



Heritage Trails



Hastings / Napier to Taupo

including:
Westshore & Bay View



Napier-Taupo Highway from above Titiokura looking South

Mark Dunnett
Survey Services HB

Hawke's Bay

the Real
Discover  New Zealand

Heritage Trail

History: Napier - Taupo Highway

Hawke's Bay

The present sealed Napier-Taupo highway bears little resemblance to the pre-European walking trail. The track began when various Maori tribes from as far away as Taupo used it as a route to the coast where seafood was abundant.

The first European recorded to have travelled this way was Rev. William Colenso, an Anglican missionary, who walked the 80km from Napier to Tarawera in April 1847. Later Father Reignier, a French Marist priest, also used this route.

In 1869 the building of Armed Constabulary stockades were commenced along the Napier-Taupo track to safeguard from the threat of the Hau Hau uprising. Constabulary men, together with local Maori, worked on developing the then bridletrack into a road using picks, shovels, wheelbarrows and horse drawn scoops. Armed Constabulary garrisons were maintained until 1886.

In 1874 a two-day Napier-Taupo horse drawn coach service began. The road was treacherous - in places steep and slippery, and there were 43 fords across the Esk River alone. A trip from Napier to Taupo required the best efforts of 30 horses, six teams of five horses being changed at Petane (Bay View), Te Pohue, Mohaka, Tarawera and Rangitaiki.

About 1891 Lord Burford, for a bet, rode from



Horse Drawn Coach

Lake Taupo Museum

Napier to Taupo in just under eight hours using relays of horses.

The first car, a Locomobile steam car, travelled the road in 1903. In 1904 Mrs Butcher, of Napier, was the first woman to drive a car over the Napier-Taupo Road. She drove a 1902 Oldsmobile to Rotorua in just two days.



1913 Cadillac Service Car

Lake Taupo Museum

In 1907 Katherine Mansfield joined a camping party at Napier and they travelled the Napier-Taupo road in two horse drawn caravans. She recorded her experiences in her diary and wrote letters about the bush, the lakes and the 'broom' on the plains.

Horse drawn coaches continued a passenger service until 1913 when a Cadillac, an open nine-seater service car, was introduced. This reduced travelling time from Napier to Taupo to a mere eight hours.

By 1919 approximately six vehicles per day were using this route.

As recently as the 1950s a Napier-Taupo journey was still considered a somewhat hazardous three to four hour undertaking of choking dust, boiling radiators, broken axles, potholes, corrugations and washouts as only about one third of the road had



Intercity Coach

Ivan Hughes

been sealed.

The Napier - Taupo road has further developed with major realignments and deviations, sealing and the creation of passing lanes into the fine highway it is today.

The scenic spectacles along the way, the forests, rivers and mountain views, remain intact. Travelling time direct - approximately 1 hr 45min from Napier *i*SITE Visitor Centre. For current fishing regulations contact Fish and Game 0800 242 342.

The Hastings commencing point for the Trail is at ...

***i*SITE HASTINGS**

corner Heretaunga and Russell Streets
06 873 5526 ...



*i*SITE Hastings

Ivan Hughes

From Russell Street i SITE Visitor Parking turn right into Heretaunga Street and left at lights into Karamu Road. Continue on Karamu Road and then State Highway 2 for the 18km drive, via Clive, to Napier.

Approaching Napier do not cross the railway line but continue straight ahead on the Marine Parade divided road with the sea on the right for 2km until reaching i SITE NAPIER, on right, at the end of the divided road.

The Napier commencing point for the Trail is at ...



iSITE NAPIER

(Taupo 147km) 100 Marine Parade
06 834 1911.



iSITE Napier

Photo Courtesy iSITE Napier

On a clear day Mahia Peninsula at the northern end of Hawke Bay can be seen while to the south across the bay is Cape Kidnappers.

Next to i SITE NAPIER is the Soundshell, Veronica Sunbay and the Colonnade that incorporates New Napier Arch flanked on the right by Harold Latham Arch and Robert C. Wright Arch on the left. Opposite stands the Boer War Memorial and cannon.

