



**Heritage Trails**



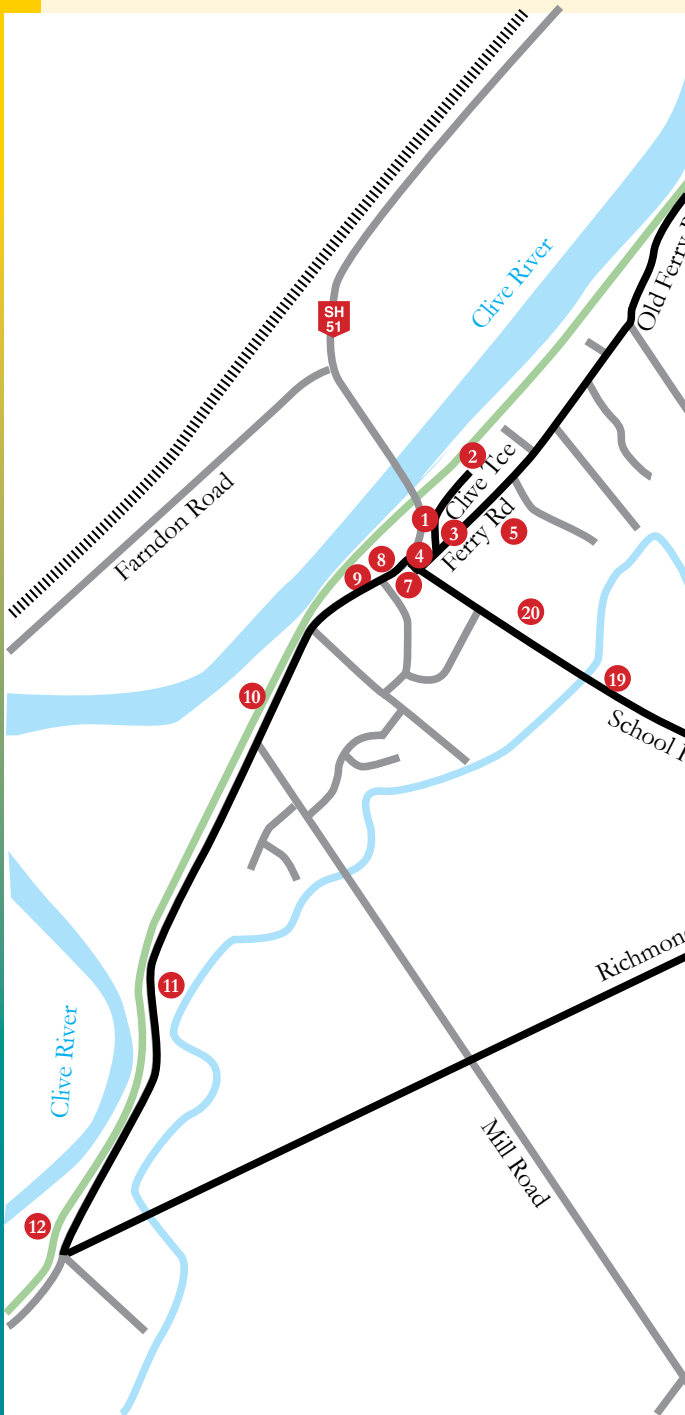
# CLIVE/ WAIPUREKU HERITAGE TRAIL



Ivan Hughes

## Hawke's Bay

Discover *the Real* New Zealand

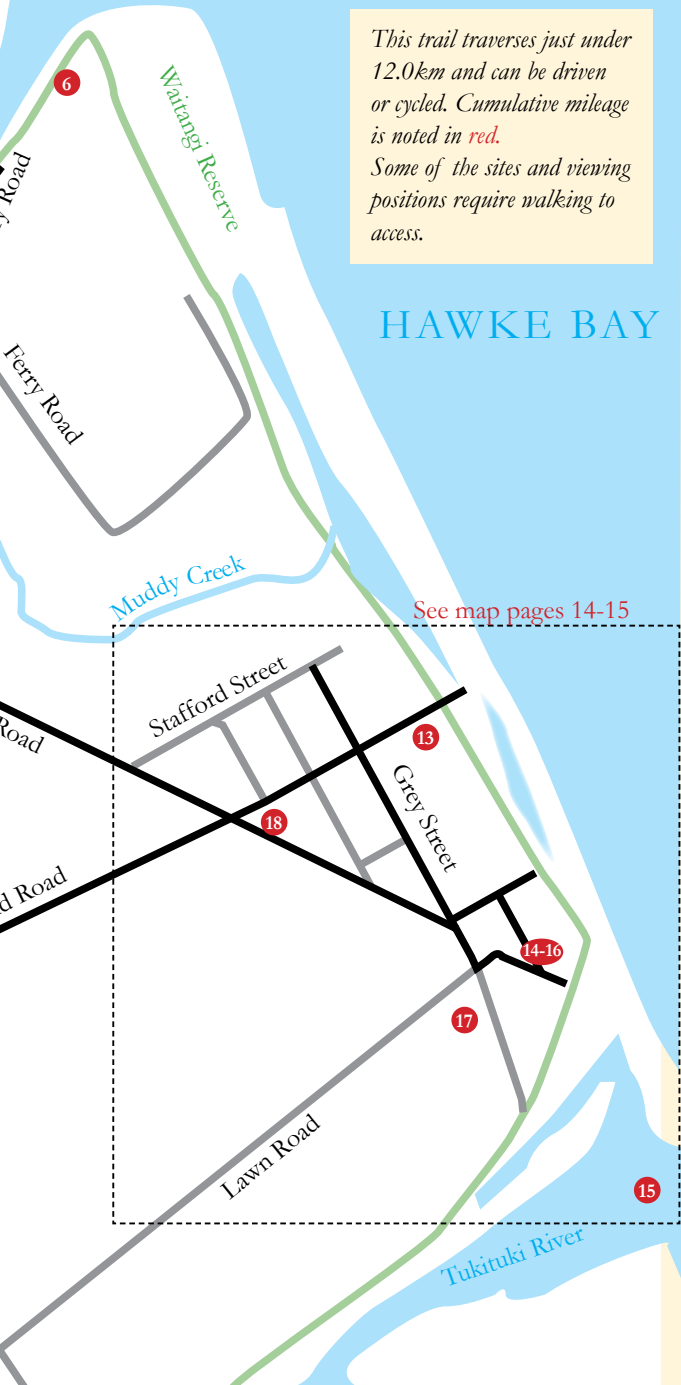


*This trail traverses just under 12.0km and can be driven or cycled. Cumulative mileage is noted in red.*

*Some of the sites and viewing positions require walking to access.*

## HAWKE BAY

See map pages 14-15



To understand why Clive was first established we need to go into the history of the English traveller, William Barnard Rhodes. At the age of 24 William (Barney) Rhodes, born in Lincolnshire, was skipper and part owner of a sailing vessel travelling the world. He arrived in New Zealand in 1839 setting up business ventures in Wellington in 1840.

While sailing around New Zealand's coastal areas he saw the potential to acquire large holdings of land. He identified a site for a port near the mouth of the Tukituki River where he set up a trading post. His younger brother, Joseph, farmed the area from the Tukituki River to Cape Kidnappers which they named Clive Grange.

