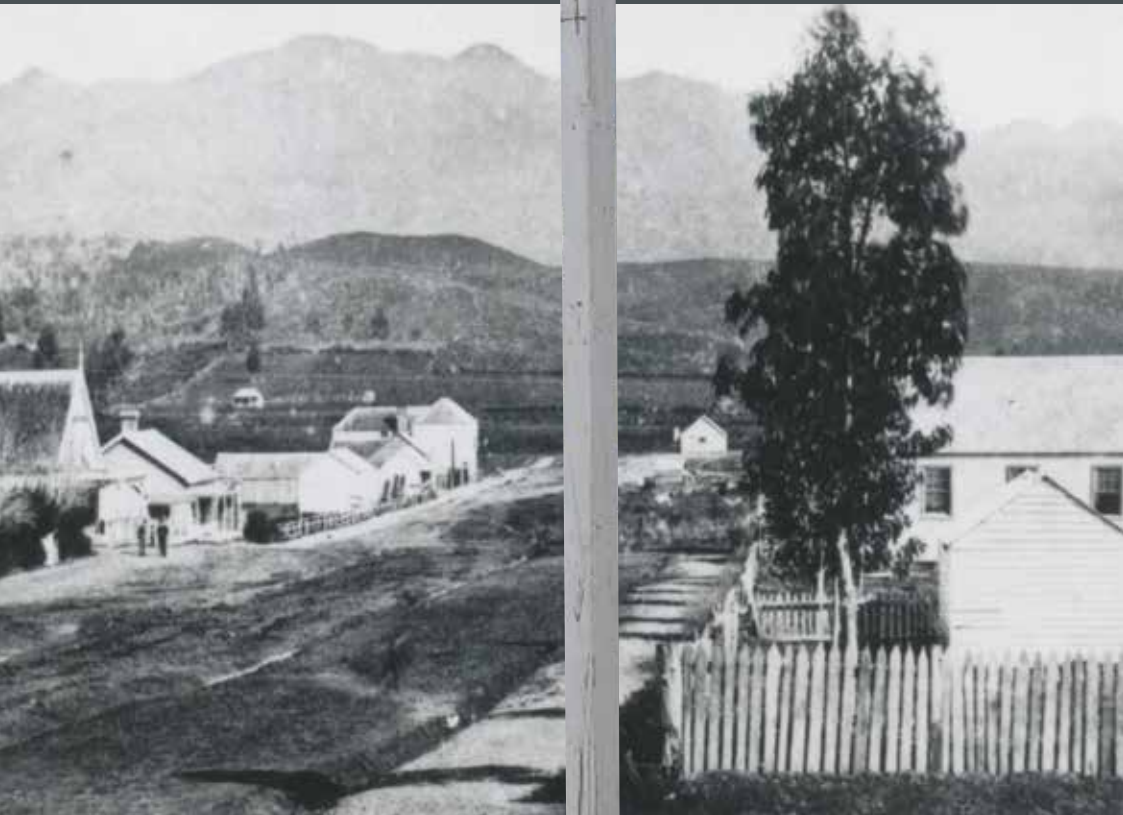


Where did that name come from?



*The story behind the names of roads and
other landmarks in and around Pirongia*

Alan Hall

Where did that name come from?

ALAN HALL

Published by: What's the Story Publications
RD6, Te Awamutu 3876

Date of publication: April 2017

ISBN (PDF): 978-0-473-39408-0

Acknowledgements

A number of members of the Pirongia Heritage and Information Centre contributed to this publication, particularly Alan Livingston whose knowledge of the Harapepe, Te Pahu and Karamu area of the district is encyclopaedic, Haupai Puke and Joy McGregor.

The mapping, presentation skills and advice of Sonia Frimmel from What's the Story Publications are also gratefully acknowledged.

Formatting the booklet was completed using a Community Discretionary Fund Grant by Waipa District Council.

Alan Hall

Contents

	Page
Pirongia streets named after North-West Passage explorers	1
Undeveloped paper roads in Pirongia	3
Other Pirongia street names	4
County roads	5
Map of Pirongia Village	7
Map of the Pirongia District	8-9
Bridges	14
Other named places	15
Index	18



Captain Francis Crozier



Rear Admiral Sir John Franklin



Source: both images: Wikimedia Commons

Pirongia streets named after Northwest Passage explorers

The names of the streets in Alexandra East, first surveyed by Gundry and Goodall in 1864, were first officially named on a map printed in England in the 1880s under the authority of the New Zealand Surveyor General, James McKerrow. It is not known whether the names were decided in New Zealand or in the United Kingdom.

Baffin Street: William Baffin, an English explorer, was the chief pilot on expeditions searching for a north-west passage to India in 1612 and 1615.

Beechey Street: Frederick Beechey charted the north coast of Alaska in 1826.

Belcher Street: Sir Edward Belcher was the surveyor in Beechey's expedition of 1826. Later, in 1852 he commanded a government expedition in search of Sir John Franklin's party.

Bellot Street: Named after Bellot, a French volunteer on a private expedition financed by Lady Franklin in search of her husband.

Collinson Street: Captain Richard Collinson of the *Enterprise* led an expedition from the west with Captain Robert McClure searching for Sir John Franklin in 1850.