While travelling north along Marine Parade note the sea wall that at one time extended almost the entire length of Marine Parade. Built in the late 1880s by prison labour it prevented heavy seas from breaking over the roadway and flowing into the business area. Originally the sea wall extended as far as the beginning of the breakwater but over the years it has been covered by rubble from numerous Bluff Hill slips. The distinctive Norfolk Island pines along Marine Parade were planted in the 1890s.

Continue on to pass Hawke's Bay Museum, the old Napier Courthouse (now Conservation House) and



Hawke's Bay Club. On the seaward side is Tom Parker Fountain with the bronze statue of Pania nearby. The Floral Clock and War Memorial Conference Centre precede Ocean Spa hot saltwater complex and Swan Memorial shelter. Across the road at the foot of Seaview Steps next to Te Pania Hotel stands Clive Flood Memorial. Near Coote Road corner, Centennial Gardens built in the old prison quarry, commemorate 100 years of the Borough of Napier (refer Napier's Art Deco Walk brochure and Napier Hill Drive Heritage Trail brochure).

BLUFF HILL

1km, at the eastern end of Scinde Island (Mataruahou) overlooks Port of Napier. At the top of Bluff Hill (elevation 101m) is a spectacular lookout providing panoramic views of Port of Napier and Hawke Bay. The face of Bluff Hill is a popular nesting place for thousands of feral pigeons (refer *Napier Hill Drive Heritage Trail brochure*).

PORT OF NAPIER

is built on reclaimed land at the foot of Bluff Hill. In 1855 when declared an official Customs Port of Entry the port was situated in the Iron Pot/West Quay area (refer *Ahuriri Walk Heritage Trail brochure*). Decades of wrangling over the old port and the new site delayed development even though a breakwater had been commenced at this site in the early 1890s. The decision was made following the 1931 Hawke's Bay Earthquake when the seabed was raised over two metres making the old port too shallow for shipping.



The Breakwater 1892

Port To Port: Don Wilkie

Today Port of Napier, a major North Island container terminal, is an increasingly vital part of Hawke's Bay's economy.



Cross the railway line and veer right into Hardinge Road turning left into Bridge Street. At the next roundabout recross railway line before passing National Tobacco Company building - the jewel in Napier's Art Deco crown - on left. At next roundabout turn right into SH2. Pandora Pond on the left is a well-used recreational area for all water sport activities. Towards the sea is Westshore, a popular residential coastal suburb.



Westshore and Inner Harbour c1910

Port To Port: Don Wilkie

The Villers and McKain families were the first Europeans to build homes at Westshore. James McKain was the first hotelkeeper in Hawke's Bay. The early homes were small and simple, sometimes built of pumice blocks. Access from Napier was difficult and a ferry service operated from Port Ahuriri. In 1880 the first bridge was built but in 1922 part of this bridge collapsed. As the road and railway bridge and embankment had been completed in 1918, Westshore had become more easily accessible and popular for weekend baches and cottages. A footbridge, on the site of the original bridge, was built in 1935 and remained until it was destroyed by a tsunami caused by the Chilean Earthquake of May 1960.

*Cross the present Westshore Bridge built in 1961.
On the left is ...*

AHURIRI LAGOON including **AHURIRI ESTUARY**

6km. Te Whanganui a Orotu was the Maori name for the huge tidal lagoon that stretched from the



sea inlet to the hills and from Napier to Bay View. For many centuries it was a rich source of food. To the European settlers the Inner Harbour or Ahuriri Lagoon provided an area for boating, picnics and recreational interests. On 3 February 1931 a massive 7.8 earthquake rocked Hawke's Bay. As a result the land here was raised over two metres. Ahuriri Lagoon was dramatically altered becoming almost dry land. With extensive draining this area has been developed into farmland, an airport and suburbs. Ahuriri Estuary Wildlife Refuge walk is well signposted (allow 1 hour). On the right at the start, at the foot of the grass tongue of land, is the remains of a stone seawall built on the original Inner Harbour high tide mark. This wall protected 'Boydstown', where several Boyd family homes stood, from flooding during higher than normal high tides. Beyond the old road and railway bridge that is part of the walkway is Hawke's Bay Expressway opened in 2003 with multi spans to allow the free flow of tidal water where the expressway crosses the estuary. The estuary is a valuable natural habitat and the birdlife is conspicuous. Look especially for the white Royal Spoonbill and for summer waders such as the Bar-tailed Godwit that never breed here but migrate each year from Arctic Alaska.