Joseph Rhodes, in co-operation with surveyor Henry Stoke Tiffen, planned a township with the Maori name Waipureku, also known as Clive after the English Major General, Robert Clive, first Baron of Plassey. Businesses and homes were established here but it was subject to flooding and when the road and railway from Napier to the south were built, the settlement drifted westwards leaving Waipureku sparsely populated. This western settlement is the current site of Clive.

## CLIVE/WAIPUREKU HERITAGE TRAIL

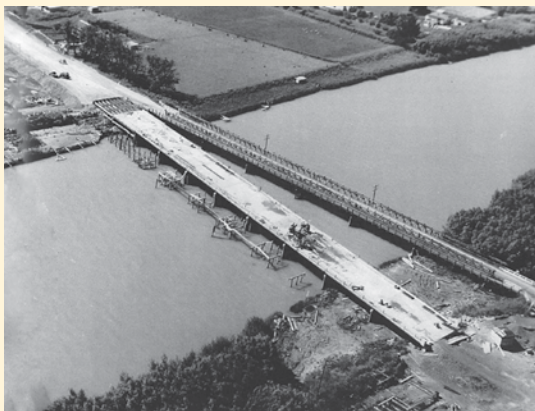
### **Introduction:**

The Heretaunga Plains have been formed by the actions of the rivers flowing from the mountain ranges to the west into the sea. Two of these rivers, the Ngaruroro and the Tukituki which shared a common mouth, were in early days used by Maori to access the hinterland, in the case of the Tukituki, as far upstream as Waipukurau.

These two rivers have changed and have had a profound effect on the development of the area on which the township of Clive has been built.

