



# **Heritage Inventory Register**

**Assessments undertaken on behalf of Queenstown  
Lakes District Council  
&  
Wakatipu Heritage Trust  
Between 2005 and 2015**

**1 June 2016**

# Heritage Register (Working Document) September 2015

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## **Introduction**

The Proposed District Plan (PDP) contains 297 listed protected historic heritage features (features).

Individual Heritage Assessments have been undertaken for a large number of these items and these assessments have helped to inform whether the feature should be listed in the District Plan and, if so, what category of significance should be attributed to it; with Category 1 features being of highest significance and Category 3 being of lower but still important significance.

These assessments were undertaken by various authors as part of various processes over the years and have been collated here in order to provide a single, easily accessible reference document, which helps to clarify why the feature is being listed and can be used to assist applicants and planners in the preparation and processing of resource consents.

The various entities who prepared the assessments contained in this document are outlined as follows:

- Ms Rebecca Reid of Telltale Limited undertook assessments on behalf of the Queenstown Lakes District Council and in conjunction with community-based heritage working parties to inform Plan Change 03 to the District Plan. These assessments formed the evidential basis for the additional listings that were added to the Operative District Plan through Plan Change 03. It is noted that these assessments did not have the benefit of input from a conservation architect but did receive input from two local architects in relation to the architectural descriptions. Undertaken circa 2005.
- Jacquie Gillies and Associates (JGAA) undertook assessments on behalf of the Queenstown Lakes District Council to help inform existing listings in the Operative District Plan and to assess the potential listing of new features in the PDP, as part of the PDP review. Undertaken circa 2015.
- University of Otago history students, under the supervision of historian Angela English, undertook assessments on behalf the Wakatipu Heritage Trust and in conjunction with the Queenstown Lakes District Council. These were provided to the Queenstown Lakes District Council to help inform the existing listings in the Operative District Plan. Undertaken circa 2014. Refer disclaimer below in relation to these assessments.

## **Purpose of the document**

It is important to note that this Register is a “work in progress” and will be updated and expanded as further research is undertaken, items are added, and more information becomes available. In addition to the features contained in this document there are features listed in the PDP that have not yet had heritage assessments done for them.

Where an assessment exists in this document for a particular feature, applicants should use this as a starting point for their assessment of effects and expand on it in their own assessment as required. Where an assessment does not exist or further assessment is required, information will often be available from a variety of sources, including: Heritage New Zealand; the Lakes District Museum; resource consent files publicly available on the Queenstown Lakes District Council’s edocs system; the Queenstown Historical Society; the Upper Clutha Historical Records Society, the Hocken Library, Dunedin, the National Archives Regional Office, Dunedin and Wellington, and Knox College Archives, Dunedin.

## **Heritage assessment methodology**

The following heritage assessment criteria were used in all the assessments contained in this document:

1. Historic and social value
2. Cultural and spiritual value

3. Architectural value
4. Townscape and context value
5. Rarity and representative value
6. Technological value
7. Archaeological value

The Statements of Significance explain *why* the place is important and the reasons as to why it should be listed on the heritage register. They provide a summary of the historical, social and physical elements that have been assessed as making the place special and attempts to put this in context when compared to other heritage places (where possible).

**Disclaimers:**

- Telltale Limited Assessments: Given the relatively short amount of time available to undertake the historical research and assessment of these sites, the information provided does not always provide a thorough history of each site. It does, however, provide an overview of the history and significance of the sites and provides direction for further reading or research at a later date.
- Wakatipu Heritage Trust Assessments: These assessments were prepared under the supervision of historian, Angela English and while she reviewed them for accuracy they were not formally reviewed by Council staff. The assessments are of variable quality and, while the research that has been undertaken is generally very good the heritage assessments and overall heritage significance attributed by the students do not necessarily reflect council's position and, in some cases, do not reflect the status that has been attributed to the feature in the PDP. In all instances, wherever the heritage significance of a feature determined by a student and the category of that feature in the PDP do not align, the category in the PDP takes precedence. Regardless of this, these assessments provide a tremendous amount of information and references and provide an excellent starting point for assessing the effects of a proposal on a particular feature.



QUEENSTOWN  
LAKES DISTRICT  
COUNCIL

**Heritage Register (Working Document)**

**September 2005**



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## INTRODUCTION

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In 2002 the Queenstown Lakes District Council decided that there were a number of important heritage items, trees, and landscapes within the district that may well be worthy of protection but that were not listed in the District Plan.

As a consequence, the Queenstown Lakes District Council established community-based Heritage Working Parties in both Wanaka and Queenstown to assist in identifying and assessing heritage buildings, features, trees, and landscapes which should be considered for inclusion in the District Plan. The Working Parties, along with a Council planner, then visited the sites and assessed the heritage value of the various items. Separate to this, the trees that had been identified as potential candidates for listing in the District Plan were assessed by Arborist Dave Finlin using the STEM method of analysis. In addition, the Council commissioned Rebecca Reid of Tell Tale Ltd to undertake additional research into twenty three heritage of the items which had been identified by the Working Parties but not fully assessed.

### The Purpose of this Document

It is intended that this Register be used as both a planning tool and as an advocacy/ educational tool to help guide the future protection of these special places. As a planning tool, it is intended to help justify the listing of items and sites in the District Plan and, in turn, to help planners assess resource consent applications for modification and removal of such items and to help the public understand *why* certain items are listed in the District Plan. As an advocacy tool, it is intended to help educate the public about some of the special heritage places within the district.

This Register contains a record of the items that were assessed and included in the District Plan through Plan Change #3 (notified in June 2005).

It is noted that until the listing is confirmed in the District Plan, the Register simply states that it has been proposed to be listed through Plan Change #3. Once this Plan Change process has been completed, the document will be updated and the final District Plan classification will be recorded.

It is important to note that the Register is a “work in progress” and will be regularly updated and improved as further research is undertaken, items are added, and more information becomes available. In addition to the 37 items contained in this document there are a further 700 items listed in the District Plan that are not further described in a document such as this. It is therefore considered that the heritage values and significance of each of these items should be progressively added to this register over time in order to ensure that the very reasons for listing these items is documented and is not lost or forgotten.

## ACKNOWLEDGEMENTS

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Thanks goes to the following contributors to this document

The Wanaka Heritage Working Party, comprising:

- Anne Salmond
- Peg Matheson
- Dave Power

The Queenstown Heritage Working Party, comprising:

- Mike Lynch
- Ray Clarkson
- Karen Boulay

Councillor Gillian McLeod  
Councillor Christine Kelly

Natasha van Hoppe  
Rebecca Reid  
Owen Lawrence  
Dave Finlin

## HERITAGE ASSESSMENT METHODOLOGY

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Heritage assessment criteria was decided upon by Council and the Working Parties and included:

- Historic and Social Value
- Cultural and Spiritual Value
- Architectural Value
- Townscape and Context Value
- Rarity and Representative Value (If representative value only, this is stated.)
- Technological Value
- Archaeological Value

It is noted that whilst in this document “rarity” and “representative value” are grouped together these are, in fact, two different values and ideally should be separated out in future refinements of the document.

### The process undertaken by the Working Parties

1. The Working Parties visited each of the sites and provided verbal and written information and material to the Council’s Planner and, based on this information, the value of the item was deemed to be either low, moderate, moderate-high, or high. This assessment was undertaken as each item was considered and then, on completion, a “checking” process was undertaken to ensure that the relative „scores” of the items was robust.
2. The Council’s Planner then compiled this information in the form shown in this Register.
3. Then, as a subsequent exercise, the Planner considered the heritage values attributed to each item, the objectives and policies of the District Plan, and the results of consultation with landowners to recommend the appropriate District Plan category that should be assigned to each.

For some items, further historic research and evidence has been undertaken by Rebecca Reid. This further work included providing architectural descriptions, a contextual overview and a review of the assessments that had previously been undertaken, based on the new information revealed. It is likely that some of the other items will also be further researched as the need arises and/ or as funding becomes available.

### The process undertaken for the further research that was commissioned

The process for this component of work was relatively consistent with that outlined above but was considerably more detailed.

1. The sites were visited and assessed against a customised assessment form recording the date of construction, legal description of the land, principal building material, location, use, and condition of the place. An account of the history, site modifications, architectural or archaeological description, and landscape/ townscape are all provided on the inventory sheets (where applicable).
2. Whilst Rebecca Reid undertook the majority of the research, she also commissioned two architects to provide architectural descriptions for the built heritage sites; Owen Lawrence, a retired architect from Arrowtown supplied the descriptions for sites around the Queenstown district and Ann Salmond, an architect from Wanaka, provided the Wanaka district descriptions.
3. The item was assessed based on the criteria and was given a rating of moderate to high based on evidence provided in the entry and the contractors own knowledge of the site as compared to other historic sites known in the local regional or national context. (Note: this grading system had already been developed and the working party’s opinion was taken into account, however changes were made at times based on the new information that came to light.)

It is considered that the further research that has been undertaken by Rebecca Reid for 23 of the sites provides a higher degree of rigour and consistency than was previously available.

### **Statement of Significance**

It is noted that those items which have been further researched by Rebecca Reid of Tell Tale Limited include a Statement of Significance. This states exactly why the place is important and the reasons as to why it should be listed on the heritage register. It provides a summary of the historical, social and physical elements of the place that have been assessed as making the place special and attempts to put it in context when compared to other heritage places (where possible).

### **Disclaimer**

Given the relatively short amount of time available to undertake the historical research and assessment of these sites, the information provided does not always provide a thorough history of each site. It is however an attempt to provide an overview of the history and significance of the sites providing direction for further reading or research at a later date.

While local people have been consulted where possible it should be noted that local sources may provide further information on individual sites. In the interests of expediency, research to date, has used mainly archival sources. This has included, the Lakes District Museum, Arrowtown, the Queenstown Historical Society, the Kingston Community Centre, the Upper Clutha Historical Records Society, the Hocken Library, Dunedin, the National Archives Regional Office, Dunedin and Wellington and Knox College Archives, Dunedin as well as the LINZ office, Dunedin. In some cases, easily accessible information has been extensive through public sources and others have been limited.

Every endeavor has been made to produce accurate and factual information throughout this project, however there are likely to be some gaps and inconsistencies that could be remedied with further consultation with landowners or knowledgeable locals.

# **QUEENSTOWN**

**PHOTOGRAPH/NEGATIVE:** QT Heritage Working Party & RReid July 2005



Lake Beacon & Earnslaw, Queenstown Bay, July 2005



Former One mile leading light, near YHA, Esplanade

**NAME (including former names)**

**Lake Wakatipu Navigations Beacon and former One Mile light**

**LOCATION/ADDRESS**

Lake Wakatipu and along the Esplanade next to YHA Hostel

**HERITAGE ASSESSMENT**

**Archaeological Value**

**Architectural Value**

**Cultural/Traditional Value**

√ **Historical/Social Value**  
Moderate to High

√ **Landscape/Townscape Value**  
Moderate

√ **Rarity/Representative Value**  
High

√ **Technological Value**  
Moderate

**OVERALL HERITAGE VALUE** Moderate - High

**AGE/DATES**

**Original lake beacon;** circa 1880, permanent gas light installed 1913, - Electric light – 1924, structure replaced 1943. Construction date of One Mile light unknown. Definitely operating by 1924.

**ARCHITECT/BUILDER**

Unknown

**MATERIALS**

Steel

**LOCAL AUTHORITY**

**LISTINGS**

Local Authority

**NZHPT**

No

**VALUATION NUMBER**

2910654000

**LEGAL DESCRIPTION**

Part Section 109 Blk XX Shotover SD and Lake Wakatipu

**TYPE/USE**

Navigation aid

**CURRENT OWNERS**

QLDC

**CURRENT CONDITION**

Lake beacon good, One Mile beacon disused – fair condition, needs rust treatment & paint.

## SUMMARY OF SIGNIFICANCE

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The navigation beacons at the entrance to Queenstown Bay played a significant role in guiding all the shipping activity on Lake Wakatipu from the 1860s onwards. While these beacons have taken various forms over the years, those that remain today provide a tangible link to the era of busy shipping on the lake. They are a reminder of the reliance that the small town had on this early transport mode before the advent of road access.

The lake beacon, marking the reef off the Gardens Peninsula, is still a vital part of Lake Wakatipu's safe boating activity, however the One Mile beacon that was relied on for boats coming from Kingston is no longer required. This reflects to a certain extent the transition from a reliance on lake transport to road transport and the consequent demise of the importance of shipping on the lake from the mid-1930s onwards.

The beacons reflect the technological changes to lighting as they occurred throughout Queenstown's development – from kerosene to acetylene gas operated lights to electrical lights in the 1920s. They appear to be relatively intact in form and style to the 1920s–1940s era and reflect the typical beacon design of the day.

The beacons have local and regional significance and represent an important historical link to Lake Wakatipu's shipping activity and the role this transportation era has played in the development of Queenstown and the wider Central Otago area.

## DESCRIPTION

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The Lake Wakatipu beacons are simple structures made of steel to support a navigation light for boats on Lake Wakatipu. The former „One Mile“ light is a tripod shaped structure which is no longer in use and is located next to the YHA above the lake Esplanade.

## HISTORY

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Lake Wakatipu proved to be vital for the development of early transportation and communication between Queenstown and the outside world. With the discovery of the Wakatipu goldfields in 1862, the demand for transport in and out of the area swelled. The early 1860s saw the launching of many small craft, both sail and steam, to meet this demand and they were kept busy carrying gold miners and equipment up and down the lake. After the gold came farming and tourism and a regular steam service on the lake continued to be relied upon, given that there was no good road access into the area until 1936.

The shipping activity on the lake was not without mishap;

*“The first six months of shipping on Lake Wakatipu ended in storm and catastrophe. Of the 25 little ships known to be plying the lake, three were stranded but later got off, another three capsized, two were wrecked and another had foundered. In addition to this high 36% casualty rate, five men were drowned”<sup>1</sup>*

On February 10 1863 the „Nugget“ was launched on Lake Wakatipu and only one month later became the first victim of the reef that juts out from the mouth of Queenstown Bay off the end of the Gardens Peninsula. It was tempting for boats to take a shortcut around this point, which was said to shorten the distance by 1½ miles.<sup>2</sup>

Similarly, the „Victoria“ launched on March 13 1863 met the same fate on the same reef after just six months of sailing. This second accident highlighted the need for buoys to be used as markers on the reef. It is uncertain exactly when this happened but there was definitely a beacon marking the end of the reef by the early 1880s which appears in an early photograph.<sup>3</sup>

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<sup>1</sup> Neil Clayton, The little ships of the Wakatipu 1862-63, Bearings vol 3 no. 1

<sup>2</sup> R.J Meyer, *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963, p5

<sup>3</sup> *ibid* p 28, photo shows the Jane Williams and the Mountaineer at the Queenstown wharf with beacon in the distance.

The navigation beacon marking the entrance to the Queenstown Bay was known as „Bell Buoy“ and was replaced by a new structure in 1905.<sup>4</sup> “There was a window on each of the four sides and it was encircled by a railed platform. A coat of luminous paint completed the job. It was declared to make quite an ornament at the entrance to the bay and was a similar design to the new shipping office on the town wharf.”<sup>5</sup> (a single gabled wooden structure) In 1908 the Traffic Manager asked that a permanent light be provided on the beacon and suggested a “Wigham” lamp.<sup>6</sup>

By 1911 an acetylene gas plant was installed in Queenstown to provide the community with lighting and by March 1913 approval had been given for a 25 candle power acetylene lamp and generator to be provided at the beacon. Provision was also made for kerosene lighting at this time.<sup>7</sup>

The gasworks in Queenstown blew up in 1923, prompting the construction of the One Mile power plant in 1924 to supply electricity. This was obviously an opportune time to replace the old gas beacon on the lake with an electrically lit one. The One Mile “leading light” was also included in the new lighting plan.<sup>8</sup> It has not been ascertained whether this was the first time a light had been based at this site or not. The One Mile light was situated on land above the lake Esplanade and the remains of the structure can still be seen today beside the YHA. This navigation light was said to be very important for the ships travelling from Kingston – Queenstown as they were able to line themselves up to the entrance to Queenstown Bay from a fair distance. There were no town lights visible at this stage from the Kingston direction. If the One Mile light went out of sight this meant they were too far to the east.<sup>9</sup> The light was directly in line with the lake beacon and shone light both down the lake and onto the gardens reef. In 1963 the light shone a purple and red sector<sup>10</sup> onto the water. A green light was also placed on the Frankton Arm tip of the Gardens Peninsula.<sup>11</sup> (this still exists and operates today with a red light) It was proposed that these three lights were to be used for a few hours a day in winter and that they should be controlled by a switch on the wharf to enable them to be turned on and off as required.<sup>12</sup>

On 11 December 1924 it was reported that the lighting for Frankton Arm and the One Mile were in working order, using 100 candle power<sup>13</sup>. The beacon on the lake that had been replaced in 1905 was in bad repair and this was re-piled and upgraded to an electric light in December 1924<sup>14</sup>. During the 1930s the controls for the Frankton Arm and lake beacons were joined to the Park lighting circuit and “there was a switch up in the park to operate the lights.”<sup>15</sup> There was a failure of the beacon light in 1943 causing the *Earnslaw* to strike and wreck the structure. This was replaced a month later and temporary measures installed.<sup>16</sup>

The navigation lights eventually came under the management of NZ Rail, who had taken over the Lake Wakatipu Shipping service in 1902 from private enterprise. However in the 1960s there was some concern about whose responsibility it was to maintain the lights and therefore the safety aspects for other boats not under the NZ Rail ownership. It was found that legally NZ Rail were not obligated to ensure lights operated for other vessels that were not part of the railways fleet.

The lake beacon became unreliable during this time and the „*Meteor*“, a prominent water taxi of the time ran aground on the reef in 1963 due to the beacon being unlit. The owner, Frank Haworth, suggested that the Marine Department should take over the control and maintenance of the beacon and install more

<sup>4</sup> R.J Meyer, *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963, p58

<sup>5</sup> *ibid* p 58-59

<sup>6</sup> NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5.

<sup>7</sup> *ibid*

<sup>8</sup> *ibid*

<sup>9</sup> Pers comm., Neil Clayton, 2 July 2005

<sup>10</sup> Map of lights on Queenstown Bay dated 1963 cited in NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

<sup>11</sup> R.J Meyer, *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963p75

<sup>12</sup> NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

<sup>13</sup> Queenstown: History of Beacon Lights cited in NZ Rail File, aids to navigation, Lake Wakatipu, 1926-1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

<sup>14</sup> Queenstown: History of Beacon Lights cited in NZ Rail File, aids to navigation, Lake Wakatipu, 1926-1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

<sup>15</sup> Pers comm., Neil Clayton, 2 July 2005

<sup>16</sup> R.J Meyer, *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963, p 90. NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5.

reliable lights given that up to 200 launches were operating on the lake over the holiday period.<sup>17</sup> This request was also echoed by the Wakatipu Boating Association who stated that the lights were only coming on late in the evening creating accidents and near misses.

It appears thereafter that the Marine Department did take some control and that the Harbour Master employed by the Queenstown Borough Council was given the role of overseeing the navigation lights for Lake Wakatipu.<sup>18</sup>

The navigation lights in the Queenstown Bay have played an important functional role from the early days, when the lake was an extremely busy waterway transporting all manner of cargo up and down the lake, to today's recreational and commercial operators. They provide a tangible link to the era of busy shipping on the lake and the reliance that the small town had on this early transport mode before the advent of road access.

## LANDSCAPE/TOWNSCAPE SUMMARY

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The lake beacon occupies a prominent place at the entrance to the Queenstown Bay and as such provides visual interest particularly at night when the lights glow green and yellow. The feature has long been a part of the vista of the Bay and in history the structure was designed to have prominence as a main entrance way to Queenstown. The remains of the One Mile light are not particularly obvious although can be seen from the Esplanade. Its industrial form provides visual interest from the street.

## SOURCES

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Clayton, Neil, *The little ships of the Wakatipu 1862-63*, Bearings vol 3 no. 1

Discussion Neil Clayton, (former Harbour Master, Lake Wakatipu) with Rebecca Reid 2 July 2005

Meyer, R.J, *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963

NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

## FILE NOTES

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The whole of the Lake Wakatipu file has not been able to be searched in the timeframe for this entry but it would definitely reveal more history on the subject. Refer National Archives Wellington Lake Wakatipu navigation file, Reference ABPL/7457/W4932/175/-46/4/5



Lake Wakatipu Beacon run by electricity, July 2005

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

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<sup>17</sup> Letter to Marine Department Wellington from F.M. Haworth, proprietor of Meteor, 8/2/1963 cited in NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5.

<sup>18</sup> Letter to the Marine Department from the Nautical adviser, H. Boyack, 9/4/1969 cited in NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

PHOTOGRAPH/NEGATIVE: RReid 28/5/05



**NAME (including former names)**

**Walnut Cottage**  
**Former Wakatipu Flour mill office**

**LOCATION/ADDRESS**

265 Arrowtown – Lake Hayes Road, lake Hayes, Arrowtown, Otago

**HERITAGE ASSESSMENT**

**Archaeological Value**

√ **Architectural Value**  
 Moderate

**Cultural/Traditional Value**

√ **Historical/Social Value**  
 High

√ **Landscape/Townscape Value**  
 High

√ **Rarity/Representative Value**  
 High

**Technological Value**

**OVERALL HERITAGE VALUE** Moderate - High

**AGE/DATES** Original part c: 1870s  
 Shifted on-site & turned into residence c: 1942 -48

**ARCHITECT/BUILDER** Jack Stevenson additions?

**MATERIALS** Wood clad, corrugated roof

**LOCAL AUTHORITY LISTINGS**

Local Authority NZHPT No

**VALUATION NUMBER** 2907114000

**LEGAL DESCRIPTION** Lot 1 DP 5746 Lot 1 DP 22391, Sect 55? Blk VII, Shotover SD

**TYPE/USE** Cafe

**CURRENT OWNERS** Alma Stevenson

**CURRENT CONDITION** Good.

**NOTABLE OTHER STRUCTURES** Notable historic walnut tree and associated sheds

## SUMMARY OF SIGNIFICANCE

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This building has strong historical links to the agricultural industry and to two early pioneering families of the Wakatipu. Its connection to the Wakatipu flour mill nearby is important. The large flour mill served the district for over 70 years and was influential in the development of local and regional farming activities. The original two roomed mill office was recycled by local Wagoner, Jack Stevenson who acquired the building from the mill owners William Reid and Sons. Ownership is still in the Stevenson family (2005) who continue to have strong association with the place through its links to their family history and the history of the Lake Hayes area.

Architecturally the building represents a simple modest family home and remains authentic in size and scale. The oldest part, the two roomed office, can still be clearly read. The addition of a lean-to was a typical practical style of the time and enabled it to be used as a family home from the 1940s onwards. This style of cottage is now rare in the rural district and as such it has become somewhat of a landmark on the Lake Hayes – Arrowtown road.

It stands as one of the very few tangible reminders of the flour milling industry and is associated with pioneering families who contributed greatly to the early development of agriculture in the district.

## DESCRIPTION

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Walnut cottage is located on the Lake Hayes – Arrowtown road and is easily visible from the road. It is set amongst trees and a cottage garden. An historic walnut tree graces the property hence the name of the cottage.

## HISTORY

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The original two rooms at the front of the cottage are said to have come from the Wakatipu Flour Mill (1868 – 1940) which was situated within the vicinity near Mill Creek on Speargrass Flat road. (Today only the oast house remains of this complex and a residence has been created incorporating it) The Mill was built by W and R Gilmour in 1868 and carried on by William Reid and McDowell and then by William Reid and Sons until 1940.

The mill was vital in helping maintain the agricultural economy in the district in the early days. This small two roomed building was the office for William Reid and Son's flour mill and during the 1920s is said to have served as a small post office for Lake Hayes residents. The flour mill operated until 1940 and near the time of its closure Mr Jack Stevenson, a well known waggoner, relied on for his cartage of grain, wool, coal and milk in the district, acquired the office building. He apparently swapped it for a chaff cutter and then dragged it on logs from the mill to its current site in 1947.<sup>19</sup> It was placed under the walnut tree that still exists today.<sup>20</sup>

Jack Stevenson added a lean-to onto the back of the office building and turned it into a residence around 1948. The wooden floors of the addition are said to have been recycled from one of the hotels in at Skippers.<sup>21</sup> Jack and his wife Vera moved from the Crown Terrace to live in the cottage and raised a family of four here.

Alma and Noel Stevenson (son of Jack) were left the cottage after Jack's passing and they went about restoring the building in the late 1980s as a memorial to "Wagoner" Jack. There were apparently no structural changes undertaken but the building was spruced up in preparation to be used as a craft shop and later a café.<sup>22</sup>

Since the late 1980s a craft shop, café and restaurant have been run from the property. Today it operates as a café under a lease agreement.

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<sup>19</sup> Jack Stevenson Diary 1940s held by Alma Stevenson

<sup>20</sup> Alma Stevenson, Pers comm. May 2005

<sup>21</sup> *ibid*

<sup>22</sup> *ibid*

## ARCHITECTURAL DESCRIPTION

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The original Mill office of approximately 30 square metres, although small, is evocative of our early pioneer period. The extension to the rear which includes a lean-to roof from the ridge line of the original cottage does not detract. The original frontage and the end gables can still be clearly seen.

The exterior elevations with their carefully proportioned double-hung windows and panel doors harmonise well with the original rusticated weather boards. The detailed finish both externally and internally show the craftsman-like workmanship that went into all the timber work of the architraves, skirtings, and match linings. The later additions of the cast iron cooking range and the rimu fronted surround to the open fireplace are good examples of their type.

Before any changes to this historic building and garden are contemplated, specialist advice should be sought, especially within the curtilage area.<sup>23</sup>

## LANDSCAPE/TOWNSCAPE SUMMARY

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This historic cottage has become a landmark on the Lake Hayes–Arrowtown road in terms of its style authenticity and scale. It has aesthetic value being set in a cottage garden with the large old historic walnut tree being a major feature. It is easily viewed from the road and sits well in the landscape.

## SOURCES

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Alma Stevenson, - Walnut cottage scrap book, contains newspaper articles from the late 80's 90s Dairy,

Jack Stevenson c; 1940s held by Alma Stevenson

Discussion with Alma Stevenson 27 May 2005, Arrowtown by Rebecca Reid

Miller F.W.G., *Golden Days of Lake County*, Whitcombe and Tombs Limited, 1966 ( 4<sup>th</sup> edition)

*Queenstown Lakes District Touring Guide*, Committee of the Lakes District Museum, 1991

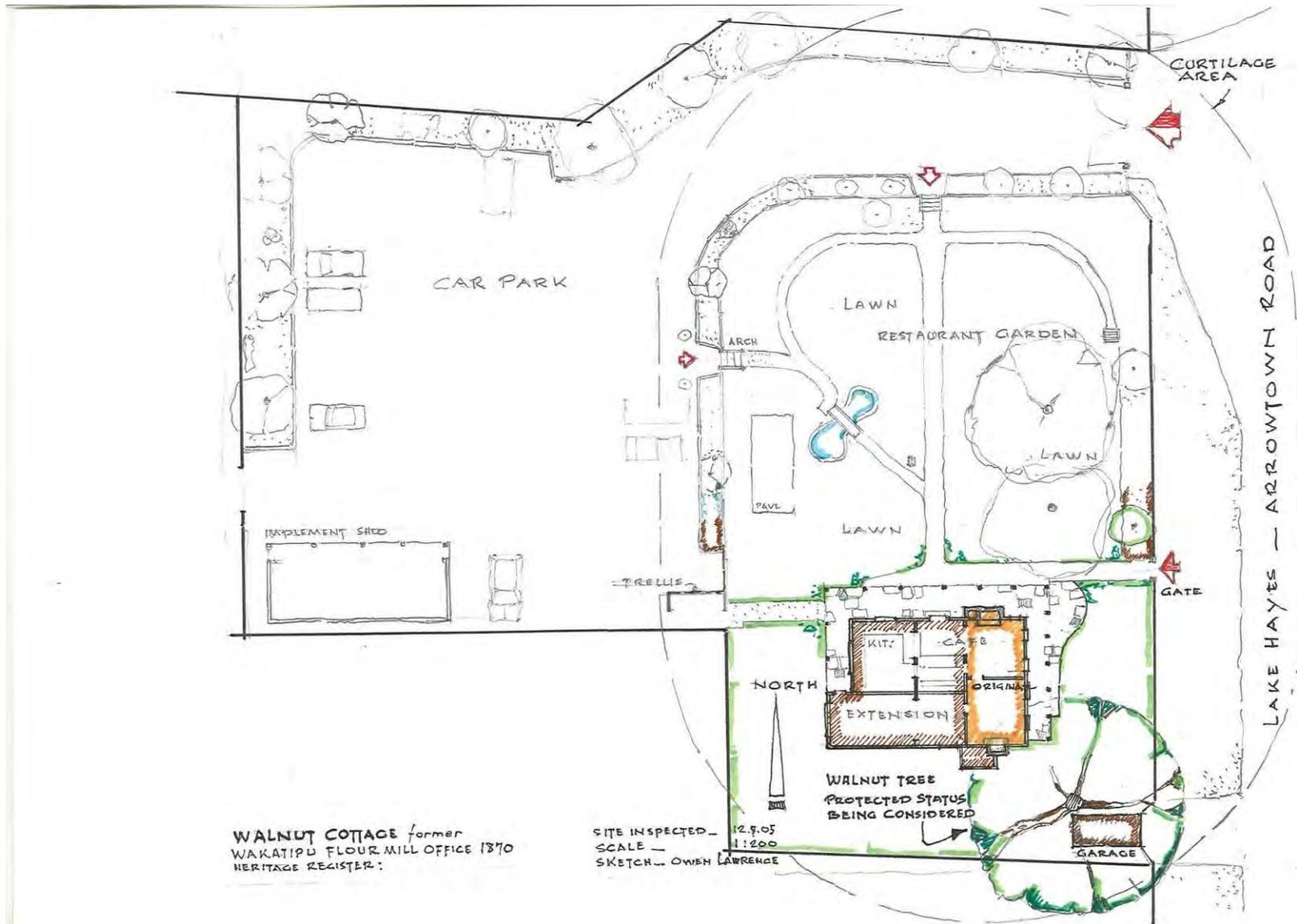
## FILE NOTES

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Very little written material about the cottage exists. However the Stevenson family memorabilia, dairies and oral tradition confirm that the building was shifted from the flour mill site and added onto in the 1940s in order to be used as a residence.

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<sup>23</sup> Architectural description provided by Owen Lawrence, retired architect, Arrowtown



ENTERED BY: Rebecca Reid

DATE ENTERED: May 2005

PHOTOGRAPH/NEGATIVE: LDM Photo archives



Skippers Point School c: 1880 -86 (LDM EL1096)



Restored Skippers school 1992 (LDM, N 886)

**NAME (including former names)**

**Former Skippers Point School**

**Upper Shotover School**

**LOCATION/ADDRESS**

Burkes Terrace, Skippers, Upper Shotover. Originally part of wider Skippers township or Skippers Point. Approximately 17 km drive from the bottom of the Coronet Peak access road.

**HERITAGE ASSESSMENT**

**Archaeological Value**

✓ **Architectural Value**  
High

✓ **Cultural/Traditional Value**  
High

✓ **Historical/Social Value**  
High

✓ **Landscape/Townscape Value**  
High

✓ **Rarity/Representative Value**  
High

**Technological Value**

**OVERALL HERITAGE VALUE** High

AGE/DATES 1879 – 1927 (closed)

ARCHITECT/BUILDER Unknown

MATERIALS Stone

LOCAL AUTHORITY

LISTINGS

Local Authority

NZHPT

No but part of Mt Aurum Recreation Reserve under DOC management.

VALUATION NUMBER 2907300400

LEGAL DESCRIPTION Sect 148 Blk XI, Skippers Creek

TYPE/USE

Restored for public enjoyment providing an insight into the school itself through furniture and interpretation displays of the buildings physical and social history as well as the general Skippers area.

CURRENT OWNERS Department of Conservation

CURRENT CONDITION Very good, restored 1992

## SUMMARY OF SIGNIFICANCE

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This building is the most substantial structure left in the Skippers area. It represents the existence of a mining community and their dedication to ensuring an education to the pioneering mining and farming families of the area. It stands as a memorial to the many teachers and children who kept the school in operation for 48 years in this isolated area.

The school building, with its telegraph room at one end, is also a reminder of the importance the small community would have placed on telecommunications in such a remote location. While there was another school operating up at Bullendale 6 miles away, there are no structural remains to tell the story. Likewise throughout the Wakatipu district there are no other early schools remaining that compare in size or materials. This contributes to the school's regional and local significance and gives it rarity value.

Architecturally it was built to last. The school and school house design has a simple profile blending into the Burkes terrace landscape. Consistent treatment of the minor details contribute to the overall success of this historic example of early New Zealand domestic architecture. The recent restoration of the building has been carefully executed.

The restoration project undertaken and the funding provided for the cause is an example of the public esteem for the building and the community association with the Skippers area in general.

The building commands a prominent site in the Skippers landscape on Burkes terrace and remains a focal point today, still being utilized to educate the many visitors about the rich history of the area. Next to the school is restored Mt Aurum Homestead and together these heritage buildings provide some insight into the way of life of the Skippers community, the importance of both farming and mining in this rugged landscape as well as reflecting the typical building styles of the time.

## DESCRIPTION

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The former Skippers Point School occupies a prominent location on Burkes Terrace very close to the Mt Aurum Station Homestead. It is very intact having been restored to its original style by the Department of Conservation in 1992. A picket fence was reconstructed on the original school boundary at this time. Today the building caters for visitors wanting to learn more about the area and interpretation throughout the rooms provides an insight into the Skippers children and the wider community.

## HISTORY

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The Skippers township grew in 1862 in response to a major gold rush on the Shotover River. The settlement that developed on the terraces of the Upper Shotover initially serviced thousands of miners seeking their wealth in the river and later the gold bearing quartz reefs located in the Bullendale area. A group of families settled more permanently enduring the isolation and the hardy winters for the lure of gold, with a few determined to make a living from high country farming.

A substantial stacked stone building was constructed on Burkes Terrace, Skippers in 1879, to cater for the children of the area whose families had decided to settle. The Upper Shotover School Committee was granted funds to establish a school in 1878 up the Shotover Valley on the understanding that there was an anticipated role of at least 120 pupils.<sup>24</sup> The reality was quite different. The school opened in 1879 with an initial roll of 24 pupils<sup>25</sup>. The roll wavered over the years and at times was threatened with closure. Harsh winters, demands of having to work for their parents and ill health contributed to the poor attendance of children at the school and this was reflected in the poor results cited by the twice yearly visit from the inspectors. However it remained open until 1927 when the school role dropped to about 6 pupils<sup>26</sup>. This was paralleled by the diminishing activity of mining in the Skippers area at this time.

The school comprised a school house and school master's residence combined. The teacher's residence, as well as being practical from a building point of view, was a bid to lure teachers to the area. This task

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<sup>24</sup> Minutes of the Southland Education Board, June 1978 as cited in "The Upper Shotover School by Glenda Thompson, DOC Queenstown. Date?

<sup>25</sup> Ibid

<sup>26</sup> Ibid

proved to be a difficulty throughout the school's existence. There were said to be 24 teachers in the 48 years that it was open.<sup>27</sup> The pay rates were stated to range from 136 pounds to 70 pounds for a year.<sup>28</sup> On the North West corner, a small room was used as the telegraph office. The school was constructed at a cost of 300 pounds of which 160 pounds was contributed by the Southland Education Board<sup>29</sup>. The original contractors are unknown, but the stone (local schist rock) was said to have been quarried within the vicinity and all timber materials such as windows and doors had to be carted in from Queenstown as there were very few trees in this landscape during this era.

In 1884 the Skippers School committee requested extra funds to extend the existing teacher's residence. There are said to be no records of the nature of these additions but it is thought that the two small bedrooms off the living room were added. (see building layout below)<sup>30</sup>

In 1889, the Skippers school committee found itself ironically having to make an objection to the granting of a mining claim which would include the school grounds.<sup>31</sup>

The school was an important part of the isolated Skippers community and provided an education for pioneer families from 1879 to its closure in 1927.

In 1941 the building was adapted to be used as a wool shed for the Mt Aurum Station managed by Archie Macnicol<sup>32</sup>. Archie and his brothers went to school in this building and their father was a miner at the Nuggets Mine. It continued to be used as a woolshed until 1982 when farming this high country area ceased and the land became part of what is now the Mt Aurum Recreation Reserve initially managed by the Lands & Survey Department before it became the Department of Conservation.

In 1992 the Department of Conservation completed a restoration project of the school for \$100 000<sup>33</sup> and reopened it as an interpretation centre for the general public. The restoration of the building saw previously collapsed walls replaced in stacked schist and the interior layout returned to original. Department of Conservation staff Kim Logan, Neil Milne, Stewart Hardy and Dave MacDonald worked on the restoration from 1989/90 – 1992. During its use as a woolshed there was obviously some structural damage. However the restoration work, which included reconstructing major portions of the stone walls, has kept its authenticity to a large degree. Hundreds of local people gathered for the reopening ceremony on 20 November 1992, including some of the oldest surviving ex students; Duncan Macnicol and Grace and Francis Cotter. It was reopened by the Minister of Conservation, Mr Denis Marshall, accompanied by Jeff Connell Regional Conservator Otago and Queenstown Mayor at the time Mr David Bradford. This signified an important step in recognising and securing one of Skippers most significant historic buildings.

## ARCHITECTURAL DESCRIPTION

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This is a Schist stone building, with a corrugated iron roof and wooden painted doors. The sash windows have six panes each. The inside walls of porch and school room were lined with plaster and "kalsomined" (a trade name for white wash)<sup>34</sup> Floors were wooden. The school building consisted of an entrance porch, school room, hall, 3 bedrooms, a kitchen, living room and a telegraph office.

The school and school house design has a simple profile blending into the Burkes terrace landscape. A closer inspection shows the design-craftsman gave much consideration to the plan, particularly the regular spacings of doors and windows confirmed by site measuring. The classroom has windows on three walls which have splayed reveals giving good natural lighting. The extension of the living room and Telegraph Office have added to its character. Much attention has been given to the roofline.

The recent restoration of the north wall has been carefully executed. Consistent treatment of the minor details contribute to the overall success of this historic example of early New Zealand domestic architecture<sup>35</sup>.

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<sup>27</sup> Southland Times article 29/4/1992

<sup>28</sup> *ibid*

<sup>29</sup> Glenda Thompson, *The Upper Shotover School*, DOC Queenstown, Date unknown.

<sup>30</sup> *ibid*

<sup>31</sup> *ibid*

<sup>32</sup> Terri Macnicol: *Beyond the Skippers Road*. AH and AW Reed, 1065, pp. 11 and 31

<sup>33</sup> Otago Daily Times article 18/7/1998

<sup>34</sup> Glenda Thompson, *The Upper Shotover School*, DOC Queenstown Date unknown.

<sup>35</sup> Architectural description provided by Owen Lawrence, retired architect, Arrowtown

**LANDSCAPE/TOWNSCAPE SUMMARY**

The building commands a prominent site on Burkes terrace and can be seen from the opposite side of the Skippers road upon entrance to the former Skippers township. It is the most substantial building remaining at Skippers and as such it represents a focal point for visitors and anyone with a keen interest in the areas history. Its prominence is perhaps a reminder of the importance the community placed on education in this isolated mining community.

**SOURCES**

Macnicol, Duncan & Trotter, Margaret / *Duncan of Skippers* 1987, Craig Printing Company, Invercargill.

Macnicol, Terri, *Beyond the Skippers Road*, A.H and A.W Reed, 1965.

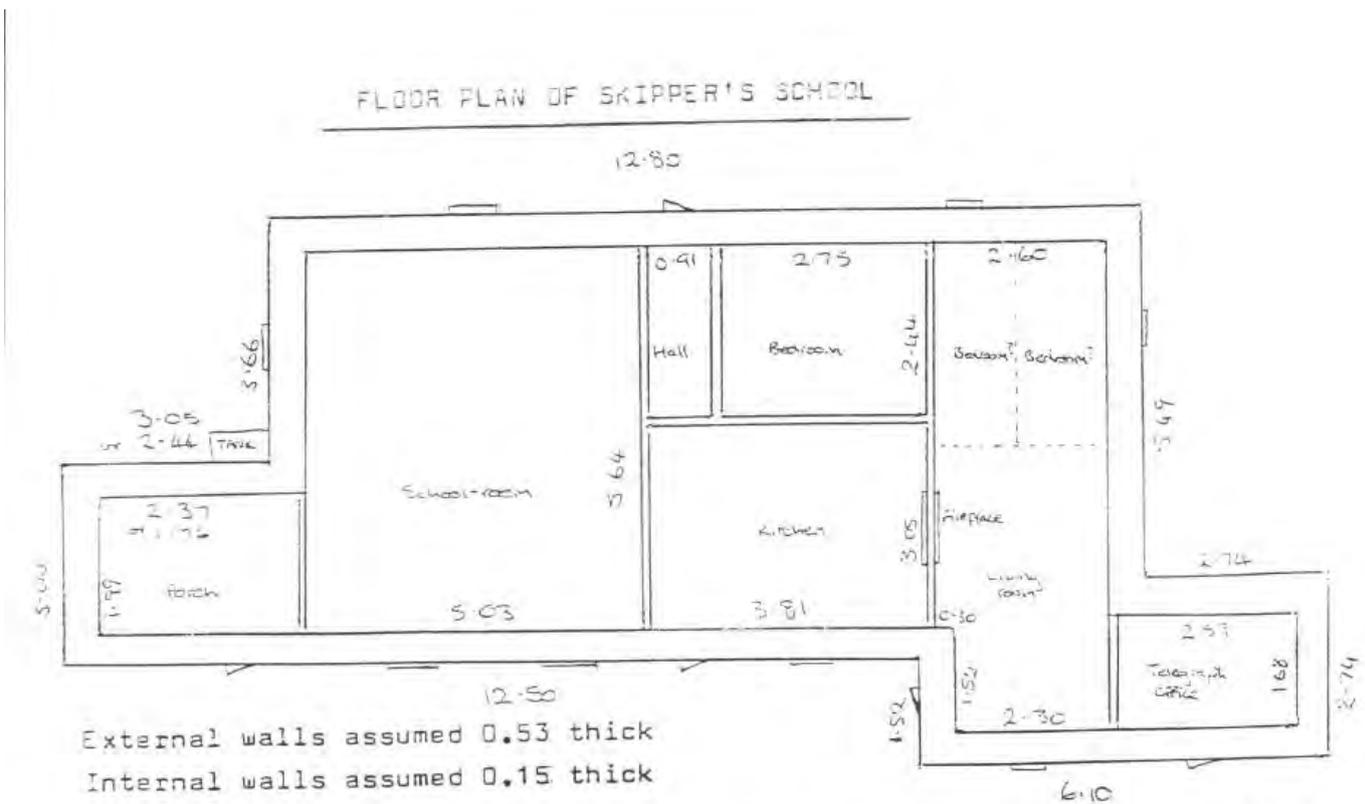
Otago Daily Times article 18/7/1998

Skippers School Restoration, N 868 Lakes District Museum

Southland Times article 29/4/1992

Thompson Glenda *The Upper Shotover School*, Department of Conservation Queenstown Date unknown. Reference; N819 Lakes District Museum Arrowtown.