Remains of Boydstown protection wall

Ivan Hughes

Continue along Meeanee Quay

Westshore option: Turn right at Alfred Street and pass Westshore School. Between Westshore Surf Lifesaving Club and Ferguson Avenue was Joyland

dance/cabaret hall built in the early 1930s. It was a popular spot for good dancing and music with pleasant surroundings.

Turn right and with the sea on the left drive along Ferguson Avenue then Nott Street. Turn left into Charles Street continuing to Whakarire Avenue. Turn left and continue to end of road to view Heritage Trail information board on the site of the old freezing works.

Return to Meeanee Quay.



Continue north to the expressway intersection. Ahead on the left of Watchman Road is the entrance to Westshore Wildlife Reserve where there is an excellent observation hide.

Turn right onto expressway, continue north to pass...

HAWKE'S BAY AIRPORT

8km, officially opened in February 1964. For a time it was known as Beacons Aerodrome to distinguish it from Embankment Aerodrome on the Inner Harbour near the Napier end of the old road and rail embankment. Initially Beacons Aerodrome was marked out with tyres painted yellow and the administration building was one of the Napier trams unused since the earthquake of 1931.

SHIPPING BEACONS

10km. Built in 1906 the beacons mark the channels around Pania Reef. The reef was named after Pania the maiden of the well-known Maori legend. These beacons were the first light towers in New Zealand to be built on concrete bases. The two lattice towers mark South Pania Channel that originally provided safe passage to a



Shipping Beacons Ivan Hughes Westshore

roadstead anchorage from where goods were loaded into lighters. The rear lattice and front modern green light mark North Pania Channel.



About 300m further on across the railway line overlooking the sea, is a WW II concrete pillbox built as part of NZ's coastal defence system. Note: Bay View to Westshore section of The Rotary Pathway, a project by Napier's six Rotary Clubs. This walkway/cycleway will eventually encircle Napier City.

At the time of Captain Cook's visit in 1769 the outlet to the lagoon was at Keteketerau just north of the beacons in the dip approaching Onehunga Road. During the following fifty years this outlet often became blocked and the rising lagoon waters threatened to flood the cultivated area around the shoreline. A visiting Maori party, under the leadership of Tu Ahuriri, son of chief Tu Maro, began to form a new outlet near Napier Hill and the force of the escaping water gouged out the present channel between Ahuriri and Westshore.

ONEHUNGA ROAD

11.5km. Prior to 1931 Hawke's Bay Earthquake there were nine small islands in the Inner Harbour. At the site of Hawke's Bay Pistol Club range, was Te Iho o Te Rei (Quarantine Island) that is recorded as being the site of the last intertribal battle between Maori in this district in the 1820s. During the sailing ship era this island was used as a quarantine station.

On another of the islands, Te Roro o Kuri, Whakamahara tanga Walk offers magnificent views over Hawke Bay and the inland reaches of the former Inner Harbour. The longer of the circular walks takes one hour while the shorter takes thirty minutes. Closed for lambing 1 July to 30 September.

BAY VIEW TOWNSHIP

13.5km, was once called Petane, Maori for Bethany, until confused with Petone. Around 1859 the first school was built between Bay View and Eskdale. In May 1869 a blockhouse capable of holding 25 men was built of sawn timber. During the 1870s a steamboat service ran across the Inner Harbour from the Westshore Hotel to Bay View township.