Crozier Street: Named for Francis Rawdon Crozier, captain of *HMS Terror*, who accompanied Sir John Franklin in search of a north-west passage. The ships were last seen on July 25th, 1845. Crozier had earlier explored around Antarctica with Sir James Ross.

In the early days, before the official street names were accepted, locals called Crozier Street, Queen Street. It is referred to as such in early newspaper advertisements.

Franklin Street: Commemorates Rear Admiral Sir John Franklin (previously governor of Tasmania), who captained *HMS Erebus* when it entered Lancaster Strait in July 1845 in the company of *HMS Terror*. It was 14 years before the fate of the crews of both ships was revealed. They had discovered a passage, but lost their lives in the attempt.

In the early years of the settlement, other names were used for this street. It was the only street named on the original sketch map of the settlement, where it was designated Russell Street, presumably in honour of the Minister of Defence, Hon. Thomas Russell. Later, it was referred to in newspapers as King Street, when Crozier Street was known as Queen Street, and briefly as Bowen Street following a visit to Alexandra by the Governor of NZ, Sir George Bowen, in 1870.

Inglefield Street: Commander Inglefield commanded the supply ship North Star in the 1852 expedition to search for Sir John Franklin.

Kane Street: Named after Elisha Kent Kane, U.S. naval surgeon and scientist who joined an American financed search for Franklin.

McClintock Street: Sir Francis McClintock (pictured right) searched the Arctic with Sir James Ross in 1850-51, seeking the fate of the HMS Terror and HMS Erebus, and led a further expedition in 1854, but found nothing. When an 1859 report to the Hudson Bay Company, from the Inuit people, reached Britain, McClintock was sent by Franklin's widow to the area they described. Here he found skeletons, many relics and a cairn containing the record of their ill-fated expedition.



Source: Wikimedia Commons

McClure Street: Commemorates Sir Robert McClure who first explored the Arctic in 1836. He was a member of the first search expedition for Franklin's party in 1848-49. In 1850 he led a search from Bering Strait on the Pacific Ocean side. His ships were lost, abandoned to the ice, but his party was rescued in 1854, after trekking on foot to the Atlantic side - the first party to traverse the passage from west to east. Regardless of its official name, McClure Street was known locally for many years as Kawhia Road because it was a part of the main route from Te Awamutu to Kawhia.

Parry Street: Sir William Parry undertook voyages in the 1820s in search of a north-west passage and the North Pole, all for the British Navy.

Penny Street / Road: Named for William Penny who was a British whaling captain involved in the Franklin searches.

Originally named Penny Street, it led to a Māori trail to Te Awamutu that ran along the Mangapiko Ridge, following present-day Johnson and Burns Roads. It later became known as Penny Road.

Ross Street: Commemorates Sir John Ross and his nephew, Sir James Ross, who were both polar explorers involved in many Arctic expeditions searching for a north-west passage. Between 1839 and 1843, Sir James Ross also explored in the Antarctic, where the Ross Sea bears his name, and visited New Zealand.

Undeveloped paper roads in Pirongia

Hudson Street: Commemorates Henry Hudson, an early 17th Century sea explorer who led two expeditions in search of a north-west passage to Asia.

Scoresby Street: William Scoresby was considered the most successful whaler of the early 19th century. He was a friend of James Ross, and adviser to many Arctic explorers.

Sherrard-Osborn Street: Sherrard-Osborn captained HMS Pioneer on Belcher's second attempt to find Sir John Franklin in 1852.

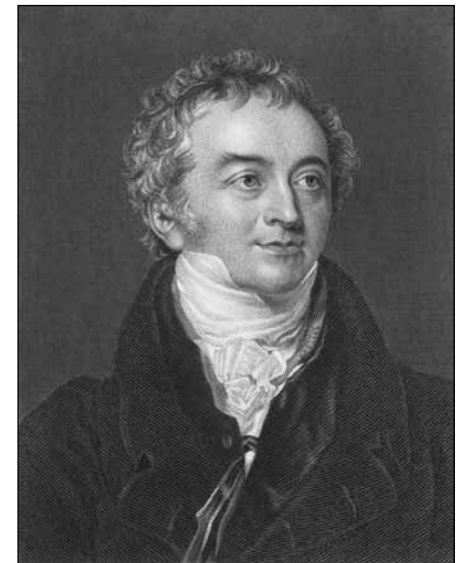
Young Street: Named for Thomas ('Phenomenon') Young, Foreign Secretary of the Royal Institute (1802-1829), a physicist and physician concerned with Arctic exploration.

Note: these undeveloped roads are not shown on the maps on pages 7-9

Source both images: Wikimedia Commons



Sir Robert McClure.



Thomas Young - once described as "The Last Man Who Knew Everything".

McCLURE ST

Waipa

Other Pirongia street names

Aubin Close: A more recent addition – named for Jean (John) Aubin, native of Jersey, who was one of Alexandra’s early store-keepers and played leading roles in the early development of the settlement.

Chestnut Lane: Located in a recent subdivision off Collinson Street, this street is named for chestnut trees growing in the area when the subdivision was made.

Matakitaki Lane: Leads to the site of Matakitaki Pā which until 1822 was the pre-eminent Pā at the junction of the Mangapiko Stream and the Waipā River. See Matakitaki Pā on page 15.