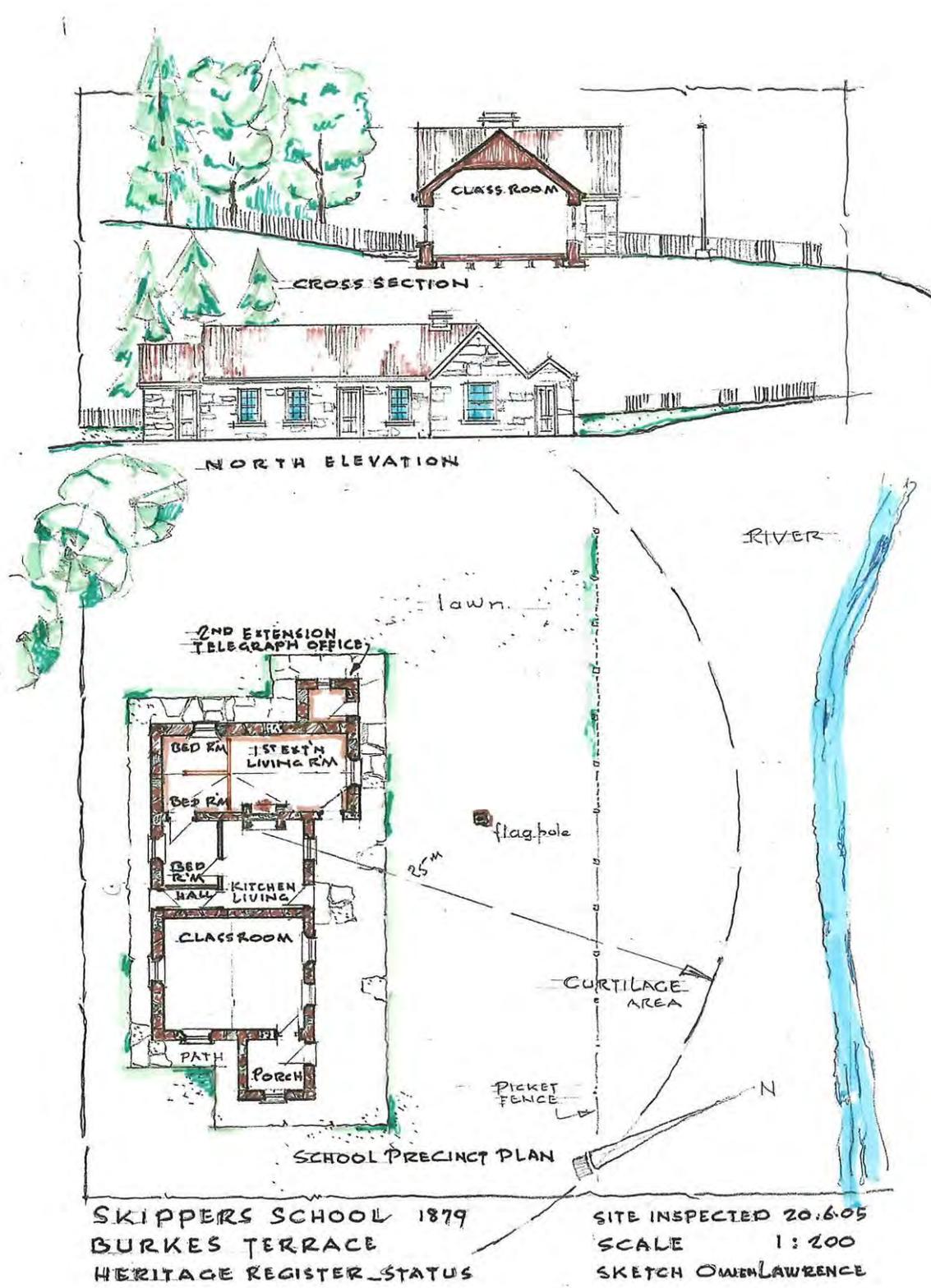
**FILE NOTES**



The above floor plan is a metricated version of the original sketch plan on opposite page. It shows the relation of rooms and outside access.

Floor plan as depicted in Glenda Thompson, *The Upper Shotover School*, DOC Queenstown

QUEENSTOWN LAKES DISTRICT HERITAGE REGISTER



ENTERED BY: Rebecca Reid

DATE ENTERED: May -June 2005

PHOTOGRAPH/NEGATIVE: RReid, 26/5/05



Rifle butt remains view south



View north

**NAME (including former names)**

**Rifle Butt**

**LOCATION/ADDRESS**

Glenorchy, Sunshine Bay Road on the Lake Wakatipu Foreshore, approx 200 metres from the One mile round about.

Grid reference approx E41-669 652.

**HERITAGE ASSESSMENT**

- √ **Archaeological Value**  
Moderate
- Architectural Value**
- Cultural/Traditional Value**
- √ **Historical/Social Value**  
High
- √ **Landscape/Townscape Value**  
Moderate
- √ **Rarity/Representative Value**  
High
- Technological Value**

**OVERALL HERITAGE VALUE:** Moderate - High

- AGE/DATES c: 1900
- ARCHITECT/BUILDER Unknown
- MATERIALS Slabs of schist rock with concrete face
- LOCAL AUTHORITY LISTINGS  
Local Authority
- NZHPT No
- VALUATION NUMBER NA
- LEGAL DESCRIPTION Lake Wakatipu
- TYPE/USE Originally for rifle practice  
Remains as a ruin
- CURRENT OWNERS On lake foreshore
- CURRENT CONDITION Poor, being eroded by the lake

## SUMMARY OF SIGNIFICANCE

---

The remains of the rifle butt structure are an important tangible reminder of the existence of local militia in the Wakatipu district at the turn of the century (1900). It is the only subtle clue known in the district that links to an era where local measures were taken to ensure there was a ready armed defence force to ward off "would be" intruders.

It reflects a time when keen local men volunteered to join the rifle corps and undertake training, organize local gatherings, and practice target shooting during an atmosphere of possible invasion from the Russians. The remains have a strong association with the protection of the Queenstown area and its residents and reflect a degree of patriotism and a will of individuals to serve for their district at home in the early 1900s.

## DESCRIPTION

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The remains of the rifle butt structure are located on the Lake Wakatipu foreshore just below the Queenstown – Glenorchy Road along the first straight between the One Mile and the start of the Sunshine Bay walking track. It was constructed of stacked stone and covered with coarse concrete on the southern (firing) side and shows evidence of having been reinforced with iron. There is evidence of the use of old iron bed heads and lengths of steel for reinforcement and these are being exposed as the structure erodes.

## HISTORY

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This structure is an important tangible reminder of the existence of local militia in the Wakatipu district. It is the only subtle clue known in the district that links to an era where local measures were taken to ensure there was a ready armed defence force to ward off "would be" intruders.

This fear became particularly real world wide in 1885 with the Russian Invasion of Afghanistan placing the security of India in jeopardy. Fear of the Russian domination of the world became a very real threat and this was mirrored in New Zealand. The government set about quickly gathering additional troops and protecting major ports with batteries, mines and torpedoes. Within a short time massive guns and emplacements were in position to repel any Russian invasion. The role of the local militia assumed greater importance and rifle corps, artillery batteries and hussars were given a new lease of life.<sup>36</sup>

Around the country thousands of rifle volunteers joined the local militia and Queenstown and Arrowtown were no exception. This was witnessed by the Easter Parade held in Queenstown in 1885. A training weekend and general get together was organized and volunteers came from Bluff, Riverton, Cromwell, Arrowtown, and Invercargill to join in the action. Many camped on the peninsula [now Kelvin Heights] and various bands provided evening music. During the day sports meetings were held including rifle shooting contests and a sham fight. In all there were 305 taking part in the events.<sup>37</sup>

On 3<sup>rd</sup> May 1900 a letter was sent to Lieutenant Colonel Webb, Commanding Officer of the Otago and Southland District from the Acting Captain E. W. Steele stating;

*"I attended an influential meeting held here in the Garrison Hall. It was decided to form a Rifle Volunteer Corps in Queenstown...64 men have been enrolled.... I would point out that so far as I know there is no volunteer corps on the Goldfields, the nearest corps being at Gore fully 100 miles away.. Queenstown would be the headquarters. There is a good rifle range up to 600 yards with butts, targets etc on the shore of Lake Wakatipu in a safe situation. There is also a large store drill shed (the Garrison Hall) in the town.. also a magazine in a safe position for ammunition storage."<sup>38</sup>*

Another letter dated 30 October 1900 again to Colonel Webb states;

*"There is a fair rifle range on the shore of Lake Wakatipu with a range up to 600 yards. At the present time the range is quite safe and the firing will not inconvenience the public but a new road will shortly be made*

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<sup>36</sup> De La Mare, Alan -*Tales Southland History* 1994 pp1-4

<sup>37</sup> Ibid

<sup>38</sup> Queenstown Rifle Volunteers correspondence, Lakes District Museum Arrowtown, Reference; N120

*in the vicinity which will necessitate fresh arrangements being made or perhaps a new range being sought.”<sup>39</sup>*

It is most likely that the remaining rifle butt dates at least to this time and it seems possible that the existing location matches the above description.

However on 30 November 1901 a letter was written to Lieutenant Colonel Robin C.B., commanding Otago District Dunedin by Captain Steele, Captain Commander in reference to the rifle range;

*“We have just completed new butts at a cost of about 18 pounds and we have now an effective range of up to 900 yards. The butts have been well and substantially built, but new expenditure for a new company is heavy. Do you consider we have any chance of getting assistance from the government in the matter by way of a grant for a portion of the whole of the expenditure”.*<sup>40</sup>

Finally on 4th April 1902 the Minister of Defence granted 9 pound (being half the cost) for the Queenstown rifle range.<sup>41</sup>

It is unclear at which location the new butts were constructed in 1901, but the evidence above makes it clear that rifle butts were at least in use in the Wakatipu District by 1900 and probably before. The association of the rifle butts to early defence measures in the Wakatipu district makes this rifle butt remain an interesting and significant one helping to provide some insight into the activities and importance of the rifle volunteer corps of the time.

## ARCHAEOLOGICAL DESCRIPTION

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The remaining part of the rifle butt structure reveals construction of stacked schist rock on the northern side and a layer of coarse concrete on the south side. On close inspection, at the point where the wall anchors into the bank, there is evidence of a horse hair type cloth wrapped around the concrete face with a number of holes in it. This may have been to deaden the sound of the projectiles hitting the wall.

The structure is eroding due to its location on the lakeshore and a number of rusting old iron bed heads are protruding from the north side of the wall along with a larger steel beam. These appear to have been used as reinforcement material.

The structure is in relatively poor condition being constantly eroded by floods and storms over the years. The wall is consequently on a lean with a large crack running across the concrete face and parts of the rock covered with concrete can be seen broken from the wall in the immediate vicinity.

The structure as it is measures approximately;

Height	1.90m
Length of low (eroded part of wall)	3.4m,
Length of higher portion	5m.
Total length of wall approximately	8.4 – 9m
Width; varies from	.65m – 1m

## LANDSCAPE/TOWNSCAPE SUMMARY

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The structure provides a degree of visual interest and intrigue and can be seen easily from the road or beach on the foreshore of Lake Wakatipu. It remains in this landscape as a subtle clue to a part of the Wakatipu's early defence history.

## SOURCES

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Queenstown Rifle Volunteers Correspondence held in the Lakes District Museum Arrowtown. Reference N120 and N 152

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<sup>39</sup> Queenstown Rifle Volunteers correspondence, Lakes District Museum Arrowtown, Reference; N120

<sup>40</sup> Queenstown Rifle Volunteers correspondence, Lakes District Museum Arrowtown, Reference N152, p105

<sup>41</sup> Queenstown Rifle Volunteers correspondence, Lakes District Museum Arrowtown, Reference N152 p158

De La Mare, Alan Tales of Southland History 1994 pp1-4

**FILE NOTES**

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Site visited and measured on 26/5/05 by Rebecca Reid.

ENTERED BY: Rebecca Reid

DATE ENTERED: May 2005

PHOTOGRAPH/NEGATIVE: RReid 11/6/05



Former stables NE view



Former Dairy

Inset; view shows back of stables & old wall (3m high) in foreground Dairy at rear.



**NAME (including former names)**

**Gibbston Hotel associated buildings, Dairy, Stables and remains**

**LOCATION/ADDRESS**

Rapid No 8, Coal Pit Road, Gibbston  
 Located at the foot of Coalpit Road next to Camp creek, (formerly Deep Creek) on State Highway 6 between Cromwell and Queenstown.

**HERITAGE ASSESSMENT**

- ✓ **Archaeological Value**  
Moderate
  - ✓ **Architectural Value**  
Moderate
  - ✓ **Cultural/Traditional Value**  
Moderate - High
  - ✓ **Historical/Social Value**  
High
  - ✓ **Landscape/Townscape Value**  
High
  - ✓ **Rarity/Representative Value**  
High
  - Technological Value**
- OVERALL HERITAGE VALUE** Moderate - High

AGE/DATES	Constructed c:1860s
ARCHITECT/BUILDER	Unknown
MATERIALS	Stone & timber with corrugated iron roof
LOCAL AUTHORITY LISTINGS	
Local Authority	
NZHTP	Proposed
VALUATION NUMBER	2907201700
LEGAL DESCRIPTION	Lot 1 DP 300510
TYPE/USE	Originally stables and diary as part of hotel complex, now disused
CURRENT OWNERS	Terry Wayne Stevens & Susan Marie Stevens
CURRENT CONDITION	Stables Fair, Dairy Good

## SUMMARY OF SIGNIFICANCE

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The Gibbston Hotel was one of the most important watering stops for people travelling the coach road from Cromwell to Queenstown in the days before tar seal and cars. Hotels enabled people to complete their journeys and the Gibbston flats would have been a welcome retreat for many horses' miners, farmers and travellers. *The history of the hotel provides an illustration of the transition from transient gold mining to permanent settlement that came about with the development of agricultural settlement of the area.*<sup>42</sup> The dairy and stables that remain provide a tangible link with these industries that formed the basis of the Gibbston settlement. They have cultural significance through their association with a place relied upon for rest, refreshment and socialisation, important in the establishment of a community in a remote rural area. The stables are a reminder of the days when horses were the only transport mode and the necessity of providing them with lodging. The dairy represents the self sufficiency that went with rural life and the development of farming around Gibbston in the mid to late nineteenth century.

The hotel was an example of a business initiative developed by an early family of pioneering immigrants, and reflects a wider historical event in relation to the influx of immigrants from Europe often via Australia to NZ in search of gold during the mid to late 1800s.<sup>43</sup>

Architecturally, the remnant buildings of the Gibbston Hotel embody the characteristics of specific building types, a period of architectural development and a method of construction characteristic in Central Otago. The buildings are typical of this period of architectural development, within the local area, with the application of stone masonry, using locally sourced river stone and mud fill.<sup>44</sup>

The gold rush years and associated settlement of Central Otago was a culturally definitive period in early New Zealand European colonial history. The buildings date from the earliest phase of Gibbston's settlement and are some of the oldest remaining buildings of their type in this area.<sup>45</sup>

The hotel was, in its day, considered a landmark and the associated building remains, currently play a role in defining the space originally associated with the hotel site near Camp Creek. The buildings contribute to the overall historical character of the Gibbston area and form a strong connection to other heritage sites on the Gibbston flats that together help retain the settlement's identity.

## DESCRIPTION

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The Gibbston Hotel's associated out buildings consist of a 3 metre high stone wall and two stone buildings, a stables and a dairy. There are no remains of the Gibbston Hotel today. It was originally a one story wooden building. The hotel site was located on the side of the old main Queenstown to Cromwell road, just below the existing Coalpit Road in what is currently a picnic area.

## HISTORY

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The Gibbston settlement grew, on the flats above the banks of the Kawarau River between the Victoria Bridge and Kawarau Bridge in response to the 1860's gold rush period and farming practices both on the flats and the surrounding high country. The coal mine and lime pit also became important industries for the township. By 1866 the main access route into Queenstown from Cromwell flowed through the small Gibbston settlement which once sustained a school, hotel post office and store. The Gibbston Hotel positioned itself on this main coach road to be sure to cater for the thousands of miners and travellers needing rest and refreshments. By 1869 there was a coach service operating between Cromwell and Queenstown and a fortnightly service to Dunedin.<sup>46</sup> The single story wooden building with a verandah facing the road was situated in a sunny sheltered valley beside Deep Creek (now Camp creek) near the foot of Coal pit road. It was on the business licence area allowed for by the mining regulations at the time.<sup>47</sup>

<sup>42</sup> New Zealand Historic Places Trust, *The Gibbston Hotel* draft nomination for registration as an historic place, September 2002.

<sup>43</sup> *ibid*

<sup>44</sup> *ibid*

<sup>45</sup> *ibid*

<sup>46</sup> Neville A Ritchie, *Kawarau River Valley Archaeological Survey: An Inventory and Assessment of Prehistoric and historic sites in the Kawarau River Valley, Central Otago, with comments on the possible impacts of hydro construction*, NZ Historic Places Trust 1983 p.5 as cited in NZHPT Gibbston Hotel nomination for registration document 2002.

<sup>47</sup> Mountain Scene article 9/12/1982

During the 1870s the hotel was owned and operated by the Scheib family whose descendants still live in the Wakatipu Basin. The hotel had a fantastic reputation with travellers and was renowned for its first class hospitality.<sup>48</sup> The Scheibs ownership ended when the whole establishment was auctioned on 12 June 1876.<sup>49</sup> The *Lake Wakatipu Mail* advert at the time advertised two paddocks of 10 and 70 acres, horses, farm machinery, 500 bushels of oats and large stocks of liquor. It described the establishment as being “one of the most desirable properties on the goldfields at the time”.<sup>50</sup>

Dan Enright (brother of Patrick Enright who farmed in Gibbston) purchased the property and retained the business until 1883 at which time he sold it privately to R.D. Owens the previous hotelier at the Commercial Hotel in Cromwell.<sup>51</sup> During Owens ownership the Cromwell Argus advertised the hotel as having; “first class accommodation and excellent stabling under the charge of an experienced groom.”<sup>52</sup> Owens let a contract to Tucker and Mahood to renovate the premises and extend them but he was bankrupt four years later. He also owned a coal deposit across the road from the hotel where the coal dross is still apparently evident today.<sup>53</sup>

Charles and Elizabeth Perriam took over the hotel in 1887 and they continued to be the proprietors until 1897. Many of the supplies of liquor came from the Welcome Home Hotel at Lowburn through Charles brother John who had built the hotel there. In May 1897 the Gibbston Hotel was sold to another brother, William Perriam who farmed nearby. Just one year later he sold it to 'Mammy' Johnston of the Victoria Bridge Hotel who purchased the hotel at Gibbston for her second daughter Bessie and son-in-law Alexander William Scott. They did well out of the business for some 14 years until disaster struck early in 1912 when sparks from a live fire were blown under the verandah setting the hotel alight, destroying it and the adjoining cottages. With this loss combined with the general decline in hotel business the hotel was never rebuilt and the Scotts built a stone cottage above the hotel site.<sup>54</sup>

The heritage character of the Gibbston area stems from its connection with gold mining, coal mining and farming. There was once a large concentration of early stone buildings in the Gibbston area as a result of the pastoral development related to both the runs and small holdings.<sup>55</sup>

Today the associated Gibbston hotel buildings, the dairy and the stables and the stone wall remains are characteristic of the type of buildings constructed in Gibbston during the gold rush era. They have become more important over time in that there are now few remaining examples relating to this era.

## ARCHITECTURAL /PHYSICAL DESCRIPTION

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The surviving outhouses of the original Gibbston Hotel comprise a stone dairy and stables nestled against a small hill directly to the south east behind the hotel site which was near Camp Creek.

**Owen Lawrence retired Regd Architect, Queenstown conducted the following assessment on 25/7/02 as part of the New Zealand Historic Places Trust draft nomination for registration as an historic place, September 2002, held at NZHPT Area Office Otago/Southland, Dunedin**

### Dairy building

The unpainted corrugated iron roof is in good condition, complete with ridge flashing. The barge flashings are also in good condition. The roof has an overhang at the eaves line of approx. 200mm. There is no sagging apparent.

**Walls:** The 500mm thick walls are in good condition. The north wall has the original lime wash in place with struck joint markings. All mud grout is flush with stone face. Splash back erosion is evident about 400mm above ground line. The other three walls have the mud plaster eroded to varying depths of 20 - 30mm.

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<sup>48</sup> Ann Cook, Gibbston Story p 26

<sup>49</sup> Ann Cook, Gibbston Story p 27

<sup>50</sup> ibid

<sup>51</sup> ibid

<sup>52</sup> Cromwell Argus 2/1/1887, Hocken Library Dunedin cited in NZHPT Gibbston Hotel nomination for registration document 2002.

<sup>53</sup> Ann Cook, Gibbston Story p.27, NZHPT Gibbston Hotel nomination for registration document 2002.

<sup>54</sup> Ann Cook, Gibbston Story p.27

<sup>55</sup> Neville Ritchie cited in, NZHPT Gibbston Hotel nomination for registration document 2002.

### **Stable**

**Roof:** The unpainted corrugated iron is rusty and in poor condition which may be due to an earlier fire and is held in position with heavy stones. Roofing iron overhang 150 – 200mm. Roof framing is minimal light timber rafters and purlins with collar ties. The 100 x 50mm wall plate on which the rafters are supported is warped and not secured to the stonewalls. No spouting. Ridge flashing in poor condition.

**Walls:** The 500mm thick walls are in poor condition. The south wall with the door and window openings is in the worst condition, being out of alignment and out of plumb, leaving approx. 150 -200mm. The other three walls are aligned and plumb. At some time the roof has been taken off and water penetration has eroded most of the grout in the walls. No surface plaster remains. Both gable walls have had stonework taken above the roofline. The flat coping stones remain roughly in position but are in an extremely poor condition.

**Floor:** The stable floor is dirt. Approximately half of the floor of both buildings is below ground line. This may have been caused by the overburden from road construction above falling around the back of both the buildings to a height of 1000 -1200mm.

### **LANDSCAPE/TOWNSCAPE SUMMARY**

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The hotel was in its day considered a landmark and the associated building remains currently play a role in defining the space originally associated with the hotel site near Camp creek.

The buildings contribute to the overall historical character of the Gibbston area and form a strong connection to other heritage sites on the Gibbston flats that together help retain the town's identity.

### **SOURCES**

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Cook, Ann, *Gibbston Story*, Otago Heritage Books 1985

Mountain Scene article 9/12/1982, held by Lakes District Museum Arrowtown

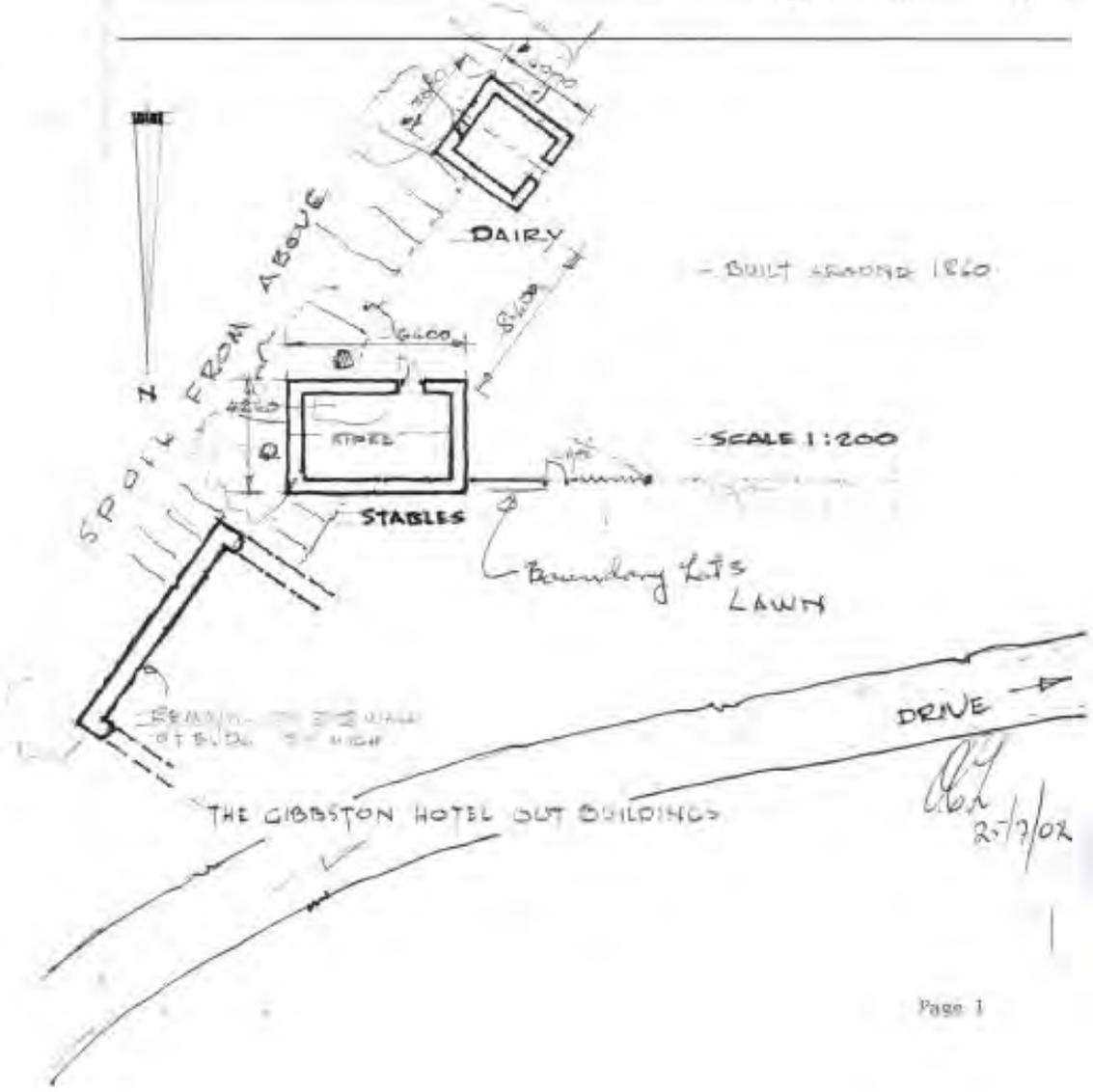
Neville A Ritchie, *Kawarau River Valley Archaeological Survey: An Inventory and Assessment of Prehistoric and historic sites in the Kawarau River Valley, Central Otago, with comments on the possible impacts of hydro construction*, NZ Historic Places Trust 1983

New Zealand Historic Places Trust, *The Gibbston Hotel* draft nomination for registration as an historic place, September 2002, held at NZHPT Area Office Otago/Southland, Dunedin. .

FILE NOTES

NEW ZEALAND HISTORIC PLACES TRUST HPT REGISTRATION PROPOSAL  
 for - <sup>UPPER LEVEL 2</sup> GIBBSTON HOTEL OUTBUILDINGS  
 Coal Pit Road off State Highway No.6

Present Owner - Marcus Taylor  
 Legal descrpn. - CT OT 3D/274 Pt. Sec. 6 Blk. 5  
 Kawarau Survey District  
 Lot 5 DP 11834  
 Land Area -  
 - Historical Bldg. within the  
 Gibbston Area Character Zone  
 HPT Physical Evaluation - by Owen C. Lawrence,  
 Regd. Architect July '02



Plan of site remains as part of NZHPT, *The Gibbston Hotel* draft nomination for registration as an historic place, September 2002, held at NZHPT Area Office Otago/Southland, Dunedin. .

ENTERED BY: Rebecca Reid

DATE ENTERED: June 2005

PHOTOGRAPH/NEGATIVE: RReid



View from Park Street



Rear of cottage, addition on left

**NAME (including former names)**

**Cottage, Park Street**

**LOCATION/ADDRESS**

28 Park Street, Queenstown

**HERITAGE ASSESSMENT**

**Archaeological Value**

√ **Architectural Value**  
High

**Cultural/Traditional Value**

√ **Historical/Social Value**  
High

√ **Landscape/Townscape Value**  
Moderate to High

√ **Rarity/Representative Value**  
High

**Technological Value**

**OVERALL HERITAGE VALUE** Moderate to High

AGE/DATES	Pre 1900s construction
ARCHITECT/BUILDER	2004 additions, Michael Wyatt Architect
MATERIALS	Wood, iron, stone
LOCAL AUTHORITY LISTINGS	Local Authority
NZHPT	No
VALUATION NUMBER	2910517500
LEGAL DESCRIPTION	Section 17 Block XXXVIII Town of Queenstown
TYPE/USE	Residential Colonial Cottage
CURRENT OWNERS	Thomas & Jessica Thompson
CURRENT CONDITION	Good

**SUMMARY OF SIGNIFICANCE**

The Park Street Cottage is an important reminder of the typical early style of domestic architecture in Queenstown, pre-1900. This type of cottage is now a rarity both in this street and in the wider Queenstown area and it contributes greatly to the streetscape, providing some historic identity.

It has strong association with a notable literary figure in New Zealand – Charles Brasch, as well as other interconnected notable families in Otago such as the Hallensteins, the Fels and the Geisows. Ownership of the property has remained with this circle of people for over 70 years. Today, relatives of the Fels still own the property.

While the cottage has been added to recently to provide more living space, the addition can be considered sympathetic to the old cottage, given that it does not obstruct the view from the street and that the architecture of the cottage can still be clearly read. The cottage itself is in good condition, and is still intact.

## DESCRIPTION

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The cottage is constructed of wood with an iron roof and stone chimney. It is located on Park Street in Queenstown, opposite the Queenstown Gardens, and is set back from the road with a path leading to the front door.

## HISTORY

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The section that this small colonial cottage sits on used to run all the way back to Brisbane Street being Section 17 and Section 9 Blk XXXVIII. The original Crown Grant relates to both sections and the following is a list of owners;<sup>56</sup>

**12 June 1873 – 2 April 1878: owned by John Williams**, who operated ships on Lake Wakatipu from the 1860s. His house, Williams Cottage still sits in the Queenstown Bay and is the oldest wooden dwelling in the town. It is unknown whether the house was constructed at this time.

**2 April 1878 – 2 November 1881: owned by Joseph Rodgers;**

**2 November 1881 – 11 February 1903: owned by Mary Ann Rodgers (later Peterson);**

**11 February 1903 – 13 September 1922: owned by Herman Schurstedt;**

**13 September 1922 – 1 September 1925: Public Trustee (possibly owner died?)**

**1 September 1925 – 21 May 1928: owned by Henry Adolph Helms, the younger.**

**21 May 1928 – 10 March 1950: owned by Catherine Wilhelmina Geisow.** The Geisow family were friends of the Hallensteins and later, Brasch families. Charles Brasch's mother, Helene Mary Fels, was related to the Hallensteins, "a family which established itself as goldfields merchants in Otago in the 1860s and later began a nationwide chain of clothing stores"<sup>57</sup>. Kitty Geisow, as she was known, was born in Queenstown and Charles Brasch often stayed with her and her sister Gertie in Queenstown. It is likely that this was the house he stayed in.

On 10 March 1950, Section 9 (Brisbane Street side) was sold to Peter William Fels. Peter was related to Willi Fels who was Charles Brasch's maternal grandfather. Willi had a huge influence on Brasch's life. Brasch's mother had died at child birth when Brasch was just four and Willi Fels was described as "the rock and centre of Brasch's life from childhood to middle age."<sup>58</sup> He supported Brasch's decision to pursue a career in the arts, a stance not celebrated by Brasch's father. Willi Fels died in 1946. The Fels family are still connected with this property. It is likely the land was subdivided into two sections in about 1950 and on the **24 June 1955, the section with the cottage on it was sold by Catherine Geisow to Kate Thompson and Charles Orwell Brasch.** The property was held by them until about 1970<sup>59</sup>.

Charles Brasch was a prominent literary figure in New Zealand. He was born in Dunedin in 1909 into an affluent commercial family, being the son of Hyam and Helene Brasch. Hyam Brasch was a lawyer of Jewish origin. Charles attended Waitaki Boys high School before attending St John's College, Oxford and read Modern History. His travels took him to many countries including Egypt, Europe, and the Near East as well as Russia and the United States to name a few. During World War II he was a civil servant in England. On his return to New Zealand he started the literary quarterly *Landfall* which he edited for its first twenty years, until 1966. He published five collections of poems in New Zealand and two small books of translations.<sup>60</sup>

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<sup>56</sup> List of owners from, DAHG/9197/224 Otago Land register OT 8/119 & DAHG/9197/603 Otago Land Register OT 380/37 held at National Archives, Dunedin Regional Office

<sup>57</sup> Sarah Quigley, „Brasch, Charles Orwell 1909 – 1973“, Dictionary of New Zealand Biography, updated December 2003.

<sup>58</sup> *ibid*

<sup>59</sup> List of owners from, DAHG/9197/224 Otago Land register OT 8/119 & DAHG/9197/603 Otago Land Register OT 380/37 held at National Archives, Dunedin Regional Office

<sup>60</sup> <http://hakena.otago.ac.nz>, Charles Brasch keyword, Hocken Library.

Brasch described the poetry he wrote in the 1930s as his first „real”poetry. It reflected his divided loyalties to two countries; written in England, it was published in New Zealand journals such as *Phoenix* and *Tomorrow*. In these he explored the paradoxes of European settlement in New Zealand and „his uneasy elegiac tone of these first two volumes became a hallmark of his poetry.”<sup>61</sup>

In his position as „*Landfall*” editor, Brasch had a „significant effect on the way the arts developed in New Zealand.”<sup>62</sup> As well as a literary journal „it provided a forum for critical comment on life and culture in New Zealand.”<sup>63</sup> „His contribution – as editor, poet and patron – to New Zealand culture was recognised in May 1963 by the award of an honorary doctorate from the University of Otago.”<sup>64</sup>

Charles Brasch died in May 1973 leaving a rich legacy of poems, books painting and personal papers to the Hocken Library, Dunedin.

Brasch had a wide circle of friends and no doubt other interesting artists and writers shared time with him in this little cottage in Park Street in Queenstown.

Today the property is owned by Thomas Fels Thompson and Jessica Ann Thompson. In June 2004, the Thompson’s completed an addition to the cottage in the form of a living room extension and a bathroom. It was designed by Michael Wyatt Architect and built by R.C. Jamieson builders of Christchurch.<sup>65</sup>

## ARCHITECTURAL DESCRIPTION

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The form of the cottage is traditional with its simple gable roof, front verandah and rear lean-to all in good proportion. The cottage is on an elevated site above the road line and set well back giving it a welcoming and sheltered atmosphere.

The double hung windows on either side of the entrance door are a larger size than usual which adds to the special appeal. The exterior appears to have been maintained in good condition.<sup>66</sup>

The addition to the cottage capitalises on the space to the rear of the cottage and adjoins the building at its south eastern corner. A single gable living room then runs East beyond the rear of the cottage. The addition is quite sympathetic to the front symmetry of the historic cottage whose style and form can still be easily read from Park Street. From the rear (east elevation) the addition is more obvious but the lean-to and cottage itself can still be clearly seen<sup>67</sup>.

## LANDSCAPE/TOWNSCAPE SUMMARY

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The original cottage can be seen from Park Street near the vehicle entrance to the gardens. Its age, architecture and style is now very rare in the street and in the wider Queenstown area. As such it contributes greatly to the streetscape, providing a reminder of the typical early style small domestic dwellings built in Queenstown.

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<sup>61</sup> Sarah Quigley, „Brasch, Charles Orwell 1909 – 1973”, Dictionary of New Zealand Biography, updated December 2003

<sup>62</sup> Sarah Quigley, „Brasch, Charles Orwell 1909-1973”; Dictionary of New Zealand Biography, updated December 2003

<sup>63</sup> *ibid*

<sup>64</sup> *ibid*

<sup>65</sup> Property File, 28 Park Street; held Civic Corp, Queenstown

<sup>66</sup> Architectural description provided by Owen Lawrence, retired architect, Arrowtown

<sup>67</sup> Comments, Rebecca Reid

**SOURCES**

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DAHG/9197/224 Otago Land register OT 8/119 & DAHG/9197/603 Otago Land Register OT 380/37 held at National Archives, Dunedin Regional Office

Property File, 28 Park Street; held Civic Corp, Queenstown

Quigley, Sarah, „Brasch, Charles Orwell 1909-1973“; Dictionary of New Zealand Biography, updated December 2003.

Website, <http://hakena.otago.ac.nz>, Charles Brasch keyword, Hocken Library.

**FILE NOTES**

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ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

PHOTOGRAPH/NEGATIVE: Qtown Heritage Working Party



**NAME (including former names)**

**Ryecroft Cottage**

**LOCATION/ADDRESS**

1800 Gibbston Highway, State Highway 6, Gibbston

**HERITAGE ASSESSMENT**

**Archaeological Value**

√ **Architectural Value**

Moderate to High

**Cultural/Traditional Value**

√ **Historical/Social Value**

Moderate

√ **Landscape/Townscape Value**

Moderate - High

√ **Rarity/Representative Value**

High

**Technological Value**

**OVERALL HERITAGE VALUE** Moderate – High

AGE/DATES	Circa: 1880s
ARCHITECT/BUILDER	Unknown
MATERIALS	Stone, iron and brick
LOCAL AUTHORITY LISTINGS	
Local Authority	
NZHPT	No
VALUATION NUMBER	2907200800
LEGAL DESCRIPTION	Lot 1 DP 9947
TYPE/USE	Residential
CURRENT OWNERS	Angus & Ro Bradshaw
CURRENT CONDITION	Good

## SUMMARY OF SIGNIFICANCE

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Ryecroft Cottage provides an excellent example of early settler architecture and illustrates the typical method of construction and design of the period in Central Otago. The application of stone masonry and mud fill was based on the availability of locally sourced materials. The house is associated with one of Gibbston's early families, the Cosgroves, who typically came in search of gold and then adapted to a farming life on the Gibbston Flats. To an extent it is a reminder of the changes from large scale farming in the area to small scale farming, prompted by subdivision of the land, that was to characterise land use and settlement patterns in the Gibbston Valley longer term. It reflects a way of life in a small isolated community and forms part of a wider network of historic and archaeological sites in the area that the community has been keen to protect. The majority of the building, in particular the exterior, is considered original and is well maintained and in good condition.

The building has rarity value, being one of the best examples remaining of a stone/mud dwelling built for a settler family in Gibbston. In a wider landscape context, the building greatly contributes to the character and identity of the Gibbston settlement, where a number of historic sites remain to tell the Gibbston story.

## DESCRIPTION

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Ryecroft Cottage is constructed of mud and stone. It has an iron roof and two brick chimneys. It is located back from the Gibbston Highway, State Highway 6, near the Gibbston Valley winery. It is set within a well maintained property.

## HISTORY

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This mud and stone cottage was the home of the Cosgrove family who emigrated in the 1875<sup>68</sup> from County Limerick, Ireland. There were three sons, Jimmy, Frank and Pat, and a daughter Kate brought up in the house. However it is thought that they were already beyond school age as there is no record of them attending the Gibbston School which opened in 1885.<sup>69</sup> The house must have been built therefore at least by this date, however the exact date is currently uncertain.

The Cosgroves initially came to Gibbston in search of gold; however they eventually turned their hand to farming in the area. By mid-1883, Francis Cosgrove was granted an agricultural lease by the Waste Lands Board. The following year he had 36 acres (14.5 ha) added to his lease and he shared a boundary with Tom Butler of Glenroy Station and Antonio Resta. The Cosgrove brothers were known for their acquisition of a gold claim that they pegged out on the proposed site of the Kawarau Bridge. Apparently they then offered it for sale to the Council for £200 but the bridge builder made sure that the claim was not included in the bridge approach.<sup>70</sup> They also mined the Kawarau river banks and the area behind the Glenroy homestead at Gibbston.<sup>71</sup>

The Cosgroves land and house on Part Section 43 Blk 1 Kawarau District passed through a number of owners;

The Lands and Deeds records show that the land is under a Mining District land occupation lease from 1905–1925 and again from 1926 (probably) until 1930, when it was under the name of Catherine Cosgrove.

From 1930-38 Catherine Cosgrove is listed as owning the property; however Kate (Catherine?) Cosgrove died in 1926<sup>72</sup>. The land records show that the Public Trustee did not transfer the property from her name until 1938. At this time ownership was transferred to Frank Wesley Kerr. Just a year later Norman Harold Talbot purchased the property and held it until 1951 when the Kawarau Rabbit Board bought the property. They owned it for ten years and presumably used the house for their rabbiting staff. In 1961 they subdivided off the house and sold it to Arthur Hallum Gresham, a lecturer in Dentistry in Dunedin.<sup>73</sup> He

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<sup>68</sup> Obituary-Mr John Cosgrove, Lake Wakatip Mail, 28/4/1939

<sup>69</sup> Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p21

<sup>70</sup> Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p21; Mountain Scene article, *The Cosgrove Family*, p 5 November 11 1982

<sup>71</sup> Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p21

<sup>72</sup> Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p21

<sup>73</sup> Certificate of Title, A1/1289

owned the property until 1981 when he sold to Kelvin and Helen Shacklock.<sup>74</sup> The Shacklock's restored the cottage<sup>75</sup> at some stage (during the 1980s?) during their approximately twenty years of ownership. The original stables next door to the cottage, is now incorporated into the Brady's homestead. The Brady family pioneered the winemaking industry in the Gibbston Valley.

From 2001 the property was owned by the current owners, Angus and Ro Bradshaw.<sup>76</sup> In 2003 the Bradshaw's had architect's plans drawn up to make additions to the original cottage.<sup>77</sup> These do not appear to have been implemented at this stage.

## ARCHITECTURAL DESCRIPTION

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The 1880s cottage is a notable architectural example of the Gibbston Valley domestic buildings. Its pioneer proportions, frontage, verandah and rear lean-to give to the home a robust appearance. Chimney, windows and doors have all been executed in the traditional manner. The siting of the house on an elevated hillside spur has a commanding view over the Gibbston Valley.<sup>78</sup>

## LANDSCAPE/TOWNSCAPE SUMMARY

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Ryecroft Cottage sits on a terrace directly above the Gibbston Highway, State Highway 6. It is possible to glimpse the authentic historic cottage from the highway. It has unity in terms of scale and design with its backdrop of mountains. It makes an important contribution to the wider historic landscape of the Gibbston Flats, where a number of buildings and historic sites remain, helping us to connect with and understand the story of the Gibbston settlement.

## SOURCES

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Cook, Ann, *Gibbston Story*, Otago Heritage Books, 1985

DAHG/9197/470 Otago Land Title Register OT 244/26, DAHG/9197/513 Otago Land Title Register OT 286/223, DAHG/9197/660 Otago Land Title Register OT 438/89, held at National archives, Dunedin Regional Office

Lake Wakatip Mail, 28/4/1939 Obituary-Mr John Cosgrove,

Mountain Scene article, *The Cosgrove Family*, p 5 November 11 1982

Queenstown Historical Society

QLDC Property file; for Ryecroft Cottage, 1800 Gibbston Highway.

## FILE NOTES

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A further Certificate of Title search on A1/ 1289 would clarify ownership further.  
A search of the early Rates books may also clarify dates of the construction of the cottage.

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

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<sup>74</sup> Certificate of Title, A1/1289; and DAHG/9197/470 OT 244/26, DAHG/9197/513 OT 286/223, DAHG/9197/660 OT 438/89, held at National archives, Dunedin Regional Office.

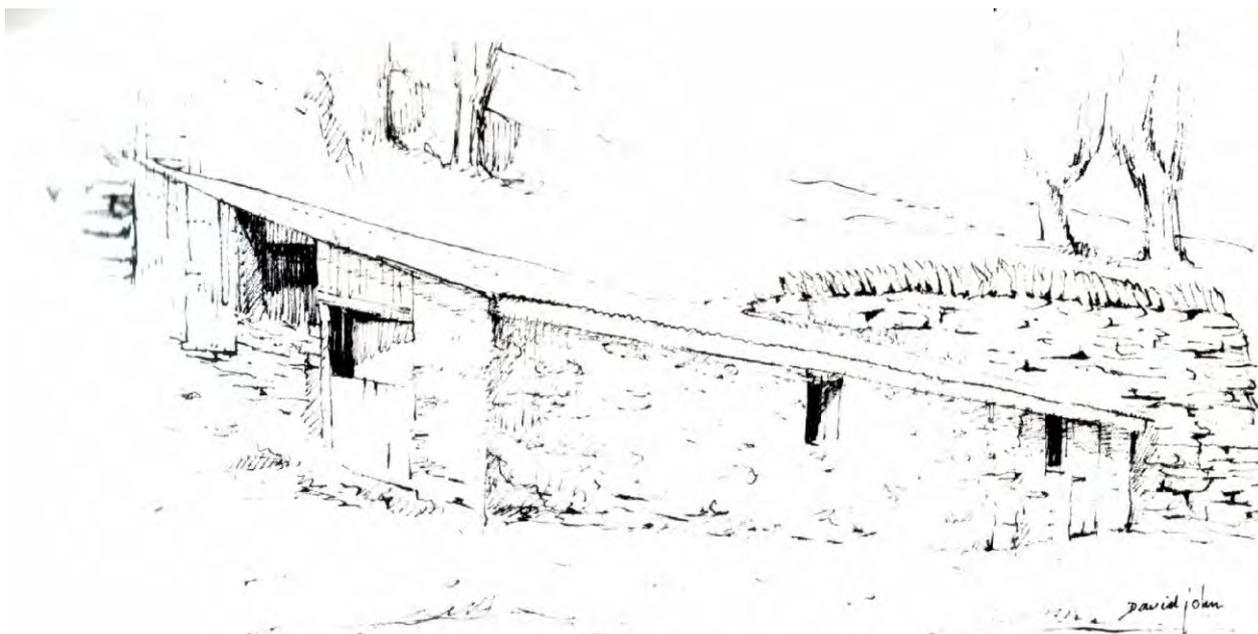
<sup>75</sup> Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p21

<sup>76</sup> QLDC Property file; for Ryecroft cottage, 1800 Gibbston Highway.

<sup>77</sup> *ibid*

<sup>78</sup> Archtiectural Description provided by Owen Lawrence, retired architect, Arrowtown .

PHOTOGRAPH/NEGATIVE:



ANTONIO RESTA'S beautifully constructed stone stable.