Clive is a township with an interesting history and it has been known by a variety of names; including Waipureku, East Clive, West Clive and Clive. Its history has been shaped by the rivers and waterways

which have historically been used for transport and industry by both Maori and later by the European settlers. The rivers have provided fertile growing land but they have also caused devastation with frequent flooding. This trail explores some early building sites in Clive, its environment and the history of its location.



*For many years, up until the late 1950s, the Clive River was crossed via an old single lane wooden bridge which in the 1897 flood was, together with the upper storey of the Clive Hotel, the only safe point above the flood-waters. The replacement was constructed in 1955 by the local firm of Lattey Civil & Precast Engineers.*

Lattey Civil Engineers

*Our trail begins at the 'Ferry Road' signpost on the approach to the Clive Bridge. Immediately left is the entrance to -*

## **1. Evers-Swindell Reserve**

This reserve is named after Hastings-born and educated Caroline and Georgina Evers-Swindell. These twin sisters achieved international success in rowing, a sport that is still very popular on this stretch of the river. A number of Maori waka are also based at this reserve. *(The history of the reserve is on the information board.)*



*Rowers on the Clive River.*

Ivan Hughes

Next to the reserve on the seaward side was the site of the -

## 2. Lambert Redoubt (100m) (100m)

In the 1860s the Government decreed that local militia be formed to counter the threat of the Maori uprising. The menfolk of Clive were enrolled into the No 3 Company of the Clive Militia under the charge of Captain Joseph Rhodes in 1863. As part of the defence of the region during the Hauhau uprising a redoubt was built by Captain Edmund Tuke and the Hawke's Bay Military Settlers in 1865. The redoubt was named after Major Lambert, the Commander of the District, and was situated on the government reserve (now the Evers-Swindell Reserve) on the seaward side of the current bridge. At one stage it held upwards of 95 officers and men. Isaac Kent, one of the troopers, described the redoubt as having 'a ditch of some four or five feet deep and two feet wide at the bottom, while the earth thrown out made a substantial embankment of about eight feet (2.5m) high with an average thickness of three feet'. A smaller ridge of earth inside the redoubt served as a firing platform and a draw bridge was also constructed across the ditch. A rough sawn, two-storeyed blockhouse with walls



*Image of the Redoubt supplied by Craig MacErlich.*

twenty feet (6.0m) high was octagonal in shape and roofed. This served as a place of safety for settlers in times of danger. A majority of the fighting with the Hauhau took place in the Gisborne area and 65 men were transferred to the combat on the gunboat, *The Start*. It is unknown when the redoubt was decommissioned. (See white markings in photo on page 6 where the Redoubt was located.)

Also fronting the river was the site of the second Clive School (Nos 35/37 Ferry Road).



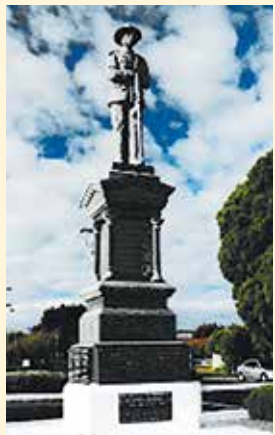
Ivan Hughes

### 3. Two old cottages (100m) (200m)

These two original old cottages on Main Road Clive (Nos 207 & 209) stand on land which was purchased under a crown grant by Charles Mitchell, wool stapler, and Andrew Luff, land agent, in May 1871.

### 4. The Clive War Memorial Statue (50m) (250m)

On the top of the memorial is a life-sized figure of an infantryman standing at attention with rifle reversed. The figure is 6 foot 3 inches (1.9m) high, carved in Coromandel granite and is believed to be the first granite figure ever made in New Zealand. Round the memorial are plaques which record the names of the local people who served in World Wars I and II.



Ivan Hughes

The monument was built by the Hawke's Bay Monumental Works, Napier, costing £805, all being raised by the Clive community. It was unveiled by Major General Sir Andrew Russell (K.C.B.,K.C.M.G.) on ANZAC Day 1921. The Second World War plaque was unveiled by W. Tucker Esq. on the 6<sup>th</sup> March 1948.

*Turn left into Ferry Road*

## **5. St Francis Cooperating Church**

*(50m) (300m)*

St. Francis, Clive – Haumoana and Districts, came to being as a result of the Anglican Church, St. Mark's, School Road, Clive and the Presbyterian Church, Ferry Road, Clive, later years called St. Aidan's, being excess to the needs of the now co-operating parish, established on the 13<sup>th</sup> May 1976. On the 23<sup>rd</sup> March, 2014 a Memorandum of Understanding was signed with the Redeemer Lutheran Congregation.

