access to most of the allotments was poor until roads and bridges could be constructed. When they enlisted, only 18 men put their occupation as farmers and 16 as farm labourers – only a small percentage had the necessary skills to develop and manage a farm. The government failed in its promise to provide adequate farming equipment, seed for crops and labouring jobs, and many men and their families abandoned the new settlement.

Nonetheless, by December 1864 a census showed that, of the land allocated to the militiamen (town and rural), 136 acres were in garden and orchard, 150 acres in sown grass and 290 acres under crop; and that there were 16 horses, 70 cattle, 1 sheep, 17 goats, 25 pigs and 158 poultry.<sup>[20]</sup>

Some of the land in and around Hamilton was originally peat swamp, which meant a lot of drainage was required before agriculture and horticulture could be established. By 1872 about 125 acres had been laid down in wheat in Hamilton East/Kirikiriroa and 100 acres in Hamilton West; about 600 acres in oats and barley, 100 acres in potatoes, grass intended for hay as well as grazing pasture.<sup>[21]</sup> Most of the first settlers had a house cow or two on their acre of town land, supplying the family with milk and to make their own butter. Some with extra milk sold it to shopkeepers. The cows were allowed to graze the roads and any unfenced property as well.

### Livestock and feed crops

Much of the area now within Hamilton was farmed until brought within the urban area and/or subdivided into residential sections in anticipation of being part of Hamilton. The only exceptions to this were tracts of swamp, particularly in the south-west. Small herds of dairy cows, pigs and sheep were the main

[12] e.g. Cowan 1922 p. 16 citing Rev. Morgan; Cowan 1940 p. 42-43; Norris 1963 p. 6

[13] NZ Government Gazette 1856 p. 134

[14] Electoral roll for the Southern Division of Auckland Province, Auckland Government Gazette 1854

[15] Cowan 1940:43; Tonson 1966:15

[16] Nukuhau mill and pa are outside Hamilton City boundary.

[17] Daily Southern Cross, 28 March 1864 p. 3

[18] Taranaki Herald, 16 April 1864 p. 3

[19] Chappell 1924 p. 9

[20] Norris 1963 p. 56

[21] Daily Southern Cross 6 November 1872

livestock types. Crops were grown, including hay for fodder. Isolated paddocks within town were retained by some owners or developers, such as one in Casey's Avenue where Hayley Preece kept a horse and jersey cow until the early 1960s.<sup>[22]</sup> The area had been part of the farm of Andrew Casey, extending north from Boundary Road.

Rukuhia Estate, the 23,000 acre (9,307 ha) property owned by James Williamson and Alfred Cox, was already grazing large flocks of sheep and herds of cattle by December 1873 (only some of the property was within current Hamilton boundaries).<sup>[23]</sup> Much of the estate was swamp, that Williamson and Cox, and later Williamson's sons, started to drain to make arable pasture.

Thomas Jolly's farm of 400 acres (162 ha) that extended north from Rotorua (Hamilton Lake) through to the Waitewhiriwhiri Stream (now Frankton-southern Maeroa) adjacent to Hamilton West was developed from 1867 into pasture for sheep and cattle, and crops such as wheat, rape and oats. Jolly is credited with having the first Jersey bull in the Waikato.<sup>[24]</sup>

Thomas Dinsdale was one of those who farmed on Hamilton's outskirts, now within the suburb of Dinsdale. His 100-acre farm was described in 1880 as well-tilled and "despite the land being not first-class quality ... good crops are ... grown of wheat, oats, mangolds, carrots, and other produce, showing what may be done by skilful working and the application of manures".<sup>[25]</sup>

Forest Lake was farmed initially by Dr John Carey and subsequently by John and Mary Walsh, until they began subdividing the farm in 1913. Beerescourt was the farm of Gerald Butler Beere; he was granted 300 acres as captain of No. 1 Company of the 4th Waikato Regiment. He bought an additional 100 acres and farmed the land for several years, planting a great number of ornamental trees, a fruit orchard and vineries.

The 1887 and 1888 sheep returns of farmers who gave their addresses as Hamilton or Kirikiriroa showed 23 farmers (including the NZ Loan & Mercantile Agency) owning from 11 or more sheep, though only four farmers had more than 200; Thomas Jolly had the most, 450 head.<sup>[26]</sup>

[22] Personal information, Lyn Williams

[23] *Daily Southern Cross* 19 December 1873

[24] *The bull gored him fatally in the abdomen in 1894.*

[25] *Descriptive Handbook* p. 21

[26] <https://paperspast.natlib.govt.nz/parliamentary/appendix-to-the-journals-of-the-house-of-representatives/1888/1/2355>

Amongst the many examples of farms converted to residential subdivision are: Knighton, the farm of Samuel Seddon; Riverlea and Dunrossie (both now in southern Hillcrest) were the farms of James McPherson; Melville was a 61 ha dairy farm owned by James Melville. Enderley was a small dairy farm owned by Edward Shoard from 1899, until he started subdividing in 1913. James Primrose owned and farmed a 102-acre block at Enderley which he subdivided in 1912.<sup>[27]</sup> The Thomas family farm is now part of urban expansion to the north of Thomas Road.

In 1916 the Waikato Co-operative Dairy Co. set up the first model pig farm at Te Rapa, managed by Kirke Wood (Kirkwood) Gorringe. The 50-acre farm, which was close to the railway and road and about one kilometre north of Te Rapa School, had styes in two "streets", concrete floors for the styes and paddocks accessible from the styes; it was hailed as a "scientifically fitted-up operation".<sup>[28]</sup> Half the farm was set aside for growing crops: turnips, barley (for straw as well as feed), mangolds, rape and carrots, to supplement the buttermilk supplied from the company's factory.

Raising pigs on dairy farms was common, as they drank the skim milk after the cream had been separated off, either by the farmer or at a creamery.

Dairy farming soon came to be considered the Waikato's primary farming activity, assisted by major technological changes with refrigerated shipping, milking machines, home separation and the development of creameries and dairy factories for processing milk and cream into butter and cheese. The number of cows in a herd increased as machines took over from hand-milking. Introduced pasture plants such as red clover and a variety of grasses altered the environment, as did the application of manures and fertilisers.

### Horticulture and market gardening

Missionaries introduced several types of European fruit trees to Waikato Maaori, and local iwi planted and harvested peaches and other fruit in the environs of Kirikiriroa. The peach grove in Hamilton East was still being harvested in the 1870s. It was customary for urban and rural dwellers to have at least a few fruit trees and berry bushes, the fruit being preserved for later use.

In the early years of the militia settlement, within the town, many people planted a quarter of their acre with wheat and ground their own flour, using a coffee

[27] DP 8480

[28] *Waikato Times* 29 January 1916





Figure 7.3 Joseph Frear's garden on Garden Place Hill was known for its vegetables, orchards and the many beehives he kept. HCL\_02070.

grinder.<sup>[29]</sup> Some settlers used the heads of bulrushes for mattress filling.<sup>[30]</sup> They also grew their own potatoes and vegetables.

In February 1873 it was reported that cotton had been grown successfully on Captain Steele's farm (now Hillcrest).<sup>[31]</sup> In 1874, hops were being grown by Waikato Maaori (location not specified) and William Cummins purchased half a ton of them for his brewery with excellent results.<sup>[32]</sup>

The first person known to have made wine in Hamilton was Philip Le Quesne – he used grapes from Te Kauwhata and his own blackberries; his output per

[29] Norris 1963 p.168

[30] Norris 1963 p.168

[31] Nelson Examiner and New Zealand Chronicle 15 February 1873

[32] Auckland Star 11 and 22 August 1874



Figure 7.4 Pupils at Frankton School c.1914 were taught to grow vegetables as part of the war effort. HCL\_00520.

season in the early 1890s averaged 6000 gallons.<sup>[33]</sup> During the 1920s and 1930s Egidio (Gilbert) Pizzini (1866-1947) had extensive orchards: mostly apples, but also grape vines, on Domain Reserve he leased from council in Fox Street.<sup>[34]</sup> He made wine from his own grapes, mostly as a hobby to avoid paying the expensive license fee. He won at least one prize for his wine, third in the 'Any Type' category at the Waikato Winter Show in 1930. He also produced cider from his apples.<sup>[35]</sup>

John Webb was growing fruit, particularly peaches, for sale in 1899.<sup>[36]</sup> Charlie MacCulloch, at his property Bretton in Hillcrest, grew a large variety of table grape vines for sale in 1909.<sup>[37]</sup> In 1919 when Bretton was put up for sale after subdivision into 2½- to 14-acre plots, about 3000 fruit trees were coming into full bearing.<sup>[38]</sup> At least some of the property, with different owners, continued as Bretton Orchard until 1928.<sup>[39]</sup>

Doug Pick established his ten-acre orchard in Peachgrove Road by 1933 and later

[33] Observer 8 December 1894

[34] Williams, Lyn "The Dead Tell Tales: Egidio Teodore (Gilbert) Pizzini", Waikato Times 18 March 2013

[35] Williams, Lyn "The Dead Tell Tales: Egidio Teodore (Gilbert) Pizzini", Waikato Times 18 March 2013

[36] Waikato Argus 7 February 1899

[37] Waikato Independent 22 June 1909

[38] Waikato Times 12 March 1919

[39] Waikato Times 9 May 1928

established Sunshine Orchards on Ohaupo/Great South Road. John and Harry Morrow had a large orchard at the East Street-Tramway Road intersection by 1947. A Mr Scott had Brighton Orchard at Claudelands in 1943, specialising in apples.

Sunnyside Orchard was established in Silverdale Rd by 1920 by John McMiken, and later run by his son William J. McMiken; in 1938 their exhibit at the Waikato Winter Show attracted widespread attention – it was a pyramid standing nearly three metres high made up of apples and pears and “demonstrates in a forceful manner the productivity of the Waikato”.<sup>[40]</sup> Also at Silverdale was an orchard established by A.W. Green. George Forrest grew tomatoes for sale, in large glass-houses adjacent to Beale Cottage (H1, Schedule 8A, Operative District Plan, 2017).

Several market gardeners grew vegetables and other produce for sale e.g. J. Eales of Claudelands in 1906, George Willey of Claudelands from 1881 to 1904. Willey also grew hay for sale. From 1924 to the late 1940s on a ten-acre plot in Hillcrest, Robert and Alice Forster grew vegetables, fruit and flowers for sale in their shop, as well as producing chickens and eggs; most of their violets and daffodils were sent to Wellington by train, taking advantage of the Waikato’s earlier flowering season.<sup>[41]</sup>

Albert Willey (brother of George) had a market garden on the upper slopes of Collingwood Street, and the Willey family had a market garden on the slope between Lake Rotorua and the hospital during the mid-20th century.<sup>[42]</sup>

The representative of the New Zealand Tobacco Company visited the Waikato in 1884 to encourage farmers to grow tobacco.<sup>[43]</sup> In 1889, Yan Lee (or Ah Lee) leased land for tobacco growing.<sup>[44]</sup>

Several Chinese market gardeners had businesses in and around Hamilton. Amongst them were: Wong How and Co. at Knighton in 1917; Wong How Chee in 1924; James Dong Ching in 1926; and Alex Shum from the 1940s through to the 1990s at Glenview. Notable amongst the market gardeners was George Toy who shifted his garden from Frankton in the mid-1930s to Hall Road, where he had the largest garden in the Rukuhia area, 180 acres, until the 1980s.<sup>[45]</sup> In 1894

it was reported that vegetables grown by three or four Chinese men on land “down towards No.1 Bridge” had brought 20 acres into cultivation either for vegetables or for grazing, and had produced turnips, peas, broad beans, early potatoes, cauliflowers and cabbages.<sup>[46]</sup> With this endeavour, and that of some two or three Europeans, Hamilton was in a position to export vegetables to Rotorua, Otorohanga and Te Kuiti. There were Chinese market gardens in Ulster Street, Opoia Flat (River Road) and the north side of Rostrevor Street; also on land near Lake House, or perhaps at the Urlich Road shops area. Chinaman’s Hill on Ohaupo Road was farmed first by Sam Poy Shum and then by his son Alex Shum.<sup>[47]</sup>

One man, Wong Hop, was brought before the court in January 1916 for “working at his calling on a Sunday” – he was digging potatoes within sight of a public road.<sup>[48]</sup> Between 1911 and 1921 Young Wee was given the contract by Waikato Hospital to supply vegetables; he was philanthropic, offering vegetables to the Belgian Fund at the Hamilton Flower Show, and at a Hamilton Horticultural Society show he had a display of several types of vegetables to be auctioned for charity.<sup>[49]</sup> His garden may have been the same location as that of Claude Leong and his brothers, who grew vegetables on their ten-acre property on the southern side of Whatawhata Road in the 1950s – Leong Avenue is named for them.

Waikato Hospital had productive gardens tended by men from the Old Men’s Refuge.

In the 1960s seven market gardeners were listed in the telephone directory, although at that time some were not within Hamilton but on adjacent areas such as towards Rukuhia and Newstead.

The Rukuhia Soil Research Station undertook major fieldwork, plant and chemical trials from 1946 through to the late 1980s for the improvement of soils, soil fertility, pasture types, fertilizers, drainage, blueberry production and peat development. Since then, blueberry orchards have been established on the peat soils in southern parts of Hamilton towards Rukuhia and Temple View.

[40] NZ Herald 8 June 1938.

[41] Kay Hodson pers.comm. to Lyn Williams

[42] Len Morland, Jan Kilham and Tom Muir pers.comm. to Lyn Williams July 2019

[43] Waikato Times 7 August 1884

[44] Waikato Times 30 July 1889; NZ Herald 23 July 1889

[45] Sons of the Soil p.306

[46] NZ Herald 13 November 1894

[47] Burke, Roy Obituary: Alex Shum, family man who left the world ‘in better place’, Waikato Times 4 November 2015

[48] Waikato Times 10 January 1916

[49] Waikato Times 29 April 1915, Waikato Argus 26 November 1914

### Horse breeding and training

From Hamilton's early days, horses were owned and used by most residents, either as transport – ridden or for drawing wheeled vehicles – or for farm work. Land within and around Hamilton was used for grazing and producing fodder and straw for stables. In the late 19th century, those who took their horses around the district to stand at stud included Thomas Dinsdale of Dinsdale, John Hill of Te Rapa and Richard Gwynne of the Hamilton Hotel. The latter two bred Clydesdales and charged stud fees for their sires.

Horse racing was a popular sport. In the mid-20th century there were several horse breeders and race horse trainers in the St Andrews-Te Rapa area, including Bill Winder, Jack Winder, John Frew, Myrtle Sloane, Ray Cotter and many others. Frank Tutchen had stables in Commerce Street in 1928 and then in Forest Lake Road until his death in 1944. His son-in-law Fred Hain had training stables in Hilton Road and later in Sandwich Road in the 1950s.<sup>[50]</sup>

Rogerson Racing Stables, run by Graeme Rogerson, are within Hamilton on Tuhikamea Road. In 2009 they made extensive alterations to the stables, so that 150 horses could be accommodated.<sup>[51]</sup>

The Waikato Equestrian Centre in Pukete provides grazing for horses as well as stabling and riding facilities.

## 7.3 Extractive Industries

### Gum digging

From 1878 and into the 1890s, digging for kauri gum was undertaken in what are now the northern areas of Hamilton: Rototuna, Te Rapa and Pukete. Isaac Coates and his partner George Small employed teams of people, usually Maaori, to extract gum from swamp lands, to be sold at the Auckland markets. Small and Coates also supplied the diggers with goods from their store.<sup>[52]</sup> In 1903 a lump of kauri gum weighing 181 kg was dug up on S. Knight's farm at Frankton and sold to Mitchell and Walsh; about 100 men were gum digging in the neighbourhood

[50] Barbara Hain to Lyn Williams pers. comm. 4 November 2018

[51] <http://www.stuff.co.nz/sport/racing/2677704/Behind-every-great-man>

[52] Coates pp 132-135

at that time.<sup>[53]</sup>

### Flax harvesting and milling

One of the first industries was flax harvesting as the product was readily available. Maaori in the area were gathering and processing flax on their own account, and then from the 1840s until the Waikato War, for trade. After the war, many were employed by Pakeha businessmen. The industry had booms and busts over short time periods. Flax milling was profitable in the 1870s until the depression of the 1880s when flax milling all but ceased. In the 1890s with an increase in flax prices the industry had a new lease of life until the early 1900s when prices again dropped.

Captain James McPherson of Riverlea set up the first flax-dressing machine in Hamilton, in 1868 or earlier. He had a flax mill using water power from the Mangaone Stream and loaded the milled product onto steamers at his wharf (Figure 7.5).

A flax mill was established in Te Rapa in 1903 when Messrs Mitchell and Walsh purchased 3,600 acres of flax swamp, some of which is now within Hamilton, and erected a mill, which utilised the local flax. They also built 11 cottages for

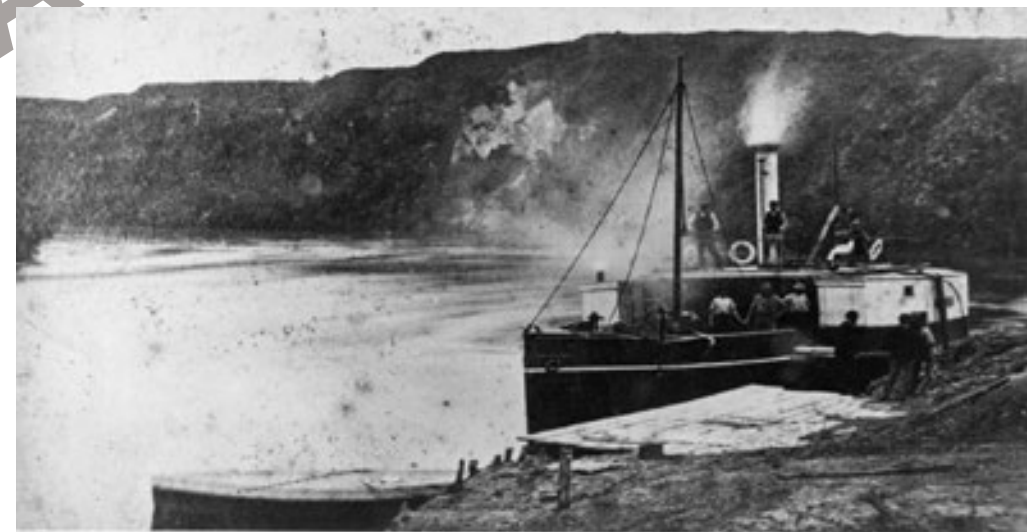


Figure 7.5 Steamer Bluenose at McPherson's wharf c. 1870. HCL\_00070.

[53] Waikato Times 6 November 1903



staff and extended the existing general store.<sup>[54]</sup> In 1905 they sold the property to the Te Awamutu Flax Milling Company.<sup>[55]</sup> A flax mill was still operating in Te Rapa in 1919.

Another early flax mill within Hamilton, though at that time well to the north of Hamilton East, was built by Collins Woolly, James Woolly and Frances Claude in 1869 by the stream that enters the Waikato River just upstream from the Fairfield Bridge. The mill began operation in May 1869 despite a set-back when the dam they were building, to use the water power for the mill, burst after heavy rain in February 1869.<sup>[56]</sup>

Isaac Coates established a flax mill in Hamilton East on the river terraces just upstream from the Union Bridge (now Memorial Park) (Figure 7.6). It started production in October 1889 and initially put through seven tons of green flax daily. Coates bought all the flax around Morrinsville and between Ohaupo and Te Awamutu, then planted flax on his farm at Ruakura. Coates sold the mill in



Figure 7.6 Coates's flax mill on the river terrace in Hamilton East, now Memorial Park. HCL\_08258.

[54] *Waikato Times*, 22 October 1903

[55] *Waikato Times*, 31 January 1905

[56] *NZ Herald* 19 February 1869; *Daily Southern Cross* 21 May 1869

1904.<sup>[57]</sup> He was in partnership with others from time to time. Coates also planted flax to ensure a good crop, some 40 acres.

Thomas Maunder also had a very short-lived flax mill at Frankton, started in October 1889 but moved to Kaniwhaniwha in January 1890 – in December 1889 he was fined for leaving flax tow on the road, where it ignited.<sup>[58]</sup>

Flax and flour mills required water power to drive machinery, and streams with a good flow were dammed and water races built to drive water wheels (refer to Theme 8).

### Timber milling

From the beginning of European settlement, most of the substantial timber trees such as kahikatea, rimu and totara in Claudelands Bush were cut down for timber.

Ebenezer Gibbons established the first sawmill in Hamilton, on the creek



Figure 7.7. Milling in Claudelands Bush 29 May 1893. HCL\_11073.

[57] *Auckland Star* 15 March 1904

[58] *NZ Herald* 19 October 1889, 6 December 1889; *Waikato Times* 7 January 1890. "Maunder" may have been Thomas (died 1893) or his son, Thomas Wills Maunder.

that flows into the Waikato River. He used local timber, kahikatea cut from Claudelands Bush, but mainly brought kauri and other timbers from downstream, landing them at his wharf by the creek. The creek was dammed and a race built to drive the mill. The mill was situated at the extreme end of Dawson Street, but access was by means of a tramline from Clyde Street that followed the east side of the gully then crossed the creek to the mill and from there followed the southern side of the creek down to the Waikato River.<sup>[59]</sup> Isaac Coates recorded that when he arrived in Hamilton in 1868, the mill was then idle.<sup>[60]</sup> (Refer to Theme 8)

### Quarrying and brickworks

Kokowai, an iron oxide gel known as ferrihydrite or ochre which is formed in many streams, drains and seepages near peat bogs, was collected, dried and fired by Maaori to produce a pigment used for decoration of structures and weapons and as body ornament. Deposits are visible in Gibbons Creek in Memorial Park and Putikitki Creek in Seeley's Gully.

Several brickworks were established utilising Hamilton's clay. Philip Le Quesne is credited with making the first bricks, which he used in 1876 to build the first public hall.<sup>[61]</sup> In 1877 W. Davis was advertising the sale of a brickyard in Hamilton West.<sup>[62]</sup> Silvester Davis had a brickworks by 1879 as he supplied the bricks for the Waikato Times building and in 1880 he made bricks for Le Quesne's Hotel.<sup>[63]</sup> In 1881 W. Hicks advertised for sale his brick-making plant; his property was on the corner of Collingwood and Anglesea Streets.<sup>[64]</sup> Coates established another brickworks in Collingwood Street in 1903.<sup>[65]</sup>

In 1877 Edwin and James Wright and Thomas Vincent established the Hamilton Pottery Works, their products being chimney tops, drain tiles, plant pots, garden edge tiles, water coolers, butter coolers and fancy pottery; the factory was in Forest Lake and utilised clay from the nearby hill.<sup>[66]</sup> One of the unique items they made was an octagonal font for St Peter's Church, standing 107cm high and 53cm in diameter.<sup>[67]</sup> The pottery works seems to have lasted for less than a decade.

[59] *Waikato Times* 14 January 1959. The mill buildings are shown on SO 201.

[60] Coates p. 76

[61] *NZ Herald* 29 August 1876

[62] *Auckland Star* 22 October 1877

[63] *Waikato Times* 26 June 1879.

[64] *Waikato Times* 27 August 1881, *Waipa Electoral Roll* 1881, 1893

[65] *Gibbons* p. 142

[66] *Waikato Times* 9 June, 8 December 1877

[67] *Waikato Times* 17 November 1881

Militiaman Edward Pearson developed a product marketed as Pearson's Sandsoap in 1882; he developed the carbolic sandsoap using pumiceous sand quarried from the river bank.<sup>[68]</sup> His factory was a collection of buildings on the north-east corner of Grey and Cook Streets, including the former Oddfellows' Hall (H11, Schedule 8A, Operative District Plan, 2017). He claimed the sandsoap's qualities ranged from cleaning and scouring to being a flea deterrent. The business was so successful he opened another factory in Leichhardt near Sydney.

During the mid-20th century Roose Shipping Co. dredged the Waikato River and sold sands and gravels from this and other sources. Mounds of sand were stored on the company's wharf beside Hillsborough Terrace (Figure 7.8).



Figure 7.8. An aerial view of Roose Shipping Company's premises, showing mounds of sand and a laden barge at the wharf c. 1967. HCL\_07995 (cropped).

[68] Samples of the sandsoap moulds and wrapping paper are in the Waikato Museum collection.

The four councils, Hamilton, Frankton, Waipa and Waikato, have quarried sand and gravel from several places within the current Hamilton City. Amongst the sites are: a pit near the end of Ellicott Road in the early 20th century used by Waipa County Council; gravel pits in the Hayes Paddock area, Hamilton Gardens and elsewhere used by Hamilton Borough Council; the largest was Perry's Hutchinson Road quarry. A gravel reserve was on the south-western corner of the intersection of Collins and Ohaupo Roads, owned by Waipa County Council in 1941 but now within Hamilton.<sup>[69]</sup>

<sup>[69]</sup> SO 31456. The land is now owned by Tainui.

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### Summary of Findings

The fertile soils and temperate climate have enabled the development of agriculture, first for Maori growing traditional crops and then a mixture of traditional and European crops and animals. The rivers, streams, lakes and swamps have provided food and technological materials, as well as navigable transport routes. The low hills were a focus for pedestrian and horse traffic prior to the drainage of the swamps. The river gravels were quarried by Maori to support the growing of crops.

As well as the growing of pasture and fodder crops, which supported the dairy, pork and horse breeding industries, horticulture and market gardening developed. Peat soils, particularly in southern Hamilton, have led to the successful establishment of blueberries for commercial production.

Flax, kauri gum and timber extraction industries utilised (and diminished) these local resources, particularly in the 19th century. Later industries included the utilisation of local clays and pumice sand deposits. For several decades in the 20th century, the river bed was dredged for sand.

### Current District Plan Listings

#### District Plan – Schedule 8A

Site No	Name	Description
	need to go through Schedule and check	
H1	Beale Cottage	later owners had commercial tomato glasshouses
H26	Bankwood	Matthew Farrer's farmhouse, later John Gordon's, William Goodfellow's
	Silverdale	farmhouse
H30	Riverlea	McPherson's farmhouse
H21	Lake House	Gentleman-manager's house for Rukuhia Estate

#### District Plan – Schedule 8B & 8C

Site No	Name	Description
A1	Te Awa o Katapaki – Borrow Pits	
A6	Mangaiti – Borrow Pits	
A100	Borrow Pits	
A101	Matakanohi – Borrow Pits	
A105	Te Awa o Katapaki – Borrow Pits	
A112	Waiwherowhero – Borrow Pits	
A116	The Hamilton Punt/borrow pits	
	Borrow Pits- Peacocke	

#### District Plan – Special Character Area

District Plan Reference	Name	Description

#### Possible new listings

Item	Reason
Rukuhia Homestead and research station buildings	Experimentation with peat, blueberry cultivation; farmhouse for Hall. A dairy/cool store near house.
Ruakura Homestead	Associated with model farm and education of farmers; farm improvement.
Dinsdale farmhouse	Dinsdale Rd
Goodall farmhouse	Johnson/Goodall Sts
Weston Lea homestead	Peacocke/Amberfield

**Further Research/investigation work**

Any farm buildings?

Identify extant early horse-training stables/tracks

Lime trees planted by George Mason in his nursery – see Norris 1964 pp 33-34

any plantings/structures associated with Mason?

Anything related to blueberry cultivation, or orchards?

**Links to other sections within the Thematic**

Education: H26

Primary processing: H26, William Goodfellow's house

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## THEME 8: PRIMARY PROCESSING AND AGRICULTURAL SUPPORT

Hamilton became the business centre for Waikato agricultural industries from the late 19th century. Associated with this was the establishment of primary processing industries, such as dairy and meat factories; flax, flour, bone and timber mills utilizing materials brought in from elsewhere; manufacturers of dairy machinery and equipment and repair workshops. Aerial topdressing companies were based at Rukuhia airport.

Brewers and aerated water or cordial manufacturers, tobacco processing and animal skin works were also established. Plant nurseries, suppliers of seed and agricultural equipment and chemicals supported Waikato farmers and Hamilton residents by providing retail outlets. Produce markets were established to distribute and sell locally-grown produce. Several stock and station agencies set up offices and held stock sales either in town or on farms with agents and auctioneers.

The Waikato Winter Show Association and the Waikato Agricultural & Pastoral Association were established as opportunities to showcase stock, produce and new equipment and were seen as bringing town and country together; supportive organisations such as the Country Women's Institute and Federated Farmers had branches in Hamilton, with members from town and country communities. The annual Fieldays event, although held outside Hamilton at Mystery Creek, also brings much business to Hamilton.

The government established the Waikato Agricultural College and Model Farm at Ruakura, which later developed into the Ruakura Agricultural Research Station, and after WWII the Rukuhia Soil Research Station, which undertook studies of soil fertility, weed control, peat drainage and soil improvement and productivity. The Auckland Herd Testing Association had major offices in Hamilton, and Glaxo had a milk testing laboratory here for several years.



## 8.1 Primary processing industries

### Dairy industries

From the 1880s there were several independent ventures into creameries and cheese factories, which failed, merged or were taken over by larger companies. The first within Hamilton was the Waikato Cheese and Bacon Factory, which was formed in 1882 with Isaac Coates, William Steele, James Runciman, Samuel Seddon, John Knox, Browne Wood and James Hume as directors – these men were farmers, an entrepreneur-farmer, an auctioneer and a bank manager.<sup>[1]</sup> Joseph Cochrane sold the company 71 acres of his Riverlea farm on which to build a factory.<sup>[2]</sup> The factory was designed by Hamilton architect T.H. White and was built by April 1883.<sup>[3]</sup> The Waikato Cheese Factory Company was one of several independent dairy factory groups who in 1885 merged to form the Waikato Dairy Factories Association to ensure consistent freight handling and prices in London which was the overseas market at that time.<sup>[4]</sup>

In 1886 the company was liquidated, but a new company, the Waikato Dairy Company, was formed in its place.<sup>[5]</sup> Farmer Samuel Seddon and solicitor Arthur Swarbrick were its directors. The Auckland Freezing Company [New Zealand Frozen Meat and Storage Company] leased the Waikato Dairy factory in 1887, through its representative Wesley Spragg.<sup>[6]</sup> The factory at this time arranged to take skim milk as well as cream, and kept pigs on the adjacent land. Known as the Hamilton Creamery, it was open for business in October 1887.<sup>[7]</sup>

Wesley Spragg established the New Zealand Dairy Association, with himself as general manager, in 1886.<sup>[8]</sup> The Hamilton Creamery was leased by Henry Reynolds in 1889 and was still in operation in 1894 when they had 15 suppliers.<sup>[9]</sup> The Hamilton Creamery had 17 suppliers in 1896 and 23 suppliers in 1897.<sup>[10]</sup> Charles Davis of Silverdale was the honorary secretary in 1895.<sup>[11]</sup> By 1899 the property belonged to the NZ Loan & Mercantile Agency when it was bought by

Harry Bullock-Webster.<sup>[12]</sup> In 1900 it was again up for sale, including a five-roomed house.<sup>[13]</sup>

In 1886 Henry Reynolds, the manager of the Waikato Land Association's large estate, established a butter factory at Pukekura (Waipa County), adopted the anchor as his brand, and as Reynolds and Company began exporting butter to England. In 1896 he sold all his interests to the New Zealand Dairy Association.<sup>[14]</sup>

In 1899 John Livingstone of Te Rapa [now Livingstone suburb] offered some land to the Auckland company Ambury and English to build a creamery, with the promise milk from 250 cows from himself and his neighbours.<sup>[15]</sup> Te Rapa Creamery started operations on November 1, 1899, with 400 gallons of milk supplied by 13 settlers.<sup>[16]</sup> By 1900 the Kirikiriroa Creamery was also operating, close to the Claudelands railway station on Hukanui (Brooklyn) Road.<sup>[17]</sup> In 1911 it was described as "the old Claudelands Creamery Site, almost adjoining Kirikiriroa railway station and opposite showground, containing about 5½ acres" and was up for sale as 22 small sections.<sup>[18]</sup> The land was owned by the NZ Dairy Association; Young Street was created by the subdivision.<sup>[19]</sup>

Kay Road used to extend to the river where there was a landing or jetty in the days when the river was the main route for freight. In 1912 the Horsham Downs creamery, or dairy factory, was established on the river bank at the end of Kay Road by Lichtenstein, Arnoldson & Co. with the local dairy farmers as a co-operative, and used the landing to export butter (Figure 8.1).<sup>[20]</sup> The factory burnt down in 1929.

Another creamery was situated at Rototuna, on the east side of Hukanui Road, south of Thomas Road.<sup>[21]</sup> There was also a dairy factory on the north side of Borman Road, and although this would lie just outside Hamilton's current boundary, it was part of the history of dairy farmers in Rototuna. It was a branch

[1] *Waikato Times* 25 April 1882

[2] *Waikato Times* 8 June 1882; DP 238

[3] *NZ Herald* 6 April 1883

[4] *Waikato Times* 10 January 1885

[5] *Waikato Times* 12 October 1886

[6] *NZ Herald* 25 August 1887

[7] *Waikato Times* 27 October 1887

[8] <https://teara.govt.nz/en/biographies/2s37/spragg-wesley>

[9] *NZ Herald* 26 August 1889; 26 September 1894

[10] *Waikato Argus* 9 September 1897

[11] *Waikato Times* 27 July 1895

[12] *Auckland Star* 8 February 1899

[13] *Waikato Argus* 24 October 1899

[14] <https://teara.govt.nz/en/biographies/2r16/reynolds-henry-chidley>

[15] *Auckland Star* 3 April 1899

[16] *Waikato Argus* 7 November 1899

[17] *Waikato Argus* 26 September 1900; *Waikato Argus* 13 July 1899, 30 July 1900. The description is presumed to refer to the Claudelands railway station, but exact location of creamery has not been established. Brooklyn Road was formerly known as Hukanui Road.

[18] *Waipa Post* 26 May 1911

[19] DP 6899

[20] *Waikato Argus*, 27 August 1912, p. 2.

[21] Thompson, *May Annals of Rototuna* 1979 p. 6.



Figure 8.1. Part of LT 12209 surveyed 1918 shows the position of the Horsham Downs creamery on the south side of the unformed part of Kay Road; it is now at the south end of Horsham Downs golf course.



Figure 8.2. A 1910 photograph from Garden Place Hill, with Joseph Frear's back garden and beehives in the foreground, shows Goodfellow's factory facing Anglesea Street. It is standing beside the large horse bazaar that faces Ward St. HCL\_02098.

of the New Zealand Co-operative Dairy Company; the buildings were demolished in 2019.<sup>[22]</sup>

In 1905 Ambury & English established the Frankton Butter Factory (H62 and H85, Schedule 8A, Operative District Plan, 2017) at the northern end of Norton Road. They planned to bring cream from 20 creameries in the district to the factory for processing and also to have a railway siding from the Main Trunk Line.<sup>[23]</sup> The first building was constructed by Potts and Hardy of Cambridge. The factory operated until 1910 when the company was bought by the New Zealand Dairy Association.<sup>[24]</sup>

William Goodfellow established the Waikato Dairy Company in 1909, changed its name to the Waikato Co-operative Dairy Company in 1910 and in 1915 formed the Waikato Co-operative Cheese Company.<sup>[25]</sup> Their factory was facing Anglesea Street near the corner of Ward Street (Figure 8. 2). The company was in competition with the New Zealand Dairy Association, but in 1919 the two companies merged to become the New Zealand Co-operative Dairy Company (NZCDC). William Goodfellow was its managing director from 1919 until 1932.

[22] *Ibid.* photograph p. 47

[23] *Waikato Argus* 22 July 1905

[24] *Waikato Argus* 29 July 1910

[25] <https://teara.govt.nz/en/biographies/4g13/goodfellow-william>

In 1913 the Waikato Dairy Co-operative relocated their Anglesea Street factory to the Frankton butter factory site and, as the new NZCDC, built several more buildings, including the electrical workshop. By 1924 the campus consisted of two butter factories, a casein factory, a tin factory, a box factory, an engineering works, kiln, power-generating house and substantial network of services. The site was fully lit and had its own fire brigade and security team.<sup>[26]</sup> By the 1920s the dairy factory at Frankton had its own railway siding running through the site, as rail was the main form of transportation (Figures 8.3 and 8.4).

The NZCDC continued to grow by acquiring the smaller co-operatives in the area, becoming the largest dairy company in New Zealand at the time. By 1928 the NZCDC controlled 75% of the Waikato's dairy output. It had a staff of about 800, which operated 16 butter factories, 17 cheese factories, three milk powder factories, two Glaxo factories, a box and tin factory, a condensed milk factory and casein factory and its own coal mine across the Waikato River. The Frankton Dairy Factory was the first dairy factory to have an on-site research laboratory and farm instructional service teaching herd and grass management. The factory employed a large number of people and operated until the mid-1980s at this site.

[26] HCC Heritage Inventory H62 and H85





Figure 8.3. The complex of buildings of the Frankton Butter Factory in 1924. Photographer R.P. Moore. HCL\_02058.



Figure 8.4. Wood for the box factory for making butter boxes at the Frankton site in 1924. Timber storage for the box factory was extensive, extending from Forest Lake Road through to Tahi Street. HCL\_02058c.

On April 20, 1968, the NZCDC's dairy factory opened at Te Rapa on Great South Road – at that time it was the largest and most modern dry milk powder factory in the world (Figure 8.5).<sup>[27]</sup> Although it was then outside Hamilton's boundary it employed many workers from Hamilton; it is now within the city. It employed 150 staff to maintain the plant, a fleet of 52 stainless steel milk tankers with drivers; in 2018 it processed 300 tanker loads of milk per day. The company built a small village on-site, housing 35 key staff members. Now owned by Fonterra, the factory processes milk from 1000 local farmers and employs 500 staff.<sup>[28]</sup>

In 1922 the Waikato Valley Dairy Co. Ltd, with Ernst Runnerstrum as governing director, erected a butter factory on the corner of Lincoln Road and George Street, to receive home-separated cream.<sup>[29]</sup> The factory operated successfully for several years, manufacturing 4,200 tons in the 1930-31 season.<sup>[30]</sup> The company was forced to sell in 1937 when some of its suppliers formed co-operative contracts with other companies.<sup>[31]</sup> At that time it was one of the largest proprietary concerns in New Zealand and employed 60 people. The closure



Figure 8.5 NZCDC's factory at Te Rapa with the workers' houses at top right. <https://www.fonterra.com/nz/en/our-stories/articles/te-rapa-celebrates-50-years.html>

affected council's income from electricity and water charges and also the amount of cartage from/to the Frankton railway station. In 1944 machinery for a butter dehydration plant was being installed in the factory buildings by the government's Internal Marketing Division.<sup>[32]</sup>

By 1896 milk vendors distributed milk around the town: in the early days this was by horse and cart, later with trucks. In 1911 J. Burman of the Model Dairy advertised he could deliver "Pure new milk, direct from herd of chiefly Jersey Cows, for 3½d [three-pence halfpenny] per quart; Special Terms to large customers" – he would also deliver separated milk and cream.<sup>[33]</sup> Residents took

[27] <https://www.fonterra.com/nz/en/our-stories/articles/te-rapa-celebrates-50-years.html>

[28] <https://www.fonterra.com/nz/en/our-stories/articles/te-rapa-celebrates-50-years.html>

[29] Building permits index; Waikato Times 3 July 1922. George Street no longer exists.

[30] Waikato Independent 9 July 1931

[31] NZ Herald 27 May 1937

[32] NZ Herald 14 October 1944

[33] Waikato Argus 27 Sept 1911

their own container to the vehicle and received measured amounts from the large containers on the vehicle. In the early 1930s Robert Forster of Hillcrest had a milk round with his horse “Merrilegs” pulling his cart.<sup>[34]</sup> Milk delivery in bottles followed, using cash and later, tokens; the milkman would leave full bottles of milk or cream at the gate and take away empty bottles for cleaning and re-use.

Reportedly the first ice cream factory in the Waikato was erected in Hamilton in 1923, when the Waikato Velvet Ice Cream Manufacturing Company opened “modern concrete premises” in Alexandra Street.<sup>[35]</sup> It was liquidated in 1924.<sup>[36]</sup> In 1922 Angus McDonald started up his ice cream business, joined by Kenneth W. Johnstone; it had product for sale in Hamilton by 1923.<sup>[37]</sup> McDonald Ice Cream Manufacturing Company Limited was one of the first eight member companies of the NZ Ice Cream Manufacturers’ Association when it started in March 1928. In 1931 McDonald’s Hamilton operation moved into a new factory in Bryce Street (Figure 8.7) Advertising from that period, including signage on the factory, shows the company was selling a novelty called a “Fro Joy”. In February 1929 a building permit was issued by council to builder W.B. Young for the erection of factory premises for the company in Bryce Street; further permits were issued for alterations and additions through to 1958.<sup>[38]</sup> Around 1935, McDonald’s set up a factory in Auckland and became one of the largest ice cream manufacturers in the country. In late 1958, the McDonald’s Ice Cream Manufacturing Co. was taken over by Tip Top (Auckland).

Zero Ice Cream had a factory in Grey Street, Claudelands, by 1924, but it seems to have been taken over or had a brand name change, to Patton’s in 1927.<sup>[39]</sup> Meadow Gold Ice Cream Ltd had premises in London Street in 1961; Peter’s Ice Cream Co., an Auckland firm, opened a branch in 1941 in Commerce Street and builder W.B. Young applied for a building permit for a shop and factory for Rosco Ice Cream Ltd on the corner of Ulster and Liverpool Streets in 1959.<sup>[40]</sup> Rosco (or as Ross Supercold) Ice Cream was established by Jack Ross, a Hamilton milk vendor, in 1940, but was in receivership in 1962.<sup>[41]</sup> Tip Top Ice Cream Co. had a factory



Figure 8.6 McDonald’s first ice cream factory, Alexandra Street. NZ Ice Cream Manufacturers Assn. archives, *Frosteed Digest*. [nzicecream.org.nz/history-nz-mcdonalds.htm](http://www.nzicecream.org.nz/history-nz-mcdonalds.htm)



Figure 8.7 McDonald’s Ice Cream Hamilton factory, Bryce St., 1950s. NZ Ice Cream Manufacturers Assn. archives, *Frosteed Digest*. <http://www.nzicecream.org.nz/history-nz-mcdonalds.htm>

in London Street on the corner of Anglesea Street by 1945; Meadow Gold were also in London Street, west of Anglesea Street, in the 1950s.<sup>[42]</sup> More recent local manufacturers include Duck Island ice cream, which has branches in Auckland as well as outlets in Hamilton.<sup>[43]</sup>

[34] Kay Hodson pers.comm. to Lyn Williams.

[35] *Waikato Times* 29 August 1923

[36] *Waikato Times* 19 March 1924

[37] *Waikato Times* 24 November 1923. It has not been established when McDonald’s established a factory in Hamilton, possibly not until 1931.

[38] *Waikato Times* 24 November 1923. It has not been established when McDonald’s established a factory in Hamilton, possibly not until 1931.

[39] Photograph HCL\_10448 of delivery vans; *Waikato Times* 17 December 1927

[40] Building Permits index, HCC

[41] <https://www.nzicecream.org.nz/history-nz-brands.htm>

[42] HCC Building Permits index.

[43] <https://duckislandicecream.co.nz/>

### Meat processing and butchers

Butchers were amongst the first retailers in the militia settlement: Thomas Cassidy, Thomas Qualtrough, John Wood and John Bettley all operated in the late 19th century. The first, however, was Thomas Millington Hill who was a butcher with the Commissariat and ran the butcher's shop on the Ferrybank landing.<sup>[44]</sup> In 1884 he put up for sale a later butcher's shop and other buildings on four of the small allotments in southern Victoria Street, but perhaps the shop didn't sell, as he remained a butcher for 30 years.<sup>[45]</sup> Thomas Cassidy, another 4th Waikato militiaman, set up a butchery in March 1877, with a shop in Grey Street; James Boon took over the shop in 1879.<sup>[46]</sup>

Waikato County introduced a by-law in 1877 to regulate the slaughtering of "cattle, sheep, goats or swine" and the requirement for a slaughterhouse license.<sup>[47]</sup> Albert Potter, a Hamilton Borough Council councillor applied for a license for a slaughterhouse in Hamilton East "near the Butts on Allotment 252A" before Hamilton had introduced a similar by-law – he was given permission subject to future by-laws.<sup>[48]</sup> He had already been slaughtering cattle at the site of Gibbons's flax mill.<sup>[49]</sup> In 1879 Robert Salmon, butcher, wanted to slaughter on premises in Frankton, part of Waipa Council.<sup>[50]</sup> In November 1880 Hamilton Borough Council, in accordance with the Slaughter-houses Act 1877, put out an amendment to By-Law No.2 to prohibit slaughter other than in places the council deemed proper, and to require a license for slaughterhouses. Fines of £5 could be imposed for any and every offence, and the slaughterhouse owner had to allow inspectors to visit the premises.<sup>[51]</sup>

Qualtrough and White were butchers with a shop in southern Victoria Street since early 1881. Their slaughterhouse and its associated paddocks were near Frankton railway station and close to the Waitewhiriwhiri Stream. They opened a second shop in Hamilton East in 1882, and after they dissolved their partnership in 1887 Qualtrough carried on alone until 1902. He supplied meat to Waikato Hospital for many years.