On the original map of Alexandra, this was to be the main road north and was designated the Great South Road (presumably the southern end of the military route from Auckland to Alexandra). It was probably envisioned that a high level bridge would carry it across the Mangapiko stream. However, after the decision was made to bridge the Mangapiko Stream near the site of the present bridge, the road line was changed and a local name was given to the lane from Franklin Street. It was known as Orchard Lane until 2003 when the District Council renamed it Matakitaki Lane.

Oak Lane: In 1937, this short street leading to the Alexandra Cemetery was created on Lot 335, replacing McClintock Street from Beechey Street to the Cemetery. It appears to have been named for the oak trees near the Cemetery Reserve.



Moon and Co. Store in 1923 on the corner of Crozier and Franklin Streets.

County roads

Many roads take their names from prominent settler families who lived nearby. Others are Māori names for places in the locality of the road.

Many roads in the Harapepe - Te Pahu - Karamu area were officially named following a visit to the area in 1937 by the Minister of Works, the Hon. Bob Semple, who met with a representative of the families on each road. Following this, each road was officially given the surname of its family representative. However, it is likely that at least some roads were already known informally by those names, as it was customary for local people to refer to roads by the names of people who lived on them.

Allcock Road: Named for the family of William and Jessie Allcock who farmed to the east of the Waipa River, on this road, from at least 1903 until 1953.

Anderson Road: Named for Edwin and Elsie Anderson who farmed on this road from at least 1909. Mrs Anderson was a nurse who cared for people in the district. Later the property was farmed by their son Cecil.

Arthur Road: Named for the Arthur family whose descendants still farm on the road. Leslie and Dolly Arthur moved here from Cromwell, Central Otago, in 1915 to establish a farm at the top of the road, 2 km beyond the present terminus. Other family members worked properties that were later amalgamated to form the present farm owned by John Arthur.

Bell Road: Named for the Bell brothers (Jack and William “King” Bell) who, after World War 1, farmed a part of the present-day property of John Lorimer. These Bell brothers were children of Thomas and Frederica Bell who lived an isolated existence on Raoul (also known as Sunday) Island between 1878 and 1914.

Bird Road: Named for the family of Frederick Southern Bird who farmed in the locality. There is a small plaque commemorating him on the oak tree shading the burial ground of British soldiers killed in the 1864 Waiari incident.

Bowman Road: Named for Edward Henry Bowman who farmed at the Paterangi end of this road.

Burns Road: Named for John Burns, a former Forest Ranger whose family lived for many years on a farm allotment in this area. John Burns’ daughter, Margaret, became the wife of W.M. Chappell, the saddler who played important roles in Alexandra/Pirongia community life between 1882 and 1932.

Butler Road: Named for Jack Butler and his wife Una (nee Mounsey) who farmed on O'Shea Road from the 1940s. The road was formed on a part of their farm in the 1970s. This was about the time when the section of Mangauika Road between the Mangauika Stream and O'Shea Road, was formed.

Clark Lane: Named after Fred Clark, a son of Thomas & Mary Elizabeth Clark who farmed on the Limeworks Loop Road from 1903. After World War 1, Fred purchased land in the area where Clark Lane is located and farmed the property until 1985 when it was subdivided, requiring an access road that was named after him, as recommended by the Te Pahu ratepayers.

Clothier Road: This road was named in the 1950s on the recommendation of the Karamu Ratepayers Association to commemorate Fred and Ada Clothier. Fred Clothier had purchased the land in the area in 1919. He sold part of the property to his daughter and son-in-law, Dawn and Bill Bowe, in 1950. About 1990, this roadway, which had previously given access to the Karamu Landing on the Waipa River, was re-opened to give access to a rural-residential sub-division.

Corcoran Road: The family of Michael and Mary Corcoran was well-known in the district where they moved from Hairini in 1895 to take over the property accumulated at Harapepe by E.G. McMinn. Like McMinn, Mick Corcoran was prominent in local government, giving long service as a Raglan County Councillor (1918-1947) in the days when this part of the Waipa was in Raglan County.

Day Road: Originally known as Day's Road this road is named for Lionel Cyril Day and his wife, Georgina Henrietta who farmed here from the early 1930s until Lionel died in 1961. Lionel was a son of Cornelius Day, the owner of Pencarrow at Tamahere. Lionel's son Lennard Stanley Day and his wife, Jessie Constance, continued to farm the property until Jessie died in 1971 and Len moved away to farm at Rukuhia.

Frontier Road: This was literally the road along the frontier created by the confiscation of Māori lands north of the Puniu River in 1864, following the battle at Orakau. In 1873, the Ford Redoubt was built near the junction of Burns and Frontier Roads by a government-loyal party of Ngāti Naho from the lower Waikato under command of Major Wi Te Wheoro. It was manned by the Armed Constabulary. The road was developed by Ngāti Naho and working parties of Armed Constables.

Godfrey Road: The brothers Bill and Bert Godfrey farmed on this road from about 1911. Bert was killed in action during World War 1, but Bill continued to farm here until the 1950s.

Grey Road: The Grey brothers and two sisters were early settlers on this road.

Grove Road: Dick and Jack Grove farmed on this road.