Bullock wagons and horse drawn sledges met the boat. By 1880 Bay View was where the first team of horses on the Napier-Taupo route was changed. Prior to the 1931 Hawke's Bay Earthquake, the Esk River flowed close to the base of the hill, where the present highway runs, before entering the Inner Harbour. Hill Road was then part of the main route to Taupo.

King George Hall (1911), one of Napier architect Louis Hay's early designs, serves as a social centre for the district.



King George Hall 1911, Bay View

Ivan Hughes

Franklin Road leads to Le Quesne Road and then to Bay View Beach, a popular seaside residential area. At Taupo / Gisborne turnoff 16km, veer left to follow SH5, 'Thermal Explorer Highway', to Taupo.

Esk River was known to the Maori as Waiohinanga. European settlers in the 1850s briefly changed the name to Petane River, before settling on Esk River. This river has its source high on Maungaharuru Range and has a history of flooding. In 1938 some valley homes were filled to the rafters with mud and the swollen river forced a new direct channel to the sea.

Esk River is a popular fishery with easy access from any of the highway bridges, Eskdale Park, Waipunga Road or Ellis-Wallace Road.

For current fishing information contact Fish and Game 0800 242 342.

Esk Valley has an abundance of vineyards and orchards with cafes and a lavender farm.

Yule Road leads to Eskdale Caravan Park.

ESKDALE WAR MEMORIAL CHURCH

20km, dedicated 1920, was built in memory of 2nd Lieut. Percival Moore Beattie who was killed in action in France on 3 November 1918 during the last few days of WW I. Local farmer Thomas Clark donated the land while his daughter Annie, wife of Percival, provided the building and furnishings. Regular services are held in this picturesque church that is often used for weddings.

At the corner of Shaw Road, a concrete plinth dated 1866-1916, is a reminder that in October 1866, a group of Armed Constabulary and local settlers overwhelmed a northern Hau Hau party on its way to attack Napier.

Further along Shaw Road, beside the entrance gate to Eskdale Park, is a concrete column marking the height floodwaters reached on 25 April 1938 the 'Anzac Day Flood'. Eskdale Park, a popular family picnic and recreational area, was donated to the public by Thomas Clark.

Waipunga Road crosses the Esk River and winds up the hill to give picturesque views before joining Napier-Wairoa Road SH2 at the top of the Devil's Elbow (refer Napier to Wairoa Heritage Trail).

Glengarry Road 31.5km on the left gives access to Puketitiri Road. Glengarry Road (15.5km), one of the early Napier-Taupo routes, is partly unsealed and offers many spectacular panoramic views.



Eskdale War Memorial Church

Ivan Hughes

OLD COACH ROAD

42.5km. The unsealed road to Trelinnoe Park (5.5km from turnoff), one of New Zealand's largest private gardens open to the public all year, follows Old Coach Road, the original Napier-Taupo Road, through forest and farmland. Drive carefully and be aware of forestry logging trucks. Turning point at Esk Valley Forest gate 7.5km.

Pass Te Pohue Golf Club then Ohurakura Road picnic area.

Logging and burning of the original forest did little for the stability of the upper Esk Valley. After torrential rains in 1924 and 1938 the land became severely eroded and planting of radiata pine was commenced in 1948 to stabilise the valley. Esk Forest is now in full production.



Old Coach Road looking towards Te Waka

Ivan Hughes

TE POHUE

46km (Taupo 101km), beneath the distinctive prow-shaped summit of Te Waka Range is a small settlement beside a privately owned picturesque lake. Te Pohue Hotel, erected about 1869 was burnt down in 1897. This was the first day lunch stop for the Napier-Taupo coach. Pigeons were kept at the hotel and taken to Napier. As the coach left Napier in the morning a pigeon would be released



The tortuous climb up the old road to Titiokura Summit – looking south

NZ Aerial Mapping Ltd



Mohaka River bridges – the old and the new - Looking downstream

Fergus Fraser

with a message stating the number of guests expected for lunch. Today's hotel is the third at Te Pohue, the former two having been destroyed by fire or earthquake.