After a number of years, the decision was made to relocate St. Mark's, which has been on the corner of Willowpark Road and Heretaunga Street since 1986 approx. (Refer Hastings Urban Heritage Trail brochure about this building.) The St. Aidan's Church was sold to Akarangi Wines and moved to the end of River Road, Havelock North.

The modern hexagonal shaped building was designed by Graham Linwood (local architect) and peer reviewed by Norwell & Reilly. The building was project managed by a member of the congregation, Mr Paddy Griffin.

A 'very enthusiastic group of parish ladies' were adamant there had to be stained-glass windows



*St Francis Cooperating Church.*

Ivan Hughes



facing towards the road, so they set about fund raising by any means they knew. These windows were designed and assembled by Mr John Owen of Te Awanga. The two stained-glass windows at the entrance to the building are from the original Presbyterian church and all of these windows are laminated for security.

The new building, St. Francis, was dedicated on the 11<sup>th</sup> September, 1988 by Rev. Dean Murray Mills, Waiapu Diocese and Miss Prue Neild, then Moderator of the H.B. Presbytery.

Services continue to be held in both Haumoana and Clive and now an Afrikaans speaking congregation share the facilities as well. Everyone is welcome at these churches.

*Drive to the end of Old Ferry Road, park and walk up the stop bank. Walk along 150 metres to*



*The post in the water is the only remains of the punt mooring.*

Stephanie Drew

## **6. Ferry site (1.3km) (1.6km)**

From the top of the stop bank a track leads to the Muddy Creek outlet where as early as 1855, settlers formed a company and established a punt ferry service at this site where remains of the ferry piles are still visible. The first official ferryman was John McKinnon, formally a pilot for the Port of Napier in 1858. The punt was replaced by a wooden bridge in 1867 which in turn was replaced by another wooden bridge in 1878. The current bridge was built in 1955.

*Return to the Main Road*

## 7. The Clive Hotel (1.3km) (2.9km)

The Clive Hotel was situated on the corner of School Road and Main Road. Harry Ellis was the proprietor in 1931 when the Hawke's Bay Earthquake struck, wrecking the foundations of the two-storeyed hotel. The insurance stated it was cheaper to rebuild than to repair so the building was demolished and a brand new hotel was built across the road on its current site. This new establishment has variously been called The Clive Hotel, The Hotel Clive and The Clive Tavern.

*An impressive photo display of the numerous breweries and hotels in the area from 1857 feature in the main bar.*



*Clive Hotel.*

Gary Baines collection

## 8. Edinburgh Brewery (50m) (2.95km)

(The site was opposite Clive Hotel)

The original brewery was called the West Clive Brewery, established in 1867, and was an impressive 75 foot long, two-storeyed concrete malt house. It was subsequently purchased in 1876 by David McIntyre, and renamed the Edinburgh Brewery. Joseph Kutze was an owner and in 1885 he moved to Ormondville to set up another brewery. He returned briefly and sold a second time in 1890. This Joseph Kutze was the patriarch of the Coutts Brewery family who went on to create Dominion Breweries, changing their name from Kutze to Coutts during WW1.



*The Main Street in Clive showing the old Edinburgh Brewery.*

Gary Baines collection

## 9. **West Clive Hotel** (50m) (3.0km)

The Provincial Hotel was the first hotel to open in West Clive, in 1867, on a site near 186 Main Road. Walter Caldwell, proprietor, established the West Clive Brewery next door. He subsequently changed the name from the Provincial Hotel to the West Clive Hotel in 1868.

The original hotel was burnt to the ground in 1889. The replacement two-storeyed twenty room hotel was also destroyed by fire in 1897. The third West Clive Hotel was opened in 1898, again a large two-storeyed building with eleven upstairs bedrooms. This was destroyed in the Hawke's Bay Earthquake of 1931.



*West Clive Hotel.*

Gary Baines collection

*Continue along the Main Road south to*

## 10. **Farndon House** (700m) (3.7km)

108 Main Road (*View from the road.*)

Farndon House is at the end of a tree-lined driveway. Purchased by Lindsay Gordon, and originally a poultry farm, the property was transformed by Lindsay, his wife Evelyn and long-time friend, Algie Harrison, into an traditional English garden in 1924. Lindsay Gordon lived there until his death in 1996 aged 102 and the property is still owned by a member of the family.