**NAME (including former names)**

**Resta Stone Stables, Gibbston**

**LOCATION/ADDRESS**

Resta Road, Camp Hill

**HERITAGE ASSESSMENT**

**Archaeological Value**

√ **Architectural Value**

Moderate

**Cultural/Traditional Value**

√ **Historical/Social Value**

High

√ **Landscape/Townscape Value**

Moderate - High

√ **Rarity/Representative Value**

Moderate to High

**Technological Value**

**OVERALL HERITAGE VALUE** Moderate - High

AGE/DATES	Constructed c: 1890?
ARCHITECT/BUILDER	Unknown
MATERIALS	Stone
LOCAL AUTHORITY LISTINGS	
Local Authority NZHPT	No
VALUATION NUMBER	
LEGAL DESCRIPTION	Glenroy Station
TYPE/USE	Basic Farm Building Farming
CURRENT OWNERS	c/- Jim Hunter
CURRENT CONDITION	

## SUMMARY OF SIGNIFICANCE

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The Resta Stables is considered to be a good example of farm buildings of its era, both in style and method of construction. The use of stone reflects the availability of this local material at the time. The building is authentic and mostly intact, with the horse stalls and chaff feeding chutes still in existence. This provides insight into early farming practices.

The Resta Stables is a reminder of the importance of farming in this small community throughout the development of the settlement, and the change in land use from larger scale pastoral runs to small scale farming. This was to characterise land use and settlement patterns in the Gibbston Valley longer term.

The stables is associated with an immigrant family from Italy and represents the transition that they made from gold mining to farming practices that provided them with more permanent settlement at Gibbston. The Resta Stables are a tangible reminder of the contribution the Restas made to the small local community, and the goldmining, farming and coal mining industries throughout their life in the district.

The Resta Stables is an important individual historic component of the wider Gibbston historic landscape. In context with Resta Road and the surrounding farmed area, the stables play an important role in defining past land use in this landscape. The building contributes to the character and identity of Gibbston settlement where a number of historic sites remain to tell the Gibbston story.

## DESCRIPTION

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The Resta Stables is a substantial stone building and is located within a farm setting up Resta Road in Gibbston.

## HISTORY

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In 1891 Antonio Resta came to Gibbston to settle and farm a 100 hectare property at the end of what is now Resta Road. Antonio (Tony) was born in Lombardy, Italy in 1842, the son of Jacob Resta a farmer and miller. In 1863, at age 21, Tony and his brother Lorenzo arrived at Otago to take part in the gold rush. The Resta brothers were involved in many mining ventures around the district through the 1860s to about 1890. It was Lorenzo however who was better known, having claimed fame for the discovery of payable quartz at Macetown up the Arrow River. He was involved in the first quartz stamping battery up there, the Homeward Bound. Lorenzo had some success at Macetown before moving with his family to work the Upper Waipori dredge at Tuapeka in 1890. This turned out to be Waipori's most successful dredge.<sup>79</sup>

In May 1891 Antonio moved to settle at Gibbston with his wife Ellen Martin and their five children. Here he concentrated on sheep farming and cropping having acquired two more parcels of land. "He built a neat little wooden homestead on the rolling hills above Gibbston Flat."<sup>80</sup> The children attended Gibbston School and the family was said to have lived a quiet life. Antonio died on 24 January 1916 aged 74 and his sons Peter and Tony continued to farm the property. As well as farming, they mined coal up Deep (Camp) Creek. In 1922 Tony struck a 60cm coal seam here and they delivered coal around the district in an old truck. They also bought a Marshall's Threshing Mill and ran that business for some time. Peter also dabbled in the development of irrigation for the Gibbston area but his idea was never adopted due to the expense, and the small farming area.<sup>81</sup>

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<sup>79</sup> Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p23

<sup>80</sup> *ibid* p23

<sup>81</sup> *ibid* p23

The brothers never married but contributed to life at Gibbston for many years until the farm was running at a loss and the mortgagors forced a sale in 1946. It was bought by Duncan Beaton.<sup>82</sup>

The farm buildings originally consisted of homestead, shearing shed and stone stables. The stables still exists in much the same form as in the 1890s. It has been well constructed of stacked stone and contains "six stalls, a chaff room and a wooden floor at the south end. A chute built into the back wall enabled chaff cut by a horse driven chaff cutter on the bank above to drop down into the building where it was bagged."<sup>83</sup>

#### **ARCHITECTURAL DESCRIPTION**

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The building provides an excellent example of a stables dating to the 1890s era. It is an authentic, intact farm building and contributes to the character of the Gibbston area, built on gold and farming activities.

#### **LANDSCAPE/TOWNSCAPE SUMMARY**

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The Resta Stables is an important individual component of the wider Gibbston historic landscape. It is a reminder of the importance of farming in this small community and its development into small holdings from larger surrounding pastoral runs. In context with Resta Road and the surrounding farmed area, the stables plays an important role in defining the past land use in this landscape.

#### **SOURCES**

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Cook, Ann, *Gibbston Story*, Otago Heritage Books, 1985

Queenstown Historical Society

#### **FILE NOTES**

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Note condition of building has not been assessed. Requires further architectural assessment/description.

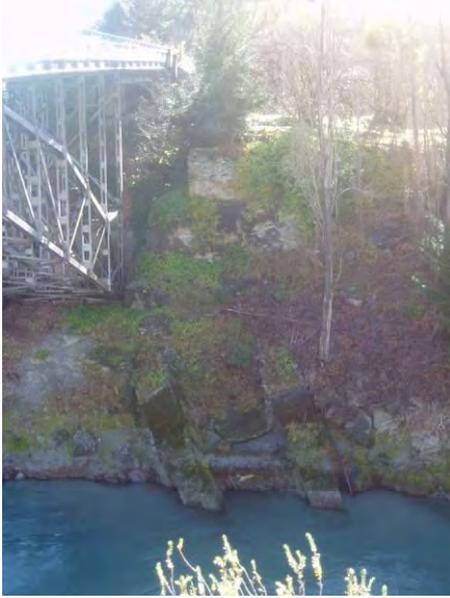
ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

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<sup>82</sup> ibid p23

<sup>83</sup> ibid, p23



**NAME**

**Victoria Bridge Supports**

**LOCATION/ADDRESS**

Gibbston Highway, Gibbston

**Constructed -**

**Building Type/Use -** Derelict bridge

**Materials -** Stone

**Style -** Suspension Bridge

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -**

**Legal Description-** River and Road Reserve

**Heritage Assessment**

Historic and Social Value - High

Cultural and Spiritual Value - Low

Architectural Value - Low

Townscape and Context Value - High

Rarity and Representative Value - Moderate

Technological Value - Low

Archaeological Value - Low

**Overall Heritage Value -** Moderate

## DESCRIPTION

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The Victoria Bridge supports sit next to the current bridge. The Victoria bridge was originally constructed of masonry, iron, wire ropes and timber.

## HISTORY

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The first Victoria Bridge was built in 1874 as a private venture by John McCormick, costing him 6000pounds. It was then said to be the longest bridge in either NZ or Australia spanning 195ft 6in (59.58m). There was no shortage of traffic with McCormick doing very well for himself charging travellers 1s each to cross the bridge. When provinces were abolished and the new county administrations took over in 1876-77 one of the first moves was to buy out the bridge and other punt proprietors and make river crossings free. As of 1878 the Victoria Bridge was then free to use.

## SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS

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The Victoria Bridge supports are important as they represent significant social and development patterns within the District. They have high social, historic and context values and for its time the bridge is recognised to have a high degree of technological values. Not so much now days but in its time the bridge was recognised as a landmark and play a role in defining the particular area.

## SOURCES

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The Gibbston Story - Ann Cook  
The Queenstown Historical Society

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: 2002

PHOTO

**NAME**

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**Goods Shed**

**LOCATION/ADDRESS**

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Elfin Bay

**Constructed -**

**Building Type/Use -** Currently for farming use

**Materials -**

**Style -**

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2911135400

**Legal Description-** PT P72 PT Run 350A Von  
& Upper Wakatipu SD's  
Balance at 29110/169/1 3043

**Heritage Assessment**

Historic and Social Value - High

Cultural and Spiritual Value - Low

Architectural Value - High

Townscape and Context Value - High

Rarity and Representative Value – Moderate

Technological Value - Low

Archaeological Value - Low to Moderate

**Overall Heritage Value -** Moderate to High

**DESCRIPTION**

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The shed is located at the end of the Greenstone road next to the wharf. It is constructed of tin.

**HISTORY**

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The building was originally built by the Elfin Bay Station to store goods in from the TSS "Earnslaw". It was later also used by tourist/walkers as a shelter.

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

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The building is important for its historic significance and association. It has high social and historic, and architectural values. The building is a classic tin shed with an interesting design that is visually interesting. It is still intact and has not undergone any alteration. In its time it was recognised as a landmark.

**SOURCES**

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Glenorchy Heritage Museum Group

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: 2002

# **WANAKA**

PHOTOGRAPH/NEGATIVE: Wanaka Heritage Working Party & RReid



Photo 2004



Photo July 2005

**NAME (including former names)**

**Wanaka Store**

**LOCATION/ADDRESS**

74 Ardmore Street, Wanaka

**HERITAGE ASSESSMENT**

**Archaeological Value**

✓ **Architectural Value**

Moderate – High

**Cultural/Traditional Value**

✓ **Historical/Social Value**

High

✓ **Landscape/Townscape Value**

High

✓ **Rarity/Representative Value**

High

**Technological Value**

**OVERALL HERITAGE VALUE** Moderate - High

AGE/DATES	Constructed circa 1876
ARCHITECT/BUILDER	??
MATERIALS	Concrete & plaster
LOCAL AUTHORITY LISTINGS	
Local Authority NZHPT	No
VALUATION NUMBER	2905202600
LEGAL DESCRIPTION	Lot 4 DP 17535
TYPE/USE	Commercial, Four Square
CURRENT OWNERS	Lyndon and Shaz Murray
CURRENT CONDITION	Good, however recent alteration to façade – removal of “General Merchants” signage

**SUMMARY OF SIGNIFICANCE**

The Wanaka store is an important tangible reminder of the reliance a remote community once had on the “General Merchants” business. The fact that a commercial store has been operating on this site for almost 130 years, gives it strong historical value. This continuity of use provides a very real connection to its past in the present.

The store façade makes a strong architectural statement in what is still one of Wanaka’s main streets and provides a clue as to where the main commercial centre was, from the mid 1870s onwards. It has significant streetscape and rarity value being the last of the historic commercial style buildings left in

Wanaka. The front part of the interior space provides an important historical connection to the building's use and gives an idea of the typical style and space required to run the store business.

The Wanaka Store plays a significant role in defining the streetscape of the past and the present.

## DESCRIPTION

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The building is a grocer store constructed of concrete and timber, with a corrugated iron roof. It is located on Ardmore Street a main street in Wanaka, and strongly contributes to the streetscape being the only commercial building left that dates to the 1870s era of architecture. The building is recognised as an historic landmark.

## HISTORY

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The local "General Merchant" store would have been of great importance to the local Pembroke community particularly in the early days of the Pembroke settlement. It appears that a store was operating on this site at least by 1876.

The Deposited Plan for this site was originally made up of four sections. George Arnold Barker was the first owner of section 31 Block IX circa 1876. (to the rear of the street frontage)<sup>84</sup> Sections 29, 30, and 57 Block IX were taken up initially by Robert McDougall in 1876.<sup>85</sup> (Block 29 and 57 were on the Ardmore street frontage.) McDougall was a renowned storekeeper in the area, who was born in Glasgow. He operated stores at Cardrona, Criffel and Wanaka and also at Arrowtown and Macetown previously.

McDougall and his wife, Elizabeth Paterson, came out to New Zealand in 1864 to seek business opportunities on the goldfields. Robert concentrated on storekeeping and played a major role in bringing the necessities of life to families settled in remote locations. He apparently had a great sympathy for miners in need and was not adverse to helping them get ahead, providing them with food and equipment.<sup>86</sup>

Robert and Elizabeth brought up nine children and Robert junior helped to manage the Cardrona Store from the age of 14.<sup>87</sup> It appears that Robert senior moved to Pembroke/Wanaka to establish the family business "Robert McDougall and Sons, in his fifties. He had some competition from another General Merchant in town, William Monteith, however, McDougall was said to have run a very comprehensive business. Robert McDougall, senior, was active in community life being chairman of the Pembroke School Committee, Justice of the Peace, and first elected member of the Lake County Council to name a few of his positions. He was known as the "Father of Pembroke"<sup>88</sup>

In 1910 the store's title was transferred to his son Peter McDougall and then in 1914 was transferred to David Anderson Jolly. The Jolly family had the building until 1939 when the Wanaka Stores Company brought it. Since that date it has been owned by a range of different Wanaka Stores Companies and in 1966 Foodstuffs (Otago Southland) Limited brought it.<sup>89</sup>

There have been a number of other owners since then including the Gillespies, Karen and Ken White, and the present owners are Lyndon and Shaz Murray.<sup>90</sup>

The General Merchant store now operates as a Four Square and the tradition of running a store on this site has continued for about 130 years. This continuity of use provides a very real connection to the buildings history of servicing the local Wanaka community with necessary store supplies.

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<sup>84</sup> DAHG OT64/252 held in National Archives Dunedin Regional Office

<sup>85</sup> DAHG OT38/70 held in National Archives Dunedin Regional Office

<sup>86</sup> Mountain Scene Article, *Rock Solid Roots* by Peg Mathieson, May 1<sup>st</sup> 1986.

<sup>87</sup> *ibid*

<sup>88</sup> Irvine, Roxburgh, *Wanaka Story, A history of the Wanaka, Hawea, Tarras and surrounding districts*, Otago Centennial Historical Publications, 1957, pp115 & 266

<sup>89</sup> DAHG OT 38/70, held in National Archives Dunedin Regional Office

<sup>90</sup> A further title search is required to ascertain chronology of owners.

## ARCHITECTURAL DESCRIPTION

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The store façade is intact and authentic, a good example of commercial buildings of its time, and the only commercial building of its era in Wanaka. However it has recently had the old General Merchants wording removed from its façade and the new signage does not reinforce the form of the building in the same way.

The large display windows are original but the main doors appear to have been replaced. The concrete steps up to the store form part of the façade and contribute to its presence in the street, emphasising its importance at the point where Ardmore Street changes direction.

The building is a single storey open space measuring 51" x 30" 6" with the original lightweight timber and steel trusses spanning the open shop area, and original sarking still visible under the corrugated steel roof.

The interior of the main store is more or less intact with minor changes to upgrade services.

The addition to the building at the rear has resulted in a new opening in the west end of the north wall. The other opening was the back door of the store, which is still in the same location.

The façade with its steps and the interior of the main store are worthy of retention, with the original roof structure and space, which give some representation of the typical style and layout of a store building.<sup>91</sup>

## LANDSCAPE/TOWNSCAPE SUMMARY

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The Wanaka Store building is a prominent feature in Ardmore Street. Its strong façade makes a statement in the street and this would have been vital part of its initial design to attract customers.

It is the last example of a commercial style building left in Wanaka that dates back to the 1870's era. The Wanaka Store plays a significant role in defining the streetscape of the past and the present.

## SOURCES

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DAHG OT64/252 held in National Archives Dunedin regional Office

DAHG OT 38/70, held in National Archives Dunedin regional Office

Mountain Scene Article, *Rock Solid Roots* by Peg Mathieson, May 1<sup>st</sup> 1986.

Roxburgh, Irvine, *Wanaka Story, A history of the Wanaka, Hawea, Tarras and surrounding districts*, Otago Centennial Historical Publications, 1957

Upper Clutha Historical Records Society

## FILE NOTES

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### Recommendation

The protection of the façade along with the obviously older front part of the interior space needs to be considered. Having this portion plus the façade protected would provide a better historical reading of the typical store, connecting the historical frontage with the building's historical use within the interior space.

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

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<sup>91</sup> Architectural Comment provided by Ann Salmond, Salmond Architecture, Wanaka

PHOTOGRAPH/NEGATIVE: RReid July 2005



St Ninian's Presbyterian Church



Rear of church

**NAME (including former names)**

**St Ninian's Presbyterian Church**

**LOCATION/ADDRESS**

Kane Road, Hawea Flat

**HERITAGE ASSESSMENT**

**Archaeological Value**

- ✓ **Architectural Value**  
Moderate – High
- ✓ **Cultural/Traditional Value**  
High
- ✓ **Historical/Social Value**  
High
- ✓ **Landscape/Townscape Value**  
High
- ✓ **Rarity/Representative Value**  
Moderate representative value

**Technological Value**

**OVERALL HERITAGE VALUE** Moderate - High

AGE/DATES	Constructed 1937-38
ARCHITECT/BUILDER	R.S.D.Harman (architect) George Needham builder (original portion 1938) Bill Hogan (builder 1953 addition)
MATERIALS	Concrete, mud brick and wood with wood shingle roof.
LOCAL AUTHORITY LISTINGS	Local Authority NZHPT
VALUATION NUMBER	No 2908217800
LEGAL DESCRIPTION	Part Section 11 Block V Lower Hawea SD
TYPE/USE	Presbyterian Church
CURRENT OWNERS	Otago/Southland Synod
CURRENT CONDITION	Very good, recent maintenance to shingles and paint work.

**SUMMARY OF SIGNIFICANCE**

The St Ninian's Church is an excellent example of a modest country church. Its style and materials reflect the practicalities of the day and the initial omission of the vestry, (added later) provides some insight into the limited means provided for church construction at the time.

There is strong community association with this place, having long been a focal point for meeting and worship. The building continues to serve this purpose for the small rural community. It has cultural significance having provided a spiritual place for local Presbyterians in the district for almost 70 years.

The church is still true to its original design and reflects the 1930s- 50s era. It is intact and well maintained with the retention and maintenance of original details such as the roof shingles. The use of both concrete (1938 portion) and mud brick (1953 portion) wall construction with plaster render provides interest and insight into the building technique of the time.

The St Ninian's Church is a landmark at Hawea Flat. It sits sympathetically in its surroundings and has spatial quality being a "stand alone" building. It forms a significant part of Hawea Flat's built heritage and helps provide an insight into the wider community's history and identity. It represents the importance of religious activities in the rural area and contributes to our understanding of who settled here.

## DESCRIPTION

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The original part of the church is constructed of reinforced concrete and the 1953 vestry addition is made of dried mud brick. The church is located on a road fork and as such it makes a statement in the Hawea Flat landscape. It adds history and meaning to the Hawea Flat community.

## HISTORY

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The Reverend Charles Connor was one of the earliest apostles to the Wanaka District who settled in the area in 1879. He arrived to take up a teaching position at the Pembroke School.<sup>92</sup> He continued to serve the district as Minister and led weekly services in the area. In the early years of Presbyterian worship, the locals of Hawea Flat gathered in the local school, however the services were not very regular out to Hawea Flat, Cardrona and Albert town, due to the difficulty and distances of travel.

On the 24 March 1880, 62 residents of the district petitioned the Southland Presbytery to appoint Reverend Connor to cover the Wanaka and Hawea districts. However the petition was not granted. Reverend Connor's son in law, Reverend Mr Morrison became the first ordained Minister in 1886.<sup>93</sup>

Church services at Hawea Flat continued to be held at the school, until 1938 when the St Ninians Church was finally opened. Apparently the people of Hawea had a chance to build a church 35 years earlier, when an acre of land was offered to them, but they were said to be content to continue to hold services at the school.<sup>94</sup>

Finally in 1931 a section of land was secured at Hawea Flat,<sup>95</sup> however seven more years went past before the church was constructed. On the 1<sup>st</sup> April 1936, a meeting of elders and managers of the Wanaka Presbytery Church committee was held at Pembroke. A decision was made to abandon the previous idea of removing the Pembroke Church to Hawea Flat and rebuilding a church at Pembroke. Instead, it was agreed that a manse be built at Pembroke and a church, to seat 60 -70 people, be built at Hawea Flat. This involved the raising of about £950 by the parish, with a possibility of the cost being £1100. It was expected that the Otago and Southland Synod would provide a grant for this purpose.<sup>96</sup>

On 15 December 1936 a letter was received from the Otago and Southland Synod confirming that they would fund pound for pound up to £600 for the new church.<sup>97</sup>

Tenders were called for the architects and builders for the church and manse and apparently different architects were used for each building. Dr A.H. Elmslie, the convenor of the church building committee, employed Mr R.S.D. Harman, a chartered architect from Christchurch to draw up the plans. It seems from

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<sup>92</sup> Irvine Roxburgh, *Wanaka Story, A history of the Wanaka, Hawea, Tarras and surrounding districts*, Otago Centennial Historical Publications, 1957, p 155

<sup>93</sup> Irvine Roxburgh, *Wanaka Story, A history of the Wanaka, Hawea, Tarras and surrounding districts*, Otago Centennial Historical Publications, 1957, p 157

<sup>94</sup> *ibid*, p209

<sup>95</sup> *ibid* p209

<sup>96</sup> Upper Clutha Parish, Deacons Court Minute Book 1912- 63, p98, held at Knox College Archives Dunedin.

<sup>97</sup> Church Board, Property letters file, held at Knox College Archives Dunedin

the specifications that the work did not originally include a vestry.<sup>98</sup> The vestry was thought to have been omitted due to the mounting costs of the building and it was decided to go for quality not quantity. However apparently it was always planned to be added at a later date.<sup>99</sup> The foundation stone of the new church was laid on 28 November 1937<sup>100</sup> by James Arthur Drake.<sup>101</sup> There is a story that George Needham, the foreman of the Christchurch building firm undertaking the construction, came up with an innovative solution to reinforce the apex in the porch. Apparently he used an old motorbike frame for the purpose.<sup>102</sup>

The foundations and walls were constructed of reinforced concrete. The church committee had decided that this was a cheaper and more practical option than wood, brick or stone and the architect had stated that *"a concrete church need not be a monstrosity."*<sup>103</sup> The specifications stated that the walls were to be made up of 5 parts washed shingle, 2 parts washed sand and 1 part Portland cement. The exterior was to be rendered with 2 parts sand one part cement and thrown on from a trowel. Thirty four air vents were built into the foundations. The internal joinery was to be built of heart totara, dovetailed. There is also reference to heart rimu joinery and if this was not available Southland red beech was to be used. This was the timber to be used for the pulpit, which was designed to be octagonal in shape. The roof was to be built of heart rimu battens and covered with pacific cedar shingles of random widths. These were dipped in petroleum and fixed with galvanised nails.<sup>104</sup>

On the 9<sup>th</sup> October 1938 the St Ninians Church at Hawea Flat was officially opened and dedicated. A large congregation gathered for the event and Mr Robert Kingan, elder of Hawea Flat for many years, turned the key. The opening service was conducted by Reverend Allan L. Cardno, the Minister of the Parish. The church was dedicated by Reverend Charles M. Sullivan, a former minister of the parish who also preached a sermon.<sup>105</sup>

On 14 November 1950, Dr Elmslie reported to the church building committee *"that some £319 had been collected to date for the purpose of completing the Hawea church by the addition of a vestry."* He stated that there were further seams of money in sight and that the services of an architect be employed.<sup>106</sup>

The vestry additions are thought to have been completed in 1953. Plans for the addition of a vestry, ministers room and kitchen and bathroom facility were drawn up by the original architect of the building, R.S.D. Harman and dated June 1953.<sup>107</sup> The addition is in the same style and scale of the original and the execution by the original architect is noticeable. This time however the architect chose to build the walls of dried mud brick that were plaster rendered. The floor was built of concrete and the roof was made of shingles continuing in the original style.

The interior space of the church is notable for its wood finishing's and elegant furniture. This includes an oak Baptismal Font that was donated by the Reverend C.M Sullivan and his wife in 1949 in memory of their daughter, Margaret, who was killed a year earlier while climbing in the Southern Alps.<sup>108</sup> The Pulpit is made of oak and each of its exposed panels bears one of the Evangelist's signs carved in slight relief. The Minister's chair, communion table and elders stalls are all made of oak with some distinctive carvings.

The St Ninian's Church has recently had its northern facing shingle roof replaced by builders Ken Smith and Graeme King. This was undertaken by securing grants from the Capel family and the Central Lakes Trust. The remainder of the roof still has its original timber shingles intact.<sup>109</sup>

<sup>98</sup> R.S.D. Harman, Architect, *Specifications for new Presbyterian Church, Hawea Flat, Otago*, BN 9/4, held at Knox College Archives Dunedin

<sup>99</sup> The Outlook, *A modern County Kirk, St Ninians, Hawea*, No.23 Vol XLVII, June 5 1940, [Presbyterian Church Publication]

<sup>100</sup> Irvine Roxburgh, *Wanaka Story, A history of the Wanaka, Hawea, Tarras and surrounding districts*, Otago Centennial Historical Publications, 1957, p209

<sup>101</sup> Lorimer, Shona M, *Hawea Patchwork*, Hawea Community Association, 2002, p38

<sup>102</sup> *ibid* p38

<sup>103</sup> The Outlook, , *A modern County Kirk, St Ninians, Hawea*, No.23 Vol XLVII, June 5 1940, [Presbyterian Church Publication]

<sup>104</sup> R.S.D. Harman, Architect, *Specifications for new Presbyterian Church, Hawea Flat, Otago*, BN 9/4, held at Knox College Archives Dunedin

<sup>105</sup> Upper Clutha Session Minute Book, 1908 -1958, p118, , held at Knox College Archives, Dunedin

<sup>106</sup> Upper Clutha Parish, Deacons Court Minute Book 1912- 63, p170, held at Knox College Archives Dunedin.

<sup>107</sup> Architectural plan drawings of addition to St Ninians Church, Hawea Flat by R.S.D. Harman, Architect, June 1953

<sup>108</sup> The Outlook, February 2 1949, p 4 [Presbyterian Church Publication]

<sup>109</sup> Wanaka Sun article, *Generosity puts St Ninian's in good stead for future decades*, July 21 2005

The St Ninian's Church continues to serve the local people of Hawea Flat and remains as a monument to the efforts and determination of the small community to establish a Presbyterian place of worship in the district.

## ARCHITECTURAL DESCRIPTION

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St Ninians Church was designed by architect R S D Harman built in two stages, the main part of the Church in 1938 and the vestry added later in 1953.

The church has a traditional form with a 55 degree gabled roof and a distinctive stepped gable over the main entrance.

The main Church is built of reinforced concrete roughly rendered with a sand cement render. The timber roof framing is clad in cedar shingles. Curved mullions separate the windows.

Windows are simple steel windows with stained glass. Timber doors have wrought iron handles. The interior is finished in a selection of timbers including totara, rimu and red beech.

The small windows kept costs down and also keep the heat out during the summer while adding to the atmosphere of the timber interior.

The vestry addition is made from mud brick plastered to match the rest of the Church. It was designed by the same architect. Apart from minor differences such as the square profile mullions and more detailed windows the vestry was designed to match with the original church and fits well with it.

The church is both typical and unique. Its planning, form and timber interior are typical of its time, but the construction methods, timber furniture and carvings and stepped gable are particular to this Church. It has been well maintained and is still in its 1953 form. It is significant both for its design and its landmark location.<sup>110</sup>

## LANDSCAPE/TOWNSCAPE SUMMARY

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The St Ninians Church occupies a corner fork of two roads at Hawea Flat and is a strong feature in the landscape. It sits sympathetically in its surroundings and has spatial quality being a "stand alone" building. It forms a significant part of Hawea Flat's built heritage and helps provide an insight into the community's history and identity.

## SOURCES

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Harman, R.S.D. *Architectural plan drawings of addition to St Ninians Church, Hawea Flat*, June 1953, held at Knox College Archives Dunedin

Lorimer, Shona M, *Hawea Patchwork*, Hawea Community Association, 2002

Presbytery of Central Otago (formerly Dunstan) Minute Book 1918 -1941, held at Knox College Archives, Dunedin

Roxburgh, Irvine, *Wanaka Story, A history of the Wanaka, Hawea, Tarras and surrounding districts*, Otago Centennial Historical Publications, 1957

Roxburgh, Irvine, *Rev-ving it up in the farback Wanaka Parish of the 1950s*, Cadsonbury Publishers, Christchurch 1998

Specifications for New Presbyterian Church, Hawea Flat, Otago, BN 9/4, held at Knox College Archives Dunedin

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<sup>110</sup> Architectural Description provided by Ann Salmond, Salmond Architecture, Wanaka

*DRAFT QUEENSTOWN LAKES DISTRICT HERITAGE REGISTER*

The Outlook, , *A modern County Kirk, St Ninians, Hawea*, No.23 Vol XLVII, June 5 1940, [Presbyterian Church Publication]

The Outlook, February 2 1949, [Presbyterian Church Publication]

Upper Clutha Historical Records Society

Upper Clutha Parish, Deacons Court Minute Book 1912-63, held at Knox College Archives Dunedin. 85/16/13, BN911

Upper Clutha Session Minute Book, 1908-1958, held at Knox College Archives, Dunedin, 85/16/8 BN 911

Wanaka Sun article, *Generosity puts St Ninian's in good stead for future decades*, July 21 2005,

**FILE NOTES**

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There has not been time to gather a complete social history of the church including events and activities. Talking to local people with a long involvement in the church would provide this balance for a fuller historical account.

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

**PHOTOGRAPH/NEGATIVE:** Wanaka Heritage Working Party



**NAME (including former names)**

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**Wanaka School**

**Albert Town School**

**LOCATION/ADDRESS**

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Previously 71 Tenby Street, Wanaka, now relocated to Albert Town on Dave Power's property.

**HERITAGE ASSESSMENT**

**Archaeological Value**

√ **Architectural Value**  
Moderate

**Cultural/Traditional Value**

√ **Historical/Social Value**  
High

√ **Landscape/Townscape Value**  
Moderate

√ **Rarity/Representative Value**  
Moderate – High representative value

**Technological Value**

**OVERALL HERITAGE VALUE** Moderate – High

<b>AGE/DATES</b>	Constructed c:1911
<b>ARCHITECT/BUILDER</b>	James Robertson
<b>MATERIALS</b>	Wood and iron
<b>LOCAL AUTHORITY LISTINGS</b>	Local Authority
<b>NZHPT</b>	No
<b>VALUATION NUMBER</b>	
<b>LEGAL DESCRIPTION</b>	New location @ Albert Town legal descript?
<b>TYPE/USE</b>	Colonial Education, classroom
<b>CURRENT OWNERS</b>	Dave Power
<b>CURRENT CONDITION</b>	Moderate - Good

**SUMMARY OF SIGNIFICANCE**

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This modest school building is important for its long association with education in the area. It is a typical New Zealand country school that provided a pioneer education to many children living in a remote area.

It is relatively intact and true to its original form even though it has had a history of being moved from school to school as well as being closed and reopened a number of times. This history provides interest and reflects the ever changing nature of the rural population and the effect it had on the school roles of the time.

The building represents the typical early school building form and its very modest size reflects the Albert Town population at the time and perhaps the lack of confidence the designers had in the possibility of a rural population boom.

The fact that it is now back in Albert Town gives it increasing historical connection to its 1911 beginnings. It now forms part of a wider network of heritage sites in the Albert Town landscape and once again contributes to the character and identity of the township.

## DESCRIPTION

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The school building has been moved many times and has recently been relocated from the Wanaka Primary School grounds back to Albert Town (not the original site). The building, constructed of wood and iron, is still in its original form and is in good condition.

## HISTORY

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This small school building, built circa 1911<sup>111</sup>, has association with schooling in the Wanaka district however it was not the first Albert Town School. The building has had a history of relocation around the district. Perhaps its size and sturdy wooden structure has made it easy to shift about depending on where the population was at the time.

The earlier Albert Town school was the first in the Wanaka district and was opened about 1868 or 1869 according to Richard Norman (a pupil at the time) writing in the Otago Witness 23 May 1922.<sup>112</sup> The school was located on the flat, 100 yards from the Cardrona River near the present road junction.<sup>113</sup> It was closed in 1876<sup>114</sup> because of a falling role. However it was reopened in 1886 by the residents of Albert Town, Maungawera and Mt Barker districts and located between Pembroke and Albert Town.<sup>115</sup> The site was chosen as a compromise to try and service all the various areas. The first teacher was Mrs Mathews. It became known as the Wanaka School from 1888 – 1902<sup>116</sup> even though it was located nearer to Albert Town. (This Wanaka School was never as large as Pembroke School which the majority to Wanaka children attended.)<sup>117</sup> It was closed between 1902 and 1906 due to very few enrolments. When it reopened in 1906 the classes were held in the dining room of the Albert Town Hotel and there were 20 pupils enrolled.<sup>118</sup> In 1911, it is thought that this small classroom was constructed<sup>119</sup> and named Wanaka School. Its name was changed to Albert Town again in 1940. It was finally consolidated into the main Wanaka School in 1946.<sup>120</sup>

In the 1950's when the dam was being built at Lake Hawea, the numbers of school aged children suddenly increased. In order to cope with this boost in numbers, this Albert Town school was shifted out to adjoin the Hawea Flat School in 1956. By 1966 it was no longer required here and was shifted to the present day Wanaka Primary School site at 71 Tenby Street where it was used as a classroom for high school students at the Wanaka District High School and later Wanaka Area School. In 1987 Mount Aspiring College opened and the Tenby Street site reverted to a primary school. The old building continued to be used for various purposes until the maintenance on it was escalating.<sup>121</sup>

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<sup>111</sup> Letter from Otago Education Board to Moira Fleming, Principal Wanaka Primary School, 1987. Cited by Ken Thomlinson

<sup>112</sup> Otago Witness, 23 May 1922, p61

<sup>113</sup> Irvine Roxburgh, *Wanaka Story, A history of the Wanaka, Hawea, Tarras and surrounding districts*, Otago Centennial Historical Publications, 1957 p111

<sup>114</sup> [www.hakena.otago.ac.nz](http://www.hakena.otago.ac.nz), Wanaka school, Hocken Library, Dunedin

<sup>115</sup> Irvine Roxburgh, *Wanaka Story, A history of the Wanaka, Hawea, Tarras and surrounding districts*, Otago Centennial Historical Publications, 1957, p159. The writer presumes that this was a new site for the school as compared to the original site near the Cardrona River.

<sup>116</sup> [www.hakena.otago.ac.nz](http://www.hakena.otago.ac.nz), Wanaka school, Hocken Library, Dunedin

<sup>117</sup> Irvine Roxburgh, *Wanaka Story, A history of the Wanaka, Hawea, Tarras and surrounding districts*, Otago Centennial Historical Publications, 1957, p159.

<sup>118</sup> Albert Town School Register, of admission, 1886 – 1945, held in Upper Clutha Historical Records Archives, Wanaka Library.

<sup>119</sup> Letter from Otago Education Board to Moira Fleming, Principal Wanaka Primary School, 1987. Cited by Ken Thomlinson

<sup>120</sup> [www.hakena.otago.ac.nz](http://www.hakena.otago.ac.nz), Wanaka school, Hocken Library, Dunedin

<sup>121</sup> Information supplied by Ken Thomlinson, upper Clutha Records Society, Wanaka.

Within the last year, it was sold to Dave Power who has relocated it out to Albert Town again. It seems that the building has come the full circle.

### ARCHITECTURAL DESCRIPTION

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This is classic simple single room school building built of wood, with four pane sash windows. It has remained fairly true to its original form even though it has been shifted many times.

### LANDSCAPE/TOWNSCAPE SUMMARY

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The school is presently in a paddock near Albert town and has been relocated many times. Over the years it has lost its historic context to a certain extent however it has remained associated with school sites. The fact that it is back in Albert Town gives it increasing historical connection to its early 1911 beginnings. It now forms part of a network of other heritage sites in Albert Town and contributes to the landscape character of the township.

### SOURCES

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Albert town School Register, of admission, 1886 – 1945, held in Upper Clutha Historical Records Archives, Wanaka Library.

Discussion with Margaret and Ken Thomlinson, Upper Clutha Historical Records Society members, by Rebecca Reid, July 22, 2005.

Otago Witness, 23 May 1922, p61

Roxburgh, Irvine, *Wanaka Story, A history of the Wanaka, Hawea, Tarras and surrounding districts*, Otago Centennial Historical Publications, 1957

[www.hakena.otago.ac.nz](http://www.hakena.otago.ac.nz), Wanaka school, Hocken Library, Dunedin

### FILE NOTES

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More research is required to glean social history of the school and lists of teachers and pupils could be provided from the records held at the Upper Clutha Historical Society archives in Wanaka.

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

PHOTOGRAPH/NEGATIVE: RReid July 2005



**NAME (including former names)**

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**Luggate Road Bridge**

**“Grandview Bridge”**

**LOCATION/ADDRESS**

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On State Highway 8A, Kane Road, Luggate Rural

HERITAGE ASSESSMENT	
	<b>Archaeological Value</b>
√	<b>Engineering/Architectural Value</b> High
	<b>Cultural/Traditional Value</b>
√	<b>Historical/Social Value</b> High
√	<b>Landscape/Townscape Value</b> Moderate-High
√	<b>Rarity/Representative Value</b> High representative value
√	<b>Technological Value</b> High
<b>OVERALL HERITAGE VALUE</b>	High

AGE/DATES	1915
Designed	J.S. Menzies & E.F. Roberts (engineers)
Official opening	28 <sup>th</sup> October 1915
ARCHITECT/BUILDER	J.S. Menzies design, T. Wilkinson builder/contractor
MATERIALS	Concrete, steel, wood
LOCAL AUTHORITY	
LISTINGS	
Local Authority	
NZHPT	No
VALUATION NUMBER	
LEGAL DESCRIPTION	Road and River Reserve
TYPE/USE	Vehicle Bridge
CURRENT OWNERS	
CURRENT CONDITION	Good

**SUMMARY OF SIGNIFICANCE**

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The Luggate Road Bridge provides a direct link to the history and development of the Upper Clutha area. It represents the importance of a transportation network and the reliance on bridge linkages that opened up the surrounding country and connected people living in small rural communities. The opening of the Luggate Bridge provided easier access across a major river for people, stock and freight boosting overall economic growth of the area.

The bridge reflects the local community's determination to progress the area and meet increasing traffic demands and the national and local government's response in finally committing funds to its construction at this site.

The bridge is representative of steel truss construction in the 1915 era and the typical engineering design of the time. Its design is associated with two well known engineers who contributed a lot to the engineering profession in the lower part of the South Island. The Luggate Bridge has been described as "one of the most attractively proportioned steel truss road bridges in the country."<sup>122</sup> Today it remains as an intact, excellent example of a steel truss bridge providing an insight into the design, use of materials and technical skill required to ensure the longevity of the structure.

The Luggate Road Bridge, with its red steel truss formation, is a prominent feature in the landscape. This industrial structure provides visual and historical interest in its Clutha River setting with the backdrop of Mount Grandview and other adjacent mountain peaks creating a picturesque scene.

## DESCRIPTION

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The Luggate Road Bridge is a steel truss bridge with concrete abutments and piers founded on concrete piles to support a 61metre main Baltimore through truss, another 30.5m truss and a 12.2m rolled steel joist end span totalling 103.7metres. It crosses the Clutha River en route from Luggate to Tarras or Luggate to Hawea Flat.

## HISTORY

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Before the Luggate Road Bridge came into being, a river punt was relied on to ferry everything across this stretch of the Clutha River. The punt began here in 1882 and was said to be sited just downstream of the current bridge. In 1888 the punt reportedly sank when the Luggate flour mill's laden wagon caused the front of the boat to collapse.<sup>123</sup> At this time a bridge was considered further downstream but the punt was revived and operated here for a further quarter of a century.<sup>124</sup>

The Upper Clutha area was developing fast at the turn of the 19<sup>th</sup> century and the punts struggled to cope with the increase in traffic. The monthly tally for the punt in 1910 was for 400 people on foot, 250 on horseback and 500 vehicles.<sup>125</sup> The locals started putting the pressure on for a bridge to cope with demand.

The Vincent County Engineer at the time J.S. Menzies started on the design of a steel truss structure in 1908. However government grants did not come easily and the locals had to petition Parliament before a sum was allocated in the Public Works Department (PWD) in 1911.<sup>126</sup>

Because the Vincent County needed PWD approval of the bridge design, E. F. Roberts, a well known consulting engineer from Dunedin was employed to assist Menzies. Edward Roberts was an apprentice for J. Sparrow and Sons metal workers and in the 1880s became their works manager. He later took over his father's consulting engineering business and was involved in many engineering projects in the lower South Island.<sup>127</sup> He became renowned for his designs of early gold dredges throughout the district.<sup>128</sup>

By April 1913 a tender was let to Tom Wilkinson of Clyde for £9508<sup>129</sup> to construct the truss bridge. The imported steel work was fabricated in Dunedin by A & T Burt and Company.<sup>130</sup> The work was by all accounts difficult, particularly through the winter months when the river levels were so variable. It was reported that "Wilkinson intends to erect a temporary structure across the 200 ft span and has taken up these old suction dredge pontoons to carry the pile driver"<sup>131</sup>

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<sup>122</sup> Geoffrey Thornton, *Bridging the gap, Early Bridges in New Zealand 1830 -1939*, Reed Publishing Ltd Auckland, 2001, p164

<sup>123</sup> Stanley Kane, *Luggate, A Story of a district and its people from 1860*, S.A. Kane publisher 1991, p34

<sup>124</sup> Geoffrey Thornton, *Bridging the gap, Early Bridges in New Zealand 1830 -1939*, Reed Publishing Ltd Auckland, 2001, p164

<sup>125</sup> *ibid* p164

<sup>126</sup> *ibid*

<sup>127</sup> [www.hakena.otago.ac.nz](http://www.hakena.otago.ac.nz), Robert S Edward Fletcher papers held in Hocken Library Dunedin.

<sup>128</sup> Geoffrey Thornton, *Bridging the gap, Early Bridges in New Zealand 1830 -1939*, Reed Publishing Ltd Auckland, 2001, p296

<sup>129</sup> Robert Edward Fletcher papers, Luggate Bridge held Hocken Library Dunedin, AG – 857/014

<sup>130</sup> Geoffrey Thornton, *Bridging the gap, Early Bridges in New Zealand 1830 -1939*, Reed Publishing Ltd Auckland, 2001, p164

<sup>131</sup> Robert S Edward Fletcher papers, Luggate Bridge held Hocken Library Dunedin, AG – 857/014, Letter to Roberts from Menzies, 6 April 1913.

The bridge was officially opened on 28 October 1915 by Mrs Sheppard, wife of the Vincent County Chairman the presence of local Member of Parliament the Hon. William Fraser (Minister of Public Works).<sup>132</sup> It was named "Grandview Bridge" by the County Chairman, John Sheppard, in honour of John Kane of Grandview Farm nearby. He had been the County representative for 20 years (1890 – 1911).<sup>133</sup> The opening was followed by a banquet at Luggate.

The steel work on the bridge was painted in traditional red oxide which emphasised the lines of the trusses well against the backdrop of Mt Grandview and the adjacent peaks. The bridge is still coloured red and is very authentic to its original design. There appears to have been an upgrade of the wooden decking on the bridge recently which has replaced the original decking. The specifications for the bridge stated that this was made up of 14 ft long "Brush Box" wood. All other timber used was said to be Australian hardwood - Jarrah.<sup>134</sup>

The Luggate Road Bridge has been described as "one of the most attractively proportioned steel truss road bridges in the country."<sup>135</sup>

## ENGINEERING DESCRIPTION

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The Luggate Road Bridge is a Steel Truss bridge made up of a 61metre "Baltimore through truss" a 30.5m Pratt truss and a 12.2m rolled steel joist end span totalling 103.7metres in length. A truss is defined as „A frame of timber, iron or steel or reinforces concrete built from members in compression and tension to carry a bridge.“ A "through truss" is defined as being "where the carriageway or deck is at the level of the bottom chord and the top chords are tied transversely." A "Pratt Truss" is where "vertical and diagonal members are in tension" and a "Baltimore Truss has subdivided steel panels."<sup>136</sup>

The bridge is supported by cylinder shaped concrete piers that are reinforced with triangular mesh.<sup>137</sup> The deck level is at 130.5 ft.

## LANDSCAPE/TOWNSCAPE SUMMARY

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Geoffrey Thornton, describes Truss bridges as "*Triangles in Space*" which seems an apt description, particularly when standing beneath these types of bridges. The Luggate Road Bridge, with its red steel truss formation, is a prominent feature in the landscape. This industrial structure provides visual and historical interest in its Clutha River setting with the backdrop of Mount Grandview and other adjacent mountain peaks creating a picturesque scene.