Originally the district was covered in dense native forest that was milled in the mid-1900s then developed for farming. Today the settlement centres on forestry and sheep, cattle and deer farming.



Te Pohue Hotel c1880

Hawke's Bay Cultural Trust Collection



TITIOKURA SADDLE

51.5km (elevation 750m), is at the southern end of Maungaharuru Range where, in 1869 a constabulary stockade was built. The road passes through a steep cutting where to the east is a panoramic view of Hawke's Bay while to the west there is a sweeping view of the Kaweka Ranges and the broad Mohaka River valley.

The name, Titiokura, comes from the food snaring exploits of Okura, an early Maori. At night he lit fires on the summit to lure the once prolific titi (mutton birds) as they migrated from the sea to their burrows high on the range.



Waitara Road 56km leads to Glenfalls Recreation Reserve (8km from SH5) a large grassy area giving public access to Mohaka River which is nationally renowned for white-water rafting and is a highly regarded fishery.

For current information contact Fish and Game 0800 242 342.

Waitara Road links with Napier-Wairoa Heritage Trail.

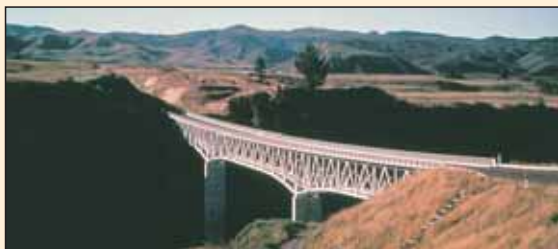


MOHAKA RIVER AND BRIDGE

58km. One of North Island's great wilderness rivers, Mohaka River begins its lengthy journey on the open tussock lands of the volcanic plateau within Kaimanawa Forest Park. It then flows through mountainous Kaweka forests, across farmland and through pine forests to the sea in northern Hawke Bay. The Great Mohaka Depression is a faulted valley lying on one of the great fault-zones of the North Island. Mohaka River follows this over a distance of 40km. Mohaka Valley was well known to early Maori who collected food from river and forest crossing the river by raft or canoe. In 1847 Rev. William Colenso recorded that he had crossed the flooded Mohaka River on a 'raupo raft lashed together with flax'. In this vicinity in 1880, a miniature gold rush took place. As insufficient gold was found to make the claim workable the mine was abandoned.

During a flood in 1896 the Mohaka Bridge was washed away. Coaches were ferried across by punt until 1900 when a new bridge was built. A change of five horses took place here. Mohaka Hotel was closed in 1899 and moved in sections to Te Pohue to replace the hotel that was destroyed by fire. The present bridge, opened in 1962, has a span of 215m and is a safe 50m above the normal flow of the river.

About 800m past the bridge note McVicar Road that was part of the "mad mile" - the only significant straight on the old road



Mohaka Bridge opened 1962

Ministry of Works

TE HAROTO

65.5km. Only a few families live at Te Haroto now but in the mid-1900s timber milling in the area employed a large workforce and the village was a bustling place.

Te Haroto Marae is the home of Ngati Hineuru people. The meeting-house was named Te Rongopai, the Gospel or Good Word, by Maori leader Te Kooti.

A military stockade, including a blockhouse that could garrison 40-50 men, was built in 1869 but constabulary men had little idea that Te Kooti, the man they sought, frequently sheltered with the Ngati Hineuru. In 1930 the founder of the Ratana faith, Wiremu Ratana, named the whare kai (dining house) Piriwitua, the Campaigner.



TURANGAKUMU SUMMIT

67km (Taupo 79km). Opposite Summit Kiosk a short road, part of Old Coach Road, leads towards the old road summit 91 metres higher than the present road. This was once the site of Tupurupuru Pa that occupied a strategic position often bitterly contested. Now a scenic reserve, native forest is regenerating after the intense milling of the mid-1900s. There are extensive views of Ahimanawa and Kaweka Ranges.

Inside Summit Kiosk the walls are decorated with a pictorial history of travellers on the road. Behind the kiosk a viewing platform provides a stunning view of Kaweka Ranges.