Many of the properties along the right-hand side of the road here back onto the Clive River and some still retain their original jetties and docks that were used by the early trading vessels and barges.



*View across the Clive River to one of the original jetties.*

Philip Mardon

*Continue along the Main Road south to*

### **11. Cherry Shop (1.0km) (4.7km)**

Established in the early 20<sup>th</sup> century, until quite recently this was known as Motorists Orchard Shop. Fruit for sale there was largely grown on the mixed orchard behind the shop. The orchard extended through to Richmond Road and was originally owned by a Miss Dyet whose family were old Clive residents. The orchard has been removed but the little shop remains selling cherries in season.



*Cherry shop.*

Megan Williams

*Continue along the Main Road south to*

## **12. Tuckers' Wool Scourers** (200m) (4.9km)

In the early days wool was a valuable local commodity and there was a need for processing facilities. The Tucker family established a number of fellmongeries in the Clive/Whakatu area. This site was purchased in 1913 when the Whakatu meat works required Tuckers' original site for expansion. They relocated their entire scouring plant, using a traction engine, three quarters of a mile downstream to the current site.

The business grew, providing washed wool and a number of by-products such as tanned leather, candles, soap and tallow from the boiling down process. Today the buildings are no longer used for these purposes.



*Tuckers' Wool Scourers.*

Ivan Hughes

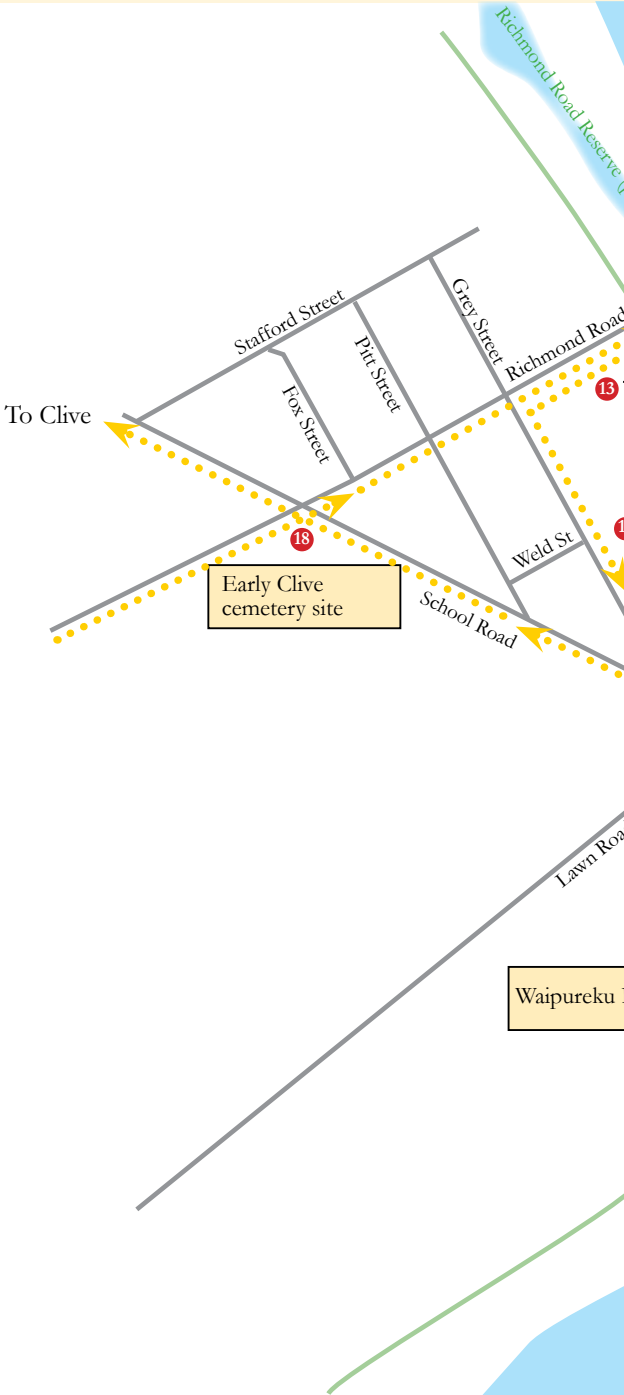
*Opposite Tuckers' turn left into Richmond Road, crossing Mill Road (named after an old flour mill) and Grey Street, continuing toward the end of Richmond Road. On your right is -*