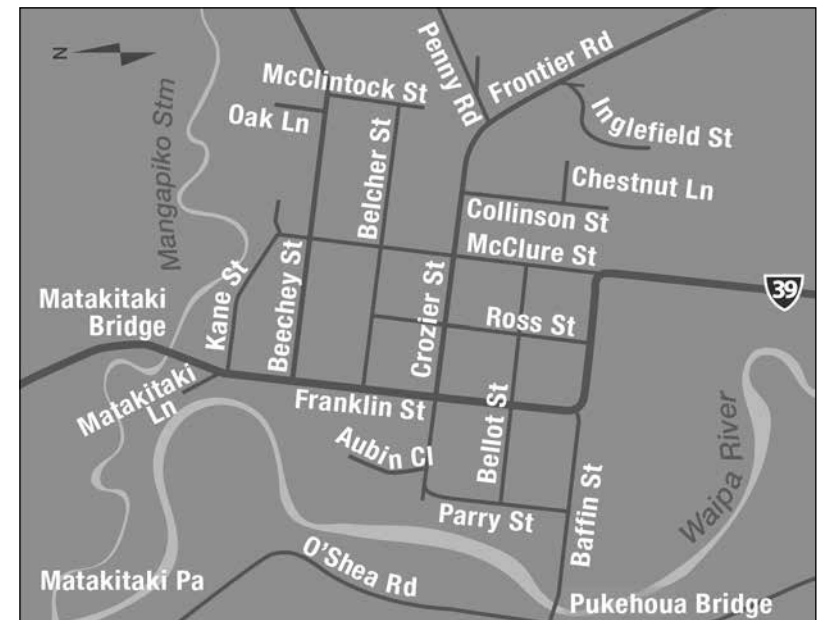
Hanning Road: Named for S.J. Hanning whose family lived near the road end from about 1927.

Hawthorne Road: Named for a farmer on this road, probably Alfred Hawthorne.

Hodgson Road: Named for Isaac Hodgson, who farmed for many years at Homewood, near the junction of Hodgson, Rosborough and Grey Roads where John Vittoria Cowell had lived prior to the Waikato War.

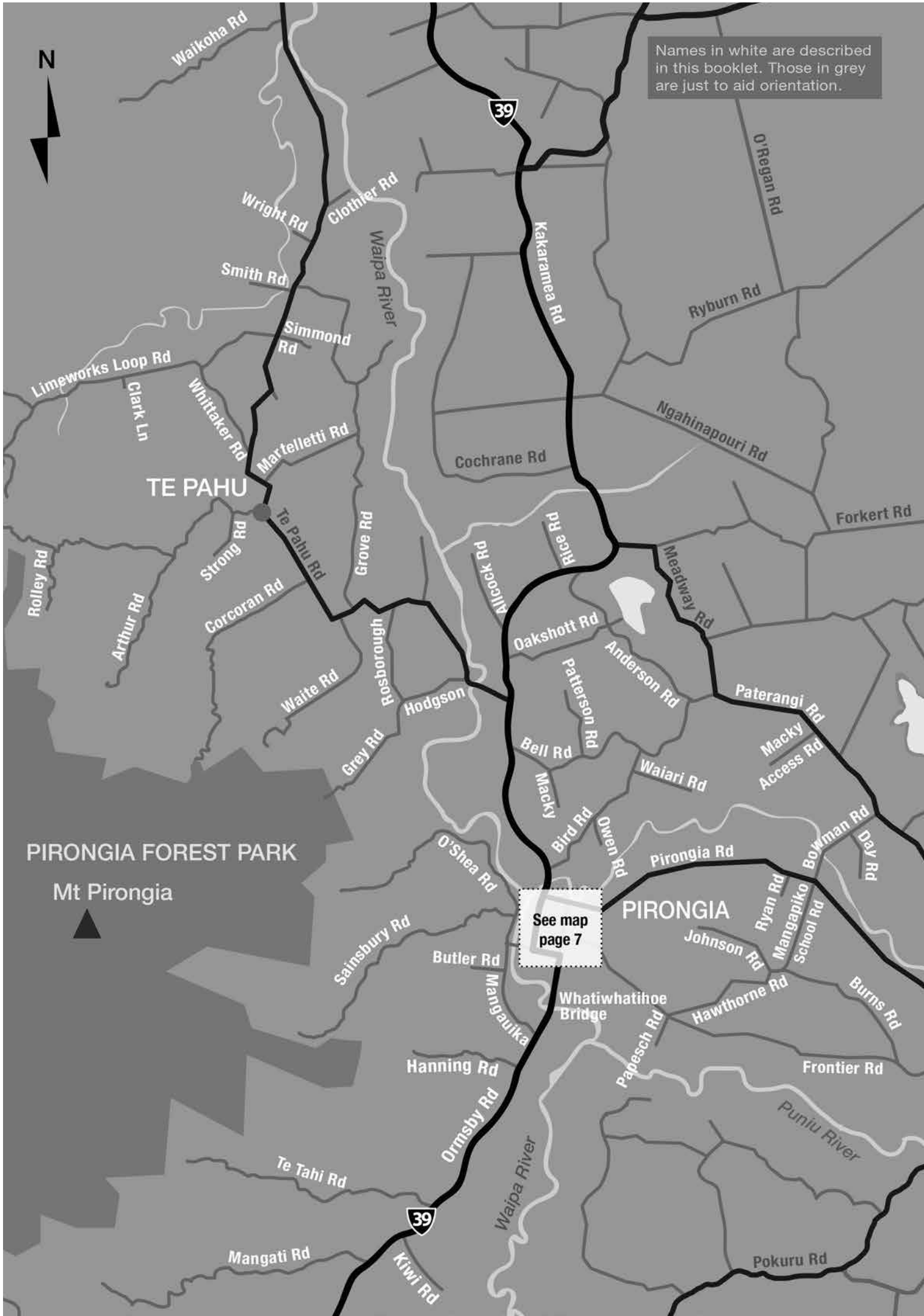
Johnson Road: Named for J.T. Johnson who farmed at Mangapiko from 1908, and whose descendants still live in the district. Johnson was a leading figure in local body, farming and Methodist Church affairs.