## SOURCES

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Roberts, Edward Fletcher, papers, *Luggate Bridge*, held Hocken Library Dunedin, AG – 857/014

Kane Stanley, *Luggate, A Story of a district and its people from 1860*, S.A. Kane publisher 1991, p34

Menzies, J.E. *Luggate Road Bridge over Clutha Drawings 1-6*, held National Archives, Dunedin Regional Office, DADE D448/28

Menzies, J.E. *Specification for contract No. 650 with Vincent County Council, Erection of a Steel traffic Bridge over the Clutha River at Luggate*, held in Robert Edward Fletcher papers, Luggate Bridge held Hocken Library Dunedin, AG – 857/014

Thornton, Geoffrey, *Bridging the gap, Early Bridges in New Zealand 1830 -1939*, Reed Publishing Ltd Auckland, 2001

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<sup>132</sup> Geoffrey Thornton, *Bridging the gap, Early Bridges in New Zealand 1830 -1939*, Reed Publishing Ltd Auckland, 2001, p65

<sup>133</sup> Stanley Kane, *Luggate, A Story of a district and its people from 1860*, S.A. Kane publisher 1991, p36

<sup>134</sup> Menzies J.E. *Specification for contract No. 650 with Vincent County Council, Erection of a Steel traffic Bridge over the Clutha River at Luggate*, held in Robert Edward Fletcher papers, Luggate Bridge held Hocken Library Dunedin, AG – 857/014

<sup>135</sup> Geoffrey Thornton, *Bridging the gap, Early Bridges in New Zealand 1830 -1939*, Reed Publishing Ltd Auckland, 2001, p164

<sup>136</sup> *ibid* p86

<sup>137</sup> Menzies, J.E. *Specification for contract No. 650 with Vincent County Council, Erection of a Steel traffic Bridge over the Clutha River at Luggate*, held in Robert Edward Fletcher papers, Luggate Bridge held Hocken Library Dunedin, AG – 857/014

QUEENSTOWN LAKES DISTRICT HERITAGE REGISTER

Web site; [www.hakena.otago.ac.nz](http://www.hakena.otago.ac.nz), Robert Edward Fletcher papers held in Hocken Library Dunedin.

**FILE NOTES**

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ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

PHOTOGRAPH/NEGATIVE: RReid July 2005



Close up view of Glebe Stone house



Distant view from street showing addition and original

**NAME (including former names)**

**Glebe Stone House**

**LOCATION/ADDRESS**

133 Stone Street, Wanaka

**HERITAGE ASSESSMENT**

**Archaeological Value**

√ **Architectural Value**

Moderate -High

**Cultural/Traditional Value**

√ **Historical/Social Value**

Moderate -High

√ **Landscape/Townscape Value**

Moderate

√ **Rarity/Representative Value**

Moderate – High representative value

√ **Technological Value**

Moderate -High

**OVERALL HERITAGE VALUE** Moderate-High

AGE/DATES	Constructed 1949
ARCHITECT/BUILDER	G, Burgess, stone mason
MATERIALS	River stone and wood
LOCAL AUTHORITY LISTINGS	
Local Authority NZHPT	No
VALUATION NUMBER	2905371001
LEGAL DESCRIPTION	Lot 1 DP 24047
TYPE/USE	Residential
CURRENT OWNERS	Brian Anderson
CURRENT CONDITION	Very good

**SUMMARY OF SIGNIFICANCE**

The Glebe Stone House is important for its association with a prominent early medical doctor that served the Wanaka district for many years. Dr Elmslie’s wider contribution to the community and church was also notable.

The location, construction and style of the house reflects to a certain extent a “Doctor’s” residence of the time and provides some insight into the personality and way of life of this man of high social standing.

Architecturally the house was unique for its era. It was well designed, practical and structurally sound, with obvious attention to detail, particularly in the stone masonry and mud brick construction. The house is a good representative of this building technique. It also has association with a successful innovative early water supply that was also adopted for neighbouring houses. At the time this would have been recognised for its technological value.

Apart from the alteration of the living room, off the kitchen and the replacement of original wooden roof shingles, the Glebe Stone House is authentic inside and out with original details well maintained.

## DESCRIPTION

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The Stone Glebe sits on an elevated site accessed off Stone Street, Wanaka. The original 1949 house was substantially added onto as a residence in 2002 by the current owner Brian Anderson. However the original house has been left intact externally and internally apart from some alteration to a room that now forms part of a modern bathroom.

## HISTORY

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The site of the present house was once part of a much larger section (240 acres) and was originally owned by runholder Henry Campbell from 1875- 1889. About ten acres was then sold to the Otago Presbyterian Church Board of property.<sup>138</sup> This became the church glebe. The surrounding land was run as a farm for some time and some of the property may have been set aside for a manse.<sup>139</sup>

In 1937 the land was subdivided and the area this house sits on was sold to Dr Alexander Harper Elmslie. He was the local doctor in the Pembroke/Wanaka district from about 1925 – 1938 and again during the 1950s and 60s? He was a well known man in the community and was involved in the Presbyterian Church having acted as the convenor of the local building committee and was also an organist and choir master.<sup>140</sup>

This two bedroom stone house was built for Dr Alexander Elmslie in 1949. The stone mason was George Burghess. There is an etched stone to this effect on one of the original outside walls of the building, now enclosed as part of a walk through between the old and the new parts of the house. There is a story that some of the stone came from a stone wall site previously out near Hawea, but this has not been confirmed.<sup>141</sup> The interior walls are made of mud brick which were apparently made on the property. Mr Geoff Gallaway (now deceased) spoke of helping make the mud bricks on land behind the present house. The land was cultivated and a sprinkler created the mud slop, before they were put into wooden moulds.<sup>142</sup>

Dr Elmslie made sure the house had a running water supply and instigated an innovative hydraulic water ram that pumped water up from Bullock Creek nearby to a tank on the section. This was thought to be one of the first houses to have a running water supply. Apparently other houses adopted this scheme in this part of town and the click and clack of the rams were said to be quite orchestral in the area.<sup>143</sup>

Dr Elmslie sold the land to Lindsay Ralph Morris 1965.<sup>144</sup> The Morris's lived in the stone house until they sold it to Brian and Jessie Anderson in c 2000? In 2002 the large stacked stone addition was added on by the Andersons. The stone mason was Jessie Andersons son, Dean Weastell. The addition, although large in scale, has been executed using many of the same features as the 1949 Glebe house. The window lengths, stone sills, and stone masonry detail, including the tapered external walls has been repeated. The original part of the building covers approximately 110 square metres and the newer addition is about 170 square metres.

## ARCHITECTURAL DESCRIPTION

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The house was said to be an advanced design for the time. It has large steel framed windows and low window sills lined with stone inside. The exterior stone walls are tapered slightly at the bottom reflecting English stone masonry. The interior was plastered over mud brick walls and there was a living and a dining room. The dining room has an arched ceiling. There is a relatively small kitchen on the colder side

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<sup>138</sup> Certificate of Title, OT 87/95

<sup>139</sup> It has not been ascertained where the manse was built at this stage, but mention is made of it in 1937 in the Upper Clutha Parish Deacons Court minute book 1912-63, held at Knox College Archives, Dunedin.

<sup>140</sup> Otago Daily Times, 23/3/1938, p14

<sup>141</sup> Pers comm. Brian Anderson, 22 July 2005.

<sup>142</sup> Pers comm. Brian Anderson, 22 July 2005.

<sup>143</sup> Irvine Roxburgh, *Rev-ving it up in the farback Wanaka Parish of the 1950s*, Cadsonbury Publishers, Christchurch 1998

<sup>144</sup> Certificate of Title, OT 428/20

of the house. This originally had a living room off it but this has now been incorporated into a bathroom. Apart from this alteration, the original Elmslie house is still very authentic. The rimu barn style doors, steel framed windows, and layout of the rooms are the same as in 1949. The house originally had a wooden shingle roof but this was changed to a more modern shingle roof during the larger house addition for practical reasons.

“The steel windows are original Crittel windows from Dunedin. The main room has a very large window for its time.

The curved roof in the living area is also unusual.

The timber floors sit on wooden piles.

The original fireplace and stone hearth are still in place with the wood box adjacent

The original stainless steel kitchen bench has been reused in the laundry.

The bathroom has a vent open to the sky to ventilate the house and keep it healthy (and cold!)

The original joinery is still in place including a wide shallow trouser drawer.

The earth for the bricks came from the rear of the site. The sludge for the earth bricks was made by pulling the horse around with a cultivator to loosen the earth and mix it with water.<sup>145</sup>”

## LANDSCAPE/TOWNSCAPE SUMMARY

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The Glebe Stone house is now part of a much larger residence but the original 1949 part sited to the south end of the house can still be read. The original Glebe house is consequently a more minor part of the structure and its townscape value has been reduced. However the setting of the whole residence on the top of the hill in Stone Street, with its fantastic views over Lake Wanaka, spacious garden and reserve land in front, provides some understanding of what the original Glebe land would have been like before it was subdivided.

## SOURCES

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Certificate of Titles, OT 87/95, OT 428/20 held at LINZ Office, Dunedin

DAHG records, National Archives, Dunedin Regional Office

Discussion with current owner, Brian Anderson by Rebecca Reid, 22 July 2005.

Otago Daily Times article, 23/3/1938, p14

Roxburgh, Irvine, *Rev-ving it up in the farback Wanaka Parish of the 1950s*, Cadsonbury Publishers, Christchurch 1998

Upper Clutha Historical Records Society

## FILE NOTES

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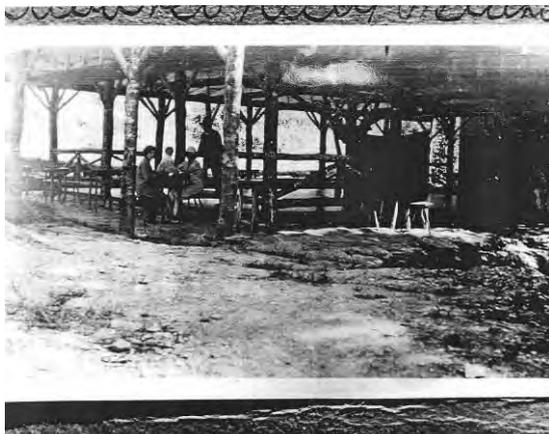
ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

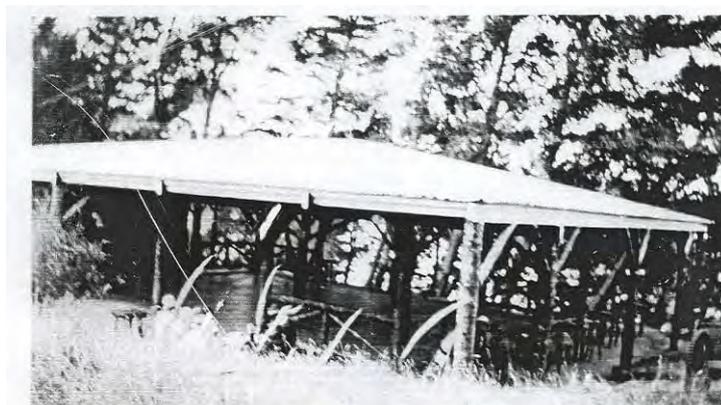
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<sup>145</sup> Architectural description provided by Ann Salmond, Salmond Architecture, Wanaka

**PHOTOGRAPH/NEGATIVE:** Upper Clutha Historical Society Photos



Cabaret Building, Ruby Island, Lake Wanaka  
Circa 1927



Cabaret Building, Ruby Island, Lake Wanaka, circa 1927

**NAME (including former names)**

**Cabaret Buildings Foundation**

**LOCATION/ADDRESS**

Ruby Island, Lake Wanaka

**HERITAGE ASSESSMENT**

✓ **Archaeological Value**

Moderate

**Architectural Value**

✓ **Cultural/Traditional Value**

Moderate

**Historical/Social Value**

High

✓ **Landscape/Townscape Value**

Moderate

✓ **Rarity/Representative Value**

High representative value

**Technological Value**

**OVERALL HERITAGE VALUE** Moderate

**AGE/DATES** 1927 - 1930

**ARCHITECT/BUILDER** John Hunt

**MATERIALS** Beech posts and corrugated roof, wooden dance floor set on car tyres

**LOCAL AUTHORITY LISTINGS**

Local Authority

NZHPT

No

**VALUATION NUMBER** 2906122700

**LEGAL DESCRIPTION** Ruby Island Lower Wanaka SD

**TYPE/USE** Social venue in 1920s

**CURRENT OWNERS** QLDC Recreation Reserve <sup>146</sup>

**CURRENT CONDITION** Old piles remain on-site

<sup>146</sup> Recreation Reserve, Gazette 1983, p1934

## SUMMARY OF SIGNIFICANCE

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The Ruby Island Cabaret site serves as a reminder of the innovative commercial operation that was set up here for social entertainment by a local couple. Thousands of locals and tourists visited this site to join in the fun, picnics and dancing.

The history of the site reflects the era when you had to “make your own fun.” It represents the social way of life in the late 1920s in an isolated small lakeside town and the determination of locals to provide opportunities for social activity. The Cabaret history provides an interesting insight into a slice of Wanaka’s social and cultural life at the time that is still cherished today. The application of kiwi ingenuity in the building of the structure, and the power supply is notable.

Ruby Island is a focal point in most lake views from the township and is a familiar and well appreciated landmark by the local people. It has a long association with public recreation having always been open as a picnic and boating /walking destination. The island has a strong link to the memory of the days of the Cabaret operation. The setting and views of the surrounding landscape from the site, give some idea of the atmosphere and ambience that was created here during these memorable social occasions.

## DESCRIPTION

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Today the remains of the Cabaret are in the form of foundation piles from the Cabaret structure and the site of the old dance floor. It is possible from these to understand the siting of the Cabaret and imagine the ambience at this unique island and lake setting.

## HISTORY

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Entertainment and socialising reached an all time high with the construction of a Cabaret building on Ruby Island, Lake Wanaka in 1927. The island was in an excellent position close to the township about 500 metres off the South West shores of the lake. Mr and Mrs John and Sybil Hunt were the instigators of this Cabaret idea.

John Hunt stated *“I ran these boats and ferry services [on the lake] but it still wasn’t enough to keep me occupied. So then I got the idea of building a Cabaret on Ruby Island. One day I had climbed up on the Island and saw this magnificent view and I thought – what a place for tourists.. there was no entertainment at the time unless you thought it up yourself... Pembroke was a gay wee place, people came for holidays, it was a good set up on Ruby island with a sheltered landing bay on the west side and a natural hollow on top of the island among the trees. So I went ahead and built the Cabaret up there and it was all in the rough too, we didn’t touch any of the trees or spoil anything at all on the island.”*<sup>147</sup>

After finally obtaining a building permit from the local Domain Board, John Hunt had birch [beech] trees cut up at Makarora and then towed them down the lake. *“The rough logs were used as pillars around the dance floor. There was just a lean-to roof with no sides. The dance floor was built on hundreds of old car tyres and we had big paved stones outside and manuka tables with four stools around them.”*<sup>148</sup>

There was a kitchen, small shop, toilets and accommodation for the permanent staff of one. He was an ex navy chef who had previously worked at the Wanaka Hotel.<sup>149</sup> The power to drive the gramophone and lighting was via a generating plant that John Hunt constructed from an old car from Tarras. Old car batteries were also used. *“We had this priceless music. There was only short records, no long playing records like there are today.. it was a full time job for someone to stand by the gramophone and wind it up and change the records.”*<sup>150</sup>

The Cabaret was held in the evenings and was reserved for dancing. The tyres beneath gave the dance floor the desired “bounce” and apparently it was as good as any sprung dance floor. The floor was said to

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<sup>147</sup> Christine Hunt, *Something in the Hills*, John Hunt interview script, cited in Upper Clutha Historical Records, Ruby Island Papers, contributed by John Weaver .

<sup>148</sup> *ibid*

<sup>149</sup> Mountain Scene article, Ruby Island Sparkles, 29 January 1987

<sup>150</sup> Christine Hunt, *Something in the Hills*, John Hunt Interview script, cited in Upper Clutha Historical Records, Ruby Island Papers, contributed by John Weaver .

hold 50 couples and was 40ft x 50ft.<sup>151</sup> It was by all accounts great fun with technically no alcohol. However, the locals brought their own drop and through a well thought out boat mask signalling system, the local cop never found any liquor on the island.<sup>152</sup>

The Hunts ran three launches on the lake and these were kept busy with the demand to have the "Ruby Island experience." During the day, morning and afternoon teas were offered. Mrs Hunt was apparently a great cook and did all the cooking on a Perfection kerosene stove. Girdle scones, pike lets and Devonshire teas were always on the menu. Suppers including coffee and biscuits were supplied to dancers at the Cabaret. It cost five shillings for a return trip to the Cabaret.<sup>153</sup>

The highlight of the year was the New Years Eve fancy dress balls which are still fondly remembered by some. These were obviously great social events. Live bands were called in for these occasions and played until all hours. Sometimes there would be "*about 300 guests at these functions which were very informal in lovely surroundings. The view and the setting was really marvellous.*"<sup>154</sup>

*The Cabaret got a really good go for about four seasons, it was really popular for a few years. But the seasons were too short for it and it really was twenty years too early for its time... then the Depression came and whole thing flopped, everyone was out of work and money was scarce. I sold the Cabaret for £30 and that was that.*"<sup>155</sup>

Mrs Hunt says "*we never made a fortune out of it but it was an awful lot of fun*"<sup>156</sup>

The Hunts bought a farm in 1930 and started to concentrate on that. Everything was sold at the Cabaret site apart from the dance floor. However this was destroyed by fire in 1936.<sup>157</sup>

And so ended three years of summer socialising on Ruby Island but the memories live on.

## ARCHAEOLOGICAL DESCRIPTION

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Remains of the Cabaret are in the form of foundations only. A map of the remains would be useful.

## LANDSCAPE/TOWNSCAPE SUMMARY

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Ruby Island is a focal point in most lake views from the township and is a familiar and well appreciated landmark by the local people. It has a long association with public recreation having always been open as a picnic and boating /walking destination. The island has strong association to the memory of the days of the Cabaret operation and the setting and views of the surrounding landscape from the site give some idea of the atmosphere and ambience that was created here during these memorable social occasions.

## SOURCES

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Hunt, Christine, *Something in the Hills* script, cited in Upper Clutha Historical Records, Ruby Island Papers, contributed by John Weaver .

Gillespie, Jan, Major assignment, Ruby Island for New Zealand Natural Heritage, 1991, cited in Upper Clutha Historical Records.

Mountain Scene article, Ruby Island Sparkles, 29 January 1987

Mountain Scene article, Ruby Island revisited June 17 1982, p7

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<sup>151</sup> Ian McCrone, Upper Clutha Society article, date? cited in Upper Clutha Historical Records, Ruby Island Papers, Jan Gillespie, Major assignment, Ruby Island for New Zealand Natural Heritage, 1991

<sup>152</sup> Jan Gillespie, Major assignment, Ruby Island for New Zealand Natural Heritage, 1991, cited in Upper Clutha Historical Records.

<sup>153</sup> Christine Hunt, *Something in the Hills* John Hunt interview script, cited in Upper Clutha Historical Records, Ruby Island Papers, contributed by John Weaver .

<sup>154</sup> Ibid

<sup>155</sup> ibid

<sup>156</sup> Mountain Scene article, Ruby Island revisited June 17 1982, p7

<sup>157</sup> Ian McCrone, Upper Clutha Society article, date? cited in Upper Clutha Historical Records, Ruby Island Papers

*DRAFT QUEENSTOWN LAKES DISTRICT HERITAGE REGISTER*

McCrone, Ian Upper Clutha Society article, date? cited in Upper Clutha Historical Records, Ruby Island Papers,

Upper Clutha Historical Records Society

**FILE NOTES**

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The site would come to life and provide an historical connection for visitors if some heritage interpretation was provided, based on its significant social history association.

ENTERED BY: Rebecca Reid

DATE ENTERED:

July 2005



**NAME**

---

**Showground Building**

**LOCATION/ADDRESS**

---

McDougall Street, Wanaka

**Constructed -** 1920's

**Building Type/Use -** Sporting/Recreation use

**Materials –** Wood and iron

**Style -** Colonial pavilion

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2905342500

**Legal Description-** Section 12 Block XV Town of  
Wanaka

**Heritage Assessment**

Historic and Social Value - High

Cultural and Spiritual Value - Moderate

Architectural Value – Moderate - High

Townscape and Context Value - High

Rarity and Representative Value - Moderate

Technological Value - Low

Archaeological Value - Low

**Overall Heritage Value -** Moderate - High

**DESCRIPTION**

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The building is a significant sporting centre constructed of wood and iron. It is located within the A & P showground with the site designated as a recreation reserve

**HISTORY**

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**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

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The building has a high association with the social growth of the town. It has high social, historic and townscape values. It is consider as a landmark and represents symbolic values associated with as town and country sport.

The original part of the building has not been altered, there have however been additions.

**SOURCES**

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Upper Clutha Historical Records Society

ENTERED BY: Wanaka Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003



**NAME**

---

**Cob Cottage**

**LOCATION/ADDRESS**

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324 Luggate-Tarras Road, Hawea Flat

**Constructed -** 1860's

**Building Type/Use -** Was residential, currently no use.

**Materials –** Cob and iron

**Style -** Colonial

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2908211800

**Legal Description –** Part Section 3 Blk VII Tarras SD

**Heritage Assessment**

Historic and Social Value - Significant/High

Cultural and Spiritual Value - Moderate

Architectural Value - Moderate to High

Townscape and Context Value - Low

Rarity and Representative Value - High

Technological Value - Low

Archaeological Value - Moderate to High

**Overall Heritage Value - High**

## **DESCRIPTION**

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The cottage is in its original form and is well maintained. It is set within a rural setting and is currently used as a museum

## **HISTORY**

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The cottage was a very early rural dwelling and for many years was the only rural home in that area.

It was at some stage used as the cookhouse for the Grandview station.

It is associated to early families and the Morven Hills run.

## **SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

---

The Cob cottage is important for its historic, social and cultural associations. Consequently it has significant historic, social and representative values. It is recognised for its cultural value as the Presbyterian Minister Drake stayed at the cottage when visiting the District. There are not many cottages left within the District of this style and in good condition. The technology and style used however is considered to be not too different to the others of its time.

## **SOURCES**

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Upper Clutha Historical Records Society

ENTERED BY: Wanaka Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003



**NAME**

---

**McPherson House**

**LOCATION/ADDRESS**

---

Lake Hawea-Albertown Road

**Constructed -** 1900's

**Building Type/Use -** Residential

**Materials -** Wood

**Style -** Bungalow

**Architect -**

**Builder -**

**NZHPT Register –**

**District Plan Status -**

**Valuation number -**

**Legal Description-**

**Heritage Assessment**

Historic and Social Value - High

Cultural and Spiritual Value - Low

Architectural Value - Moderate

Townscape and Context Value - Low

Rarity and Representative Value - High

Technological Value - Low

Archaeological Value - Low

**Overall Heritage Value -** Moderate

**DESCRIPTION**

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The house is a bungalow constructed of wood. It has recently been relocated from his original site to a property on the Lake Hawea-Albertown Road.

**HISTORY**

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The bungalow was constructed in the 1900's for the manger of the Wanaka Station.

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

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The house is important for it's association with significant local history and has high historic, social, and representative values. The house it not on its original site, however it still representatives a way of life and important social patterns, and it considered to be in good condition and well maintained.

**SOURCES**

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Upper Clutha Historical Records Society.

ENTERED BY: Wanaka Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003

# **GLENORCHY**

PHOTOGRAPH/NEGATIVE: RReid



**NAME (including former names)**

**Paradise Mine (Scheelite mine associated ruins, sluicing area, compressor, and shaft entrances)**

**LOCATION/ADDRESS**

Northern end of Mt Alfred, above Dart River, Glenorchy-Paradise Road [Paradise Trust Site]

**HERITAGE ASSESSMENT**

- √ **Archaeological Value**  
Moderate to High  
**Architectural Value**
- √ **Cultural/Traditional Value**  
Moderate
- √ **Historical/Social Value**  
High  
**Landscape/Townscape Value**
- √ **Rarity/Representative Value**  
Moderate  
**Technological Value**

**OVERALL HERITAGE VALUE:** Moderate-High

**AGE/DATES** Mined from 1915 until about 1960

**ARCHITECT/BUILDER** Glenorchy Scheelite Mining Company, thereafter various changes by Government and individual miners

**MATERIALS** Wood, iron

**LOCAL AUTHORITY LISTINGS**  
Local Authority  
NZHPT No

**VALUATION NUMBER** 2911131900

**LEGAL DESCRIPTION** Section 39 Block II Dart SD

**TYPE/USE** No present use

**CURRENT OWNERS** Paradise Charitable Trust

**CURRENT CONDITION** Fair, some overgrown areas of bracken in and around remains.

## SUMMARY OF SIGNIFICANCE

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The Paradise Mine remains are a link to the scheelite industry that played a major part in Glenorchy's history. The scheelite mines provided employment and a way of life for a large percentage of the population during the World Wars and contributed to the economic well being of the district. The Paradise Mine has local, regional, and national significance having been one of two private scheelite mines purchased by the government in 1942 in order to meet the scheelite demands from Britain during the World Wars. It is therefore a significant reminder of the importance of scheelite on both a national and international scale, and a reminder of the effects of war on a small local population.

The mine operated with varying success over a period of about 45 years, being directly linked to three periods of war. The archaeological remains including a network of tunnels and shafts, compressor and other machinery illustrate the technical skill required to operate the mine and to an extent the extreme physical labour, skill and patience that was required to seek the ore, extract it and then transport it miles to the treatment plant.

The mine created the need for basic commodities to be established at Paradise such as accommodation, a school and a post office to support the population in this remote environment where self sufficiency was a necessity. The mine acts as a prompt to remember all the families and workers who lived at Paradise and through their dedication contributed to the Glenorchy area becoming the most important producer of scheelite in New Zealand.

## DESCRIPTION

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The Paradise Scheelite Mine remains consist of ruins, a sluicing area, a compressor and numerous shaft entrances. It is located above the Dart River at the northern end of Mt Alfred and is part of the 128 hectares of land owned and managed by the Paradise Trust. Currently the majority of the area is overgrown and in ruins.

## HISTORY

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Scheelite is a mineral containing tungsten that was used for hardening steel. It became particularly valuable for making armaments during World Wars One and Two and the Korean War in the early 1950s. Good sources of the ore were discovered in the mountains surrounding Glenorchy in the 1880s and the focus started to change from gold mining to scheelite mining. Like gold, the scheelite ore was found in the veins of the quartz amongst the schist rock and most of the mines were located at high altitudes in difficult country. There was mixed success with scheelite, given its erratic occurrence and it was said to be matter of luck where you found it.<sup>158</sup> The industry continued with varying success from the late 1880s through to about 1965. By all accounts it involved hard manual labour, building access tracks and tunnels and using hammer, drill, pick and shovel to locate and extract the ore. Then they had to sledge the scheelite down the mountains from the claims by horse and get it onto the lake steamers. The Glenorchy area was the most important producer of scheelite in New Zealand<sup>159</sup> mostly supplying the European market. Up until the First World War demand for the mineral remained high and returns were around £100 per ton. At this time there were about 45 men involved in mining scheelite in the district. In 1915 the British Imperial Government sought increasing supplies of scheelite from New Zealand in response to the outbreak of war, and fixed the price at 80% above the pre war prices.

In 1915, Jack Aitken (of Paradise House) discovered what became known as Paradise Reef along the North East spur of Mt Alfred. The mine looked promising and was soon purchased by the Glenorchy Scheelite Mining Company, who had set up in 1906 and operated a number of mines in the district. They installed a plant and started driving on three levels.<sup>160</sup> The Stones directory listed 11 miners working at the Paradise mine in 1917.<sup>161</sup> They were accommodated initially at the nearby Paradise House and a hut known as the Garden of Eden was built for staff at this time.

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<sup>158</sup> Julia Bradshaw, *Miners in the Clouds, A hundred years of scheelite mining at Glenorchy*, The Lakes District Museum, Arrowtown, 1997, pp 9-11

<sup>159</sup> *ibid* p9

<sup>160</sup> Julia Bradshaw, *Miners in the Clouds, A hundred years of scheelite mining at Glenorchy*, The Lakes District Museum, Arrowtown, 1997 pp 21, 31

<sup>161</sup> *ibid*, p34

At the end of the war the demand for scheelite died off and by 1921 without exception all the mines lay idle.<sup>162</sup> Some did not give up hope that there would be further requirement for scheelite and the Glenorchy Scheelite Company made sure their equipment was kept in working order. The 1930s saw a number of private mines start up again in response to increasing prices for scheelite due to re-armament programmes in Europe, but they struggled to finance the mining operations on low wages and were reliant on help from the bigger companies or the State. When the Second World War broke out in 1939, it was all action again in the mines around Glenorchy and the New Zealand government decreed that it would purchase all scheelite on behalf of the British government.<sup>163</sup>

Most of the mines were producing well at this time and in 1941 George Paulin and his sons Andy and Bob obtained a lease to work the Paradise Mine from the Glenorchy Scheelite Company and secured a loan from the mines Department to buy an air compressor.<sup>164</sup> The Paulins did a lot of work at this mine, initially working at Big Reef at the bottom level and with the use of a pneumatic drill they were able to re-work areas which the manual drillers were unable to get to in earlier years. Between Big Reef and Little Reef the men got out some good scheelite.<sup>165</sup> The mine was being reworked at a time when the importance of New Zealand's scheelite supply increased following the loss of supplies from Burma and China, the world's major producers. This saw the British Government increase and stabilise the price of £ 6 per unit for the next two years and apply pressure on the New Zealand Government to boost supplies.

The Government responded by purchasing the private mines – Mt Judah and Paradise from the Glenorchy Scheelite Mining Company and in January 1942 they took over the operations.<sup>166</sup> Ted Collier became the mine manager of both state mines. Miners and machinery increased and men came from the West Coast, Milford Road, Skippers and Malborough to help meet world scheelite demands. During the first year of government involvement an average of 14 men were employed and concentrates extracted from the mine totalled six tons. The next year there were 22 men employed. The Mines Department carpenters built a total of 16 huts catering for married couples and singles as well as compressor sheds, a blacksmith shop and a magazine for storing explosives. There was also a bath house heated by the compressor engine.<sup>167</sup> The 16 workers huts no longer exist although some of the platforms they once sat on are still visible. It is possible that the huts were shifted to the Glenorchy Holiday Park which includes twelve cabins of similar age and style.<sup>168</sup> At this time there was also a Post Office provided for the workers at Paradise that operated from 18 October 1842 – 19 March 1945.<sup>169</sup> Compressors were soon installed at Paradise powered by diesel engines and the use of jack hammers sped up the drilling process. The main drive was extended by 500 feet.<sup>170</sup> Unfortunately not much scheelite was found and it was of low grade but another level was driven south for 1500 feet to try and locate an extension of the reef, without success.<sup>171</sup>

Tommy Thompson, the Mine surveyor at the time had the job of mapping the Paradise mine as his first task. He reported that the mine had 3000 feet of workings.<sup>172</sup>

The total scheelite concentrates produced from the Paradise Mine was 11 tons, 16 cubic weight.<sup>173</sup>

One of the miners, Jim Robinson stated this of the Paradise mine operation;

*"The mine hadn't been developed to the extent of Mt Judah, which had been operating for many years. During my time at Paradise there was two shifts. The afternoon shift worked from four till two in the morning. They worked two hours extra so they could get Sunday off cos that was the only time that anything social occurred in the district. There would be four or five people, I s'pose on each shift at that time. They only had two levels working. Later on it was developed much more."<sup>174</sup>*

<sup>162</sup> Julia Bradshaw, *Miners in the Clouds, A hundred years of scheelite mining at Glenorchy*, The Lakes District Museum, Arrowtown, 1997, p35

<sup>163</sup> *ibid* p45

<sup>164</sup> *ibid* p49

<sup>165</sup> Julia Bradshaw, *Miners in the Clouds, A hundred years of scheelite mining at Glenorchy*, The Lakes District Museum, Arrowtown, 1997, pp49-50

<sup>166</sup> *ibid* p 50

<sup>167</sup> Tommy Thompson, *Report on the State Mines at Glenorchy*, written for Mines Department, 1942-44, cited in Julia Bradshaw, *Miners in the Clouds, A hundred years of scheelite mining at Glenorchy*, The Lakes District Museum, Arrowtown, 1997 p 53

<sup>168</sup> Jackie Gillies, Paradise Conservation Plan, June 2002, p47

<sup>169</sup> RM Startup, *New Zealand Post Offices, Postal History society of New Zealand*, Whenuapai, 1993, p182

<sup>170</sup> Julia Bradshaw, *Miners in the Clouds, A hundred years of scheelite mining at Glenorchy*, The Lakes District Museum, Arrowtown, 1997, 53-54

<sup>171</sup> *ibid* p55

<sup>172</sup> *ibid*, p60

<sup>173</sup> *ibid* p 55

<sup>174</sup> Jim Robinson, Oral History taped interview by Julia Bradshaw 17/4/1996, cited in Julia Bradshaw, *Miners in the Clouds, A hundred years of scheelite mining at Glenorchy*, The Lakes District Museum, Arrowtown, 1997, p 53

Pat Paulin recalled the tourists coming in bus loads to visit the Paradise mine in the 1940s and as a ten year old he took them into the tunnels. *"They were long tunnels and quite adventurous ones with shafts leading down and up and also one particular big area that had a great display of glow worms."*<sup>175</sup>

The ore concentrates from the Paradise mine had to be taken over to Mt Judah (near Glenorchy) for treatment and a road was built into the Paradise mine for this purpose. (This still exists and crosses private land.

By 1944 the British Government had a large stockpile of Tungsten and prices paid for the mineral began to drop. In 1945 the Imperial Government said they would not be purchasing any scheelite after 30 June 1945. This created a rush in Glenorchy to get as much scheelite as possible out of the district before the prices changed. Scheelite produced at the Paradise and Mt Judah mines had failed to produce worthwhile quantities in 1943 and 1944 and the Mines Department decided to close down the two state mines. The equipment and miners houses were quickly dismantled to be sold or re used by private miners who continued on in the industry.<sup>176</sup>

With the outbreak of the Korean War in June 1950 the price of scheelite once again rose. Many miners returned to the industry. Jimmy Sanders was working the tribute at the Paradise Mine during this time and had some success after building a second dam and installing 500 feet of pipes.<sup>177</sup> He partnered up with Laurie Smith and carted a lot of poor grade stone from the mine. The battery was said to be working 24 hours a day.<sup>178</sup> Herb Sheehy and Bill Torrey also had a go at mining the tribute at the old state mine during the early 1950s which by all accounts was a busy time around the Glenorchy hills. Many of the old hands had to give the scheelite up in 1953 when the prices for the mineral dropped and continued to through to the 1960s. However a small number continued to mine in the 1960s at which stage bulldozers were on the scene making far lighter work of it. There were miners who just couldn't get it out of their systems and struggled to leave the lifestyle and the hills behind.

The Paradise Mine operated from 1915 until the early 1960s and it played a significant part in the overall Glenorchy scheelite industry particularly in the 1940s when it was owned by the State. The Government chose Paradise as a good bet and a huge effort was made to ensure that no scheelite was missed. The existence of the mine created a need for housing, a post office and a school and there were said to be up to 50 miners and their families living at Paradise during its peak years.

## ARCHAEOLOGICAL DESCRIPTION

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There is a need for a map of the ruins on –site and this has not been undertaken as part of this project. The involvement of an archaeologist is recommended, particularly if there is ever any proposal to alter the site which would have an effect on the remains.

The remains include mullock heaps, railway track remains, steam engine remains, smithy ruins, hut site platforms, tunnel/shaft entries, an earth dam as well as the access road into the site (private land).

## LANDSCAPE/TOWNSCAPE SUMMARY

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The mine site is located on the North east spur of Mt Alfred and as such commands an isolated spot. There is an excellent view up the Dart River Valley from the mine site.

## SOURCES

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Chandler Peter, *Head of Lake Wakatipu Schools Centennial 1884 – 1984: Kinloch , Rees Valley, Glenorchy, Kinloch Household, Paradise Household, Dart Valley Household, Routeburn household*, Central Otago News, Alexandra 1984

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<sup>175</sup> Julia Bradshaw, *Miners in the Clouds, A hundred years of scheelite mining at Glenorchy*, The Lakes District Museum, Arrowtown, 1997, p 54

<sup>176</sup> *ibid* p64

<sup>177</sup> *ibid* pp 70-71

<sup>178</sup> Julia Bradshaw, *Miners in the Clouds, A hundred years of scheelite mining at Glenorchy*, The Lakes District Museum, Arrowtown, 1997, p75

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Bradshaw, Julia, *Miners in the Clouds, A hundred years of scheelite mining at Glenorchy*, The Lakes District Museum, Arrowtown, 1997

Gillies, Jackie Paradise Conservation Plan, June 2002

Glenorchy Heritage Museum Group

Miller, F.W.G. *The Golden Days of Lake County*, 1949

Startup, R.M., *New Zealand Post Offices, Postal History society of New Zealand*, Whenuapai, 1993

**FILE NOTES**

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For further references on scheelite mining refer to Bradshaw, Julia, *Miners in the Clouds, A hundred years of scheelite mining at Glenorchy*, The Lakes District Museum, Arrowtown, 1997, Bibliography.

Oral History interviews of scheelite miners included in the above publication are accessible at the Lakes District Museum, Arrowtown as well as a box of archives in relation to Julia Bradshaw's book.

Note: no site visit was achieved as part of this project due to a lack to time achieved in the Glenorchy area.

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

**PHOTOGRAPH/NEGATIVE:** QT Heritage Working party & RReid



Original front of the house showing side addition



Paradise House side elevation

**NAME (including former names)**

**“Paradise House”**  
**Former “Eden Grove”**

**LOCATION/ADDRESS**

Paradise, 1771 Glenorchy-Paradise Road, North West of Glenorchy.

<b>HERITAGE ASSESSMENT</b>	
<b>Archaeological Value</b>	
√ <b>Architectural Value</b>	High
√ <b>Cultural/Traditional Value</b>	High
√ <b>Historical/Social Value</b>	High
√ <b>Landscape/Townscape Value</b>	High
√ <b>Rarity/Representative Value</b>	High
<b>Technological Value</b>	
<b>OVERALL HERITAGE VALUE</b>	High

AGE/DATES	1883
ARCHITECT/BUILDER	William Mason
MATERIALS	Wood with iron and stone
LOCAL AUTHORITY LISTINGS	
Local Authority	
NZHTPT	No
VALUATION NUMBER	2911131900
LEGAL DESCRIPTION	Section 30 Block II Dart SD
TYPE/USE	No present use
CURRENT OWNERS	Paradise Charitable Trust
CURRENT CONDITION	Fair - Poor

**SUMMARY OF SIGNIFICANCE**

Paradise House makes a significant contribution to local, regional and national history. It provides an insight into the development of tourism in the nineteenth and early twentieth century around Lake Wakatipu and wider Central Otago. It was one of the first guest accommodation lodges in the district providing a comfortable base in a stunning natural environment from which visitors could explore the outdoors. Its potential as a guest house was realised at a time before widespread commercialisation and when access to the area was very limited.

The fact that one family – the Aitkens were associated with the tourism trade and the running of the property for over 50 years provided continuity and experience that contributed to the success of the business. The family capitalised on the dramatic natural surroundings and were one of the first to develop outdoor guiding to nearby valley's and mountain peaks. This represents "an early type of adventure tourism on a family scale that provided people with an accessible experience of a wilderness environment"<sup>179</sup>.

The property has historical links to a number of local families having been passed from the Aitkens to the Veints to the Miller's. These families continued to provide small scale rustic accommodation for visitors and managed to maintain the atmosphere and access to the setting that continues to attract people today.

Paradise House has a strong association with a very important early architect in New Zealand – William Mason. Mason was the first architect to come to New Zealand and work in the profession. The fact that he designed and built this house at this location, and that it was his last undertaking before his retirement as an architect, gives the building national significance as well as rarity value.

The building represents the typical style of early colonial architecture and reflects Mason's considerable ability, differing considerably as it does from most other contemporary rural cottages particularly in its internal finishes. While there have been some modifications over the years, the building still clearly illustrates the original four roomed house and its wing of additions. These along with the Annex were constructed as a direct response to the tourism boom at the Head of the Lake.

The simple wooden building sits sympathetically in its natural surroundings and is a dominant feature upon entrance to the Paradise property. Paradise House was a notable place to visit and was inseparably linked to its surrounding wilderness. Its place in the landscape and as part of the surrounding district is a vital part of its heritage.<sup>180</sup> It also provides a focal point from which to understand the historical connections of a number of other cottages and huts found around the property. These are still being used as visitor accommodation and remain as an important intact group of buildings representative of Paradise in its hey day.

Today Paradise House and the Annex are tangible reminders of the thousands of people who stayed here, the families associated with the business, their way of life in a remote area, and the development of early tourism at the Head of the Lake.

## DESCRIPTION

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Paradise House is set on a raised terrace near Diamond Lake surrounded by beech forest and remnants of trees and shrubs from the original garden. The building is constructed of wood with a corrugated iron roof and stone chimneys. The property belongs to the Paradise Trust and encompasses 128 hectares of land including a large portion of beech forest. The landscape is dotted with a number of other interconnected historic cottages and trees.

## HISTORY

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Paradise House was designed and built by William Mason in 1883 as a residence for his retirement. He named his house at the head of the lake "Eden Grove" which was part of his 317 acres of "Paradise." Eden Grove claims fame as having been the last house designed and built by Mason, a prominent architect who ventured to New Zealand from England and Australia to take up the position of New Zealand's first architect in 1840. Mason played a key role in the creation of the new colony and by 1841 he had resigned from the government post and set up in private business. After a time in Auckland alternating between farming, architecture, and politics, he moved south to Dunedin in 1861. Amongst his many works in Dunedin were the BNZ bank, the impressive Post Office 1864 -68 (stock exchange building) and the 1864 Exhibition building in Dunedin. Unfortunately these three major buildings did not survive, however many of his other designs have. In 1865 Mason became mayor of Dunedin, the first „city“ in New Zealand. In 1878 Mason set up in partnership with Nathaniel Wales who eventually took over from Mason upon his retirement. Mason and Wales architectural practice still operates today.<sup>181</sup>

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<sup>179</sup> Heather Bauchop Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002

<sup>180</sup> Heather Bauchop Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002 p2

<sup>181</sup> Jackie Gillies Conservation Plan June 2002 pp33-40

“Eden Grove” was originally a four roomed house built on a slightly elevated terrace facing the Turret peaks with views of the Dart Valley and over of Diamond Lake.<sup>182</sup> After a few years of farming, Mason added 15 rooms to the house in order to run it as a guest house which was said to accommodate 60<sup>183</sup> people. He had employed David and Jane Aitken to assist with the running of the farm and property<sup>184</sup> but moved back to Queenstown with his second wife Kate in 1890 due to failing health. Apart from two years when the Aitkens' left to farm in the nearby Rees Valley, (1888-1890) the Aitken family were to remain associated with the Paradise property for over five decades.

In 1890 the Aitkens returned to run the guest house and signed a lease on the property in 1891. They then purchased the whole property from the Masons in 1893 at which time it became known as “Paradise House”<sup>185</sup> It was run as a boarding house by the Aitken family providing accommodation for adventurous travellers to the head of Lake Wakatipu for over 50 years. (mid 1880s –1942) As a pioneer family tourism business, Paradise House enjoyed much success, attracting thousands to the scenic wonders of the nearby Dart, Rees and Routeburn Valleys as well as Diamond Lake, Mount Earnslaw and Mt Alfred all within easy reach. Set in a beech forest glade it was, as the name suggests quite a “paradise” and by all accounts an enjoyable “get away” to another world.

Access to this isolated region was limited initially, and dependent on the Lake Wakatipu fleet of steamers. There was no road access into the area from Queenstown until 1962. However once the route from the south was opened up with a rail – lake steamer connection at Kingston (from 1878 onwards), more regular steamer services made the run up to Glenorchy, and there was a constant flow of visitors to the region.

Paradise became the centre of tourism activity during the 1890’s when day trips became the trend to the Head of the Lake. These types of visitors known as “day trippers” or “excursionists” increased in general in relation to improved access from the south and a reduction in rail and steamer fares.<sup>186</sup> This was particularly the case when the Government (NZ Rail) took over the steamer services in 1902 from private enterprise and reduced freight and passenger fares<sup>187</sup> by 25%.<sup>188</sup> The launching of the TSS Earnslaw in 1912 further boosted visitor numbers to the area, the steamer being able to carry 1035 passengers.<sup>189</sup> Life was very busy for the Aitkens growing and preparing vast quantities of food and cooking a three course lunch meal for day trippers on three days of the week when the Earnslaw arrived at Glenorchy. Sometimes there would be three or four sittings and up to 60 people to cater for.