John Bettley opened his butchery business in Hamilton in May 1886, the shop being in Wharf Street, now called Grantham Street. In 1889 Bettley built a new butcher's shop, on Victoria Street next to the Waikato Times. Just five years later this building was replaced with "Bettley's Buildings", a two-storey wooden structure designed by architect T.H. White. It had an upstairs balcony and a verandah over the footpath (Figure 8.8). He had his own piggeries (free range) and other stock paddocks in Frankton.

John Knox sold meat at his general store in Victoria Street. Butcher's shops in the middle of town included Priscott's Butchery in Hood Street from at least 1939 to the mid-1960s; Woodhall Quality Butcher in the 1940s; Garden Place Butchery 1960s; George Stone's in the Cosey Corner shops in 1908; Richard Chilcott's Waikato Meat Mart in c. 1910 (Figure 8.9); the Central Butchery in the Booth and Chapman building in c.1939.<sup>[52]</sup> The suburban shopping centres also had butcher's stores: Rothwell in Dinsdale in the 1950s, the subway shops in River Road in 1965, and the Waikato Meat Mart in the Claudelands shops in the 1920s.



Figure 8.8. John Bettley ran a butcher's shop (middle of photograph) and a tea-room in his building in Victoria Street from 1894. The two-storey wooden building, with its upstairs verandah and bull-nose verandah roof, was still standing in January 1971 but has since been demolished. Chilcott's Waikato Meat Mart is visible further north. HCL\_08886.

[52] Photographs HCL\_01219, 05523 and HCL\_01107

[44] Norris 1956 p. 188

[45] Waikato Times 31 January 1884

[46] Waikato Times 8 March 1877, 5 August 1879

[47] Waikato Times 5 April 1877

[48] Waikato Times 21 February 1878. The rifle range "the Butts" was on Allotment 252A SO 143, now part of Hamilton Gardens.

[49] Waikato Times 15 May 1877; Waikato Times 12 August 1880

[50] Waikato Times 15 April 1879

[51] Waikato Times 30 November 1880



Under the Slaughtering and Inspection Act 1900 every borough with a population of 2,000 or more was required to establish an abattoir so that all meat for human consumption would be under supervision and pass inspections to ensure all meat was free from disease. Most butchers in Hamilton had their licences renewed although their premises were not up to standard as the Borough Council was intending to erect an abattoir.<sup>[53]</sup>

Three halal butchers have been established in recent years to cater for the Muslim community.



Figure 8.9. Part of the Hood Street-Collingwood Street block on the west side of Victoria street c.1910 shows R. Chilcott's Waikato Meat Mart. HCL\_02253.

From 1910 the Hamilton Borough Council started looking for a site for a public abattoir, but after different sites were selected but not proceeded with, mostly because of objections regarding smell and disposal of waste, finally an agreement was reached between the Hamilton Borough and the Auckland Freezing Works company (Horotiu site) to provide abattoirs for the Hamilton butchers until October 1922.<sup>[54]</sup> Once the killing commenced at Horotiu there were then issues with the delay from the time of the kill until the butchers received the meat, due to the train schedule and the increased price that followed due to the transport and handling costs.<sup>[55]</sup> Butchers still sought an abattoir in Hamilton in the late 1920s but it never eventuated.<sup>[56]</sup>

[53] *Waikato Argus*, 25 July 1914

[54] *Waikato Times*, 30 July 1918

[55] *Waikato Times*, 30 October 1918

[56] *New Zealand Herald*, 31 January 1929

### Waikato Bacon Company

In 1901 the Cambridge Dairy Association (James Hally, secretary, and George Watt, manager) bought six acres of land on the west side of the tracks adjoining the Frankton railway station, in order to build a bacon factory.<sup>[57]</sup> Their Waikato Bacon Factory was opened 22 October 1901; it was claimed to be the first place to have electric light, produced by a dynamo.<sup>[58]</sup> A five-roomed cottage was erected on-site for the manager. By 1912 the company had its own private railway siding which they operated for 80 years.

The Waikato Farmers' Co-operative Bacon Co. took over the business in 1912, but then in September 1916 the company decided to merge with Dimock's and South Taranaki Bacon Companies, the new concern to be named the New Zealand Co-operative Bacon and Meat Packaging Company (Figures 8.10 and 8.11).<sup>[59]</sup> The company went into liquidation in 1926. The Frankton factory was purchased by J. C. Hutton of Australia and became Hutton's Bacon factory. Many extensions and additional buildings were built in subsequent years. In 1986 Hutton's merged with Kiwi Bacon Co. and became Hutton's Kiwi. The Hutton's Kiwi Bacon brand was owned by Goodman Fielders. Goodman Fielders sold their meat division in



Figure 8.10. The bacon factory after it had become the NZ Meat Packing & Bacon Co. Co-op Ltd in 1916. HCL\_02306.

[57] *Auckland Star* 3 April 1901

[58] *Waikato Argus*, 23 October 1901

[59] *Waikato Argus* 14 July 1911; *Auckland Star* 9 September 1916



Figure 8.11. The northern aspect of the bacon factory. HCL\_02328a.

January 2014 and on 31 March, 2014, the Frankton factory was shut down after 112 years of a bacon factory operating on the site.<sup>[60]</sup> Kiwi Bacon had a shop in Ward Street in the 1940s and premises in Nisbett Street in the late 1940s- 1950s. In 1917 the New Zealand Farmers' Co-operative Bacon Co. received pigs at its Frankton factory once a week, and at Te Rapa and Claudelands less often in 1917.<sup>[61]</sup> W. Dimock & Co. also advertised they would receive pigs – at Kirikiriroa [Claudelands] and Frankton; and the Woodville Bacon Co. also purchased pigs at Frankton every Tuesday in January 1914.<sup>[62]</sup>

In 1910 a fellmongery company was formed at Frankton: the Frankton Junction Wool, Grain & Produce Supply and Fellmongery Company extended the business carried out by Sanford and Clarke, grain merchants, by erecting the necessary works, as well as a two-storey ferroconcrete building (H79 Schedule 8A, Operative District Plan, 2017) to take the place of the existing wooden building (Figures 8.12 and 8.13).<sup>[63]</sup> The company bought in farm products, wool, skins, hides, fat and tallow and would also scour or fellmonger for customers.<sup>[64]</sup>

[60] [https://www.nzherald.co.nz/hamilton-news/news/article.cfm?c\\_id=1503366&objectid=11509527](https://www.nzherald.co.nz/hamilton-news/news/article.cfm?c_id=1503366&objectid=11509527)

[61] *Waikato Times* 3 January 1917

[62] *Waikato Argus* 31 January 1914

[63] *Waikato Argus* 6 September 1910.

[64] *Waikato Argus* 14 October 1910



Figure 8.12. Sanford Clarke Frankton Store on the corner of High and Commerce Streets, Frankton, c. 1909. The building was replaced with a two-storey ferroconcrete building (see below). HCL\_02351.



Figure 8.13. The replacement building to the wooden Sanford Clarke general store was the Frankton Junction Supply Company building (right); the NIMT line is in foreground and Frankton Hotel (left), c. 1913. HCL\_02018.

### Timber merchants and factories

Once the local forest stands had been harvested, Gibbons's sawmill and others had to bring in timber from elsewhere for processing, by river, rail or road. Several small sawmills and timber merchants were established, including that of Coates and Campbell in Hamilton East.

Three of the largest timber merchants in the early 20th century were Ellis & Burnand, Tuck & Watkins and Bartholomew Timbers Ltd.

Arthur Coyle established a cabinet-making and furnishing business in Victoria Street in 1899; he sold this to McKee and Matthews in 1902 but then established a new business in partnership with Thomas F. Jolly.<sup>[65]</sup> This was the Waikato Sash and Door Factory, credited with being the first of its kind in Hamilton.<sup>[66]</sup> Coyle bought a section in Victoria Street in 1902 on which he planned to erect a two-storey factory.<sup>[67]</sup> By December 1902 the business was advertising as suppliers of mouldings, doors, sashes, joinery, builders' ironmongery, sawn and dressed timber.<sup>[68]</sup> The factory was opened in April 1903 with much ceremony, the mayor setting the machinery in motion. A year later the factory was taken over by Ellis & Burnand.<sup>[69]</sup>

Ellis & Burnand, a timber business established by John W. Ellis and J.W.H. (Harry) Burnand in 1891, chose Hamilton as the headquarters for their extensive timber industry based in the King Country, having bought Coyle and Jolly's Waikato Sash and Door Factory. Ellis & Burnand had large timber yards in Ward/Selkirk [Anglesea] Streets (see Figure 8.14).<sup>[70]</sup> In 1904 they applied to lay a railway siding from the Hamilton station to Allotment 454, the corner of Bryce Street and Tristram Street that they had on leasehold, as they intended to erect a butter-box and sash and door factory (Figure 8.15).<sup>[71]</sup> By 1906, the factory was producing barrels, furniture, and 1,100 butter boxes per day and employing 53 men.<sup>[72]</sup> The factory burnt down in 1917: the whole eight acres of buildings and stored timber was destroyed.<sup>[73]</sup> It was replaced with a larger factory that produced sashes, doors, furniture and dressed timber.

[65] *Waikato Argus* 9 October 190

[66] *Waikato Argus* 19 November 1902

[67] *Waikato Times* 8 October 1902

[68] *Waikato Times* 1 December 1902

[69] *Waikato Times* 2 July 1904

[70] This office building was demolished to provide land for the opening of the Claudelands Bridge in the 1960s.

[71] *Waikato Times* 9 July 1904

[72] [en.wikipedia.org/wiki/Ellis\\_and\\_Burnand](https://en.wikipedia.org/wiki/Ellis_and_Burnand)

[73] *Thames Star* 6 January 1917





Figure 8.14. Coyle's Furnishing Warehouse in Victoria street, c. 1890s. HCL\_02802.



Figure 8.15 A view from the Frankton water tower showing Ellis and Burnand's sawmill complex at upper left. Ward Street runs diagonally across the image and Hamilton High School building appears to be under construction. Alexander Turnbull Library. PA-Group-00719. Price, William Archer, 1866-1948 :Collection of post card negatives. 1900 - 1930. [Collection] 1/2-000765-G.

A new office building was constructed on the east side of Victoria Street on railway land beside the eastern line; the building was designed by F.C. Daniell in 1919 (Figure 8.16).<sup>[74]</sup> In 1953-54 a larger two-storey office building was constructed on the corner of Anglesea and Bryce Streets (Figure 8.17). Ellis & Burnand was taken over by Fletcher Holdings in 1980, and the head office and yard site were used for the Hamilton Transport Centre in 2001.<sup>[75]</sup>

Bartholomew Timbers Ltd, previously known as Bartholomew Land & Timber Co. and colloquially known as "Bart's", had its head office and timber yard in Alexandra Street before moving to Te Rapa in 1955 (Figure 8.18). Their sawmills were mainly in the Te Whitu-Kaingaroa area. From 1906 until 1976 their Te Whitu sawmill cut native trees, radiata pine and Douglas fir, mainly for the Hamilton market.<sup>[76]</sup> By 1983 they were suppliers of engineered timber products such as glue-laminated beams and portals, pre-cut frames and roofing trusses.<sup>[77]</sup>



Figure 8.16 Ellis and Burnand's head office building was in Victoria Street beside the railway crossing, but was demolished to allow the construction of Claudelands Bridge in the mid-1960s. They occupied the building from 1921 until 1953. HCL\_07370.

The sawmilling firm of Tuck and Watkins began in Frankton with Colin Thom Tuck

[74] *Auckland Star* 16 October 1919

[75] [en.wikipedia.org/wiki/Ellis\\_and\\_Burnand](https://en.wikipedia.org/wiki/Ellis_and_Burnand)

[76] *Early Days of Hamilton*, *Waikato Times* 21 April, 1983

[77] *Ibid.*



Figure 8.17 Ellis & Burnand's 1950s office building on the corner of Bryce and Anglesea Streets, 1976. HCL\_M00136.19.

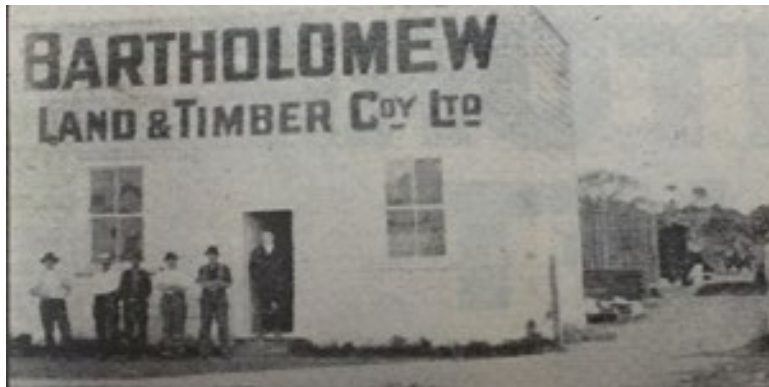


Figure 8.18 Bartholomew Land & Timber Co. office and yard in Anglesea Street. "Early Days of Hamilton", Waikato Times 21 April, 1983.

– he had a mill at Newstead and another at Horotiu in the 1920s, but in 1930 he signed up for electric power supply from the Central Electric Power Board for his mill at Frankton Junction.<sup>[78]</sup> In August 1931 Tuck and Watkins was registered as a private company, with several members of the Tuck and Watkins families as subscribers.<sup>[79]</sup> Fred Watkins was a firewood supplier based in Frankton in the 1920s. The Tuck and Watkins' storage area was in Norton Road Extension on the

[78] Waikato Times 13 February 1930

[79] Auckland Star 6 August 1931

west side of the railway lines, on what is now the intersection of Forest Lake Road and Avalon Drive, and on a sand reserve on the north side of Ellicott Road, but their sawmill was on the east side of Norton Road, in Atlantic Street which was a short street tucked in against the railway.<sup>[80]</sup>

### Flour mills

After an initial meeting in 1868, the Hamilton Flour Mill was set up as a Limited Company with a capital of £600.<sup>[81]</sup> The directors were listed as Captain G. B. Beere (Chairman), Thomas Jolly, E.A. Cox, James Martin and T.H.W. Morris. The company bought Allotment 49, Parish of Te Rapa, situated today to the east of Ohaupo Road between Ulrich Avenue and Tomin Road.<sup>[82]</sup> The Hamilton Flour Mill was opened on the 20th July 1872 (Figure 8.19).<sup>[83]</sup> By June 1874 a meeting was held to voluntarily wind-up the business and later public notices indicate that



Figure 8.19 Diagram showing location of flour mill at Mill Creek (Ulrich Ave). South of West Hamilton - A history of the European settlement of Rukuhia district 1864-1914, Nancy Raynes Revised Edition 1988.

[80] Tom Muir pers. comm. to Lyn Williams November 2019

[81] NZ Herald 21 March 1868; Waikato Times 18 May 1872

[82] Page 3 Advertisements Column 5, Waikato Times, Volume I, Issue 31, 11 July 1872

[83] The site is recorded as S14/102, A104 on the District Plan Schedule.

the business had gone into liquidation. Captain Beere bought the shares for 10 shillings each. In September 1878 Captain Beere had reopened the flour mill with new machinery as the Kiwi Flour Mill.<sup>[84]</sup> However, a year later in August 1879 it was renamed the Excelsior Flour Mill and operated by Messrs Ridler and Dalton, leased from Beere.<sup>[85]</sup>

By May 1881 John Knox purchased the mill which was not then in operation. New machinery was purchased and the mill was reopened by Messrs Knox and Ridler in October 1881.<sup>[86]</sup> In 1885 the drought affected the running of the flour mill with the mill only being able to operate two hours a day.<sup>[87]</sup> The mill burnt down on 22 March, 1889, and the mill farm of 50 acres with house, orchard and mill site was sold by auction to Ridler in May 1889.<sup>[88]</sup> Wheat growers had to sell their produce to the mills at Cambridge and Auckland and it became unprofitable.

In 1892 Samuel Short took over a brick building on the corner of Grey and Wellington Streets, used as a flax store by Coates and Metcalf, with the intention of fitting it up as a mill with a couple of crushing machines for maize and oats before the next milling season, with mill stones for grinding wheat.<sup>[89]</sup> One account states it burnt down before 1900; and that there was a well on the property.<sup>[90]</sup>

A flour mill and grain store stood behind the premises of G.E. Clark and A.M. Bisley in Ward Street, and one account states that the mill was used by A.M. Bisley & Co. to produce award-winning wholemeal flour: “Bisley’s Wholemeal Flour” was marketed from June 1927.<sup>[91]</sup> In 1947 F.T. Hawkins applied for a building permit for a grain store and mill for G.E. Clark & Sons behind their shop in Ward Street.<sup>[92]</sup>

The grain store remains in Ward Lane, but the date of demolition of the mill, and its ownership, needs clarification (Figure 8.20).

### Brewers and aerated water manufacturers

The first brewer in Hamilton was William Cumming, who established a brewery soon after he took over the Royal Hotel in Hamilton East in 1870. In 1874 Cumming purchased local hops for his Waikato Brewery, with excellent results.<sup>[93]</sup> The brewery was on the river side of the Royal Hotel in Cook Street. Cumming



Figure 8.20 The former G.E. Clark & sons flour mill and store, undergoing renovations after being home during the 1990s as Ward Lane Tavern. Photo: Susy Thomas, 2010s. HCL-17050.

sold the brewery to C.J.W. Barton in 1884, who sold it to Samuel Pascoe. Mary Jane Innes, wife of Charles Innes, took over the Waikato Brewery in Hamilton East in 1889. It was destroyed by fire in 1897, but Mary Jane purchased a site across the river by the Union Bridge and built a new brewery (Figure 8.21).<sup>[94]</sup> The

[84] *Waikato Times*, 24 September 1878

[85] *Waikato Times*, 12 August 1879

[86] *New Zealand Herald*, 24 October 1881

[87] *New Zealand Herald*, 13 April 1885

[88] *New Zealand Herald*, 23 March 1889; *New Zealand Herald*, 28 May 1889

[89] *NZ Herald* 6 May 1892. The duration of this enterprise has not been established by current research.

[90] *Waikato Times* 13 March 1959, article by Geoffrey Roche; the information seems to be confusing the Hamilton East mill with Ridler’s mill. A note on the Waikato Historical Society’s files states it was red brick, run by steam power.

[91] *Waikato Times* 28 June 1927; note in *Flour Mills v/f*, Hamilton libraries.

[92] *Building Register index*. The mill building has been demolished and the store much modified.

[93] *Auckland Star* 11 and 22 August 1874.

[94] *Ohinemuri Gazette* 10 April 1897. Although newspapers of the time credit Charles Innes as being the owner-manager, it was Mary Jane who had the business acumen and independent finances to keep their businesses afloat.





Figure 8.21. The rear view of Waikato Brewery c.1900. The police station is across Tisdall Street HCL\_09102.



Figure 8.22 The Tisdall Street side of the Waikato Brewery, c. 1920. This was the original main entrance. HCL\_08247.

aerated water factory escaped destruction and continued in production.<sup>[95]</sup> After Charles' death in 1899, Mary Jane became sole owner of Waikato Breweries. She went into partnership with her son Charles Lewis Innes, and later left him and his brothers to manage the business which became C.L. Innes & Co. Buildings and extensions were added to the brewery over subsequent years, including designs by architects Warren & Blechynden in 1919; Jack Chitty in 1930; White, Leigh and De Lisle in 1947 and 1952 and later years (H48, Schedule 8A, Operative District Plan, 2017).<sup>[96]</sup>

[95] *Waikato Argus* 15 April 1897

[96] HCC District Plan H48.

In 1954 C.L. Innes & Co. built an aerated water (soft drink) factory on the diagonally opposite corner from the brewery, the north-west corner of Victoria and Bridge Streets (now Anzac Parade).<sup>[97]</sup> They operated from this premise until about 1980 when Skateworld opened in the building; this building is now the Metro Theatre.

In 1876 Joshua T. Johns bought a lemonade and cordial plant and erected it in Hamilton, possibly in Grantham Street or on the corner of Hood and Victoria Streets.<sup>[98]</sup> However, it seems it was not a success and Charles Innes bought the business, made alterations, installed new machinery and advertised for sale soda-water, lemonade, ginger wines and cordials; in addition, he brought ales and porter in bulk from his Te Awamutu brewery and bottled them at the cordial factory.<sup>[99]</sup>

Several cordial and aerated water manufacturers were established in Hamilton from the late 19th century. There were at least nine businesses, including Walter Choat, Joseph Clark, Charles Gray, Edward Cussen, the Waikato Brewery and Aerated Water Works, C.L. Innes & Co. Peter Hutson established Hutson's Crystal Beer Co, also known as the Frankton Non-Alcoholic Brewery, in Commerce Street, Frankton, in 1910. The Crystal Brewery made a non-intoxicating crystal malt brew.<sup>[100]</sup> It operated until 1920 when it was bought by C.L. Innes and Co. Walter Choat operated from 1917 to 1919, brewing dandelion and burdock stout, hop beer and ginger stout from a small factory in the back yard of his house on the corner of Anglesea and Bridge Streets.<sup>[101]</sup>

Charles Gray made ginger beer and cordials at his small factory behind a large two-storey house on Tristram Street (then Hinemoa Street), selling it in one-gallon crocks from his horse-drawn cart. He operated in Hamilton only from 1912 to 1914, selling the business and plant to J.A. Clark. Clark, with three of his sons, built a new factory (situated across the road from the Founders Theatre), bought a motor car and converted it with a wooden tray on the back to carry gallon jars of cordial (Figure 8.23).<sup>[102]</sup> They used spring and mineral water from Te Aroha and

[97] HCC Building Permits Register index shows date 23 November 1954.

[98] *Waikato Times* 3 August 1876. An advert by Charles Innes states his bottling establishment was in the premises "lately occupied by Messrs Wallnutt and Sheriff (Cox's old store)" *Waikato Times* 20 August 1881 – Cox shifted premises more than once.

[99] *Waikato Times* 9 October 1877

[100] Frost, Murray R. *Temperance Waters* pp. 48-49.

[101] *Ibid.* pp.16-18. The property is now occupied by Countdown Supermarket.

[102] Frost p. 22

marketed several different flavours, including Te Aroha and Lemon, Orange Cloud, Green River and Te Aroha No.8. The company folded about 1940.

The Dunedin firm Sharpe Bros established a branch of their cordial manufactory in Princes Street, Hamilton, in 1918.<sup>[103]</sup> They opened a second factory on the corner of Rostrevor Street and Norton Road in 1922 and remained in business until 1939.<sup>[104]</sup> The company was the largest manufacturers of beverages in Australasia.<sup>[105]</sup>



Figure 8.23 J.A. Clark's cordial factory on Hinemoa [Tristram] Street c. 1918. HCL\_05897.

Robert R. Menzies, of Thames, established Menzies and Co., aerated water and cordial manufacturers, in 1899, and opened a shop just to the north of the Waikato County Council chambers in Grey Street, Hamilton East, in October 1899; in 1902 Menzies merged with John Grey and Sons to form Grey and Menzies Limited.<sup>[106]</sup> Grey and Menzies had a factory in Hamilton by December 1903.<sup>[107]</sup> In 1924, Hargreaves, Stapleton and Rolfe applied for a building permit to construct a cordial factory on the corner of Hood and Anglesea Streets (Figure 8.24).<sup>[108]</sup> Grey & Menzies Ltd was taken over by Innes Tartan by 1958.

[103] *Waikato Times* 7 October 1918

[104] Frost p. 59

[105] *Waikato Times* 12 August 1922

[106] Frost p. 59

[107] *Waikato Times* 24 December 1903

[108] HCC Building Permits Register index

Joseph Chocqueel owned and ran the Three Star Brewery on Old Farm Road about 1908, producing ale and stout.<sup>[109]</sup> He was in partnership with Edward Cussen for a while but the partnership folded in 1913 and Cussen carried on alone until 1918.<sup>[110]</sup>

### Flax mills

In 1889 Isaac Coates and Henry Metcalfe established a large flax mill on the lower river terrace by River Road [Memorial Drive], just down stream from the Union Bridge.<sup>[111]</sup> There were four buildings including a large storeroom and office on an upper terrace. This mill utilised flax brought in from elsewhere, particularly from the Piako and Ohaupo-Te Awamutu areas, plus flax he planted on his Ruakura farm. In 1895 Coates bought out Metcalfe's share and the whole of the milling plant was put up for sale.<sup>[112]</sup> The sale was unsuccessful and it seems Coates began milling again in 1898, after a rise in the price for dressed flax.<sup>[113]</sup> On three occasions the tow sheds at the mill burnt down, believed to be the result



Figure 8.24 J.A. Clark's cordial factory on Hinemoa [Tristram] Street c. 1918. HCL\_05897.

[109] Frost p. 31

[110] *Waikato Times* 24 March 1919

[111] *NZ Herald* 17 October 1889

[112] *Te Aroha News* 16 January 1895

[113] *Ohinemuri Gazette* 25 June 1898

of spontaneous combustion.<sup>[114]</sup> Coates sold the mill in 1903 to Matthew Henry, bought it back, and sold again in March 1904.<sup>[115]</sup>

A mill was also established in Te Rapa when Messrs Mitchell and Walsh purchased 3600 acres of flax swamp from a Mr Gillett in 1903 and erected a mill. They also built 11 cottages for staff and extended the existing general store.<sup>[116]</sup> Fifteen months later they sold the property to the Te Awamutu Flax Milling Company. A flax mill was still operating in Te Rapa in 1919.<sup>[117]</sup>

### Apiaries

Several residents had beehives in their properties, e.g. Joseph Frear on Garden Place Hill (see Figure 8.2). Bankwood Apiaries operated at 33 East Street from at least 1934 to 1943.<sup>[118]</sup> Pearson Bros. won many prizes at the Waikato Winter Show from 1914 through until 1937 at least for their honey made at their Claudelands apiaries; they were importers and breeders of Italian bees and advertised as



Figure 8.25 A view of Isaac Coates' flax mill and drying ground shows stooks of flax leaves and some of the wire drying racks draped with dressed flax. On the horizon are buildings along Victoria Street, with St Peter's church at far left.

Claudelands Comb Foundation Factory (Figure 8.26). Their premises were on

[114] *Auckland Star* 5 December 1903

[115] *Coates, Isaac On Record* p. 143

[116] *Waikato Times*, 22 October 1903

[117] *Waikato Times*, 31 January 1905

[118] *NZ Herald* 15 December 1934, September 1943

Brooklyn Road, but the family also owned about 20 acres north of East Street and including Daisy Street, Short Street and Pearson's Avenue.<sup>[119]</sup>

### Other minor primary processing industries

By 1911 Frenchman Andre Choqueel had a tobacco factory in Hamilton, possibly on his land in the block between Harwood Street and Victoria Street, manufacturing the "Boxing Glove Mixture" of pure leaf tobacco imported from America with "no adulteration and no impurities".<sup>[120]</sup> The business was apparently short-lived. In 1913 the Dominion Tobacco Manufacturing Co. Ltd had its headquarters in Hamilton, providing a range of grades from mild to the "Monoplane" stronger variety.<sup>[121]</sup>

William Cannell built a lime kiln on the river terrace below his property – the council gave him permission to build it in 1890 but it was apparently not operational until 1894. Its location on the lower river terrace made unloading limestone and coal from steamers, and loading them with the burnt lime, more

Did you forget the HONEY ?

Grocers of repute stock

**Pearson Bros.'  
Celebrated Honey**

Pearsons have built a most enviable reputation for the PUREST. In their Apiaries and Factory the work is conducted under hygienic conditions that assure you of perfect quality. Order a supply to-day.—The whole family will ask for more.

When ordering Honey always ask for "PEARSONS."



**PEARSON BROS.**  
[ESTABLISHED 1899 PHONE 5070]  
IMPORTERS AND BREEDERS OF ITALIAN BEES  
CLAUDELANDS - WAIKATO  
Branch Apiaries: Waitakaruru, Houraki Plains.  
Part Proprietors: Pearson Bros. & Davis, Claudelands Comb Foundation Factory.  
Beekeepers' Block Wax converted. Large stocks all Grades Foundation on hand.

Figure 8.26 Advertisement, *Waikato Times* 19 March 1929.

[119] DP 16306, 18036, 17179

[120] *Waikato Times* 1 September 1911

[121] *Waikato Argus* 14 April 1913



manageable. The works comprised an oval building (possibly eggcup-shaped) some three metres in diameter and six metres high.<sup>[122]</sup> A tramway was laid down the slope, either using gravity to shift the stone and lime or using a horse. When council workmen uncovered the kiln in 1936, they said that parts of the walls were carved out of the sandstone of the bank and parts were lined with bricks (Figure 8.27).<sup>[123]</sup>

In 1884 a Mr Kerry established premises on Hamilton Domain land in Hamilton East for the dressing and dyeing of sheep skins; some skins were brought in by settlers and returned after having been treated to order, but some were exported to the Auckland market.<sup>[124]</sup>

Thomas W. Maunder had a butter box factory in Frankton in 1889, possibly the same one later associated with the butter factory in Norton Road.<sup>[125]</sup>

In 1878 William Cumming used his new steam plant, installed for his Waikato Brewery, to crush bones in the downtime when the mill wasn't needed for malt grinding. He offered to buy bones in any quantity, and would sell the bone dust as fertilizer.<sup>[126]</sup> In 1880 he erected a large new bone mill, which could work more efficiently.<sup>[127]</sup> The venture may not have been a success, as he had the mill and the goodwill of the bone business on the market in 1881.<sup>[128]</sup>

## 8.2. Agricultural support activities and businesses

Hamilton's role as the heart of the Waikato agricultural industry is seen in the numerous suppliers, land agents, stock agents, auctioneers and implement manufacturers, who established themselves in the town from the earliest days of colonial settlement. They included local enterprises and nationwide businesses who set up branches in Hamilton.

### Milking machine manufactories

As milking methods shifted away from hand-milking, a few manufacturers of milking machines were established: these included Randrup, Treloar and Rotovac Milkers. Maurice Randrup came to Hamilton as a representative for Ridd Milking



Figure 8.27 A view looking into the lime kiln opening which has been partly filled with debris, 2015. Photograph Peter Petchey.

Machines in 1917, but he developed modifications to Ridd's machine and marketed it as his own in 1927.<sup>[129]</sup> Engineer James Treloar had his milking machine on the market by 1912; he continued to make improvements and new inventions, including the Treloar Clutch Pulley which enabled the separator to run at a steady speed.<sup>[130]</sup> The growth of the business necessitated shifting premises, from Victoria Street to Bryce Street and later to what is now 17B Hood Street (H82, Schedule 8A Operative District Plan).

Hamilton firm Foundries Ltd, at their premises in Collingwood Street, developed the Rotovac Milker, marketed as "the Most Remarkable Invention ever adapted to Milking Machines" as it "eliminated the vacuum pump, vacuum tank and the foul air-pipe system".<sup>[131]</sup> Alfa Laval Separator Co. had its headquarters and saleroom in Victoria Street in 1935.<sup>[132]</sup>

Other Hamilton-based milking machinery manufacturers included C. Martin, who made the Perfect milking machine in 1920; W.R. Greenslade who made the Greenslade, then the Acme and then the Rotovac; McRea, a small company in 1925; R.M. Moorcraft who made the Moorcraft Vacuum Break 1932-34; Lowline

[122] *Waikato Times* 14 August 14, 1894

[123] *Auckland Star* 26 March 1936

[124] *Waikato Times* 1 August 1884

[125] *Waikato Times* 9 February 1889

[126] *Waikato Times* 24 January 1878

[127] *Waikato Times* 24 June 1880

[128] *Waikato Times* 24 November 1881

[129] *NZ Herald* 12 March 1927

[130] "The Land of the Free" Treloar marketing booklet [1928]

[131] Advertisement, *NZ Herald* 7 November 1935

[132] Advertisement, *NZ Herald* 7 November 1935

Vacuum Break; the ORB milking machine 1935; the Ruakura 1953.<sup>[133]</sup> Thomas N. Fletcher applied for a patent for his milking machine releaser and pulsator and improved milking machine teat cup in 1915.<sup>[134]</sup> The Fletcher Milking Machine Company operated in Hamilton in 1918; in 1920 the motor engineers Tibby and MacDonald controlled manufacture of the machine from their premises in Ward Street.<sup>[135]</sup>

### Farm supplies firms

The Frankton Junction Wool, Grain and Produce Supply Co. “direct importers of ironmongery, crockery, and general merchandise, wool, grain, seed, produce, and manure merchants” were also the proprietors of the Frankton Junction Fellmongery Works.<sup>[136]</sup> Many other businesses catered especially for farm supplies; they included the Waikato Farmers’ Supply Co., G.E Clark & Sons, Parr Bros, and John Knox’s auction mart.

One of the earliest farming supplies stores was established by George Small and Isaac Coates in 1879: they sold seeds, grain, sacks, farming implements etc from a shop built near the Royal Hotel in Grey Street, Hamilton East.<sup>[137]</sup> The business lasted just 18 months.

More successfully, the N.Z. Farmers’ Co-operative Association established a Hamilton retail store in 1882, and in 1886 John Parr, the association’s local manager, purchased the Hamilton branch retail business.<sup>[138]</sup> Parr advertised as “agricultural seedsman and importer of manures” but he also sold Taupiri coal, woolpacks, bonedust, guano, fencing wire and staples. Two of his sons, Robert and George, took over the business, renaming it Parr Brothers General Shopkeepers and selling general merchandise, and later, Central Supply Stores. In 1896 the store was located in Hood Street. The two brothers were still operating the business until at least 1910. They had a large brick and concrete store. Harry Graham took over the business in 1921 and advertised as the Central Supply Stores.<sup>[139]</sup> The Parr family played significant roles in Hamilton’s development: John Parr was a borough councillor from 1889 to 1892 and mayor from 1892 to 1893; son Robert was a councillor from 1901 to 1905 (see H137 Schedule 8A Operative

District Plan); George Parr donated the land for Parana Park (see Theme 10\*\*).<sup>[140]</sup>

The Farmers’ Supply Stores, established by E. Horneman and Co. in 1904 in the old stables behind the Commercial Hotel, was taken over by the Waikato Farmers’ Supply Company, principals F. Cooper-Smith, George Marquand, Horatio N. Bagnall and Edward Horneman, in 1905. The company immediately drew up plans for “commodious premises” from which to sell imported manures and implements.<sup>[141]</sup> The two-storey building was completed in March 1906; it was designed by F.E. Smith and built by McKinnon and Miller, all of Hamilton. It stood on Victoria Street, opposite the Commercial Hotel and had two shops for lease as well as the large store for the company’s grain, produce seed and implements; a cart entrance was in the front of the store and the floor level was raised 67cm [2 ft 6 in] above the ordinary level to facilitate the loading of carts.<sup>[142]</sup> By 1916 the business had shifted into other premises in Collingwood Street.<sup>[143]</sup> The company wound up in 1925. Marquand was on the Frankton Town Board from 1908 to 1910; he and his family lived in a bay villa in Norton Road, demolished in the 1960s.<sup>[144]</sup>

G.E. Clark & Sons was established by George Edward Clark of Cambridge in 1903, enlarging a well-established firm run by Clark senior. In 1911 son Harry Clark was running the Hamilton branch of the firm, in Ward Street. G.E. Clark & Sons supplied bone dust and other manures, seeds and grain to Waikato farmers (Figure 8.29).<sup>[145]</sup>

In 1920 a rival business was established in premises next door to G.E. Clark’s, A.M. Bisley & Co. (Figure 8.30). Austin Morris Bisley came from Nelson, having recognised the potential of the Waikato. His grain, seed and produce merchants became major manufacturers, importers and distributors of agricultural and industrial machinery with ten branches in New Zealand and a significant export activity. In 1949 he founded the manufacturing company Bisley Industries Ltd. From 1938 to 1964 he was chairman of the board and managing director of A.M. Bisley & Co. while his sons continued to run the business.

[133] Christensen, H.A. “Milking machines of yesteryear” in *Vintage Farming* issue 74 Nov 1995, p. 8

[134] *NZ Times* 23 September 1915

[135] *NZ Herald* 26 April 1918; *Waikato Times* 18 December 1920

[136] *Directory* 1913

[137] Coates p. 103

[138] *Waikato Times* 20 July 1886

[139] Bradbury, E.E. *The Settlement and development of the Waikato* p. 146; *Waikato Times* 14 March 1921

[140] Gibbons p. 317, 322

[141] *Waikato Argus* 14 October 1905

[142] *The building may have been renamed as Everybody’s Buildings, by 1920: requires further research.*

[143] *Waikato Times* 14 January 1916

[144] File notes by Anne Campus nee Marquand n.d.

[145] *Waikato Argus* 21 March 1911



Figure 8.28 Parr Bros shop is second from the left in this c.1907 view of Hood Street. HCL\_08886.

Stock and station agents such as the NZ Loan & Mercantile Agency, Wright Stephenson's, Dalgety's (and their variants), Newton King and the FAC also had warehouses and sold farm supplies and materials to their farming clients.

#### **Auctioneers, sale yards and stock and station agents**

A key component of farming was the sale of livestock and as Hamilton developed as the heart of the Waikato a number of sale yards were built in and around Hamilton. Auctioneers ran the sales, as independent businesses or as agents for larger firms.

The first sale yards in Hamilton West were privately owned and run in the yard of the Commercial Hotel, which was on the corner of Collingwood and Victoria Streets. In 1888 W.J. Hunter & Co. of Ohaupo held a horse sale there.<sup>[146]</sup> The

Hamilton Borough Council took over the supply and operation of the sale yards in the late 1880s and purpose-built sale yards were located on the Market House

Reserve (Allotment 106), which is now Ward Street and the southern corner of Ward and Victoria Streets. The first sale was held on 9 May 1888.

Establishing the first Council-owned sale yards did come with some controversy as questions were raised about whether the yards would be built in time for the first

[146] *Waikato Times* 10 April 1888



Figure 8.29 G.E. Clark & Sons original building in Ward Street, 1939. The building was altered significantly during the 1940s, with a new plaster façade that still bears the company's name. HCL\_01143.



Figure 8.30 A.M. Bisley & Co. in Ward Street were grain and seed merchants, also insurance and land agents. Their building on the south side of Ward Street was built for the Farmers' Auctioneering Co. in 1908. c. 1925. HCL\_08657



sale.<sup>[147]</sup> The contractor was relieved of the work and the Borough Engineer took over to ensure it was completed on time. The first sale was run by John McNicol: about 600 head of cattle, 150 horses and 1300 sheep, as well as farm equipment, drays and cheese. Erection of the yards was seen as a progressive step on behalf of the borough.<sup>[148]</sup>

The Hamilton sale yards operated from this location until 1906 when the new sale yards opened further westwards on Allotment 453A, which was on the side of Garden Place Hill west of Selkirk [later Anglesea] Street. The slope necessitated the ground being excavated on five levels. Paddocks were provided on the domain land to the west. The entrance for cattle was to be a 30-foot way from Hill Street and into five large receiving yards and 84 cattle pens. Sheep were to be driven into two receiving yards from “the new road adjoining the railway” and from



Figure 8.31 Sheep are mustered down Victoria Street from the sale yards, 1906. Hamilton Hotel is on the right. HCL\_02102.

there into 52 pens capable of holding 1260 sheep. Pigs could be loaded and unloading from a loading platform. The whole of the yards and races was to be paved with limestone, and drained into a main drain going into the river. Ward Street was formed after the 1888 yards were demolished.<sup>[149]</sup> The contract for the job was won by George Jack, with W Lovett undertaking the separate limestone paving work.<sup>[150]</sup> The sale yards were opened on 10 January 1907 in front of a large attendance of townspeople and farmers. Local MP Henry Greenslade officiated, saying the yards were evidence of the huge strides the district was making.<sup>[151]</sup>

[147] *Waikato Times*, 28 April 1888; *Waikato Times*, 3 May 1888; *Waikato Times*, 5 May 1888

[148] *Waikato Times* 10 May 1888

[149] *Waikato Argus* 2 February 1906

[150] *Waikato Times* 27 June 1906

[151] *Waikato Argus* 11 January 1907



Figure 8.32 The position of the sale yards, part on Allotment 453A and part to the west on Domain Reserve. Ward Street was not then formed, but indicated by a dashed line. SO 3788 (part), [1906]



Figure 8.33 “New saleyards at Hamilton, Auckland: group taken at the opening of the new borough sale yards, showing Mr H.J. Greenslade, M.H.R., delivering his address”. Gaze and Co. photo. Taken from the Supplement to the *Auckland Weekly News* 17 January 1907. Auckland Libraries Heritage Collections AWNS-19070117-13-2.



Figure 8.34 A view of the sale yards from the west in c. 1912 shows pens on the stepped terraces sloping down to the newly-formed Ward Street. The high school building is at lower right, and the horse bazaar just beyond the yards (partly obscured). HCL\_07049.



Figure 8.35 The Hamilton horse bazaar c. 1909. Photographer William Archer Price. Ref: 1/2-001830-G. Alexander Turnbull Library, Wellington, New Zealand. /records/22890037.



Figure 8.36 Supplement to the Auckland Weekly News 28 November 1907 p10, Auckland Libraries Heritage Collections AWNS-19071128-10-3.

A horse bazaar was also built as part of the sale yards but was not completed until June 1907. It was demolished in 1966.

In the mid-1910s it became clear that sale yards in Ward Street were no longer adequate in standard, size and location (stock had to be walked through town to the sales), Council had also placed restrictions on drovers and farmers leaving their horses near the yards, and taxed farmers for leaving their vehicles near the horse bazaar.<sup>[152]</sup>

After much debate a new site was chosen at Frankton Junction. The move to Frankton Junction brought the Hamilton Borough ownership to an end as Waikato Central Saleyards Company, a private company, was set up and shareholders were sought to fund the project. The company advertised its aims and particulars of the site in October 1917.<sup>[153]</sup> Edward Goodwin was elected as chairman and held the position for 15 years. Members of the Jolly family were major shareholders.

[152] Waikato Times 6 March 1916

[153] Waikato Times 12 October 1917.



While the company was formed in October 1917, tenders were not called for until April 1919.<sup>[154]</sup> Work started soon after, but the sale yards were not finished until June 1921 due to the inability to procure cement supplies for the concrete floors of the yards.<sup>[155]</sup> The timber used to erect the yards was totara and rimu and septic tanks were also installed for the runoff from the yards.<sup>[156]</sup> The Central Saleyards were officially opened by the Hon. D. H. Guthrie on 7 July 1921 along with the first sale.<sup>[157]</sup> The sale yards were extended by 28 pens in 1943.<sup>[158]</sup> The Frankton sale yards are still used today.

Sale yards also existed in Hamilton East at different times, the first being “towards Cook Street”.<sup>[159]</sup> The timber from the second Ward Street yards was re-erected in Hamilton East in 1922 at the top of Clyde Street, the architect being Chitty & Cray

[154] *Waikato Times* 12 October 1917.

[155] *Waikato Times*, Supplement 19 March 1921

[156] *Waikato Times*, Supplement 19 March 1921

[157] *Waikato Times*, 25 June 1921, Supplement; *The Settlement and Development of the Waikato, New Zealand*, p. 193



Figure 8.37 Frankton Saleyards in the 1970s. HCL\_M00289.16.