## **13. East Clive Waste Water Treatment Plant** (2.7km) (7.6km)

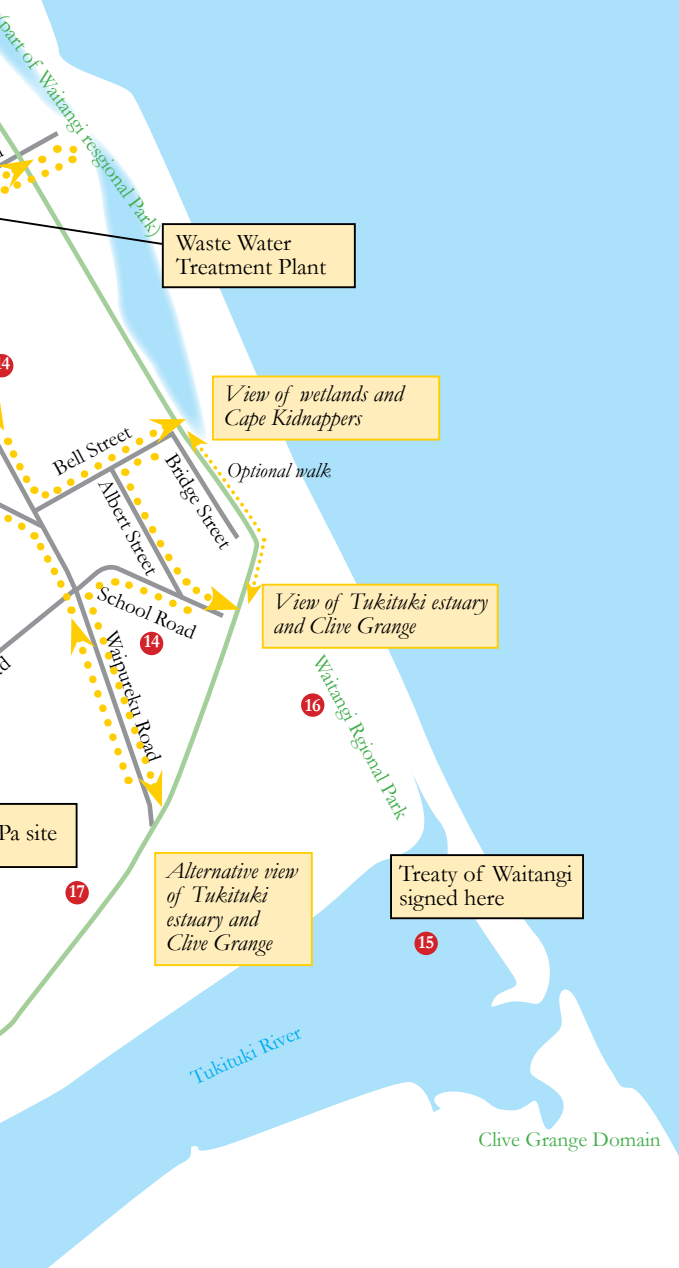
Originally Clive's sewage was collected by a night cart but in the late 1880s the community decided that it would be discharged into the Ngaruroro River. This continued until 1930 when serious health issues caused by industry waste water discharge led to an extension of the sewer outfall to the sea at the end of Richmond Road (East Clive) where the old concrete outfall can still be seen. In 1957 after a damning report from the Pollution Advisory Council, the Hastings City Council commissioned a new treatment plant with a submarine pipe line

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**See map of the East Clive/Waipureku area overleaf.**



HAWKE BAY



Waste Water Treatment Plant

*View of wetlands and Cape Kidnappers*

*View of Tukituki estuary and Clive Grange*

*Alternative view of Tukituki estuary and Clive Grange*

Treaty of Waitangi signed here

Pa site

*Optional walk*

Clive Grange Domain

running 2.75km out to sea. In the 1990s after public consultation, negotiation with the local Iwi, and extensive European research the plant was upgraded to a state of the art facility.

At the end of Richmond Road continue over the stopbank/cycleway to where there are views of the old Ngaruroro River bed, Tukituki estuary – a haven for bird life and Cape Kidnappers in the distance. *(If driving extra care is needed because of rough road surface.)*



*View over the wetlands on the old Ngaruroro riverbed.*

Stephanie Drew

*Return back along Richmond Road turning left onto Grey Street then left onto Bell Street.*

*This soon veers right onto Bridge Street which continues on a short distance with the cycleway and stopbank to the left and houses on the right. On the bend, the access way directly ahead also leads to the cycleway and the beach.*

The top of the stopbank offers a good view of the old riverbed, glimpses of the Tukituki estuary southeast and Cape Kidnappers in the distance.