Kakaramea Road: In the earliest years of Alexandra, this road appears to have been the southern-most section of the Great South Road (see Matakītiki Lane). However, until State Highway 39 was named, it was known locally as the Main Road (to Ngaruawahia and Auckland) and the Pirongia-Hamilton Road. When its name was changed to Kakaramea Road in the 1980s, a group of Te Rore women who objected to the change were told by the District Council that it referred to "a sweet-smelling plant growing on the banks of a stream". Why that name was chosen is not known. The plant may have been common in the area at some time.



N

Names in white are described in this booklet. Those in grey are just to aid orientation.



PIRONGIA FOREST PARK

Mt Pirongia

See map page 7

PIRONGIA

39

39



Kiwi Road: This road gave access to a block of land owned by the Department of Māori Affairs. After World War II it was subdivided into farm lots that were allocated to returned servicemen who won them by ballot. The successful men included Peter Daniels, Charlie Lingman, Jimmy Nelson and Wilson Tamaki. New Zealand servicemen overseas were known as Kiwi soldiers and the name of Kiwi Road is said to commemorate the fact that a group of them farmed in this area.

Limeworks Loop Road: The Karamu Limeworks, run by a farmers' cooperative, was located near the present-day junction with Fillery Road from 1935-1946. Later, from 1970, when there was a high demand for agricultural lime, two other companies operated in the area, producing up to 70,000 tons a year until rising costs and a reducing demand led to their closure in 1985.

In 1934 the Limeworks Loop was made up of two separately-named roads. The Karamu Limeworks Road ran from the Whatawhata-Te Rore Road to the Kaniwhaniwha School, and the Te Pahu Valley Road ran west to join the Karamu Limeworks Road at the Kaniwhaniwha School.

Macky Road: Named for the Macky family who from 1873 were prominent farmers and land-owners in the Paterangi District. Three daughters of S.C. Macky owned a farm on this road.

Macky Access Road: An Access Road gave access to a particular farm, in this case to the farm of William Macky who moved here in 1873. It was then farmed by his son Samuel Christie Macky.

Mangapiko School Road: This road led from the main Pirongia - Te Awamutu Road to Mangapiko School (1880 to 1939) which stood at the junction with Burns Road.

Mangati Road: Tī is the Māori name for the cabbage tree. Manga refers to a stream. The original Māori name was probably Manga-a-tī. Thus, it referred to the stream in the valley when it was bordered by cabbage trees.

Mangauika Road: Named for Mangauika Stream which the road crosses at the boundary of the Otorohanga and Waipa Districts. Mangauika Road passes through the heart of what was Whatiwhatihoe - one of the main settlements of Tawhiao, the second Māori King and his people during the 1880s. Initially, the road ran only from the Kawhia Road (now Ormsby Road) and ended after crossing the Mangauika Stream. It was extended to O'Shea Road in the 1970s to facilitate the passage of trucks carrying logs from the east of Mt Pirongia that were too heavily laden to cross the Pukehoua Bridge.

Martelletti Road: Named for the family of Severino and Marghereti Martelletti who farmed on this road from about 1918. Severino appears to have represented the local families at the 1937 meeting with the Minister of Works.

Oakshott Road: Named for the family of W.J. Oakshott who farmed between Tuhikaramea Road and Anderson Road. Earlier it was known by the names of other farmers as Robinson's Road and then as White's Road.

O'Shea Road: Named for the family of W. O'Shea who operated a saw mill in the area early in the 20th Century. O'Shea made an influential submission to the Bridge Commission when a decision was made in 1911 to build the Pukehoua Bridge. In the 1930s, many local people knew the road as McClunie's Road because it led to the farm of the McClunie family who still farm there.

Ormsby Road: The family of Robert Ormsby and his wife Rangihurihia, farmed on Rangihurihia's extensive land holding centred near the corner of today's Kiwi and Ormsby Roads where they lived from the late 1840s. Robert and his son Gilbert joined the 2nd Waikato Militia about the time Alexandra was established and both received land grants in Alexandra and near Frontier Road. Robert Ormsby filled a number of important roles in the early years of Alexandra. He was a lay preacher in the Anglican Church and the first teacher when the Alexandra School was established in 1872. Later, he taught at the Harapepe, Mangapiko and Hautapu schools. His sons (particularly John Ormsby) were influential in the early development of the King Country. There are still many descendants in the district. This road was originally known locally as the Kawhia Road.