Tarawera Stockade 1880

Lake Taupo Museum

Although introduced pine forests now dominate the landscape, only some of the huge expanse of forests growing in this area can be seen from the road. Beyond the pine forests are large tracts of indigenous forest.

TARAWERA

81km (Taupo 66km). Ngati Hineuru have occupied this valley for many centuries. In 1869 the telegraph line reached Tarawera from Napier. A large constabulary stockade capable of housing 150 men was established in 1870. The blockhouses were constructed with thick logs in the roofs as well as the walls to give protection from bullets fired from the high hills. The first hotel was built in 1874. For many years Tarawera was the overnight stop for the Napier-Taupo coach service being the end of the first day's journey. Comfort for the travellers included a soak in hot sodium springs, located high on the forest-covered banks of the Waipunga River not far from the hotel. During the mid-1900s many hundreds of people were employed in the saw-milling industry.

Tarawera Tavern, with historic photos and anecdotes lining the walls, is the third stopping place built in this area during the last 120 years.

One of the most difficult realignments on the entire Napier-Taupo highway was an eight-kilometre section through the Waipunga Gorge. Construction of the



Tarawera Hotel

Tarawera Tavern Collection

many deep rock and sandstone cuttings, which began before 1940, was finally completed in 1972.

Preservation of surrounding forest was a feature of this development. Opoto Scenic Reserve was established in 1964 to enhance the concept of a 'scenic corridor' for the highway.

Enjoy the beauty of the Waipunga Valley while taking note of the huge rugged cliffs where considerable difficulty was experienced during the construction of this section of the road. Lofty kahikatea trees are impressive year round while yellow kowhai and white clematis brighten the forest in spring. Tui and bellbirds are often heard. The Waipunga River, flowing east from its source on the Kaingaroa Plains, is highly regarded as a scenic trout fishery with easy legal access from the two picnic areas. For current information contact Fish and Game 0800 242 342.



WAIPUNGA FALLS

92.5km. A short road leads off the highway to a parking area and falls lookout - open daily. These scenic falls are formed where Waipunga River flows over the tough, resistant ignimbrite rock that was deposited during the 186AD Taupo Eruption.



Waipunga Falls

Maurice Bartlett

At Matea Road turnoff 99km note part of...

RANGITAIKI CONSERVATION AREA - FROST FLAT.

Farm development and pine forests have replaced much of the natural landscape of Kaingaroa Plains. Rangitaiki Conservation Area, a remnant of the tussock shrublands that covered the plains after the Taupo Eruption, remains intact and is protected for its special conservation values. Within the 5000 hectares area, easily visible from the road, is a natural curiosity known as a 'frost flat'. In New Zealand tall native forest usually grows at lower warmer elevations while shrub-lands survive in colder subalpine zones. However, here the opposite occurs. Tussock and shrub-land grow in the lower 'frost trap' flats while tall podocarp and beech forest flourish on the hilltops. Some of New Zealand's endangered native birds, kaka, robin, kakariki and falcon, enjoy the protected natural habitat of Rangitaiki Conservation Area.



Rangitaiki Tavern offers food and accommodation. Approximately 2km past the tavern, Napier-Taupo Highway reaches its highest elevation of 760m.



RANGITAIKI LODGE

110km (Taupo 37km). Originally built at Opepe, and moved here in 1887, the old Rangitaiki Hotel provided a lunch stop and horse change for the Napier-Taupo coach service for many years. When the Rangitaiki Hotel burnt down in 1988 shortly



Rangitaiki Hotel

Rangitaiki Lodge Collection

after renovations it was replaced by Rangitaiki Lodge.