*From here you could walk along the stopbank 200 meters to the next site OR return along Bridge and Bell Streets then turn left onto Albert Street.*

*By the last power pole at the end of the street a narrow right-of-way leads to a stile and up to the track on the stop bank that can be slippery if wet. Care is needed here.*

*Watch for cyclists in either direction.*

From this point on the stopbank one can enjoy good views of the Tukituki estuary and buildings of the original Clive Grange site (see Waimarama Heritage Trail brochure) on the other side and Haumoana village.





*Looking back from the top of the stopbank at the site of the original Dyett Hotel. This was Section 1 on the original survey map.*

Don Trask



*Early view of the lagoon at Clive Grange showing the 'Clapham Bach'. Clapham was an early photographer.*

Gary Baines collection



*The first Clive Grange was built by Joseph Rhodes. Photo shows his family seated in front of the building.*

Lilly Baker collection

*Back on Albert Street turn left and proceed to the roundabout at the junction of School Road, Lawn Road and Waipureku Road. Turn left into Waipureku Road and proceed to its end.*

Here there is another stile access leading to the Tukituki River stopbank and cycleway. A distant view of the river estuary can also be seen from here. This site, on both sides of the stopbank, is believed to be the original Marae site for the area. The Marae was twice relocated further upstream, due to frequent flooding and is now reached from Lawn Road, near the Mill Road intersection.

*Travel back along Waipureku Road to the junction of School Road.*

On the right is the original village of East Clive (Waipureku) where there are many historic sites (see modern map on pages 14-15 and original town plan on page 19) but today only a few of these original homes remain. These sites included Dyett Hotel, cemeteries and schools.

## **14. Waipureku – East Clive**

*(1.9km) (9.5km)*

The village of Waipureku was set out by Joseph Rhodes working with surveyor Henry Joseph Tiffen, Chief Surveyor for Hawke's Bay, in 1857. The map included suggests that R.M. Skeet, whose name appears on the later survey plan, resurveyed the township in 1879 when it was declared a town.

However with the main road to Napier bypassing Waipureku, and a new bridge constructed across the



*Aerial view of the Haumoana area.*

Alexander Turnbull Library



*Original map for the Clive/Waipureku town site.*

Ngaruroro River, West Clive flourished. Another factor contributing to this was the relocation of the railway to cross the Ngaruroro River at Whakatu, and the construction of a station near the junction of Farndon Road and the new Main Road.

Disastrous floods held back further progress in this area until flood protection work by the three H.B Rivers Boards and their successors, the H.B Catchment Board (now H.B Regional Council) was completed and the constant threat of flooding passed.

Prior to this there had been some significant floods in the area. An account of the 1897 flood describes the disasterous combination of heavy rainfall, spring tides and the blockage of the sandbar. The resulting flood lead to the loss of 10 lives. A memorial to commemorate this event can be found on Marine Parade in Napier.

The southern shoreline of Hawke Bay in recent times was constantly changing due to the combined actions of the Tukaekuri, Ngaruroro and Tukituki rivers. Over time deltas formed at the river mouths, eventually joining to form an alluvial plain. Further sea action created shingle bars and lagoons, swamps and areas of fertile land.

Today from Waitangi to Te Awanga, wetlands and tributaries of these rivers still define the area.

## 15. Waitangi Treaty site

**Treaty of Waitangi 1840:** The Treaty of Waitangi negotiations were held in Hawke's Bay in June 1840 when *H.M.S. Herald* anchored inside the Tukituki River mouth. The British representatives on board, Major Thomas Bunbury and Edward M. Williams, were after one signature in particular, that of Te Hapuku. In September 1839 Te Hapuku had put his mark on an 1835 Declaration of Independence while visiting the Bay of Islands. This mark had alerted European authorities to his presence and made his personal agreement to the treaty essential. Te Hapuku was hesitant but was persuaded to sign by a Chief Hara of Ngapuhi (Bay of Islands) who was visiting Hawke's Bay. Waimārama chief Harawira Mahikai signed, he was also the younger brother of Tiakitai who both played a prominent role in the inter-tribal warfare that plagued Heretaunga during the 1820s and 30s. The third signatory was Hoani Waikato. Each of these rangatira signed on behalf of their larger hapū grouping, Ngāi Te Whatuiāpiti. This was sufficient for Bunbury who did not seek further signatories meaning that most of Ngati Kahungunu did not sign the treaty.