Owen Road: Originally an access road to the farm of Zenas and Margaret Owen, who farmed here after WWII. Their sons, Zenas Edward (known as Bunch) and Roy, continued on the land until about 1970.

Papesch Road: The Papesch family farmed on this road from at least 1891 when several Papesch children attended Mangapiko School. Their land appears to have been bought by Joseph Papesch who as a Private, fought in the South African War 1899-1902. He is buried at the Alexandra Cemetery, together with his wife, Mary.

Paterangi Road: The road from Te Awamutu to Paterangi. A section of it was part of the 1850's dray road from Rangiaowhia to Te Rore, used to transport produce for sale in Auckland. See *Paterangi* under *Other Places* for an explanation of its name.

Patterson Road: Named for William Patterson, a 2nd Waikato militiaman, and his wife Eliza Jane. From the late 1860s, this road gave access to their farm. Three of their children attended Paterangi School for a few years in the 1880s.

Pirongia Road: The road from Te Awamutu to Pirongia is also often informally referred to in Pirongia as the Te Awamutu Road.

Rice Road: Named for the family of Peter and Theresa Rice who farmed here early in the 20th Century.

Rolley Road: In the early 1930s, Len Rolley farmed up this road in partnership with his brother Jack and Pat Kendall. By 1937 Len Rolley was farming Blue Ridge on his own account and as the only settler on the road would have been its representative at the meeting with the Minister of Works.

Rosborough Road: Named for John Rosborough who took over property on this road immediately prior to World War 1 when he moved from present-day Godfrey Road. Initially this was a gated access road to his house that was eventually linked to Grey and Hodgson Roads. The Rosborough property remained in the family until 1983.

Ryan Road: Originally known locally as The Lane, but officially named for Jack Ryan who farmed on this road from at least 1914. He retained the property that was later farmed by share-milkers when he moved to Te Awamutu, until it was bought by E R Johnson in 1942.

Sainsbury Road: The Sainsbury family lived near the junction with O'Shea Road, probably before 1900. A 1905 newspaper report called it Sainsbury's Road. Some local residents remember that it was once known locally as Owen's Road - named for settlers who once lived on the road.

Simmond Road: The name is a mis-spelling of the family name of Morrie Simmons who was the only resident on this road in 1937 when road representatives met with the Minister of Works.

Smith Road: George Smith was a 2nd Waikato Regiment militiaman who was awarded land in this vicinity. He later served briefly in Von Tempsky's ill-fated Armed Constabulary No 5 Division before returning to the area where he farmed until his death in 1895. In 1937, the road representative who met with the Minister of Works would have been one of his sons, either Charles or Arthur Smith, both of whom farmed on the road. Their descendants still farm in the vicinity.

Strong Road: John Strong began farming at Te Pahu in 1883. He married Margaret Sing from Paterangi and their son Fred, who took over the property would have been the road representative at the meeting with the Minister of Works in 1937 when his was the only family living on the road.

Te Tahi Road: The name is a mis-spelling of Titahi, the name of a Māori leader who once had a camp in the area used on journeys between Auckland and Taranaki.

Waiari Road: This road leads towards the site of Waiari Pā on a loop of the Mangapiko Stream. Here Captain Charles Heaphy displayed conspicuous gallantry in the face of the enemy by rescuing a soldier under fire when Imperial troops were ambushed by Māori during the Waikato War. Heaphy was later awarded the Victoria Cross for his actions.

Waikoha Road: This road was formed by depression works scheme labourers in 1937-38, after the 1937 visit to the district by the Minister of Works when other roads in the area were officially named. Initially, it followed a paper road from the 1860s survey and went as far as the crossing of the Waikoha stream but was extended in the 1950s, giving access to present-day Waikoha Station. It is named for the traditionally named Waikoha Stream which it follows.

Waite Road: Syd and Sally Waite lived on this road when first married before they moved in 1938 to a cottage on Beechey Street, Pirongia, from where Syd later worked as a carpenter. Earlier, the road was informally known as Von Tempsky Road.

Whittaker Road: Named for the family of George and Alice Whittaker who came to the district in 1921. They were succeeded on their property by their son Les and his wife Audrey. Les would have been the road representative at the 1937 meeting with the Minister of Works.

Wright Road: Named for the family of Jack Wright who purchased his farm on this road in 1912 before serving with distinction in World War 1 where he was awarded the Military Medal. Because he was the only farmer on this road, he would have been the road representative at the 1937 meeting with the Minister of Works. His son David still farms part of the property.

Bridges

Matakitaki Bridge: Named for the nearby site of Matakitaki Pā which until 1820 was the pre-eminent Pā at the junction of the Mangapiko Stream and the Waipa River. See *Matakitaki Pā* under *Other Places*.

Pukehoua Bridge: Officially named in 2004 after the volcanic landmark, Pukehoua, which overlooks it. The bridge was built in 1913 above flood level, replacing the original Waipa Bridge located 600 metres downstream, which had been repeatedly damaged by floods. Pukehoua Bridge was earlier referred to as the Baffin Street Bridge, High Level Bridge, The Big Bridge and The Rattler because of the noise made by vehicles crossing it.