KAINGAROA FOREST AND PLAINS

113km. The Taupo Eruption of 186AD poured out of vents in Lake Taupo. This eruption was as great as any in the recorded history of the world. It threw out 60-100 cubic kilometres of tephra material, felled great forests, burned trees 30 kilometres away and covered 20,000 sq kilometres with pumice ash. Darkened skies and vivid sunsets resulting from this eruption were recorded by early Chinese and Roman civilizations. The once dense native forests were replaced by low growing tussock and shrub-land on these pumice-covered Kaingaroa Plains where feral horses once roamed freely. With the introduction of inoculated clover seed in 1955 and the overcoming of a serious cobalt deficiency in the soil that caused 'bush sickness' in stock, development of huge farms on the Kaingaroa Plains such as Opepe Trust (a Ngati Tuwharetoa enterprise), Wastelands, Whakatau, Poronui and Lochinver became possible.



Pine Plantation

Ivan Hughes

Kaingaroa Forest, one of the largest man-made forests in the Southern Hemisphere, was the birthplace and testing ground for New Zealand's vast forest industry that began in the 1920s. The pumice soils of the Volcanic Plateau provide ideal growing and harvesting conditions as they are friable, quick drying and easily roaded. Radiata pine is the main species grown.



Taharua Road / Clements Mill Road 118.5km. To access Kaimanawa Forest Park walking tracks, travel Taharua Road and Clements Mill Road to the park boundary (11km). It is a further 18.5km along the narrow forest lined Clements Mill Road to the walking tracks. The healthy stands of red beech and silver beech do not truly show the extent of native logging that occurred here in the mid-1900s. Before entering Kaimanawa Forest Park check with DOC Taupo 07 378 3885.

OPEPE

129km was a settlement at the intersection of two major Maori walking tracks, Taupo-Napier and Urewera-Tokaanu.



Opepe Armed Constabulary Redoubt

Lake Taupo Museum

In 1869, due to unrest amongst Taupo Maori, along with the activities of Te Kooti and his Hau Hau followers in the Urewera to the north, Opepe was being considered as a site for a military outpost. A detachment of 14 men from the Bay of Plenty Cavalry were camped here but on 7 June 1869 they neglected to post sentries. Taken completely unawares by a group of Hau Hau and, separated from their firearms, they fled into the bush for safety. Only five managed to escape with their lives. As a result of this surprise attack a military outpost was established. A strong timber stockade was constructed during 1869-70 to become a depot for the Armed Constabulary Field Force. A garrison, for up to 140 men and with stabling for 50 horses, was maintained until 1886. A large settlement grew up around the stockade and by the 1880s Opepe had a population of around 600 people.



The town boasted several shops, a licensed hotel, a dance hall and a racecourse.

A signposted track leads to the graves of the nine victims while on the opposite side of the highway, tracks lead to points of interest associated with Opepe settlement.

On a clear day look to the southwest for a grand panorama of the three mountains of Tongariro National Park, standing out in often snowy-white isolation. The distinctive cone-shaped Mount Ngauruhoe and the lower sprawling Mount Tongariro are flanked by the highest of the three, Mount Ruapehu.



Armed Constabulary Graves

Ivan Hughes

The mountains were gifted to the Crown in 1887 by Ngati Tuwharetoa chief Te Heuheu Tukino. Tongariro National Park is New Zealand's oldest national park and is well known for its skiing, tramping and climbing opportunities.

Mount Tauhara - Lonely Mountain (elevation 1088m), to the east of Taupo township, was formed by volcanic activity some 25,000 years ago. In the 1850s there were extensive Maori cultivations on the lower slopes but today there is forest cover of kanuka, kamahi and bracken fern.

A walking track, which requires a moderate level of fitness, leads off Mountain Road to the summit of Mount Tauhara.





Mount Tauhara - Lonely Mountain

Ivan Hughes

Maori legend tells that the mountains Taranaki, Putauaki and Tauhara were all deeply in love with beautiful Pihanga, the mountain that stands above Turangi at the southern end of Lake Taupo. But Pihanga loved only majestic Tongariro. A mighty battle erupted amongst the rival suitors. Tongariro, the victor, banished the other three. Taranaki fled west. Putauaki hastened north and is now known as Mount Edgecumbe. But the tardy Tauhara, with heavy heart, travelled reluctantly and when overtaken by dawn had only reached the north eastern shore of Lake Taupo. Here he stands to this very day looking mournfully across the lake towards his lost love Pihanga.