[158] *New Zealand Herald*, 24 February 1943

[159] *Early days of Hamilton Waikato Times* 21 April 1983 – exact location not specified.

with George Jack undertaking the construction.<sup>[160]</sup> The yards covered seven acres, with holding paddocks for stock and accommodation, with special entrances for farmers’ vehicles and horses, separate entrances for sheep and cattle and special loading stages for pigs, and were capable of holding 1000 cattle and 2500 head of other animals.<sup>[161]</sup>

Sometimes auctioneers held stock sales on the vendors’ properties, such as that in 1878 when Messrs J.D. and K. Hill put up for sale on behalf of Francis Claude at his farm “Greenhill” [Claudelands] 1000 sheep, a large number of cattle, farm implements and household furniture.<sup>[162]</sup> Sometimes stock sales were held at Claudelands Showgrounds, before the eastern yards were built.<sup>[163]</sup>

In 1888 the NZ Loan and Mercantile Agency Ltd (“Loan & Merc”) opened a branch in Hamilton. Their first offices were in Whyte’s Buildings (see Figure 8.38), and first manager was George Watford Sare. To announce the opening, Sare placed a large advertisement in the *Waikato Times* announcing that the agency “receives consignments of every description of produce for sale in the colonies or for shipment to London”.<sup>[164]</sup> This included wheat and other grain, hides, sheepskins, cornsacks, woolpacks, sheep dip and manures. The company also promised that liberal cash advances on produce would be made. In 1892 Edward Mahoney, architect of Auckland, called for tenders to construct new premises with warehouses; the new building was situated on the west side of Victoria Street in the block between Hood and Knox Streets.<sup>[165]</sup> This building was replaced in the mid twentieth century with a more substantial brick and concrete building (now 91 Victoria Street; date not established); an extension at the rear comprised a warehouse with car parking on its roof, accessed by a concrete ramp, an unusual feature at the time.<sup>[166]</sup> The Loan & Merc continued to serve the farming community throughout the Waikato. In 1961 the firm merged with Dalgety’s as Dalgety-Loan and later was replaced with PGG Wrightson, but the Loan & Merc. is remembered as having been the largest stock and station agency in the country.

The firm Dalgety & Co. announced in January 1908 that they had opened a branch in the Waikato and were to make Hamilton its headquarters; the company

[160] *Waikato Times* 5 May 1922

[161] *Ibid.*

[162] *Waikato Times* 10 January 1878

[163] *E.g. Te Aroha News* 28 September 1921

[164] *Waikato Times* 7 July 1888

[165] *NZ Herald* 12 September 1892

[166] *The ramp still exists, accessed from Knox Street.*



was auctioneers, wool, grain, stock and station agents. Their first offices were in “White Block Buildings, opposite Hamilton Hotel”.<sup>[167]</sup> In December 1954 Fletcher Construction applied for a building permit to erect offices and a showroom for Dalgety’s, on the corner of Victoria and Rostrevor Streets.<sup>[168]</sup>

Taranaki firm Newton King had premises built in northern Victoria Street in 1938 (now 634 Victoria Street), and a warehouse in the eastern end of London Street in 1951.<sup>[169]</sup> They conducted stock and horse sales as auctioneers as well as selling farm-related supplies. After mergers with other companies after 1977, restructuring saw the rural servicing section becoming Wrightson’s Limited – their office building is in eastern London Street.<sup>[170]</sup>

Abraham & Williams, Palmerston North firm as auctioneers, valuers, wool brokers, stock, station and land sales, had an office in Victoria Street by 1919.<sup>[171]</sup> G.W. Vercoe and Company Ltd, auctioneers, also had premises in Victoria Street at least the 1930s. The company was established by Hamilton man George Walter Hugh Vercoe in 1928; he had been one of the principal auctioneers for the Farmers’ Co-operative Auctioneering Co.<sup>[172]</sup>

Wright Stephenson (later Wrightson’s, then PGG Wrightson) had a used car depot in Alexandra Street in 1939, but its main premises and business was as a stock and station agent: their premises were in northern Victoria Street near the corner of London Street.<sup>[173]</sup> After John McNicol’s death in 1893, his auctioneering business of McNicol & Co. was carried on by A.J. Storey and W.H. Hume; in 1907 it was bought by farmers from throughout the Waikato and became the Farmers’ Co-operative Auctioneering Company (FAC).<sup>[174]</sup> The company did very well, and in 1908 erected a new building in Ward Street on the site of the former sale yards; it was designed by F.E. Smith and was later bought and occupied by A.M. Bisley & Co. (Figure 8.30).<sup>[175]</sup> The FAC moved into larger, two-storey premises on Victoria Street in 1920; the building was designed by Jack Chitty and was demolished in 2014 (Figure 8.39)

[167] *Waikato Argus* 12 February 1908. Just which this building was has not been researched.

[168] HCC Building Permits index transcription.

[169] HCC Building Permits index transcription.

[170] [teara.govt.nz/en/biographies/3k13/king-newton](http://teara.govt.nz/en/biographies/3k13/king-newton)

[171] *Waikato Times* 9 January 1919

[172] *NZ Herald* 7 September 1940

[173] Possibly 646 Victoria Street – more research required to establish date of building.

[174] *Waikato Argus* 27 May 1907

[175] *Waikato Argus* 5 December 1908. The building was demolished in 1967.\*



Figure 8.38 The NZ Loan & Mercantile Agency Co. Ltd building (second from left) in Victoria Street, just south of Hood Street, in c. 1904. The building had an imposing classical front elevation but appears to be weatherboard construction. HCL\_00939.

### Plant nurseries and seed suppliers

George Mason was perhaps the most well-known nurseryman, running Claudelands Nursery at a site opposite the Claudelands railway station. His first nursery in 1874 was on the north side of No.1 Bridge on Great South Road [Victoria Street], where he grew all kinds of trees, shrubs and flowers. He later shifted his nursery to Claudelands.

Frederick Forrest sold fruit trees, ornamental trees and garden seeds in the 1880s, from Piako Road, and was still advertising in 1907 as Hamilton East nurseryman and landscape gardener.<sup>[176]</sup> By 1912 he was in partnership with Fred Best – they sold flowering shrubs, ornamental trees, fruit trees, hedge plants and pot plants and possibly gardened on the south side of Clarence Street, uphill from Pembroke Street.<sup>[177]</sup> In 1914 and 1915 Forrest and Best are listed in Clyde Street between Galloway and Fox streets.<sup>[178]</sup>

Amongst the many plant nurseries were those of F.W. Sanders & Co., a nurseryman and florist in 1925; Waikato Nursery run by E.W. Body, who was also a landscape gardener, 1934; and Beerescourt Nursery run by Sanders and Williams,

[176] *Waikato Times* 27 August 1881; *Waikato Argus* 10 September 1907

[177] *Waikato Argus* 8 June 1912; *Wise’s Directory* 1913 lists Forrest & Best in this block.

[178] *Wise’s Directory* 1914, 1915



Figure 8.39 The FAC building in Victoria Street, c. 1946. The building was designed by Jack Chitty and built in 1920, and demolished in 2014. The NZ Insurance Co. moved into the building c. 1942. HCL\_01118 and HCL\_01119.

also in 1934.<sup>[179]</sup> Sanders and Williams were in business by 1918.<sup>[180]</sup>

### Herd testing and improvement

From late 1892 dairy farmers could test their cows' butterfat output using the Babcock testing machine, a hand-operated centrifugal device and use result to cull poor-quality producers from their herds. In the early 20th century the Department of Agriculture instituted herd and milking shed inspections and established model herd testing associations. Herd testing was slow to catch on, but dairy companies such as the Waikato Co-op Dairy Co. encouraged the practice by providing a free testing service in 1918.<sup>[181]</sup> In 1923 the Waikato Farmers' Union Herd Testing Association was formed but merged with the NZCDC to form the NZ Co-operative Herd Testing Association; testing officers were to be appointed to different groups around the Waikato.<sup>[182]</sup> The Association was based in Hamilton, with an office in Victoria Street in 1930 and on the second floor of Wesley Chambers by 1940.<sup>[183]</sup>

In 1939 the NZ Co-operative Herd-Testing Association became the Auckland Herd Improvement Association, after the New Zealand Dairy Board introduced a herd improvement plan.<sup>[184]</sup> The association employed young men to visit dairy farms in the region and test the butterfat content of milk being produced by each cow.

[179] 1934 Telephone Directory

[180] Te Aroha news 14 June 1918

[181] Waipa Post 7 June 1918

[182] Waikato Times 11 August 1923

[183] Wise's Post Office Directory 1930, 1940

[184] NZ Herald 24 July 1939; Waikato Independent 3 August 1939

During WWII women were engaged as well, to replace men who had joined the armed forces. In 1941 three women were stationed at Frankton. The association owned land in West Street, Frankton, where storage sheds were built; in 1954 the Herd Testing Association erected a large building for offices, now at 140 London Street.<sup>[185]</sup>

The Glaxo Manufacturing Company (NZ) Ltd moved its testing laboratory from Palmerston North to Hamilton in 1921.<sup>[186]</sup> The building was dismantled and re-erected on the corner of Knox and Anglesea Streets. In 1936 the laboratory was closed down and the staff transferred to Bunnythorpe.<sup>[187]</sup>

The Artificial Breeding Centre was established in 1952 outside of Hamilton at Newstead. The company is now called Livestock Improvement Company. Ruakura Research Station undertook many major studies aimed at stock improvement and viability (see Section 8.3).

The Hamilton Vaccine Company, formed by J. Gordon Smith and three partners in 1925, was to deal in and develop vaccines and veterinary preparations for cows, horses, sheep, pigs and other animals; importantly, Smith worked on cures for bovine mastitis. Smith was the bacteriologist for Waikato Hospital and his laboratory, a small brick building, is now in the hospital grounds.<sup>[188]</sup>

Two manufacturing chemist companies based in Hamilton made major contributions in the stock health field: Mannings Manufacturing Co. Ltd and Mannings Limited. The former was established by Hamilton pharmacist Arthur E. Manning and his brother Wilfred to manufacture proprietary and veterinary medicines.<sup>[189]</sup> They built a laboratory at the back of Manning's pharmacy in Victoria Street, situated on the west side in the Hood-Collingwood streets block. (Arthur Manning was a borough councillor for three years, Hamilton mayor in 1911 to 1912, and a director of the Waikato Times.)<sup>[190]</sup> Mannings Limited was founded by one of Mannings' chemists, Charles MacKenzie Scott, and Hubert Fallwell in 1931.<sup>[191]</sup> They added to and improved the laboratory facilities behind the shop, then in 1948 the veterinary manufacturing business moved into

[185] HCC Building Permits index transcription

[186] Waikato Times 22 April 1921

[187] Waikato Independent 4 July 1936

[188] McEwan, Ann, "Memory Box" in Waikato Times 26 February 2016

[189] Frost, Murray R. Community Pharmacists: Early New Zealand Chemists and Druggists pp

[190] Gibbons pp 317, 322

[191] Frost p. 160



Figure 8.40 The main Glaxo testing laboratory based in Hamilton, circa 1928. Dairy Records Archive GB 1. [massey.recollect.co.nz/nodes/view/272](http://massey.recollect.co.nz/nodes/view/272).

purpose-built premises on the corner of Knox and Anglesea Streets. Products included “Vetrine horse blister”, milk fever drench and penicillin udder injection and remedies for foot rot. In 1955 Mannings Ltd employed 55 retail and laboratory staff.<sup>[192]</sup> The company had additional premises on the corner of Clyde and Grey Street, including offices and a veterinary supplies shop and a laboratory and animal shed in Clarence Street.<sup>[193]</sup> In 1971 the veterinary side of the business was acquired by Merck Sharp and Dohme (NZ) Ltd.

### Industrial businesses

One of Hamilton’s largest businesses in the agricultural industrial sector is Gallagher’s, begun in the late 1930s by William (Bill) Gallagher with his invention of an electric fence for stock management. By 1937 Gallagher had made the first electric fence using mains power and then developed a battery powered option as it was illegal to use mains power supply. He started selling the electric fences locally and moved to Hamilton East around 1940. After the war he expanded and

set up a workshop on a rear section on Seddon Road where he resided. During the time at Seddon Road the firm employed six people making gas-producers and converting old cars into tractors; he designed a spinning top-dresser.

In 1963 Gallagher Engineering was formally established as a limited liability company with Bill’s sons John and Bill junior taking more prominent roles. The company, now under the leadership of Bill senior’s son Sir William Gallagher, designs, manufactures and advises on security, animal management and fuel systems as well as contract manufacturing to individual specifications.<sup>[194]</sup> The company employs over 1000 people, with their main base being on Kahikatea Drive.

An Australian firm Truscotts (NZ) Ltd established a factory in Hamilton in 1953 to make stainless steel milk vats and tankers, at the time dairy farmers were switching from cream supply to tanker collection of whole milk. Their main plant was in Vialou Street, but they also had a factory on Great South Road, Te Rapa.<sup>[195]</sup> Target Industries, in Lake Road, Frankton, in the 1970s at least, were makers of bulk feed bins. Hamilton Implement Works supplied new and reconditioned farm implements from their business in Grey Street in the 1950s.

### Aerial topdressing

James Aviation Ltd, established by Ossie James in 1949, operated out of Rukuhia airport.

Robertson’s Air Services, founded by Guy Robertson in 1950, was the first aerial topdressing business in Hamilton, starting with one Tiger Moth but expanding with Fletcher aircraft in 1953. The company established branches in Pukekohe, Rotorua, Te Kuiti and Taumaranui and employed 63 people. The company was sold to SuperAir in 1987.<sup>[196]</sup> In the late 1950s Robertson Air Services, James Aviation and Thames Aerial Topdressing formed Air Parts (NZ) Ltd at Hamilton Airport and with other amalgamations and changes of name is now Pacific Aerospace, a major designer, manufacturer and exporter of aircraft.<sup>[197]</sup>

[192] Frost p. 162

[193] [hamiltonmodern.blogspot.com](http://hamiltonmodern.blogspot.com); Building Permits Register transcription; Frost p. 161

[194] [www.gallagher.com/about-us](http://www.gallagher.com/about-us)

[195] [hamiltonmodern.blogspot.com/2013/02/king-243-truscott-workshop-1957.html](http://hamiltonmodern.blogspot.com/2013/02/king-243-truscott-workshop-1957.html)

[196] [nzherald.co.nz/bay-of-plenty-times/news/article.cfm?c\\_id=1503343&objectid=11078777](http://nzherald.co.nz/bay-of-plenty-times/news/article.cfm?c_id=1503343&objectid=11078777)

[197] [aerospace.co.nz/company/history](http://aerospace.co.nz/company/history)



### 8.3 Government research stations

#### Ruakura Research Station

In 1886 Section 223a Kirikiriroa Parish, of 137 acres (55 hectares) was allocated to form an agricultural college and model farm.

The Waikato Agricultural College and Model Farm Act was passed in 1888 and vested the land in the Waikato County Council for this purpose. The council cleared, grassed and fenced the land and leased it for grazing. The council continued to lease the land until 1901 until central government sought the transfer of the original endowment back to the government (completed May 1902) for the purposes of extending the Government Experimental Farm. The farm was extended with land purchased from Isaac Coates (Sunnyside, 208 hectares) and Reed's farm of 20 hectares in 1901.<sup>[198]</sup> The name Ruakura State Agricultural Farm or Ruakura Experimental Station was also adopted around the same time. The original homestead and outbuildings were renovated and used for the farm.<sup>[199]</sup>

In 1910 a building to house farm cadets was constructed, designed by Auckland architect W.A. Cumming. Cumming also called for tenders for stables and implement sheds in 1912.<sup>[200]</sup>

In 1912 the focus of the Ruakura farm changed to purely education. A formal opening was held for the Ruakura Farm of Instruction by the Prime Minister William Massey and the Minister of Agriculture. The Prime Minister made it clear that the instructional farm was for teaching the practicalities of farming to the students and was not a research institute.<sup>[201]</sup>



Figure 8.41. Waikato County Cadastral Map 1932 showing the original Section 223a on the boundary of Hamilton Borough

In 1938 the purpose of the Ruakura Farm was changed from educational back to animal research. However due to WWII this was put on hold and the land was utilised for the most part in growing vegetables for the American servicemen.

In 1943 Dr Campbell McMeekan took over as superintendent of Ruakura Experimental/State Farm (later known as the Agricultural Research Station); at



Figure 8.42. Ruakura Experimental Station in agriculture [ca. 1905] Christchurch City Libraries CCL-KPCD1-IMG0092.

that time the property had had few improvements and the buildings and facilities on the property were also in a rundown state and not practical for the research programme that was envisaged prior to the war. Ten years after McMeekan took over, the property was transformed from an instructional farm to an established and well-respected research station. During the time McMeekan was superintendent two properties were acquired as additional research stations, Whatawhata and Raglan, for the purposes of understanding hill country farming.

In 1949 the first conference and field days week was held at the research station, attracting 592 registrations which required a change in venue from the Peachgrove Road Municipal Hall to the State Theatre in Victoria Street to accommodate the dairy farmers. The annual conference and field days continued

[198] *Waikato Argus* 17 May 1902

[199] *Waikato Argus*, 23 November 1901

[200] *NZ Herald* 27 May 1911

[201] *Waikato Argus* 24 April 1912



Figure 8.43 The new cadet accommodation building, completed in 1910. Supplement to the *Auckland Weekly News* 29 December 1910 p.4. A.N. Breckon photo. Auckland City Libraries.

to grow and at their peak in the 1960s 10,000 visitors attended the field day utilising 20 buses around four different sites (Rukuhia Soil Research Station, Artificial Breeding Centre (now LIC), Raglan Research Station and Whatawhata Research Station).

In 1960 the Meat Research Institute also moved from its Wellington location to Ruakura; their facilities were purpose-built in 1961 and extended in the 1980s to accommodate around 100 staff. From the 55 hectares of the original farm in 1886, in 1982 the farm had increased to around 600 hectares on several locations. Most of the original farm lot 223a has since been sold and now used for residential, industrial and commercial purposes. In 2004 Waikato Innovation Park was opened on the Ruakura campus, on 17ha of land owned by Tainui, to provide an environment for technological development and office space particularly for companies involved in the agricultural or biotechnology sectors.<sup>[202]</sup>

### Rukuhia Soil Research Station

The formation of the Rukuhia Soil Research Station (first known as Rukuhia Soil Fertility Research Station) was announced on 5 November 1945 and commenced work on 1 January 1946 as part of the Department of Agriculture.<sup>[203]</sup> It undertook major fieldwork, plant and chemical trials from 1946 through to the late 1980s for the improvement of soils, soil fertility, pasture types, fertilizers, drainage, weed control (including DDT), leaching of soils, blueberry production and peat development. The research station provided a soil testing service and support of the advisory service to farmers with field officers and open days at the station.

[202] [en.wikipedia.org/wiki/Innovation\\_Waikato](https://en.wikipedia.org/wiki/Innovation_Waikato)

[203] *Evening Post*, 6 November 1945, p. 6

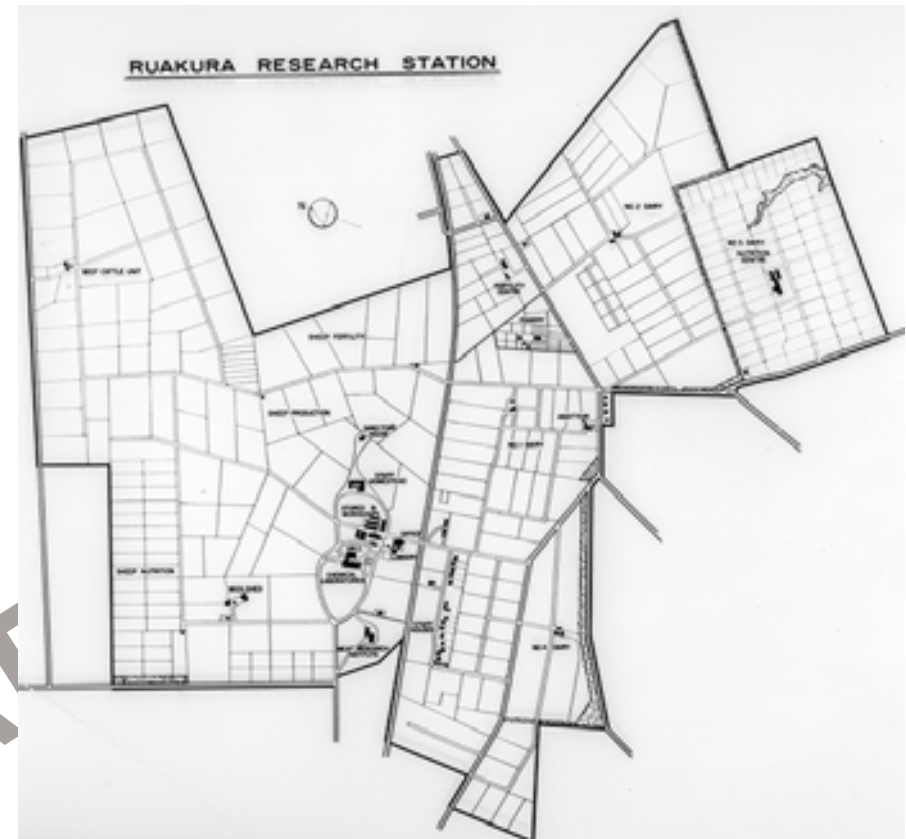


Figure 8.44 Ruakura Research Station Plan (HCL\_04725).

The institution played a significant role in research for agricultural purposes until its closure in 1988. The homestead, built in the early 1900s for farmer Thomas Macky Hall and designed by Thomas Mahoney, was used as offices, library and lunch room.<sup>[204]</sup> In the 1950s two houses and a duplex were constructed for staff. During the 1946-47 year a standard climatological station was set up by the Weather Bureau at Rukuhia, the equipment being situated to the north-east of the main house. This supplied the official climatic measurements for the district.<sup>[205]</sup>

[204] Williams, Lynette 2012 "Rukuhia Soil Research Station (Former)", Research report for Hamilton City Council. The homestead was built by July 1904 (*Waikato Times* 18 July 1904).

[205] *ibid*



Figure 8.45 Ruakura Research Station viewed from the west, 13 March 1958. Whites Aviation WA-45306, Alexander Turnbull Library.

From the mid-1950s some of the Rukuhia staff shifted to the Ruakura campus, in particular the microbiologists, but field experimental work continued at Rukuhia. In 1973 the combined institution became the Soil and Field Research Organisation, based at Ruakura.<sup>[206]</sup>

Another laboratory was planned but never built at Rukuhia as the new tower block at Ruakura was built and the Rukuhia staff transferred to Ruakura. Some of Rukuhia's buildings were also shifted to Ruakura, but some remained on the original site. The microbiologists also shifted to Ruakura in the 1960s and the original laboratory building was moved to Airport Road in the late 1960s. In the 1970s Ruakura became the main base for the Soil Research Station with the Rukuhia land being used for field experiments until its closure in 1988. In 2020 all the buildings at Rukuhia were demolished.

[206] MAF Information Services Ruakura Agricultural Research Centre Handbook, 1978, MAF Information Services, Wellington p.26

#### 8.4. Rural associations

Many farmers in and around Hamilton were members of the Cambridge Farmers Club, later known as the Waikato Farmers' Club, which was formed in 1875.<sup>[207]</sup> Farmers showed their stock at shows held in the Waikato and Auckland, and in 1876, at Ohaupo when the first show of the first Waikato Agricultural and Pastoral Association (A&P) was held.<sup>[208]</sup> This A&P Association suffered from competition with the Farmers' Club, for membership and venues for shows, and disbanded in 1882. A new Waikato A&P Association was established in 1892.<sup>[209]</sup>

##### Waikato Agricultural & Pastoral Association

The Waikato A&P Association's first show was held at Claudelands racecourse on 26 October 1892 and annually thereafter, in the spring. The land at Claudelands was owned by a private company but the Association decided to raise funds and purchased the land in 1903.<sup>[210]</sup>

The summer show (known as such though always held in spring) was a major annual event for both the rural and urban communities. Its main features were competitions of stock, poultry, produce, horsemanship, wood chopping, Highland dancing and other events; trade stands for local and national manufacturers and suppliers; displays of art, crafts and produce; and entertainment with side shows and concerts. Several buildings were added to those already at the racecourse; the buildings included cattle pavilions, pig sheds, a cow shed, stables, exhibition halls, additional grandstands and amenity blocks.

The Waikato A&P Association is one of 97 A&P Associations throughout New Zealand under the umbrella of the Royal Agricultural Society, established in 1924 by royal charter. The society's annual show is hosted by a different association each year – this honour was first accorded to Waikato in 1938. The Royal Show was hosted by the Waikato Association in 1980 and 1995.

##### Waikato Winter Show Association

On 11 October 1906 Mayor J. S. Bond called a public meeting to establish a Winter Show Association.<sup>[211]</sup> The association was formed for the purpose "of holding a winter show in Hamilton, to embrace dairy produce, farm and garden

[207] NZ Herald 13 November 1875

[208] Norris 1964 p. 44

[209] NZ Herald 10 February 1892

[210] Waikato Argus 11 March 1903

[211] Waikato Argus & Waikato Times 6 October 1906



products, poultry, etc”<sup>[212]</sup>. The association wanted to “promote agricultural industries, and of industries connected with agriculture generally, also art and industries”<sup>[213]</sup>. The show was seen as an opportunity for town and country people to mix and mingle and share interests. It was essentially a trade show, with local manufacturers exhibiting their wares, whether farm machinery, vehicles or domestic appliances (Figure 8.51).

The first winter show was held from 3 to 6 July 1907 at the newly completed horse bazaar in Ward Street.<sup>[214]</sup> Exhibitors at the first show included a Maaori section and the Waikato court from the Christchurch exhibition, seed merchants, clothing stores, milking machines, C.L. Innes and Co., the Waikato Beekeepers’ Association and Madam Marion’s exhibit of pupils’ millinery, as well as butter (factory and home dairy), poultry and garden produce.<sup>[215]</sup> Flour producers had special categories for scones or bread made from their own flour. The show was a great success, though not fully supported by the agricultural sector.<sup>[216]</sup> In 1907 there were only three entries in the dairy section, but this grew steadily as the



Figure 8.46 Judging ladies’ hacks at the show in November 1902. Sir George Grey Special Collections, Auckland Libraries, AWNS-19021106-8-3.

advertising potential of the competitions was realised, so that by 1918 there were 476 entries.<sup>[217]</sup> The show grew from 800 competition entries and 6000 visitors in 1907, to over 8000 competition entries and 147,000 visitors for the nine days

[212] *Waikato Argus*, 12 October 1906

[213] *Rules of the Waikato Winter Show Association*.

[214] *Waikato Independent*, 2 July 1907

[215] *Waikato Argus* 4 July 1907

[216] *Waikato Argus* 4 July 1907

[217] *NZ Herald* 4 June 1919



Figure 8.47 Edward Jones, a very successful Hamilton saddler who opened branches in five Waikato towns, was one of the many tradesmen who exhibited at the summer show in 1912. Sir George Grey Special Collections, Auckland Libraries, AWNS-19121205-15-5.



Figure 8.48 Jersey cows being judged, date unknown. Photo: Waikato Show Trust collection.



Figure 8.49 Part of the grand parade, the finale of the stock competitions. Cattle, sheep, goats, horses and other stock were led in circles around the arena, with some of the crowds watching from the racecourse, and some from the grandstands. Show buildings are visible at right and part of Claudelands Bush upper left. October 1938. Photographer J.F. Loudon, Waikato Show Trust collection.



Figure 8.50 The catalogue for the 65th Royal Show, hosted by the Waikato A&P Association at Claudelands in October 1995. Hamilton City Libraries collection.





Figure 8.50. Claudelands Showgrounds, 1980, with Jubilee Park (lower left), the racecourse and the show buildings. WA-75311-F, Whites Aviation Collection, Alexander Turnbull Library.

of the 1966 show. By the 1950s competitive sections ranged from apiculture, produce, home cooking and preserves, through art, knitting and hospital patients' needlework, to educational sections for model aeroplanes, Sunday School choirs and children's writing.

Competitions of produce were well-supported, from homemade jams and preserves to factory-made cheese and butter. Entertainments were organised – trapeze acts, beauty and fashion shows, Maaori concert parties, stage shows such as Selwyn Toogood's quiz competition, and singers. Children were engrossed with the pink, blue and green chickens, Pixie Land and the model train exhibit. In later years the outdoor area had amusement attractions such as the Ferris wheel and other rides, coconut shies and fairground stalls proved popular. In later years the range of competitions increased: Highland dancing, elocution, model aeroplanes,

band competitions, and a range of special arts and crafts categories for different ages of school children and Sunday School children.

The Women's Institute Challenge Shield was introduced in 1932 for best display of domestic products and crafts. Individuals also submitted jams, preserves, cakes, embroidery and other handcrafts for judging (Figure 8.53).

Some of the pigs, cattle and lambs that won prizes on the hoof at the Waikato Winter Show were sent to Westfield Freezing Works for processing. W. Weddel & Co. exported the carcasses to Smithfield Market in London where they were judged again, this time for the quality of their meat (Figure 8.54). The scheme was part of the "Beef for Britain" programme after WWII.

The shows were so successful the association bought land – the first parcel, in 1912, was William Goodfellow's land on which his dairy factory had stood; on this they erected a 4000 sq ft building.<sup>[218]</sup> Further land was bought in 1924 and on this they erected a new concrete hall and kitchens. In 1931 the association bought a half-acre of Garden Place Hill and in 1932 removed 4,500 cu. yards of the hill and erected Bledisloe Hall, designed by Edgecumbe and White with engineer James Baird and built by W.B. Young, in 1935. Bledisloe Hall of Agriculture was the first metal-framed building in the world to be built without a single rivet; it was arc-welded, the first building in the southern hemisphere to be so constructed.<sup>[219]</sup> it was removed to Mystery Creek in Another piece of (now flattened) Garden Place Hill was bought in 1940. The William Paul Hall, named in honour of William Henry Paul, the association's long-serving secretary and secretary-manager, was erected in 1955 and in 1957 the association bought the land and buildings of the horse bazaar.<sup>[220]</sup>

Special trains were put on to bring visitors from Auckland, Te Kuiti and Taumaranui. Hamilton business people targeted advertising at visitors, exhorting them to visit their shops for special show offers, or to stay at their boarding house or hotel. In 1936 several organisations connected with the dairy industry chose to hold their annual meetings in Hamilton to coincide with the show, but scarcity of accommodation meant that delegates had to sleep in the lounge and corridors of a leading private hotel.<sup>[221]</sup>

[218] Birdsall, T.R. and M.V. *West Waikato Winter Show Association; Seventy Years of Progress 1907-1977* p. 38, 78

[219] Birdsall and West p. 78

[220] Birdsall and West p.78

[221] *NZ Herald* 28 May 1936





Figure 8.51 One of the trade exhibits at the first Winter Show in 1907 was C.E. Storer's "fine exhibit of handy vehicles", all built at his Hamilton factory. Sir George Grey Special Collections, Auckland Libraries, AWNS -19070711-11-1.



Figure 8.52. A general view inside the horse bazaar of displays at the Winter Show in 1913. Identifiable exhibits are for New Zealand apple trees, a Hudson car, Wilson's (Cement), Jenkin & McIntyre cycle imports, King's Complete Furnishings, Aerogen Safety Gas, F.J. Marfell Land & Motor Agent and Ruakura Farm of Instruction, Department of Agriculture. Weekly Graphic and New Zealand Mail 11 June 1913. HCL\_02752.



Figure 8.53 A display of home industry and crafts at the Winter Show, date unknown. Waikato Show Trust collection.

The Waikato Winter Show Association published a newspaper, "The Call", prior to the annual show; this included lists of competition categories, promotional editorials, feature articles and advertisements. In the early years a visitor to the Winter Show could buy a glass souvenir and watch while it was engraved with his or her name and date – the engraving being done by a foot-powered dentist's grinding wheel. Later on, kewpie dolls, windmills and toy monkeys were favourite keepsakes.

The show buildings were a major part of the central city streetscape. In 1966, the last year the show was held in the central city, the show was open for nine days and attracted 147,000 visitors and 8000 competition entries. From 1967 onwards the winter show was held at Claudelands. The horse bazaar building was demolished in 1966. Bledisloe Hall was taken down and shifted to Mystery Creek in 1976.

#### Waikato Show Trust

In 1965 an Act of Parliament created the Waikato Show Trust Board, a new body corporate in the form of a trust to amalgamate the Waikato Agricultural & Pastoral Association and the Waikato Winter Show Association. The legislation was necessary to legalise the amalgamation of their assets. The two organisations retain separate control of their annual shows, which have shared the Claudelands

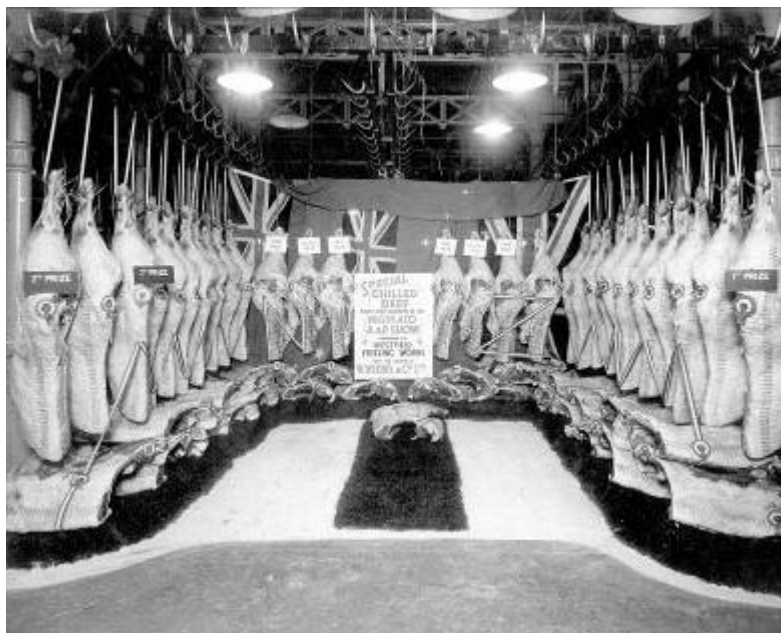


Figure 8.54 A display of beef carcasses at Smithfield Market, London, from cattle that were judged at the Waikato Winter Show. Photo: Waikato Show Association



Figure 8.55. A rear view of the Winter Show showing sideshow attractions; Bledisloe Hall is the building with the semi-circular elevation. Garden Place Hill is partly excavated (in foreground) and buildings in the background face onto Ward Street and Victoria Street. HCL\_01656.

Showgrounds since 1967. On 12 March 1999 the Show Trust sold the property to Hamilton City Council.

### Other rural associations

The New Zealand Farmers' Union was formed on 18 September 1899; several Hamilton farmers joined a branch as a support group to discuss common problems and lobby government and agencies. In 1913 the Waikato Farmers' Club was wound up and became a branch of the New Zealand Farmers' Union. In 1945 the union joined with the Sheepowners' Federation to form the Federated Farmers of New Zealand Inc.<sup>[222]</sup> The Hamilton branch has offices in London Street.

The Women's Division of the New Zealand Farmers Union (later Federated Farmers) was established in 1925 in support of rural women; in 1999 there was a name change to Rural Women New Zealand. A Hamilton branch was formed in 1927.<sup>[223]</sup>

[222] [fedfarm.org.nz/FFPublic/About/News/FFPublic/about/Our\\_History.aspx?hkey=f6664b92-90af-410b-befa-82c855f0b4b4](http://fedfarm.org.nz/FFPublic/About/News/FFPublic/about/Our_History.aspx?hkey=f6664b92-90af-410b-befa-82c855f0b4b4)

[223] *Waikato Times* 3 December 1927

The Federation of Country Women's Institutes, known colloquially as the CWI or WI, was established in 1921; the association has undergone many name changes and from 2004 known as the New Zealand Federation of Women's Institutes. The CWI aimed to improve daily life for rural women, with a strong emphasis on crafts and domestic skills.

Farmers of particular breeds formed associations to share knowledge and common interests and these usually had a Hamilton office; examples were the New Zealand Jersey Breeders Association, South Auckland Jersey Breeders' Association and Waikato Jersey Association; the New Zealand Milking Shorthorn Association, which had an office in Victoria Street at least in 1932-33 and currently in Ruakura Road; and the NZ Co-op Pig Marketing Association Limited, which had offices in the upper floor of the Cadman parking building in c. 1939. Holstein Friesian Association NZ purchased premises in Vialou Street in 1998; the Association's Golden Jubilee was celebrated at Hamilton in 1960 and was attended by over 500 breeders and supporters.<sup>[224]</sup>

[224] [nzholstein.org.nz/about-us/history/](http://nzholstein.org.nz/about-us/history/)

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## Summary of Findings

As Hamilton became the business centre many primary processing industries were established such as dairy and meat factories; flour, flax, bone and timber mills and breweries utilizing materials brought in from elsewhere; and manufacturers and repair workshops for agricultural machinery and equipment.

Stock and station agents conducted stock sales at their own or municipal sale yards and offered financial support; produce markets, agricultural supplies stores assisted with growing and selling produce.

The Waikato Winter Show Association and the Waikato Agricultural & Pastoral Association were established as opportunities to showcase stock, produce and new equipment and were seen as bringing town and country together; supportive organisations such as the Country Women's Institute and Federated Farmers had branches in Hamilton, with members from town and country communities. Organisations such as Federated Farmers and the CWI supported farmers on social and practical levels.

The government recognised Hamilton and the Waikato's role in agricultural development by establishing Waikato Agricultural College and Model Farm Ruakura, which later developed into the Ruakura Agricultural Research Station, and the Rukuhia Soil Research Station. The Auckland Herd Testing Association had major offices in Hamilton, and Glaxo had a milk testing laboratory in town for several years.

Blacksmiths, farriers, saddle and harness makers and veterinarians had roles in agricultural support as well as working for urban residents.

## Current District Plan Listings

### District Plan – Schedule 8A

Site No	Name	Description
H62	New Zealand Dairy Co-operative Butter Factory No. 1 and Power House	Built in the early 1900s for the Frankton Butter Company. It has undergone several additions in the 1910s and the 1960s.
H85	New Zealand Dairy Co-operative Electrical Workshop	Built in 1913 as the electrical workshop for the dairy factory.
H48	Former Waikato Brewery	

H82	WH&CA Board	James Treloar's premises 1938- ; National Dairy Association office 1957-9
<b>District Plan – Schedule 8B &amp; 8C</b>		
Site No (NZAA No)	Name	Description
A2	Cannell's lime kiln	
A104	Flour Mill	
<b>District Plan – Special Character Area</b>		
Reference Name	Description	
<b>Possible new listings</b>		
Item	Reason	
Frankton sale yards and associated buildings		
The Cowshed at Waikato University		
Rukuhia Homestead		
Auckland Herd Testing building in London St		
Bacon factory buildings		
Innes arch corner of Victoria St/Anzac Pde		
Innes soft drink factory (Meteor)		
<b>Further Research/investigation work</b>		
Ruakura Director's house		
Rukuhia buildings at Rukuhia and at those relocated to Ruakura		
Waikato Valley Dairy Co. Ltd buildings – supposedly some left		
Rothwell's butchery in Dinsdale (now a café) – any other butcher shops left?		
Ossie James – houses? Business premises?		
Any stock and station agency buildings left?		
<b>Links to other sections within the Thematic</b>		

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## THEME 9: BUILDING HAMILTON'S ECONOMY POST-1864

A breakdown by occupation of the 4th Waikato militiamen at enlistment was: labourers 194, mariners 41, carpenters 32, butchers 25, shoemakers 25, miners 27, farmers 18, farm labourers 16, bakers and pastrycooks 14, cabinet-makers and joiners 13, clerks 13, storekeepers 13, drivers and other horse-related work 13, drapers 9, gardeners 9, and 8 each for engineers, bushmen and sawyers, painters and masons; in addition there was a veterinarian, a surgeon, and architect, a jeweller, an artist and a distiller.<sup>[1]</sup>

There were also officers, some of whom may be classed as “gentlemen”, who had not worked for a living. From this miscellany it was expected a viable settlement would develop, but clearly there was not much call for mariners or miners and such men had to lend themselves to other work.

As militiamen left, investors and entrepreneurs moved in, buying up land and establishing businesses and industries. Such men included Isaac Coates, whose activities ranged from farming to brick making, flax milling and rail construction, and Aucklander James Williamson who bought over 23,000 acres of the Rukuhia swamp and spent a fortune draining the land for farming. These men and others with independent wealth, such as Walter Chitty, were able to provide employment for others.

Stabilisation of the settlement over subsequent decades meant a wider range of occupations, industries, retail ventures and professional occupations were viable, and Hamilton did not need to rely on imported products or go to Auckland for services.

[1] Norris 1963 p. 57

Rail and river freight and passenger services enabled the expansion of businesses. The recognition of Hamilton as the heart of the Waikato meant more and more businesses made Hamilton their headquarters. As Hamilton grew and evolved, businesses kept pace with the ever-increasing diversity of products and support services and occupations.<sup>[2]</sup> Population boom periods went hand-in-hand with the expansion of the retail, commercial and industrial sectors, and businesses associated with agricultural activities. Agricultural support services, associations and agencies were a significant part of this increase.

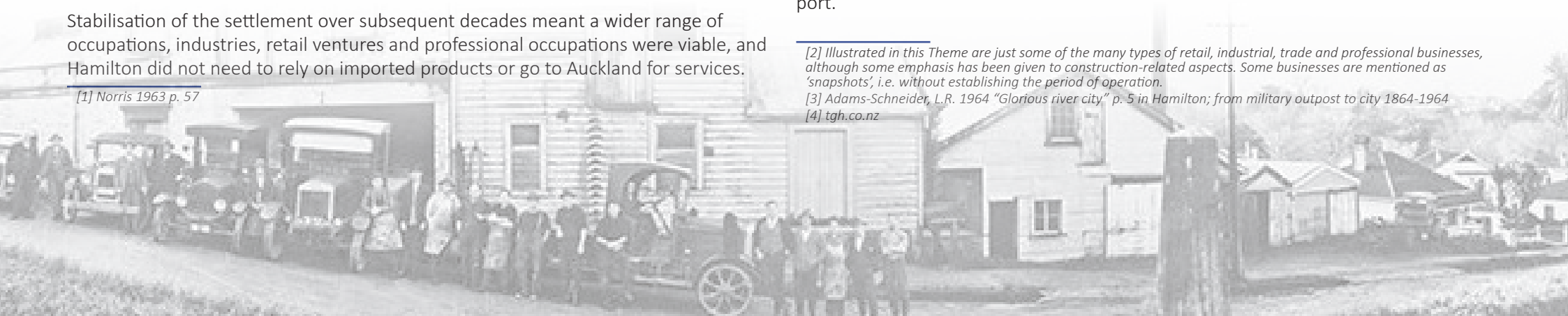
The formation of the Hamilton Chamber of Commerce in 1906 with 100 members demonstrated the growth of the business sector and confidence in the future. By 1964 there were 600 industrial enterprises in and around the city, employing nearly 8,000 Hamiltonians.<sup>[3]</sup> By 2019 there were approximately 15,000 businesses in Hamilton.

Tainui Group Holdings, kaitiaki of Waikato-Tainui commercial interests, has undertaken significant investment in a diversified portfolio, with investments in commercial and residential property.<sup>[4]</sup> The company is owned by the Waikato Raupatu Lands Trust established after the raupatu settlement in 1995. Two of its major projects are the Base shopping centre and the development of the Ruakura inland port.

[2] Illustrated in this Theme are just some of the many types of retail, industrial, trade and professional businesses, although some emphasis has been given to construction-related aspects. Some businesses are mentioned as 'snapshots', i.e. without establishing the period of operation.

[3] Adams-Schneider, L.R. 1964 "Glorious river city" p. 5 in *Hamilton; from military outpost to city 1864-1964*

[4] [tgh.co.nz](http://tgh.co.nz)



## 9.1 Retail businesses

The first business premises were established in 1864 by the Commissariat, at the landing place at Hamilton West, known as the Ferrybank (Figure 4.1 and 2). A jetty allowed boats to tie up and offload goods.<sup>[1]</sup> Several men set up unauthorised businesses at the Ferrybank, but were asked to leave in May 1873. A few businesses opened at the south end of Victoria Street and upper Grantham Street, and after the major 1870s floods demonstrated the unsuitability of lower Grantham Street, businesses shifted to the Victoria Street terrace (refer to Theme 4). The success of some businesses led their owners to build larger premises, often two-storey, with rooms they could rent out to other businesses or for accommodation.



Figure 9.1 The Commissariat stores above the jetty included a butcher, whose sign is legible on the parapet of the building. Hamilton West redoubt is visible on the skyline; the long low white building (far left upper) was the militia hospital and a punt is in mid-stream. Photo circa 1865-66. APL A10635.



Figure 9.2 An 1866 photo of the Ferrybank shows the concentration of shops, huts and a few outhouses on the lower terrace. A punt is tied to the jetty. Grantham Street has had its original curve cut away to form a straight road. On the upper terrace is the Hamilton Hotel (far right), Vialou's carriage works opposite, several small houses and perhaps a shop. The large building at the top of Grantham Street has not been identified, but may be the market house Colonel Moule was erecting in 1865. A small building in one of the eroded scallops of the river bank is probably a privy (to right of the jetty). HCL\_0480.