In general the tourist numbers were sustained at the house throughout the 1900s. Only once between 1900 – 1914 did tourist numbers fall below 200 a year. The average number of tourists staying at Paradise House between 1891 and 1900 was 144 per year. From 1900 – 1914 this average rose 265 per year, only falling once during this period to below 200 a year.<sup>190</sup>

Overseas visitors were common, particularly from Great Britain and Australia. One visitor commented; “*The praises of Paradise had reached most of us in the back blocks of Australia....*”<sup>191</sup>

Just getting to Paradise from Glenorchy was a memorable experience, first via horse and buggy and then from 1919 by automobile. Descriptive names of places of interest were revealed along the way as visitors travelled through Heavens Gate, and over the River of Jordan and once on the property explored such places as the Rock of Ages and the Garden of Eden.<sup>192</sup>

A steady trail of tourists ventured into this rugged landscape to marvel at the scenery and be accommodated at Paradise House. It provided a safe haven from which to explore the remote wilderness of the immediate landscape partaking in a network guided walks, climbs and horse rides into the

<sup>182</sup> John Stacpoole, William Mason: *The first New Zealand Architect* Auckland University Press, Auckland, 1971 p115-117 cited in Heather Bauchop Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002 p9

<sup>183</sup> “Historical Corner” p92 15 November 1947 [newspaper clipping, no source noted] in Paradise Guest House visitors Book, PC 156, cited in Heather Bauchop, Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002 p9

<sup>184</sup> Heather Bauchop, Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002 p9

<sup>185</sup> *ibid* p4

<sup>186</sup> David L MacFarlane, *The Development of Tourism at the Head of Lake Wakatipu*, 1860-1914. BA Hons, History Department, University of Otago 1983, p32

<sup>187</sup> RJ Meyer, *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963 p11

<sup>188</sup> AJHR 1904 d/2 piii, cited in David L MacFarlane, *The Development of Tourism at the Head of Lake Wakatipu*, 1860-1914. BA Hons, History Department, University of Otago 1983, pp48-49

<sup>189</sup> Malcolm Mackay, *Lady of the Lake: The TSS Earnslaw Story*, Malcolm Mackay, Queenstown 1999, pp6-7 cited in Heather Bauchop Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002 p6

<sup>190</sup> Paradise Visitor books cited in MacFarlane p56

<sup>191</sup> Paradise Visitors Book vol 2, 1896 p3 as cited in MacFarlane

<sup>192</sup> Heather Bauchop, Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002 p12

surrounding valleys.<sup>193</sup> Guidebooks of the day sung the praises of the scenic splendour, outdoor opportunity and excellent accommodation at Paradise. Gardiner's guide book stated. "*there is ample accommodation for visitors wishing for a quiet holiday amongst Forest, Lake and Mountain scenery of beauty unsurpassed*" The rates were 30 shillings per week or 6 shillings per day.<sup>194</sup>

The guided excursions were an important part of the operation at Paradise House and members of the Aitken family were kept busy ensuring that people could enjoy the wilderness while being in the safety of guides. David and Jack Aitken guided the valley day trips, and the visitor books praised the men for their outdoor abilities.<sup>195</sup> This was to set the scene for longer walks to places like Te Anau and over the Dore Pass to Glade House on the Milford Track, another early tourist accommodation lodge.

There was also fishing, rowing, and golf on offer from the house while others preferred painting, botany, or bird watching.

A wide range of people were lured to the place and many stayed a while, particularly honeymooners, naturalists, climbers, photographers and artists. Visitors left rave reviews in the Paradise visitor books of the great hospitality, comfort, and food at the accommodation house, much of which was home grown in a large veggie garden on the property. The house was surrounded by gardens and orchards with a native bush backdrop. A pathway lead through native beech forest to the "Garden of Eden" just a few minutes walk from the house where a small cottage was built during World War I for a scheelite mine worker and his wife.<sup>196</sup> (The scheelite mine is located on the Paradise property near Mt Alfred.)

Part of Paradise House was used as a post and telegraph office from 1894 – 1903, and then from 1929-1979.<sup>197</sup> The dining room was used once a month for a church service for locals and there was a household school at Paradise.<sup>198</sup> The house was therefore quite a focal point of community service and activity throughout its history.

David Aitken died in 1928 and during the Depression years funds became tight. However Jane Aitken ended up allowing scheelite miners, working the Paradise mine on the property, to board at the House for no fee. In 1932 the Aitken family sold the property to Jack Thornton, a storekeeper in Glenorchy, in order to pay off their store debts. However the Aitken women continued to operate the guest house until 1942.<sup>199</sup> In 1944 the property was sold to Lloyd Veint, a miner of Queenstown who continued to run the property as a guest house until 1949. During this time visitors were offered guided tours of the scheelite mine on the property. The number of steamer trips up the lake was reduced in the 1940s and it became harder to make a good living.<sup>200</sup>

In 1949 Veint sold to Thomas Hugh Miller, a farmer of Glenorchy and a widely travelled businessman who had come from Bermuda. He and his wife Madjesia Miller had grand ideas about rebuilding a luxury hunting and fishing lodge on the property. Although he managed to gain a tourist license his plans were never realised. Paradise House ceased operating as a guest house at this time but the public were still able to stay in the various huts and cottages on the property.<sup>201</sup> In 1967 the property was transferred to Thomas Millers son, David Miller and in 1998 before his death he formed a charitable trust, "Paradise Trust" and gifted the property to them.<sup>202</sup> The Miller's had maintained the philosophy of making the property accessible to people. Schools and university groups, focused on outdoor education, have been coming to the place for many years as have other visitors happy to experience the rustic accommodation provided in this wilderness setting. More recently the property has attracted film crews including Peter Jackson's movie the Lord of the Rings trilogy.

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<sup>193</sup> Heather Bauchop, Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002

<sup>194</sup> JW Gardiner, *Gardiner's Reliable Tourist Guide to Wakatipu District and Lakes*. Gardiner Queenstown, 1894 -95, p33 pp39-40 cited in Paradise Conservation Plan, June 2002 p12

<sup>195</sup> *ibid* p19

<sup>196</sup> *ibid* p15

<sup>197</sup> RM Startup, New Zealand Post Offices, Postal History of New Zealand, Whenuapai, cited in Paradise Conservation Plan June 2002.

<sup>198</sup> RM Startup, New Zealand Post Offices, Postal History society of New Zealand, Whenuapai, 1993, p182 cited in Paradise Conservation Plan, June 2002 Footnote 49 p13. Peter Chandler, Head of Lake Wakatipu Schools Centennial 1884-1984, Central Otago News, Alexandra 1984, p10

<sup>199</sup> Interview with Mary Aitken by Heather Bauchop, 3 October 2001 cited in Heather Bauchop Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002, p23

<sup>200</sup> Geoff Ockwell, "Understanding Place: A Case Study." MPhyEd, University of Otago, Dunedin, 2001, p66 cited in Heather Bauchop Historical notes...p24

<sup>201</sup> Heather Bauchop, Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002 p24

<sup>202</sup> Heather Bauchop, Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002 pp 4-5

The Paradise Trust aims to encourage Queenstown Lakes District residents, children, groups of people with disabilities as well as the general public to utilise Paradise for education and recreation in a sustainable way. In managing the property the Trust is also charged with ensuring the preservation, conservation, protection and management of the open space, natural resources, wildlife, birdlife, indigenous vegetation, flora and fauna of Paradise.<sup>203</sup> It is the intention of the Trust to avoid any development or use which would substantially alter the existing character and experience of Paradise.

## ARCHITECTURAL DESCRIPTION

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Paradise House, like others on the Paradise site, is an example of early colonial architecture. Together they illustrate a cohesive style typical of the era. They represent an era when building materials were limited and the provision of shelter was a priority.

*"Paradise House was simply built with timber construction and details and showed William Mason's characteristic sense of proportion and balance."<sup>204</sup> "Internally it was most unlike similar cottages found in such remote areas and reflected the home of a well travelled man of quality experience"<sup>205</sup>*

Originally the house was a simple four roomed dwelling in the typical style of early colonial architecture. It was surrounded by a formal garden to the east and the front door entrance was approached through a wide garden path bordered by espaliered fruit trees and many flowers.

The house was approximately square with a low pitched pyramid roof over and possibly a lean-to kitchen at the back. Each end had a tall plastered stone chimney with galvanised iron pots. The walls are clad in painted ship lapped weatherboards. The windows are large with well proportioned 2-pane double hung sash windows and generous moulded exterior architraves. It is not clear whether Mason's original building included a verandah along the front elevation, although one was clearly present soon after.

Internally Mason's house was less typical. Unlike the more usual 4 roomed cottages of the time, with a parlour and bedroom at the front and a second bedroom and kitchen at the back, Mason appears to have built two rooms at the front and then one large room extending the entire width of the house at the rear. The walls were lined in 6 inch tongue and groove panelling fixed vertically, varnished and originally had no skirting board.<sup>206</sup>

It is unclear where the kitchen to Mason's original house was, whether it was in a lean-to, or inside the main house. By circa 1900 it certainly appears to have been roughly in its present position.

With the decision to change the building (circa 1885) into a guest house, additions had to be constructed. At first this was a detached weatherboard structure about 2 metres away to the south of the house. It consisted of four double bedrooms. Internally the floors were 150mm (6") tongue and groove and walls were rough sawn rimu sarking with hessian scrim and wall paper over. The corridor walls were beaded with tongue and groove to dado height with moulded skirting and a dado rail.<sup>207</sup>

Soon after the first addition was complete it seems that a further guest wing was added (c: 1892) directly onto it to create six single bedrooms. This one matched the first in detail and style. It was a simple gabled structure "not as elegant as the original house and much of the detailing is of a different style. *"It is hard to believe that they were designed by Mason, whose work was characterised by elegance and formality"*<sup>208</sup>

A Post and Telegraph Office was added off the dining room circa 1894 which appears to have been approximately 2.5m square. It could only be accessed from inside.

It is thought that a link from the main house to the guest rooms was done around 1895 via a low pitched roof tucked under the eaves of each building and enclosing the space below. At some time after 1910 the roof to the main building was completely remodelled and extended to the edge of the guest wing roof. It is thought that the kitchen was doubled in size at about this time also. The original bathrooms were altered in 1944 by Lloyd Veint and extra toilets were added as well as removal of some of the partitions of original early bedrooms. During Millers ownership (after 1949), pinex linings were fixed over original finishes in the

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<sup>203</sup> Deed of Trust forming the Paradise Trust, Cruickshank Pryde Solicitors Invercargill 27 July 1998.

<sup>204</sup> Jackie Gillies, Paradise Conservation Plan, June 2002, p40

<sup>205</sup> John Stacpoole, William Mason: *The first New Zealand Architect* Auckland University Press, Auckland, 1971, cited in Jackie Gillies, Paradise Conservation Plan, June 2002, p40

<sup>206</sup> Jackie Gillies, Paradise Conservation Plan, June 2002, p49

<sup>207</sup> *ibid* p 51

<sup>208</sup> *ibid*

dining room and all the guest bedrooms. They also partitioned off part of the dining room to create a smaller room.<sup>209</sup>

*“Paradise House underwent rapid change and improvement in its first thirty or so years, but then appears to have had a long period of stasis followed by a slow but steady decline”*<sup>210</sup>

In the 1980s and 90s Dave Miller decided to make some improvements to the homestead with the aim of making it available for overnight visitors again as a luxury lodge. He added a lean-to laundry on the west elevation and extended the verandah from the east elevation right around to the far side of the kitchen on the West elevation. Re-piling of the first wing addition was undertaken as well as general maintenance work and relining the kitchen.<sup>211</sup>

### **The Annex (c: 1893 – 1900)**

This is a separate building located to the east of the homestead and built in response to increasing tourist demand at the site. It faced the original driveway into the property and is a long single storey building comprising of a number of rooms connected by a verandah along one side. Originally it had five double bedrooms, two with fireplaces, but today only two remain as bedrooms, the others being altered to become a kitchen and bathroom and general space. It is clad in white painted weather boards, each room having two four - pane double hung windows and a door opening onto the concrete base verandah. The most major modification has been the removal of the end room and its conversion to open space and car parking.<sup>212</sup>

While there have been some changes to the structure, for the most part the building is intact and still contains original wood panelling and a line of individual rooms that can still be easily read. The Annex was an important part of the accommodation for visitors to Paradise House and as such is intrinsically linked to the history of the whole guest house operation. Twenty four people could be accommodated at Paradise, ten of which slept in the Annex. It is still being used for accommodation today and is in good condition.

## **LANDSCAPE/TOWNSCAPE SUMMARY**

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Paradise House was a notable place to visit and was inseparably linked to its surrounding wilderness. Its place in the landscape and as part of the surrounding district is a vital part of its heritage.<sup>213</sup>

The simple colonial style wooden building sits sympathetically in its natural beech forest and mountainous surrounds and is a major feature upon entrance to the Paradise property. It has unity in terms of scale and design in relationship to its immediate surroundings.

It provides a focal point from which to understand the historical connections of a number of other cottages and huts found around the property that are still associated with visitor accommodation. These remain as an important intact group of buildings representative of Paradise in its tourism and mining hey day.

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<sup>209</sup> ibid p52-53

<sup>210</sup> ibid

<sup>211</sup> Ibid

<sup>212</sup> ibid p59

<sup>213</sup> Heather Bauchop Historical notes in Jackie Gillies, Paradise Conservation Plan, June 2002 p2

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## FILE NOTES

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Further architectural detail about all of the buildings at Paradise can be found in Jackie Gillies, *Paradise Conservation Plan 2002*.

At present the main house is in fair - poor condition. While some general maintenance has helped keep the interior dry there is a need to establish an overall plan for the buildings' future as soon as possible if it is to be preserved and used in the future as part of the accommodation or as an education venue. Given its importance in local, regional and national history the building is in a good position to qualify for heritage funding from various sources.



Part of the Annex,



Annex with Paradise House wing in background

ENTERED BY: Rebecca Reid

DATE ENTERED: June 2005

PHOTOGRAPH/NEGATIVE: RReid June 05



Kinloch Accommodation Lodge June 2005

**NAME (including former names)**

**Kinloch Lodge**

**Former Kinloch Accommodation House  
Former Glacier Hotel**

**LOCATION/ADDRESS**

Armadale Street, Kinloch, Head of Lake Wakatipu

**HERITAGE ASSESSMENT**

**Archaeological Value**

✓ **Architectural Value**

High

✓ **Cultural/Traditional Value**

High

✓ **Historical/Social Value**

High

✓ **Landscape/Townscape Value**

High

✓ **Rarity/Representative Value**

High

**Technological Value**

**OVERALL HERITAGE VALUE High**

AGE/DATES	Constructed c;1868
ARCHITECT/BUILDER	
MATERIALS	Wood with iron and stone
LOCAL AUTHORITY	
LISTINGS	
Local Authority	
NZHPT	No
VALUATION NUMBER	29111217000
LEGAL DESCRIPTION	Section 4-6 Block XX Town of Kinloch
TYPE/USE	Accommodation lodge/restaurant
CURRENT OWNERS	John and Toni Glover
CURRENT CONDITION	Good

## SUMMARY OF SIGNIFICANCE

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The former Glacier Hotel building represents the beginnings of accommodation lodges at the Head of Lake Wakatipu and provides an insight into the early settler's way of life in a remote and mountainous setting. It has strong association with the development of the timber milling industry at Kinloch and the development of tourism in the Lake Wakatipu District.

It is a reminder of a key local family – the Bryants who were responsible for establishing a pioneer tourism business that capitalised on the scenic qualities of the area and visitors needs for comfortable lodgings in a remote setting. It appears to have been the first base from which “eco tour guiding” was established in the district and the Bryant family continued to develop these outdoor opportunities and the infrastructure to support them such as opening up the road to the Routeburn Track. The Bryant family were associated with the accommodation and guiding business at Kinloch for over a century and this continuity of knowledge and experience contributed to the success of the business.

The building is considered to be a good representative of settler architecture and it provides an insight into the other two accommodation lodges of similar style that once complimented this main house. It is unique in style and scale in the district and is a very authentic, now rare representation of a building constructed in the late 1860s.

The classic colonial wooden building with its steep pitched roof is a landmark at Kinloch and sits sympathetically in its natural beech forest and mountainous surroundings. The relationship of the building to the natural environment forms a significant part of its heritage and landscape value and the spatial quality around the building is an important part of its historical setting. As such it provides an authentic and valuable snapshot of how the accommodation lodge looked in the landscape in its hey day.

The building is a tangible reminder of the hundreds of people who stayed here and the Bryant family association with Head of the Lake. It also provides a focal point from which to understand the historical connections to the immediate landscape. The fact that the building is still being used for its original purpose creates an important and very real connection to its history.

## DESCRIPTION

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The Kinloch Lodge is a building constructed of beech timber with totara piles and an iron roof. It has two substantial original stone chimneys. The building is located on Armadale Street in the centre of Kinloch Township and is surrounded by two wings of single storey rooms out to either side of the historic structure. The main building is intact and authentic, having had interior restoration work achieved over the past 5 years.

## HISTORY

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The former Glacier Hotel was thought to have been built around 1868 by Richard Cogar Bryant for himself and his new wife Mary Anne when they settled at the head of the lake. Bryant came from Penzance, Cornwall and arrived in Otago in 1860. In 1864 Bryant became the first harbour master for Lake Wakatipu and was a Queenstown policeman from 1862-65. By circa 1870 he had realised the need for worker and visitor accommodation and established the “Kinloch Accommodation House” which later became the “Glacier Hotel”<sup>214</sup> This was apparently named after the Glacier Burn that is fed from the Bryant Glacier nearby. Initially the hotel catered largely for the staff working at the Mill Creek sawmill below Kinloch, taking advantage of the abundance of beech forest in the area. The Bryant family were to remain associated with the place for over 100 years. The Glacier Hotel is thought to have been operated as a bush licence under the old law. In the 1870's it consisted of several buildings, bar, dining room with the accommodation being separate.<sup>215</sup> The Bryant's were quick to see the potential in catering for early tourists and had two separate houses built near their home by Messrs Luckie and Fletcher. They were constructed of heart red beech and totara at 10 shillings per one hundred feet, supplied by one of the nearby mills.<sup>216</sup> The roofs of all the houses were said to be shingled using only the heart wood.

<sup>214</sup> T. Bracken, *The NZ Tourist*, Dunedin 1879 p21, cited in David L MacFarlane, *The Development of Tourism at the Head of Lake Wakatipu*, 1860-1914. BA Hons, History Department, University of Otago 1983, p 7

<sup>215</sup> Peter Chandler, *Head of Lake Wakatipu Schools Centennial 1884 – 1984: Kinloch , Rees Valley, Glenorchy, Kinloch Household, paradise Household, Dart Valley Household, Routeburn household*, Central Otago News, Alexandra 1984. p 21

<sup>216</sup> Doreen McKenzie, *Road to Routeburn: The Story of Kinloch, Lake Wakatipu*, John McIndoe, Dunedin, 1973

In 1870 Kinloch had been surveyed by A.D. Wilson and the resulting map showed hundreds of quarter acre sections and plans for a whole township. It was presumably intended to be an inland terminus and Bryant was no doubt hopeful of the traffic flow from the proposed Martins Bay settlement and port on the West Coast. However neither the road nor the township ever came to fruition.

In 1874, astronomers that were part of the United States Transit of Venus expedition, stayed at Kinloch Accommodation House while carrying out their observations. (the transit of the planet Venus across the solar disk.)<sup>217</sup> Such visits helped put Kinloch on the map but it was the completion of the rail to Kingston from the South in 1878 that really created a boost to tourism in the Lakes District. The tourism industry became the focus of the Bryants livelihood as they continued to cater for people arriving by steamer to access the scenic wealth of the surrounds.

In 1878 the Glacier Hotel was reported as being “excellent and extensive with the only criticism being insufficient stabling.”<sup>218</sup> Guiding tourists by horse around the Kinloch area started in the 1870s by Mrs Greig, a local woman employed by Bryant. It is likely that this was the first organised guiding operation at the Head of the Lake. During the 1880s visitation was steady and between 132 and 245 people stayed at the Glacier Hotel per year.<sup>219</sup>

In 1884 an unknown author described his impression of the hotel and the proprietor, R Bryant; *“The hotel is a building by itself some 30 yards removed...and the bedrooms are in a building by itself about 20 yards from the dining room; while the landlord is removed more than double the total of these distances from the average standard of rational humanity. However the accommodation is very good, everything is scrupulously clean, the liquors are of superior quality and do not appear to be affected by the febrile temper of the landlord.”*<sup>220</sup>

On 19 February 1886 the Lake Wakatip Mail reported; *“Things are looking better than ever. The people of NZ and Australia are beginning to find out the beauties and grandeur of our lakes. Already the host Bryants resources have been pretty well taxed, but yet he can accommodate more, as he is able to sleep over 30 every night.”*

Bryant’s licensed bar continued in the front room of the house until 1896 when the liquor licence was relinquished. However they continued to provide accommodation and guiding for tourists. The Glacier Hotel was a focal point for the small isolated community who were reliant on the lake steamers for news of the outside world. There was no road to Glenorchy or Queenstown until 1962 and the Bryant family had to be entrepreneurial to survive. They ran a Post Office from 1883 – 1936 from a building near the site,<sup>221</sup> and established early tourism opportunities capitalising on the landscape. In the 1880s horses and guides were provided and were popular with many visitors who ventured into the Routeburn and surrounding valleys on horse back for about 10 shillings per day. One of Richards’s son’s, Harry Bryant started guiding when he was 15. He took people to Lake Sylvan, Routeburn, Diamond Lake and Rees Valley which became favourite day trips. An overnight trip to the Harris Saddle on the Routeburn was also offered aided by Harry Birley, another early guide in the district.<sup>222</sup> Mrs Bryant created a fernery near the house which became popular with guests as did the lawn tennis court which was cut out of the hillside in the 1880s. Clergymen from Queenstown paid a monthly visit to Kinloch and held services in the front room of the big house for locals and travellers.<sup>223</sup>

The tourism business at Kinloch took a blow with two major bush fires sweeping the hillside in 1887 and 1895. Luckily the buildings survived the fires but the scarred blackened hillsides certainly reduced the ambience and natural atmosphere of the place for a time. During the 1890s “day trippers” or “excursionists” became the trend to the Head of the Lake who were taking advantage of better access from the south and reduced rail and steamer fares. At this time nearby Paradise House became very popular, providing lodgings or lunches and a wide range of guided trips into easily accessible valleys and mountains such as the Dart and the Rees as well as Mt Earnslaw, and Mt Alfred. The success of Paradise House was sustained during the 1900s and the hotels at Glenorchy and the Bryants Glacier Hotel turned to focus more on transportation and guiding.

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pp 20-25

<sup>217</sup> Queenstown Courier, newsletter of the Queenstown and District Historical Society Issue 9, 1972

<sup>218</sup> Lake Wakatip Mail 6 June 1878, p3

<sup>219</sup> David L MacFarlane, *The Development of Tourism at the Head of Lake Wakatipu*, 1860-1914. BA Hons, History Department, University of Otago 1983 p 21

<sup>220</sup> The Descriptive Guide to Lakes Wakatipu and the Southern Alps of Otago NZ, Dunedin 1884, cited in David L MacFarlane, *The Development of Tourism at the Head of Lake Wakatipu*, 1860-1914. BA Hons, History Department, University of Otago 1983, p44

<sup>221</sup> *ibid* p18

<sup>222</sup> Doreen McKenzie, *Road to Routeburn: The Story of Kinloch, Lake Wakatipu*, John McIndoe, Dunedin, 1973, p32

<sup>223</sup> Doreen McKenzie, *Road to Routeburn: The Story of Kinloch, Lake Wakatipu*, John McIndoe, Dunedin, 1973 pp 26-32

The Glacier Hotel business went into decline from 1895 due to the fire and financial difficulties and personal misfortune.<sup>224</sup> The early 1900s saw the Bryant family start to guide again from the hotel which was not initially reopened for accommodation. By 1906 the Glacier Hotel was looking „lonely and dejected.“<sup>225</sup> but Tom Bryant, the third son of Richard and Mary, started using horses and buggies to take trampers part way up to the Routeburn walking tracks. He could take 6 passengers with their packs to Lake Sylvan (as far as the road had progressed) for 10 shillings per passenger. The days of viewing the upper Routeburn Valley from horseback had come to a close and trampers either walked from the steamer at Kinloch or rode the buggy part way to the Routeburn track entrance.

In 1909 Tom Bryant repurchased the main house and cottage from the mortgagee. At this time the shingles were removed from the hotel and replaced with iron and the whole house was restored. By 1911 it was up and running again. There was no alcohol or advertising of the business but it was still a busy place, taking the overflow from the three hotels and boarding houses in Glenorchy.<sup>226</sup>

With the arrival of the TSS Earnslaw on Lake Wakatipu in 1912, more and more tourists made the trip to the Head of the Lake. This enabled Harry to buy an Oakland car in 1929 and carry tourists up the Routeburn Road end. He continued to acquire vehicles for guiding purposes and in 1937 bought his first Ford bus, a vehicle described as having “*elastic capacity*.”<sup>227</sup> After the Second World War he added further to his fleet until by 1946 he could carry up to 100 passengers each trip in three open air buses, (if not somewhat overloaded).<sup>228</sup> Two hundred to four hundred people were arriving on the Earnslaw two – three times a week and Harry’s wife Connie was cooking about 300 lunches with limited facilities from the house.<sup>229</sup> At its peak the Byrants transport business was transporting 12000 people a year on six buses.<sup>230</sup> The service came to an end in the 1969/70 season when regular steamer excursions were terminated to Kinloch due to the prior opening of the Glenorchy – Queenstown Road.<sup>231</sup> It was the end of an era for the Bryant family who were responsible for the earliest development of accommodation and guiding at the head of the lake and who were associated with the accommodation business at Kinloch for over a century. The existing accommodation house was a key part of the business and provides a tangible reminder of the beginnings of timber milling and tourism in the Lakes District.

In October 2000 John and Toni Glover took over the property and the rooms in the main house were refurbished creating four queen or double sized heritage rooms and two bathrooms. The exterior of the building has been recently painted and the two stone chimneys touched up. Prior to their purchase of the property, the lodge was only opened by arrangement generally for self catering groups.<sup>232</sup> The fact that the structure is still being used for its original purpose is significant, providing a continuity of use for 135 years. It has a strong connection to the development of tourism and outdoor guiding and is a reminder of the importance of the Lake Wakatipu and the steamers that plied her waters to bring supplies and visitors to explore this unique part of the county.

## ARCHITECTURAL DESCRIPTION

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The Kinloch Lodge it is an excellent example of wooden colonial architecture. It is largely authentic and intact and the main historic house can be clearly read. There have been various add-on lean-toos at the rear to establish dining and kitchen areas. These currently do not dominate the main historic feature and are reflective of part of the buildings history in relation to space requirements to support the accommodation business.<sup>233</sup>

The building has a classic simple pioneer profile and the approach from Lake Wakatipu and Kinloch Road emphasizes the tall single gable and low set veranda. It represents the simple building craft of its time and the influence of early timber milling with the construction of local beech pit sawn timber. It has typical pioneer double hung sashes, „jamb tongue“ profile glazing bars and baltic pine doors with heavy „bollection“ mouldings.

<sup>224</sup> David L MacFarlane, *The Development of Tourism at the Head of Lake Wakatipu*, 1860-1914. BA Hons, History Department, University of Otago 1983 p 24

<sup>225</sup> Doreen McKenzie, *Road to Routeburn: The Story of Kinloch, Lake Wakatipu*, John McIndoe, Dunedin, 1973, p 67, Peter Chandler, Head of Lake Wakatipu Schools Centennial, 1884 – 1984 p21

<sup>226</sup> Doreen McKenzie, *Road to Routeburn: The Story of Kinloch, Lake Wakatipu*, John McIndoe, Dunedin, 1973, pp 72-74

<sup>227</sup> Peter Chandler, Head of Lake Wakatipu Schools Centennial, 1884 – 1984 p 21

<sup>228</sup> Mountain Scene article, *Bus Proprietor Retires* 17/5/73,

<sup>229</sup> Doreen McKenzie, *Road to Routeburn: The Story of Kinloch, Lake Wakatipu*, John McIndoe, Dunedin, 1973, p124

<sup>230</sup> Mountain Scene article, *Bus Proprietor Retires* 17/5/73,

<sup>231</sup> AJ Del a Mare, *Wakatipu’s Golden Days*, 2000.

<sup>232</sup> Mountain Scene article 22/11/2000, *Kinloch Lodge gets a major makeover*.

<sup>233</sup> Note: more research is required with regards to age and dates of lean-to additions and side additions.

In relation to site amenity, the building is sympathetic and welcoming, accented by the native timbered hillside behind. The materials and colour of the structure blend in well with its setting.

There are low single story accommodation wings out to each side set to the rear of the original building. These effectively leave the East, North and South facades of the historic house unchanged and easily seen.<sup>234</sup>

It is possible that some of the workers huts from the West Arm settlement on Lake Manapouri that were housing men building the first tail race tunnel (c. 1960s) were shifted to the site and joined into a run of rooms to form the Kinloch accommodation wings.<sup>235</sup>

**Architectural comments provided by Owen Lawrence, Registered Architect, Arrowtown.**

## LANDSCAPE/TOWNSCAPE SUMMARY

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The Kinloch Lodge has intrinsic links to the surrounding environment. It is set at the base of the significant Humboldt Mountains and literally at the head of Lake Wakatipu, (the meaning of the name Kinloch)

There is a strong visual and historical connection between the Lodge, road and wharf and this should be retained.

The classic colonial wooden building with its steep pitched roof is a landmark at Kinloch and sits sympathetically in its natural beech forest and mountainous surroundings. The relationship of the building to the natural environment forms a significant part of its heritage and landscape value and the spatial quality around the building is an important part of its historical setting. As such it provides an authentic and valuable snapshot of how the accommodation lodge looked in the landscape in it's hey day.

## SOURCES

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Byrant, E.R, *The Bryant's of Kinloch and Owaka, Richard Cogar Bryant and his descendants- A brief history*. Progress Print Ltd 1987

T. Bracken, *The NZ Tourist*, Dunedin 1879

Chandler, Peter, *Head of Lake Wakatipu Schools Centennial 1884 – 1984: Kinloch , Rees Valley, Glenorchy, Kinloch Household, paradise Household, Dart Valley Household, Routeburn household*, Central Otago News, Alexandra 1984.

Del a Mare, AJ, *Wakatipu's Golden Days*, 2000.

Discussion with owner, John Glover at Kinloch on 22 June 2005 by Rebecca Reid

Gillies, Jackie, *Paradise Conservation Plan*, June 2002

Glenorchy Heritage Museum Group

Lake Wakatipu Mail 6 June 1878

MacFarlane, David L, *The Development of Tourism at the Head of Lake Wakatipu, 1860-1914*. BA Hons, History Department, University of Otago 1983

McKenzie, Doreen, *Road to Routeburn: The Story of Kinloch, Lake Wakatipu*, John McIndoe, Dunedin, 1973

Mountain Scene article, *Bus Proprietor Retires* 17/5/73,

*The Descriptive Guide to Lakes Wakatipu and the Southern Alps of Otago NZ*, Dunedin 1884

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<sup>234</sup> Pers comm., Owen Lawrence, Registered Architect, Arrowtown.

<sup>235</sup> Pers comm. John Glover, current owner of Kinloch lodge, 22 June 2005

**FILE NOTES**

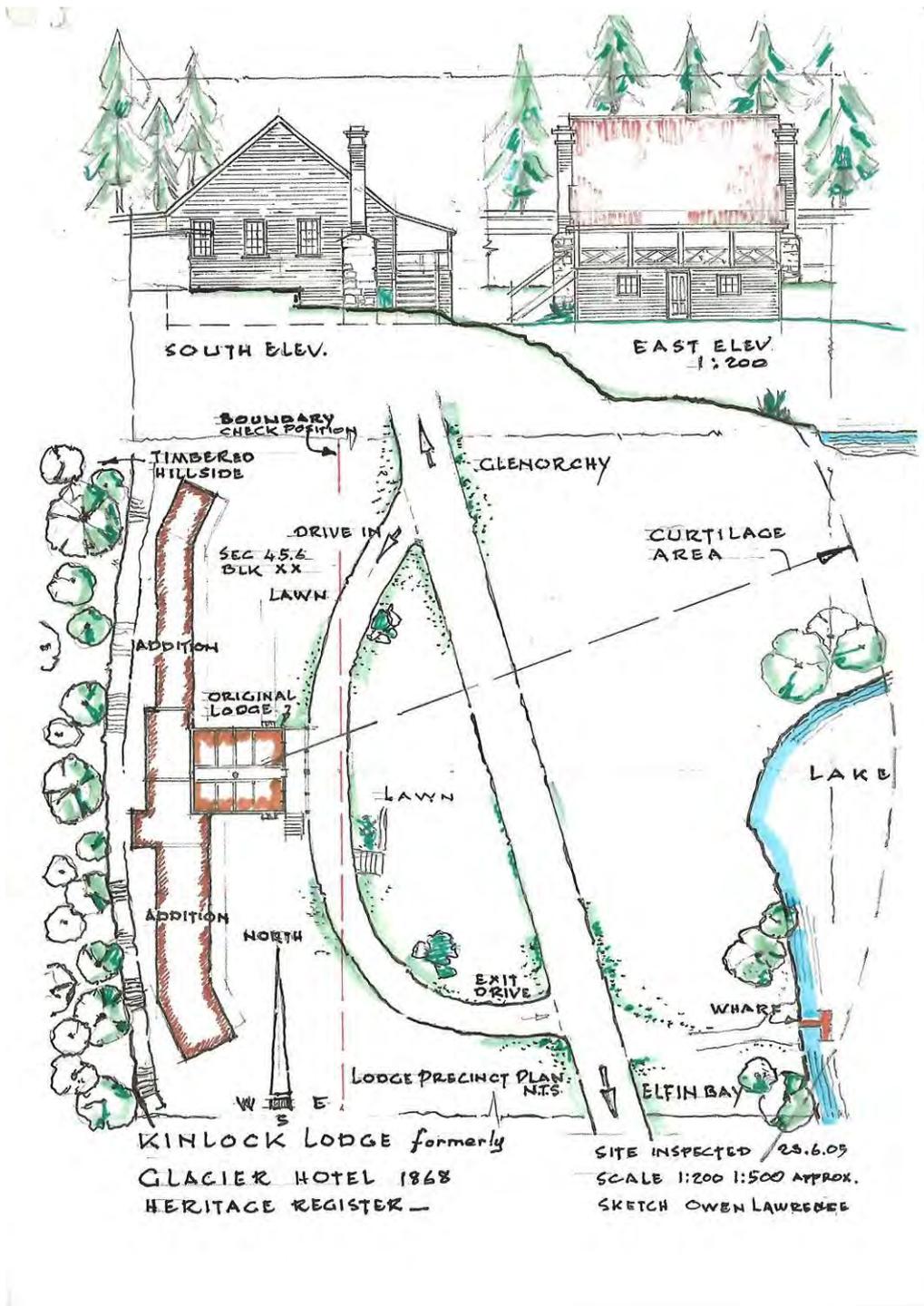
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**Recommendation**

Consideration should be given to ensuring the protection of the spaces around the building which provide a vital part of the buildings heritage value in context with its landscape setting. This could easily be eroded if any building was to be constructed behind the lodge or if for example the front garden area to the road was altered in a major way. Any consideration of rebuilding to either side of the existing structure should take into account that at present you can clearly read the shape of the historic building and that the side elevations form a large part of its aesthetic and architectural appeal.



Kinloch, circa 1870's. Shows Kinloch lodge central building with two accommodation lodges either side. (EL 4203 in EA37 LDM)



ENTERED BY: Rebecca Reid

DATE ENTERED: June 2005



**NAME**

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**Old School Building, Glenorchy School**

**LOCATION/ADDRESS**

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71-81 Oban Street, Glenorchy

**Constructed** - early 1900's (1920's?)

**Building Type/Use** - Education

**Materials** - Wood and iron

**Style** -

**Architect** -

**Builder** -

**NZHPT Register** –

**District Plan Status** -

**Valuation number** - 2911116000

**Legal Description**- Block VI Glenorchy Town

**Heritage Assessment**

Historic and Social Value - High

Cultural and Spiritual Value - Moderate

Architectural Value - Moderate

Townscape and Context Value - High

Rarity and Representative Value - Moderate

Technological Value - Low

Archaeological Value - Low

**Overall Heritage Value** - Moderate

**DESCRIPTION**

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The school building is a constructed of wood with an iron roof. It is currently located on the Glenorchy School site on Oban Street. It was originally located near Bucklerburn.

**HISTORY**

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The building was originally sited near Bucklerburn.

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

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The school building is important for high community association. It consequently has high social and historic, and context and townscape values. The building is not on its original site and has been slightly modified. It is not considered a rare building however there are very few left within the District. In its current location it is highly visible and considered a landmark within the Township.

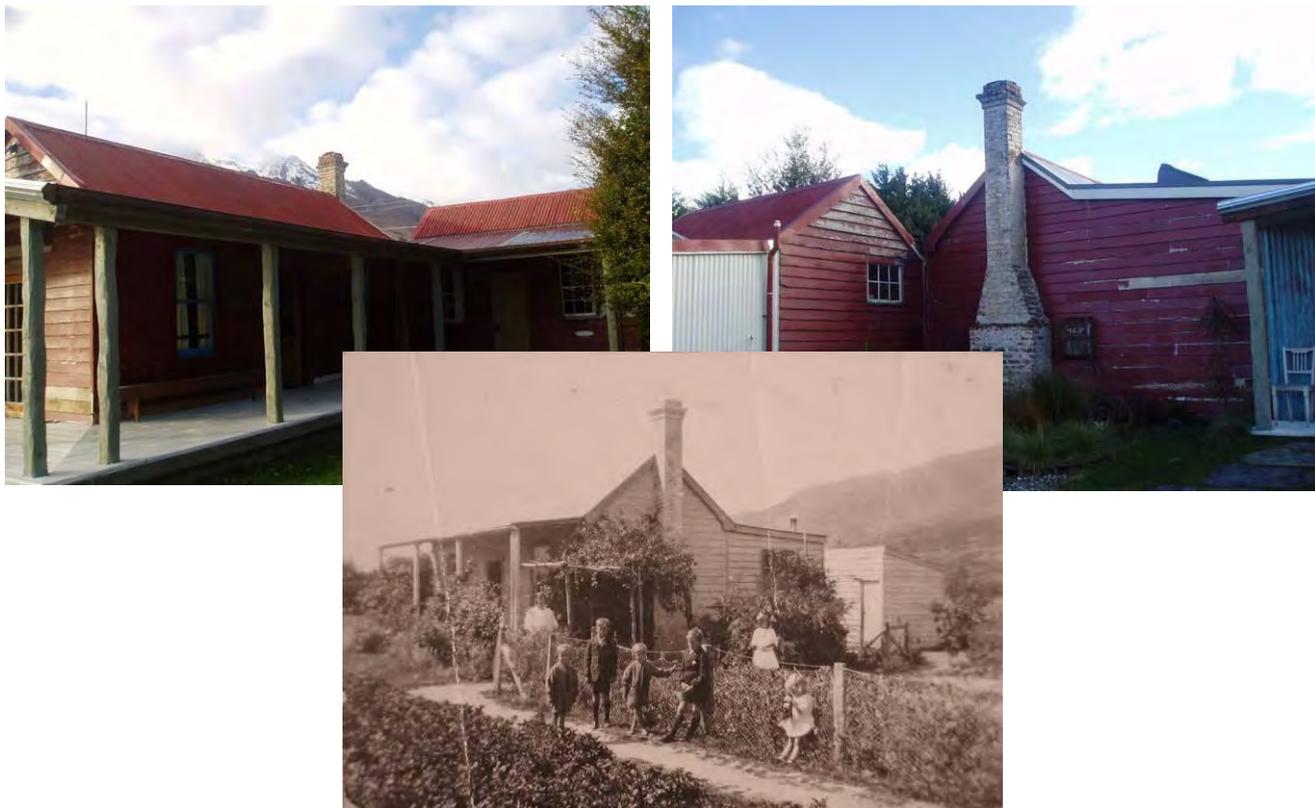
**SOURCES**

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Glenorchy Heritage Museum Group.

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003



**NAME**

---

**Coll Street Cottage**

**LOCATION/ADDRESS**

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Coll Street, Glenorchy

**Constructed -** 1900's

**Building Type/Use -** Residential

**Materials -** Wood, iron

**Style -**

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2911119101

**Legal Description -** Lot 1 DP 22743

**Heritage Assessment**

Historic and Social Value - Moderate

Cultural and Spiritual Value - Low

Architectural Value - Moderate

Townscape and Context Value - Low

Rarity and Representative Value - Low to Moderate

Technological Value - Low to Moderate

Archaeological Value - Moderate to High

**Overall Heritage Value -** Low to Moderate

## DESCRIPTION

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The building is constructed of native beech with an iron roof. It is located on Coll Street in Glenorchy Township and is surrounded by a unique log fence.

## HISTORY

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The building was originally constructed in the early 1900's and was originally used by families of scheelite miners. In later years it was the home and clinic of the local District nurse.

## SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS

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The cottage is important for its association with local history and social patterns and development of the area. The building is a standard building of its time and is considered a good representative of that particular era. It is still in its original form with the only alterations in the form of additions. Due to the number of similar buildings left in existence it is considered rare within the local area.

## SOURCES

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Glenorchy Heritage Museum Group  
Current owners Dan and Christine Kelly

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003

# **KINGSTON**

PHOTOGRAPH/NEGATIVE: RReid June 2005



Kingston wharf in circa 1880 (EL4202 in EA 37 LDM)



Stone wall today from wharf

**NAME (including former names)**

**Rock Retaining Wall**

**LOCATION/ADDRESS**

Lake Wakatipu, Monmouth Street, Kingston

**HERITAGE ASSESSMENT**

- ✓ **Archaeological Value**  
Moderate
- ✓ **Architectural Value**  
High
- Cultural/Traditional Value**
- ✓ **Historical/Social Value**  
High
- ✓ **Landscape/Townscape Value**  
High
- ✓ **Rarity/Representative Value**  
High representative value
- Technological Value**

**OVERALL HERITAGE VALUE** High

AGE/DATES	c: 1878
ARCHITECT/BUILDER	Unknown
MATERIALS	Stone
LOCAL AUTHORITY LISTINGS	
Local Authority NZHPT	No
VALUATION NUMBER	NA
LEGAL DESCRIPTION	Part Section 1 Block XV Kingston Town
TYPE/USE	Retaining wall on lake edge
CURRENT OWNERS	?
CURRENT CONDITION	Fair- good, some erosion

**SUMMARY OF SIGNIFICANCE**

Kingston played a pivotal role in the economic development of the Queenstown Lakes District through its position at the foot of Lake Wakatipu. Initially it provided a key transfer depot for gold and agricultural cargo and it also opened up the area to tourism. The Kingston wharf represents the importance of transportation and communication in an era where roads were still not built.

The retaining stone wall, built along the entrance way to the wharf, obviously played a functional role providing the structural support required for the road and rail access way and marshalling yard. It provides a good example of early stone wall construction and is a reminder of the railway yard and wharf design of the time that had to meet the requirements of a busy cargo wharf and lake port. It has local and regional importance when placed in context with the wharf, rail and lake connection.

The long retaining wall and its obvious association with the Kingston wharf is still a landmark feature in the town. It is a mostly intact and very authentic representation of how the scene looked before and after the 1900s.

The wall forms a significant part of what could be termed the Kingston rail heritage precinct with its connection to the wharf, lake, rail tracks, stationary trains, and further back, the station, and railway yard with water vat, steam crane and turntable. As an individual historic feature and as part of a wider historic railway landscape, the stone retaining wall makes an important contribution to the overall Kingston vista which encapsulates a snap shot of an important transport era.

## DESCRIPTION

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The stone wall is approximately 150 metres in length by 2-3-metres high and runs fairly much intact all the way back from the wharf along the lake edge. It is built of stacked stone and is slightly angled from the road edge to the ground. The majority of rock does not appear to be schist and it is thought that it may have been transported up from one of the railway quarries at Green Hills down near Bluff.<sup>236</sup>

## HISTORY

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The gold rush to the Wakatipu district in 1862 combined with early farming activity triggered a hive of activity in the small town of Kingston at the foot of the lake. It quickly assumed the role as the major lake port providing an access route to the Lakes District from the south. Its location lent itself to servicing both rail and lake transport systems that were heavily relied upon to support and communicate with this rugged isolated area. The first ounces of gold and wool came down the lake from Queenstown on one of William Rees's early launches. More and more cutters, launches and steamers were to follow and Kingston quickly became the central turnaround point for gold, grain, wool, stock, timber, mail and visitors to and from Queenstown.

The Railways Department had accepted responsibility for providing a railway wharf at Kingston. A structure 100 feet by 25 feet with two lines of railway track was built in 1878 by Mr J Whittaker at a cost of £2668.3s.1d.<sup>237</sup> By 10 July 1878 the railway line from Winton to Kingston was completed and the Kingston wharf soon became a key transfer point for gold, timber, grain, wool and stock being supplied from the isolated mines and high country runs based around Lake Wakatipu. Miners, millers and farmers were reliant on the shipping and rail service to get their supplies and produce to the market, particularly prior to 1936 when the Kingston to Queenstown road was opened. This train – steamer link also opened the opportunities to early tourists to access the scenic wonderland of the Southern Lakes District. The Kingston wharf was at the rail-to-lake junction point and as such was an important structure necessary for the development of agriculture, tourism and business in the district.