THE TERRACES HOTEL

143km. For over 100 years tourists visiting Taupo have been rested and restored at mineral pools. Built in 1889 the hotel was named The Terraces Hotel referring to the now lost black silica terraces from which thermal water once leached into



The Terraces Hotel c1890

HB Cultural Trust Collection

Onekeneke Valley behind the hotel. *Willis's Guide Book of New Routes for Tourists*, 1894 described the hot lake created out of two pools as 'the finest natural swimming bath in the Thermal District'. For some years the hotel was named De Bretts but has now reverted to the original name, The Terraces Hotel.

Adjacent to The Terraces Hotel are De Bretts Thermal Resort, a holiday park which offers a variety of accommodation, and Taupo Hot Springs and Health Spa with mineral indoor/outdoor hot pools and a giant water slide.

Continue to the lakefront then turn right and continue to end the Trail at ...

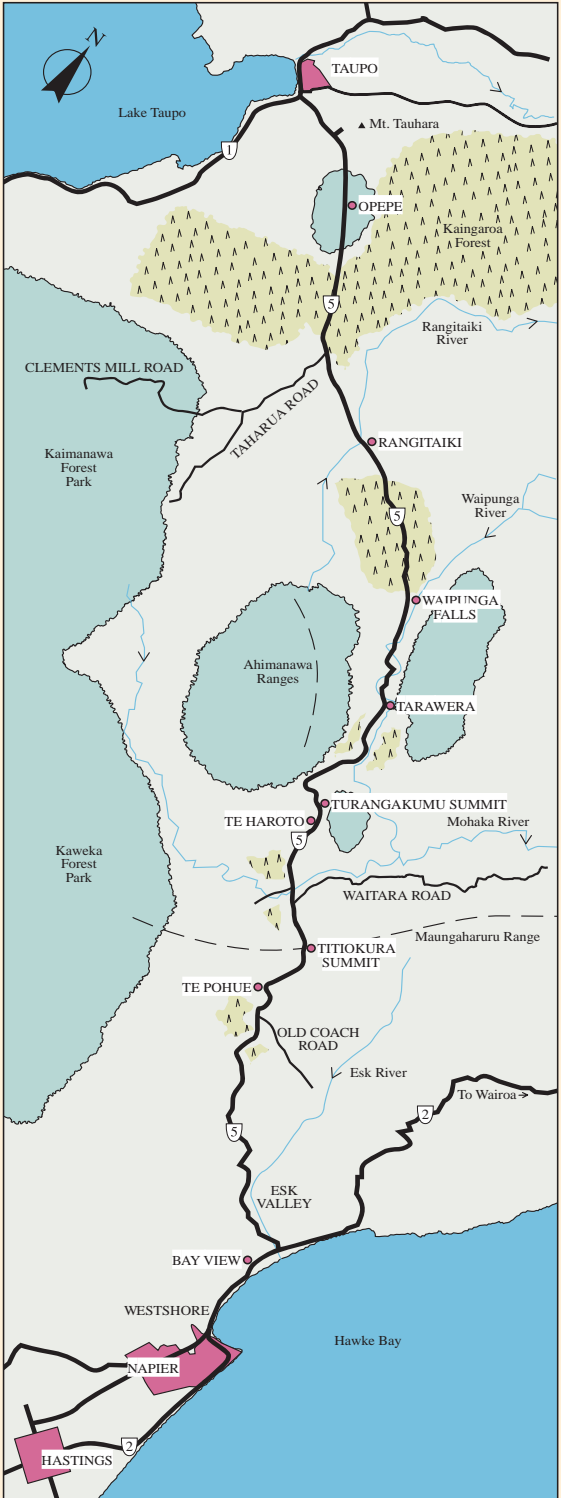
iSITE TAUPO

147km (elevation 367m) Tongariro Street,
07 376 0027.



iSITE Taupo

Ivan Hughes



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