The changing fortunes of some retailers are exemplified by Noah R. Cox's career: he arrived in Hamilton in 1875, bought the general store of militiaman Thomas Morris, and lived in a three-storey house on Morris's land grant allotments on Grantham Street.<sup>[2]</sup> After the late 1875 floods that inundated some of his business premises, Cox bought land on the upper terrace on the corner of Hood and Victoria Streets and in 1879 built a more substantial brick store, named Hamilton House, with living quarters behind (Figure 9.3). He narrowed his range to just drapery and clothing but in 1881 was bankrupt and the premises and stock were sold.<sup>[3]</sup> Within a year he had opened another store in partnership with Archibald Scott, in newly-built premises another block north, on Wesley Church land on the corner of Collingwood Street. The partnership dissolved in 1885 and Cox continued in business as London House, on the same site but in a more substantial building. He enlarged his premises again in 1897 by taking over the

[1] The piles of the jetty are recorded as archaeological site \*\*

[2] Waikato Times 17 September 1885

[3] Waikato Times 3 November 1881

adjacent shop.<sup>[4]</sup> By the time he retired in 1901 this area of Victoria Street was the main retail area.



Figure 9.3 The southern end of Victoria Street looking north, c. 1882-4. From left are the Waikato Tea Mart (E. McGarrigle), a small single-storey shop, K. McDonald's (formerly N.R. Cox's Hamilton House), Hood Street, the Bank of New Zealand, Whyte's Building, the palisade fence in front of Isaac Vialou's house and Vialou's carriage and furniture factory. Note the single-storey cottage at the rear of the left-hand building, and the hitching posts. HCL\_02311.

Henry Howden, a jeweller and watchmaker, was another retailer who moved his premises north along the street. He established his business in January 1889, on the west side of Victoria Street south of Hood Street (Figure 9.4). The town's first public clock was the one he erected on the front elevation of his store. In August 1892, further up the street, Howden built a two-storey wooden building – with three shops downstairs and living space for Howden and his wife Amy at the back and upstairs, it was seen as a sign of prosperity and confidence and Howden was praised for his enterprising spirit in providing retail space (Figure 9.5). Ten years later Howden replaced the building with a more-substantial one of brick, again two storeys (H71 Schedule 8A, Operative District Plan). It was designed by F.E. Smith and built by S.J. Sheldon (Figure 9.6).<sup>[5]</sup> Howden died in 1945 but his business continued until the early 1970s; the building was then occupied by another jeweller, C.F. McCarthy.

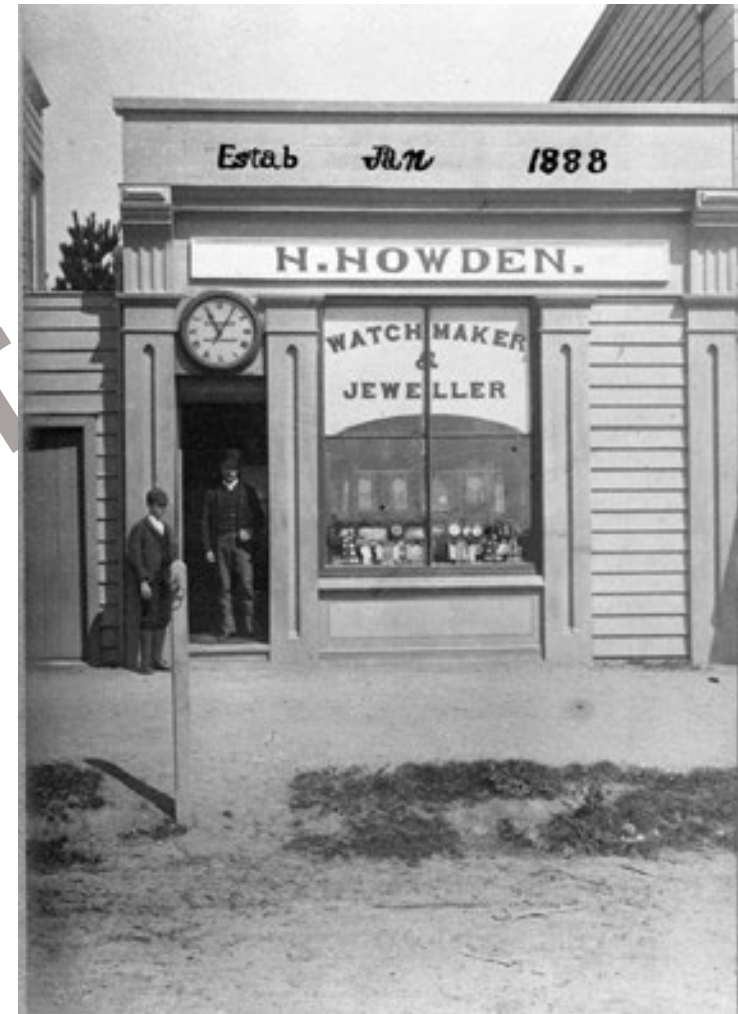


Figure 9.4 Henry Howden's first store c.1890. It was situated just south of Hood Street. Note the hitching post and the clock, and also the annotated date – 1888, perhaps referring to his business when in Auckland. HCL\_02592.

[4] *Waikato Argus* 29 April 1897

[5] H71. The clock mounted in the front elevation is the original clock from the first building.





Figure 9.5 Henry Howden's second building on Victoria Street. Howden re-opened his jewellery-watchmaker shop in the new premises on 13 August 1892. The wooden building was designed by T.H. White and built by Messrs Pettigrew and Co. of Ngaruawahia. Also in the building were chemist A.W.G. Le Quesne, and hairdresser D.C. McIntyre selling stationery and fancy goods. HCL\_02591.



Figure 9.6 Howden's third premises as they appeared in the 1980s when occupied by C.F. McCarthy, jewellers and watchmakers; upstairs rooms were occupied by Hamilton Tax Services. Whitcoulls, booksellers and stationers, is to the south (left) and Maple Furnishings Co. to the north. Howden's clock, a feature of his first and second shops' façades, is visible on the lower floor façade. HCL\_M00697.29.

Hamilton's first architect, Isaac Vialou, had one of the first retail and manufacturing businesses on Victoria Street, built beside his house in 1872. The buildings and plant covered nearly a whole acre, consisting of a drying shed for timber, a workshop and smithy for the manufacture of carriages and agricultural implements, also a workshop for furniture making and a showroom for his furniture and ironmongery.<sup>[6]</sup> Between his premises and the Bank of New Zealand he erected a block of four shops, in brick with plate glass fronts, and a large warehouse suitable for an auction showroom; before completion the shops were let, to a jeweller, a stationer and solicitors.<sup>[7]</sup> The building was known as Whyte's Buildings, and one of the first occupants was T.C. Hammond, who offered a wide range of stationery, fancy goods, perfume, patent medicines, nursery and toilet requisites, sewing machines and tobacco as well as a circulating library of 1000 volumes (Figure 9.7).<sup>[8]</sup>



Figure 9.7 From left: BNZ, Whyte's Buildings with the NZ Loan & Mercantile Co. and Salmon boot maker in left-hand shop, Vialou's house, and the carriage factory when it was run by J. Cochrane. HCL\_00976.

[6] Auckland Star 30 August 1877

[7] Auckland Star 30 August 1877

[8] Waikato Times 27 December 1877

The construction of two-storey buildings usually led to the leasing of the upper storey as offices, intensifying the business being transacted in the central town, and also to a lesser extent, in Hamilton East and later, Frankton. Such premises were often occupied by lawyers and accountants. Alexandra Buildings (H73, Schedule 8A, Operative District Plan, 2017) let rooms to a hatter, hairdresser-tobacconist, tailor, surveyors, real estate agents and dressmakers, at various times. Others housed photographers such as Henry Gaze, George F. Jenkinson, Evelyn Scherer/Tarulevicz and others; or cafés such as one run by Fred Tonge in 1903 that also sold oysters, vegetables and fish.<sup>[9]</sup>



Figure 9.8 A few of the shops in Victoria Street in the early 1900s were a tailor, pharmacy and Goodfellow Limited's general store selling milking machines and boots. The gable end of the Salvation Army Hall is visible, set back from the shop fronts. The shop at right was on the corner of Garden Place and was occupied by D.R. Bain tailor and outfitter, and H. Victor Long's pharmacy. HCL\_09814.



Figure 9.9 This photograph taken 26 March 1907 by A. Breckon shows some of the range of retail businesses in Victoria Street: included (from left) are Tyler's "The People's Warehouse" selling china, glass and earthenware in the White Block; a chemist-tobacconist; Paul's Book Arcade; John Bettley's butcher shop that has Gilmour as a tenant also; the Waikato Times, and beyond that several other shops before Wesley Building and the Commercial Hotel on the corners of Collingwood Street. HCL\_08886.



Figure 9.10 The same block south of Collingwood Street but viewed from the north, shows the 1904 single-storey Wesley Buildings (right) occupied by Cosey Corner with drapery and millinery, the Fiji Fruit Store, Thomas Tidd's Golden Gate boot and shoe store and George Stone, family butcher. To the south (left) of that is Edward Jones' saddlery; the two-storey brick Imperial Chambers under construction; Alexandra Buildings which was occupied by tailor J.H. Fort, and Samuel Vaile & Sons land agents; and Howden's jewellery further south again. HCL\_08888.

[9] Waikato Argus 21 December 1903

Businesses frequently changed hands: in 1902 Arthur Coyle's furniture warehouse was taken over by McKee & Matthews, though Coyle retained the undertaking part of the business; in mid-1905 S.H. Matthews continued by himself as the Furniture Warehouse; and in October 1905 he sold out to Barton & Ross Ltd.<sup>[10]</sup> They had a two-storey wooden shop in southern Victoria Street; they sold furniture, crockery, glassware, carpets and drapery. In 1928 the building was expanded to incorporate the Waikato Argus building with an impressive wide frontage (H34, Schedule 8A, Operative District Plan, 2017) (Figure 9.11). The building had deep shop-front windows, known even into the 1950s for their mirror-and-velvet settings for displays of fine crockery and glass. The extensive alterations combining the two buildings were designed by Edgecumbe and White and built by Street and Street Ltd.<sup>[11]</sup>



Figure 9.11 The Barton & Ross Ltd building in c.1939; Argus Chambers is named on the parapet and on the verandah, as well as Barton & Ross. The Argus end (southern) has premises for several businesses, while to the north of Barton & Ross is Antoinette Beauty Salon in the wooden building. HCL\_01076.

Thomas Maunder was a major investor in retail premises from about 1896 when he purchased the business and premises of David Elliott. Maunder carried on the business, which included that of undertaker. In 1903 he built Alexandra Buildings (H73 Schedule 8A, Operative District Plan) and was building a two-storeyed brick building opposite.<sup>[12]</sup>

[10] Waikato Argus 9 October 1902; 4 October 1905.

[11] Waikato Times 8 September 1928

[12] Waikato Argus 23 August 1902

Hooker & Kingston opened in Victoria Street in 1915 and ran a very successful women's clothing store until it was purchased by Milne & Choyce in 1950.<sup>[13]</sup> Other large clothing stores included the New Zealand Clothing Co. (now Hallensteins) and Meltzers.

Bookstores and stationers included Paul's Book Arcade, run by William H. Paul and later by his son Blackwood and his wife Janet. They were renowned as book publishers. Originally in Howden's wooden two-storey building, they shifted into a purpose-built brick building c.1910 (H72, Schedule 8A, Operative District Plan, 2017). It was later owned and occupied by Whitcombe and Tombs. The 1938 Bond Building, named for former mayor James Bond, was occupied by Whitcombe and Tombs by 1959 (Figure 9.12).<sup>[14]</sup> Other printers and publishers included Bond's Ltd, A. Rice, Victoria Press and the Waikato Times, all in 1934; and H.L. Young Ltd, in 1925.



Figure 9.12 Whitcombe & Tombs in the modified Bond Building next to the wooden Bettley's Building, 1 January 1971. HCL\_01251.

[13] Otago Daily Times 28 July 1950

[14] Building Permits Register transcript



Vickery & Mackley Ltd specialised in ladies, men's and juvenile cycles and children's tricycles as well as L.M.C. motor cycles and the Swiftcycle car from their shop in Victoria Street.<sup>[15]</sup> As Vickery Ltd the business shifted into the new Hamilton Buildings on the corner of Hood and Victoria Streets built in 1917 (H89 Schedule 8A, Operative District Plan) (Figure 9.13). Other motor cycle retailers included Jenkin & McIntyre (later H.B. Jenkin) in Victoria Street, and Ibbotson Bros. in Albany Chambers in Victoria Street who also sold dolls' prams.<sup>[16]</sup>



Figure 9.13 A motor cycle club gathered outside Vickery Cycles, c. 1930. HCL\_02263.

Wesley Chambers (H37, Schedule 8A, Operative District Plan) introduced a more-substantial commercial building – it was three storeys, with the ground floor having a high stud. It was designed by F.C. Daniell on top of a block of wooden shops known as Cosey Corner and Wesley Buildings, on the corner of Victoria and Collingwood Streets. It was completed in 1925 (Figure 9.14).<sup>[17]</sup>



Figure 9.14 Wesley Buildings in 1908, with the corner draper's shop retaining the name Cosey Corner. Tenants are Thomas Tidd's Golden Gate boot and shoe store, Fiji Fruit Store, and George Stone, family butcher. Edward Jones's shoe store is beside the butcher's. To the left (south) is the two-storey Imperial Chambers under construction, with Alexandra Buildings to the left of that; its tenants were J.H. Fort, tailor and Jacob H. Wright, land agent for Samuel Vaile & Sons. HCL\_08888.



Figure 9.15 From right to left: Wesley Chambers, Hooker & Kingston (Imperial Chambers), Alexandra Buildings, and Euston Buildings. Businesses include S. R. Hawken Ltd., gents & boys outfitters; Jones & Whitten's Dolly Varden, a confectionary and light refreshments establishment; Hamilton Hardware Co. Ltd.; the Foot Joy shoe store and W. Cann Hairdresser & Tobacconist, while Tompkins & Wake, barristers and solicitors, have offices upstairs in Wesley Chambers. c. 1938. HCL\_01071.

[15] *Waikato Times* 2 January 1914

[16] *Waikato Times* 15 December 1930

[17] H37 Heritage Inventory Record Form; HNZ List No. 7438

A wide variety of retail premises was established in the central city and suburbs, including art galleries and art supplies, camera and photographic supplies, jewellers, music stores, furnishings, fabric supplies, grocers and shoe shops – some specialist and individually owned and some as members of national chains. Yendell's Furnishers Ltd, established in 1937 by Arthur James "Jim" Yendell, became the largest local retail and manufacturing furnishings business until it was dissolved in 1985.<sup>[18]</sup> Specialities included, for instance, T.L. Janeway & Co. weighing machine experts, in Victoria St in 1928 (telephone dir); Miss Blackmore, "Toilet Specialist" who not only offered "Shampooing, Electrical Vibratory Massage, Hairworking and Skin and Complexion Preparations", she was an importer of Eastern art goods and a teacher of physical culture with rooms in Frear's Buildings on the corner of Garden Place and Victoria Street.<sup>[19]</sup> In 1928 Olive E. Rowe also practised as a certificated masseuse from the Booth and Chapman Building in Victoria Street, offering massage, electric massage, diathermy (internal heat), high frequency heat and light baths.<sup>[20]</sup> The masseuse Miss Gould lived at Kerri, a boarding house in Marama Street run by C.S. Dunningham.<sup>[21]</sup>

### Department stores and malls

Department stores were established from the first decade of the twentieth century. In Hamilton these included House & Daking, H. & J. Courts, Milne & Choyce and the Farmers. In 1911 Messrs House, Daking and Sindel bought the drapery business and buildings of Bell and McGuire and operated for a year before becoming House & Daking, drapers, milliners, mercers, clothiers and direct importers. The business was successful, with branches in Te Awamutu and Taumarānui.<sup>[22]</sup> In 1920 they built a substantial two-storey building, designed by local architect Jack Chitty; it was altered in c.1924 (Figure 9.\*). After Cyril Daking's death on overseas service in 1916, Frank House took Norman Wood into partnership.<sup>[23]</sup> The store had a pneumatic system for cash handling and an internal telephone communication system; an associated shirt factory had been established by 1920 and the number employed by the business had risen from ten to "upwards of 100".<sup>[24]</sup> In 1936 H. & J. Courts bought the business.

[18] Gibbons p. 258; nzlii.org/nz/other/nz\_gazette/1985/53.pdf

[19] Bradbury 1917 p. 102

[20] Waikato Times 7 January 1928

[21] Waikato Times 8 December 1928

[22] NZ Herald 1 June 1915

[23] Waikato Times 6 October 1920

[24] NZ Herald 20 December 1920

Courts operated until 1968 when the Wellington-based company DIC bought the business. The building had entrances from Victoria Street and Garden Place.<sup>[25]</sup> DIC was the first air-conditioned store in Hamilton.



Figure 9.16 House & Daking, later H. & J. Court's. HCL\_04938.



Figure 9.17 Milne & Choyce in the 1960s. It opened as a branch of the Auckland store in 1950. Wesley Chambers is at right. HCL\_04471. (nzfashionmuseum.org.nz/milne-choyce/)

[25] Waikato, New Zealand, Public Relations Office, 1966 p.6

The chain stores Woolworths and McKenzies opened in 1935 and 1957 respectively, on Victoria Street north of Garden Place.

Forlongs in Frankton developed from a small retail business to one of the largest department stores in Hamilton. In 1946 Ralph and Evelyn Forlong bought a furniture store belonging to Newby Bros situated in the Coronation Buildings (built 1937) on the corner of Kent and Commerce Streets, and by the 1980s it had developed under the management of Ivan Forlong into a set of buildings covering most of two blocks and selling a wide range of furniture, furnishings, appliances, toys and equipment.<sup>[26]</sup> Forlongs also occupied the former FAC building on the corner of Kent and Empire Streets. In 2016 Forlongs closed after 70 years of trading, but a few months later partly re-opened as Forlongs Home Centre in the Rawhiti Street buildings.<sup>[27]</sup>

A major change in retailing was the establishment of shopping malls. The first of these in Hamilton was the P. & M. Plaza, though not a mall as we know them today but more in the style of a market. It was hailed as a new concept in retail merchandising: with 32 shops under the one roof, each shop was open on one or two sides and could not be closed off. The mall was built by the long-established firm of Pollock & Milne, with access through their Victoria Street shop, as well as access from Ward Street and the railway precinct. The building had the first escalator in Hamilton, as well as a lift. The first two buildings to install lifts were Wesley Chambers and the Public Trust Office – Wesley Chambers was first by a week.

Towards the end of the twentieth century and into the twenty-first, shopping malls such as Downtown Plaza and Centreplace opened in the central city, and suburban malls and blocks of shops in Chartwell, Glenview, Grandview, Clyde Street, Hillcrest, Rototuna and The Base in Te Rapa. While these suburban shops have benefitted local residents and been a magnet for wider patronage, the retail shops in the central city, Frankton and Hamilton East have lost custom. The Base and Te Awa shopping mall were developed by Tainui Group Holdings on former Crown Land, repatriated to Tainui as part of the Raupatu settlement.

Retail hours altered over the years, with longer hours in the early years becoming limited to Monday to Friday only, with late night shopping (till 9 pm) on Friday

nights. Hamilton shops opened at 8.30 am and closed at 5 pm, earlier than in other towns, supposedly to cater for farmers. When Saturday shopping was introduced in 1982 shop owners chose to close on Friday nights.<sup>[28]</sup> Saturday morning hours have become extended to all weekend for malls.

Suburban dairies were a feature of residential subdivisions in the mid-20th century. In keeping with the concept of the “Garden City”, Hayes Paddock state housing area was supplied with a block of four shops, on the corner of Jellicoe Drive and Plunket Terrace; the shops were first occupied by a butcher, grocery, fruiterer and dairy. The subdivision of farm land into residential sections in areas such as Gibson-Poaka-Tuhikaramea Roads in the 1950s also led to shops being built. Major intersections were another focus for retail development, such as the Dinsdale shops built adjacent to a long-standing butchery (Bill Rothwell’s) at the beginning of Whatawhata Road in the 1950s. Davies Corner is another such example, at the corner of Clarkin and Hukanui Roads, and Beerescourt shops. Several blocks of shops have been built on both sides of Heaphy Terrace and the Te Aroha-Heaphy-Grey Streets intersection. John Morris opened Morris’ Store at Five Cross Roads (and coined the name of the intersection) in 1923 (Figure 9.\*); it was rented by the Shoprite chain for some years prior to their buying it in 1972.<sup>[29]</sup>



Figure 9.18 Morris's store at Five Cross Roads, with its petrol bowsers. HCL\_11163.

[26] Lafferty 2014 pp 88-91

[27] Hamilton Press 1 April 2016; [stuff.co.nz/business/80628746/forlongs-reopens-under-new-ownership-in-hamilton-as-a-smaller-store](http://stuff.co.nz/business/80628746/forlongs-reopens-under-new-ownership-in-hamilton-as-a-smaller-store)

[28] Waikato Times 30 August 1982 p.7

[29] Waikato Times “Early days of Hamilton” feature 21 April 1983





Figure 9.19 Hardley's Claudelands Store. HCL\_08263.

The first supermarket in Hamilton, and one of New Zealand's earliest, was built by Guy Abel; Abel's Supermarket opened at Hillcrest on 29 November 1961. The following year Abels built four shops adjoining it. On 8 October 1969 the family opened the Big 'A' Plaza at Glenview, New Zealand's first shopping mall, a new concept in retailing. Three of the businesses were run by the Abels: a supermarket, juvenile boutique and an electrical appliance shop.<sup>[30]</sup>

The New World Hillcrest supermarket replaced the Abels Shopping Centre. Construction started on 30 April 2007.<sup>[31]</sup> The New World supermarket was twice as large and other shops were replaced nearby. Hillcrest shopping centre developed further with more shops, takeaway food shops and a pub.

### Markets

A "Market House Reserve" was surveyed in Hamilton West in 1864; this was Allotment 106, part of which is now the Victoria Street end of Ward Street.<sup>[32]</sup> It became the location for the first sale yards. The first market was one being built at the request of Colonel Moule early in 1865, described as a "market-house" where by February 1865 milk, butter, pigs, peaches, potatoes and "garden-stuff" were for sale.<sup>[33]</sup> Its location is not known but may have been at the top of Grantham Street.

[30] Lynette J. Williams. 'Abel, Erwin Leonard Guy', *Dictionary of New Zealand Biography*, first published in 2000. *Te Ara - the Encyclopedia of New Zealand*, <https://teara.govt.nz/en/biographies/5a1/abel-erwin-leonard-guy> (accessed 22 January 2020)

[31] *Waikato Times* 28 April 2007

[32] SO 378

[33] *New Zealand Herald* 28 February 1865

In 1877 the Hamilton Weekly Market was held at Gwynne's Hamilton Hotel on Saturdays: this was a sale of land, horses, produce and general merchandise, run by the auctioneer Kennedy Hill.<sup>[34]</sup>

The early auction houses also sold produce; one of the first was that of John Knox who established an auction mart in 1879 on the corner of Knox and Victoria streets in what had been the first BNZ building. His Hamilton Auction Mart held special markets for such as "produce, potatoes, onions, apples, 14 sacks oats, beef, lamb, poultry".<sup>[35]</sup> Other produce markets included J.R. Fow's business that later became Turner's and Fow's fruit and produce market built in northern Victoria Street in 1937 (Figure 9.20); they later operated as Turner and Growers. Eric Ellerm and Eric Day, operating as Ellerm & Day took over Fitzgerald Bros, auctioneers, house furnishers and produce merchants, in Ward Street in 1919.<sup>[36]</sup> In 1925 the business became E.C. Day fruit and vegetable growers' markets but was taken over in 1958 by A.B. Donald. A.B Donald's Te Rapa market merged with Turner's.



Figure 9.20 The purpose-built headquarters for Turners & Fows Ltd c. 1939.

[34] *Waikato Times* 9 October 1877

[35] *Waikato Times* 5 January 1888

[36] *Waikato Times* 24 November 1919

In 1918 Loughlin Bros., with T.J. Loughlin as the licensed auctioneer, was established in the Empire Furnishing and Auction Rooms, next to the BNZ (possibly in Whyte's Building); they sold contents of houses.<sup>[37]</sup> Hawke and Armstrong's Mart in Ward Street opened in January 1914 with the intention of selling fruit and other produce, as well as house contents; they were also real estate agents.<sup>[38]</sup> George Bond & Co., successors to King & Co., held weekly sales during 1914 of all classes of merchandise including fruit, poultry, produce, vehicles and household furniture.<sup>[39]</sup>

The Bryce Street Market was a flea market, situated at the corner of Bryce and Victoria Streets, that operated in the 1970s until destroyed by fire in 1978. The market & Valentines' Government Surplus & Appliance Store were completely destroyed and the buildings up to Claudelands Road were demolished late September-early October 1978. Other businesses damaged and demolished were Paulls Dress shop, Anthony's gifts, Porterhouse Meat, Parlour/delicatessen, General Accident Insurance, and Bridge 500 stationery & Books. The side of the State Services building was also badly damaged.<sup>[40]</sup>

The Frankton Market, situated mainly in Commerce Street was started in July 1987 after the idea was first mooted in 1986 by Ivan Forlong. The Massey Street Overbridge and partial closure of Commerce Street was the catalyst for these markets, as trade in Commerce Street had fallen. The markets had more of a Polynesian style in 2000.

Collins Road market operated in 1984; it closed in 1985; reopened in 1987 and closed again shortly after because of lack of patronage.<sup>[41]</sup> Hamilton East currently has a weekly street market on Grey Street.

Farmers' markets became popular after the turn of the 21st century, in various venues including the Sonning car park, Te Rapa racecourse and Claudelands showgrounds. These provided a more personal opportunity for small-scale growers to sell their produce.

[37] *Waikato Times* 11 January 1919

[38] *Waikato Argus* 7 January 1914

[39] *Waikato Argus* 7 January 1914, 20 November 1914

[40] *Waikato Times* 31st July 1978

[41] *Hamilton Press* 13th May 1987 p.1

## 9.2 Industries and trades

The new and small community established in 1864 gave some men the opportunity to cover all the trades: in 1872 Geurt Thomasson advertised as Thomasson & Co., "builders, mill & wheel-wrights and blacksmiths" and stated they had "engaged first-class workmen ... and being practical men themselves, are enabled to offer unusual advantages in the building line by executing large works with greater despatch ...". The company had made arrangements with the Union Sash and Door Company in Auckland to supply sashes and doors at Auckland prices, with only the amount of carriage added.<sup>[42]</sup> Thomasson went into partnership with Isaac Vialou but in February 1873 they announced the partnership had dissolved, and Vialou carried on under his own name.<sup>[43]</sup>

In 1887 the street directory listed people with the following trades: blacksmith, bootmaker (2), saddler, brickmaker, plumber, dressmaker, tinsmith, watchmaker and a tailor. Also listed were a few gardeners and contractors, and many farmers.

As Hamilton grew, more and more of the Waikato's new industries were established in the town/city, especially between 1941 and 1960 and through into the 1970s and later.<sup>[44]</sup> Not all were large, some may have had fewer than ten workers, but by 1961 over one-fifth of all people employed in Hamilton were in the manufacturing industries.<sup>[45]</sup> Hamilton was already established as the centre for agricultural industries, it had extensive transport networks, a large population of potential workers and available land for development; it also had older buildings, including houses, suitable for small industrial premises.

### Blacksmithing

Blacksmiths were an essential part of daily life in the era of horse-drawn transport and farming equipment, and the use of horses for travel. Some smiths specialised as farriers, dealing only with horse shoeing, but smiths also made and mended anything made of metal: farm equipment, utensils, domestic fittings, wheeled carriages and carts.

One of the first blacksmiths was Robert Williamson, with a forge in Hamilton East and another at the Ferrybank close to the redoubt's stables. Isaac Vialou had a forge as part of his carriage works in the mid-1870s; Thomas Slade had a forge

[42] *Waikato Times* 9 July 1872

[43] *Waikato Times* 23 February 1873

[44] *Gibbons* p. 255

[45] *Gibbons* p. 254

associated with his carriage works, bought and run by Walter A. Chitty; J.R. (Jack) Fow started out as a blacksmith before establishing his auctioneering firm and produce market. A few blacksmiths remained in Hamilton even into the 1930s and 40s, e.g. Charles Smith and J. Jenks who occupied the site on corner of Bridge and Grey Streets.<sup>[46]</sup>

### Laundries

In the 19th century laundry was undertaken either by women or their servants in their own homes, or sometimes by “washerwomen” who collected the dirty laundry, washed it at their own premises and returned it cleaned and ironed. One of the early washerwomen was Theresa Vowless, widow of 4th Waikato militiaman Grove Vowless; she also worked in the hospital laundry.

Commercial laundries established in the early 20th century included Mrs Broadway’s “IXL Laundry” in Collingwood Street, and Percy King’s “Waikato Steam Laundry” in Hood Street, which traded under a number of owners from 1908 to 1914.<sup>[47]</sup> There were a few other European laundries but most were run by Chinese. Andrew Lowe (Lau Loon To) opened one of the first Chinese laundries in 1911, on the corner of Collingwood and Victoria Streets. Around 1924 he moved to a shop near the corner of Victoria and London Streets, trading there until 1930. Chek Lee (Chick Lee, Chik Leong) ran a laundry from around 1914 in Victoria Street but shifted to Hood Street by 1916. Four Chinese laundries were established in Ward Street prior to 1920; several others traded in Victoria Street and Hood Street between the world wars. Charlie S. Fong (Kwong Kee) operated the Hamilton Laundry Co. in Hood Street from 1924 until the early 1950s, as well as laundries in Kent Street (c.1917-1930) and Commerce Street (c.1936-1951) (Figure 9.21). One Chinese laundryman, Chan Dow, added dry cleaning to his services in the early 1940s, in competition with nine dry cleaning businesses established by 1945.<sup>[48]</sup>



Figure 9.21 A view of Hood Street c.1939 shows Hamilton Laundry Co.’s premises owned and operated by Charlie S. Fong (right). The Hamilton Branch of the New Zealand Chinese Association used rooms upstairs in the adjacent Kaiapoi House (HCC H18) for meetings and language classes. HCL\_01213.

In the decades when most clothing and accessories were individually designed and created, many tailors, milliners, dressmakers and shoemakers had businesses in Hamilton and Frankton. Examples of tailors (usually for men’s clothing) in 1917 included R. Higgott in Frear’s Building (H40, Schedule 8A, Operative District Plan) and H. Fort near the Hamilton Hotel; in 1928 tailor J. Jackman was in the Railway Buildings and Hugh Wright Ltd, a branch of the Auckland-based firm, had premises in Victoria Street and both made and sold menswear.<sup>[49]</sup> In 1914 J.H. Dalton, tailor and clothier in Victoria Street, was advertising his “Footballer” brand clothing.<sup>[50]</sup> “The People’s Tailor” D.R. Bain had premises in Victoria Street by 1902 (see Figures 9.22 on p7).<sup>[51]</sup> Varney, “the head-to-foot outfitter” sold a wide range of men’s clothing from boots to merino underwear to suits.<sup>[52]</sup> Varney had been the manager for Hallenstein Bros. in 1900.

Women’s clothing providers in 1924 included Mrs Baker, “costumier and blouse

### Clothing manufacturers, tailors, saddlers and shoemakers

[46] Lafferty 2019 p. 69

[47] Boileau

[48] Boileau

[49] Bradbury 1917 p. 102, 108; Telephone directory 1928

[50] Waikato Times 2 January 1914

[51] Waikato Argus 23 August 1902

[52] Waikato Argus 3 February 1911





Figure 9.22 Some of the clothing retailers were clustered together in Victoria Street in the late 1930s: Juvenile Band Box, catering for babies and children; the department store J.R. McKenzie Ltd; Henderson's Shoe Store; and Hugh Wright Ltd, tailors and mercers. Upstairs in McGuire's Buildings (at left) was the Centreway dining and tea rooms. HCL\_01065.

specialist" who had premises in London Street, Mrs H. McTaggart, just opening her business in Commerce Street, and B. and D. Sedgwick in Bond's Buildings.<sup>[53]</sup> Fabric and sewing materials shops provided for those who sewed at home; amongst the many were: in 1909 Hall's drapery store, and the Beehive at the Handy House offered the latest in summer prints, with the latter also stocking neckwear, belts and washing dresses; W.B. Barnett, draper, was in Commerce Street in 1948, and in Victoria Street in the 1960s were Fabric House and Pollock & Milne.<sup>[54]</sup> Pollock & Milne was established in 1939 by Jack Pollock and Harold Milne as a drapery.<sup>[55]</sup>

The saddler Edward Jones became a household name around the Waikato – by the 1880s he had shops in several towns, with his main factory and shop in Victoria Street, Hamilton where he made and mended saddles, harness, horse covers, oily canvas coats, overalls, boots and shoes. In 1923 he went out of the saddlery business and his branches were converted to footwear and sports goods

[53] *Waikato Times* 8 March 1924

[54] *Waikato Argus* 2 September 1909

[55] *Auckland Star* 25 February 1939

stores. David Gardiner set up as a saddler and harness maker in Grey Street in 1872, having bought the business of W.H. Malcolm; his father-in-law, William Neilson, was a bootmaker in Hamilton.<sup>[56]</sup> Gardiner also imported whips, bridles, spurs, ladies' and gents' riding saddles. James Reid also had a saddlery business in Grey Street and a branch in Victoria Street (Figure 9.23).

Two members of the Salmon family established clothing-related businesses in



Figure 9.23 James Reid's saddle and harness business in Grey Street. HCL\_00440.

Hamilton: Henry was a tailor in the late 19th century and his brother Daniel a shoemaker. They were each on the Hamilton Borough Council, Henry from 1887 to 1890 and 1891 to 1894, and Daniel 1892 to 1901 and 1903 to 1905.

Harry Dymock established a boot factory in Victoria Street in 1900 with the erection of a shop and large workroom where he planned to employ up to six hands; his 20 years' worth of experience in Northland and Auckland was welcomed (Figure 9.24).<sup>[57]</sup> The business started as a wholesale one but was "a hopeless failure" and after three years Dymock switched to retail; in 1910 he filed for bankruptcy.<sup>[58]</sup> He later opened another shoe and boot store in Frankton. Saddler and harness maker M.A. Going was based in Victoria Street by October

[56] *Waikato Times* 23 May 1872

[57] *Waikato Argus* 23 May 1900

[58] *Auckland Star* 19 May 1910

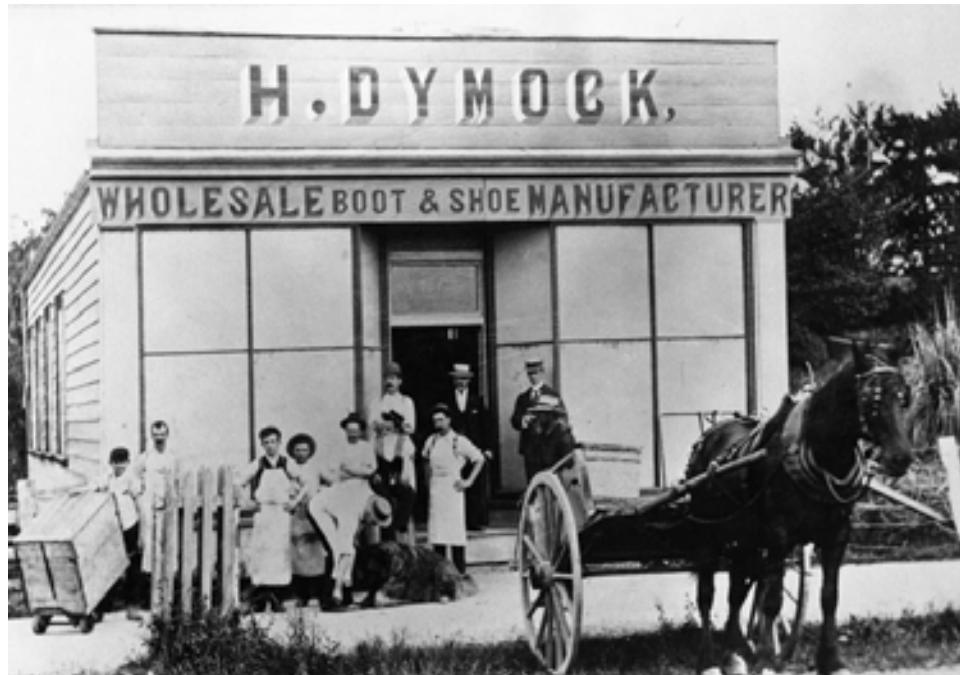


Figure 9.24 Harry Dymock's boot and shoe shop with workroom behind was in Victoria Street just north of Garden Place; he opened in 1900. HCL00125.

1897; in 1922 he sold his business to C.W. Wycherley and Sons.<sup>[59]</sup> Wycherley continued in the business but changed with the times to offer a range of leather suit cases and bags in 1925 from his shop in the Wesley Chambers.<sup>[60]</sup>

From at least 1919 to 1924 J. & W. Harp had an umbrella factory in Ward Street, where they made and repaired umbrellas, whereas apparently in opposition, their father W.G. Harp had the Green Harp Cycle Works and Umbrella Hospital in Victoria Street.<sup>[61]</sup>

Tom Hawkins set up business as a wicker worker in the 1920s with a shop in Ward Street until he retired around 1960 – he made, mended and sold prams, pushchairs, baskets and furniture. He also sold baskets made by members of the Blind Institute.

The Hamilton branch of the New Zealand Clothing Factory (Hallenstein Bros. and

[59] *Waikato Argus* 26 October 1897; 7 April 1911

[60] *Waikato Times* 28 October 1925

[61] *Waikato Independent* 3 April 1919

Company) opened in 1892 in Grey Street and included a tailoring department.<sup>[62]</sup> Later known just as Hallenstein Bros, the business moved into premises to the north of Garden Place in 1919, at a time when there was a lot of building activity (Figure 9.25).<sup>[63]</sup> Hallenstein Bros. now has two stores in Hamilton, one in Centre Place and one at Te Awa Mall The Base.

A clothing factory was established around 1940 by J.A. Wilkinson, in premises



Figure 9.25 In the late 1930s, the western side of Victoria Street north from Garden Place had a range of retailers; from left is the Pascoe's/Frear's Building occupied in part by Bond & Bond Ltd, Clifton Shoe Store, Monte Carlo Milk Bar, Hauraki Restaurant (fish and grills) and Hauraki Fisheries, Woolworths, Hall's Jewellers and Hallenstein Bros. HCL\_01063.

behind the Kent Street post office in Frankton, but after winning a government contract to make military uniforms, J.A. Wilkinson & Son leased parts of the former Frankton Service Station on the corner of Commerce and Kent Streets for a larger factory and offices. The company employed at least 70 machinists.<sup>[64]</sup> After the war they specialised in men's suits and overcoats. In the 1950s the firm became part of the Australian firm Anthony Squires; since then it has changed hands more than once and continues as J. & E. Heskett Limited, but the clothing is manufactured overseas.<sup>[65]</sup>

In 1946 Berlei (NZ) Ltd fitted out the top floor of the Arawa buildings in Grey

[62] *Waikato Times* 25 October 1892

[63] *Auckland Star* 16 October 1919

[64] Lafferty 2014 p. 67

[65] Lafferty 2014 p. 67

Street as a sewing factory and initially employed 40 machinists. The company expanded into the Oddfellows Hall and in 1956 erected a purpose-built two-storey building on the corner of Grey and Cook Streets (Figure 9.26).<sup>[66]</sup> The company was bought out by Bendon in 1971 and continued as Bendon-Berlei. The Hamilton operation continued until 1980.

As larger chain and department stores were established, readymade clothes “off the hangar” and imported footwear took most of the trade away from tradespeople.



Figure 9.26 A view of the Berlei factory from the Cook Street side. HCL\_M00432.6.

Hamilton Canvas Co. Ltd began business in Hamilton in 1951 to make tents, awnings, tarpaulins and other products, mostly for camping equipment. The company continues to operate from their base in Norton Road, but now making shade products from PVC as well as canvas.<sup>[67]</sup>

### Electrical trades and businesses

[66] Lafferty 2019 p. 77

[67] [hamiltoncanvas.co.nz](http://hamiltoncanvas.co.nz)

With the advent of electricity supply to homes, there was a need for qualified electricians. In 1922, the Electrical Construction Company of NZ Ltd (ECC) was established in Hamilton. Their first premises were on the corner of Collingwood and Barton Streets, but later moved they were in Somerset Street, Frankton. They offered electricians to wire houses and buildings, suppliers of all classes of electrical material. In 1921 they appointed an agent for Willard car batteries, namely at the service station of R.W. Lauchlan in Collingwood Street.<sup>[68]</sup>

Other electrical engineers included G.W. Barker, who set up an office in Ward Street in 1921, as general and motor engineering. Barker got the contract to provide electric lighting for the Brighton Hotel.<sup>[69]</sup> Turnbull and Jones Ltd, a nationwide firm of electrical engineers and contractors took offices in the State Fire Insurance Buildings in Victoria Street in 1922.<sup>[70]</sup> Another national firm, the National Electrical and Engineering Co. established a branch in Hamilton by 1920.

King’s Radio has been operating in Hamilton for over 50 years, now based at Harwood Street; it claims to be Hamilton’s longest serving electrical spare parts provider, and repairs electrical appliances.<sup>[71]</sup>

[68] *Waikato Times* 1 June 1921

[69] *Waikato Times* 30 June 1921

[70] *Waikato Times* 29 May 1922

[71] [kingsradio.co.nz/about-kings-electrical-repair.php](http://kingsradio.co.nz/about-kings-electrical-repair.php)



### Other industries

Mullan and Noy established a “general engineers, iron and brass “foundry in Hood Street in 1922, promising they could undertake castings in “Cast iron, Phosfer Bronze, Gun Metal, Brass and Aluminium, at lowest rates” (Figure 9.28).<sup>[72]</sup> H. Upton was an engineer making and repairing machinery of all kinds, as well as fitting out creameries and dairy factories, with a base in Hamilton by 1909.<sup>[73]</sup>



Figure 9.27 Greenslade Engines Foundries Ltd, makers of Rotovac milking machines, had a factory and retail premises in Collingwood Street. HCL\_01164.

[72] *Waikato Times* 14 June 1922



Figure 9.28 Mullan and Noy's premises in 1939. HCL\_01224.

[73] *Waikato Argus* 15 February 1909

Hamilton Implement Works in London Street and Waikato Machinery Exchange in Alexandra Street were amongst the many businesses making or selling agricultural and other machinery in 1924.

In 1940 J.D.M. (Mortie) Foreman established the business that was to become Plastic Products. He experimented with the moulding of a mixture of sawdust, casein and formaldehyde and created a toy doll. He established a factory in Hood Street, and worked with the help of Bill Hurst, Harry Buchanan and Douglas Wenham to improve the design and manufacture of the dolls. They moved into larger premises on southern Victoria Street, then in 1962 moved to Te Rapa, at which time they made the bulk of New Zealand's ball-point pens.<sup>[74]</sup> Plastic Products exported dolls to Australia in 1945 – one of New Zealand's first non-agricultural exports. The company produced many other products, from plastic sandals, the Kaydee, to ear tags for livestock, milk flow meters and electric fences, squeeze bottles, lampshades and many types of toys. Mortie Foreman's son J.W.F. (Bill) Foreman joined the company in 1953. Plastic Products merged with Alex Harvey & Sons in 1963; further changes saw Plastic Products as part of the Carter Holt Harvey Plastic Products Group in 1991.

Bill Foreman left Plastic Products in 1966 and in 1970 joined up with John Gibb and Bill Armstrong to form Trigon; this company became another major player in the plastics industry.<sup>[75]</sup>

In 1946 Charles Forlong and Bob Maisey established Forlong and Maisey Limited which started out as an electroplating workshop in tin and chrome plating. The workshop was originally located in Anglesea Street a key part of the business was tin-plating milking machine parts. They also re-plated car bumpers for panel beaters across the Waikato and Bay of Plenty. Bob Maisey's son John joined the company and in 2015 rebranded it as the Maisey Group. Over the years the company has purchased numerous businesses that specialised in metal and plastic manufacturing including electro-galvanising, anodising, powder coating, metal fabrication and plastic component manufacturing. The company has continued to purchase different businesses in the metal and plastics industries. In 2018 the Company was made up of Perroplas, Industrial Wheels, Elite Polymers, Frame Works AFM, Power Spec, Precision Machining, Winden Station and S8 Products Group.

[74] Coy, David *The Foremans, Plastic Manufacturers of Hamilton, 1940-1995*

[75] Coy p.53

Hamiltonians Ian and Val Plaw founded Vantage Aluminium Joinery in September 1971, and the company continues as APL (Architectural Profiles Limited), manufacturing aluminium-framed doors and windows for the building industry. It is now in partnership with other industry leaders throughout the country; their head office is in Northpark Drive, Te Rapa, with branches in Auckland and Christchurch.<sup>[76]</sup> INEX Metals Ltd and Ullrich Aluminium Company Ltd are also major manufacturers of aluminium products, both based in the Te Rapa-Pukete industrial district, INEX since 2005 and Ullrich since at least the early 1970s.