Directly connecting to the wharf structure is a long stacked stone retaining wall which follows the wharf entrance back for about 150 metres along the lake edge side of the road. This wall would have been an important part of the construction of the access road and railway to and from the wharf, and was required as a support structure to prevent erosion from the lake. It is unknown at this stage who actually constructed the wall. There have been rumours over the years that convicts from Invercargill prison may have been involved, given that they were a common source of labour in public works schemes. However there has been no written evidence sourced to date.<sup>238</sup>

It seems that the wall and fill that would have gone in behind it, to build up the road width, helped to make more room for the railway marshalling yard required for the busy wharf. The wall had to be constructed to last given that the steamers wake and the lakes forces would be pounding it daily. Early photos of the

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<sup>236</sup> Pers comm. Russell Glendinning, 10 June 2005

<sup>237</sup> R.J Meyer, *All Aboard* The ships and trains that served Lake Wakatipu, NZ Rail & Locomotive Society Inc 1980 (second edition)

p34

<sup>238</sup> Pers comm. Russell Glendinning, 10 June 2005

Kingston wharf provide evidence of the original length of the wall and show it butting right onto the wharf edge..<sup>239</sup>

In 1829 the District Engineer wrote to the Foreman of works stating that he had made “*arrangements for six wagons of ballast pit round boulders up to 9 inches diameter for filling between the newly driven sheathing and earthworks on the approach to the wharf at Kingston*”<sup>240</sup>

This was probably in reference to the ballast stones that were required at the immediate earth – wharf entrance. There is reference to boulders coming from the Josephille quarry and Castle Rock pit (near Lumsden) to Kingston.<sup>241</sup> It is unknown however whether any of this rock was used in the wall construction earlier.

In 1959 there were suggestions that the retaining wall could be renewed in concrete.<sup>242</sup> This obviously never went ahead.

The retaining wall remains today as a mostly intact and very authentic example of early stone wall construction. From viewing early historic photos c; 1880-1900 it appears that the wall still retains its original length, apart from a few metres at the wharf entrance that have been replaced with gabion baskets. There are some stone blocks falling onto the beach from the upper road edges and ideally these should be restored as soon as possible. Early photos show the wall very clearly and place its importance as a structure in context with the wharf,<sup>243</sup> the railway station and the rail tracks reinforcing the importance of protecting and maintaining this structure as a vital part of a wider rail heritage landscape or precinct area.

## LANDSCAPE/TOWNSCAPE SUMMARY

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The stone retaining wall at the end of the bay that curves onto the Kingston wharf has aesthetic appeal and is a visible feature particularly from the Kingston beach. It forms a significant part of what could be termed the Kingston rail heritage precinct with its connection to the wharf, rail tracks, stationary trains and further back the station, and railway yard with water vat, steam crane and turntable. As an individual historic feature and as part of a wider historic railway landscape the wall makes an important contribution to the overall Kingston vista which encapsulates a snap shot of an important transport era.

## SOURCES

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Discussion with Russell Glendinning at Kingston 10 June 2005 by Rebecca Reid

Fraser Alister, *The Kingston Story 1800 – 2000*, Kingston Community Centre 2003 (3rd edition)

Meyer R.J. *All Aboard* The ships and trains that served Lake Wakatipu, NZ Rail & Locomotive Society Inc 1980 (second edition)

NZ Rail file; 1897 – 1973, Kingston water service, held National Archives Dunedin Regional Office. DABB 542/74a 239/8

## FILE NOTES

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An archaeologist assessment /comment would be a good idea for this site as well as a management plan for the restoration of parts of the wall structure.

ENTERED BY: Rebecca Reid

DATE ENTERED June 2005

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<sup>239</sup> Alister Fraser, *The Kingston Story 1800 – 2000*, Kingston Community Centre 2003 (3rd edition) pp 38 & 52

<sup>240</sup> NZ Rail file; 1897 – 1973, Kingston water service, held National Archives Dunedin Regional Office.

DABB 542/74a 239/8

<sup>241</sup> *ibid*

<sup>242</sup> NZ Rail file; 1897 – 1973, Kingston water service, held National Archives Dunedin Regional Office.

DABB 542/74a 239/8

<sup>243</sup> Alister Fraser, *The Kingston Story 1800 – 2000*, Kingston Community Centre 2003 (3rd edition) pp 38 & 52

PHOTOGRAPH/NEGATIVE: RReid 10/6/05



**NAME (including former names)**

**Kingston Railway Turntable**

**LOCATION/ADDRESS**

Kingston railway yard, Kingston Lake Wakatipu

**HERITAGE ASSESSMENT**

√ **Archaeological Value**  
Moderate  
**Architectural Value**

**Cultural/Traditional Value**

√ **Historical/Social Value**  
High

√ **Landscape/Townscape Value**  
High

√ **Rarity/Representative Value**  
High

√ **Technological Value**  
High

**OVERALL HERITAGE VALUE:** High

**AGE/DATES** Designed England c: 1870  
Original turntable 1878, existing located on site by 1927

**ARCHITECT/BUILDER**

**MATERIALS** Cast iron with timber decking, concrete base & stone wall surround.

**LOCAL AUTHORITY LISTINGS**  
Local Authority  
NZHPT No

**VALUATION NUMBER** 2913104205

**LEGAL DESCRIPTION** Lots 1 & 6 DP 30664

**TYPE/USE** Still used for original design purpose

**CURRENT OWNERS** -

**CURRENT CONDITION** Fair some maintenance required

**SUMMARY OF SIGNIFICANCE**

The railway turntable is an important part of the rail heritage in Kingston and is a strong functional component ensuring the continuation of the rail operation. It is one of the reminders of the significance of the train – lake - steamer transport connection that was so vital to the communities around Lake Wakatipu and Otago and Southland especially before road access around the lake. The turntable represents literally the end of the line, the rail terminus and the turnaround /transfer point for the steam engines relied upon to move all manner of stock, people and goods before heading back down to Southland. This is one of the few remaining intact manual turntables still being used to turn steam locomotives in New Zealand.

The turntable has technological value in that it illustrates a typical manually operated design of the time that had to be able to cope with engines weighing up to approximately 96 tonne. The problem of poor soft clay soils on the Kingston moraine had to be overcome and an innovative solution was found through the turntable base design of piles, iron rails and concrete which has helped ensure it remains in working order to this day.

The railway yard and its industrial functional features provide heritage and landscape value in Kingston being the obvious working site for train maintenance, and for the preparation of the engines and carriages for their next trips. The yard is a noticeable feature en route to the station and wharf and visually links these other interconnected rail heritage components that make up this Kingston rail precinct.

The turntable, coal crane and water tank/vat thus have local and regional significance both as individual heritage items and as a working unit of interconnected historical rail items. (refer coal crane and water vat entries)

The fact that all three heritage items are largely authentic in design and still in operation today provides insight and technological understanding into the workings of early steam trains and their context and importance in early economic development in New Zealand.

## DESCRIPTION

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The turntable is situated in the railway yard at Kingston beside the workshop and is on a pivot system still hand operated usually by two people. It is built of cast iron with rails across the top and timber decking surrounds. Around the entire turning circle is a stacked stone wall.

## HISTORY

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Kingston, at the foot of Lake Wakatipu became the terminus of the railway from Invercargill on July 10 1878. The town grew around its function as a key transport depot and link between rail and steamers plying Lake Wakatipu. The New Zealand Railways established this link to a lake port based on the demand to transport gold, stock, wool and grain as well as passengers to and from the developing Queenstown Lakes District.

The rail turntable was an important part of the rail terminus function and by 1878 a 50 foot turntable was in place, located more directly under the hill beyond the location of the current railway station buildings. This site proved to be problematic however as it was prone to flooding from a nearby creek and the foundations were set on soft blue clay. There were constant issues with sinking piles and as the size of the engines grew larger and heavier the turntable failed to cope and required constant maintenance.

It is thought that in 1908 the turntable was moved to its current site.<sup>244</sup>

In the railways correspondence in 1919 it was noted; *„that when a heavy engine is on the table it sinks and sometimes moves... the centre pillar is not standing plumb“*<sup>245</sup>

The table was manually operated but at times this was difficult. In 1922 it was reported that; *... „it is seldom that the driver and fireman can turn the engine on their own and it is a common site to see 4 or 5 men manning the turntable before the operation is complete“*<sup>246</sup>

As the table deteriorated reports stated up to 17 men were occupied in turning the table. Many of the drivers reported these difficulties to the District Engineer. In 1926 it was overhauled and found to be in bad order with mud working towards the surface and allowing the surface to drop towards the lake...<sup>247</sup>

In November 1926 a new site was suggested (by the Divisional Superintendent of NZ Rail)<sup>248</sup> closer to the engine shed where the ground was thought to be better for setting the piles. However the District Engineer replied that *“...the indications are that this strata of silt and pug extends under the whole of the*

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<sup>244</sup> Pers comm. Russell Glendinning

<sup>245</sup> NZ Rail file Kingston turntable National Archives Regional Office Dunedin DABB D452/74d 239/13

<sup>246</sup> *ibid*

<sup>247</sup> *ibid*

<sup>248</sup> It is unclear whether the original turntable had already been moved to the engine shed. According to Russell Glendinning the current turntable was already in its existing location in 1908. It is probable that the new 55 ft turntable replaced the 50ft one on this site and as mentioned the foundations were re constructed to try and cope with the pugging problems.

station yard, so that nothing would be gained by altering the site of the turntable"<sup>249</sup> A 55 ft turntable was ordered from stock at the Addington yard in Christchurch to replace the existing 50ft one at Kingston which was to be sent to the Millers Flat station. An estimated cost of 400 pounds was given for the job which was completed on 8 February 1927.<sup>250</sup>

A report from the Ministry of Works Department to the District engineer on 16 May 1927 gave the following details about the Kingston turntable;

*" 9 piles were driven into silt.. double faced 70 pound rails were placed on top of piles. A concrete block to support the turntable was then built on top of the iron rails and every care was taken to see that the concrete got well under the rails and onto the shingle to assist in the bearing power of the foundation. A standard sump was built and water is drained from the sump through a 6 inch pipe drain. To prevent the shingle running into the well of the turntable a stone wall was grouted with concrete has been built around the turntable"*<sup>251</sup>

In the era of busy train – steamer activity at Kingston (1878 – 1970) the turntable would have had to be in full working order at all times to cope with the demands of getting the train engines re- directed for their travel from north to south. This manual train turntable is still relied upon today as a turn around for the Kingston Flyer engines that now take tourists up and down to Fairlight Station 14km away to get a taste of the old train days when the "flyer" was an important transport mode between Kingston, Lumsden and Gore.

## LANDSCAPE/TOWNSCAPE SUMMARY

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The turntable has a strong connection with other functional rail structures in the immediate vicinity such as the water vat and coal crane and the stationary engines and carriages often parked in the these rail yards. The railway yard and its industrial functional features provide heritage and landscape value in Kingston being the obvious working site for train maintenance, and for the preparation of the engines and carriages for their next trips. It is a noticeable feature en route to the station and wharf and helps create a visual connection of the rail – lake – steam ship link that the town and much of the provinces economy relied upon.

## SOURCES

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Alistair Fraser, *The Kingston Story 1800 – 2000*, A publication to mark the Kingston Community Centre Inc. to mark the Millennium. Kingston Community Centre 2003 (1<sup>st</sup> addition 2000)

Discussion with Russell Glendinning at Kingston 10 June 2005 by Rebecca Reid

NZ Rail file *Kingston turntable* 1918 – 1938 National Archives Regional Office Dunedin DABB D452/74d 239/13

## FILE NOTES

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ENTERED BY: Rebecca Reid

DATE ENTERED: May – June 2005

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<sup>249</sup> NZ Rail file Kingston turntable National Archives Regional Office Dunedin DABB D452/74d 239/13

<sup>250</sup> NZ Rail file Kingston turntable National Archives Regional Office Dunedin DABB D452/74d 239/13

<sup>251</sup> ibid

PHOTOGRAPH/NEGATIVE: RReid 10/6/05



Kingston wharf and structure beneath

**NAME (including former names)**

**Kingston Wharf**

**LOCATION/ADDRESS**

End of Monmouth Street, Kingston, Lake Wakatipu

**HERITAGE ASSESSMENT**

- ✓ **Archaeological Value**  
Moderate
- ✓ **Architectural Value**  
Moderate
- ✓ **Cultural/Traditional Value**  
High
- ✓ **Historical/Social Value**  
High
- ✓ **Landscape/Townscape Value**  
High
- ✓ **Rarity/Representative Value**  
High
- ✓ **Technological Value**  
Moderate

**OVERALL HERITAGE VALUE:** High

**AGE/DATES**

- Designed NZ rail engineers?
- Construction started
- Construction ended 1878
- Official opening 1878

**ARCHITECT/BUILDER**

?

**MATERIALS**

Timber

**LOCAL AUTHORITY**

**LISTINGS**

Local Authority

**NZHPT**

No

**VALUATION NUMBER**

NA

**LEGAL DESCRIPTION**

Kingston Lake Wakatipu

**TYPE/USE**

Lake wharf

**CURRENT OWNERS**

Ngai Tahu?

**CURRENT CONDITION**

Good

**SUMMARY OF SIGNIFICANCE**

Kingston played a pivotal role in the economic development of the Queenstown Lakes District through its position at the foot of Lake Wakatipu. Providing a key transfer depot initially for gold and agricultural cargo it also opened up the area to tourism. The Kingston wharf represents the importance of transportation and communication in an era where roads were still not built. Lake Wakatipu and the steam ships that plied her waters were heavily relied upon by local communities to receive provisions and maintain contact with the outside world. Kingston provided that vital link with the rail head and transport network beyond to Southland and Otago and grew around its position as a lake port. It is unique in New Zealand being the only railway wharf that serviced an inland lake and its" steamers. It is therefore deemed to be of national, regional and local significance. Today a steam powered steamer can still meet a steam powered train at Kingston.

The wharf has technological significance in that the structure reflects a history of alterations, additions and solutions to problems that arose in response to the busy shipping period on the lake. Re-piling, re-decking, and establishing train lines on the wharf were all in response to the demand and increasing economic activity on a regional and local level.

The wharf has cultural and social significance value through its association with major events such as the opening of the rail service and the launching and dismantling of major lake steamers from its moorings representing both the start and end of an era.

Its long term ownership by the NZ Rail Department demonstrates the significant commitment and contribution of a government department to the economic development of the region.

The Kingston wharf is one of the most authentic examples left of the original 14 early wharves around Lake Wakatipu's shores that connected steamers with people and supplies living in remote regions.

It remains as a landmark feature in the town that represents what was an essential function for both local and regional communities. As part of the wider rail heritage landscape the wharf makes an important contribution to the overall Kingston vista which encapsulates a snap shot of an important transport era.

## DESCRIPTION

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The Kingston wharf is located at the end of Monmouth Street, Kingston, and is a large structure constructed of timber. While there has been much maintenance required over the years, there are many original piles and large bearers beneath that appear to date back to its early construction. At least 3 steel cleats still exist on the decking edge and the curved corner posts can still be seen. The decking has been replaced fairly recently and the wharf is still being used for small boats. Apart from a wooden landing recently added on to the wharf side below the main decking for boat clubs and boaties to use, (see photo) the size and structure has retained its integrity.

## HISTORY

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The gold rush to the Wakatipu district in 1862 combined with early farming activity triggered a hive of activity in the small town of Kingston at the foot of the lake. It quickly assumed the role as the major lake port providing an access route to the Lakes District from the South. Its location lent itself to servicing both rail and lake transport systems that were heavily relied upon to support and communicate with this rugged isolated area. The first ounces of gold and wool came down the lake from Queenstown on one of William Rees's early launches. More and more cutters, launches and steamers were to follow and Kingston quickly became the central turnaround point for gold, grain, wool, stock, timber, mail and visitors to and from Queenstown.

There was obviously at least one other wharf before the existing one in order to service the early lake craft before the advent of the larger steamers on the lake. A photo in the Lakes District Museum, Arrowtown, shows people on a wharf at the Kingston School picnic c: 1860 – 1870 with a sail boat coming into greet them.<sup>252</sup> It appears to be further to the east of the existing wharf.

The Railways Department had accepted responsibility for providing a railway wharf at Kingston and a structure 100 feet by 25 feet with two lines of railway track was built in 1878 by Mr J Whittaker at a cost of £2668.3s.1d.<sup>253</sup> The NZ Railways Department had authorized part of the building of the "Great northern railway" between Winton and Kingston in 1871. By 10 July 1878 the line was opened and such was the significance of the event that the Queenstown Borough Council and Lake County Council declared a public holiday. The Kingston wharf soon became a key transfer point for gold, timber, grain, wool and stock being supplied from the isolated mines and high country runs based around Lake Wakatipu. Miners, millers and farmers were reliant on the shipping and rail service to get their supplies and produce to the market particularly prior to 1936 when the Kingston to Queenstown road was opened. This train – steamer link also opened the opportunities to early tourists to access the scenic wonderland of the Southern Lakes District.

The Kingston wharf was at the rail to lake junction point and as such was an important structure necessary for the development of agriculture, tourism and business in the district.

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<sup>252</sup> Alister Fraser, *The Kingston Story 1800 – 2000*, Kingston Community Centre 2003 (3rd edition) p 24

<sup>253</sup> R.J Meyer, *All Aboard* The ships and trains that served Lake Wakatipu, NZ Rail & Locomotive Society Inc 1980 (second edition) p34

On 3<sup>rd</sup> November 1902 the NZ Railways Department purchased the Wakatipu Steamer Service and the wharves around the lake from the Lake Wakatipu Shipping Company.<sup>254</sup> This Government Department took on the role of the principal transport service on the lake for a further 66 years.

Many of the early boats were built and launched at the Kingston wharf which at these times became the scene of great community celebration. Perhaps the most notable of these was the Earnslaw which was transported to Kingston in parts from Dunedin and built on – site. It was launched from this wharf on October 18 1912 with about 1400 onlookers and made its maiden voyage to Queenstown commanded by Hon. J. A. Millar, Minister of the Marine Department.<sup>255</sup>

During its long history, the wharf had a number of alterations and extensions undertaken in response to increasing wharf activity and requirements of new ships. By 1899 the wharf was lengthened to 118 ft by 33ft 8 inches wide and had been re piled. The bracing and decking was made of native red pine (Rimu) and the piles were made of totara and iron bark.<sup>256</sup>

Horses were used to shunt the rail wagons on and off the wharf from 1878 – 1943 when a tractor finally took over.<sup>257</sup> In 1909 there was a complaint by one of the wagon shunters who claimed that his horse had broken through the wharf decking for the third time. The red pine decking proved not to be strong enough and the District Engineer suggested it would be more economical to use imported jarrah. The wharf was re decked in jarrah in December 1909.<sup>258</sup>

The size of the T.S.S Earnslaw meant that many of the existing wharves around Lake Wakatipu had to be altered to cater for it. In 1911 the Kingston wharf was extended by 54 ft which included 6 new piles and the repositioning of the wharf's crane to the end of the extension. However only a month after its launch there was a problem – the derrick of the Earnslaw was unable to plumb alongside the railway wagons on the Kingston wharf causing difficulties in loading cargo on and off the boat. A dummy siding was proposed and built in January 1913 which effectively enabled the rail trucks to get 2 ft 6 inches closer to the ship side.<sup>259</sup>

In December 1920 the wharf was overhauled and put in thorough repair. Some of the piles had taken a beating from the steamers bumping into them on the moorings and these had to be strengthened.

Supplying coal from the coal shed on the wharf edge to the steamers was an important part of the daily action. For this purpose extra decking was built in 1921 and a trolley system was set up on rail lines so the coal could be wheeled across to the ships slings.<sup>260</sup>

By 1924 motor cars were appearing on the wharf and the decking was altered again to enable vehicles to get to the ships edge. It was a very busy wharf, with rail wagons being shunted by horse up until 1943, cars coming and going, and steamers calling in regularly not to mention tourists, stock and all manner of goods and cargo being loaded on and off steamer and train nearby everyday. With such activity the wharf required constant maintenance through the years. Shipping activity eased off with the opening of the Kingston – Queenstown road in 1936 and further with the opening of the Glenorchy road in 1962 which reduced the need for ships and the importance of wharves around Lake Wakatipu.

Early photos of the wharf show buildings on and beside the wharf structure. There was once a smithy very close by as well as a coal shed on the deck and in the 1920s there was a small ticket office shown on the Kingston side of the wharf on the Railway files 21/6/1926.<sup>261</sup> During its busy years there was also a working crane situated at the lake end of the wharf to lift cargo on and off the wharf.

By 1968 the Railway Department decided to sell the Lake Wakatipu steamer fleet and the wharves to a private company and by 1977 all railway sidings were lifted from the wharf and Kingston was deleted from the railways working timetable.

Fiordland Travel Ltd who still runs the Earnslaw took on the lease in February 1977; however by 1981 the Department of Rail had transferred ownership of the wharf to the Department of Lands and Survey and closed their files on this important Lake Wakatipu structure forever.<sup>262</sup> More recently it became part of the Queenstown Borough Council portfolio and today it is vested in Ngai Tahu.

<sup>254</sup> R.J Meyer, *All Aboard* The ships and trains that served Lake Wakatipu, NZ Rail & Locomotive Society Inc 1980 (second edition)

pg 11

<sup>255</sup> R.J Meyer *All Aboard* p67 (First edition)

<sup>256</sup> NZ Rail file; 1899 – 1977 Kingston wharf, National Archives Dunedin DABB 542/74b 239/10

<sup>257</sup> *ibid*

<sup>258</sup> *ibid*

<sup>259</sup> *ibid*

<sup>260</sup> *ibid*

<sup>261</sup> *ibid*

<sup>262</sup> NZ Rail file; 1977 – 1980, Kingston Wharf, held National Archives Dunedin Regional Office.

## LANDSCAPE/TOWNSCAPE SUMMARY

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The large wharf structure at the end of the bay under the hill is a landmark site in Kingston. It forms a significant part of what could be termed the Kingston rail heritage precinct with its connection to the lake, rail tracks, stationary trains, stone wall approach to the wharf, and further back the station, and railway yard with water vat, steam crane and turntable. As an individual historic feature and as part of a wider historic railway landscape the wharf makes an important contribution to the overall Kingston vista which encapsulates a snap shot of an important transport era.

## SOURCES

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Fraser Alister, *The Kingston Story 1800 – 2000*, Kingston Community Centre 2003 (3rd edition) p 24

Meyer.R. J. *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963.

Meyer R.J., *All Aboard* The ships and trains that served Lake Wakatipu, NZ Rail & Locomotive Society Inc 1980 (second edition)

Miller F.G. *Golden Days of Lake County*, Whitcombe and Tombs Limited 1966 (fourth edition)

NZ Rail file; 1899 – 1977, Kingston Wharf, held National Archives Dunedin Regional Office.  
DABB 542/74b 239/10

NZ Rail file; 1977 – 1980, Kingston Wharf, held National Archives Dunedin Regional Office.  
DABB 542/74b 239/10

## FILE NOTES

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ENTERED BY: Rebecca Reid

DATE ENTERED: 10 June 2005

PHOTOGRAPH/NEGATIVE: RReid 10/6/05



**NAME (including former names)**

**Kingston coal crane and water vat**

**LOCATION/ADDRESS**

Located at railway yards, Kingston Lake Wakatipu

HERITAGE ASSESSMENT	
<b>Archaeological Value</b>	
√ <b>Architectural Value</b>	Moderate
<b>Cultural/Traditional Value</b>	
√ <b>Historical/Social Value</b>	High
√ <b>Landscape/Townscape Value</b>	High
√ <b>Rarity/Representative Value</b>	High
√ <b>Technological Value</b>	High
<b>OVERALL HERITAGE VALUE</b>	High

AGE/DATES	Crane; c: pre 1919, Water vat, c: early 1900s design
ARCHITECT/BUILDER	
MATERIALS	Water vat, Kauri/jarrah Coal Crane - Steel
LOCAL AUTHORITY LISTINGS	
Local Authority NZHPT	No
VALUATION NUMBER	2913104205
LEGAL DESCRIPTION	Lots 1 & 6 DP 306647
TYPE/USE	Crane used to supply coal for Kingston flyer and vat used to supply water for same.
CURRENT OWNERS	??
CURRENT CONDITION	Good

**SUMMARY OF SIGNIFICANCE**

The railway coal crane and water vat are important components of the rail heritage in Kingston helping to service the continuation of the steam rail operation. They are tangible reminders of the significance of steam engine technology and the train – lake - steamer transport link that was so vital to the communities around Lake Wakatipu and Otago and Southland.

In the heyday of steam rail transport, these functional items would have been a common site in railway yards, however today they are a rarity and there is thought to be only three coal cranes remaining. They are authentic intact examples of their era which are still used to service steam locomotives today. Both historic items have technological value, in that they have been designed to fulfil a practical function of supplying coal and water respectively to steam train engines and it is through a measure of good design and technical workmanship that they have survived to a large extent unaltered today.

The railway yard and its industrial functional features provide heritage and landscape value in Kingston, being the obvious working site for train maintenance, and for the preparation of the engines and carriages for their next trips. The water vat tower is a landmark in Kingston and the rail yard is a noticeable feature en route to the station and wharf and visually links these other interconnected rail heritage components that make up this Kingston rail precinct.

The coal crane, water tank/vat and turntable thus have local and regional significance both as individual heritage items and as a working unit of interconnected historical rail items. (refer turntable entry)  
The fact that all three heritage items are largely authentic in design and still in operation today provides insight and technological understanding into the workings of early steam trains and their context and importance in early economic development in New Zealand.

## DESCRIPTION

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The coal crane and water tank/vat along with the rail turntable are key components of the railway yard at Kingston. The water vat and crane sit alongside the railway to the turntable to service the steam engines, reloading them with coal and water to prepare them for their next trips. The water tank is supported by painted jarrah beams on a concrete base. The coal crane is placed on a movable flat rail wagon amongst the coal dump directly beside the rail line.

## HISTORY

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### Coal crane

This coal crane was constructed pre 1919 for the purpose of coaling up the steam locomotives. It was originally based at the Balclutha railway yards and was moved to Lumsden in 1971 when the Kingston Flyer was revived and continued as a passenger and freight train from Lumsden to Kingston in an attempt to keep alive the steam powered railway. The size of the locos meant that coal was able to be loaded by the Lumsden crane to carry enough to get from Lumsden to Kingston and back again. Therefore Kingston did not require a coal crane until 1982 when the run was shortened as a tourist operation and the Kingston Flyer excursions went only as far as Fairlight.<sup>263</sup> These coal cranes were once a common sight at all rail way yards servicing steam trains. They incorporated a relatively simple design and were air operated via a single piston drive. The piston was driven up the cylinder by air pressure which enabled the loaded coal bucket to be lifted up onto the train. The air pressure drive was effected through the use of leather seals attached to the piston within the cylinders which feathered under pressure to create the seal necessary to work the crane.

This was a typical design in use in the 1900s and there is thought to be only three still operational in New Zealand today.<sup>264</sup>

The Kingston coal crane is still relied upon on a daily basis (except in winter) to load the coal up into the Kingston flier engines for its 14 km run down to Fairlight as a heritage tourism operation.

### Water tank or vat

A water tank or vat as they are known in rail circles, was a vital necessity to service steam trains. The first tank was said to have been shifted to this site in 1908.<sup>265</sup> and had to be ensured of a constant water supply. The existing tank relocated here in circa 1927<sup>266</sup> is said to be constructed of kauri timber with 2 ½ inch x 4 inches thick planks and is kept water tight by the pressure of the water within the tank pushing on

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<sup>263</sup> Pers comm. Russell Glendinning

<sup>264</sup> Pers comm. Russell Glendinning

<sup>265</sup> ibid

<sup>266</sup> NZ Rail file National Archives Regional Office Dunedin. DABB D452/74a 239/8

the 50 or so timber stays, slightly angled and carefully designed to fit together.<sup>267</sup> The water is supplied by a dam that was constructed in circa 1877 up an unnamed creek about 100 metres into the bush from near the wharf. The water was gravity fed through pipes to the railway tank. By 1897 there was a water reservoir<sup>268</sup> added downstream of the dam. This dam and reservoir used to supply water to the wharf, hotel and locomotives.<sup>269</sup> as well as some of the rail department houses.<sup>270</sup> It has by all accounts remained a reliable water source for the trains and the town being supplied by the snow fed mountain stream.

Around the turn of the century (1900) there were problems with the water supply tanks keeping up to these requirements coupled with the problem of the supply pipes freezing in winter.<sup>271</sup>

In March 1927 the District engineer suggested replacing the 2000 gallon vat at Kingston for a 6000 gallon vat and stand at an estimated cost of 184 pounds. The 2000 gallon vat was said to be too small to leave any margin of safety in the water supply needed for the engines. The larger tank was seen as a necessity to ensure there would be a reserve for accidents. On 17 October 1927 the new 6000 gallon vat was completed. The tank tower supports were built of jarrah and some concrete was used in the foundations. The old 2000 gallon vat was taken to be used at the Eyre railway station further south.<sup>272</sup>

The water supply became particularly important with the pending visit of the Duke and Duchess of York in 1927 who were to stay overnight in the passenger carriage at the Kingston terminus. In order to ensure a personal water supply to their carriage a temporary water pipe was laid from the blacksmiths shop to service this need.<sup>273</sup> Possibly unbeknown to the Duke, his water supply was coming from the same source as everyone else's.

By 1969 with the demise of rail transport to Lake Wakatipu, the water service was no longer required. Luckily the vat was not disposed of as had been suggested and it was revitalized with the return of the Kingston flyer in 1971.<sup>274</sup> In 1979 the Kingston Flyer train was discontinued and the line closed. In 1982 the Kingston Flyer returned to run between Kingston and Fairlight. During those years the water vat was not used and was prevented from being pulled down by railway workers at the time. The tank has been largely maintenance free and is still operating. About every three years it is drained and cleaned out.<sup>275</sup>

## LANDSCAPE/TOWNSCAPE SUMMARY

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The coal crane and water vat have a strong connection with other functional rail structures in the immediate vicinity such as the turntable and the stationary engines and carriages often parked in the these rail yards. The railway yard and its industrial functional features provide heritage and townscape/landscape value in Kingston being the obvious working site for train maintenance, and preparing the engines and carriages for their next trips. The water tank tower and whole rail yard is a noticeable feature en route to the station and wharf and helps create a visual connection of the rail – lake – steam ship link that the town and much of the provinces economy relied upon.

## SOURCES

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Alistair Fraser, *The Kingston Story 1800 – 2000*, A publication to mark the Kingston Community Centre Inc. to mark the Millennium. Kingston Community Centre 2003 (1<sup>st</sup> addition 2000)

Discussion with Russell Glendinning, Rail historian by Becky Reid on 7 & 10 June 2005.

NZ Rail file, *Kingston water service 1897 – 1973* National Archives Regional Office Dunedin. DABB D452/74a 239/8

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<sup>267</sup> Pers comm. Russell Glendinning

<sup>268</sup> NZ Rail file National Archives Regional Office Dunedin. DABB D452/74a 239/8

<sup>269</sup> Pers comm. Russell Glendinning

<sup>270</sup> NZ Rail file National Archives Regional Office Dunedin. DABB D452/74a 239/8

<sup>271</sup> ibid

<sup>272</sup> ibid

<sup>273</sup> ibid

<sup>274</sup> ibid

<sup>275</sup> Pers comm.. Russell Glendinning

FILE NOTES

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Kingston Flyer being watered at Kingston, August 1967

ENTERED BY: Rebecca Reid

DATE ENTERED: June 2005

**PHOTOGRAPH/NEGATIVE:** QT Working Party 2004



**NAME (including former names)**

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**Stone Seat**

**LOCATION/ADDRESS**

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Off Kent Street, located in Kingston Recreation Reserve.

HERITAGE ASSESSMENT	
	<b>Archaeological Value</b>
√	<b>Architectural Value</b> Moderate
√	<b>Cultural/Traditional Value</b> Moderate
√	<b>Historical/Social Value</b> Moderate
√	<b>Landscape/Townscape Value</b> Moderate
	<b>Rarity/Representative Value</b>
	<b>Technological Value</b>
<b>OVERALL HERITAGE VALUE</b>	Moderate

AGE/DATES	2000 Opened 18 November 2000
ARCHITECT/BUILDER	Ken Robinson/Kevin Moroney
MATERIALS	Concrete base, concrete block faced in schist rock, hardwood timber seat.
LOCAL AUTHORITY LISTINGS	Local Authority NZHPT
VALUATION NUMBER	No 2913106700
LEGAL DESCRIPTION	Section 1 Blk A Kingston Town Recreation Reserve
TYPE/USE	Community Seat
CURRENT OWNERS	QLDC
CURRENT CONDITION	Excellent

**SUMMARY OF SIGNIFICANCE**

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The seat, built for the purpose of remembering two of the most disastrous floods in the District, has a strong historical connection with these events. It provides a tangible reminder of the actual levels of the floods and a seat to perhaps ponder the possible impacts of the events on the small Kingston Township in both the 19<sup>th</sup> & 20<sup>th</sup> centuries. These flooding events are part of the Kingston community's history and consciousness and the voluntary effort to construct a site of remembrance to some degree shows the importance of the disasters and their place and influence in the history of the township.

**DESCRIPTION**

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The stone faced structure with a wooden seat facing Lake Wakatipu, is shaped like an S and is built on a concrete base. It is part of the Kingston Recreation Reserve and marks the lake levels of the two major floods at Kingston. Two brass plaques on the wall behind the seat show the flood level on 6 October 1878 @ 312.60m asl.as compared with the flood level on 18<sup>th</sup> November 1999 @ 312.78 m asl. At the east end of the structure is a surveyor's peg which was incorporated into the design.

## HISTORY

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The Kingston Community decided it would be a good idea to have a permanent record of the lake levels in the floods that seriously affected Kingston in its history. A seat looking directly onto the lake shore in the Kingston Recreation Reserve was decided on. Two locals at the time, Mr Kevin Moroney and Alistair Young, both members of the Kingston Community Association, were responsible for the project which was undertaken by volunteers. Before the seat existed there was a concrete post with a surveyors peg on the top. Mr Moroney wrote to the Lands and Survey Department and then the Land Information New Zealand (LINZ) office in Dunedin stating what their plans were for the seat and suggested incorporating the surveyors peg. The idea was welcomed and \$1500 was forthcoming to help with the funding. The Queenstown Lakes District Council also put in \$600 for the project. So for approximately \$2100, the seat was created.<sup>276</sup>

Overall it took about 4 weeks to construct, following a design by one of Mr Moroney's contacts, an architect in Nelson, Ken Robinson. The schist rock was sourced locally and once the concrete base was poured, Mr Moroney called on all the bricklayers he knew in the town to come and lend a hand with the work. At times there were six men helping to lay the concrete blocks of the main structure. Once this was complete the whole S shaped wall was faced in schist rock. The stone work was mostly done by Kevin Moroney.<sup>277</sup>

Another local (now deceased) Ray Kerr had the job of trying to source some hardwood timber for the seat. He contacted the electricity Department in Invercargill and purchased two telephone poles which were worked into planks by Dusty Coleman, a holiday house owner at Kingston.<sup>278</sup>

The opening of the seat was planned to coincide with the date of the last flood which was exactly a year previously. So on the 18<sup>th</sup> November 2000 the seat was officially opened in Kingston and people gathered to remember the devastation it had caused. On the same day a similar flood marking ceremony was held in the Queenstown Bay where a stone sculpture was unveiled to mark the event.<sup>279</sup>

## ARCHITECTURAL DESCRIPTION

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The design is in the shape of an S and the seat itself sits in the main curve with the view over Lake Wakatipu. There are two short walls on either side of the seat that help enclose the space.

## LANDSCAPE/TOWNSCAPE SUMMARY

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As part of the Kingston Recreation Reserve the seat and stone structure fits in sympathetically with its surrounds and has been placed in context with its vantage point over the lake that created havoc in the floods of 1878 and 1999 in the township.

## SOURCES

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Discussion with Kevin Moroney by phone Rebecca Reid 13 June 2005  
Discussion with Joan Scarlet at Kingston by Rebecca Reid 10 June 2005  
Mirror article 22/11/2000

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<sup>276</sup> Pers comm. Kevin Moroney 13/6/2005

<sup>277</sup> ibid

<sup>278</sup> ibid

<sup>279</sup> Mirror article 22/11/2000

**FILE NOTES**

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ENTERED BY: Rebecca Reid

DATE ENTERED: June 2005

**PHOTOGRAPH/NEGATIVE:** QT Heritage Working Party



North elevation (older portion of Ship Inn)

**NAME (including former names)**

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**Former Ship Inn Hotel**

**LOCATION/ADDRESS**

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24 Cornwall Street, Kingston (On the corner of Cornwall and Cambridge streets, Kingston)

<b>HERITAGE ASSESSMENT</b>	
<p><b>Archaeological Value</b></p> <p>✓ <b>Architectural Value</b> Moderate</p> <p><b>Cultural/Traditional Value</b></p> <p>✓ <b>Historical/Social Value</b> High</p> <p>✓ <b>Landscape/Townscape Value</b> High</p> <p>✓ <b>Rarity/Representative Value</b> High</p> <p><b>Technological Value</b></p>	<p><b>AGE/DATES</b> Oldest part constructed c:1863-1864</p> <p><b>ARCHITECT/BUILDER</b> ?</p> <p><b>MATERIALS</b> Wood, iron roof</p> <p><b>LOCAL AUTHORITY LISTINGS</b></p> <p>Local Authority</p> <p><b>NZHPT</b> No</p> <p><b>VALUATION NUMBER</b> 2913114300</p> <p><b>LEGAL DESCRIPTION</b> Section 16 &amp; 17 Block X Kingston Town</p> <p><b>TYPE/USE</b> Residential</p> <p><b>CURRENT OWNERS</b> Richard Peter Morris</p> <p><b>CURRENT CONDITION</b> Fair - Good</p>
<p><b>OVERALL HERITAGE VALUE</b> Mod to High</p>	

**SUMMARY OF SIGNIFICANCE**

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The portion of the Ship Inn remaining on Cornwall street provides an example of the style and scale of Inns that early travellers were once reliant on. The whole building, including the later circa 50s addition, makes an important contribution to the streetscape. To some extent it creates a connection to the 1860s streetscape and the street changes over time and is one of the only reminders that this street was originally the business area in the early township. The additions and changes that have subsequently been undertaken to the building have been reasonably sympathetic to the older front portion and thus it is still possible to read the more historic part of the structure and gain some understanding of its original architecture and style.

Hotel accommodation was very important in Kingston's history and the fact that a portion of an 1863 building still exists as a direct link to this era gives it rarity value. The building has strong social and historic value having been a gathering point for weary travellers and their horses, particularly in the days

of dray roads. It also represents the beginnings of early accommodation lodgings necessary to sustain the tourism trade that was to become the Wakatipu's most important industry.

## DESCRIPTION

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The building was originally used as an Inn and is located on the corner of Cornwall and Cambridge Streets in Kingston by the Lake Foreshore. The front part of the building is original with the back being having been added on at a later stage. There has been little change (some windows/doors) to the exterior structure of the building however the interior has undergone a number of alterations over the years.

## HISTORY

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Kingston became a busy shipping centre with the discovery of gold in the Nevis, Nokomai and Wakatipu goldfields in the early 1860's. As the main route from the South, the town was quick to establish hotels, banks and stores and *"it was not uncommon for thirty five bullock wagons to be in the town and it is reported that at one time there were as many as five thousand people camped in and around Kingston"*<sup>280</sup>

The hotels in Kingston sprang up as the many travellers to and from the Wakatipu found they had to spend a night in order to wait for the steamer connections up to Queenstown and beyond. They came by coaches, bullock trains, drays and horses from Invercargill and Dunedin and were heavily reliant on the provision of accommodation for themselves and their horses en route to the goldfields. Research has shown that in 1863 there were already seven hotels in Kingston including the Ship Inn.<sup>281</sup>

With the completion of the Southern rail to lake link at Kingston in 1878 its position as a major lake port gained importance. The demand for accommodation and hotels grew and there was said to have been at least ten hotels operating in the town during the late 19<sup>th</sup> century. The main street for the town developed along Cambridge and Cornwall Streets in response to the early dray road into the town. There were thought to have been initially four hotels along Cornwall Street<sup>282</sup> all fronting the lakeshore.

The original building (part of the front section of today's existing Ship Inn) at the site of the "Ship Inn" is thought to date back to 1863. It was possibly called the Camp hotel as mentioned in the St Johns (early name for Kingston) Police charges book in 1863-64.<sup>283</sup>

The Ship Inn appears to have changed hands a number of times in its earlier years;

In 1863 it was owned by William L. Chambers (possibly used as a circulating library, reading room and café) and by 1872 had changed hands briefly to John Black Kerr. (Kerr was one of the main hoteliers in the town in the early days and also ran the Royal Mail 1877, the Lake Hotel (1878) and the Terminus 1878 – 1883) By 1873 Daniel Butler was the proprietor of the hotel confirmed in the 1873 Goldfields directory that states, *"Old Ship Inn, Kingston offers. "superior accommodation for travellers. Private parlours and bedrooms for families, good stabling, paddock accommodation. Wine, spirits and ales.. of the Best brands obtainable in the country"*<sup>284</sup>

However in 1874 James O'Brien took over and the "Ship Inn" was advertised in the Otago Almanac Directory 1864 as having 13 bedrooms.<sup>285</sup>

Once the train connection (1878 onwards) was established at Kingston other larger hotels such as the Railway Hotel and Lake Wakatipu Hotel were built nearer the wharf and railway station to cater primarily for the train travellers. These hotels did not cater for the horse drawn traveller and therefore offered no stables and paddocking for visitors.<sup>286</sup> unlike the earlier hotels like the Ship Inn.

The building has had to cope with numerous floods, during its long history, particularly the 1878 and 1999 floods, which were major events in Kingston. Today the building is still used as a residence and has had a

<sup>280</sup> Alister Fraser, The Kingston Story 1800 – 2000 The Kingston Community Centre 2003 (3<sup>rd</sup> edition)

<sup>281</sup> Barabara Payne, *Ten Hotels You Say*, The number and location of hotels in nineteenth century Kingston. Dissertation for a BA with honours in Anthropology, Otago University November 1999. p. 9

<sup>282</sup> Barabara Payne, *Ten Hotels You Say*, The number and location of hotels in nineteenth century Kingston. Dissertation for a BA with honours in Anthropology, Otago University November 1999.

<sup>283</sup> Barbara Payne, *Ten Hotels you Say*... p 39.

<sup>284</sup> Goldfields Directory 1873, cited in Barabara Payne, *Ten Hotels You Say* p40

<sup>285</sup> Barbara Payne, *Ten Hotels you Say*

<sup>286</sup> *ibid*

number of ownership changes as well as alterations to the interior of the structure.<sup>287</sup> The original part of the 1860s Ship Inn comprised of the front portion facing the lake. The wooden portion to the rear of the older section, facing Cambridge Street, was added at a later stage thought to be during the 1940s or 50s. A photo dated in 1959<sup>288</sup> shows the building clearly with the two portions, the back part of the building having 3 double sash windows and a door facing Cambridge Street as well as a high gable roof line. In circa 1992 – 93 the then owners re lined the interior of the back portion of the building and added an upstairs room into the roof cavity of the existing roof line.<sup>289</sup> Today the front lower portion and the rear wooden addition can still be clearly read. The old stacked stone chimney still exists and apparently served two interior rooms.

## ARCHITECTURAL DESCRIPTION

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A full architectural description and access to the property is required to finalise this assessment.

## LANDSCAPE/TOWNSCAPE SUMMARY

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The whole building including its' later circa 50s addition makes an important contribution to the streetscape. To some extent it creates a connection to the 1860s streetscape and the street changes over time and is one of the only reminders that this street was originally the business area in the early developing township. It provides visual interest along the lakeshore and contributes to the historic character of the town.

## SOURCES

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Fraser, Alister, *The Kingston Story 1800 – 2000* The Kingston Community Centre 2003 (3<sup>rd</sup> edition)

Payne, Barbara, *Ten Hotels You Say*, The number and location of hotels in nineteenth century Kingston. Dissertation for a BA with honours in Anthropology, Otago University November 1999

## FILE NOTES

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The rear addition is thought to be from the 1950s based on its style. It seems possible that the one storied addition was part of the Ship Inn reasonably early on, given the early descriptions of the Inn as having had 13 bedrooms. More research is required to ascertain dates of the rear addition.

ENTERED BY: Rebecca Reid

DATE ENTERED: June 2005

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<sup>287</sup> There is a need for further Title research in order to state the full list of owners of this building up to the current day.

<sup>288</sup> Alister Fraser, *The Kingston Story 1800 – 2000* The Kingston Community Centre 2003 (3<sup>rd</sup> edition) p 22

<sup>289</sup> Pers comm. (previous owner)

# **OTHER**

PHOTO

---

**School House at Mt Aurum**

---

**Constructed -**

**Building Type/Use -**

**Materials -**

**Style -**

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2907300400

**Legal Description -** Sect 148 Blk XI Skippers  
Creek

**Heritage Assessment**

**Historic and Social Value -** High

**Cultural and Spiritual Value -** Low

**Architectural Value -** Moderate

**Townscape and Context Value -** Moderate to  
High

**Rarity and Representative Value -** High

**Technological Value -** Low to Moderate

**Archaeological Value -** Moderate to High

**Overall Heritage Value -** High

**DESCRIPTION**

---

**HISTORY**

---

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

---

The School House is important as it represents important local social and development patterns.