## 16. Waitangi Regional Park

Waitangi Regional Park extends around five kilometres along the coast between Awatoto and Haumoana and is a haven for wildlife and sports people. The Reserve covers an area of 300 ha and is where a number of rivers meet the sea – Tukituki, Ngaruroro and Tutaekuri Rivers, Karamu Stream (which becomes the Clive River) as well as Grange and Muddy creeks. This part of the coast is an important ecosystem with fish breeding here and migrating between the ocean and the rivers. Resident and migratory bird species such as the tern, white heron, royal spoonbill, and godwits can be seen on the gravel bank. The cycle track, BMX track, horse trail and boat ramp can all be accessed through the Evers-Swindell Reserve. The beach and wetland can be accessed at East Clive, Ferry Road

and Richmond Road parking areas.

## 17. Waipureku Pa

Te Moananui established the Waipureku Pa in 1845 beside the Tukituki River on Waipureku Road. The original Clive Township was sited on the Ngaruroro River.

The Pa, which was originally sited strategically at the mouths of the Tukituki and Ngaruroro rivers, has since been relocated due to the risk of flooding. Waipureku was the home of Kurupo te Moananui of Ngati Kahungunu, the paramount chief for the Heretaunga area who was the main point of contact for the first European settlers.

Prior to this, during the early nineteenth century, a series of battles between tribes and their leaders led to the continual changing of land ownership. However by the early 1840s Christianity had reached Hawke's Bay and, with it, came an increasing desire for peace. By 1848 Te Moananui had become a Christian following the arrival of William Colenso in 1844.

Seeing opportunities for trade,



*Te Moananui c.1865*  
Collections.tepapa.govt.nz/object/1447170



*Te Harukū.* Knowledge Bank

he was eager to sell land to the English settlers and the Crown, represented by Donald McLean. However rivalry between Te Moananui and Te Hapuku of Te Hauke arose as Te Hapuku started to sell land to which he did not have sole claim, and tensions between them and their supporters heightened and skirmishes resulted.

Te Moananui was also starting to regret earlier land sales and resolved not to continue dealing with the Crown. Wanting to address the situation, he and a group of another ten chiefs determined that no further land sales would take place without the consent of all claimants and informed McLean of this. Attempts at reconciliation between the two leaders were unsuccessful despite Te Moananui's desire to resolve their differences. Gradually Te Hapuku lost support and Te Moananui emerged as the undisputed leader of Heretaunga Maori.

He lived his later years at Matahiwi Marae dying there in 1861. He was buried at Farndon.

*Coming off the stopbank turn into Grey Street and leave Waipureku (East Clive) travelling along School Road to*

## **18. Early cemetery sites**

Corner of School Road and Richmond Road  
(No 55)

The last known interment was Richard Lucas who drowned in the Ngaruroro River in October 1891. Public Act No 54 dated November 1919, stated it was no longer required as a cemetery and the bodies (supposedly) were removed.

*Travel further along School Road to*

## **19. Clive School site (1.5km) (11.0km)**

Clive School was one of the first schools to open in Hawke's Bay in 1859 in East Clive. There have been two schools in this area, namely the East Clive School in Bell Street (1859) and the West Clive School in Ferry Road (1869).

In the 1800s education was not compulsory or free but in 1858 the new Provincial Council passed the Hawke's Bay Education Act encouraging the

education of youth in the region. Settler Joseph Rhodes had led the way for this legislation knowing that illiteracy was the major problem and deterrent to prosperity in Hawke's Bay. The Act legislated that financial aid should be available for the building of public schools for all children without discrimination. In 1879 the original East and West Clive Schools combined to become Clive School, with the buildings relocated to the current site on School Road. 1959 would see decades of major rebuilding at Clive School.

## 20. St. Joseph's Catholic Church

*(300m) (11.3km) (View from the road.)*

This was built in 1889 after many years of Catholic services in temporary locations. For a century St. Joseph's Roman Catholic Church and St Mark's Anglican church stood as silent sentinels over the Clive community. The first glimpse of Clive when travelling south from Napier was the sight of these two landmarks as you turned the corner by Farndon Park. They were landmarks on the Clive side of the river.

St Joseph's was deconsecrated in 2005. The building remains on site in private ownership.

*Return along School Road to State Highway 51 in Clive where you pass the previous locations of St. Mark's (the Anglican church) and St. Aidan's (the Presbyterian Church).*



*St Joseph's Catholic Church.*

Megan Williams

## Acknowledgement and sponsorship:



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DISTRICT COUNCIL



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REGIONAL COUNCIL

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