### 9.3 Transport-related businesses

Isaac Vialou established one of the first coach-building workshops, including a blacksmith's forge, in the mid 1870s; this was on southern Victoria Street. Many other such businesses followed. Vialou's business premises were taken over by Joseph Cochrane in 1886, with improvements to the carriage building portion and erecting a forge.<sup>[77]</sup>



Figure 9.29 Vialou's coach-building works and forge on Victoria Street, with the National or Union Bank to the north. The vehicles outside the factory may be some of their completed work. Note Garden Place Hill in the background. Mid-late 1870s. HCL\_03698.



Figure 9.30 A similar but later (c.1886) view shows (from the left): the BNZ on the corner of Hood Street, then Whyte's Buildings (built by Vialou); beyond the picket fence and set back from the footpath is Vialou's former carriage works when in Joseph Cochrane's occupation, according to the signage on the brick building. HCL\_00976.

The Acme Carriage Works was established in Hamilton by C.E. Storer in 1906, in premises designed by architect F.E. Smith and built by Hamilton builders Miller and McKinnon (Figure 9.30).<sup>[78]</sup> The first lorry built in Hamilton was completed in January 1907 by the Acme Carriage Factory, a two-horse vehicle for Hugh Kelly.<sup>[79]</sup> The following month Storer produced another lorry, one capable of carrying four tons, for C.H. Trigg – both Kelly and Trigg were carriers.<sup>[80]</sup>

[76] [aplz.co.nz/](http://aplz.co.nz/)

[77] *Waikato Times* 16 September 1886

[78] *Waikato Times* 7 September 1906

[79] *Waikato Argus* 29 January 1907

[80] *Waikato Argus* 13 February 1907



Figure 9.31 Two of James Pomeroy's premises in Anglesea Street in about 1920. HCL\_08997.

For sixty years or more, J. Pomeroy & Co. was a household name in Hamilton – the firm ran a successful coachbuilding, motor dealership and garage. James Pomeroy and family came to Hamilton in June-July 1905, and bought Philip S. Philpott's blacksmithing and wheelwright business in Victoria Street. In 1913 J. Pomeroy purchased the Acme Coach Factory and built larger premises adjacent for his Overland car agency (Figure 9.31).



Figure 9.32 Cousins & Atkin's Carriage Factory Ltd, with its veterinary shoeing forge. HCL\_08325.



Figure 9.33 This photo, said to be Charles Harwood's transport fleet at his yard in Rostrevor Street, c. 1900, shows a mixture of single, two-horse and four-horse teams harnessed to carts. Harwood advertised he would run ordinary carting, special station trade and heavy wagon work. HCL\_02162.

Some coachbuilders suffered with the change from horse-drawn to motorised transport; one such was John A. Cochrane who was declared bankrupt in 1926.<sup>[81]</sup> He was unable to sell a number of horse vehicles he had in stock.

Frank Farrell (known as “the Benzine King”) came to Hamilton in the early 1900s; he ran a horse-drawn hansom cab business then switched to motor taxis. Farrell began selling Plume petrol from his house in Anglesea Street, but after he bought Bert Moss's garage in Collingwood Street he built a concrete storeroom at the rear of the shop, and another on the river bank near Fairfield Bridge (not then built), to store the fuel. The fuel arrived in tins on the paddle steamers Manuwai and Free Trader; these were manually unloaded and shifted to the shed using rollers and later taken by truck to Collingwood Street. He installed one of the first bowsers, and also was responsible for bringing the first petrol tanker to Hamilton, driven from Auckland by one of his staff. The 200 gallon capacity tanker was escorted down Victoria Street by the Hamilton Brass Band with crowds turning out to watch; the mayor gave a speech and opened the valve to allow the first ten gallons to flow from the tank into the bower outside Farrell's garage (Figure 9.33).<sup>[82]</sup>

[81] NZ Herald 24 August 1926

[82] Waikato Times 23 November 1926





Figure 9.34 The first petrol tanker arrived in Hamilton amongst a carnival atmosphere and escorted by the Hamilton Brass Band, to Frank Farrell's garage in Collingwood Street. HCL\_00178.

By 1914 Alfred Hyde had a motor garage in northern Victoria Street from which he sold good second-hand cars.<sup>[83]</sup> He was the first to install a "Red Sentry" petrol pump, a device that "enables the discharge of petrol directly from the curb into the reservoir of the automobile" from a 300-gallon storage tank.<sup>[84]</sup>

Another successful transport business was Winger Motors, first established in 1932 as Norman Winger and Lionel Squires in Alexandra Street.<sup>[85]</sup> The business has had several owners since, but retains the name and has dealerships in several other towns and cities.

Ernie [Ernest Paul] Morris opened a service station on the corner of Dey and Naylor Streets in 1925, and in 1930 another on the corner of Grey and Naylor Streets. The family owned the general store at Five Cross Roads and a service station-garage on the opposite corner. Morris was the first to employ women as petrol pump attendants.<sup>[86]</sup> In 1930 P. Jelavich opened the Frankton Petrol Service Station in Commerce Street; it was later run by the Taylor brothers (Figure 9.35).<sup>[87]</sup>

[83] *Waikato Times* 13 June 1914

[84] *Waikato Times* 21 October 1916

[85] [winger.co.nz/about-winger-group/](http://winger.co.nz/about-winger-group/)

[86] *Waikato Times* special supplement 21 April 1983

[87] *Lafferty* 2014 p. 66



Figure 9.35 Frankton Petrol Service Station, on the corner of Commerce and Kent Streets, opened in June 1930. HCL\_14762.

During the late 19th-early 20th centuries many transport-related businesses had premises in Collingwood and Hood Streets: blacksmiths, wagon manufacturers, car retail showrooms and second-hand car dealers. Carrick Nisbet's premises were on the corner of Hood and Alexandra Streets: he offered an electrical service station to test car batteries and fill them with distilled water as required.<sup>[88]</sup> Other



Figure 9.36 The Hood Street façade of Carrick Nisbet building, 1939. HCL\_01226.

[88] *Te Aroha News* 3 May 1920

electrical and motor-related businesses occupied the same building. In December 1934 Nisbet had new premises erected to accommodate the expansion of his business; the building was designed by A.C. Lavington of Hamilton and built by S. Pratt of Frankton.<sup>[89]</sup>



Figure 9.37 Wright Stephenson's used car premises in part of the Carrick Nisbet Building, 1939. Zillwood & Parsons garage offered repairs and service on the premises as well. HCL\_01210.



Figure 9.38 A few of the garages in Collingwood Street in 1939. From the left are Armstrong Motors, Farrell's Garage, REO Motors Ltd (formerly Tombs' Garage). HCL\_01160.

[89] *Waikato Times* 4 December 1934

Armstrong Motors was at the northern end of Alexandra Street opening into Garden Place, as well as having a Collingwood Street entrance. They also had premises on the corner of Collingwood and Anglesea Streets, possibly built in 1945 by D.C. Street Construction.<sup>[90]</sup> They established in Hamilton in 1934 and specialised in Ford vehicles (Figure 9.39).



Figure 9.39 Armstrong Motors was on the corner of Garden Place and Alexandra Street, in a large Art Deco building constructed after the removal of the hill. 1959. HCL\_04516.

In 1928 Neal Motors Ltd, an Auckland firm with a branch in Hamilton, sold the Hamilton part of their business to Ebbett Motors Ltd.<sup>[91]</sup> Alf Ebbett was quick to advertise the New Series Pontiac Six. Ebbett's sold new and used cars from their showroom on Hood Street; in 1946 they had new premises in Anglesea Street, designed by Terence Vautier. In 1947 they advertised as being the "Waikato's largest motor organisation".<sup>[92]</sup> In 1936 Ted Valentine and James D. Morton (Mortie) Foreman operated as Valentine and Foreman, Todd Motors distributors, from premises near the corner of Bryce and Victoria Streets; in 1937 Foreman set up as Foreman Motors in Hood Street.<sup>[93]</sup>

[90] *Building Permits index*

[91] *Waikato Times* 15 November 1928

[92] *Waikato Independent* 10 March 1947

[93] Coy, David *The Foremans; plastic manufacturers of Hamilton, 1940-1995*



Figure 9.40 Ebbett Motors on the corner of Hood and Anglesea Streets 1939. HCL\_01222.

Monteith and Parker Ltd are said to be Hamilton's first panel beaters; the business was established by Les Monteith and Horry Parker in 1924 in Barton Street.<sup>[94]</sup> They built a workshop in 1928 and also began electroplating; some of their main customers were service cars (taxis) and later, buses.



Figure 9.41 Monteith and Parker's premises in Barton Street, including Hamilton Electro-Platers Ltd. Several other motor-transport businesses were also in Barton Street. HCL\_01180.

[94] Waikato Times "Early days of Hamilton" feature 21 April 1983 p. 25

One of the smaller long-running local garages is Noel Richardson's garage, established in 1946 at the eastern end of Dinsdale Road; it is now known as Dinsdale Roundabout Garage (Figure 9.42).



Figure 9.42 Noel Richardson & Son's garage and petrol station at 1 Dinsdale Road, 1980s. The petrol pumps have since been removed. HCL\_14818.

Several other large motor dealers doing business in Hamilton include Fairview Motors, in the Waikato since 1967; Motor Traders and Motor Specs. Many firms are based along Te Rapa Road.



Figure 9.43 A 1939 view shows the Europa Service Station and S.J. Jenkinson's "Repairs and Lubricating Service" on the corner of Collingwood and Anglesea Streets. HCL\_01171.



Parking facilities for motor vehicles took the place of stables, and in 1929 Hamilton solicitors Campbell L. MacDiarmid and Edward J. Mears commissioned the construction of Hamilton's first "parking station" or "garage car lockers" (H41, Schedule 8A, Operative District Plan). The two-storey building in concrete and brick was designed by Archie MacDonald; it had a motor car showroom as well as a secure parking area, and offices upstairs (Figure 9.44).



Figure 9.44 Cadman's Parking Station Ltd, c. 1939. HCL\_01110.

The Texas Company established its bulk fuel supply premises in Ellis Street in the late 1920s, with Street and Street applying for a building permit for a bulk oil store in April 1929.<sup>[95]</sup>

Modern Transport Engineers, owned and run by Robin Ratcliffe from its factory in Te Rapa, manufactures heavy duty trailers and trays for mining trucks.<sup>[96]</sup> The business was established in 1973 and has become the largest supplier of specialised transport trailers in Australasia.<sup>[97]</sup> It employs 50 staff in its Foreman Road premises.

[95] Building Permits index

[96] [stuff.co.nz/waikato-times/6026351/Simple-philosophy-drives-Hamilton-inustrialist-Robin-Ratcliffes-engineering-success-story](http://stuff.co.nz/waikato-times/6026351/Simple-philosophy-drives-Hamilton-inustrialist-Robin-Ratcliffes-engineering-success-story)

[97] [modtrans.co.nz/MTENZ/About.html](http://modtrans.co.nz/MTENZ/About.html)

## 9.4 Construction businesses

### Construction trades

Many builders have contributed to Hamilton's built heritage post-1864, working either singly, in partnership, or in the mid-20th century, as group housing companies. In 1965 over 70 builders and building contractors were listed in the Yellow Pages; in 1974 there were over 80.<sup>[98]</sup>

Militiaman Edward Pearson is credited with building the first house, a small hut, for himself and family. He also built the Oddfellows Hall in Cook Street in late 1879-1880. John Thorpe built the Waikato Hotel in 1878-79, in brick, a "handsome cottage residence with stables, coach-house and complete offices, in kauri" for Thomas Jolly in Frankton, and also Noah Cox's store in 1878-79.<sup>[99]</sup>

Joseph Frear was working in Hamilton from 1874, sometimes in conjunction with J. Taylor. He built the first police station in Hamilton East, the Union Bridge and a two-storey concrete building in Commerce Street, leased by the Bank of New South Wales. He owned the two-storey building on the corner of Victoria Street and Garden Place (H40, Schedule 8A, Operative District Plan, 2017), built by W.E. Hutcheson in 1916.

Silvester Davis established his brick making business, in premises in Anglesea Street in the block between Clarence and Palmerston Streets by 1880. He made the bricks for Le Quesne's Waikato Hotel; the bricks in the wall at the foot of the drive up to St Peter's cathedral are reputed to have been made by him (Figure 9.45).<sup>[100]</sup> William Hicks was also listed as a bricklayer in 1896 (refer Theme 7.\* for early brickworks). Simpson Cement Brick Co. was based in Hukanui (Brooklyn) Road in 1928.<sup>[101]</sup>

[98] Hamilton Telephone Directory 1965, 1974

[99] Waikato Times 8 October 1878

[100] Family member pers.comm. to Lyn Williams

[101] Waikato Times 27 April 1928



Figure 9.45 The brick wall at the foot of the cathedral hill, constructed of bricks made by Silvester Davis, some of the earliest bricks known in Hamilton.

In the early 20th century Thomas Maunder built several houses in Frankton, including a grand villa for himself on the hill in Tainui St. Several of his houses in Marama Street (no.s 6, 8, 10, 12, 14, 16) still stand; they may be the “14 houses for sale (Frankton), 13 built to last 100 years” he advertised in 1918.<sup>[102]</sup> Maunder employed Samuel J. Sheldon, who often worked with his brother Charles as Sheldon Bros, to build the Alexandra Building in 1902-3 and another block of shops opposite, in 1903.

Other late 19th-early 20th century builders included William Hayes who built the first St Andrew’s Church, the first St Stephen’s Church at Tamahere and the Hamilton Town Hall, as well as being the most likely builder of his own home in Naylor Street (H114, Schedule 8A, Operative District Plan, 2017). Charles Warr and Thomas Evans were also prolific builders at that time (H26, H28, Schedule 8A, Operative District Plan, 2017). William Hayes’s son Mervyn was also a builder (H54, Schedule 8A, Operative District Plan, 2017). Hamilton Builders [or Buildings] Ltd were operating at least during 1915-1917. George Jack established himself as a builder from about 1886 and also established Hamilton’s first building removals business, Jack House Transit 1896 Ltd, in 1896.<sup>[103]</sup> Jack built the Hamilton East police station in 1908, a house for H.H. Howden in Anglesea Street in 1935,

[102] *Waikato Times* 5 August 1918

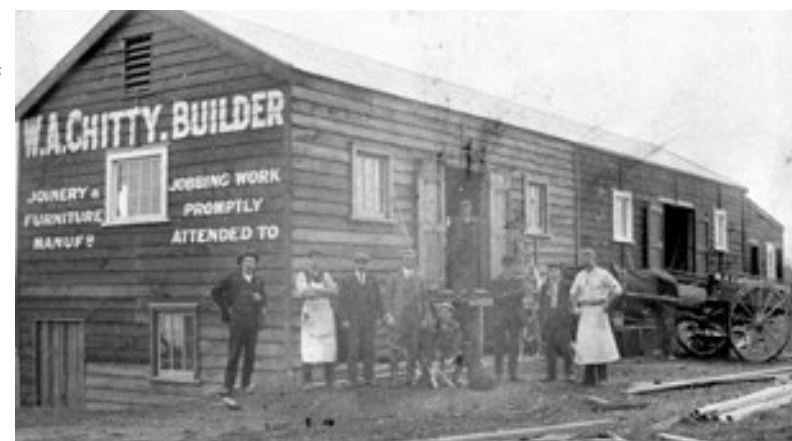
[103] *Lafferty* 2019 p. 48

the “Seven Sisters” houses in Wellington Street and undertook alterations and re-blocking work, and the company, which later included his son Victor and Victor’s two sons Des and Neville, have shifted several houses, church halls and churches.<sup>[104]</sup>

John McKinnon and John Paterson, working together as McKinnon and Paterson, and then each by himself, built houses in Claudelands and Lake Road, a shop for Paull, additions to the Grand Central Hotel, shops and offices in Victoria Street for the South British Insurance Co., a chemist shop in Grey Street, the maternity home for Mrs Olsen in 1930, the Waikato Hospital Board office in Marlborough Place (1937-38), and the Hamilton Hotel (1922, its extensions and 1925 staff quarters) (H36, Schedule 8A, Operative District Plan).<sup>[105]</sup> McKinnon built the Maori hostel in Colombo Street in 1941. John Paterson continued as Paterson and Paterson, based in George Street; he built the Fairfield Buildings, a block of brick shops on the corner of Heaphy Terrace and Oxford Street in 1924. The shops were built for “the rising suburb”, when Fairfield was just developing.<sup>[106]</sup>

Walter Aubrey Chitty, son of farmers Walter and Alicia Chitty, established a business as a builder and joinery and furniture manufacturer by 1916 (Figure 9.46).<sup>[107]</sup> After his bankruptcy in 1930 his business, including all stock and machinery and the leasehold of the council land on which the factory was situated, was advertised as a going concern.<sup>[108]</sup>

Figure 9.46 Builder and furniture maker W.A. Chitty’s premises were near the corner of Grey and Bridge Streets. Note his delivery vehicle at right. HCL\_12641.



[104] *Building Permits index*

[105] *Building Permits index*

[106] *NZ Herald* 1 November 1924

[107] *NZ Herald* 4 December 1916

[108] *Auckland Star* 20 December 1930

Another building firm that went bankrupt was Hadwin Bros: William and John Hadwin had a sash and door factory in Boundary Road, opposite the showgrounds, from at least 1919 until declared bankrupt in 1921.<sup>[109]</sup> W.H. Whittaker of Hamilton built the Public Trust Office building, completed in 1925. He applied for building permits to build the Frankton Library in April 1923, for a shop in Lake Road in 1925, shops for Ellis and Burnand in Victoria Street on the railway reserve in 1924 and a few houses in the 1920s.<sup>[110]</sup>

H.E. Sharpe constructed many shops and houses from at least 1918 to the mid-1920s, as well as doing alterations. Other builders and carpenters in the 1940s-50s included Frankton Associated Builders, F.G. Church Ltd and C.L. Rawlinson Ltd. Alf Bridges was a plasterer and tiler who worked on the Public Trust Building and also constructed the Innes memorial arch situated on the corner of the Ferrybank Reserve, facing into the corner of Victoria Street and Anzac Parade, in 1924.<sup>[111]</sup>

Daniel Gate was also prolific during the late 1930s to 1954, building the fire station, Ebbett Motors, several houses, garages and business premises and working with architect Terence Vautier to build a house in Marama Street. Also building houses and shops in this period were Lewis Winthrop and Auckland firm Hanson Construction.<sup>[112]</sup>

Other builders included Hargreaves, Stapleton and Rolfe, Street and Street (or D.C. Street Construction), and Tom Muir (T.J. Muir & Co.); and also E. Glen Armer who was building in the Dinsdale-Nawton areas from the late 1960s until the 1990s. In the 1950s-60s Hayley Preece and his son Des were busy constructing spec homes on land they owned, one area being Casey Avenue-Riverview Terrace; their houses were weatherboard or brick.

Keith Hay Homes has been located on the east side of Great South Road at Horotiu since 1956. Although not situated in Hamilton, the company sold many homes for Hamilton residents; they specialised in prefabricated houses, prebuilt and transported. The L-shaped early childhood centre at Waikato University is a Keith Hay building. They used Hardiplank as cladding for many of their houses and office units.

In 1975 Lockwood franchisee G.J. Veldwijk Ltd began building Lockwood homes in Hamilton e.g. 27 Eton Drive, 645 and 655 River Road – George Veldwijk lived in the latter two at different times. The house at 645 River Road attracted attention because of its unusual style, furnishings and features.<sup>[113]</sup> Lockwood houses had solid timber walls and anodised aluminium windows and doors. In 2002 a Hamilton-based company, Kingsbeer Homes, was the top Lockwood franchisee for that year. NZ Historic Places Trust Pouhere Taonga Lockwood; From Innovation to Icon in 50 Years p. 23

Jennian Homes was established in 1982 by Ian and Jenny Patton to provide affordable “family economy homes”, available with cladding of Hardiplank or concrete block and brick.<sup>[114]</sup> Two of their earliest houses were at 12 and 14 Mill Lane.



Figure 9.47 Booth and Chapman's building in Victoria Street, opposite the end of Ward Street. The building is decorated for the Queen's visit in 1953.HCL\_03750.

[109] *Waikato Times* 23 September 1921

[110] *Building Permits index transcription*

[111] *Tom Muir pers.comm. to Lyn Williams*

[112] *Smith, Betty Laloli p. 19; H130, H131; Building Permits Index*

[113] 'Master builder dies', *Waikato Times* 25 October 1986, Sec. 1 p. 2.

[114] *Waikato Times* 16 September 1987



National businesses contributed to Hamilton's built structures e.g. Fletcher Construction Company Limited built several major buildings in the 1950s (Refer to Theme ### Built Environment). Amongst their work were shop and offices for Booth and Chapman (1924), premises for the Auckland Herd Improvement in London Street (1954), Innes's aerated water factory (1954), offices and showrooms for Dalgety and Co. (1954), as well as the MLC building in Garden Place.<sup>[115]</sup>

Three of Tom Hawkins' sons became builders: Fred established F.T. Hawkins Ltd (later known as Hawkins Construction); Tom, Concrete Construction; and Dave worked for his brothers and for Beazley Homes before setting up David R. Hawkins Ltd. F.T. Hawkins and Hawkins Construction built a range of house, offices and industrial buildings including many projects for the New Zealand Co-operative Dairy Company.<sup>[116]</sup>

W.B. [William Bennett] Young Ltd, established as a company on 22 July 1932 in Hamilton, developed into an active large business until dissolution in 1990. The company built the chief post office in central Hamilton as well as many other significant buildings such as the council chambers in Alma Street, Armstrong Motors in Anglesea Street, his own business premises in Anglesea Street, and a hall in Bader Street for the Methodist Trust. In 1937 he applied for a building permit to construct his own home in Albert Street (approximately #144, on Allotment 220); he built many other dwellings as well as garages, business premises, workshops and undertook alterations and additions.<sup>[117]</sup>

Holman Construction Limited, based at Vickery Street, Te Rapa, in 1983, built the municipal office building for the City Council.

The boom in population was necessarily accompanied by a boom in the building industry. In July 1923 a full page of the Waikato Times was devoted to the building industry, as "quotations are at bedrock".<sup>[118]</sup> Businesses advertising included J.E. Hammond & Co. plumbers, Laybourn & Whyte selling bricks, lime, cement and field tiles; builders and contractors were Hargreaves, Stapleton and Rolfe, Martin & Young, F.A. Snell, C.W. Cooper, Galloway and Judge; C. Stanley Pratt; joiners and cabinet makers included Claudelands Cabinetmaking Works, Smith and Clarke.

Two companies advertised as makers of fibrous plaster: Waikato Fibrous Plaster Works (Taylor Bros.) and William Bourne & Co. "builders of hollow wall pumice concrete houses and manufacturers of Defiance fibrous plaster".<sup>[119]</sup>

William Bourne was working in Hamilton by late 1913 when he was employed on the construction of St Andrew's Presbyterian Church. He had a concrete works on Barton Street. At the Waikato Winter Show in 1923 Bourne & Co. exhibited concrete wash tubs, copper casings, horse troughs and garden rollers "and these useful lines are modern in every respect. Not less meritorious is the fibrous plaster work specimens".<sup>[120]</sup> Other major work with which Bourne was involved includes the Parr house, now the YWCA, still standing in Pembroke Street. He was a sub-contractor on a laundry building at Waikato Hospital in 1915. His own house at 121 Grey Street is testimony to his skill (H117 Schedule 8A, Operative District Plan).

In 1918 Taylor and Altham, fibrous plaster manufacturers in Alexandra Street, put up for sale their corrugated iron building, and plant including sacks of plaster of Paris, 50 to 60 ceiling centres, an arch, and moulds for cornices, arches and fire backs.<sup>[121]</sup> William Taylor and Christopher Altham dissolved their partnership at that time, but Taylor was to carry on the business in the same premises.

Winstone Ltd had a building supplies store, but also engaged in construction. Firth Concrete Ltd and Firth Pipes Ltd were makers and suppliers of concrete products from the late 1930s, as were Pyramid Concrete Ltd in Grey Street from at least 1954. At the Waikato Winter Show in 1922 B.B. Hollow Block Ltd introduced a new style of concrete blocks pre-cast at their Hamilton works.<sup>[122]</sup> The double-reinforced hollow cavity concrete blocks were designed to ensure strength, a live-air ventilation system and affordability. Their offices were in Victoria Street in 1923 and Bryce Street in the 1930s (Figure 9.48).<sup>[123]</sup>

[115] *Building Permits index*

[116] Riley, G, "Hawkins Construction: Sixty the New Forte" *Contractor v.31 no.6, July 2007*

[117] *Building Permits Index Transcription*

[118] *Waikato Times 7 July 1923*

[119] *Ibid.*

[120] *Auckland Star 31 May 1923*

[121] *Waikato Times 4 May 1918*

[122] *NZ Herald 29 May 1922*

[123] *Waikato Times 7 April 1923*



Figure 9.48 Winstone Ltd. was on the south side of Bryce Street near to Victoria Street. Note the railway sidings behind the building giving Winstone direct rail access. 1930s HCL\_01197



Figure 9.49 Ellis and Burnand's head office, c. 1930, on the corner of Victoria St and the railway. The building was occupied by the hardware and timber merchants from 1921 to 1953. HCL\_07370.

Another concrete products company was Stevenage Construction in Graham Street; the site had a succession of concrete works for four decades, with the final occupier of the site being Firth Concrete.

Group building companies began to be established from the mid to late 1960s – these were large companies that could build on spec and have show homes for potential buyers to view. Many companies would buy a block of land, put in streets and infrastructure – the scheme worked with the boom in house demand as baby boomers reached the age of setting up home. Examples were Peerless, Ellis & Burnand, Paramount Builders Ltd [Paramount Homes] who built along Glen Lynne Avenue in the 1960s and 1970s; PTY Homes Ltd, who built around Frederick Drive in the mid-late 1960s; Prestige Homes, who built around Glamis Avenue in the early 1970s; and later, Neil Housing and Jennian Homes.<sup>[124]</sup>



Figure 9.50 Ellis and Burnand prefabricated bungalow on show at the Waikato Winter Show c. 1920. HCL\_07377.

[124] E.g. DPS 17487, 17489

The construction of P. & M. Plaza was a local affair: amongst the local companies were Street Construction Ltd who built the Plaza, Sheet Metal Services Ltd who installed the heating and air conditioning systems, Northern Steel Supplies who supplied and placed the reinforcing steelwork, Hamilton Plumbing Company undertook all the plumbing and drainage work, Ready Mixed Concrete Ltd were associated with construction, Display Advertising Co. manufactured all the electric signs and moulded Perspex panels, R.A. Collingwood Ltd who did the electrical installation and Smith & Smith Ltd who supplied and glazed all the interior glass.<sup>[125]</sup> The Plaza was opened by the Minister of Railways on 17 April 1968.



Figure 9.51 A 1930 aerial view of the railway house factory complex, showing the saw-tooth roof of the factory, timber stacks, the sawmill with railway sidings on either side of it, and the railway houses on Weka, Kea, and Pukeko Streets, Moa Crescent and Rifle Range Road. Photographer Leo White. WA-62752-G. Whites Aviation Collection, Alexander Turnbull Library.

The Frankton railway house factory (H2 Schedule 8A, Operative District Plan) was constructed in Rifle Range Road in 1921-22 for the production of pre-cut timber houses for railway houses, to be distributed around North Island settlements for

[125] *Waikato Times* 16 April 1868

railway workers. The factory was in production in July 1923 and closed in 1929; it produced almost 1,400 prefabricated houses, at least 133 of which were erected at Frankton Junction. At its peak it could produce 400 houses per year.

### Plumbers and tinsmiths

Daniel Dee Hyde and John Volkner were both early tinsmiths. Hyde, a former militiaman, worked in Hamilton from at least 1872 and in 1878 advertised as “tinsmith, plumber and stovepipe maker. All kinds of Tinware, Stovepiping, and Zinc Goods made to order. Umbrellas repaired with despatch and at reasonable prices”.<sup>[126]</sup> John Volkner had a tinsmithing business from 1900, when he advertised as wanting a boy to learn the trade of tinsmithing at his dairy and cream can factory (Figure 9.52).<sup>[127]</sup> He shifted to Grey Street, and auctioneers W.C. Davis and F. Ventner occupied his Victoria Street shop temporarily while they built a mart adjacent (later Hardleys’, see below).<sup>[128]</sup>



Figure 9.52 John Volkner's dairy and cream can factory (gable-end white wooden building toward right) was on the edge of Garden Place, where Pascoe Building is today. 1902. HCL\_00127.

[126] *Waikato Times* 12 October 1878

[127] *Waikato Argus* 14 March 1900

[128] *Waikato Argus* 7 August 1902



One of Hamilton's first plumbers was John Edwin Hammond, who established his business in 1891; he advertised as a plumber, brass finisher, zinc worker and tinsmith in Hamilton East.<sup>[129]</sup> In 1896 he moved into premises in Victoria Street, acting also as agent for Raleigh bicycles and secondhand bicycles.<sup>[130]</sup> In 1912 John Hammond was elected as a borough councillor and then mayor in 1915 until his death in 1916. The business J. E. Hammond and Co. was still operating in 1922 at 64 Victoria Street with Steve Wilson and C. W. Harvey as the directors until the business was sold in October 1927 to David Arthur Sellar; Sellar was still running the business in 1945 at 64 Victoria Street.<sup>[131]</sup>

The Hardley family established related businesses in Victoria Street in 1901-02: Samuel Hardley had a tinsmithing business and his sons Samuel and John, as Hardley Bros., opened a plumbers' shop next to the Salvation Army barracks. They advertised as "Hot and cold water and sanitary engineers" and would manufacture "tanks, baths, sinks, milk cans, spouting and ridging, iron curved on the premises to any shape".<sup>[132]</sup> They later took the name Waikato Galvanised Iron Works, and included gasfitting and the manufacture of dairy utensils amongst



Figure 9.53 Hardley Bros. premises in Victoria Street: the shop at left, with verandah posts apparently brought from their previous business at Ashburton, and a larger factory building. The shop looks to be that of Volkner (see photo above). HCL\_02082.

their trade items.<sup>[133]</sup> Within a few years they shifted to Auckland and in 1906 set up a new company, Hardley & Hardley, but they are remembered in Hamilton with the naming of Hardley Street.

One of the longest-operating plumbing businesses in Hamilton is that of F.B. Hall & Co. Ltd: it was founded in 1923 by Frederick Hall, Jack Wainscott and Frances Lound and is still operating in 2020 with 40 staff.<sup>[134]</sup> They started in rented premises in Alexandra Street providing plumbing and drain-laying services but also manufacturing large dairy cylinders and other products for the dairy industry. In about 1939 they shifted across Anglesea Street into larger premises with a workshop at the rear.<sup>[135]</sup> In 1965 they moved into larger premises in Pembroke Street and in 1998 shifted again, to Greenwood Street. The company has been involved with many major projects including The Base shopping centre, Centreplace redevelopment, Waikato Hospital contracts and University of Waikato library, science blocks and halls of residence.



Figure 9.54 F.B. Hall's premises in Alexandra Street, 1939 (in large central building). HCL\_01199.

One company that started with the post-WWII housing boom was that of C.F. Reese Plumbing. Colin Reese started the business in 1946 and it still operates in 2020.

[129] *Waikato Times* 12 September 1891

[130] *Waikato Argus* 22 April 1897

[131] *NZ Herald* 22 May 1922; 8 October 1927

[132] *Waikato Argus* 16 January 1902

[133] *Waikato Argus* 26 March 1902

[134] [fbhall.co.nz/plumbers-hamilton-waikato](http://fbhall.co.nz/plumbers-hamilton-waikato)

[135] [fbhall.co.nz/plumbers-hamilton-waikato](http://fbhall.co.nz/plumbers-hamilton-waikato)

## Architects

Many architects have practiced in Hamilton, with the first being Isaac Vialou in the early 1870s (including the heritage listed buildings: H21 Lake House, Masonic Lodge H15, Schedule 8A, Operative District Plan, 2017). Some worked alone, some were in partnerships that changed membership, split and merged with others; some were based in Hamilton only briefly. Some architects were based elsewhere and contributed just one or two buildings to Hamilton's built landscape – this includes A. Atkin of Wellington and Whanganui who designed the 1908 Waikato Times building and who was the Waikato Hospital Board architect from 1907; government architects, based in Wellington, who designed government buildings including post offices, police buildings and courthouses, state houses and the railway houses and house factory; Auckland Education Board architects such as John Mitchell who designed the 1904 infant block at Hamilton East School (H52, H 53 Schedule 8A, Operative District Plan). Aucklanders Edward and Thomas Mahoney (separately or as E. Mahoney & Son) designed at least five significant buildings in Hamilton, three of which still exist and are scheduled on the Operative District Plan: the Bank of New Zealand (H5), Hamilton Club (H13), Waikato Hospital & Charitable Board office (H82). The Mahoneys also designed the premises for the NZ Loan & Mercantile Agency (1893), Hamilton Town Hall and the first Commercial Hotel.

Some people who called themselves architects may have had no professional training or qualification, or gained that qualification after undertaking work. Some residents such as Frank Jolly were not architects but nonetheless designed their own homes – Jolly's "Windermere" (H24, Schedule 8A, Operative District Plan, 2017) was based on another Jolly family home in Britain. Ebenezer Burgess, who designed St Paul's Church (formerly H61) and several other buildings in the early 20th century, may not have had professional training.

T. H. (Thomas Henry) White was perhaps the most prolific architect in the Waikato in the last few decades of the 19th century. His work ranged from substantial brick and plaster commercial buildings to timber shops, churches and dwellings. Some of his buildings are registered by Heritage New Zealand and scheduled by councils in their District Plans. They include Claudelands Grandstand (1878, 1887) (H16), Hockin House (1893) (H28), Alexandra Buildings (1903) (H73) and St Peter's Hall (1893) (H33). Other notable buildings were the Catholic Church, Hamilton East (1877), Volunteer Hall (1879), the Waikato Cheese and Bacon Company factory (1882), and the re-build of the Royal Hotel, Hamilton East (1890), but he also

designed several houses.

John Willing Warren, sometimes in partnership with John Craster Blechynden, designed many buildings, some of which such as Greenslade House and St Peter's Cathedral, are extant and scheduled under the Operative District Plan (H6 and H4 respectively). Warren was the Waikato Hospital Board architect for many years, but all his hospital buildings have since been demolished.

Amongst the many who designed Hamilton's commercial, civic and residential buildings up to the mid-20th century were Jack Chitty, F.E. Smith, Fred C. Daniell, Archibald MacDonald, Charles Vautier and Terence Vautier. The firm Edgecumbe and White, with its several partners over the years, was also a major contributor to Hamilton's built landscape. One of the largest practices was instigated by E.E. Gillman by 1925 when he had office in Hamilton and Paeroa. The partnership of Frank Gillman, Peter Gray and George Leigh followed; Angus Flood and Griffiths were an offshoot of this firm.

John Edward (Jack) Chitty was employed by architect F.E. Smith in 1904 before studying at the Canterbury School of Fine Arts. He worked for Cecil Wood between 1908 and 1912.<sup>[136]</sup> In Wellington in 1912 he worked for Atkin and Bacon then returned to Hamilton.<sup>[137]</sup> He designed two of the largest buildings in central Hamilton at the time they were built: the Farmers Co-operative Auctioneering Company building (1918) and House and Daking's department store. In 1917 he designed Te Awhina Private Hospital (later Riverlea Private Hospital) in Bryce Street. He was also the architect of the original grandstand at Te Rapa race course, and many schools and houses in the Waikato. He was in partnership with T.S. (Thomas Stephen) Cray between c.1923 to 1927. Several of Chitty's buildings are scheduled: Waikato Brewery (additions and alterations 1930) (H48), St Mary's Convent Chapel (1926) (NHZ List 5460), Frankton Hotel (1929) (H17), Hamilton Building (1915-17) (H89), Grocotts Building (1924) (H92) and his Peachgrove Rd House (H111). Chitty and Cray designed the East saleyards in 1922; these were at the top of Clyde Street and covered seven acres.<sup>[138]</sup>

Several buildings designed by Fred (Frederick Ernest) Smith are also recognised on the District Plan: his own house at 129 Cambridge Road (H49), Howden's Jewellers (H71) and Pauls Book Arcade (H72). F.C. (Frederick Charles) Daniell was

<sup>[136]</sup> [heritage.org.nz/the-list/details/5460](https://heritage.org.nz/the-list/details/5460)

<sup>[137]</sup> HCC Built Heritage Inventory Form H111

<sup>[138]</sup> *Waikato Times* 5 May 1922

also prolific, designing many houses in bungalow style; he worked for the NZ Co-operative Dairy Company and like E.E. Gillman and A.E. Cave, much of his work was in the wider Waikato. His own house, Ingleholm (H63) built in O'Neill Street in c. 1910, St Andrew's Church (H31), the Parr house (YWCA) and Wesley Chambers (H37 and HNZ No. 5301) remain as examples of his work.

Charles Vautier opened his architectural practice in Hamilton in April 1912 and in 1913 went into partnership with John Anderson, as Vautier and Anderson. In 1917 the partnership dissolved, but over the four years together they designed several commercial, residential and industrial buildings.<sup>[139]</sup> These included the borough abattoirs, the Ferrybank band rotunda (H12, Schedule 8A, Operative District Plan), additions to the Seddon Park pavilion, premises for the Bank of New South Wales in 1914 and Victoria Buildings (H74).

Many of the Art Deco houses in Hamilton were to the designs of Terence (Terance) Philip Vautier, Charles Vautier's son. His first home at 82 Grey Street was Spanish Mission in style (H116, Schedule 8A, Operative District Plan). Other homes he designed were Art Deco, Spanish Mission, or Steamlined Moderne, but his later work, another of his homes, was a "typical 1960s low pitched gabled roof style".<sup>[140]</sup> Several of his dwellings are part of the "Fairfield Bridge cluster", designed and built between 1938 and 1942, soon after the Fairfield Bridge was opened and the Fairfield area developed. Other examples of Vautier's work include commercial buildings such as the shops on the corner of Victoria and Rostrevor Streets (H98). Vautier also designed All Hallows Chapel at Southwell School (H64).

John Harold Edgecumbe and H.L. White established a practice in 1920, in the Argus Buildings.<sup>[141]</sup> They designed the three-storey Y.M.C.A. building in Barton Street, the Borough Council building in Alma Street, the Chief Post Office, Bledisloe Hall, the Waikato Hospital Board offices in Sapper Moore-Jones Place, the 1946 nurses' home, the Anglican church hall on the corner of Thames Street and Heaphy Terrace and the Hockin building at the hospital, as well as many residences and smaller commercial buildings. In 1929 they were appointed as architects to the Hospital Board.<sup>[142]</sup> The firm underwent several changes, with subsequent partnerships including John Edgecumbe, Alan White and Aubrey de

Lisle; White and de Lisle; de Lisle, Tom Smith and Adrian Pickering and Alan White and Alan MacDonald forming a separate practice that closed in 1997. Aubrey de Lisle also formed a separate practice, with his wife Mary de Lisle; de Lisle designed the Founders Theatre in the early 1960s and central bank buildings.

Later architects such as Errol Care-Cottrell and Tom Pickering made significant contributions to Hamilton's built landscape; Care-Cottrell's flat-roofed houses from the 1950s and 1960s are distinctive.

Philip Sherwood King designed many houses and industrial and/or functional buildings, during the 1950s to early 1960s at a time Hamilton was experiencing a business and population boom: his work includes houses for himself, Charles Scott in Melville, Norm Rosser in Beerescourt and N.T. Bilkey in Fairfield; Morris Stores & Motors garage showroom (1953), vaccine testing building, a laboratory and other buildings for manufacturing chemists Mannings Ltd, and possibly an office building in Vialou Street for Truscott's Ltd.<sup>[143]</sup>

Currently there are more 100 architects and architectural designers practising in Hamilton, singly or in practices. Award-winning architect Roger Walker designed the Harris house in 1979 at the south-west end of Rotoroa, "a fairytale concoction of gabled roofs, decorative bargeboards and prominent finials".<sup>[144]</sup> He also designed Verdict Communications in Rostrevor Street. In 2019 Edwards White received two awards for revamping of two heritage buildings, the beggs-Wiseman's building on the corner of Victoria and Ward Streets and the Riverbank Mall (Lane) on Victoria Street.<sup>[145]</sup> Another Hamilton firm, Chow:Hill Architects won the 2019 Waikato Bay of Plenty Architecture Award for commercial architecture for their design for the Trust Waikato-Te Puna o Waikato office development.<sup>[146]</sup>

## 9.5 Financial services and banks

The first bank established in Hamilton was the National Bank, which opened a branch in Smith's building in September 1873.<sup>[147]</sup> A fire on 12th April 1874 burnt down the temporary office and the neighbouring shops, but did not affect the bank's new premises still under construction some 300 yards distant.<sup>[148]</sup> The

[139] Morris, Alice 2019 "Modern as the moment": the 1930s and 1940s architecture of Hamilton's Moderne architect, Terence P. Vautier; unpublished ms.

[140] Morris p. 18.

[141] Waikato Times 5 May 1920

[142] Waikato Times 11 July 1929

[143] hamiltonmodern.blogspot.com

[144] Ann McEwan "Former Harris house, Lake Rotoroa, Hamilton" Waikato Times 15 August 2011

[145] Waikato Times 4 May 2019

[146] Waikato Times 4 May 2019

[147] Waikato Times 9 September 1873

[148] Page 3 Advertisements Column 3, 10 January 1874; Waikato Times, 14 April 1874; Thames Advertiser 14 April 1874



new premises were designed by Richard Keals of Auckland and occupied in early August 1874; it was felt that the building greatly added “to the appearance of Hamilton which is ... assuming an affluent appearance”.<sup>[149]</sup> In 1877 the National Bank closed the branch in Hamilton and the premises were taken over by the Union Bank of Australia, opening for business on 1 February 1877 (Figure 9.54).<sup>[150]</sup>

The Hamilton branch of the Union Bank was closed on 31 May 1888.<sup>[151]</sup> In 1912, new premises were built opposite Garden Place, tenders being called by Wellington architects Penty and Lawrence.<sup>[152]</sup>

National Bank returned to Hamilton in 1914 in temporary premises in Ward Street. In July 1919 Charles Lafferty gave notice to the council that he had sold his interest in Part Lot 110, West (corner of Bryce and Victoria Streets) to the National Bank.<sup>[153]</sup> The new National Bank building opened in late 1920 and stood on the site until it was demolished in 1983. A new five-storey building for the ANZ was built in its place. The National Bank had branches in Garden Place, Frankton,



Figure 9.55 In 1877 the Union Bank of Australasia moved into the premises formerly occupied by the National Bank. HCL\_00052.

Te Rapa, and Hamilton North by 1982; in 2003 the National Bank was bought by

[149] *Waikato Times* 25 December 1873, 6 August 1874

[150] *Waikato Times* 20 January 1877

[151] *Waikato Times* 31 May 1888

[152] *Auckland Star* 16 July 1912

[153] *Waikato Times*, 17 July 1919

the ANZ.<sup>[154]</sup>

The Bank of New Zealand also opened in Hamilton in 1875, initially in temporary premises in Victoria Street south of Knox Street but then opened its purpose-built bank on the corner of Victoria and Hood Streets where it still stands (H####, Schedule 8A, Operative District Plan, 2017).<sup>[155]</sup> It was designed by Edward Mahoney of Auckland. It was used as a bank until 1986, even though a multi-storey BNZ building had been erected opposite Garden Place in 1966.

For several years a suite of three banks: the Bank of Australasia, Commercial Bank of Australia and the Union Bank stood side-by-side in what became the centre of the business district beside the courthouse and later the main post office, opposite Garden Place (Figure 9.56). The Bank of Australasia was built in 1906, designed by Edward Mahoney & Son, two-storey and in red brick constructed by Messrs Johns & Sons, just a year after the bank opened a branch in Hamilton.<sup>[156]</sup> It was an indication that Hamilton was being recognised as a growing centre. It later merged with the Union Bank to form Australasia and New Zealand Bank, later the ANZ. The Commercial Bank was designed by Clere and Clere of Wellington and built by Street & Street of Hamilton in 1935.<sup>[157]</sup>



Figure 9.56 Three substantial bank buildings stood in a row opposite the end of Garden Place: left to right: the Union Bank, Commercial Bank and Bank of Australasia. c. 1937. HCL\_01018.

[154] “History of our branches – Hamilton branch” Arawata September 1982 ( p10) in *Heritage Scrapbook S1 Waikato* p. 388, HCL; [en.wikipedia.org/wiki/National\\_Bank\\_of\\_New\\_Zealand](https://en.wikipedia.org/wiki/National_Bank_of_New_Zealand)

[155] H05; HNZ List 768.