Whatiwhatihoe Bridge: Its name commemorates the nearby site of the Whatiwhatihoe settlement, King Tawhiao's headquarters of the Kingitanga following his declaration of peace in Pirongia on 12 July 1881.

The original bridge, for which Tawhiao ceremonially began driving the first pile on 26 April 1882, was named Tāwhara Kai Atua by King Tawhiao although it became widely known as the Whatiwhatihoe Bridge and sometimes later as the East Bridge. The completed bridge was in use when Native Minister Bryce visited Whatiwhatihoe in October 1882. It provided access not only to the Whatiwhatihoe settlement, but also, as road access developed, into Te Rohe Potae (the King Country), particularly to Kawhia.

The original one-lane timber structure, said by then to have been the oldest timber bridge in the country, was upgraded in 1943 to meet minimal national public works standards. But it still had serious limitations on an increasingly busy road and a limited life expectation. As a result, when resources were available after World War II, the present reinforced concrete, two-lane structure was planned and constructed alongside it, to replace the original bridge. The new bridge was declared open by the Minister of Works, Hon. W.S. Goosman on 5 November 1954.

Pukehoua Bridge c.1915



Other places

Mount Pirongia: Pirongia is a shortened form of the Māori name for Mount Pirongia - Pirongia-te-araro-o-Kahu (The Scented Presence of Kahu). It refers to Kahu-peka, the great-great granddaughter of Hoturoa, rangatira/chief of the Tainui canoe. She is said to have travelled over the mountain on a journey of exploration, with her son Rakamaomao. On the way she bathed and anointed herself with oil infused with crushed rangiora leaves as a treatment for scratches and minor wounds. Hence the "scented presence".

Kahu-Peka's name is also associated with the names of many other volcanic landforms between Pirongia and Lake Taupo such as Kakepuku (Te Kakepuku o Kahu) and Te Kawa (Te Kawa o Kahu).

Mātakitaki Pā: Mātakitaki is the name by which the pā site at the end of Mātakitaki Lane, is known.

The original pā was an outpost of Ngāti Horotakere. It was located on a small, steeply-sided hill close to the confluence of the Mangapiko Stream and the Waipa River. According to Ngāti Hikairo, this pā was originally known as Te Mātakitaki i ngā Patupaiarehe ki runga o Pirongia, indicating that its original purpose was to watch out for the Patupaiarehe spirit people, high above, on the slopes and peaks of Pirongia. However, it also allowed monitoring of waka traffic on the river and the ancient tracks leading across the shoulder of the mountain to Kawhia. It was strategically important.

During the 18th century, another separate and much bigger defensive site was developed in two sections on the steeply-sided bench above the original Pā, by Te Whanau Pani, led by Whakamarurangi, a son of the second chief Hikairo. He played important roles in the formation of the confederation of his hapu with Ngāti Horotakere and Ngāti Puhiaue to form Ngāti Hikairo. His whanau occupied the smaller site, Te Taurakohia-a-Whakamarurangi. Puketutu, a larger defensive section, was developed alongside it.

The three sites - Matakitaki, Taurakohia and Puketutu became known collectively as Matakitaki. It was a formidable defensive site against the weapons of traditional Māori warfare but was no match for the firearms of Ngapuhi who overwhelmed the Pā in 1822, inflicting huge loss of life.

Because of the great loss of life, the entire promontory became tapu, and Māori occupation and use of Mātakitaki ceased. It is now a reserve administered by Waipa District Council.

Alexandra: When it was first surveyed in 1864, the settlement we now know as Pirongia was named Alexandra, in honour of the young bride of Prince Edward of England who later became King Edward VII. Alexandra was the name of the settlement for 31 years, despite the existence of another Alexandra in Central Otago. This duplication posed a problem for the Government and its agencies such as the Post Office and the Electric Telegraph Department. To distinguish between the two settlements, the northern Alexandra was sometimes referred to as Alexandra (Waipa) or Alexandra (Auckland).

Pirongia Village: A change of name was required in 1895 by government legislation enacted to eliminate all duplicated names of settlements throughout the country. Because the first town to use any name was entitled to keep it, Alexandra in Central Otago retained its name and Alexandra (Waipa) was renamed Pirongia, the name of the mountain overlooking the village, one of four names suggested by local people. The change took effect officially from 1896.

Harapepe: The traditional Māori name for the district where King Tawhiao had a bird-hunting camp before the Waikato War. In 1865, following the land confiscation of 1864, a Forest Ranger settlement was surveyed at the junction of present-day Corcoran and Te Pahu Roads. The settlement was on both sides of Corcoran Road, near the junction, and the road through the village was originally named Von Tempsky Street in memory of the Forest Rangers Company Commander. The name of Harapepe was frequently mis-spelled as Harapipi in the 19th century.

Mangapiko: The Mangapiko district takes its name from the Mangapiko Stream that flows from its source on Maungatautari to the Waipa River via Te Awamutu. The stream was used by canoes between Te Awamutu and the Waipa River. The name refers to the winding nature of the stream.

Te Rore: A Māori name referring to a snare or trap. It was in this area that a Ngāpuhi war party led by Pomare was ambushed and all-but-annihilated by local Māori in 1826. However, the name may be older than this incident.

The location became economically important for Ngāti Apakura in the 1850s when it was at the end of a dray road from Rangiaowhia, along which horticultural produce was carried for canoe transport to the Auckland market.