**SOURCES**

---

Queenstown Historical Society.

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003

PHOTO

---

**Bullendale Township - including Eden Hut and Musters Hut**

---

**Constructed -**

**Building Type/Use -**

**Materials -**

**Style -**

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2907300400

**Legal Description -** Sect 148 Blk XI  
Skippers Creek

**Heritage Assessment**

**Historic and Social Value - High**

**Cultural and Spiritual Value - Low**

**Architectural Value - Moderate**

**Townscape and Context Value - Moderate to High**

**Rarity and Representative Value - High**

**Technological Value - Moderate to High**

**Archaeological Value - Moderate**

**Overall Heritage Value - High**

**DESCRIPTION**

---

**HISTORY**

---

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

---

The Township is important as it represents important historic, social and development patterns of the area. It has high historic, social, and representative values, with it also being recognised for its technological value.

**SOURCES**

---

Queenstown Historical Society

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003

PHOTO

---

**Strohle's Hut**

---

**Constructed -**

**Building Type/Use -**

**Materials -**

**Style -**

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2907300200

**Legal Description -** Part Run 27 Shotover Creek  
and Soho SD's

**Heritage Assessment**

**Historic and Social Value -** High

**Cultural and Spiritual Value -** Low

**Architectural Value -** Moderate

**Townscape and Context Value -** Moderate to High

**Rarity and Representative Value -** High

**Technological Value -** Low

**Archaeological Value -** Moderate

**Overall Heritage Value -** Moderate to High

**DESCRIPTION**

---

**HISTORY**

---

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

---

The hut is important as it represents important local social and development patterns. It and consequently has high social, historic and representative values

**SOURCES**

---

Queenstown Historical Society

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003

PHOTO

---

**Otago Hotel**

---

**Constructed -**

**Building Type/Use -**

**Materials -**

**Style -**

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2907301600

**Legal Description -** Sect 148 Blk XI Skippers  
Creek

**Heritage Assessment**

**Historic and Social Value -** High

**Cultural and Spiritual Value -** Low

**Architectural Value -** Moderate

**Townscape and Context Value -**  
Moderate to High

**Rarity and Representative Value -** High

**Technological Value -** Low to Moderate

**Archaeological Value -** Moderate

**Overall Heritage Value -** Moderate to High

**DESCRIPTION**

---

**HISTORY**

---

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

---

The hotel is important as it represents important local social and development patterns. It has high social, historic and representative values.

**SOURCES**

---

Queenstown Historical Society.

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003

PHOTO

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**Dam in Skippers Creek**

---

**Constructed -**

**Building Type/Use -**

**Materials -**

**Style -**

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2907300400

**Legal Description -** Part Sect 148 Blk XI Skippers  
Creek Part Aurum Recreation  
Reserve

**Heritage Assessment**

**Historic and Social Value -** High

**Cultural and Spiritual Value -** Low

**Architectural Value -** Moderate

**Townscape and Context Value -** Moderate to  
high

**Rarity and Representative Value -** High

**Technological Value -** Moderate to high

**Archaeological Value -** Moderate

**Overall Heritage Value -** Moderate to High

**DESCRIPTION**

---

**HISTORY**

---

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

---

The dam is important as it represents significant development patterns of the area. It has high social, historic and representative values.

**SOURCES**

---

Queenstown Historical Society

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003



---

### Macnicol Battery, Aurum Basin

---

**Constructed -**

**Building Type/Use -**

**Materials -** Wood, iron

**Style -**

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2907300400

**Legal Description -** Part Sect 148 Blk Xi Skippers  
Creek Part Mt Aurum Recreation  
Reserve

#### Heritage Assessment

**Historic and Social Value -** High

**Cultural and Spiritual Value -** Low

**Architectural Value -** Moderate

**Townscape and Context Value -** Moderate to High

**Rarity and Representative Value -** High

**Technological Value -** Moderate

**Archaeological Value -** Moderate

**Overall Heritage Value -** Moderate to High

**DESCRIPTION**

---

**HISTORY**

---

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

---

The battery is important as it represents significant development patterns of the area. It has high social, historic and representative values.

**SOURCES**

---

Queenstown Historical Society.

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003



---

**Curries Hut, Dynamo Creek**

---

**Constructed -**

**Building Type/Use -**

**Materials -**

**Style -** Hut

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2907300400

**Legal Description -** Part Sect 148 Blk XI Skippers  
Creek Part Mt Aurum  
Recreation Reserve

**Heritage Assessment**

**Historic and Social Value -** High

**Cultural and Spiritual Value -** Low

**Architectural Value -** Moderate

**Townscape and Context Value -**  
Moderate to High

**Rarity and Representative Value -** High

**Technological Value -** Low

**Archaeological Value -** Moderate

**Overall Heritage Value -** Moderate to High

**DESCRIPTION**

---

**HISTORY**

---

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

---

The Curries Hut is important as it represents local history and development patterns of the area. It has high social, development and representative values

**SOURCES**

---

Queenstown Historical Society.

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003

PHOTO

---

**Shaw Cottage**

---

**Constructed -** 1860's

**Building Type/Use -** Residential

**Materials -** Corrugated Iron

**Style -**

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2907132100

**Legal Description-** Lot 2 DP 15559

**Heritage Assessment**

**Historic and Social Value -** High

**Cultural and Spiritual Value -** Low

**Architectural Value -** Moderate

**Townscape and Context Value -** Moderate to High

**Rarity and Representative Value -** Moderate to High

**Technological Value -** Low to Moderate

**Archaeological Value -** Moderate to High

**Overall Heritage Value -** Moderate to High

## **DESCRIPTION**

---

The Shaw cottage is constructed of corrugated iron. The cottage sits on a site with a number of other buildings and is located at the junction of the Morven Ferry Road and Arrow Junction Road. This site is set amongst a rural setting.

## **HISTORY**

---

The building was originally built by Mr Robert Pritchard in 1862 as part of his store.

## **SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

---

The cottage is important for its association with local settlement patterns. It has high historic, social values, and is also recognised for its degree of context and archaeological values. The cottage represents a particular period and way of life and is considered to be intact with little modification.

## **SOURCES**

---

Queenstown Historical Society

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003

ITEM NUMBER:

PHOTO

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**E. Barnetts Hut**  
**Bonnie Jean Mine 4190 Glenorchy – Queenstown Road, Mt Judah**

---

**Constructed -**

**Building Type/Use -**

**Materials -**

**Style -**

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2907300600

**Legal Description-** Run 346D Glenorchy Skippers  
Creek SD Wyuna Station

**Heritage Assessment**

**Historic and Social Value -**

**Cultural and Spiritual Value -**

**Architectural Value -**

**Townscape and Context Value -**

**Rarity and Representative Value -**

**Technological Value -**

**Archaeological Value -**

**Overall Heritage Value -** Moderate

**DESCRIPTION**

---

**HISTORY**

---

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

---

**SOURCES**

---

ENTERED BY: Queenstown Heritage Working  
Party

DATE ENTERED: October 2002 – Jan  
2003



---

**Skippers Road, including all cuttings, retaining walls, geographical features and Branches Road and geographical features Lighthouse Rock, Castle Rock and Long Gully**

---

**Constructed** – 1930'S

**Building Type/Use** - Public road

**Materials** - Stone, earth

**Style** -

**Architect** -

**Builder** -

**NZHPT Register** -

**District Plan Status** -

**Valuation number** -

**Legal Description**- Road Reserve commencing at Coronet Peak Road and ending at the end of Branches Road – Blocks II, XV, XVI Shotover SD and Block II Skippers SD

**Heritage Assessment**

**Historic and Social Value** - High

**Cultural and Spiritual Value** - Low

**Architectural Value** - Low to Moderate

**Townscape and Context Value** - High

**Rarity and Representative Value** - High

**Technological Value** - Moderate

**Archaeological Value** - Low to Moderate

**Overall Heritage Value** - High

**DESCRIPTION**

---

The Skippers road is a public road which is runs off the Coronet Peak road down to Skippers through the Skippers Valley as far as Branches.

**HISTORY**

---

The road was originally constructed and used by early gold miners in the 1930's.

**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

---

The Skippers Road is important as it represents a period of time and important local history. In addition there is a high degree of community association with the road, it is recognised as a landmark and it plays a role in defining the area. Consequently the road has high social, historical, context and representative values.

**SOURCES**

---

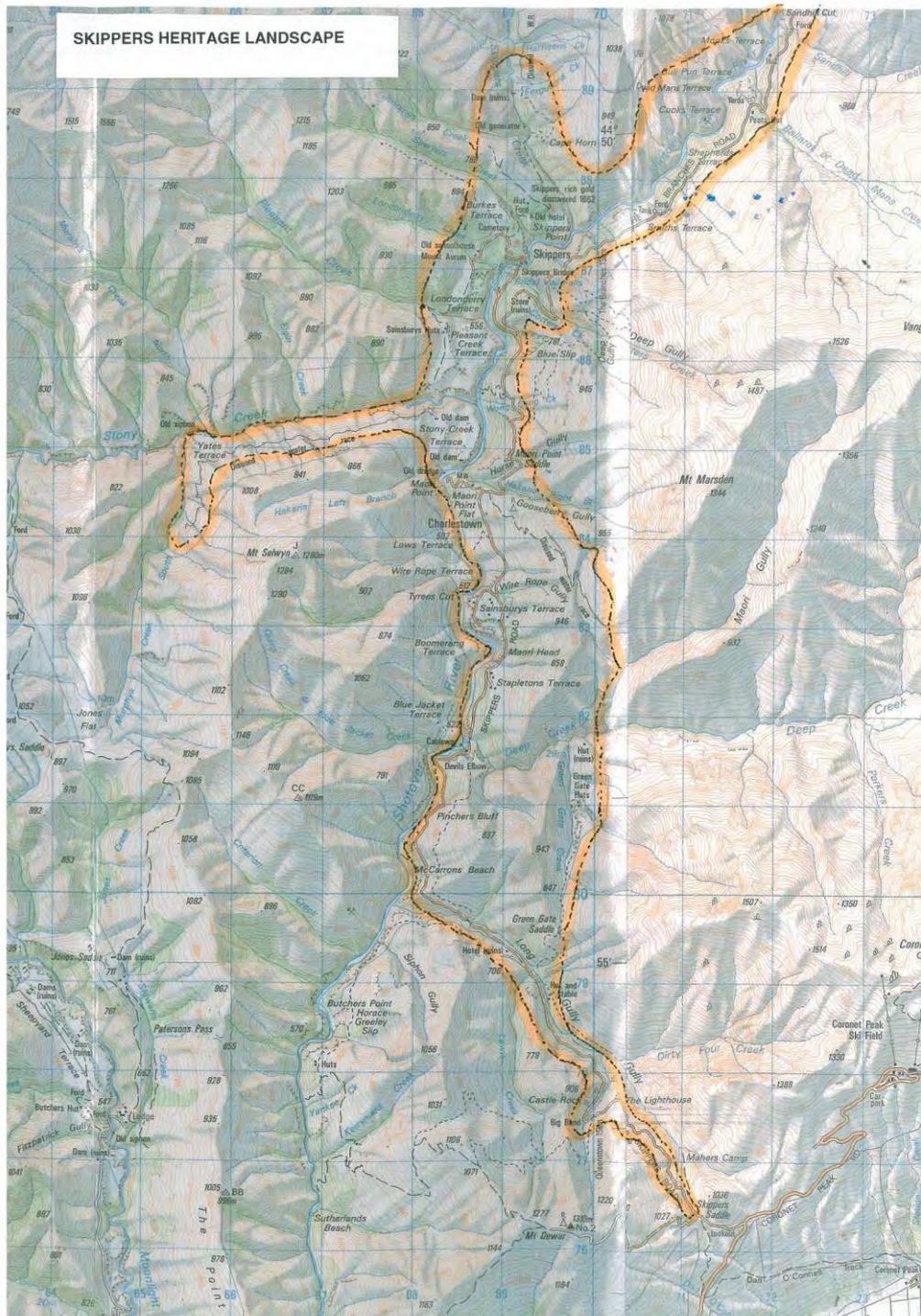
Queenstown Historical Society

ENTERED BY: Queenstown Heritage Working Party

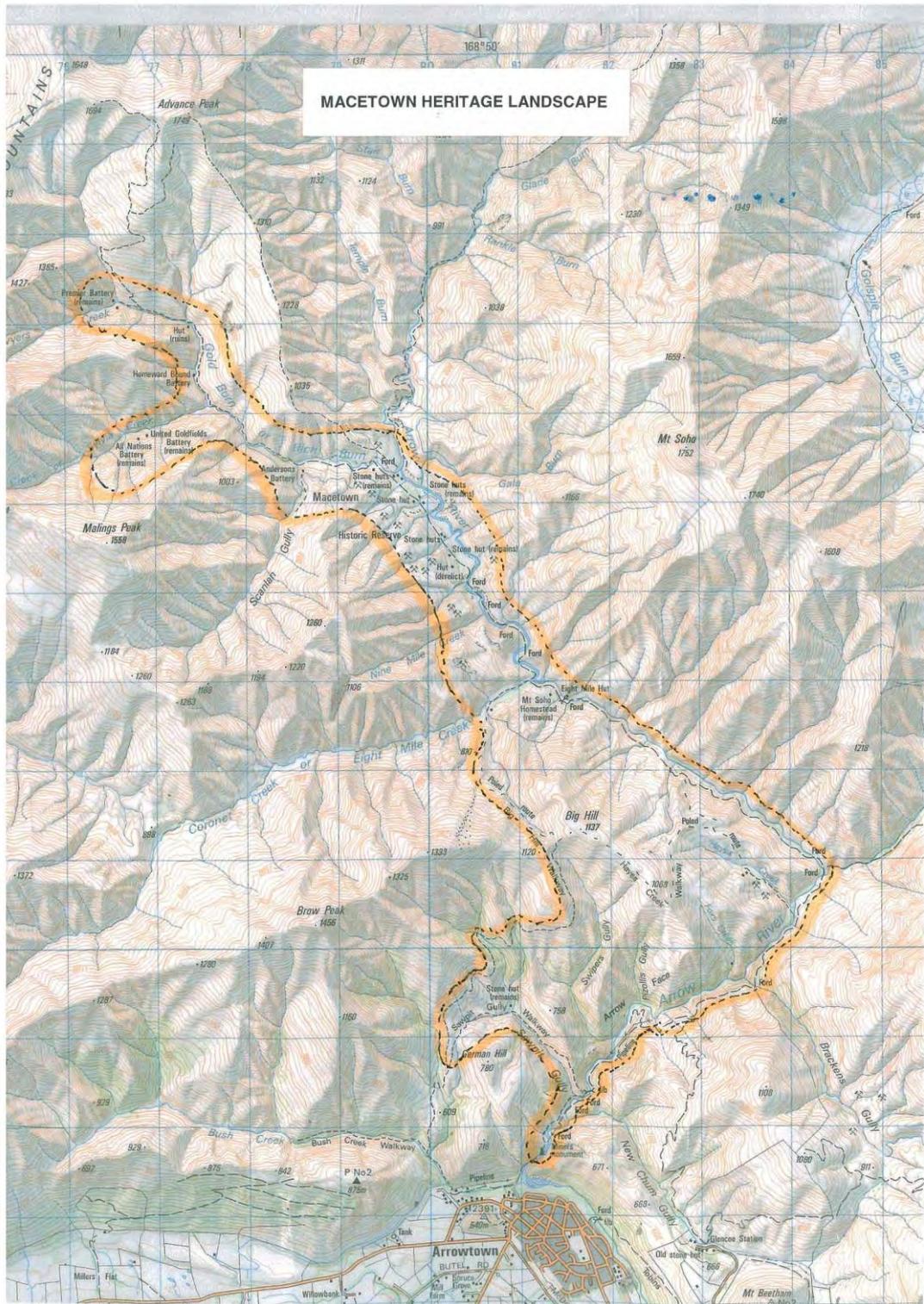
DATE ENTERED: October 2002 – Jan 2003

# **HERITAGE LANDSCAPES**

Skippers Heritage Landscape



Macetown Heritage Landscape



Seffertown and Moke Lake Heritage Landscapes



Glenorchy – Wyuna Heritage Landscape



**QLDC District Plan Variation #17**

**Notable Trees - Ref # 24  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Hawthorn Hedge

Botanical Name: Crataegus monogyna

**Location**  
104 Centennial Avenue, Arrowtown

**Additional Comments**

Condition Evaluation						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	9
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	9
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	9
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	15
<b>Subtotal Points</b>						
Amenity Evaluation						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	3
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	9
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	3
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	9
<b>Subtotal Points</b>						
Notable Evaluation						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						84

**QLDC District Plan Change 3**

**Notable Trees - Ref # 25  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Walnut Tree

Botanical Name: Juglans nigra

**Location**  
Walnut Cottage, Lake Hayes Road

**Additional Comments**  
NB – link to Historic Cottage

Condition Evaluation						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	15
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	9
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	15
<b>Function</b>	Minor	Useful	Important	Significant	Major	15
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	27
<b>Subtotal Points</b>						
Amenity Evaluation						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	21
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	3
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
Notable Evaluation						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						126

**QLDC District Plan Change 3**

**Notable Trees - Ref # 26  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: (70+)  
Norway Spruce  
Common Larch

Botanical Name: Picea abies  
Larix decidua

**Location**  
Avenue to Ayreburn Homestead, Lake Hayes  
Road

**Additional Comments**  
Probably an historic link with the Homestead

Condition Evaluation						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	9
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	9
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	9
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
Amenity Evaluation						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	21
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	9
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	3
<b>Role</b>	Minor	Moderate	Important	Significant	Major	15
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	15
<b>Subtotal Points</b>						
Notable Evaluation						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						120

**QLDC District Plan Change 3**

**Notable Trees - Ref # 27  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Japanese Maple

Botanical Name: Acer palmatum

**Location**  
12 Homestead Close, Wanaka

**Additional Comments**

Condition Evaluation						
Points	3	9	15	21	27	Score
Form	Poor	Moderate	Good	Very good	Specimen	21
Occurrence	Predominant	Common	Infrequent	Rare	Very Rare	21
Vigour & Vitality	Poor	Some	Good	Very Good	Excellent	21
Function	Minor	Useful	Important	Significant	Major	9
Age (yr)	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
Amenity Evaluation						
Points	3	9	15	21	27	Score
Stature (m)	3 to 8	9 to 14	15 to 20	21 to 26	27+	3
Visibility (km)	0.5	1.0	2.0	4.0	8.0	3
Proximity	Forest	Parkland	Group 10+	Group 3+	Solitary	9
Role	Minor	Moderate	Important	Significant	Major	9
Climate	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
Notable Evaluation						
Recognition	Local	District	Regional	National	International	Score
Points	3	9	15	21	27	
Stature						
- Feature						
- Form						
Historic						
- Age 100+						
- Association						
- Commemoration						
- Remnant						
- Relict						
Scientific						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						120

**QLDC District Plan Change 3**

**Notable Trees - Ref # 28  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Oak x2

Botanical Name: Quaraus robur

**Location**  
Old School site, Gibbston

**Additional Comments**

Condition Evaluation						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	15
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	9
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	15
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
Amenity Evaluation						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	15
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	9
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
Notable Evaluation						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						9
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						123



**QLDC District Plan Change 3**

**Notable Trees - Ref # 28b  
Full Tree Evaluation Score Sheet**

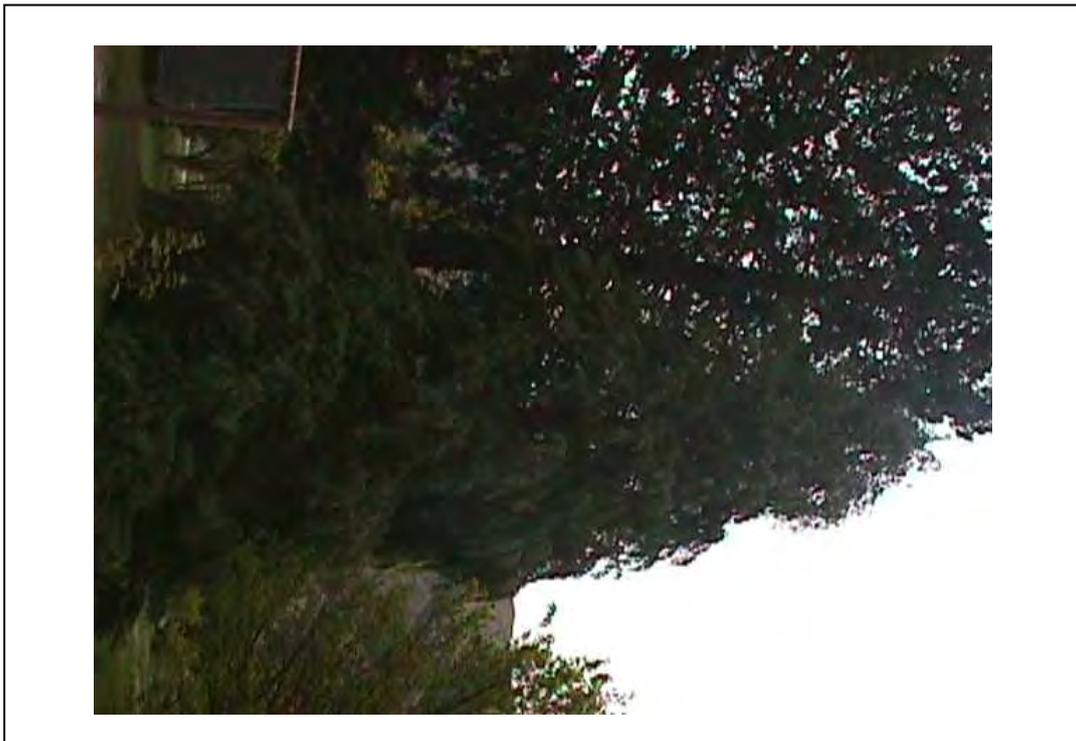
**Tree Name**  
Common Name: Sycamores x8

Botanical Name: Sycamore

**Location**  
Old School site, Gibbston

**Additional Comments**

Condition Evaluation						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	15
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	9
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	15
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	15
<b>Subtotal Points</b>						
Amenity Evaluation						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	15
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	3
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
Notable Evaluation						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						9
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						111



**QLDC District Plan Change 3**

**Notable Trees - Ref # 28c  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Wellingtonia's x2

Botanical Name:

**Location**  
Old School site, Gibbston

**Additional Comments**

Condition Evaluation						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	15
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	15
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	15
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
Amenity Evaluation						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	21
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	9
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
Notable Evaluation						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						9
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						135



**QLDC District Plan Change 3**

**Notable Trees - Ref # 28d  
Full Tree Evaluation Score Sheet**

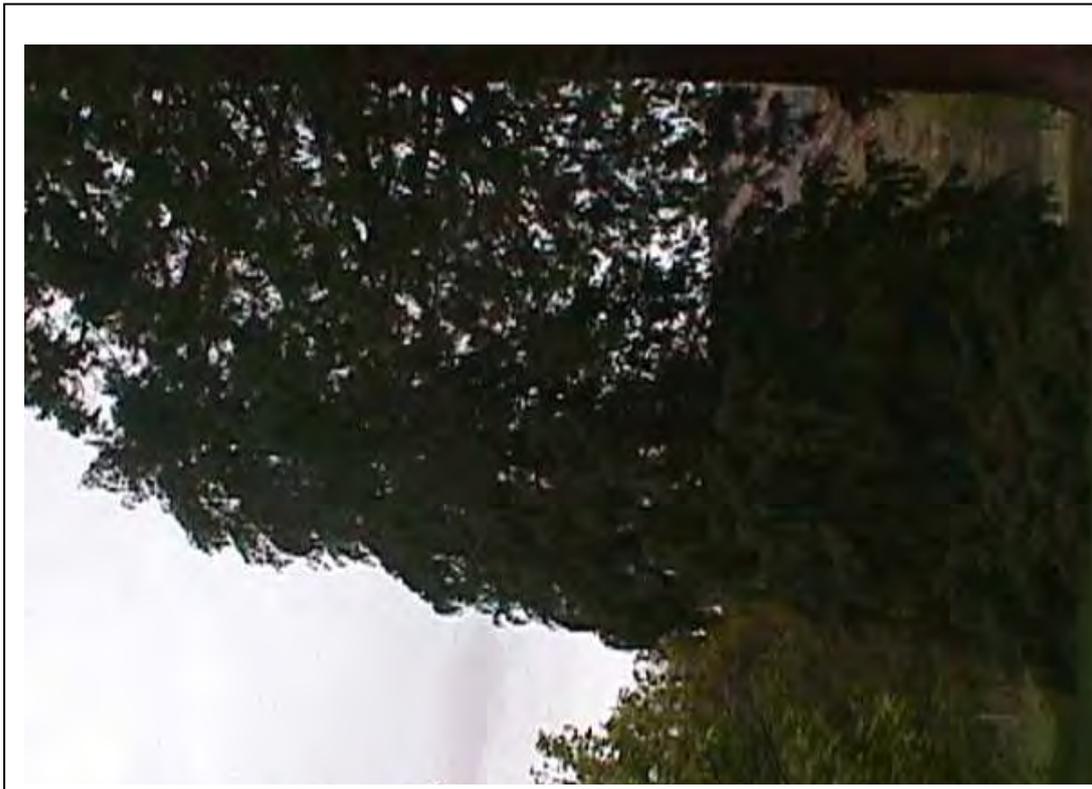
**Tree Name**  
Common Name: Lime Tress x6

Botanical Name: Tilia ps.

**Location**  
Old School site, Gibbston

**Additional Comments**

<b>Condition Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	15
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	9
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	21
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
<b>Amenity Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	21
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	9
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
<b>Notable Evaluation</b>						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						9
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						135



**QLDC District Plan Change 3**

**Notable Trees - Ref # 28e  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Lawson Cypress

Botanical Name:

**Location**  
Old School site, Gibbston

**Additional Comments**

<b>Condition Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	15
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	9
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	21
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
<b>Amenity Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	21
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	9
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
<b>Notable Evaluation</b>						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						9
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						135

**QLDC District Plan Change 3**

**Notable Trees - Ref # 29  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Brewer Spruce

Botanical Name: Picea brewerana

**Location**  
Wanaka Station Park

**Additional Comments**

<b>Condition Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	15
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	27
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	15
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
<b>Amenity Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	15
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	3
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	15
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
<b>Notable Evaluation</b>						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						132

**QLDC District Plan Change 3**

**Notable Trees - Ref # 30  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Saucer Magnolia

Botanical Name: Magnolia x soulangiana

**Location**  
Wanaka Station Park

**Additional Comments**

<b>Condition Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	19
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	15
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	15
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
<b>Amenity Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	3
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	3
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
<b>Notable Evaluation</b>						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						9
- Association						
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						105

**QLDC District Plan Change 3**

**Notable Trees - Ref # 31  
Full Tree Evaluation Score Sheet**

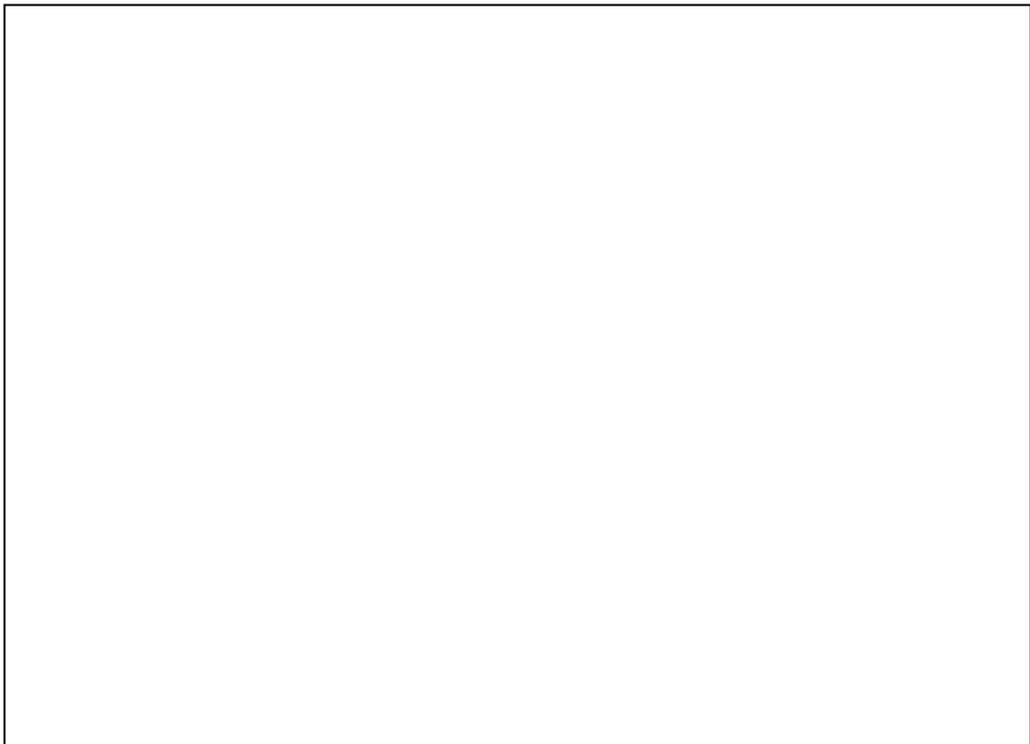
**Tree Name**  
Common Name: Holly

Botanical Name: Ilex aquifolium 'Golden Queen'

**Location**  
Wanaka Station Park

**Additional Comments**

Condition Evaluation						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	27
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	21
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	21
<b>Function</b>	Minor	Useful	Important	Significant	Major	3
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	27
<b>Subtotal Points</b>						
Amenity Evaluation						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	9
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	3
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
Notable Evaluation						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						132



**QLDC District Plan Change 3**

**Notable Trees - Ref # 32  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Wellingtonia x2

Botanical Name: Sequoiadendron giganteum

**Location**  
Entrance to Kingston cemetery

**Additional Comments**  
X1 has a DBH of 1.37m and the other 1.24m

Condition Evaluation						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	21
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	15
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	21
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
Amenity Evaluation						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	21
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	15
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	15
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	9
<b>Subtotal Points</b>						
Notable Evaluation						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						9
- Form						
<b>Historic</b>						
- Age 100+						9
- Association						
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						174



**QLDC District Plan Change 3**

**Notable Trees - Ref # 33  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Gum Tree

Botanical Name: Eucalyptus gunnii

**Location**  
The school reserve, adjacent to swimming pool

**Additional Comments**  
DBH 2.07m  
Ht 30m+

Condition Evaluation						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	15
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	15
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	15
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
Amenity Evaluation						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	27
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	9
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
Notable Evaluation						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						132



**QLDC District Plan Variation #17**

**Notable Trees - Ref # 35  
Full Tree Evaluation Score Sheet**

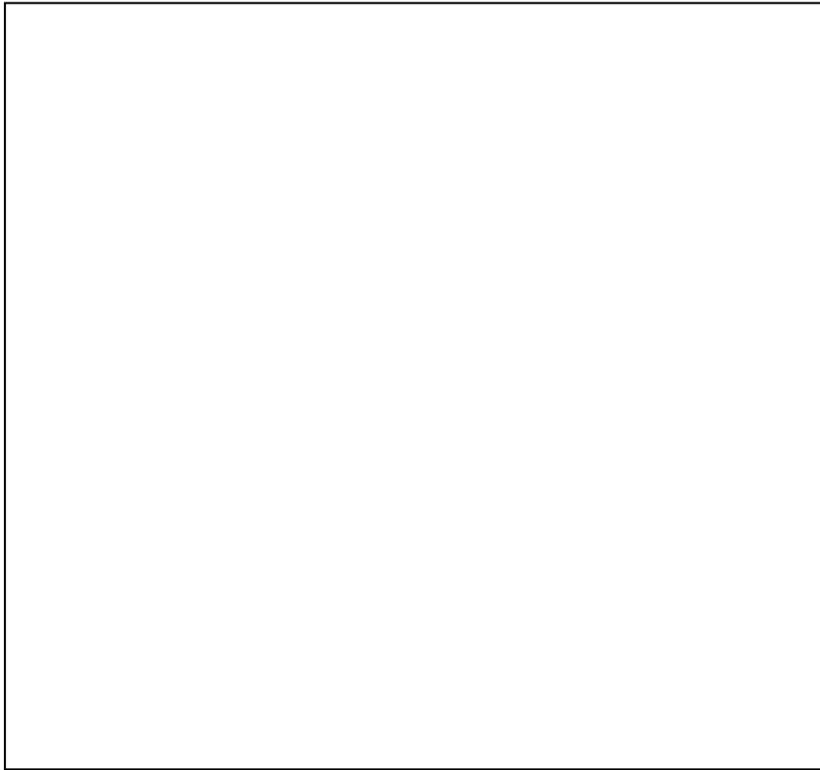
**Tree Name**  
Common Name: Snow Gum

Botanical Name: Eucalyptus sp.

**Location**  
Glenorchy Road, Bob's Cove  
Gum tree at the entrance to Flight Parklane,  
opposite entrance to Punatapu

**Additional Comments**  
Contact Tony Flight – tree on private land

Condition Evaluation						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	21
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	15
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	15
<b>Function</b>	Minor	Useful	Important	Significant	Major	15
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
Amenity Evaluation						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	21
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	9
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	9
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
Notable Evaluation						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						138



**QLDC District Plan Variation #17**

**Notable Trees - Ref # 36  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Rimu Tree

Botanical Name:

**Location**  
Glenorchy Cafe

**Additional Comments**

<b>Condition Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	
<b>Function</b>	Minor	Useful	Important	Significant	Major	
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	
<b>Subtotal Points</b>						
<b>Amenity Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	
<b>Role</b>	Minor	Moderate	Important	Significant	Major	
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	
<b>Subtotal Points</b>						
<b>Notable Evaluation</b>						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						

**QLDC District Plan Change 3**

**Notable Trees - Ref # 37  
Full Tree Evaluation Score Sheet**

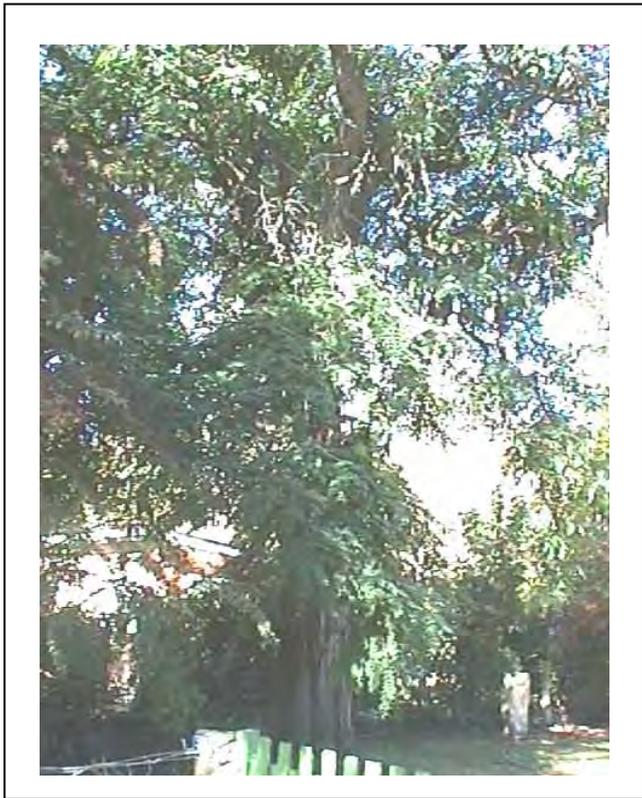
**Tree Name**  
Common Name: Robinia

Botanical Name: Robinia acacia.

**Location**  
Rapid 192 Speargrass Flat Road

**Additional Comments**

<b>Condition Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Form</b>	Poor	Moderate	Good	Very good	Specimen	15
<b>Occurrence</b>	Predominant	Common	Infrequent	Rare	Very Rare	15
<b>Vigour &amp; Vitality</b>	Poor	Some	Good	Very Good	Excellent	9
<b>Function</b>	Minor	Useful	Important	Significant	Major	9
<b>Age (yr)</b>	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
<b>Amenity Evaluation</b>						
Points	3	9	15	21	27	Score
<b>Stature (m)</b>	3 to 8	9 to 14	15 to 20	21 to 26	27+	15
<b>Visibility (km)</b>	0.5	1.0	2.0	4.0	8.0	3
<b>Proximity</b>	Forest	Parkland	Group 10+	Group 3+	Solitary	15
<b>Role</b>	Minor	Moderate	Important	Significant	Major	9
<b>Climate</b>	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
<b>Notable Evaluation</b>						
Recognition	Local	District	Regional	National	International	Score
<b>Points</b>	3	9	15	21	27	
<b>Stature</b>						
- Feature						
- Form						
<b>Historic</b>						
- Age 100+						
- Association						
- Commemoration						
- Remnant						
- Relict						
<b>Scientific</b>						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						114



**QLDC District Plan Change 3**

**Notable Trees - Ref # 38  
Full Tree Evaluation Score Sheet**

**Tree Name**  
Common Name: Wellingtonia's (x2)

Botanical Name:

**Location**  
Queenstown Motor Park

**Additional Comments**

Condition Evaluation						Score
Points	3	9	15	21	27	
Form	Poor	Moderate	Good	Very good	Specimen	15
Occurrence	Predominant	Common	Infrequent	Rare	Very Rare	15
Vigour & Vitality	Poor	Some	Good	Very Good	Excellent	15
Function	Minor	Useful	Important	Significant	Major	9
Age (yr)	10 yrs. +	20 yrs. +	40 yrs. +	80 yrs. +	100 yrs. +	21
<b>Subtotal Points</b>						
Amenity Evaluation						Score
Points	3	9	15	21	27	
Stature (m)	3 to 8	9 to 14	15 to 20	21 to 26	27+	21
Visibility (km)	0.5	1.0	2.0	4.0	8.0	9
Proximity	Forest	Parkland	Group 10+	Group 3+	Solitary	9
Role	Minor	Moderate	Important	Significant	Major	9
Climate	Minor	Moderate	Important	Significant	Major	3
<b>Subtotal Points</b>						
Notable Evaluation						Score
Recognition	Local	District	Regional	National	International	
Points	3	9	15	21	27	
Stature						
- Feature						
- Form						
Historic						
- Age 100+						
- Association						
- Commemoration						
- Remnant						
- Relict						
Scientific						
- Source						
- Rarity						
- Endangered						
<b>Subtotal Points</b>						
<b>Total Points</b>						126



ITEM NUMBER:



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**Thompson House**  
**66 Hallenstein Street, Queenstown**

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**Constructed -** 1871 - 1875

**Building Type/Use -** Residential

**Materials -** Wood and stone

**Style -**

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -** 2

**Valuation number -** 2910527300

**Legal Description-** Lot 1, DP 3401 Blk XVI,  
Queenstown Town

**Heritage Assessment**

Historic and Social Value - High

Cultural and Spiritual Value - Low

Architectural Value - Moderate

Townscape and Context Value - Very Important

Rarity and Representative Value - High

Technological Value - Low

Archaeological Value - Moderate to High

**Overall Heritage Value - High**

**Description -**

The Thompson House is a building constructed of a central core of double cell schist with architecturally sympathetic wooden additions. The building is located on the corner of Hallenstein St and Ballarat St. It overlooks Queenstown is surrounded by a cottage garden, fence on Ballarat boundary, hedge on Hallenstein boundary, lawns.

**History -**

The Thompson House is one of the earliest buildings in Queenstown. The land, with an area of one acre and 36 perches, was first registered as a Crown grant on 10 June 1871 to Nelson L. Thompson, a stonemason of Arrowtown. It seems likely, Thompson, because of his occupation, erected the small stone building because when the land, plus two more quarter acres, was sold to William McKibbin, labourer, of Crown Terrace in April 1875 for 164 pounds, mention was made of buildings.

In 1880, William McKibbin, who now listed himself as farmer, along with Henry and John in partnership became the new owners, then for 300 pounds, they sold to James McKibbin (not a bad investment over four and a half years especially as two sections between Malaghan and Turner Streets were not included). However the arrangement did not last long because seven months later James McKibbin had sold the property to Louis De Beer, merchant, of Queenstown. Unfortunately, Louis De Beer died in January 1887 aged 43 of congestion of the lungs, but his wife Rosette continued to occupy the property until 1908, in all a period of 28 years.

Miss Jenny Thomson, who owned the property from March 1934 to Feb 1974, named the cottage *Kaiweka*. She was a registered nurse who came to Queenstown with suspected tuberculosis and also to care for her sister, Mrs Margaret Gilkison, another TB patient. The dry air of Central Otago was regarded as suitable treatment for this serious complaint and many people moved to the area in an attempt to cure the condition.

**Previous occupiers and owners include (in chronological order):**

Nelson L. Thompson - 1871 - 1875  
William McKibbin - 1875 - 1880  
James McKibbin 1880 - 1881?  
Louis De beer 1881 - 1908  
Mrs M.P. Ashworth  
Maria Davis  
Miss Mary Louise McKibbin  
Jenny Thompson  
Mrs Lorna Chisholm  
Jim Syme

**Summary of Heritage Significance and any Additional Comments -**

**Sources -**

The Queenstown Courier: the Official Publication of the Queenstown & Districts Historical Society



**NAME**

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**Showground Building**

**LOCATION/ADDRESS**

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McDougall Street, Wanaka

**Constructed -** 1920's

**Building Type/Use -** Sporting/Recreation use

**Materials –** Wood and iron

**Style -** Colonial pavilion

**Architect -**

**Builder -**

**NZHPT Register -**

**District Plan Status -**

**Valuation number -** 2905342500

**Legal Description-** Section 12 Block XV Town of  
Wanaka

**Heritage Assessment**

Historic and Social Value - High

Cultural and Spiritual Value - Moderate

Architectural Value – Moderate - High

Townscape and Context Value - High

Rarity and Representative Value - Moderate

Technological Value - Low

Archaeological Value - Low

**Overall Heritage Value -** Moderate - High

**DESCRIPTION**

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The building is a significant sporting centre constructed of wood and iron. It is located within the A & P showground with the site designated as a recreation reserve

**HISTORY**

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**SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS**

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The building has a high association with the social growth of the town. It has high social, historic and townscape values. It is considered as a landmark and represents symbolic values associated with town and country sport.

The original part of the building has not been altered, there have however been additions.

**SOURCES**

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Upper Clutha Historical Records Society

# **Reid Assessments as part of Plan Change 3 (2006)**

## **Heritage Assessment Methodology**

### **Background**

Heritage assessment criteria had been previously decided upon by Council and included;

Archaeological Value  
Architectural Value  
Cultural and Spiritual Value  
Historic and Social Value,  
Townscape and Context Value  
Rarity and Representative Value  
Technological Value

Note; Rarity and representative value are two different values and ideally should be separated. In this document however they are grouped and if it is one or the other then this is stated.

An inventory sheet was set up that provides a summary of information and includes a quick reference to the "Heritage Assessment." A box, on the first page of each register entry, includes the above values. The criteria that apply to a particular site are ticked and given a rating from moderate – high. Criteria that are not considered to apply are left un marked.

### **Method of Analysis**

1) The 12 sites worked on had already been identified through the submission process as described above. The sites were assessed against a customised assessment form comprising date of construction, legal description of the land, principal building material, location, use, and condition of the place. Historical background and any known site modifications is included. The template assessment form includes a quick reference heritage assessment box (for consistency this was based on heritage assessments done in July 2005).

2) Assessment criteria developed for this project was applied. (refer appendix 2) Based on the historic research achieved in the timeframe for this project (based on 3 hours per site), the significance of each site was determined.

Some of these assessments would have ideally had some professional architectural or archaeological input but this was not possible given the tight timeframe of the work required. The comments and significance rating applied to each criteria have been solely the work of the contractor

### **Statement of Significance**

The Statement of Significance found on the first page of each of the entries, states exactly why the place is important and provides the reasoning as to why it should or should not be listed on the heritage register. It provides a summary of the historical, social and physical elements of the place that have been assessed as making the place special or not and attempts to put it in context when compared to other heritage places. (where possible) It echoes the assessment criteria headings in the Heritage assessment box that are ticked. These have also been given a rating of moderate to high based on evidence provided in the entry and the contractors own knowledge of the site as compared to other historic sites known in the local regional or national context.

(Note: this grading system was developed by Council and the local heritage working party in 2005).

The system developed had an Overall **Heritage Value** provided and this varies from; **Moderate, Moderate – High, High**. The contractor used the statement of significance as an important guide in evaluating the overall heritage value and then applied the findings to the QLDC ratings of 1,2, or 3 as already developed in the QLDC Partially Operative District Plan (March 2004) Heritage section 13.

**A rating of 1** includes “places of greatest historical or cultural heritage significance.” In order to score a 1 for this project, the site would have an overall rating of HIGH backed up by strong evidence in the significance statement. It would also usually be of local, regional and national importance to achieve this status but this could also be achieved through it being of significant regional importance backed up by other heritage criteria findings.