[156] *Auckland Star* 11 September 1906; *Waikato Argus* 8 November 1906

[157] *NZ Herald* 8 April 1935

In 1924 there were nine branches of leading banks in Hamilton. The banks built substantial two-storey buildings of permanent materials, and had a commanding presence on the streetscape, especially those that were on corner sites (Figure 9.57). These buildings were frequently replaced, to reflect the affluence and stability of the bank, so that today only the 1878 BNZ building remains of the 19th- early 20th structures.



Figure 9.57 The BNZ on the corner of Hood and Victoria Streets, 1939. HCL\_01077.



Figure 9.58 The National Bank on the corner of Bryce and Victoria streets, 1939. HCL\_01192.



Figure 9.59 A.c.1939 image of two of the imposing bank buildings on Victoria Street: (left) Commercial Bank of Australia (built 1935, became part of Westpac in 1982) and (right) Bank of Australasia Ltd (which merged with the Union Bank of Australia to form the A & NZ Bank Ltd, now ANZ Banking). Both buildings have since been demolished. HCL\_01096.



Figure 9.60 The Bank of New South Wales building designed by Vautier and Anderson, on the corner of Alma and Victoria Streets, now the site of the Kiwibank Centre. HCL\_01102.



Figure 9.61 The BNZ Hamilton North branch on the north-west corner of London and Victoria Streets, 1939. It was demolished in the 1980s. In 1930 the branch was in the NZCDC building on the opposite corner. HCL\_01127.



Figure 9.62 A view of the Bank of New Zealand building in Victoria Street, opposite Garden Place, 1 September 1976. The building was constructed in 1966 and has since been replaced by a five-storey building for the bank. HCL\_M00138.8.

The Waikato Savings Bank, established in 1958, was one of twelve regional banks that merged in 1984 as Trustee Bank; as Trust Bank Waikato the bank, now a community trust, continued until the sale to Westpac Banking Corporation in 1996.<sup>[158]</sup>

As the population grew and suburbs developed, banks opened branches in suburban shopping areas and the malls, for instance at Dinsdale, Frankton, Chartwell and the Base. Some of these have since closed with the advent of on-line banking services.

The post office offered financial services and banking and these were part of the main post offices and suburban post offices until late 20th century restructuring. Kiwibank was launched in 2002 and has branches in Victoria Street and in several suburban NZ Post shops.

## 9.6 Professional services

A glance at the “Professional cards” advertisements in the Hamilton newspapers shows a range of occupations including pharmacists, opticians, barristers & solicitors, public accountants and auditors, and engineers. In 1911 there were at least four licensed surveyors, four dentists and seven solicitors.<sup>[159]</sup>

The first surveyor in business in Hamilton would appear to be Ingham Stephens – in May 1866 he commenced business as a licensed surveyor and land agent, but he left in 1868 for the Thames goldfields.<sup>[160]</sup> William Australia Graham, who undertook the survey of Town of Hamilton East in late 1864, lived in Hamilton but his subsequent work seems to have been in the wider district. Similarly, brothers Lawrence and William Cussen were based in Hamilton but undertook field work primarily in the King Country. R.E.M. Campbell advertised as a Licensed Surveyor, Licensed Interpreter and Native Land Agent in 1877 and James Calderwood in 1887 as a surveyor.<sup>[161]</sup>

Other early surveyors and engineers included Thomas Goodman Sandes and S.B. (Sydney Bennett) Sims; Sims was the council’s engineer for many years and oversaw the construction of the Municipal Baths (H88, Schedule 8A, Operative District Plan, 2017). The long-established firm of Thomson and Farrer was set up

[158] [en.wikipedia.org/wiki/Trust\\_Bank\\_\(New\\_Zealand\)](https://en.wikipedia.org/wiki/Trust_Bank_(New_Zealand))

[159] *Waikato Argus* 9 May 1911

[160] *Daily Southern Cross* 14 May 1866; *Auckland Provincial Gazette* 30 September 1868

[161] *Waikato Times* 19 June 1877; *Directory* 1887



by James Edward Thomson and Oliver Robert Farrer in 1908 and worked on many subdivisions, including within the central business district; after Farrer's death in 1928 Thomson continued on his own and then in partnership with Wally Vautier and Ernie Stirling from 1947. The firm underwent many personnel changes until its sale to Kea Consultants in 2008.

William Steele and Hungerford Roche, both Fourth Waikato militiamen, were among early real estate agents, after their farming ventures failed. The expansion in the dairy industry and a wave of new settlers, residential developments and businesses meant more land transactions – many real estate agents were established in the early 20th century.<sup>[162]</sup> One such was George Boyes Ltd from 1905; by 1914 his business was the biggest real estate agents in town.<sup>[163]</sup> Many new land agents were established in Ward Street, known as 'sharks' alley'.<sup>[164]</sup> The Auckland firm T. Mandeno Jackson Ltd had a branch in Hamilton by 1914, competing with several other land agents including George S. Henderson, Andrews & Goldfinch and Bell, Bryant & Co.

The increase in land transactions led to an increase in the number of solicitors to process the conveyances. Lewis O'Neill was one of Hamilton's earliest solicitors, in practice in 1875 at first with Charles Madden, who had set up practice in 1874, and then with F.A. Whitaker; other late 19th century barristers and solicitors practising in Hamilton included William Macgregor Hay and Arthur Swarbrick. Swarbrick's practice became Swarbrick and Swarbrick in 1979, then Swarbrick Dixon & Partners, then in 2010 merged with Tomkins Wake. Arthur Swarbrick specialised in local body law and was solicitor for Hamilton Borough Council, Waipa County Council and Waikato County Council at different times. He is commemorated by the memorial archway leading into the lake domain (refer Theme 10.)

Campbell Larnach MacDiarmid established himself as a barrister and solicitor in Hamilton in 1903, at one time in partnership with Mears and Gray. MacDiarmid was a member of the Hamilton Borough Council (1905-08), chairman of the Hamilton High School board (1921-1942), and involved with the Waikato Times, the Finance Corporation, the YMCA and St Andrew's Church.

The practice Norris Ward McKinnon has served the Waikato for over 100 years,

[162] *Waikato Times* 6 January 1914

[163] *Gibbons* p. 142

[164] *Gibbons* p. 142

having begun with Hensleigh Carthew (Car) Marryat Norris in 1919.<sup>[165]</sup> His cousin Alec Meldrum joined his practice for a decade from 1921.<sup>[166]</sup> A.G. (Joe) Ward joined the practice in 1945. In 1990 another law firm, McLeod Bassett Buchan merged with Norris Ward, and after a name change to McKinnon & Co., the firm is now known as Norris Ward McKinnon. Car Norris researched and wrote several publications on aspects of Hamilton history, as well as being involvement with the Returned Services Association, the Anglican church, Hamilton District Law Society, the Waikato Historical Society and the National Historic Places Trust (now Heritage New Zealand Pouhere Taonga).<sup>[167]</sup>

Amongst the late nineteenth-early twentieth century accountants practising in Hamilton T.C. Hammond was perhaps the first: he advertised as accountant and general commission agent in 1875.<sup>[168]</sup> Others include John Sloper Edgecumbe in 1881; James Taunt, accountant for the BNZ at the time of his death in 1894; and Edwin Hope in the 1890s.<sup>[169]</sup> Clarence W. Armstrong was an accountant in Hamilton from at least 1923 to 1935, with premises in King's Chambers in 1930; he lived in an Arts and Crafts style house on the corner of Killarney Road and Lake Domain Drive.<sup>[170]</sup>

## 9.7 Accommodation: hotels, boarding houses, motels, hostels and camps

In order to accommodate large numbers of visitors, whether for work, shopping, trade shows, conferences or simply a bed for the night for travellers or visitors to Waikato Hospital, Hamilton has had many hotels, private hotels and boarding houses. In 1930 there were six hotels plus 22 boarding houses and private hotels in Hamilton.<sup>[171]</sup>

The first hotel to be opened, in February 1865 by Captain W.E. Turner, was the Hamilton Hotel in Victoria Street. It was extended in 1874 when known as Gwynne's Hamilton Hotel (Figure 9.63). During its management by Richard and Sarah Gwynne it had a reputation for hospitality and beautiful and productive landscaped gardens. There was a honeymoon cottage at the rear, also stables for visitors' horses and carriages. The wooden hotel burnt down in July 1898 and was re-built in 1899 (Figure 9.63). This building also burnt down, in April 1922, with

[165] [nwm.co.nz/our-history/](http://nwm.co.nz/our-history/)

[166] [teara.govt.nz/en/biographies/5n13/norris-hensleigh-carthew-marryat](http://teara.govt.nz/en/biographies/5n13/norris-hensleigh-carthew-marryat)

[167] [teara.govt.nz/en/biographies/5n13/norris-hensleigh-carthew-marryat](http://teara.govt.nz/en/biographies/5n13/norris-hensleigh-carthew-marryat)

[168] *Waikato Times* 9 September 1875

[169] *Waikato Times* 24 July 1894

[170] *Wise's NZ Post Office Directory 1923, 1930*

[171] *Wise's Directory 1930*

the death of three people.<sup>[172]</sup> At this time it was owned by L.D. Nathan & Co. The replacement building was of permanent materials; it was designed by H. Clinton Savage and built by John McKinnon of Hamilton (H36, Schedule 8A, Operative District Plan).



Figure 9.63 The first Hamilton (or Gwynne's) Hotel on the corner of Victoria Street and Marlborough [now Sapper Moore-Jones] Place, c.1882. HCL\_01440.



Figure 9.64 The second Hamilton Hotel, built 1899, was even more imposing. HCL\_06016.

[172] *Waikato Times* 3 April 1922

The Royal Hotel was opened in Grey Street in July 1865; like the Hamilton Hotel it was wooden, and two-storey (Figure 9.65). It burnt down in 1894, with the deaths of two people. It was re-built in 1895 and remained, with additions, until it was demolished in 1981.<sup>[173]</sup> In 1967 it ceased to offer accommodation, unable to compete with new motels.



Figure 9.65 The Royal Hotel on the corner of Grey and Cook Streets on 1 May, 1866. HCL\_11370.

The Redoubt or Reserve Hotel just below the west redoubt, was opened by one McEwan in 1866.<sup>[174]</sup> It was advertised for lease or sale in October 1866 as comprising "Bar, Coffee, Dining, and bed-rooms, sufficient for carrying on an extensive business, with good Stabling attached ... enquiries to Owen and Graham, Auckland".<sup>[175]</sup> It was advertised for lease in 1869, enquiries to R. Lane.<sup>[176]</sup>

Other early hotels were the Commercial (opened 1876), on the corner of Victoria and Collingwood Streets (Figure 9.64); Philip Le Quesne's Waikato Hotel (opened 1879) on the corner of Grey and Clyde Streets (Figure 9.65); and the Railway Hotel, built opposite the Frankton Station for Thomas Jolly a few months after the coming of the North Island Main Trunk line in December 1877.

[173] [hamilton.recollect.co.nz/nodes/view/86](http://hamilton.recollect.co.nz/nodes/view/86)

[174] Norris 1963 p. 143.

[175] *Daily Southern Cross* 29 October 1866

[176] *Daily Southern Cross* 15 February 1869. Few other details of this hotel are known.



Figure 9.66 The Commercial Hotel (right), early 1900s. HCL\_02111.



Figure 9.67 The Waikato Hotel on the corner of Grey and Clyde Streets was built for Philip Le Quesne and designed by Isaac Vialou. It opened in July 1879. Photographer James Reid. HCL\_04429.

Frankton railway station was at one time the busiest in New Zealand, being a junction for the NIMT, the Thames-Bay of Plenty line and the Rotorua line – many travellers used the hotel across the road for accommodation or refreshments. The Railway Hotel was run by Lewis Harris, who had earlier run the Royal Hotel as well as hotels elsewhere in the Waikato. The Railway Hotel burnt down in 1885 but was re-built, again in wood, on the corner of High and Commerce Streets. It was shifted to the rear of the property in 1928 to allow for the construction of the Frankton Hotel designed by Jack Chitty.<sup>[177]</sup>

Amongst the many private (alcohol free) hotels were the Claremont Villa in Thackeray Street, run by Mrs Lymburn in 1906, and the Empire in Frankton, opened in 1913.<sup>[178]</sup> The Radnor, offering single and double rooms, sleeping porches and a motor garage was taken over by Mrs Clough in 1925.<sup>[179]</sup> Also operating in 1925 were Courtville, The Lodge, Brentwood and Woodville House. The Lodge, on the site of Kirikiriroa pa, was run as a boarding house by Mrs Ada



Figure 9.68 The Empire Hotel at Frankton Junction opened on the 1st of February 1913. It was located on the corner of High Street and Empire Street with its front entrance facing High Street and the railway line. As described in newspaper advertising, the three-storey fireproof concrete house had 60 beautifully furnished rooms, electric light (as of April 1913), first-class cuisine and hot and cold baths. The original proprietors were Mr and Mrs James William Graham. HCL\_00965.

[177] Heritage Inventory H79

[178] Waikato Argus 15 August 1906

[179] Waikato Times 4 July 1925



Slater in 1932.<sup>[180]</sup> Parklands Hotel on Bridge Street above the eastern end of the Union Bridge was built in 1902.<sup>[181]</sup>

On the western side of the railway tracks at Frankton were the Junction House, run by Rose McNally, and the large Grand Hotel, built and run by Charles Lafferty in 1913. After Lafferty's wife died, he and Rose McNally married and ran both establishments. The two-storey Grand, on Colombo Street, burnt down in 1946; the Junction was demolished in the 1960s to make way for industrial buildings that became part of the bacon factory.<sup>[182]</sup>



Figure 9.69 The Empire Hotel was extensively renovated and reopened in 1974 as the New Empire Hotel, catering for permanent and casual residents. On 4th February 1995 a fire, deliberately lit, destroyed the hotel and killed six of the hotel's residents. The hotel was on the corner of Empire and High streets. HCL\_03994.

[180] Wises Directory 1932-33

[181] Lafferty HE p. 67

[182] Lafferty, Barry 2014 *From Farm to Inner City* p.27



Figure 9.70 A 1920s photograph of the Brighton Hotel, which was on the corner of Anglesea and Thackeray Streets. Later photos show it was greatly enlarged with a matching pair of bay windows. It was later renamed the Midland and was demolished in the early 1970s. HCL\_02342.

The Bella Vista in Knox Street was bought by retired farmers John and Ellen Callaghan in about 1910 and run by Ellen and her daughter Maggie for many years. The two-storey house had 12 bedrooms and they could take in up to 15 boarders (Figure 9.71).<sup>[183]</sup> Some of the boarders stayed for 15 to 20 years. The building was demolished in 1972. It was close to the police station and courts, and during the 1920s-50s many of the boarders were policemen or otherwise associated with the courts. Many of the meals for prisoners were provided by the Bella Vista.<sup>[184]</sup>



Figure 9.71 Boarders at the Bella Vista c. 1923-24. Private collection.

[183] Waikato Times [date not known] 1972

[184] Pers.comm. Theresa O'Reilly to Lyn Williams 2013

Mary Evans ran three boarding houses: the first, a large sprawling villa on the corner of London and Victoria Streets was advertised by her in 1886 as furnished apartments to let, possibly part of this house (Figure 9.72). In 1896 her husband Thomas Evans built a large private hotel, Westcourt, on the northern corner of Alma and Victoria Streets. It contained 22 rooms and was two-storeyed with verandahs on each floor between bay windows. The Cyclopaedia of NZ (1902) described it as being well-furnished and well-managed under Mrs Evans. The Evanses sold it in 1906 and in 1919 it was moved “to the river’s edge” so that a substantial commercial building could be built on the site. Also in 1896 Thomas Evans built Almadale on the opposite corner of Alma Street, on land owned by the borough council, and this was also run by Mary Evans, until purchased by Ada and Frank Quick in 1900. Almadale took in long-term boarders as well as casuals. Some time before 1927 the building was shifted along Alma Street towards the river, possibly in 1913 when council agreed to an exchange of lease with Ada Quick (Figure 9.73).<sup>[185]</sup> Mary Evans continued to run the London Street boarding house from 1913 to 1941.

Other people, often widowed women, took in boarders into their own homes e.g. M. Duncan in Frankton advertised for five or six respectable boarders in 1906.<sup>[186]</sup>



Figure 9.73 Almadale when on Alma Street, 1939. HCL\_01172.



Figure 9.72 Mary Evans' boarding house on the north-west corner of the junction of Victoria and London Streets, 1939. HCL\_01191.



Figure 9.74 The house in the middle of the photograph of the eastern side of Barton Street was a boarding house run in 1939 (when the photo was taken) by Elizabeth Heard. HCL\_01177.

[185] *Waikato Argus* 28 May 1914

[186] *Waikato Argus* 15 August 1906



Figure 9.75 The Anchorage in Keddell Street, Frankton, was a Christian-based hostel that had been the Northland Hotel owned by Frank McGuire. In 1951 it was owned by Mrs V. Haywood. HCL\_M00278.32.



Figure 9.76 The Grand Central in 1939. HCL\_1215.

The Grand Central Hotel (H19, Schedule 8A, Operative District Plan, 2017) was built as a private hotel for Joseph Hooper in 1915; it was designed by local architects John Warren and John Blechynden (Figure 9.76).<sup>[187]</sup> It opened in August 1915 as Hamilton House, run by Mrs Bollard. In 1994 it was still being used as a private hotel or bed and breakfast, with 29 rooms for permanent and casual residents, but was sold and its new owners turned it into a pub-restaurant as part of the Loaded Hog chain.<sup>[188]</sup> It was one of several bars and restaurants that opened in Hamilton's "South End" in the late 1990s.



Figure 9.77 Hill's Private Boarding House. They sold it in 1912. It was later the Riverview run by J. Duffy. HCL\_03898.

[187] The architectural plans are in the Waikato Museum collection.

[188] Heritage Inventory H19



Avonglade, designed by F.E. Smith and built by Tonkin, was built for recently-widowed Mary Annie Paull in 1912. It stood in Anglesea Street; in bungalow style, it was “tastefully finished in wood and asbestos panelling”.<sup>[189]</sup>

The Grande Vue (later the Warwick) private hotel in Hamilton East was built c.1910 but was sold up in February 1920; it continued for many years as the Warwick under the Voysey family.<sup>[190]</sup>

In 1938 there were approximately 61 lodging or boarding houses, but the number of boarding houses decreased such that in 1961 only two are listed, the Bella Vista and Ascot House.<sup>[191]</sup> Flattening and private boarding (one or two people living with a family in their home) became the established mode for single people; hostels also accommodated many people who did not have houses of their own in Hamilton.

From 1961 motels were built – the only one listed in 1961 was the Mahana Motel at 265 Great South Road, in Te Rapa.<sup>[192]</sup> By 1974 the Mahana had changed its name to Mahana Motor Inn, for its target customers.<sup>[193]</sup> Motels grew in popularity as car ownership grew and people became more mobile. In 1965 there were five motels listed in the Yellow Pages, but in 1974 this number had grown to 33 motels, mostly on the main routes into Hamilton. Southern Ulster Street, for instance, has approximately 25 motels in 2020.

In contrast, the number of hotels offering accommodation dropped: in 1965 only the Riverina, Frankton, Hamilton, Commercial and Royal Hotels were listed, plus nine private hotels; in 1970 the Royal was no longer listed, and only eight private hotels. In 1974 the Royal and Commercial were not listed but there were four taverns: the Glenview, Dinsdale, Hillcrest and the Lion Tavern at Chartwell. Taverns offered alcohol but not accommodation: many were “booze barns” offering large rooms for drinking, often with live music.

Currently 159 hotels and motels in Hamilton are listed by a travel agency.<sup>[194]</sup> Some of the larger ones offer conference facilities, as well as a choice of restaurants, for instance the 1998 Novotel Hamilton Tainui in Alma Street, the Ibis Hamilton Tainui (under construction 2006) in Alma Street extension, Abbots Hamilton Hotel

(formerly Comfort Inn) in Ulster Street, Anglesea Motel & Conference Centre in Liverpool Street and Distinction Hamilton Hotel in Garnett Avenue each offer accommodation and conference facilities.

The Commercial Hotel operated as a backpackers in the early twenty-first century and now advertises as Days Hotel & suites; Wesley Chambers has been run as Le Grand Hotel and is now VR Hamilton Hotel with retail spaces at the ground floor level.

Hostels and backpackers include those on the university campus, the YWCA and the Eagles Nest Backpackers. Hamilton had no designated area for a motor camp in January 1927 but in the following month it was reported that a family from Buckland’s Beach stopped “at the motorists’ camp in Claudelands”.<sup>[195]</sup> By January 1928 an area for a camp had been established by the Waikato River “close to the heart of town” (exact location not specified) where motorists could set up tents; however although there was a cookhouse, there was no ablution block even by 1933.<sup>[196]</sup>

From at least 1950 the Hamilton City Council has run a motor camp, Hamilton City Motor Camp; it now operates as Hamilton City Holiday Park.

## 9.8 Food-related retail and industry

In the mid-1870s Joshua T. Johns had a steam machine biscuit manufactory in Hamilton West, in new premises in 1874.<sup>[197]</sup> He made plain cabin biscuits, a soft “Settler” as a good substitute for bread, as well as a variety of fancy biscuits.<sup>[198]</sup> He had competition from Thomas Trewheellar, who opened his bakery and refreshment rooms in November 1874. Trewheellar sold a wide range of pastries, cakes, ham sandwiches, custards, cordials and lemonades from his premises on upper Grantham Street, having started in T. Morris’ store which was on the Ferrybank.<sup>[199]</sup> He also catered for weddings. Trewheellar subsequently took over J.T. Johns’ business.

Subsequent bakers included Edwin Thomas Davey and his son Edwin John Davey

[189] *Waikato Argus* 6 December 1912

[190] *Waikato Times* 26 February 1920

[191] *Hamilton Telephone Directory Yellow Pages*, 1961

[192] *Hamilton Telephone Directory* 1961

[193] *Hamilton Telephone Directory* 1965, 1974

[194] <https://www.trivago.co.nz>

[195] *Waikato Times* 5 February 1927

[196] *Waikato Times* 4 January 1928, 19 January 1933

[197] *Waikato Times* 8 December 1874

[198] *Waikato Times* 10 July 1875

[199] *Waikato Times* 12 December 1874

(a long-term town clerk for Hamilton Borough Council); their business was sold to Robert A. Grigg in 1908 and operated as Grigg's bakery from premises in Alexandra Street for 40 years (Figure 9.78 and 9.79).

In 1923 Faville's Bakery had premises in Victoria Street, on the corner of Garden



Figure 9.78 Staff of Grigg's Bakery on Alexandra Street, c. 1926, with their fleet of horse-drawn and motor delivery vehicles. HCL\_08395



Figure 9.79 The rear view of earlier wooden premises for Grigg's Bakery c. 1910. HCL\_08394.

Place, but later shifted to Grey Street. They had a large shop at the front of the premises from c. 1957 and a bakehouse at the rear; in 1955 W. Moody bought the business.

Findlay's Bakery operated since 1921; their breadmaking factory was on the Collingwood/Alexandra Street corner and later on Ellis Street. Founder Frank Findlay was a Hamilton Borough councillor from 1933 until 1944 and a Member of Parliament briefly from September 1943 until his death in 1945.<sup>[200]</sup> The bakery was then managed by his son Frank Vincent Findlay. In the 1960s the company merged with two Hamilton bakeries, Herbert's and Wald's Bakery, and in 1974 it



Figure 9.80 Faville's store at 400 Grey Street; the bakery was at the rear, c.1957. HCL\_08660.



Figure 9.81 Faville's Bakery in 1923 was situated on the corner of Victoria Street and Garden Place Street on the lower floor of the United Insurance Co. building. HCL\_00328.

[200] Findlay was the first to be buried in the newly-opened lawn block of Hamilton East Cemetery, in 1945.

purchased Burmester's Morrinsville bakery. By 1976 the bakery was manned by 65 staff and turned out 20 million loaves per year.

Fruit stores were supplied by the markets and produce auction houses but also direct from residential and commercial orchards. In the 1870s-80s fruit was just



Figure 9.82 Findlay's Bakery as seen from Collingwood Street, c.1939. HCL\_01161.



Figure 9.83 Findlay's Bakery on Alexandra Street, c.1954, in premises built by F.T. Hawkins Ltd. Adjacent buildings to the right are C.G. Bradley's Garden Place Markets and the National Insurance Company's multistorey block. HCL\_02566.



Figure 9.84 An interior view of Findlay's Bakery c. 1927, when it was located on Collingwood Street. HCL\_02564.

part of the goods sold at general stores or bakeries such as Trewheellar's bakery. The Fiji Fruit Company, run by a Mr Evans, opened a store in Wesley Buildings in 1904 and was still operating in 1924.<sup>[201]</sup> In 1971, the closing of Victoria Street's last fruit shop prompted a newspaper article reminiscing on the many fruit shops: they included one run by Harry Joe Long, established in the 1920s and later run by Don Kwok until the late 1960s.<sup>[202]</sup> Donald Kwok was the second Chinese man to be elected as vice-president of the Waikato Fruit Retailers' Association. Among the 15 fruit retailers in Victoria Street was Young Wee from about the 1910s, with Messrs Budha Bros. taking over the shop until it closed c.1970; the shop was almost adjacent to the Hamilton Hotel. Opposite the hotel was the shop established by Henry Leong, then run by W. Leong and T. Tung, who in turn sold to Don Kwok. The Eastern Fruit Shop, next to the central post office, was run by the Lim brothers and was the last to close.<sup>[203]</sup>

Away from the main street there were several other fruit and vegetable shops: each suburban shopping centre had (or does still have) at least one. The Bargain Fruit Shop run by R.M. Penman was in Alexandra Street in 1939; in Grey Street one shop was tenanted by fruit retailers since the 1920s, with a succession of

[201] *Waikato Times* 16 December 1904

[202] *Waikato Times* 4 August 1971

[203] *Waikato Times* 4 August 1971



business owners including Judson's Fruit Services and Patel's Fruit Shop.<sup>[204]</sup> In Frankton, the Leong family had a shop in Commerce Street from which they sold their own produce from 1917 to 1969; they also had a shop in central Hamilton.<sup>[205]</sup> In 1930 an Indian immigrant, Dayla Lala, opened a greengrocer's shop in Commerce Street, as did two other Indian families, the Bhikas and the Punas, all operating for several decades.<sup>[206]</sup>



Figure 9.85 One of the many small fruit shops found in the central business district was the Bargain Fruit Depot in Alexandra Street, run by R.M. Penman, as part of his Bargain Stores that sold modern furniture. 1939. HCL\_01207.

Refreshment rooms were amongst the early retail businesses; hotels offered meals and morning or afternoon tea, and refreshment rooms were associated with some of the bakeries. In 1895 butcher John Bettley opened a coffee palace and restaurant, also known as the Temperance Dining Rooms, in his two-storey wooden premises in Victoria Street.<sup>[207]</sup> Bettley also catered for large public events such as the Waikato A & P Show, military competitions and horse races. Amongst the many operating in the late nineteenth to early twentieth centuries were Tidd and Stanton's Imperial Tea Rooms, the Kia Ora Te Room run by the Misses Cussen, who also offered typing service; the Victoria Luncheon and Supper Rooms, which

sold fresh and smoked fish daily, as well as "good meals, tastefully served"; and the Dominion Bakery Luncheon and Tea Rooms run by W. Burns-Smith.<sup>[208]</sup> In 1934 just four restaurants listed in the business section of the telephone directory: the Hauraki Restaurant, Oceanic Restaurant & Dining Rooms, Savoy Dining-rooms and the Waikato Restaurant, all in Victoria Street, and the Junction Restaurant in High Street, Frankton.

The Dolly Varden, run by Messrs Jones and Whitten, had been a fruit and confectionary store on the ground floor of the Alexandra Buildings, but in 1917 they enlarged the premises to provide seating for 100 people in refreshment rooms that sold strawberries and cream, cool drinks and ices.<sup>[209]</sup> In 1941 Jones & Son ran a tearoom in the premises.<sup>[210]</sup>

Milk bars such as the Monte Carlo in c.1939 became more common, as did takeaway food shops such as the Hauraki Restaurant in Victoria Street. The Central Fish Supply shop in Commerce Street was established c.1926 by P.A. Milicich; it sold rabbit meat as well as fresh fish, crayfish and oysters.<sup>[211]</sup> In 1934 the Central Fish Supply was run by L. Nobili who shifted into other premises, also in Commerce Street, previously known as the Pearl Restaurant; in the early 1940s the business was run by George Gabelich and Stipan (Steve) Yelash, and then for 40 years by Steve and Ane Yelash serving fresh fish and takeaway fish and chips.<sup>[212]</sup>

Chinese and Indian takeaways and restaurants came into popularity towards the end of the twentieth century, as New Zealanders' tastes changed; major chains such as McDonalds, Kentucky Fried Chicken and other fast food providers tended to be away from the main commercial areas and in suburban shopping centres or main thoroughfares.

Hamiltonian Robert Harris launched his own brand of coffee in 1952 at his coffee shop near the Carnegie Library; earlier he had run a tobacconist-barber shop in Victoria Street opposite the Hamilton Hotel, then a delicatessen that sold imported coffee beans. His chain of cafes still operates throughout New Zealand.

[204] Lafferty 2019 p. 87

[205] Lafferty 2014 p. 64

[206] Lafferty 1914 p. 64

[207] Waikato Times 23 November 1895

[208] Waikato Times 12 June 1906, 28 April 1903; Bradbury 1917 p. 98; Waikato Argus 23 December 1909

[209] Waikato Times 20 November 1917

[210] Wise's Post Office Directory

[211] Waikato Times 16 July 1926; 3 August 1928

[212] Waikato Times 25 October 1934, 4 May 2019

### 9.9 Caring for the dead

The council employed sextons and grave diggers for the Hamilton West and Hamilton East Cemeteries, usually with responsibility for just one cemetery but in 1905 William Revell was given the responsibility of both.

Several carpenters and joiners made coffins, and undertook embalming and funeral arrangements. The earliest was Isaac Vialou in the 1870s. John Slater advertised as cabinetmaker, upholsterer and undertaker as of Hood Street, in 1882.<sup>[213]</sup>

Others included W.C. Davis & Co. who used the services of Walter Davis as undertaker and embalmer; Walter Burrow, who worked first for W.C. Davis & Co., the Hamilton Furnishing Co. and Tonson Garlick Co. before setting up his own business c.1914; Scrimshaw and Son who had premises in Hood Street (Figure 9.82); and Coyle's Furnishing Warehouse in Victoria Street in the 1890s. P. Geary also worked for the Hamilton Furnishing Co. as funeral director and embalmer, in 1911.<sup>[214]</sup> Barton & Ross, the large furnishing firm, also offered the services of funeral directors and embalmers, with P. Geary or J. McKenzie as conductor.<sup>[215]</sup> D. Elliott advertised as builder and undertaker in 1894; he was also the agent for J. and G. Buchanan, monumental masons of Auckland.<sup>[216]</sup> After his death the business was bought by Thomas W. Maunder. Maunder bought a hearse in 1894 and was "prepared to conduct funerals in the best style".<sup>[217]</sup>

Walter Burrow was kept busy during the flu epidemic of November-December 1918 – several of the death notices list him as the undertaker (Figure 9.81).



**W. E. Burrow,**  
**Cabinetmaker and Undertaker**  
 Phone 48c.  
**FUNERALS FURNISHED** at shortest notice, day or night, town or country.  
 All requisites supplied, including Artificial Wreaths,  
 Caskets in polished New Zealand or imported woods.  
 Numerous Testimonials from best families in the North Island.  
 Agent for McNab & Mason's Monumental Works.  
**FURNITURE.**  
 Artistic and Up-to-date furniture made in any timber. Workmanship guaranteed.  
**SHOP FITTINGS,**  
 Show Cases, Picture Framing, and repair of any kinds,  
 Bedding and every description of Upholstery,

Figure 9.86 Burrow's advertisement. Waikato Times 3 January 1916.

[213] Waikato Times 29 July 1882

[214] Waikato Argus 21 March 1911

[215] Waikato Argus 5 June 1909

[216] Waikato Times 2 January 1894

[217] Waikato Times 11 December 1894

Stonemasons in Hamilton included William Cannell, who established his business



Figure 9.87 Scrimshaw's undertaker premises (left) in Hood street in 1939. HCL\_01213.

early in 1886 with premises at the north end of Victoria Street just south of London Street (Figure 9.88). He was in business until at least 1906. Cannell had a lime kiln on a river terrace below his property.

**WILLIAM CANNELL,**  
MONUMENTAL MASON  
**HAMILTON WEST.**

**MARBLE MEMORIALS!**  
**HEADSTONES & CROSSES**  
OF THE FINEST CALIAS MARBLE,  
of all designs and descriptions can be supplied. I have pictures of 50 styles to choose from; the same can be seen at my Yards, Victoria-street, Hamilton. I can supply any of the above at about one-half of the present Auckland prices.

Iron Railing for Graves at Lowest Price

**FRESH LIME,**  
In stone and bar. True y True in stock; prepared for farmers, gardeners, and builders.

Figure 9.88 Cannell's advertisement, *Waikato Times* 6 January 1894.

Thomas Chappell was a monumental mason working in Hamilton from about

1887 who also worked as a builder and bricklayer. In 1907 he applied to council for the transfer of his lease of the allotment on the corner of Bridge and Grey Streets to William Bouskill of Auckland.<sup>[218]</sup> His business, Waikato Monumental Works, was taken over by Bouskills as Hamilton Monumental Yards, and in turn was taken over by John Prickett in late 1914 until he retired about 1932.<sup>[219]</sup> W. Parkinson merged with Bouskill by early 1935, and the work of Parkinson and Parkinson & Bouskill is represented in Hamilton East and West Cemeteries. Monumental masons McNab and Mason of Auckland also had a Hamilton branch. Other monumental masons, funeral directors and undertakers include N.J.



Figure 9.89 J Bouskill, an Auckland monumental and general mason's firm, had a branch of the business in Hamilton. Their yard was on the northern corner of the junction of Bridge and Grey Streets. c.1910. HCL\_12647.

Mahon, Haven Funeral Services, Walkerden, R&R Grace, J.H. McMahon & Co., James R. Hill, E.G. Scrimshaw, Tongue and Scrimshaw, Lloyd A. Williams and more recently, Hamilton Funerals Limited and Seddon Park Funeral Home.

[218] *Waikato Times* 4 May 1907

[219] *Waikato Times* 27 May 1922; *Waikato Times* 5 January 1915; *NZ Herald* 5 September 1936



## Summary of Findings

## Current District Plan Listings

### District Plan – Schedule 8A

Site No	Name	Description
H48	Former Waikato Brewery	The Waikato Brewery was established on the site in 1897 by Charles and Mary Jane Innes. The Site was developed in stages and alterations in 1919 are still evident in the building that remains on the site.
H2	Railway House Factory	House Factory constructed in 1921-22 for the production of pre-cut timber houses for railway staff around the North Island
H25	Railway House Factory Kiln	Railway House Factory Kiln was integral in the process of production of the pre-cut railway houses. The kiln was used to artificially dry timber as there was a limited supply of seasoned timber.

H44	Frankton Junction NZ Railways Institute	Built in 1925 as a recreational building for the railway families for social and recreational purposes in the Frankton Railway Village.
H89	Hamilton Buildings	
H5	Former Bank of New Zealand	
H35	Former Post Office/Social Welfare	
H34	Barton and Ross Building	Needs some corrections – see Waikato Times 8 Sept 1928 p.8
H71	Howdens Jewellers	
H90	Harker's Building	
H72	Paul's Book Arcade	
H92	Grocotts Building	
H73	Alexandra Building	
H37	Wesley Chambers	
H36	Former Hamilton Hotel	
H91	Sahara Café (Former Guthrie Bowron Building)	
H74	Victoria Buildings	
H93	H & J Court Ltd	
H39	Central Post Office	
H40	Pascoe's Building (Also known as Frear's Building)	
H95	Micheal Hill Building (Former Dalton's Building)	
H77	Hamilton Borough Municipal Offices	

H105	Oxford Chambers	
H97	Irvine's Chemist	
H41	Cadman's Garage	
H42	Public Trust Building	
H43	Former NZ Dairy Co-op	
H98	Fine Arts Society Building (Housing NZ Society)	
H18	Petals Flower Shop/Kaiapoi House	
H82	Former Waikato Hospital Charitable Aid Society	
H19	Grand Central Hotel	
H13	Hamilton Club	
H48	Former Waikato Brewery	
H62	New Zealand Dairy Co-operative Butter Factory No. 1 and Power House	Built in the early 1900s for the Frankton Butter Company. It has undergone several additions in the 1910s and the 1960s.
H85	New Zealand Dairy Co-operative Electrical Workshop	Built in 1913 as a dairy factory as the electrical workshop for the dairy factory.
<b>District Plan – Schedule 8B &amp; 8C</b>		
Site No (NZAA No)	Name	Description
A104	Flour Mill	Flour mill was established on the site in 1872 and operated until fire destroyed the mill in 1889
A2	Lime kiln	
<b>District Plan – Special Character Area</b>		

Reference Name		Description
Appendix 4, Figure 4.4	Frankton Railway Village	Railway Department workers dwellings produced from the railway house factory and designed by George Troup based on Garden Suburb.
<b>Possible new listings</b>		
Item	Reason	
4 or 5 villas in Marama St	Built by developer/builder Thos Maunder	
Brick wall on Victoria St below St Peter's	Bricks said to have been made by Silvester Davis	
Innes soft drink factory/Meteor	Rare factory in Hamilton central; White, Leigh and De Lisle 1947 and 1954 plans	
371 Grey St	19th C shop	
Gillman Sayers office, 15-17 Vialou Street		
FAC building cnr Kent and Empire sts	Later occupied by Forlongs; relates to rail accessibility, retail, Ag support	
Iguana's Restaurant (Former Hannah's Building)	Brick building built in 1898 for J. T. Horne as grocery and refreshment rooms to replace the wooden building destroyed in the 1898 fire.	
<b>Builder – Mr Frear</b>		
Brick work – Mr Fawkes of Whatawhata		
Plastering – Mr Lorrigan of Auckland		
Ground floor – shop and refreshment rooms at the rear, plate glass windows, internal fixtures made from Kauri. First floor was a 6-room dwelling .		
Extended in 1906/07. Altered for Hannah's in 1915.		
Locate site/remains of Waikato Dairy Co. factory at northern end of Riverlea Rd.		
<b>Links to other sections within the Thematic</b>		
Transport		
Residential		
Agriculture		





**THEME 10:  
SHAPING HAMILTON'S COMMUNITY AND CULTURAL LIFE**



### 10.1. Maintaining spiritual life

Traditional Maori beliefs prevailed until the introduction of Christianity by Church Missionary Society (CMS) missionaries in the early 19th century. The main Christian denominations – Catholic, Anglican, Presbyterian and Methodist – predominated for most of the first century of Hamilton as a European settlement, but from the middle of the 20th century new migrants brought new religions and new Christian denominations. The expansion of Hamilton’s population after WWII also meant larger congregations of the smaller denominations. New denominations established internationally and locally also have representative places of worship or bases in Hamilton.

The 1881 Census found that the religions and denominations were:

858	Church of England
110	altogether of Church of Scotland, Free Church of Scotland, Free Presbyterians, Presbyterian Church of New Zealand, Presbyterian Church of Otago and Southland, and ‘Presbyterians otherwise described’
71	Wesleyan Methodists
1	Primitive Methodist
7	Bible Christians
8	Baptists
25	Congregational Independents
2	Unitarians
2	Society of Friends (Quakers)
253	Catholic and
5	Jews.

In 1901 there were 664 Church of England followers, less than 200 each of Presbyterians, Methodists and Catholics, and six Salvation Army. In 2018 over 50 Christian churches were listed in the Hamilton telephone directory in a range of denominations, in addition to places of worship for Islam and other religions.

#### Pre-European settlement

To Waikato iwi, the Waikato River was regarded by many as their eponymous ancestor; the river represents “the mana and mauri of Waikato-Tainui ... and their respect for it lies at the heart of their spiritual and physical wellbeing, and their tribal identity and culture”.<sup>[1]</sup>

[1] *Waikato-Tainui Deed of Settlement 2009*. <https://www.govt.nz/treaty-settlement-documents/co-management-of-waikato-and-waipā-rivers/waikato-tainui-waikato-river/>

Traditionally, the river was believed to house supernatural entities – one of these was the taniwha named Peketahi who guarded an elaborately carved pataka [storehouse] on an islet in the river and who enacted punishment when transgressions of rituals occurred.<sup>[2]</sup>

Several locations within central Hamilton have been recorded as having special traditional spiritual associations: the landing site by Kirikiriroa is identified as a traditional baptismal site and a carved ceremonial post (pouwhakarae) named Te Pou o Tahuwawa stood within Kirikiriroa pa.<sup>[3]</sup> On the hill Te Kopu Mania o Kirikiriroa, later known as Garden Place Hill, stood the sacred altar Te Ahurewa.<sup>[4]</sup> Te Ao Katoa, a Ngati Koura high priest, performed the last ancient ritual on Te Kopu Mania during his visit to the area with King Tawhiao in 1881. The ritual was to remove the tapu from the hill so that the mauri of the hill would not be desecrated by European settlers occupying the area and constructing houses its slopes.

#### Christian worship at Kirikiriroa

Christian missionaries were among the first Europeans to venture into the Waikato basin in the first half of the nineteenth century. William White claimed to have been the first missionary to enter the Waikato, in 1825; however he travelled alone and the pages from his journal that described this journey, and a subsequent one made between 1833 and 1836, were removed and lost.<sup>[5]</sup> White said he had been as far as Horotiu (the name given to the stretch of the Waikato between Ngaruawahia and Cambridge).<sup>[6]</sup>

There was no mission station at Kirikiriroa itself, but missionaries visited from time to time. The nearest mission stations were the Church Missionary Society stations at Pepepe and Kaitotehe, on the Waikato River opposite Taupiri, and Otawahao at Te Awamutu, and the Catholic mission at Rangiaowhia, but there were Wesleyan missions at Raglan and Kawhia Harbours. The Reverend A.N. Brown reported visiting Kirikiriroa and attending an evening service.<sup>[7]</sup> The adoption of Christian beliefs was seen in the holding of morning and evening services each day, reading classes, morning school and Sunday school.<sup>[8]</sup>

[2] *Moon p. 264-265 citing Elsdon Best Maori Religion and Mythology – Part 2 pp 481-2*

[3] *Opus 2000 Fig. 1.1; p.15*

[4] *The toe of the hill reached to Victoria Street but has been cut away.*

[5] *Gittos 1982: 134 footnote 16).*

[6] *Gittos 1982: 24, 25*

[7] *Norris 1963: 7 citing Brown’s unpublished diary*

[8] *Gibbons 1977: 27*

The meeting house Tohikiterangi at Kirikiriroa pa was converted to become the first Christian church in Kirikiriroa (and therefore in Hamilton).<sup>[9]</sup> In January 1849 at Kirikiriroa, Rev. Ashwell and Rev. Dr Maunsell administered communion to eight Maori and baptised 40 adults, many of whom were Ngati Haua chiefs.<sup>[10]</sup> In July 1849 Rev. Brown arrived at Kirikiriroa en route to Taupiri and was begged to stay. He held services and answered questions, with a congregation of 250 people at one service held in a small chapel.<sup>[11]</sup> Archdeacon Abraham attended the church service at Kirikiriroa one Monday evening in 1854; he slept in the raupo whare set aside for the use of Rev. Ashwell and used some of his tea.<sup>[12]</sup>

The first surveys for the militia settlements identified several sites for church groups to build churches, however these were not always utilised. During these early days, visits by the clergy were infrequent so the military commander Colonel Moule held church gatherings every Sunday and read the prayers himself.<sup>[13]</sup> These meetings were held in Colonel Moule's offices which stood within the Hamilton West Redoubt on the current Anglican cathedral site.

### Anglican Church [Church of England]

The Anglicans were the first to start construction of a church, in 1866, located on Victoria St opposite the end of Sapper Moore-Jones Place [formerly Marlborough Place]. However, in 1867, before it could be completed, it burnt to the ground.<sup>[14]</sup> The Anglicans finally completed their first church in 1871; it was used until 1875 when it was deconsecrated and sold to the Waikato Times. A few Hamilton West residents were buried in the grounds and it is assumed that their remains were disinterred at that time.<sup>[15]</sup> A third wooden church, named St Peter's, was built in 1876 along Victoria Street below the current St Peter's Cathedral and just south of the St Peter's Sunday School Hall which was built in 1893 and which still stands today.