In early 1864, General Cameron established an encampment in this area for 3000 Imperial troops confronting the fortifications at Paterangi and Pikopiko during the Waikato War. Early Europeans frequently mis-spelled the name as Te Rori.



Te Pahu garage and store, 1962

Te Pahu: A pahu was a traditional Māori warning device made of wood or stone, that was beaten as a gong. Stories of pahu tell that they were positioned to be heard at a distance and were used to warn of imminent danger. In Māori times, there was a pahu at a pā near the present settlement.

Paterangi: Named for a Maniapoto ancestor, it was also the name given to a very large and sophisticated fortification, part of the so-called Paterangi Line confronting the British force of General Cameron in early 1864. It consisted of nine forts connected by ditches, banks, trenches and rifle pits. Each fort was comparable in size and strength to Orakau Pā. Centrally, there was a commissariat, with buildings, potato pits, spring water, and communication trenches radiating out to other parts of the fortification. Altogether there were about 4.3 km of ditches and trenches and 1.03 km of palisade. British officers compared Paterangi with the formidable Great Redan where many British lives were lost during the Siege of Sevastopol during the Crimean War. The name Paterangi was later applied to the surrounding district.

Purekireki: Purekireki marae is located on land gifted by the Turner family in 1961. It is a Ngāti Maniapoto marae and a place of Māori identity and shelter for the Kīngitanga and all the people of Waikato-Maniapoto.

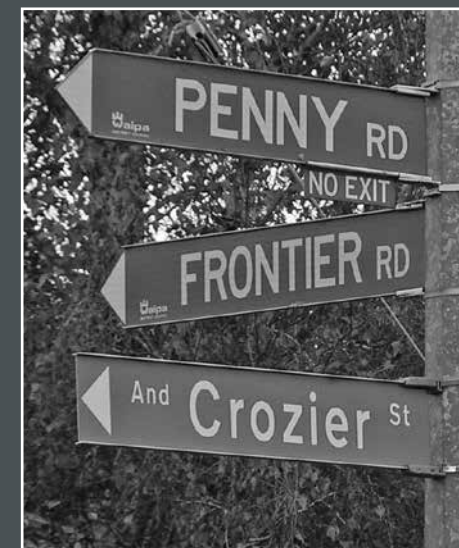
Its name refers to an isolated dry and safe place in a swamp. Pūrekireki Wīwī – māna tātou e huti ake ki uta – Ka puta! Ka ora! *In a swamp/morass, should one stand on the Pūrekireki, one will never sink – for with the Pūrekireki is a surviving.*

Index

STREET / ROAD NAMES

Allcock Road	5	Oak Lane	4
Anderson Road	5	Oakshott Road	11
Arthur Road	5	O'Shea Road	11
Aubin Close	4	Ormsby Road	11
Baffin Street	1	Owen Road	11
Beechey Street	1	Papesch Road	12
Belcher Street	1	Parry Street	2
Bell Road	5	Paterangi Road	12
Bellot Street	1	Patterson Road	12
Bird Road	5	Penny Street/Lane	2
Bowman Road	5	Pirongia Road	12
Burns Road	5	Rice Road	12
Butler Road	6	Rolley Road	12
Chestnut Lane	4	Rosborough Road	12
Clark Lane	6	Ross Street	2
Clothier Road	6	Ryan Road	12
Collinson Street	1	Sainsbury Road	12
Corcoran Road	6	Scoresby Street	3
Crozier Street	1	Sherrard-Osborn Street	3
Day Road	6	Simmond Road	12
Franklin Street	1	Smith Road	13
Frontier Road	6	Strong Road	13
Godfrey Road	6	Te Tahi Road	13
Grey Road	7	Waiari Road	13
Grove Road	7	Waikoha Road	13
Hanning Road	7	Waite Road	13
Hawthorne Road	7	Whittaker Road	13
Hodgson Road	7	Wright Road	13
Hudson Street	3	Young Street	3
Johnson Road	7		
Kakaramea Road	7	BRIDGES	
Kiwi Road	10	Matakitaki Bridge	14
Limeworks Loop Road	10	Pukehoua Bridge	14
Inglefield Street	2	Whatiwhatihoe Bridge	14
Kane Street	2		
McClintock Street	2	OTHER PLACES	
McClure Street	2	Mount Pirongia	15
Macky Road	10	Mātakitaki Pā	15
Macky Access Road	10	Alexandra	16
Mangapiko School Road	10	Pirongia Village	16
Mangati Road	10	Harapepe	16
Mangauika Road	11	Mangapiko	16
Martelletti Road	11	Te Rore	16
Matakitaki Lane	4	Te Pahu	17
		Paterangi	17
		Purekireki	17

The names of streets, roads and landmarks often give us clues to the people and events considered important at the time of naming. The names found in the Pirongia district are no exception. Most of the village streets were named in about 1880 for explorers of the Canadian North-West Passage. Most district roads are known by the names of early residents or by traditional Maori names, as are a number of other landmarks. Knowing the origin of those names adds to our understanding of local history and our sense of identity.



Front cover photo: Crozier Street looking west, c.1876
Bell family collection

ISBN (PDF): 978-0-473-39408-0