Figure 10.1 The second Anglican Church stands to the right cottages at the south end of Victoria Street, north of Hood St. Garden Place Hill is in the background. HCL\_00390.



Figure 10.2 St Peter's Church (on left) and church hall (right). The church was completed in 1876 and consecrated in 1887. This photo was taken prior to the level of Victoria Street being lowered and is from a Muir & Moodie postcard. HCL\_02292.

[9] Opus 2000: 14

[10] Norris 1963:8-9, citing Ashwell's reports to the CMS).

[11] Norris 1963:7 citing Brown's unpublished diary

[12] Norris 1963:7 citing Colonial Church Chronicle and Missionary Journal vol.8

[13] Centenary of Hamilton, City of the Waikato, 1864-1964, p.27

[14] Norris The Anglican Church at Hamilton, 1843-1964, 1965 p. 8

[15] The disinterment and re-interment of remains requires further research, and an alert placed on the land.



The growing congregation in the early 1900s resulted in the need for a larger church building; there were also safety concerns over the wooden church building. On 24 April 1913 the Church of England Trustees received title to a large parcel of land on the top of the hill above. In 1914 Hamilton architects John Warren and his partner John Blechynden were engaged to design a new church. By 1915 funds for construction were obtained, and the new church was finally dedicated on 12 December 1916.<sup>[16]</sup> The church was built of ferro-cement. In 1926 the Auckland Diocese was divided to create the Waikato Diocese and St Peter's was consecrated as the cathedral for the Diocese on 12 December 1926.<sup>[17]</sup> In 1927 the Diocese was the recipient of a large bequest from parishioner Sarah Frear. This allowed the church to go ahead with the original plans for a church tower and completion of the west (north-west) wall with a new porch, chapel and baptistery. The plans were re-drawn by Gordon S. Reid, a former partner of John Warren but by 1933 associated with the firm Edgecumbe and White.<sup>[18]</sup> The



Figure 10.3 St Peter's Anglican Church c.1918. HCL\_06015.

[16] *The Vision and the Task* 1956

[17] *Ibid.*

[18] *Day & Day* pp.23-24; Edgecumbe & White, Reid Architects plans drawn Feb. 1933 on file in HCC building file, permit 2843

dedication of the new additions, which were built by W.B. Young, took place on 22 October 1933.<sup>[19]</sup> The change in the cathedral's height and solidity made it an impressive landmark, visible from a far distance.

Under the direction of architects Leigh, de Lisle and Fraser the interior was re-vamped during 1962-64.<sup>[20]</sup> In 1990 Smith Pickering Weallans Architects and Engineers designed new offices and a hall, situated to the north-west.<sup>[21]</sup> Further small adjacent parcels of land acquired over the years allowed for landscaping and access improvements, including a drive and car park.<sup>[22]</sup> In approximately 2000, landscaping incorporated a flight of 70 steps and three courtyards, one paved with a traditional Kingitanga raranga pattern, another with a Samoan mat pattern and the third featuring British garden elements. The design was conceptualised by Peter Sergel, Dean Keith Lightfoot and members of Te Tai Hauauru Archdeaconry; it also incorporated other spiritual and ethnic symbols.<sup>[23]</sup>

In 2009 Smith Pickering Architects designed a new entrance porch and a utility room.<sup>[24]</sup>

Other Anglican churches were established within Hamilton and Frankton as the population grew. Mary Jolly, widow of Thomas Jolly, offered land for a church. A section on Somerset Street was chosen and in 1907 a hall was built there to serve Frankton parishioners.<sup>[25]</sup> St George's Church was built beside the hall in 1915.<sup>[26]</sup> Other Anglican churches were built as suburbs developed: Holy Trinity Forest Lake, Chartwell, St Luke's in Melville, St Mark's in Nawton, St James in Hamilton East, All Saints Community Church in St Andrews, Hemi Tapu in Massey St and St David's in Dinsdale. St Francis' in Hillcrest was built first as a hall in 1956.

A church hall was built on the corner of Thames Street and Heaphy Terrace in 1922, and after a chancel was added, the building was dedicated in 1932. A vicarage and St Aidan's church were built on the opposite corner of Thames Street, dedicated 1956.<sup>[27]</sup> In 1960 St Chad's church hall in Holland Road was

[19] *Day & Day* p.26

[20] *Day & Day* p.38-39

[21] Plans including site plan, HCC property file

[22] Titles SA140/110, 207/55, 264/5, 47B/938

[23] *The Waikato Cathedral of Saint Peter*

[24] Plans, HCC property file

[25] Norris p. 17

[26] Possibly designed by Warren and Blechynden. WMAH collection 1998/1/367-9

[27] Designed by Aubrey de Lisle.

dedicated.<sup>[28]</sup> Holy Trinity in Ridout Street began as a church hall after land was bought from Frank Jolly in 1928; a hall was opened in Forest Lake Road by 1935 and in 1961 Holy Trinity Church on Forest Lake Road was built, in Hinuera stone.<sup>[29]</sup> St Alban's Church on the corner of Belmont Avenue and Comries Road was designed by Errol Care-Cottrell, who also designed additions to St Luke's Anglican Church.<sup>[30]</sup>

The Waikato Archdeaconry is situated in Morrinsville Road and services the parishes of Bryant Park, Chartwell, Claudelands, Melville, Hillcrest, Nawton, St James East Hamilton, St George's and St David's in Frankton and Holy Trinity in Forest Lake.



Figure 10.4 Probably taken from the water tower on Lake Road, this photograph looks north-west across Frankton with Lake Road running diagonally from lower left and Somerset Street running across the lower middle of the image. On the corner of Somerset Street and Lake Road is St George's Church which was built in 1915; the Mission Hall, which was built in 1907 and was where church services were held before St George's was built, is to the right. HCL\_01016 (cropped).

### Church of England school chapels

As part of the development of Southwell School on Hukanui Road in 1921, a site was set aside for the construction of a school chapel and a design for a chapel

[28] Norris p. 31

[29] Auckland Star 16 November 1935; Norris p. 33

[30] WMAH collection

prepared by architect John Blechynden. The All Hallows Chapel was built between 1923-1926 using concrete bricks built by students of the school.

Chapel of Christ the King, St Paul's Collegiate School, was designed by Chibnall Buckell Architects and received a New Zealand Institute of Architects Award. It seats over 800 people and is used for events in addition to religious services; it was opened by \*\*\*.

All Saints Chapel at Waikato Diocesan School for Girls was dedicated in 1956.<sup>[31]</sup> The chapel was designed by White, Leigh, de Lisle & Fraser and when the chapel was extended in 1984 this work was undertaken by the same firm, then known as De Lisle, Fraser, Smith & Pickering.<sup>[32]</sup> In 2003 the chapel was decommissioned, redeveloped by architects Chow Hill and rededicated in May 2004. The entrance is apart of the original building.

### Catholic Church

The first Catholic church erected in Hamilton was in Von Tempsky Street ; it was relocated to Clyde Street to the same site as the later St Mary's before 1874. The second Catholic church was St Mary's. It was constructed of kauri from Auckland and opened on 10 June 1877. It was located on Clyde Street.



Figure 10.5 St Mary's Catholic Church. HCL\_02254.

[31] Norris p. 29

[32] Email Megan Udy, Waikato Diocesan School to Lyn Williams 28 August 2019

The Church of Our Lady of the Rosary also known as "The Church of the Holy Rosary", and "St Mary's of the Rosary" was located opposite at the end of Bridge Street (now Anzac Parade) on Grey Street in Hamilton East, an imposing site. It was a baroque revival style built in 1911 and opened 1912. It was demolished in 1974 and replaced by St. Mary's Church which became the "Cathedral of the Blessed Virgin Mary" in 1980.



Figure 10.6 The imposing front elevation of the Church of Our Lady of the Rosary as viewed from Bridge Street. This is the main entrance showing columns, arched door and cross on top of the gable. In front of the entrance is the Sacred Heart of Jesus statue. HCL\_M00295.12.



Figure 10.7 Rear and side view in c.1971 of the Church of the Holy Rosary. It was replaced by St Mary's Catholic Church in 1975. HCL\_M00295.11.

St Colomba's

### Methodist Church

Methodist beginnings in Hamilton go back to 1864 when Rev. John Rishworth was appointed as Methodist minister to the new militia settlement.<sup>[33]</sup> Half an acre of land on the corner of Collingwood Street and Victoria Street was gifted to the church by Assistant Surgeon William Rayner. In 1868 the first Wesleyan Methodist Church was opened on the site. In 1872 when Dr Rayner moved from Hamilton he offered the remaining half-acre of land to the church on the condition that outstanding debts on the land be settled by the church.<sup>[34]</sup> This church served the Methodist community for fourteen years until 1882 when a new church was constructed adjacent to the original church which was then use as the Sunday school hall until 1904 when it was replaced and sold.<sup>[35]</sup> The purchaser relocated the building to Hamilton East and converted it into a house.

The Primitive Methodist Church first began services in Hamilton in 1904 holding services in the Council Chambers which was located beside of the public

[33] *Hamilton Methodist Centenary, St Paul's Church Vol 20, No 4. Pg 6*

[34] *Hamilton Methodist Centenary, St Paul's Church Vol 20, No 4. Pg 7*

[35] *Gibbons, Page 60.*



library in Victoria Street.<sup>[36]</sup> In 1906 the Primitive Methodists commissioned the construction of a new church in London Street, Hamilton. St Paul's Primitive Methodist Church is a simple gabled church with a modest bell tower and small pointed canopy over the main doors was designed by the architect Ebenezer Burgess, and built by Messrs Scott Brothers of Hamilton.



Figure 10.8 St Paul's Methodist Church on London Street, c. 1910. HCL\_08270.

The Primitive Methodists and the Wesleyan Methodist Church of New Zealand amalgamated on the 21st September 1913, and the combined congregation met at the Wesleyan Church in Collingwood Street for the first time. The services continued to be held at the Collingwood Street church (due to the amalgamation of the two congregations and the size of the Primitive Methodist Church) until alterations were completed at the Primitive Methodist Church in London Street.

At this time, the church was renamed the 'Central Methodist Church'. The additions included a larger porch at the front of the church and an extension of the nave, increasing the seating capacity from 175 to 450. Spaces for the choir and minister were also provided. The enlarged church was officially opened on 21 June 1914.

[36] *Hamilton Methodist Centenary, St Paul's Church Vol 20, No 4. Pg 18*

In 1915 Trinity Wesleyan Church was relocated from Collingwood Street to the Methodist Church site in London Street, to be used as a Sunday School hall and school rooms were added along the west side. It was renamed the Wesley Hall. The Wesley Church site in Collingwood Street had commercial prospects, and became an asset in terms of funds for the church. The Collingwood Street Sunday School (first church building) was given to St John's in Wellington Street, Hamilton East in 1916 and remained in use until 1966.<sup>[37]</sup>

Hamilton West Methodists who lived near Frankton Junction had attended church either at the Wesleyan Methodist Church in Collingwood Street or at the Primitive Methodist Church in London Street in central Hamilton. The Methodists of Frankton decided to build a church for their district and purchased a site near the corner of Massey and Lyon Streets in 1912. The church building was designed by Hamilton architect Frederick Daniell, of Daniell and Anderson Architects, who was closely involved with the Methodist Church all his life. St James Methodist Church in Frankton opened on 5 January 1913.<sup>[38]</sup> In 1922 a Sunday School Hall was erected through the efforts of church members. Construction of the hall was almost completed in a day. Since 1994 the church and hall have been a part of Hemi Tapu Marae, part of the Maaori Pastorate of Te Manawa o Te Wheke of the Anglican Church in Aotearoa.

With the assistance of the architect F.C. Daniell a new church was also built on the corner of Grey and Wellington Streets in 1910.

A Methodist church was established in Rototuna in 1907 on the corner of Hukanui and Rototuna Roads with assistance from the Thomas Family who gifted the land.<sup>[39]</sup> Services had been held in the school until then. The church was built of totara by George Jack of Hamilton. It was enlarged in 1912 with the addition of a Sunday school room and again in 1923 and 1929 as the congregation and the work of the church expanded.<sup>[40]</sup> In 1930 this church was burned down in an act of arson and the following year a new concrete church and hall were constructed on the same site and still stand today. Fred C. Daniell designed the buildings for free and George Jack won the contract to build.<sup>[41]</sup> The church was opened in April

[37] *Cross Currents, 125 years of settler Methodism, in Kirikiriroa – Hamilton*, Virginia Graham & Douglas Payne 1989, Page 19.

[38] *Virginia Graham & Douglas Payne 1989, Page 73*

[39] *Oldfield, CB These Unfolding Years*

[40] *Ibid.*

[41] *The architectural plans are in the WMAH collection 1984/7/297.*

1931.<sup>[42]</sup> Services were conducted by both Methodists and Presbyterians, and the Mayor of Hamilton at the time, J. R. Fow, often took services at the church. The church closed in 1976 when the parish united with the St Alban's Church in Chartwell.<sup>[43]</sup> The church building still stands today and is used as a dance studio.

The Methodists purchased a quarter acre of land from the Evangelical Church Claudelands and built the Wesley Church in 1925. The church was relocated in 1950 to enable the construction of a brick youth hall. The primary department room at St Paul's was relocated to Wesley Church in 1961 when a new centre was constructed at St Paul's London Street.<sup>[44]</sup> Other Wesley Methodist Churches in Hamilton include the church on the corner of Heaphy Terrace and Bettina Road.



Figure 10.9 This house was situated in Milton Street but set back from the street-front row of houses. It is the second Wesleyan Parsonage, built on the site of the original which was destroyed by a fire in 1899. Milton Street was a street situated between Collingwood and Thackeray Streets that was removed in order to align Thackeray Street with Cobham Drive. Photographer: Breckon, 1910. HCL\_08845.

### Presbyterian Church

In 1865 two visiting Presbyterian ministers conducted the first Presbyterian service in Hamilton, in Moule's redoubt. The first Presbyterian church in Hamilton was completed in March 1867, on Grey Street near the corner of Clyde Street, opened by Rev. T. Norrie.<sup>[45]</sup> At times over the next 15 years ministers came from Cambridge to take services. In 1885 when Hamilton was made a separate charge, it became known as St Andrew's. This building was relocated to Albert Street in 1921 for use as a Sunday School and demolished in 1957.



Figure 10.10 The first St Andrew's Presbyterian Church, located on Grey Street. HCL\_00951.

[42] NZ Herald 16 April 1931

[43] Annals of Rototuna, May Thompson.1979, Page 69

[44] Virginia Graham & Douglas Payne 1989, p. 74

[45] A Century of Faith p. 7

Services began in Frankton in 1904, first in a home and then a shop, until First Church in \*Kent Street was built in 1912 and became a separate charge.<sup>[46]</sup>

A new St Andrew's Church was built on the corner of Te Aroha Street and River Road in 1914. The building was designed by \*\* The Sunday School hall of the original St Andrew's was moved to sit beside the new church in 1920 as a kindergarten.. a manse beside it in 1926, replacing the previous manse in Piako Road.

Additional buildings in 1955 saw the development of the St Andrew's Church Centre, built by W.B. Young Ltd.<sup>[47]</sup>

In 1925 Knox Parish was formed from the secession of Hamilton East, Gordonton, Horsham Downs and Rototuna from St Andrew's Parish. Knox Parish had 79 communicants in 1925, grown to 332 in 1960. The old wooden church was their base, and in 1936 half of the Hamilton courthouse was shifted to the site for use as a church hall and Sunday School.<sup>[48]</sup>\*\*\*

In 1981 the Te Aroha Street manse became "Link House".  
\*\*\*\*

### Salvation Army

The Salvation Army was established in Hamilton in 1888, numbers swelling from an initial 40 people attending a meeting on May 13 to some 400 people a month later – and this when Hamilton's population was only about 1200.<sup>[49]</sup> The Army first met in the Oddfellows Hall in Cook street, and then in the public hall in Hamilton West before building their own barracks, in Hood Street. In 1893 they erected a small wooden hall in Victoria Street, but replaced this in 1902.<sup>[50]</sup> In 1912 they opened more substantial premises in Bryce Street.<sup>[51]</sup> These in turn were replaced by the large Worship and Community Ministries Centre in London Street.

[46] *A Century of Faith* p. 7

[47] *History of St Andrew's Church Centre*

[48]

[49] *Waikato Times* 12 June 1888

[50] *Waikato Times* 13 June 1893; *Waikato Argus* 15 February 1902

[51] *Waikato Argus* 3 May 1912



Figure 10.11 The first or second Salvation Army hall was in Victoria Street, sandwiched between more substantial buildings. HCL\_14360.



Figure 10.12 A 1939 photograph shows the Salvation Army citadel in Bryce Street, at far right. HCL\_01193.



### Baptist Church

A Baptist church was built on the north-east corner of Victoria Street and London Street and opened on 11 November, 1906. A new church was built in London Street and opened on 16 March, 1924, and the original church was removed to the rear of the new church in 1930 to be used for a Sunday school. The church was demolished in 1985. In 1952 a hall/church was built on corner of Heaphy Terrace and Searancke Street.



Figure 10.13 Hamilton Baptist Church on the corner of Victoria and London Streets, 1907. HCL\_03649.



Figure 10.14 The second Baptist church, in London Street, 1970s. The former church is visible in the left background. HCL\_M00290.15.

### Lutheran Church

Members of the Lutheran Church first met in the YMCA in Barton Street but in 1924 the church bought a property at 27 Abbotsford Street, which had an old house on it that could be used as a manse and venue for meetings. The dedication and laying of the foundation stone for a purpose-built church was held on April 7, 1957.<sup>[52]</sup> The church was built by congregation members under the supervision of carpenter Bob Buchanan and tradesman M Hubner.<sup>[53]</sup> Oliver Brothers did the bricklaying. St Matthew Lutheran Church was extended in 1962 with a Sunday School room, a manse was built on an adjoining property in 1966, and the church extended with a hall in 1976.<sup>[54]</sup>

### Church of Christ

Church of Christ began in September 1882 with a well-attended lecture by George A. Brown and G. A. Aldridge, in the Hamilton Hall.<sup>[55]</sup> Later meetings were held in the Masonic Hall, and baptisms in the river at the end of Wellington Street.<sup>[56]</sup> A wooden and concrete church was opened in October 1911 in Grey Street [Heaphy Terrace] between Te Aroha Street and the railway.<sup>[57]</sup> The work was undertaken by volunteer labour and completed in six days; the membership at the time was only 30.<sup>[58]</sup> Since then other churches have been built, on the corner of Mardon Road and Wordsworth Crescent, in Herbert Street in 1967 and Tomlin Road.

\*\*\*

on the corner of Bettina Road and Heaphy Terrace – now Wesley Methodist Church.

### Pai Marire

Pai Marire, the “first organised expression of a Maori Christianity”, grew out of the conflict of land in Taranaki in 1862.<sup>[59]</sup> Maori leader Te Ua Haumene called the new faith Hauhau based on the principle of pai marire: the breath of God, goodness and peace. Hauhau followers became involved in armed conflict in a bid to achieve peace by throwing off the yoke of the Pakeha, to regain confiscated

[52] <http://www.hamiltonlutheran.co.nz/index.php/about-us/our-history>

[53] Building Permit issued 1956

[54] <http://www.hamiltonlutheran.co.nz/index.php/about-us>

[55] *Waikato Times* 12 September 1882

[56] Smith, Betty Laloli p. 74

[57] DP 15048, DP 22329

[58] *Waikato Argus* 24 and 30 October 1911

[59] <https://nzhistory.govt.nz/politics/pai-marire/pai-marire-intro>

lands and sovereignty. Other followers such as Te Whiti o Rongomai at Parihaka stressed the need for peace. In 1875 Tawhiao, the second Maori King, adopted Pai Marire in his own version Tariao (Morning Star) as the faith of the Kingitanga.<sup>[60]</sup> His granddaughter Te Puea ensured the continuance of Pai Marire and it remains of prime importance to the King Movement. Pai Marire chants are an essential part of ceremonial occasions in Hamilton and the wider Waikato.

### Ringatu

Te Kooti Arikirangi Te Tūruki founded the Ringatu church in 1875, based on the previous movement of the same name. The name Ringatu refers to the upraised right hand, the symbol of the church. Ringatu does not have church buildings but followers meet on marae. It is not known how many Ringatu followers there are in Hamilton.

### Te Haahi Ratana

Te Haahi Ratana was founded in 1925 by Tahupoiki Wiremu Ratana, a spiritual leader and faith healer. In 2013 the Ratana Church was the largest Maori denomination in New Zealand, with a membership of over 38,000.<sup>[61]</sup> Waikato Maori attend the annual hui at Ratana Pa.

### Apostolic and Pentecostal Churches

In the 1940s and 1950s the Apostolic and New Life churches held tent crusades, often in rural areas, which attracted large numbers of Maori.<sup>[62]</sup> Turangawaewae was often the venue for large revival meetings. Elim Church Hamilton was established in 1961 and has premises in Maui St, Te Rapa. Other Pentecostal churches in Hamilton include Gateway Church, Arise Church, the Potter's House and Activate Church.

### Destiny Church

In 1994 Brian Tamaki founded the Destiny Church, after a split with the Apostolic Church. The church has a large following, primarily Maori. There is a Destiny church in Te Rapa.

### Church of Jesus Christ of the Latter Day Saints (Mormonism)

Temple\*\*

There are several LDS churches, including in Heaphy Terrace, O'Neill Street,

Tuhikaramea Road\*\*

Other Christian organisations in Hamilton in 2018 include 7th Day Adventist, Brethren and Jehovah Witness. The Russian, Romanian, St Gregorios, Indian and Serbian Orthodox Churches each have congregations. New denominations established internationally and locally also have representative places of worship or bases in Hamilton: Destiny Church, OAC Ministries (an office on corner of Rifle Range Road and Aberdeen Drive, formerly a chapel), Reformed Church of Hamilton in Aberdeen Drive. Activate Church began in Hamilton in 1940; their first church building opened in Grey Street in 1956 and the church now has two campuses, at Enderley and Rototuna.<sup>[63]</sup>

### Other religions

#### Judaism

The Waikato Jewish Association (WJA) was formally established on 16 March 1996 by a small local group of long-time Jewish residents of Hamilton. It is a community organisation which has been continually active since its inception. Although there is no synagogue or other visible Jewish establishment in the Waikato, Jewish members of the community meet regularly at a range of venues to conduct prayers, commemorate significant events in the Jewish calendar, to celebrate collective cultural & religious identity and to respond to the needs of members.<sup>[64]</sup>

#### Hindu

There are four Hindu communities currently in Hamilton, with a Radha Krishna Temple situated in Maui St, Pukete. It is currently the only established "Hindu" Vedic Temple (Mandir) in the Waikato region. It provides a place of worship, spiritual gathering and a place for traditional Vedic and community ceremonies/ functions for the Hamilton/Waikato Indian community in particular and the wider Waikato community in general who may be interested in these traditional Indian/ Vedic activities.<sup>[65]</sup>

#### Buddhism

In 2018 six Buddhist organisations existed in Hamilton; one is specifically a charitable group, the Buddhist Compassion Relief Tzu Chi Foundation. This was

[60] <https://teara.govt.nz/en/biographies/2t14/tawhiao-tukaroto-matutaera-potatau-te-whereowhero>

[61] <https://teara.govt.nz/en/nga-hahi-maori-and-christian-denominations/print>

[62] <https://teara.govt.nz/en/nga-hahi-maori-and-christian-denominations/print>

[63] <https://www.activatechurchhamilton.com/>

[64] <https://www.waikatojewish.com/>; <http://ethniccommunities.govt.nz/community-directory/a-z/waikato-jewish-association>

[65] <https://www.eventfinda.co.nz/venue/radha-krishna-temple-hamilton>

established in 2002 in Auckland by immigrants from Taiwan, but with members of the group working in Hamilton. The Waikato Cambodian Trust has a building in Higgins Rd for use as its temple.

### Sikhism

The New Zealand Sikh Society was developed in 1964, and the first New Zealand Sikh Temple was built in Hamilton in 1977, at Te Rapa. There are now three gurdwara (the Sikh places of worship) in Hamilton.<sup>[66]</sup> Gurdwara Mata Sahib Ji meets in what was an industrial building in Bryant Road. The Guru Nanak Sikh Temple at Puketaha is outside the Hamilton boundary but also serves Sikh adherents in Hamilton.

### Islam

The 2013 census recorded around 3000 Muslims in the Waikato region, with most residing in the city of Hamilton. The history of Muslims in Waikato is more than a century old, but the first regular Islamic prayer services in Hamilton began in the early 1970s with the arrival of a few Muslim families from India, Pakistan and Sri Lanka. A residential property in Hillcrest, the private home of one of the newly arrived Muslim families, Dr Anis Rahman, was the location of these first prayer services. Dr Rahman was the first acting lay Imam.

The Waikato Muslim Association or WMA was set up in August 1979 as the Waikato-Bay of Plenty Muslim Association Incorporated with 28 registered members comprising eight families. By the 1990s it was simply called the Waikato Muslim Association.

In December of 1983 the WMA purchased the Boundary Road corner site 921 Heaphy Terrace, a three bedroom villa on nearly half an acre. Some modifications were made to convert it into a mosque and it remained in the same shape until late 90s. The presence of the Islamic Centre not only allowed for regular daily and congregational prayers but also regular Quran lessons for youth and community activities. With a steady flow of migrants into the Waikato, especially from Fiji and Somalia, the Muslim population grew considerably by late 1990s and the building became too small especially for congregational prayers. In 1996 the Association launched a fundraising drive to build a proper mosque on the Heaphy Terrace site. The cost was estimated to be around \$500,000, which was raised through local and national efforts. The work started on building the new mosque in May 1997

and finished later that year. The new mosque opened its doors to worshippers in February 1998.

In 2012, the neighbouring property at 917 Heaphy Terrace was acquired in order to extend the mosque. The construction work started in early 2013 and finished later that year.

In March 2014 the first floor of the newly built two-storey building started operating as Islamic education centre (known as WISE), and two months later Hamilton's first Islamic Integrated Early Childhood Education centre, Iqra Educare, opened its doors. The construction of the new building was made possible through local fundraising assisted by a grant from the Islamic Development Bank. Currently there are around 100 young Muslims and Muslimahs enrolled in the WISE centre and learning about Islam and Quran Alhamdulillah. The ECE centre, Iqra, which is licensed for 30 pupils by the Ministry of Education, is now fully subscribed.<sup>[67]</sup>

### Baha'i

The Baha'i Faith has a presence in Hamilton with a centre at 8 Ross Crescent, Fairfield.

## 10.2. Educating people

Public education in Auckland Province was set up under various legislation, including the Common Schools Act 1869 and the Auckland Education Act 1872 – these established the Central Board of Education, the system of school inspectors, defined the education districts and paid the salaries of teaching staff. The Education Act 1877 established free, compulsory and secular education for all Pakeha children. Maori children could attend the free schools if their parents wished them to, but primary education was not made compulsory for Maori children until 1894.<sup>[68]</sup> This free education applied only up to Standard Six (Form 2 or Year 8).

The Department of Education, established by the 1877 Act, allocated funding to 12 regional education boards.<sup>[69]</sup> In its early years Hamilton was within the jurisdiction of the Central Education Board, then the Auckland Education Board and from 1953 the South Auckland Education Board. Communities often had to

[66] [https://en.wikipedia.org/wiki/Sikhism\\_in\\_New\\_Zealand](https://en.wikipedia.org/wiki/Sikhism_in_New_Zealand)

[67] <https://www.waikatomuslims.com/>

[68] <https://nzhistory.govt.nz/page/education-act-1877>

[69] <https://nzhistory.govt.nz/page/education-act-1877>



raise the funds for land and buildings.

The supply of education in Hamilton after European settlement was erratic and is not well documented; newspaper reports did not always distinguish between Hamilton East and West and mis-named venues of meetings and the names of schools. In 1865 it was felt that “the regimental schools, to some extent, meet the necessities of the case” but their future was uncertain, especially as the settlers would have to provide the salary for the teacher.<sup>[70]</sup>

The militia authorities set up a school in Hamilton West, but this was closed down in 1867 despite protests from the settlers, who wanted education for their children. Another temporary school in Hamilton East is believed to have been in a hut, in Hamilton West in a tent. In 1867 a school was established in Sydney Square [Steele Park] by Lieutenant Johnson, with Miss I. Coleman in charge in 1870.<sup>[71]</sup> It was later reported that William Johnson was appointed teacher of East Hamilton District School in 1873 i.e. not 1870.<sup>[72]</sup>

In June 1868 it was announced that Armed Constable GF L’Estrange was to be schoolmaster of a free school to be opened in Hamilton East; however after just a month the Defence Minister decreed that this was not appropriate and the school was broken up.<sup>[73]</sup> Other accounts state that a school in Hamilton East opened in an old government hut in 1872 and then occupied a hall between 1873 and 1876. One (or both) of the schools was referred to as the Hamilton District School, and in April 1870 a meeting with the teacher Mr Clarke was attended by more than 180 children, of whom 54 were enrolled on the school register.<sup>[74]</sup> Clarke also conducted night classes on both sides of the river, on alternate evenings and had 14 youths attending.<sup>[75]</sup>

In 1871 a meeting of electors and residents met in the Hamilton Hall to elect a member to be on the school committee, and resolved to make it possible for parents to send more than one child to school, the fee being prohibitive.<sup>[76]</sup> In 1871 it is referred to as Hamilton District School, sometimes as East Hamilton and

[70] *Daily Southern Cross* 3 July 1865

[71] *NZ Herald* 12 December 1933

[72] *NZ Herald* 31 January 1873

[73] *NZ Herald* 3 June 1868; *Daily Southern Cross* 25 July 1868

[74] *Daily Southern Cross* 22 April 1870. The article refers to ‘school’ and ‘schools’.

[75] *Ibid.*

[76] *NZ Herald* 24 March 1871. This hall was beside the Hamilton Hotel, not the one of the same name beside the Waikato Hotel.

sometimes as West Hamilton.<sup>[77]</sup> In 1875 there was a school on both sides of the river, both having buildings in dilapidated states.<sup>[78]</sup>

Hamilton East and West Schools remained the only state schools within Hamilton Borough for many years; St Mary’s for Catholic students was opened in 1884. Frankton School was established within Frankton Borough in 1911. The establishment of new schools did not always keep pace with the growth and spread of the city; conversely, a few schools were established before their catchment came into the borough (or later, city). No new schools were opened between 1926 and 1954, apart from Waikato Diocesan School for Girls in 1928.<sup>[79]</sup> By 1977 there were 29 state primary (including intermediate) schools and seven private schools within the city.<sup>[80]</sup> Hamilton East School is the oldest school within Hamilton still located on its original site.<sup>[81]</sup>

In the last 20 or so years schools have been more conscious of the needs of Maori students and several have built a whare nui and have a marae on their campus.

### Pre-school institutions

Private kindergartens operated in Hamilton from time to time; the first may have been the kindergarten and private school run by Mrs Benton at Claremont Villa in 1903.<sup>[82]</sup> Eveleen Chainey opened a kindergarten day school “for little folk from four years upwards” from late August 1908, in a house in Albert Street. She later shifted to Abbotsford Street and took in older pupils as well. Misses Brenda Hunter and M.A. Buckleton proposed starting a kindergarten early in February 1914; later in 1914 it was run by Misses Hunter and Russell in the Oddfellows’ Hall in Knox Street.<sup>[83]</sup> In 1945 there were three private kindergartens operating.<sup>[84]</sup> \*\*\*

A free kindergarten association was established in Hamilton in late 1920, and under its umbrella a kindergarten was started in St George’s Sunday School building in 1921; however the kindergarten closed in 1923. It was not until early 1946 that the Hamilton (now Waikato) Free Kindergarten Association was founded. The first kindergarten to be opened under their auspices was the Claudelands Kindergarten, initially in St Andrew’s Presbyterian Church Sunday

[77] *NZ Herald* 6 April 1871

[78] *Waikato Times* 7 January 1875

[79] *Gibbons* p. 238

[80] *Gibbons* pp. 345-46. This does not include schools in areas that have since been brought within the city

[81] *Centenary of Hamilton*; Page 53

[82] *Waikato Argus* 24 September 1903

[83] *Waikato Argus* 11 September 1913; *Waikato Times* 29 January 1916

[84]

School. The government provided a 2:1 subsidy for construction, but even so it took four years of fundraising by the community and the Kindergarten Association to raise the funds for purpose-built premises. Hamilton architects Leigh, de Lisle and Fraser designed the kindergarten, on River Road, the first purpose-built kindergarten in the region to fully comply with new government standards as to size, ventilation and sanitation. The building included two playrooms to accommodate 40 children and cost £5,500. It was built by Maxfield Construction. It was opened on 5 February 1952 and re-named Miropiko after the adjacent pa site. The children from Claudelands Kindergarten shifted into the new brick building.

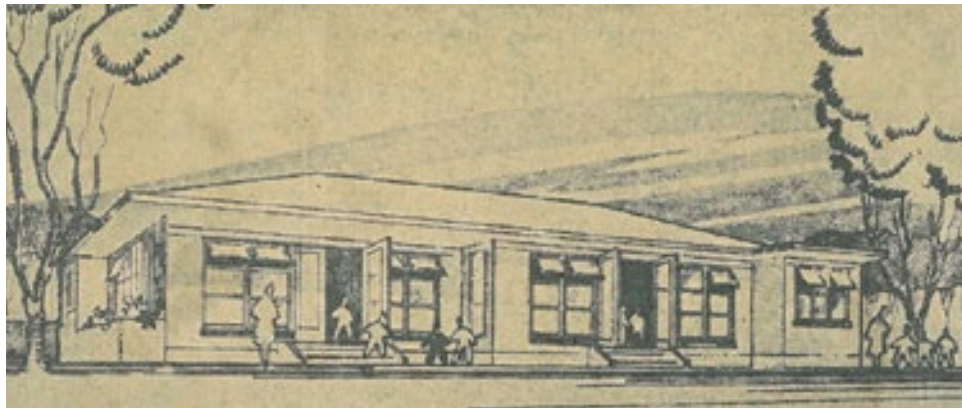


Figure 10.15 An architect's impression of the new kindergarten. *Waikato Times* 2 May 1950.

Whitiora Kindergarten was established by the Association in 1948 and purpose-built premises were opened in July 1953 in the grounds of Whitiora primary School. It was probably also designed by Leigh, de Lisle and Fraser, as was Frankton Kindergarten in Massey Street opened in 1956; it had operated in the Methodist Sunday School hall since 1947.<sup>[85]</sup> Several other kindergartens were constructed from the mid-1950s as a result of Hamilton's growth during the post-war baby-boom and in-coming residents. Peachgrove Kindergarten at 181 Galloway Street was constructed in late 1956 by Tom Muir.<sup>[86]</sup> G.W. Lee applied for a building permit for Hamilton Free Kindergarten in Horne Street in late 1956; the site had been set aside for the Hamilton Free Kindergarten Association in 1953.<sup>[87]</sup> Fairfield Kindergarten opened at 31 Kenney Crescent in 1958 in a new subdivision; R.E. Metcalfe was the builder for this and Frankton Kindergarten.

[85] *Kindergarten Association History* p. 41

[86] *HCC Building Permits Index*

[87] *SO 35940; NZ Gazette 1953 p.1983; Building Permits index*

Hamilton architect Errol Care-Cottrell also prepared designs for kindergartens: in 1957 Jamieson Kindergarten at Storey Avenue (built 1958) and St Andrew's in 1966.<sup>[88]</sup> Kindergartens were sometimes held in church halls e.g. Chartwell Church.

A Methodist kindergarten was operating in Heaphy Terrace by 1955, either in the hall/Sunday School or in the adjacent church on the corner of Bettina Road; Glenview Kindergarten at 5 MacDonald Road was also early. A private kindergarten opened in Melville in 1957.<sup>[89]</sup> White, Leigh and De Lisle designed a proposed Catholic School for Infants at Hamilton East in August 1949.<sup>[90]</sup>

The Waikato Kindergarten Association, now called Kindergartens Waikato, has 22 kindergartens within Hamilton. In addition there are several private kindergartens, child-care centres, kohanga reo, playcentres and early learning institutions that offer education as part of their services.

A Cook Island pre-school was established in about 1980.

### Primary and Intermediate schools

In 2018 Hamilton has 44 primary and intermediate schools, but for many years there were only two public schools, Hamilton East and Hamilton West. Frankton School opened in 1911. As the population grew and new suburbs were established, primary schools were opened. A new school, Te Ao Marama, opened in January 2019, to cater for the growing suburb of Flagstaff North.

Initially schools catered for all ages, with classes for senior students being established initially within a primary school. Intermediate schools for Standards 5 and 6, later called Forms 1 and 2, and now Years 7 and 8, were established from 1954.

### Hamilton East School

Hamilton East School was established in 1872 "in an old government hut" measuring 18.3 x 6.1 m.<sup>[91]</sup> A meeting planned for the election of a school committee was postponed until the boundaries of the school district were defined.<sup>[92]</sup>

[88] *Waikato Museum Errol Care-Cottrell collection*

[89] *Kindergarten Association History* p. 41

[90] *White & MacDonald collection, 2001/5/11, WMAH*

[91] *Kellaway* p.47-48. *The school celebrated its diamond jubilee in 1933, implying it was established in 1873.*

[92] *Waikato Times* 11 January 1873

In 1876, Allotment 406, a 3.3 acre [1.335 ha] parcel that had been set aside in 1865 for forage purposes, was gazetted as a school site.<sup>[93]</sup> Hamilton East School was built and opened on the site in 1877. It grew from one classroom to five rooms by 1938 when most of the original building was demolished; the end room was saved (H52).

The Infant Block dates from about 1904. Hamilton East had additions in 1916 and 1920, bringing it to six classrooms.<sup>[94]</sup> In 19\*\* the Infant Block received two 7.9 x 7.3 m classrooms.<sup>[95]</sup>

\*\*an example of the new Fresh Air School building was opened at Hamilton East.<sup>[96]</sup>

In 1924 a further advance was made with the erection of two sets of plastered brick toilets with water closets.<sup>[97]</sup>

In 1930 an “open-air” or “Taranaki Type” building was constructed at Hamilton East – it was 7.9 x 6.7 m with a full-width cloakroom and a verandah or porch on three sides high ceiling and clerestory windows H52 and 53).<sup>[98]</sup>

### Hamilton West School

Hamilton West school apparently opened in 1864 in the militia gymnasium in or by the Hamilton West redoubt. The school had a teacher by 1873. In 1875 the building used as a school was in a deplorable state, with such a leaky roof that the desks had to be made watertight.<sup>[99]</sup> In 1876 a school was built on Garden Place Hill, on a site gazetted as a school reserve in 1876.<sup>[100]</sup> This was 15.2 x 7 m with an end porch and a fireplace. A separate teacher’s residence was built on the site as well. In 1879 the residence and the school building were extended with the addition of another room and a new porch forming a separate entrance for girls.<sup>[101]</sup> The playground was segregated and boys and girls entered the grounds through separate gates. Adjacent cloakrooms were added in 1883.

In 1881 the chairman of the school committee complained to the council re poor

access and asked to have the track from Victoria St made accessible by drays and to have a gravelled footpath for the children.<sup>[102]</sup>



Figure 10.16: Hamilton West School, with the original room to the left and the 1879 extension. Taken from the Supplement to the Auckland Weekly News 03 November 1899. Sir George Grey Special Collections, Auckland Libraries, AWNS-18991103-4-4.

[93] NZGZ 1876 p. 927

[94] Kellaway p. 124

[95] Kellaway p. 164

[96] Kellaway p. 197

[97] Kellaway p. 176

[98] Kellaway p. 184-5

[99] Waikato Times 7 January 1875

[100] NZ Gazette 1876 p.54

[101] Kellaway; acceptance of tender Auckland Star 16 May 1879

[102] Waikato Times 17 March 1881





Figure 10.17: Hamilton West School after the addition of more classrooms and administration rooms. HCL\_01342.

In February 1904 the head teacher, William H. Worsley, reported that the roll had risen to 232 and the school needed more accommodation.<sup>[103]</sup> At that time the school accommodated high school students as well, and a temporary solution to the overcrowding was the hire of St Peter's Sunday School room for the senior students.<sup>[104]</sup> The school committee asked the council to lay water pipes to the school.<sup>[105]</sup> In late 1904-1905 another five rooms were built, two being 9.1 x 6.7 m and two 9.1 x 5.7m.<sup>[106]</sup> A master's room and a teacher's room were also added. The architects were Mitchell and Watt and builder Mr Codham.<sup>[107]</sup> There was also a complete and up-to-date system of drainage and sanitary arrangements.<sup>[108]</sup> In 1910 a large 13.4 x 9.1 m classroom was added.

[103] *Waikato Argus* 6 February 1904

[104] *Waikato Times* 23 May 1904

[105] *Waikato Argus* 9 April 1904

[106] Sources state three, four or five rooms.

[107] *Auckland Star* 22 April 1905; *Waikato Times* 31 January 1905

[108] *Waikato Times* 31 January 1905



Figure 10.18: Part of a 1938 aerial photograph shows Hamilton West School on top of Garden Place Hill. HCL\_00138.

In 1939 the school shifted\*\*\* to a new site near the hospital, in the block bounded by Hammond and Horne Streets and accessed from Fow and Pembroke Streets. The site was part of the Hamilton West Town Belt but was taken for the Auckland Education Board and gazetted for Education Purposes.<sup>[109]</sup> The new school building was in the open air style, and perhaps the longest of the type, at 131 m long. It had ten classrooms, an administration core, shelter sheds and toilets. Three classrooms were added later, making the building 162 metres.<sup>[110]</sup>

Hamilton West School caters for Years 7 and 8 i.e. Intermediate classes.

[109] *NZ Gazette* 1939 p. 1860

[110] *Kellaway* p. 194-195



Figure 10.18: Hamilton West School buildings in 1962, as seen from the east (lower middle). The Technical School building is to the right and Hamilton Girls' High School in upper middle of image. Part of HCL\_16895



Figure 10.19: Te Rapa School. HCL\_01840.

### Te Rapa School

In 1905 Te Rapa was a new and vigorous settlement in the rural area to the north of Hamilton. Pukete School was nearby but was considered not close enough to take children from Te Rapa; neither was Hamilton West. Residents asked the Education Board for a school but were refused. The settlers raised the money themselves, landowner Livingstone gave an acre and the settlers bought the adjacent acre. The building was constructed and funded by the settlers of the area and handed over to the Board of Education on the proviso that they would provide a teacher.

The first building was 24 ft x 30 ft with a porch and cost £103. By the time of the opening the school had been operating for a few weeks with a teacher and 32 pupils.<sup>[111]</sup> The school was formally opened by Henry Greenslade MHR on 15 March 1906 with festivities including a concert.

In 1907 the Education Board declared that the Pukete School District would be divided into the new Pukete School District and the Te Rapa School District.<sup>[112]</sup>

In 1922 tenders were called for additions to Te Rapa School and approval was given for the construction of a teacher's residence.<sup>[113]</sup> The residence was built in 1923 and was of different design, with front and rear porches, two bedrooms, living room, dining room, kitchen, pantry and a wash-house off the rear porch.<sup>[114]</sup> The school was in a rural setting for several decades but increasing subdivision and settlement meant that in 1962 Te Rapa was brought into Hamilton City. The school has had major additions with classrooms laid out around a central hexagonal-shaped courtyard.

[111] *Waikato Argus* 16 March 1906

[112] *Auckland Star* 15 November 1907

[113] *NZ Herald* 10 April, 1922; 6 October 1922

[114] *Kellaway* p.292

### First Pukete School

In 1879 a school was built on the corner of Bern Road and Great South Road – at that time in a rural area but now within Hamilton City. In December 1878 D Henderson's tender for the erection of a school and teacher's residence was accepted by the Board of Education.<sup>[115]</sup> The school opened on 2 June 1879 and was expected to accommodate students living on the east side of the river, but they had difficulty getting across to the school.<sup>[116]</sup> The establishment of Te Rapa School meant that the catchment areas of each school were altered.<sup>[117]</sup> Pukete's roll dropped to only 16 pupils in 1909. The school building was totally destroyed by fire in July 1909 and for several years the children attended lessons in the Horotiu Hall. The freezing works at Horotiu were bringing in more families and instead of replacing the Pukete School, a new school was opened to the north of the original site, at Horotiu, in 1917.

### Frankton School

In July 1910 Cabinet decided to grant £385 for the erection of a school at Frankton.<sup>[118]</sup> Frankton School opened in April 1911 as one room with a porch, a roll of 68 children and two teachers. The original room was 8.2 x 6.4 m and even when opened it was acknowledged to be too small and would form the lean-to of a subsequent building.<sup>[119]</sup> By 1919 the original building had been divided into two classrooms with a further four rooms added, catering for 363 children.<sup>[120]</sup> Frankton became the largest of Hamilton's schools with a roll of over 700 pupils, but the opening of Rhode Street and Nawton Schools in 1959 and 1960 respectively took some of the pressure off numbers.



Figure 10.20: A panoramic view c.1911 with Frankton School building at right foreground. HCL\_02157b.

[115] NZ Herald 21 December 1878

[116] Waikato Times 29 May 1879

[117] Auckland Star 15 November 1907

[118] Auckland Star 2 July 1910

[119] NZ Herald 5 April 1911

[120] Frankton District School 1911-1986 75th Jubilee; Pearl, Nellie, Jean and Alison.



Figure 10.21: Frankton School c. 1912. HCL\_02426.

### Fairfield School

In 1918 when John Davies subdivided his Fairfield Estate into small farmlets, an area was set aside for a suburban school.<sup>[121]</sup> A meeting of householders was held soon after, to consider the proposal for a school.<sup>[122]</sup> Fairfield School opened with 150 pupils in two classrooms in 1919. Two more classrooms were added in 1920 and another two in 1925.<sup>[123]</sup> The number of pupils had doubled by 1925.<sup>[124]</sup> The first two rooms (and possibly the others) had Whitney folding sashes, a new innovation seen first at Tauranga in 1917.<sup>[125]</sup> In 1954 enrolment at the school was 1120 pupils. Temporary prefabricated rooms included army huts used in the Pacific in the war.<sup>[126]</sup>

[121] Waikato Times 9 April 1918

[122] Waikato Times 11 May 1918

[123] Kellaway p. 161

[124] Gibbons p. 163

[125] Kellaway p. 159-161

[126] Gibbons p. 238





Figure 10.22: Fairfield School c. 1921. HCL\_07939.

### Whitiara School

Whitiara School opened in 1919 with a brick building of three classrooms; a year later a mirror-image set of three classrooms was added.<sup>[127]</sup> In 1921 the school received two four-unit classrooms of the 'portable and extensible' type with corrugated iron sheathing.<sup>[128]</sup> An open-air block was built in 1939 and further additions in 1949, in the 1970s and recently.<sup>[129]</sup>

### Melville School

Melville School opened on 4 August 1924, one room with a roll of 20 and one teacher. It began as a side school to Hamilton West School when that institution was still on Garden Place Hill. Until 1925 it took students only up to standard II. Additions were built in 1929 and 1950 to create six classrooms.<sup>[130]</sup> The school now has eight classrooms, a hall and library and caters for year 0 to Year 6 and has partial Maori Immersion (Bilingual) classes.<sup>[131]</sup> The former Kimihia School building erected in 1895 was shifted to Melville School as the library prior to 1977.<sup>[132]</sup>

### Later Pukete School

Pukete came into Hamilton City in 1962, after which the semi-rural landscape

became increasingly subdivided into residential sections. Te Rapa School took up some of the additional children, but the need for a further school was apparent. In 1972 a two-hectare parcel at the south end of Pukete Road was gazetted as State Primary School.<sup>[133]</sup> AF Porter won the contract to build the primary school, with ten classrooms, a library, general purposes room, a dental clinic and administration block, cost \$35,000.<sup>[134]</sup> Pukete School opened on 21 May 1973 with 235 pupils. A four-class-space semi-relocatable block was amongst those built.<sup>[135]</sup>

### Deanwell School

The design for Deanwell School won an Auckland Architectural Association award in 1970, and opened as the first New Zealand open plan school in 1973.<sup>[136]</sup> Initially called Melville Experimental Primary School, it was a new concept of components or modules that allowed for class spaces, administration areas and library and with wide openings to paved courtyard areas. The class spaces could be separated by concertina walls. The structural design was by TC Flood of Hamilton firm Angus, Flood and Griffiths.<sup>[137]</sup>

### Other schools

In 1954, 293 pupils enrolled for the new Woodstock School on Fairfield Road; the school was established to take pressure off Fairfield School, the result of new housing in the area. It opened officially in February 1955 with a roll of 342 and eight classrooms; two more classrooms were added in September that year.<sup>[138]</sup> Initially it included Forms 1 and 2, but when Peachgrove Intermediate opened in 1957 the pupils transferred there.

Hillcrest School opened in April 1923 with nearly 100 pupils, to relieve congestion at Hamilton East School; it comprised a building with two classrooms with two wide corridors for possible use as classrooms.<sup>[139]</sup> The opening dates of other schools also indicate where new housing developed, for example Fifth Avenue (1956), Rhode Street (1959), Richmond Park (1959), Glenview (1964), Bankwood (1966), Hukanui School in Chartwell (1971), Rototuna Primary (2003), amongst many others.

[127] Kellaway p. 163

[128] Kellaway p. 169.

[129] Kellaway p. 193, 202, 239

[130] Kellaway p. 171

[131] <http://www.melville.school.nz/6/pages/37-our-place>

[132] Kellaway p. 116

[133] NZGZ 1972 p. 2284

[134] <https://www.puketeschool.com/our-history/>

[135] Kellaway p.239

[136] <https://architecturenow.co.nz/articles/embargo/>; Kellaway p.233

[137] Kellaway pp.233-239

[138] Woodstock School 1954-2004 p. 4-5

[139] Waikato Times 5 April 1923

### Intermediate Schools

In 1954, Maeora Intermediate, the first of the intermediate schools opened, and was followed within a few years by Peachgrove (1957), Fairfield (1963), Melville (1964) and Berkley Normal (1971) – not just illustrating a new trend in schooling but the increasing numbers of school children in the post-war baby boom. These schools relieved pressure on the primary schools in each area as the primary schools then took in pupils up to Standard 4 only.

### Church schools

#### St Mary's Convent School

The school was established in 1884 by the Sisters of Notre Dame des Missions, initially in the Hibernian [Oddfellows] hall in Cook street. The foundation stone of the convent was consecrated in October 1884; the parish school was to be on the ground floor and a select school on the second floor of the convent, which was designed by Hamilton architect O'Dea.<sup>[140]</sup> When the school opened in the completed building in March 1885 it had 70 pupils.

#### Marist Brothers' School

The brick school was opened in early March 1923 by the Right Rev. Dr Liston.<sup>[141]</sup> From 1929 to 1961 it had a secondary department.<sup>[142]</sup> In 1989 St Mary's Cathedral School and Marist School amalgamated to form Marian School. It caters for students from Year 1 through to Year 8.<sup>[143]</sup>

Figure 10.23: Marist Brothers' residence, Firth St. Now part of Marian School. (<https://maristbrothers.org.nz/about-us/beginnings/buildings-from-the-past/>)



[140] NZ Herald 28 October 1884

[141] NZ Tablet 15 March 1923

[142] Gibbons p. 346

[143] <http://www.marian.school.nz/>

#### St Columba's Catholic Primary School

With the growing population at the railway settlement there was a strong need for a new school: children had to walk about four kilometres to the Convent school in Hamilton East. The school was established in 1925 in Rifle Range Road when a new parish of Frankton was created within the Hamilton Diocese. The school was opened in June 1925 by the Bishop of Auckland, his Lordship Dr Cleary.<sup>[144]</sup>

#### St Columba's Catholic School

St Columba's Catholic School is now a state integrated full primary for Years 1-8. The roll has grown to over 500 and includes approximately 100 children of Māori descent and a small number of Pacific children. The roll also includes children from a wide number of diverse ethnic backgrounds.<sup>[145]</sup>

St Joseph's School, Fairfield, was established by the Sisters of Our Lady of the Missions in April 1950 but after their withdrawal in 1979 the school has been staffed solely by lay teachers.<sup>[146]</sup> It opened with three teachers and 35 children but in 2018 it had 14 teachers and 350 children. The growth in the roll has seen the addition of several new buildings and classroom and administration areas. It has been integrated into the State education system but retains Special Character status.<sup>[147]</sup>

#### St Peter Chanel

St Peter Chanel, Te Rapa, in 1955 [1954? \*On DPS 3148 1954]. St Peter Chanel Catholic School is a co-educational primary and intermediate educational facility catering for Year 0 to Year 8 students. It is also a Roman Catholic Integrated School.<sup>[148]</sup> It is situated behind St Peter Chanel Church on the corner of Vardon and Te Rapa Roads.

#### St Pius X Catholic School

St Pius X Catholic School was founded in 1958 by the Mission Sisters and caters for both boys and girls from New Entrants through to Year 8. The maximum roll has just been raised to 200.<sup>[149]</sup> It is situated behind St Pius X Catholic Church on Pine Avenue.

[144] New Zealand Tablet 24 June 1925

[145] <http://www.ero.govt.nz/review-reports/st-columbas-catholic-school-frankton-06-03-2017/>

[146] <http://www.stjosephs.school.nz/about/history/>

[147] <http://www.stjosephs.school.nz/about/history/>

[148] <http://www.spc.ac.nz/>

[149] <http://www.stpius.school.nz/>

### Hamilton Christian School

Hamilton Christian School opened in Cate Road (now North City Road) in May 1983 with nine pupils and has grown steadily. It now occupies a four hectare site with several classroom blocks, science laboratory, technology room and music suite. The school now caters for secondary-level as well as primary and intermediate-level students.<sup>[150]</sup>

### Southwell School\*

Architect Errol Care-Cottrell undertook several building projects for Southwell School from 1955\* to 19\*\*.<sup>[151]</sup>

### Hamilton Seventh Day Adventist School

Hamilton Seventh Day Adventist School is a state integrated Christian school located on the southern outskirts of Hamilton City. It caters for children in Years 1 to 8. The current roll (2018) is 71. Most staff, children and parents are members of the Seventh Day Adventist Church. The school was established on its present site in 1971.

### Secular private schools

Sybella Ross Watts ran a school “The Lodge” in the large villa on the site of Kirikiriroa Pa from about 1879 when she advertised her “Boarding and Day School for Young Ladies”.<sup>[152]</sup> A list of pupils with their exam marks shows she had 23 students in two classes, in August 1879, and was offering scripture, arithmetic, French and music. The school was still operating in 1882 but in 1883 she sold up and shifted to Auckland.<sup>[153]</sup>

At the age of 22 Rebecca Newell (1861-1954) took over a preparatory school which she conducted until 1913. Her teaching career included brief periods at the Lodge private school in Victoria Street, Newton East School in Auckland, and Hamilton East School as a probationary assistant. In June 1883 she advertised that she would be opening a school “for little boys and girls”, terms being a guinea per quarter and two guineas for piano and harmonium lessons, with a reduced fee for those attending her school. It was a private school catering to the wealthier and more socially exclusive families who did not wish to send their children to the state schools, Hamilton East and West. At one time she had 25 pupils (Figure

24). The school was situated “opposite the BNZ” possibly on the corner of Hood Street in a building that had previously been a shop – the front room became the classroom and two small rooms at the rear were her office and a cloakroom for the girls.

Mrs Benton opened a kindergarten and private school at Claremont in Sept 1903; the curriculum included music lessons.



Figure 10.24: Miss Newell with students. HCL\_02366.

Mrs Eveleen Chainey shifted her kindergarten from Albert Street and to Abbotsford Street and opened Whitiara Private School, later named Vailima School, for children from age five to 16 years. She took in boarders, offering home comforts and “special attention to moral training, health and manners”; her advertising, offering free school passes on the railway, was aimed at bringing in children from rural areas.<sup>[154]</sup>

### Secondary schools - state

In 2018 Hamilton had 12 secondary schools, seven state and five Christian-based; one of the latter also caters for younger students. Some have boarding facilities

[150] <http://www.hcswaikato.school.nz/our-history>

[151] Erroll Care-Cottrell collection, WMAH 2001/1

[152] Waikato Times, 17 May 1879:3, advertisement

[153] Waikato Times 3 July 1883

[154] King Country Chronicle 23 January 1915



either on campus or in the nearby area. In 1977 there were six state secondary schools and the same five religious-based schools.<sup>[155]</sup>

In the early years secondary school education was mainly sought by a small group of middle- class and upper middle-class immigrants. Few schools provided post-primary educational facilities and those that did charged high fees for the service, putting a secondary school education beyond reach of the general public.<sup>[156]</sup> In 1883 the Hamilton East and Hamilton West School committees jointly requested the government to establish a high school to continue education beyond Standard 4, which, under the Education Act of 1877, was the extent of free compulsory education in New Zealand. The first secondary school facilities were established as part of the Hamilton East School in 1883, but it was closed in 1888 due to poor attendance. However, by 1903 the Hamilton West District High School had become well established as part of Hamilton West School. The school moved to the Knox Street Volunteer Hall in 1905 while alterations and additions were made to the school buildings, and again in 1906 the school relocated to the basement of the town hall (which later became the Civic Theatre) where it remained until 1911. The roll at the school was between 50 and 60 with a number of the pupils attending the school catching the train or arriving on horseback from surrounding settlements to attend class.

In 1910 work started on the construction of new school buildings on a site located within the Hamilton West Town Belt, between Hill and Ward Streets, currently occupied by Hamilton Girls' High School. The school was considered by some to be a technical school, for instance at the laying of the foundation stone in July 1910.<sup>[157]</sup> During the planning stage it was called Waikato High School, but the Minister of Education stated that it was to be called Hamilton High School.<sup>[158]</sup> Nonetheless, it was often called Waikato High School, and the name was already engraved into the concrete above the entrance. Hamilton High School was officially opened on the new site on 12 July 1911 by the Minister of Education, Hon George Fowlds, who referred to it in his speech as the Hamilton High and Technical School.<sup>[159]</sup>

In 1919 the school had a roll of 360 and a staff of 13, but insufficient classrooms.<sup>[160]</sup> At the end of 1918 the school board took over a two-storey house "Abbotsford" overlooking the river, as a hostel for girls, due to be occupied at the beginning of the 1919 year; 22 girls and three mistresses lived there during 1919.<sup>[161]</sup> From 1918, 16 to 19 boys were accommodated in "Wilford Lodge".<sup>[162]</sup> It closed in 1920. In 1928 the school board acquired a lease of a private school, Sonning, on River Road for the purpose of establishing a hostel for approximately 60 girls. The Board purchased land on Marama Street with a view to building a purpose-built boarding facility for Hamilton Girls' High School. This vision was finally realised in 1971 when students boarding at Sonning on River Road moved to the new Sonninghill.

In the 1920s the Education Board started planning for two separate high schools. As early as 1921 the governing body of the Hamilton High School acquired 47 acres of land on Peachgrove Road for the purpose of developing a new school to accommodate the ever-expanding roll. In 1955, Hamilton Girls' High School and Hamilton Boys' High School were opened on separate sites with Hamilton Girls' High School retaining the original Hamilton High School site.<sup>[163]</sup>

[155] Gibbons pp.345-46

[156] *Centenary of Hamilton*; Page 59

[157] *Auckland Weekly News Supplement* 14 July 1910 p.12

[158] *Waikato Argus* 27 April 1977

[159] *One School Two Stories*; Peter Buckland, Susan Mellsopp, Dr Penny Pollard and Peter Skerman, 2011; Page18; *Waikato Argus* 13 July 1911

[160] *Waikato Times* 15 December 1919

[161] *Waikato Times* 15 December 1919

[162] *Waikato Times* 18 December 1918, 15 December 1919

[163] *Centenary of Hamilton*; Page 61



Figure10.25: Hamilton High School. HCL\_02608.



Figure 10.26: Hamilton High School. Ref: 1/2-001328-G. Alexander Turnbull Library, Wellington.

### Hamilton Technical College

When Hamilton High School opened in July 1911, its curriculum included technical, commercial and domestic subjects, with rooms being provided for these. Primary school children came for woodwork and cookery lessons, and the additional costs for a cleaner meant that the school stopped these classes with a few years of opening. The school board kept pressure on the Education Board to provide more funding for technical staff and cleaners.

In 1918 when the Borough Council decided to close Arawa Street, it provided an area of land fronting onto Tristram Street, formally Hinemoa Street, for the purpose of establishing a technical school. The first block of classrooms was completed in 1920 and in 1924 the Education Department created the technical college as the Hamilton Technical High School, a co-educational secondary school. The first principal appointed by the Board of Managers was Whampoa Fraser.<sup>[164]</sup> In 1928 the construction of the school's main block began, with the building comprising four classrooms and a typing room. However, by 1929, the roll had increased to an extent that additional classroom space was required. Further additions were made to the main block in 1934 to provide two laboratories. At the same time, additional land was added to the original site and in 1945, the college acquired the old Hamilton West Primary School building. By 1950, the Technical College occupied the area bounded by Anglesea, Collingwood, and Nisbet Streets.

In 1968 the site was taken over by the Waikato Technical Institute and in 1970 the Hamilton Technical School was moved to new premises in Ellicott Road and renamed Fraser High School after Whampoa Fraser, the first principal of the Hamilton Technical School. The former Technical College became Waikato Technical Institute, now known as WINTEC.

### Later schools

The opening of Hamilton Boys' High School in 1955 was followed by the opening of Fairfield College in 1957, Melville High School in 1964 and Hillcrest High School in 1972. Rototuna Junior High School and Senior High Schools are a different concept: the Junior High School for Year 7-10 opened in 2016 with a founding roll of 634 students; Senior High opened in 2017 with Year 11 and will progress through to Year 13.<sup>[165]</sup>

[164] *Centenary of Hamilton*; Page 65

[165] <https://www.rhs.school.nz/about-us>

**Secondary schools – private**

In 1902 Leonard B. Bradstock advertised his curriculum for the High School, Hamilton, a boarding and day school that offered a range of subjects including “Quick Methods of Business Arithmetic”, Latin, Greek, drawing and music.<sup>[166]</sup> His premises were Claremont Villa. Bradstock emphasised that his classes would prepare students for university, Civil Service jobs, Teachers’ Examination or work in the commercial sector. He ran evening classes, with separate evenings for youths and ladies.<sup>[167]</sup>

Hamilton’s only te reo secondary school is Nga Taiatea Wharekura in Rotokauri Road. The wharekura opened in 2004 and by 2012 it had 34 Year 13 graduates. Most of the students are from Tainui but the school is open to people from around the country. Service to the Kingitanga is integral to the school.<sup>[168]</sup>

**Secondary schools – religious****St Paul’s Collegiate**

\*

**St John’s College**

\*

**Waikato Diocesan School for Girls**

\*

**Church College of New Zealand**

\*

**Tertiary institutions****Hamilton Teachers’ College/Waikato School of Education**

The college was established in 1960 and moved into purpose-built buildings on the university campus in 1964.\*

**University of Waikato \*****Waikato Institute of Technology (Wintec)\*****Te Whare Wananga \***

There are two campuses for Te Whare Wananga o Aotearoa in Hamilton: Mangakotukutuku at Ohaupo Rd, and Raroera at Te Rapa. The Wananga offers a range of certificate to degree level qualifications guided by Maori principles and values.<sup>[169]</sup>

**Other educational organisations****Te Ranga Wananga Toi**

A creative arts arena, undertaking many arts projects, traditional and contemporary- working locally, nationally and internationally.<sup>[170]</sup>

The NZ Training Centre at 33 Beale Street was established in 1989 to serve the churches in New Zealand. Initially, the New Zealand Training Centre served the churches by hosting conferences and short-term training for the believers, as well as a correspondence course for high school students and young people. In 1993, full-time training began for the Diploma of Biblical Studies. The New Zealand Training Centre also serves the churches by printing and distributing literature to build up the churches.<sup>[171]</sup>

**Specialist institutions\***

- o Hospital – training status?
- o English language training
- o Literacy classes
- o Waikato Institute for Leisure and Sports Studies
- o Holiday programmes run by community organisations such as the YMCA and YWCA
- o Ruakura
- o Athlete Nation – sports performance
- o Typing/commercial classes/schools/ Brains

[166] *Waikato Argus* 10 February 1902

[167] *ibid*

[168] <http://www.taiatea.school.nz/nga-taiatea-wharekura>

[169] <https://www.twoa.ac.nz/Te-Whare>

[170] <http://kirikiriroamarae.com/What>

[171] <http://nztc.ac.nz>



### 10.3 Community and social organisations

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From late 1864 Hamiltonians enjoyed balls, concerts, socials and smoke concerts – the latter were live performances, usually of music, before an audience of men only, popular during the Victorian era, when men would smoke and speak of politics while listening to live music; these popular gatherings were sometimes held at hotels.

At Christmas 1886 St Peter's Church held a three-day carnival and International Fete, to raise funds to liquidate the debt on the church. The Oddfellows Hall, with a temporary structure added, held various stalls such as the French stall for the



Figure 10.27: Women from St Peter's Church dressed in international costumes as part of a Christmas carnival, December 27-29 1886. HCL\_00717.

sale of fancy work, the Dutch Museum with models, pictures and curiosities, an Indian Museum with shawls, needlework and carving, a Tyrolese shooting gallery and a Norwegian Christmas tree; some of the stalls were in the charge of women dressed in the national or provincial costumes of the country. Maypole dancing, a procession of children to Sydney Square, a comic cricket match, a play, concert and pantomime were also part of the entertainments.<sup>[172]</sup>

[172] *Waikato Times* 23 December 1886.

18 such, some are allied to or run by council, including some that are suburb-based, church groups, Maori<sup>[173]</sup>

Also a wide range of health and other social service groups, for instance Age Concern, Community Waikato, Creative Waikato, Hamilton Christian Nightshelter, Family Works.

### 10.4 Community centres, libraries, arts, artists and venues

\*\*

Carvers during the 1840s and 50s included Tauhinu, Paewaka, Tamaiti and Tumukuru.<sup>[174]</sup>

### 10.5 Participating in sports and recreation\*

### 10.6 Tourism



Figure 10.28: The Thornton Gallery upstairs in the Waikato Times building, 1992. HCL\_M02657.9.

[173] *Hamilton New Settlers Guide* p. 61

[174] *Opus* 2000:.6



Figure 10.29: The Waikato Society of Arts Studio Gallery on the corner of Anglesea and Clarence Streets, 1970s. HCL\_M00306.16.



Figure 10.31: HCL\_07271

One of the earliest entertainment attractions offered in Hamilton was a trip



Figure 10.30: HCL\_09824



Figure 10.32: A skateboarder is at the bottom of the Melville Park skate bowl while other skaters watch. 1 August 1979. HCL\_M00424.16.

on the PS Delta, trips from Cambridge to Hamilton or further north on moonlit nights; patrons were entertained by the Hamilton Band, dancing was indulged in, refreshments provided, and when the boat stopped people could walk along the riverbank or children could play games.<sup>[175]</sup> The Delta was also used for the Hamilton Light Infantry Volunteers Band's annual picnic, taking people from Hamilton to Ngaruawahia and then up the Waipa to the Bluenose peach grove.<sup>[176]</sup> The manager of the Delta also advertised weekend excursions from Cambridge and Hamilton to Port Waikato.<sup>[177]</sup>

Over the decades Hamilton's lake and riverside walks have attracted visitors, especially when special activities such as regattas have been held. An 1884 tourist guide recommended visitors to use the Union Bridge as a vantage point from which to appreciate the beauty of the river, "the houses nestling in their flowers high up on the river banks ... and the live stock that browse contentedly on the grassy slopes"<sup>[178]</sup> Travellers going from Auckland to Rotorua stopped off in Hamilton for its prettiness and air of progress – it was seen as a health resort.<sup>[179]</sup> In 1920 the Waikato Shipping Company purchased the PS Manuwai, which after being refitted so it could pass under the bridges, was to run Saturday and



Figure 10.33: Hamilton's first regatta, 1907. AkMus PH-NEG-A123 Photographer A.N. Breckon.

[175] *Waikato Times* 15 January 1881

[176] *Waikato Times* 27 January 1881

[177] *Waikato Times* 10 February 1881

[178] Moon p. 273 citing A. Wilson *Maoriland: An Illustrated Handbook to New Zealand*, Melbourne 1884 pp. 211-2

[179] Moon pp. 275-6

Sunday excursions on the river, holding 400 passengers.<sup>[180]</sup> The owners were hoping that the Waikato River would become a popular tourist resort, with concerts and dances to be held on the steamer. Hamilton was one of the ports of call for passengers, rather than a destination. The steamer brought people from downriver to the Hamilton regatta e.g. in 1921.<sup>[181]</sup> Picnic excursions to Port Waikato were one of the special trips offered. More recently other river boat excursions have operated from the wharf at Memorial Park, taking visitors for cruises and offering meals and refreshments on board.



Figure 10.34: The PS Manuwai with Fairfield School children on an outing, passing under the first railway bridge, 1926. HCL\_07938.

[180] *Auckland Star* 25 March 1920

[181] *NZ Herald* 31 January 1921





Figure 10.35: PS Manuwai on the river with a crowd of spectators at the Ferrybank, c.1920s. HCL\_01453.



Figure 10.36: MV Waipa Delta near the Memorial Park wharf, 1 June 1988. HCL\_14851.

Frankton Town Board introduced a visitor attraction when it built the water tower

at the top of Lake Road in 1912. From 1 February 1913 it was open to visitors every Saturday afternoon from 1 to 5 pm, admission fee adults sixpence, children under 12 threepence.<sup>[182]</sup> From the viewing platform on top of the reservoir people had an expansive view over Frankton and Hamilton.

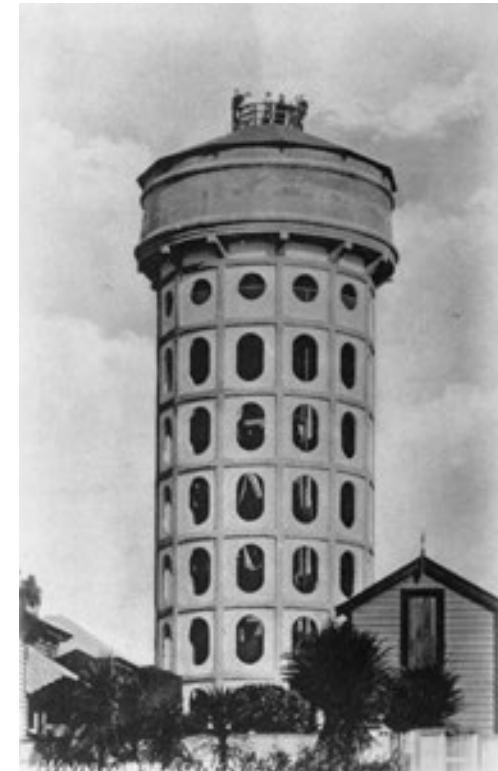


Figure 10.37: The Frankton water tower, erected in 1912 by the Frankton Town Board, had a viewing platform on top of the water reservoir. People are visible in this 1910s photograph. HCL\_01406.

The roof of Wesley Chambers was also a popular place for visitors as a lookout, with views over most of Hamilton.

Since the 1980s Hamilton Gardens has developed as a tourist attraction, with local residents and tour buses taking visitors to view the gardens. The Gardens have

[182] *Waikato Argus* 30 January 1913

won awards and are considered the Waikato's most popular visitor attraction. The annual Gardens Festival of concerts, theatre and other activities also attracts thousands of visitors.

Hamilton Zoo, which began as the Hilldale Game Farm, a private zoo run by Murray and Gloria Powell, was assisted financially by Hamilton City Council in 1976.<sup>[183]</sup> Council took over the zoo's management in 1984; it promotes conservation, provides educational facilities and special programmes for visitors, especially during school holidays.

Memorial Park contains several visitor attractions, including war memorials, artillery pieces, an aeroplane and the War Horse sculpture. The hulk of the PS Rangiriri, which had been used as a diving platform for several decades, was pulled part way up the bank below Memorial Park in 1982 and proved a visitor attraction with seating and interpretive panels; in 2009 it was lifted higher up onto a terrace, partially conserved, and further interpretive signage installed.<sup>[184]</sup>

Other visitor attractions, apart from shopping, cinemas and theatre events, include the Waikato Museum of Art and History, ArtsPost and other art galleries, the Classics Museum, the annual Balloons Over Waikato festival, the children's playground and gardens at Parana Park, water sport events on the river and lake, bat walks and the SkyCity Casino. Hamilton is an accommodation and transport base for exploring other attractions in the Waikato.

River excursions

The arboretum gifted to the city by John and Bunny Mortimer is a popular attraction for walks and picnics; it is outside the city's boundary.

## 10.7 Memorials, markers and remembering the past

### Plaques

Hamilton has many commemorative plaques – some are to commemorate places – e.g. Moule's redoubt, one at the base of Hamilton West redoubt hill, and another at the Ferrybank for its waka landing place as well as the site of early businesses. The landing place of the first militia-settlers on the eastern bank in Memorial Park is marked with a plaque set in a brick wall above a flight of brick steps.

[183] <https://hamiltonzoo.co.nz/about-the-zoo/>

[184] H22



Figure 10.38: The plaque in Memorial Park to record the landing place of the first militia-settlers is enhanced by the brick steps and wall.



Figure 10.39: The Ferrybank Memorial.

At the eastern end of the Traffic Bridge on the edge of Memorial Park is a freestanding rock bearing a plaque recording the site of the first Hamilton public library in the former toll house; the plaque was presented by the Friends of the Hamilton Public Library on the occasion of the 125th anniversary of the library's opening.



Figure 10.40: The monument and plaque close to the site of the first Hamilton Public Library which was in the toll house of the Union Bridge



Plaques on park benches and picnic tables have been erected in many public places e.g. at the lake, the riverside walkway, Hamilton Gardens and Memorial Park, as memorials to family members, prominent residents or organisations.



Figure 10.41: A plaque on a brick wall in Memorial Park is a record of appreciation of the work of William Henry Paul, founder and chairman of the Hamilton Beautifying Society.



Figure 10.43: Plaques commemorating significant Hamiltonians and the Boy's Brigade.

A plaque on the western end of the Traffic or Road Bridge acknowledges the contributing bodies, the engineer, contractor, builder and steelwork manufacturer as well as the opening date. Most of Hamilton's bridges have a plaque commemorating the opening.



Figure 10.42: Two plaques facing each other on the stone bridge in Parana Park commemorate George Parr who donated the park to the children of Hamilton and his friend, benefactor Annie McPherson.





Figure 10.44: One of the plaques commemorating the opening of a bridge, this one is situated at the western end of the Traffic [Road] Bridge.



Figure 10.45: Casey's Garden at the north end of Seddon Park, commemorates Simon Casey (1953-1982), the overseer of the workers who helped form the garden. He died shortly after its completion.

## Structures

### The cenotaph and memorial wall

Memorial Park was established as a memorial to men who served in WWI, with trees planted being named for individual servicemen – the naming plaques have been removed over time, as have some of the trees. The Hamilton Beautifying Society had the management of the gardens.

The cenotaph was built as a war memorial to commemorate the men and women of Hamilton whose lives had been lost in active service during WWI. A design competition attracted 18 entries, from which the design of H.A. Westerholm, an Australian returned servicemen living at Napier, was chosen.<sup>[185]</sup> It was to be 27ft 6in high, but tenders for the construction being over the budgeted cost, changes were made to the design. It was made by Parkinson & Co. of Auckland, of Coromandel granite and bronze, with reinforced concrete interior and on a concrete base.<sup>[186]</sup> The assembling of the cenotaph began in late February 1926.<sup>[187]</sup> The design was based on that of the cenotaph in London. Over 3000 people attended the unveiling ceremony on Anzac Day 1926, with three bands, military forces, the Mayor J.R. Fow, church ministers, members of the Waikato RSA and the Hon J.A. Young attending.<sup>[188]</sup>



Figure 10.46: The cenotaph as published in the *Waikato Times*, 24 April 1926, the day before its official unveiling. The cenotaph was to be illuminated at night. Photograph Geo. Cartwright.

[185] *Auckland Star* 17 February 1925

[186] The contract and specifications are held at Waikato Museum (1998/1/439).

[187] *Auckland Star* 19 February 1926

[188] *Auckland Star* 26 April 1926

The brick wall, with steps leading up to Memorial Drive, was erected at a later date.

While Memorial Park was established as a WWI memorial, it now also includes memorials for a range of other wars and events significant to Hamilton, such as the following:

- The anchor of the HMNZS Waikato.
- A replica of a Spitfire plane as well as a field gun and artillery.
- The hulk of PS Rangiriri has been preserved and is located on the riverside by the park.<sup>[189]</sup>
- Additional plaques have been positioned near the cenotaph e.g. one marking the anniversary of VJ Day was installed on 15 August 1995, the 50th anniversary of the end of World War II, by the Returned Services Association. It is a tribute to “all who served New Zealand overseas and at home throughout those years and in memory of those who laid down their lives”.
- The Southeast Asia Campaigns (Korea 1950-1957, Malaya-Borneo 1952-1972 and South Vietnam 1964-1972) are acknowledged on a separate plaque on the wall, as is the South Africa War 1899-1902.
- On one section of the wall is a series of bronze plaques listing local men who died in WWII; on another section those who died in WWI.
- An additional plaque in engraved marble was a gift from the Burgmaster of Ieper (Ypres) on 25 April 2010.
- The Ieper (Ypres) Memorial Garden: A formal garden commemorating the final engagement of WWI at Ieper and the relationship between Hamilton and Ieper was opened on 24 April 2015. The cities of Ieper and Hamilton signed a Memorandum of Understanding in 2013. The garden is a replica of that at the Menin Gate at Ieper.



Figure 10.47:



Figure 10.48: This plaque relates to the liquid amber tree planted on Holocaust Remembrance Day 7 April 2013 as a memorial to all those who perished in the Holocaust during World War II.

[189] <http://www.hamilton.govt.nz/our-city/parks/parksandgardens/Pages/Destination-Parks.aspx>





Figure 10.49: The Sri Chinmoy Peace Mile marker in Memorial Park offers a message of peace and links Hamilton with other Peace Blossoms around the world.



Figure 10.50:

**The WWII monument** in the extension of Memorial Park to the south of Bridge Street; wrought iron gates with the name of the park give access to that part of the riverside walk. The park was extended to the south in approximately 1949.

**Swarbrick arch** at the Ruakiwi Road entrance to Hamilton Lake, bears two marble plaques. The stone archway was officially opened on 3 January 1930 as a memorial to solicitor Arthur Swarbrick who was chairman of the Hamilton Domain Board for most of the period 1913 to 1927.

**Innes arch** on the corner of Bridge and Victoria Streets, across the road from the Waikato Brewery and Innes & Co. soft drink factory, was erected by the Hamilton Beautifying Society in 1924 using a donation of stone from Frank Innes.<sup>[190]</sup> Associated with the archway were steps leading onto the Ferrybank Reserve and adjacent rockeries; the Beautifying Society planted creepers with the intention of it becoming a mass of greenery.

#### **Pou whakairo**

Ngati Wairere chief Hoera Taonui is depicted in a pou whakakarae [carved pole] that stands on the site of the pa Kirikiriroa at the river end of London Street. The pou and an information board were erected in 2002 by Nga Mana Toopu o Kirikiriroa Charitable Trust and unveiled by the late Ngati Wairere kaumatua Hare Puke. Hoera Taonui was a principal chief of Ngati Wairere during the 1800s. His early history is unknown, though he was at the battle with Nga Puhi at Matakaitaki (by Pirongia). Like most of his hapu, Hoera became a Christian – his name is a transliteration of the Biblical name Joel. Rev. Benjamin Ashwell from the mission station downstream at Kaitotehe and Pepepe visited Kirikiriroa frequently, and Hoera is credited with having a chapel, called Tohikiterangi, built in the pa. Hoera achieved great prominence during the 1850s and was selected as one of the King's Council or Runanga that met at Ngaruawahia in 1862. The last sighting of Hoera Taonui was on the parapet of Rangiriri pa during the engagement between Kingitanga and Imperial forces during 20-21 November 1863. It is assumed that he was one of the six chiefs who died, but his final burial place is unknown, according to Ngati Wairere tribal historian Wiremu Puke.

Pou at end of Alma St by casino\*

[190] *Waikato Times* 1 May 1924, 23 December 1924



### Te Puea gateway

At the entrance to Te Rāhui Centre at 294 River Road is a carved gateway with traditional kowhaiwhai painted panels; brass plaques state the gateway is in memory of Te Puea Herangi Tamihana (1884-1952). Te Puea (1883-1952) was the Kingitanga leader who played a crucial role in re-establishing the Kingitanga and enabled the building of Turangawaewae as its base. She was awarded the CBE for her work in improving the health and social conditions of Maori.<sup>[191]</sup>



Figure 10.51: The kuwaha whakairo at Te Rāhui Centre, River Road, commemorates Te Puea Herangi Tamihana.

A statue of Captain John Charles Fane Hamilton, after whom the town was named, stands in Garden Place in front of the council buildings. Hamilton died at the battle of Pukehinahina at Tauranga on 29 April 1864 while calling on his men of HMS Esk and the 43rd Regiment to follow him into battle. He was buried at the Mission Cemetery at Tauranga. The statue was made by artist Margiet Windhausen and gifted to the city by the Gallagher Group in 2013.

A two-dimensional silhouette of Mary Jane Innes was erected at the western end of the Traffic Bridge in 2010 as part of the Victoria Bridge Centenary Memorial Projects; the sites of Innes's brewery, memorial arch and cordial factory are close by.

[191] <https://teara.govt.nz/en/biographies/3h17/herangi-te-kirihaehae-te-puea>



Figure 10.52: The silhouette of Mary Jane Innes and a plaque noting her contribution to Hamilton's industry are mounted at the western end of the Traffic Bridge.

The Waikato Chamber of Commerce erected a stone wall, free-standing rock and plaque at the site of Roose's wharf "to commemorate the contributions made to the economic development of the Waikato by our business pioneers from 1940 – 1990". The plaque has a list of names and their associated business. The monument was unveiled on 6 November 1990. A time capsule was buried close by, "to be uplifted on 6th November 2040".

### Naming of suburbs, streets and parks

Perhaps the earliest park to be named for a significant resident is Steele Park – formerly known as Sydney Square to commemorate one of the main locations in Australia at which militiamen were recruited, its name was changed in 1906 after the death of William Steele. Steele was considered the founder of Hamilton from

his role in recruiting men for the 4th Regiment of Waikato Militia.<sup>[192]</sup> Seddon Park was named at the same time, after Premier Richard John Seddon.

Other parks and streets have commemorated mayors, businessmen, prominent residents and solicitors; others have been named for men who have supported the development of reserves e.g. Dr George Gower and Arthur Swarbrick. Innes Common was named for Harold Hirst Innes who, while a member of Hamilton City Council, encouraged the development of the wasteland, with donations from the Innes family.<sup>[193]</sup> Jesmond Park is named after the nearby residence of Dr Seymour Brewis.

Several suburbs take their names from prominent residents related to that particular area: Dinsdale for farmer Thomas Dinsdale; Melville for farmer James Melville; Claudelands for farmer, entrepreneur and landowner Francis Claude; Beerescourt, formerly Beere's Fort or Beere's Grove, for Gerald Butler Beere, captain of No.1 Company of the Fourth Waikato Regiment. Silverdale, Knighton, Hillcrest, Riverlea, Enderley and Forest Lake were the names of the farms of militiamen or early European settlers. More rarely, suburbs were named after someone's first name e.g. Fitzroy for Egerton Fitzroy Peacocke, and Frankton named by Thomas Jolly for his son Frances (Frank).

### Plantings

The trees around the perimeter of Steele Park are replacements for those planted in 1889 by the remaining militiamen see 1906 article coates\* to re-plant oaks.<sup>[194]</sup>

Soldiers' Memorial Park (now just Memorial Park) was conceived by William Henry Paul (1879-1962) as a living memorial to local men who died in the First World War, trees being planted in their names. This was believed to be a New Zealand first. At the base of each tree was a plaque with the soldier's name – only a few of the trees survive.<sup>[195]</sup> A few of the 56 trees were to commemorate groups of men, such as fallen members of the Hamilton Municipal Band and the Hamilton Rugby Union.



Figure 10.53: Hamilton Libraries HCL\_01271.

Tree on Grantham triangle\*

[192] *Waikato Argus* 14 July 1906

[193] <https://teara.govt.nz/en/biographies/5i4/innes-harold-hirst>

[194] *Waikato Argus* 14 July 1906

[195] *The layout of the park with the named trees is in the city archives. Hamilton Libraries collection.*

**Summary of Findings - Education**

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**Current District Plan Listings**

District Plan – Schedule 8A

Site No	Name	Description
H52	Hamilton East School Building (1)	
H53	Hamilton East School Building (2)	
H66	Diocesan School Dining Hall	
H67	Diocesan School Cherrington House	

H86	Diocesan School Sunshine Classrooms	
H106	David O McKay Building	Demolished
H107	G.R. Biesinger Hall	
H109	Wendell B Mendenhall Library	
H133	LDS First House/George Biesinger House	Teacher housing. Check location – shifted?
H135	Block Plant	Use as sports change rooms for the LDS College
H59	Former Hamilton Railway Station; Senior Common Room, café.	

District Plan – Schedule 8B & 8C

Site No	Name	Description

District Plan – Special Character Area

Reference Name	Description
Temple View Charatcer Area	Special character area recognising the former Church College School Site

Possible new listings

Item	Reason
Cow shed	Original shed from Ruakura Farm, 1948, transformed 1965 as university student support and student office
Deanwell School 1971 [1973] blocks	Won design award, first open-plan school in NZ
Miropiko Kindergarten	First free kindergarten in Hamilton; architects Leigh, de Lisle and Fraser.
Ruakura Homestead	
A block + Registry building, University of Waikato	



Melville Primary School	1924
Hamilton West School 1939 + additions	Example of open air style and longest of its type. Longest wooden structure in the southern hemisphere? (school website)
Fairfield Primary School	
Marist Brothers' residence, now part of Marian School	
Whitiora Kindergarten	2nd free kindergarten
Oranga, University of Waikato	1969 MoW
B Block, University of Waikato	1967 MoW
<b>Further Research/investigation work</b>	
Jamieson Kindergarten as example of Care-Cottrell's work.	
Whitiora – first brick school building 1919, 1920 – extant?	
Former Kimihia School In use as Melville School library by 1977 – is it still there?	
90 Alfred St – believed to be the lower storey of Southwell School; upper storey shifted to Boundary Rd (locate).	
Identify the 4 houses on Ruakura Rd (including Te Timatanga Hou, 178 Ruakura Rd) relocations? Ruakura staff housing?	
Identify High School hostel "Abbotsford", once the home of William and Isabella Steel.	
Identify and assess the first or any significant whare nui at primary schools.	
<b>Links to other sections within the Thematic</b>	
Ruakura: agriculture Religion: church schools Transport: railway station	



Wesley Methodist Hall/church, Bettina Rd/Heaphy Terr cnr	
<b>Possible new listings</b>	
<b>Item</b>	<b>Reason</b>
<b>Further Research/investigation work</b>	
St Matthew Lutheran Church, 27 Abbotsford St = First Lutheran Church in Hamilton, 1957 (plus additions 1962 and 1975)	
Is there a Ratana Church in Hamilton?	
<b>Links to other sections within the Thematic</b>	
Defence Government departments	

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**Summary of Findings - Remembering the past****Current District Plan Listings****District Plan – Schedule 8A**

Site No	Name	Description

**District Plan – Schedule 8B & 8C**

Site No	Name	Description
A11	Koromatua – Urupa (burial grounds)	Pt Allot 371 Tuhikaramea PSH- Temple View
A17	Waitawhiriwhiri Urupa	Allot 286 Pukete PSH
A24	Te Raratuna O Tutumua- Pa/ Urupa	Allot 4A Pukete PSH
A114	Te Wehenga – Urupa	Road Reserve (Grey Street)
A121	Urupa (unnamed)	Sec 2 SO 60256, Pt Allot 397, 398, 399 TN of Hamilton East

A122	Te Toka O Arurei Urupa	Lot 2 DP 404902
A123	Hua O Te Atua Urupa	Riverbank Reserve (adjacent to Marlborough Place)

**District Plan – Special Character Area**

Reference Name	Description

**Possible new listings**

Item	Reason
Cenotaph and wall at Memorial Park	War memorial
Pou whakakarae [carved pole] for Hoera Taonui	Chief of Kirikiriroa
Memorial Park (+ WWII extension?) as Heritage Precinct	War memorial containing many elements (including trees), could list each separately.
Site of library	
Site of flax mill	
Site of landing of first contingent of 4th Waikato militiamen.	
Innes Arch, corner Victoria St and Anzac Parade	Commemorating Charles Innes
Swarbrick Arch	Commemorating Arthur Swarbrick, 1930
Hamilton East Cemetery	Burial place for Hamiltonians since 1865.
Hamilton West Cemetery	Burial place for Hamiltonians since 1870-71.
Gateway in memory of Te Paea Herangi, River Rd	

**Further Research/investigation work**

Verify the Innes Arch's history – Tom Muir says built by Alfred Bridges (Simon Bridge's grandfather).

Investigate reports of a very early set of graves in vicinity of Galloway Park.

**Links to other sections within the Thematic**



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