**A rating of 2** “warrants permanent preservation because of its significance to the district.” In order to score a 2 for this project, the site would have an overall rating of Moderate, or Moderate – High or High. It would be of local and/or regional significance to the district.

**A rating of 3** “preservation of the heritage resource is encouraged “A score of 3 for this project has been applied to those items that have an overall rating of Low or Moderate.

I have attempted to provide consistency in providing assessments and QLDC ratings of these 12 heritage sites for this project, however there is an element of subjectivity in any assessment process and differences in opinion when applying these assessment criteria.

While more historical research may reveal new information on some of these sites, the contractor is confident that these heritage assessments, as described in the following report are consistent and appropriate for the recommended protection in the QLDC District Plan.

### **Disclaimer**

Given the short amount of time (approximately 3 hours per site) available to undertake the historical research and assessment of these 12 sites, the information provided does not always provide a thorough history of each site. It is however an attempt to provide an overview of the history and significance of the sites providing direction for further reading or research at a later date.

While local people have been consulted where possible it should be noted that local sources may provide further information on individual sites. Research to this date, in the interests of expediency, has used mainly archival and secondary sources. This has included; the Lakes District Museum, Arrowtown, the National Archives Regional Office, Dunedin the New Zealand Historic Places Trust, Dunedin Area office and the Land Information office, Dunedin. In some cases, easily accessible information has been extensive through public sources and others have been limited. Every endeavor has been made to produce accurate and factual information throughout this project, however there are likely to be some gaps and inconsistencies that could be remedied with further consultation with landowners or knowledgeable locals.

It is hoped that this document will be used as a planning tool as well as an advocacy one to help guide future protection and provide an increase in understanding of the significance of these special places.

Special thanks to the Lakes District Museum staff at Arrowtown for their access to their archives and help with this project.

Rebecca Reid

Telltale  
*Promoting and Interpreting Our Heritage*  
31 July 2006

## Appendix one

### Heritage Plan Change 3 - Features requiring assessment

The following features require assessment as per the criteria (attached) used for the preparation of the Plan Change:

Submitter #	Submitter Name	Addition Sought	Submitters Notes
10.4	Jay Cassells	Boatshed & slipway at Frankton marina	
11.10 & 37.10	Jay Cassells & Pam Maclean	The structures and grounds known as Paddy Mathias Place at Arthur's Point	
11.11	Jay Cassells	The Frankton Track	
11.12 & 37.12	Jay Cassells & Pam Maclean	The Earnslaw slip and winch shed at Kelvin Heights	
11.15 & 37.15	Jay Cassells & Pam Maclean	Bowling Club buildings and grounds (in Queenstown Gardens)	
11.17 & 37.17	Jay Cassells & Pam Maclean	Any relics or sites of Chinese settlement on the Arrow River	
12.8	Gordon Christie	The old farm buildings on land above the Stoney Creek subdivision	One of the few old buildings remaining in the near urban environment. Is a significant building, in good repair, and of good natural appearance.
25.1	Carolyn Gee	The rail between Kingston and Fairlight	The last remaining section of the Kingston to Lumsden branch line, completed in July 1878.
25.2	Carolyn Gee	Telephone wire running from Kingston to Half Way Bay	
25.5	Carolyn Gee	2 engines, 4 carriages & numerous wagons in Kingston	
25.8	Carolyn Gee	Weir and piping supplying water from the hill to the rail water tank [at Kingston]	
25.9	Carolyn Gee	Old stone house remains at Allen Stream, just south of Kingston on the Western side of the valley	
29.1	Jill Hamel	Abutments of the old 1875 bridge over McChesney Creek, Arthur's Point	A good example of early development of good roading system for drays and wagon at a very early period in the province.
38.1	Anne Maguire	Stone stable on Lot 9 DP 301885 at Littles Road	
54.2	Queenstown Historical Soc	Features on Arranmore Farm, Grants Road	Stone stables, old woolshed, and old smithy.
61.1	Barbara Syme	Pig & Whistle building, Queenstown	Unique position with the flowing creek and outdoor gardens add character and atmosphere to a town that is becoming impersonal. Need some small areas to remind us of what Queenstown used to be like.
78.1 & 78.2	Andrew Dalziel	The two stone huts and remnants of a stone building on Marcus Taylor's property (Lot 2 DP11834)	Need category 1 protection.

## Appendix two

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

### Appendix three

#### Summary of heritage assessments for Heritage Plan Change 3, July 2006

Heritage item	Location	Overall Heritage assessment	QLDC category recommended
Boatshed & slipways & former shipping ticket office	Frankton marina Reserve	Moderate	Category 2 (both buildings)
Arranmore farm buildings	Grant Road, Frankton	Moderate – Hgh	Category 2
Frankton Walking track	Frankton	Low	No category recommended
Paddy Mathias buildings and grounds	Arthurs Point	Moderate- High	Category 2
Old McChesney Bridge abutements	Arthurs Point	Moderate	Category 2
Littles stone stables	Littles Road	Moderate – High	Category 2
Bowling Club Buildings & grounds	Queenstown Gardens	Moderate – High	Category 2
Pig and Whistle building	Ballarat street , Queenstown	Low	No category recommended
Kingston – Fairlight railway	Kingston	High	Category 1 (note; only part of the rail occurs within the QLDC boundary)
Two engines, carriages and numerous wagons	Kingston	Engines and carriages =High Wagons = moderate	Engines/carriages, Category 1  Wagons; category 2
Water weir, reservoir and piping	Kingston	Moderate	Category 2

**NAME (including former names)**

**Boatshed and slipway, and cottage (part former ticket office)**

**LOCATION/ADDRESS**

Frankton Marina Recreation Reserve

HERITAGE ASSESSMENT	AGE/DATES
<p><b>Archaeological Value</b></p> <p>✓ <b>Architectural Value</b> Moderate</p> <p><b>Cultural/Spiritual Value</b></p> <p>✓ <b>Historical/Social Value</b> High</p> <p>✓ <b>Townscape/context Value</b> Moderate</p> <p>✓ <b>Rarity/Representative Value</b> High representative value</p> <p><b>Technological Value</b></p> <p><b>OVERALL HERITAGE VALUE</b> Moderate</p>	<p>Boatshed and slipway circa 1934.</p> <p>Ticket office; original built 1869, but shifted and reconstructed in 1936.</p>
	<p><b>ARCHITECT/BUILDER</b></p> <p><b>MATERIALS</b> Boatshed, timber frame with corrugated iron cladding. Ticket office; weather board and ply cladding later.</p>
	<p><b>LOCAL AUTHORITY LISTINGS</b> QLDC</p> <p>Local Authority rating recommended Category 2 (both buildings)</p>
	<p><b>LEGAL DESCRIPTION</b></p> <p><b>TYPE/USE</b> Boat building and repairs Accommodation (ticket office)</p>
	<p><b>CURRENT OWNERS</b></p> <p><b>CURRENT CONDITION</b> Average</p>

**SUMMARY OF SIGNIFICANCE**

These two buildings by the lake at the Frankton marina together, represent a link with Wakatipu's maritime past. The remnant ticket office (although relocated) is the oldest building remaining to have had a close functional relationship to the early shipping services on the lake. It therefore has rarity value, there being no other buildings of this era in the Queenstown – Frankton Bay.

The boatshed and slipways represent the days when leisure craft were a prominent feature on the water during the 1930s – 50s era. Its industrial style of architecture, (still largely in tact) reflects its function as a storage shed and later boat building and maintenance site. The fact that the building is still used for the purpose it was designed, provides an important continuity of use from past to present. (QLDC plans to upgrade the present marina and the incorporation of a restored boatshed, ticket office and slipway still servicing wooden boats would provide an excellent connection to past uses.)

While the ticket office has been added onto and altered somewhat to be used as accommodation for boaties beside the slipway, it is considered to have retained enough of its original fabric to warrant protection and enable full restoration should this be desired. It has the potential to represent a tangible reminder of the importance of shipping on the lake in an era when road transport was at its infancy.

The two buildings sit in context in the landscape, with their direct relationship to the lake and the recreational pursuits that were carried out from here through the different eras.

## DESCRIPTION

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### Boatshed and slipway building

The boatshed is an asymmetrical gable ended wood frame structure clad with corrugated iron. It has a lean – to on the north gable end. It is thought that some of the walls have been re-clad in the past 35 years. The roof appears to be mostly original now rusting corrugated iron with two original cowl ventilators in place. There is a large door opening with the top panel hinged flap in existence.<sup>1</sup> Inside there is half a wooden floor (1.5 metres above the beach level.) for working and storage. There appears to be one workable slipway of rails entering the shed with evidence of another slipway beside not in working order.

### Cottage (part former Ticket Office)

This building consists of a single gabled form (part of original Queenstown shipping office) on the south west end pierced with a six light astragal double-hung window. There is a two storey addition facing the lake front. This later addition has a verandah at the south end and a set of 6 narrow windows to the lake.

## HISTORY

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The boatshed and slipway and former ticket office are sited on former New Zealand Railways Department land adjoining the former Frankton steamer wharf. (there is no sign left of this wharf) This wharf built in 1878 by the Wakatipu Steam Shipping Company, was once of immense importance to the district, handling all the cargo such as timber, mining equipment, wool and bagged grain in and out of the district.<sup>2</sup> Frankton had been a shipping port since the earliest days of the gold rush in the early 1860s when a number of early sailing vessels were plying the lake. Prior to the Frankton wharf, these boats berthed at jetties one of which appears to be close to or on the site of the exiting boatshed and former ticket office.<sup>3</sup>

With the absence of good road networks for some time between Frankton and Queenstown and Kingston and Queenstown, the Frankton shipping services continued to be a vital link in the freight, mail and passenger communication systems. The lake steamers were particularly important up until the opening of the lake road (from Kingston) in 1936. The New Zealand Railways Department had purchased the steamer services and assets from the Lake Wakatipu Steam Ship company in 1902.<sup>4</sup> With the consequent fall off in demand for steamer freight due to improved road access into the area in the late 1930s, the Railways Department closed the Frankton wharf in 1941.<sup>5</sup>

### Boatshed and slipways

According to the Neil Clayton report, the existing boatshed was constructed by a Queenstown builder. The land is reported to have been leased from the Railways Department about 1934-35 to the late Mr Frederick George Duncan, lawyer of Dunedin. Duncan is said to have acted in a private capacity to the Queenstown officer in charge at the time, Captain G.A Herbert.<sup>6</sup>

There have been suggestions also that the boatshed building may have incorporated parts of a good shed built circa; 1901 and relocated from the original Frankton wharf.<sup>7</sup>

The construction of the boatshed by Duncan was undertaken in response to local objections to the Duncan family practice of mooring their boat, the *Sans Souci* in the South eastern corner of the

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<sup>1</sup> Neil Clayton, *Historicity of a boatshed and cottage at Frankton, Lake Wakatipu*, prepared for the QLDC, May 2001, p 17

<sup>2</sup> *ibid*, p 9

<sup>3</sup> *ibid*, J. Kinder, *The Remarkables and the Outlet of Lake Wakatipu*, undated watercolour reproduce in monochrome, in R Collins, *Pictures of Southern New Zealand*, John McIndoe, Dunedin 1979, p 35 as cited in Clayton, p 9.

<sup>4</sup> Meyer.R. J. *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963, p 90

<sup>5</sup> *ibid*

<sup>6</sup> Neil Clayton, *Historicity of a boatshed and cottage at Frankton, Lake Wakatipu*, prepared for the QLDC, May 2001, p 9

<sup>7</sup> Janet Stephenson, Heritage Advisor, NZHPT, submission on draft Frankton Marina Recreation Reserve Management Plan, 19 March 2001, from Ray Clarkson pers comm. .

Queenstown bay. The two slipways were constructed as part of the boat shed for their two boats. The heavier slipway (still active) on the north east side of the shed was for their 36 foot motor launch *Sans Sounci*. The lighter slipway on the south west side was used for a 15 foot tender, the *Wait a Minute*.<sup>8</sup>

The boatshed was the largest most elaborate structure in the Wakatipu at that time.<sup>9</sup>

In the 1950s, the Duncans passed on the boatshed and next door accommodation to the Late Mr Horace Tomkies. The Tomkies operated the tourist launches *Muratai II* and the *Moana*. During the 1980s the boatshed serviced the *Lion*, (the Walter Peak Station ferry) *Molyneaux*, *Aloha*, and *Leanne* amongst others.<sup>10</sup>

Maintenance and restoration of a variety of launches continues today providing some historical connection to the original use of the boatshed.

### Former ticket Office

The ticket office building, used by the Steamer service in Queenstown until 1936 dates back to around 1869 when it had been constructed by J. W. Robertson & Co as a general store. . Part of the building was used as an office from 1885 when the Lake Wakatipu Steam Shipping Company was formed. It is thought the building originally stood on Beach Street Queenstown on Lots 22 and 23, Block XV, Town of Queenstown)<sup>11</sup> In 1936 the office was sold to Major P. Mackenzie of Walter Peak Station.<sup>12</sup> Part of the office is said to have gone to Walter Peak and another part was moved by barge in three sections to Frankton. Fittings of any value were removed prior to sale and only the shell of the building was left.<sup>13</sup> This was re-erected as a two bedroom cottage.<sup>14</sup> Frederick Duncan and family were said to have purchased part of the building originally sold by the Railways Department. They "*regarded it in purely utilitarian terms, simply a quick source of holiday accommodation and an alternative to living aboard their launch.*"<sup>15</sup>

The Duncans rebuilt the structure on the southeast side of the boatshed building. The interior was relined and renovated to provide living and sleeping accommodation, a kitchen and small bathroom. An internal door connected to it directly to the boatshed next door. The Duncan's used the building as a holiday cottage until the early 1950's. They then disposed of both the boatshed and cottage to the late Mr Horace Tomkies and his son Ray, who operated tourist launches *Muratai II* and the *Moana*.

There were further alterations and additions to the building in 2001.<sup>16</sup>

While the ticket office has had some original materials removed or covered and had a large addition on the lake side, there is still a surprising amount of the original fabric left.<sup>17</sup>

Guy Williams, heritage adviser for NZHPT provided a report on original fabrics remaining in 2001. The following is a brief summary.

- Original single gabled form and bulk of the building remains
- Framing – original rafters, ceiling joists, studs and joists
- At least some flooring and possible all maybe intact.
- Exterior cladding (weatherboarding) at apex of eastern end, nailed with cut nails.
- Window at the western end
- Interior linings – Early 12" wide square dressed planks on eastern wall; 4 " tongue and groove linings on north and south walls at east end of building.

<sup>8</sup> Neil Clayton, *Historicity of a boatshed and cottage at Frankton, Lake Wakatipu*, prepared for the QLDC, May 2001, p 10

<sup>9</sup> *ibid*

<sup>10</sup> Neil Clayton, *Historicity of a boatshed and cottage at Frankton, Lake Wakatipu*, prepared for the QLDC, May 2001, p 16; Ray Clarkson notes, 1/3/2001, held in Frankton marina File NZHPT, Dunedin Area Office.

<sup>11</sup> See photo of old shipping offices in Queenstown, 1936 in Meyer.R. J. *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963, p 59

<sup>12</sup> Meyer.R. J. *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963, p 90

<sup>13</sup> NZR file823/17, District Engineer, Invercargill to Chief Engineer, Wellington in Archives NZ, cited in Clayton, p15

<sup>14</sup> Ray Clarkson notes, 1/3/2001, held in Frankton marina File NZHPT, Dunedin Area Office.

<sup>15</sup> Neil Clayton, *Historicity of a boatshed and cottage at Frankton, Lake Wakatipu*, prepared for the QLDC, May 2001, p 6

<sup>16</sup> *ibid*

<sup>17</sup> Janet Stephenson, Heritage Advisor, NZHPT, submission on draft Frankton Marina Recreation Reserve Management Plan, 19 March 2001, p 1.

- Ceiling – 4" tongue and groove ceiling lining is visible in the ceiling space (currently covered with gib board).<sup>18</sup>

The building is still fundamentally authentic. It is still possible to deduce much of the original detailing and restore the building to something like its original form. The fact that the building was shifted to this site in the 1930s provides an example of the re-use of old buildings for new purposes. Its siting near the lake provides a link to its historical context and relationship to the maritime history of the Wakatipu.<sup>19</sup>

## SOURCES

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Clayton, Neil, *Historicity of a boatshed and cottage at Frankton, Lake Wakatipu*, prepared for the Queenstown lakes District Council, May 2001

Meyer, R. J. *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963

Ray Clarkson notes, 1/3/2001, held in Frankton marina File NZHPT, Dunedin Area Office.

Stephenson Janet, Heritage Advisor, NZHPT, submission on draft Frankton Marina Recreation Reserve Management Plan, 19 March 2001

## FILE NOTES

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ENTERED BY: Rebecca Reid

DATE ENTERED: July 2006

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<sup>18</sup> Janet Stephenson, Heritage Advisor, NZHPT, submission on draft Frankton Marina Recreation Reserve Management Plan, 19 March 2001

<sup>19</sup> *ibid*

**NAME (including former names)**

**Paddy Mathias House, sleep out and grounds**

**LOCATION/ADDRESS**

Arthurs Point, below the Arthurs Point camp ground on Arthurs Point Road.

HERITAGE ASSESSMENT	AGE/DATES
<b>Archaeological Value</b>	At least 1921, possibly earlier. (circa 1900? )
✓ <b>Architectural Value</b> Moderate	ARCHITECT/BUILDER ?
<b>Cultural/Spiritual Value</b>	MATERIALS Wood construction
	LOCAL AUTHORITY QLDC
	LISTINGS
✓ <b>Historical/Social Value</b> High	Local Authority rating Category 2 recommended
✓ <b>Townscape/context Value</b> High	LEGAL DESCRIPTION Section 123 Block XIX, Shotover SD
✓ <b>Rarity/Representative Value</b> High rarity, High representativeness	TYPE/USE House and small farmlet
<b>Technological Value</b>	CURRENT OWNERS Paddy Mathias
	CURRENT CONDITION Good
<b>OVERALL HERITAGE VALUE</b> Moderate – High	

**SUMMARY OF SIGNIFICANCE**

Paddy Mathias's cottage, out buildings and surrounding land encapsulate what was once more typical of a small farm holding in the Wakatipu District. Literally unchanged for most of the the past century, this small block represents an historical link to small farming and early leasehold properties.

The simple colonial cottage and sleep out built, at the latest, by circa 1920s, demonstrates the typical style of architecture for a rural property<sup>20</sup> at this time. It is largely in tact and in its original layout and form. (It has remained unchanged during Paddy Mathias 50 years on the property). There are no other exact examples of such a building in its rural context and setting within the district.

The cottage and property is associated with prominent early settlers of Arthurs Point, the Barnetts, who came to the area around the turn of the nineteenth century for mining. It is also associaterd with a notable local character, Paddy Mathias who settled in the District 70 years ago to work in the agricultural business. His property reflects a practical and down to earth lifestyle with much of his fruit and vegetables grown on the property.

This landscape dotted with a few historic buildings set back from the main road is now a rarity due to the intense growth and subdivision in the immediate area. It represents one of the last private open spaces at Arthurs Point- authentic and mostly unchanged for about a century.

<sup>20</sup> Note, input from an registered architect for the architectural description has not been attained. More description could reveal a different assessment for architectural value.

## DESCRIPTION

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The cottage and grounds belonging to Mr Paddy Mathias sit on 2.08 hectares and are surrounded by pine trees around the entire boundary.

The two bedroom cottage is relatively small, simple colonial style with six pane double hung windows to the front and sides. There is a small separate one room hut of the same era of the house. This has been used as a sleep out and sits beneath historic fruit trees to the west side of the cottage.

There is a run of concrete block sheds to the rear of the cottage, including workshop, storage and toilet. (a later addition, circa 1950s?)

The cottage is surrounded by farm land that borders the Arthurs Point Road to the north. . It is split into three paddocks as well as a fenced section containing an orchard and a substantial vegetable garden.

## HISTORY

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An early Shotover District Survey map (SO1489) drawn by Francis Howden in 1865, shows a paddock on the site of Paddy Mathias place and a race course further up on the terrace. There is no sign of any buildings at this early stage.

The land was first surveyed off as a small holding for Janet Barnett in May 1922.<sup>21</sup> The original surveyors field book drawings (28/10/1921) shows two buildings on the site in 1921.<sup>22</sup> A relative of the Barnett family states that his grandparents moved onto this property circa 1900 – 1901. Alfred Penrose and Janet Carmichael (nee Mckinnon ) Barnett raised 12 children here. The children all attended the Arthurs Point School and many continued to live and work in the area. Alfred Barnett was involved as a contractor to the Archilles/Phoenix Mining companies at Bullendale and Skippers.<sup>23</sup> The Barnett family had an association with this property for about 56 years. It can be assumed that there was a residence on the property from circa 1900 and while it is possible that part of the remaining cottage was their house, at this stage the evidence is not totally clear.

The Barnett family were the first to appear on the land title information as occupants of the five acre property under occupation lease on the first of July 1922 for one pound per year. Janet Carmichael Barnetts name is on the lease<sup>24</sup>. On the 10 July 1941 Janet transferred to George Edward Barnett, miner of Arthurs Point.<sup>25</sup> George was one of their many children. He was born in 1901 and was employed by the rabbit Board for a time.<sup>26</sup> The lease was transferred to Flora Margaret Barnett, widow, in 1951.<sup>27</sup> In February 1956 the lease was transferred to Clifford Bloefeld Mathias,(Paddy) a farm labourer from Queenstown. Paddy now owns the property (refer OT 14C/1126)

Paddy Mathias came to the Wakatipu District in 1936 from Middlemarch where he had been working as a farm hand. He was part of the first blade shearing gang in the district made up of four men. His work took him around many of the Wakatipus high country runs such as Cecil Peak Station, Walter Peak, Mt Nicolas Halfway Bay, and Glencoe Station on the Crown Terrace. As well as shearing Paddy worked for the rabbit board for many years. In 1956 he leased this property and he has now lived on this land for 50 years. Paddy is now in his early 90s and continues to live simply and look after a number of pet sheep. He is a well known identity to Queenstown locals and was often spotted on a Friday riding an old black bike into Queenstown to pick up his groceries up until the mid 1990s.

It is difficult to date the house exactly but it is at least 85 years old.<sup>28</sup> It appears very much unchanged from the era it was thought to have been built and is well kept simple wooden two bedroom cottage. A lean-to bathroom accessed from outside still contains the old copper for heating the water.

There are some very historic fruit trees around the house including, a number of pear and plum trees. There has been little development on the grounds that make up 3 paddocks, a large garden and an

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<sup>21</sup> Plan of Sec 123, Blk XIX Shotover Survey District, Department of lands and Survey, by A. L. H. Hay 1922.

<sup>22</sup> Surveyors field note book, 918, p 4, held at land Information New Zealand.

<sup>23</sup> Submission information supplied by Donald H. McLeay, as part of QLDC Plan Change 3. January 2006

<sup>24</sup> Land Title Deed, 182/104, Section 123, Block XIX, Shotover Survey District.

<sup>25</sup> *ibid*

<sup>26</sup> Submission information supplied by Donald H. McLeay, as part of QLDC Plan Change 3. January 2006

<sup>27</sup> Information from Occupation Lease certificate, Vol 182/104

<sup>28</sup> Surveyors field note book, 918, p 4, held at land Information New Zealand

orchard. The Pine trees on the property boundary to the road are thought to have been planted by George Barnett to break the wind coming down the gorge.<sup>29</sup> This has given the property significant shelter and privacy.

## **SOURCES**

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Certificate of Title OT 14C/1126, Land Information New Zealand.

Discussion Paddy Mathias and Becky Reid 30 July 2006.

Howden, Francis, Shotover District Survey map (SO1489)1865

Land Title Deed, 182/104, Section 123, Block XIX, Shotover Survey District, Land Information New Zealand.

Plan of Sec 123, Blk XIX Shotover Survey District, Department of lands and Survey, by A. L. H. Hay 1922.

Submission information supplied by Donald H. McLeay, as part of QLDC Plan Change 3. January 2006

Surveyors field note book, 918, p 4, held at land Information New Zealand

## **FILE NOTES**

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ENTERED BY: Rebecca Reid

DATE ENTERED: July 2006

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<sup>29</sup> Pers comm., Paddy Mathias, 30 July 2006

**NAME (including former names)****Frankton walking track****LOCATION/ADDRESS**

Track runs from the end of Peninsula Street in Queenstown to the Frankton marina.

HERITAGE ASSESSMENT	AGE/DATES
<b>Archaeological Value</b>	Uncertain of exact date of construction.
<b>Architectural Value</b>	ARCHITECT/BUILDER
<b>Cultural/Spiritual Value</b>	MATERIALS
✓ <b>Historical/Social Value</b>	LOCAL AUTHORITY LISTINGS
Low	Local Authority rating
✓ <b>Townscape/Context Value</b>	recommended
Moderate	No Category recommended.
<b>Rarity/Representative Value</b>	LEGAL DESCRIPTION
<b>Technological Value</b>	Section 50 Blk XXI Shtover SD
<b>OVERALL HERITAGE VALUE</b> Low -	TYPE/USE
	Pedestrian, biking track
	CURRENT OWNERS
	QLDC
	CURRENT CONDITION
	Good

**SUMMARY OF SIGNIFICANCE**

The Frankton track is an important component of the recreational opportunities close to Queenstown and is part of the network of tracks in the Wakatipu district. While the track passes some sites and locations of historical sites and places of interest, the heritage value of the track itself is difficult to ascertain. While it is likely that an historical track existed close or along part of the existing feature before the road was in place, there has been little evidence found at this stage that clearly shows this.

The Frankton track does have landscape value in that it provides open space along the strip of the Frankton arm providing a buffer zone between the lake and the intense housing and apartments that have been constructed between the Frankton Track and the Frankton Road.

The Frankton track has high recreational values that are protected under its status as a recreation reserve. As a heritage feature in itself, it is the opinion of the assessor that the Frankton track does not have strong enough historic value to merit a heritage listing on the District Plan.

**DESCRIPTION**

The Frankton Track is approximately 5 kilometres and runs along the north side of the Frankton arm of Lake Wakatipu from Peninsula Street to the Frankton Domain.

**HISTORY**

An early Frankton survey map in 1863<sup>30</sup> shows a track marked from the Frankton Flats to the lake edge approximately where the Frankton marina is today. It is unclear whether the track continued on at this stage into Queenstown however it is likely that a horse/dray track was in existence not long afterwards. Early photographs, circa 1905 show the road running past the original Frankton wharf (just south of the marina) that was relied on for transfer of grain onto the lake steamers. It appears that at this point the road

<sup>30</sup> Plan of the Town of Frankton, District surveyor, 1863, held in the Lakes District Museum, N 837

*Telltale, Rebecca Reid for Queenstown Lakes District Council – July 2006*

was basically where the track is today. For the most part however, various photos held in the Lake District Museum, Arrowtown show evidence that the Frankton Road was higher above the lake edge than the existing Frankton track today.

From the Queenstown end at Peninsula Street there were some historic industrial sites including a Brick kiln belonging to Walter Hales who capitalised on the clay deposits found nearby.<sup>31</sup> The Peninsula Street Reserve just before the start of the track is said to have been formed by clay excavations from the brick works.<sup>32</sup> Near to the brickworks was a Fellmongery where James Gardner tanned hides and supplied the district with leather supplies.<sup>33</sup>

Until quite recently the old piles from the original Frankton wharf were visible just south of the marina at Frankton which added historical interest. These have now gone. A rock with a plaque mounted by the Queenstown District Historical Society marks the spot.

The Frankton track was gazetted as a foreshore reserve in 1967<sup>34</sup> and has been a walking track for many years. It also provides access to the sewerage pipes from Queenstown to the Lower Shotover. Today it is classified as a Recreation Reserve under the Reserves Act 1977 and is managed by the QLDC via the Sunshine Bay, Queenstown Bay, Frankton, Kelvin Heights Foreshore Management Plan.

## SOURCES

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Lakes District Museum Photograph archive, EL 4537 and EL 4332

Lawrence Barry, *Beaten trails, A guide to some of the historic walks and trails around Queenstown*, A Mountain Scene publication in conjunction with the Queenstown Borough Council, 1979

Plan of the Town of Frankton, District surveyor, 1863, held in the Lakes District Museum, N 837

Salmond, D. J., *Hearts of Gold, Memories of old Queenstown*, Otago Daily Times, Dunedin, 1962

QLDC, *Sunshine Bay, Queenstown Bay, Frankton, Kelvin Heights Foreshore Management Plan*, Boffa Miskell Partners Ltd, 1991

## FILE NOTES

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ENTERED BY: Rebecca Reid

DATE ENTERED: July 2006

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<sup>31</sup> J.D. Salmond, *Memories of old Queenstown*, Otago Daily Times, Dunedin, p 49

<sup>32</sup> Barry Lawrence, *Beaten trails, A guide to some of the historic walks and trails around Queenstown*, A mountain scene publication in conjunction with the Queenstown Borough Council, 1979, p 8

<sup>33</sup> J.D. Salmond, *Hearts of Gold, Memories of old Queenstown*, Otago Daily Times, Dunedin 1962, p 49

<sup>34</sup> QLDC, *Sunshine Bay, Queenstown Bay, Frankton, Kelvin Heights Foreshore Management Plan*, Boffa Miskell Partners Ltd, 1991, p 58

**NAME (including former names)**

**Bowling Club Pavilion and grounds**

**LOCATION/ADDRESS**

Queenstown Gardens

HERITAGE ASSESSMENT	AGE/DATES
<b>Archaeological Value</b>	1904 opened bowling club and green
✓ <b>Architectural Value</b> Moderate	1908 Pavilion erected
<b>Cultural/Spiritual Value</b>	
✓ <b>Historical/Social Value</b> High	ARCHITECT/BUILDER ?
✓ <b>Townscape/context Value</b> High	MATERIALS Wood construction
✓ <b>Rarity/Representative Value</b> High rarity value	LOCAL AUTHORITY QLDC
<b>Technological Value</b>	LISTINGS
	Local Authority rating Category 2 recommended
	LEGAL DESCRIPTION
<b>OVERALL HERITAGE VALUE</b> Moderate- High	TYPE/USE Bowling club pavilion and bowling greens.
	CURRENT OWNERS Wakatipu Bowling Club?
	CURRENT CONDITION Good

**SUMMARY OF SIGNIFICANCE**

The Queenstown bowling club pavilion and associated greens, set in the Queenstown gardens, reflect a strong social history associated with over a hundred years of bowling in the Wakatipu district. There is a high degree of community association with the bowling club facilities, reflected in the very long list of locals and visitors who have recreated within this gardens setting for over a century.

While both the pavilion and the greens have had alterations over the years to progress the bowling club and its membership, they still reside in their original setting and remain as a significant visual and historic component to the Queenstown gardens landscape.

The Bowling pavilion has been altered and added to over the years, however the historic double storied section of the building still retains its original form in terms of scale, height and construction materials. (Downstairs windows modernised) The original style of the building with its top viewing room and lower functional area can still be clearly read. Its architecture is representative of a turn of the century design associated with a sporting activity and the pavilion is now considered to be unique and rare in the Wakatipu Basin.

**DESCRIPTION**

The Queenstown bowling club pavilion consists of an historic two storied wooden building with a single story wing addition of a later era. (1980s)  
There are two bowling greens surrounded by gardens and walkways.

## HISTORY

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On the 19<sup>th</sup> May 1904, the Mayor of Queenstown, Mr Hotop chaired a meeting in the Garrison Hall, Beach street to discuss the idea of forming a bowling club. The committee that was formed, then requested funding from the Government Tourist Department to build a bowling surface ('sward') in the Queenstown Gardens. The Tourist Department agreed to provide the grounds, a roller and a water supply under the proviso that the Club would lease the grounds from the Queenstown Borough Council on a 3 year term.<sup>35</sup>

By November 10<sup>th</sup> 1904, the Wakatipu Bowling Club was officially formed and the green was completed.<sup>36</sup> On December 7<sup>th</sup> 1904, the new green and club was officially opened by the first president of the club, Mr Walter Searle (proprietor of the Eichardts hotel). Twenty six financial members gathered for the occasion.<sup>37</sup> The Mayor, Mr Hotop stated " *that the green was constructed by the Government in the hopes of increasing tourist traffic, in as much as it would be a source of attraction to bowlers from various parts*"<sup>38</sup>

In 1906 the Government Tourist Department took over the Gardens from the Council and this included the bowling green and its upkeep. With the growing attraction of bowling in the area, the Tourism Department erected a club house in 1908. *This was described as "a magnificent two storied structure, with an internal stairway and a windowless overview area [which] also served as a place for the band to meet and play for visitors to the gardens.*"<sup>39</sup>

An early photograph held in the Lakes District Museum, Arrowtown (EL 863) shows the building at what is thought to be the opening. This attractive wooden building had ornate wooden railings upstairs with open views both to the bowling green and the tennis courts (that appear to already exist) on the other side. Downstairs there was a wide, open arched walk through between the two amenities. The facilities were upgraded in 1925 by the Tourist Department and the internal stairs were removed to the outside. The upper viewing area was glassed in and converted to a tea kiosk which was leased out. A locker room was also built downstairs.<sup>40</sup> A circa mid 1950s photo however shows the building little altered from the outside, apart from one part of the upstairs that had been closed in.<sup>41</sup>

In the late 1960s the bowling club took over the lease of the tea kiosk and the upstairs was given a major clean out and turned into clubrooms also. Growing membership and pressure for better facilities saw the locker room upgraded, and a bar installed but conditions were still cramped. In 1983 a modern lounge was added. (the single storey wing) During this era the upstairs section was leased to the tennis club next door and a viewing platform overlooking the courts was added.<sup>42</sup>

### The Grounds

Bowls, tennis and croquet were activities on offer at the site, possibly from the clubs inception and in 1942 a ticket boy was employed by the Tourist Department to manage these sports.<sup>43</sup> In October 1936, a new green was opened (adding to the original built in 1904) and the two greens were named the Ben Lomond (in front of the pavilion) and the Remarkables, in relation to the views of the respective mountains from the gardens setting. The Tourist Department managed the greens until the late 1960s when the club took over. Various upgrades occurred over the years with automatic sprinklers, lighting, seating and sun shelters were constructed. An all weather, state of the art, modern artificial green was opened on September 13<sup>th</sup> 2003.<sup>44</sup>

Membership was affected by the two World Wars and the 1930s depression but in general the interest in bowls continued to be strong in the Wakatipu.

Today the facilities are still well used and cared for and reflect a long history of bowling in the Wakatipu area.

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<sup>35</sup> W.O. Todd, 100 years history, Queenstown Bowling Club, 1904 – 2004, The Centennial Publication of the Queenstown Bowling Club Inc.

<sup>36</sup> *ibid*

<sup>37</sup> *ibid*

<sup>38</sup> Lake Waktip Mail , 9/12/ 1904

<sup>39</sup> W.O. Todd, 100 years history, Queenstown Bowling Club, 1904 – 2004, The Centennial Publication of the Queenstown Bowling Club Inc.

<sup>40</sup> *ibid*

<sup>41</sup> LDM photo collection EL 372B

<sup>42</sup> W.O. Todd, 100 years history, Queenstown Bowling Club, 1904 – 2004, The Centennial Publication of the Queenstown Bowling Club Inc

<sup>43</sup> *ibid*

<sup>44</sup> *ibid*

**SOURCES**

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W.O. Todd, 100 years history, Queenstown Bowling Club, 1904 – 2004, The Centennial Publication of the Queenstown Bowling Club Inc

Lake Wakatip Mail , 9/12/ 1904

Photo archives, Lakes District Museum, Arrowtown.

**FILE NOTES**

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Note; This structure has not been assessed by a conservation architect, who may consider the architectural rating differently to the current assessment.

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2006

**NAME (including former names)**

**Kingston to Fairlight Rail way**

**LOCATION/ADDRESS**

Between Kingston and Fairlight railway stations, Otago/Southland.

HERITAGE ASSESSMENT	AGE/DATES
<b>Archaeological Value</b>	Rail from Invercargill to Kingston opened on 10 July 1878.
<b>Architectural Value</b>	ARCHITECT/BUILDER NZ Railways Department?
<b>Cultural/Spiritual Value</b>	MATERIALS Timber and steel
✓ <b>Historical/Social Value</b> High	LOCAL AUTHORITY QLDC (for section within council boundary only) SDC from QLDC boundary to Fairlight.
✓ <b>Townscape/Context Value</b> High	LISTINGS Local Authority rating recommended Category 1
✓ <b>Rarity/Representative Value</b> High representative value and High rarity value	LEGAL DESCRIPTION TYPE/USE Railway line used for heritage tourism operation, Kingston Flyer.
✓ <b>Technological Value</b> High	CURRENT OWNERS Kingston Acquisitions Ltd
<b>OVERALL HERITAGE VALUE</b> High	CURRENT CONDITION Good

**SUMMARY OF SIGNIFICANCE**

The completion of the Great Northern Railway from Invercargill to Kingston was a huge achievement for the region, boosting the economy and greatly aiding the development of agriculture, tourism and business throughout the Otago/ Southland district. In particular the lake – rail connection and depot that formed at Kingston played a pivotal role in the progress of the Queenstown Lakes District.

The last remaining section of rail between Kingston and Fairlight is a tangible reminder of the importance of transportation and communication in an era where roads were still not built. The rail- lake connection was heavily relied upon by local communities to receive provisions and maintain contact with the outside world. Kingston provided that vital link with the rail head and transport network beyond to Southland and Otago and grew around its position as a lake port. It is unique in New Zealand being the only railway that serviced an inland lake and its' steamers. It is therefore deemed to be of national, regional and local significance. Today a steam powered steamer can still meet a steam powered train at Kingston.

The railway line has rarity value being the last section remaining of the original Invercargill to Kingston line instigated by the New Zealand Railways Department.

There is a strong community identity and association with the rail heritage in relation to Kingston and this has been demonstrated over the years by community action that resulted in retaining the locomotives, rail tracks and other functional rail related historical features.

The building of the railway was a technological feat at the time and this section of rail (that reached the highest point on the entire Invercargill to Kingston line and had one of the steepest grades) demonstrates the technical skill required to construct a railway over such terrain.

The Kingston – Fairlight railway combined with the Kingston Flyer operation is arguably the most intact and authentic example of the steam train age in New Zealand.

As part of the wider rail heritage landscape the railway makes an important contribution to the overall Kingston vista which encapsulates a snap shot of an important transport era.

## DESCRIPTION

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The intact and still operating railway line runs from Kingston to Fairlight and covers 13.6 kilometres. The line follows the original as laid down in 1878.

## HISTORY

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It was the discovery of gold in Otago in the early 1860s and the increasing need for transportation and communication networks in the province, that prompted the Southland Provincial Council to build a railway. Gold diggers from the Victoria goldfields in Australia were arriving at the southern port of Bluff in order to make the shortest route at the time to the Otago goldfields.<sup>45</sup> By 1863 the construction of the Great Northern Railway was underway from Bluff to Invercargill. In 1871 the line had reached Winton and the construction of the line through to Kingston was authorised by Central Government the same year via the Railways Act 1871.<sup>46</sup> The Winton sawmill was contracted to supply all the sleepers for the railway to Kingston and the line was built to a standard 3 foot 6 inch gauge and was completed and opened on the 10 July 1878.<sup>47</sup>

Such was the significance of the event, the Queenstown Borough Council and Lake County Council declared a public holiday. Some two hundred people travelled from Queenstown to Kingston on the 'Jane Williams' and a special train ran from Invercargill comprising three engines and twenty two carriages, carrying 1200 people.<sup>48</sup> As the train drew into Kingston, music from the Queenstown Instrumental Band welcomed passengers.<sup>49</sup> Three 10 ton 0-6-0 saddle-tank locomotives and 12 six wheel carriages had been ordered for the passenger service on this new line back in 1875.<sup>50</sup>

The 87 mile railway line from Invercargill to Kingston cost £241, 509.<sup>51</sup> Platelayers were paid eight shillings per day, while servicemen were paid six shillings. While the final 20 miles of line was being constructed from Garston to Kingston, there were up to 90 tents in the Garston camp.<sup>52</sup>

The Kingston railway line ended on the Kingston wharf that became a key transfer point for gold, timber, grain, wool and stock being supplied from the isolated mines and the high country runs based around Lake Wakatipu.

The opening of the railway line to Kingston and its connection to a lake port was a huge achievement for the region, boosting the economy and greatly aiding the development of agriculture, tourism and business throughout the Otago/ Southland district.

Before road access the rail was totally relied upon to move, freight, stock and people to and from Southland and Lake Wakatipu. The steamers plying Lake Wakatipu connected with the steam rail transport at Kingston and this was solely relied upon until 1936 when some of the load was taken on the new road between Queenstown and Kingston. However the train – steamer link continued with mixed passenger and freight carriages up until the 1970s.<sup>53</sup>

In 1970, the Lumsden to Kingston line faced closure but the Railways Department, prompted by public opinion, decided to keep it open as a freight/passenger service. In 1979 the Kingston Flyer train was

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<sup>45</sup> Alister Fraser, *The Kingston Story 1800 – 2000*, Kingston Community Centre 2003 (3rd edition), p 37

<sup>46</sup> Meyer.R. J. *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963. p 19

<sup>47</sup> Alister, Fraser, *The Kingston Story 1800 – 2000*, Kingston Community Centre 2003 (3rd edition) p 38

<sup>48</sup> Meyer.R. J. *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963. p 19

<sup>49</sup> Alister, Fraser, *The Kingston Story 1800 – 2000*, Kingston Community Centre 2003 (3rd edition) p 38

<sup>50</sup> Meyer.R. J. *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963. p 19

<sup>51</sup> *ibid*

<sup>52</sup> *ibid*

<sup>53</sup> NZ Railfan, March 1977 volume 3/ no. 2.

discontinued and the line closed. The floods of 1978 seriously damaged the railway lines and bridges and the cost of repair was considered to be too high.<sup>54</sup> The Kingston Flyer was transferred to Invercargill between 1979 and 1982 but the Kingston community put the pressure on and saved the railways water tower, turntable and tracks. In 1982 the Kingston Flyer returned to run on the 13.6 kilometre line between Kingston and Fairlight. This section of rail has always been notable for the range of scenic backdrops and series of sweeping curves as the line climbs over a glacial moraine valley just south of Kingston. (This is one of the steepest grades on the whole line at a grade of 1 in 62.)<sup>55</sup> This section of rail is also significant in that it reaches the highest point on the line between Invercargill and Kingston at 1196 feet.<sup>56</sup>

The Kingston Flyer and the traditional pastoral scene that it passes through has become “a kiwi icon and a cherished monument to rail heritage”<sup>57</sup>

The rail between Kingston and Fairlight and the Kingston Flyer that still operates upon it, continues today to be a very popular and scenic trip for tourists and anyone interested in historic steam train transportation.

## SOURCES

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Fraser Alister, *The Kingston Story 1800 – 2000*, Kingston Community Centre 2003 (3rd edition)

Meyer.R. J. *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963

NZ Railfan article, *The Kingston Flyer 25 years of service* March 1977 volume 3/ no. 2.

Queenstown and District Historical Society Courier, Volume 5

## FILE NOTES

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ENTERED BY: Rebecca Reid

DATE ENTERED: July 2006

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<sup>54</sup> Alister Fraser, *The Kingston Story 1800 – 2000*, Kingston Community Centre 2003 (3rd edition), p 42

<sup>55</sup> Meyer.R. J. *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963. p 19

<sup>56</sup> *ibid*

<sup>57</sup> Reid McNaught, cited in NZ Railfan, March 1977 volume 3/ no. 2.

**NAME (including former names)**

**Two engines, carriages and numerous wagons in Kingston**

**LOCATION/ADDRESS**

Located on the rail down by the Kingston Railway Station and near the Kingston wharf.

HERITAGE ASSESSMENT	AGE/DATES
<b>Archaeological Value</b>	Engines; 1925 and 1927 Carriages; 1898, 1909, - 1920s Meat wagons; c:1960s
✓ <b>Architectural Value</b> High	ARCHITECT/BUILDER
<b>Cultural/Spiritual Value</b>	MATERIALS Steel and wood
✓ <b>Historical/Social Value</b> High	LOCAL AUTHORITY QLDC
✓ <b>Townscape/context Value</b> High	LISTINGS
✓ <b>Rarity/Representative Value</b> High rarity, High representative	Local Authority rating recommended
✓ <b>Technological Value</b> High	LEGAL DESCRIPTION
<b>OVERALL HERITAGE VALUE</b> High	TYPE/USE Engines and carriages used in Kingston Flyer operation. Wagons are parked up.
	CURRENT OWNERS Kingston Acquisitions Ltd
	CURRENT CONDITION Good

**SUMMARY OF SIGNIFICANCE**

The steam engines and the accompanying carriages that today operate as the Kingston Flyer, provide arguably the most authentic steam train experience in New Zealand. They are the key component of the historic steam rail operation and have the potential to educate visitors on the significance of early steam transportation networks in the development of the Otago/Southland area.

Kingston grew around its position as a lake port and the rail to lake connection. The existence of wagons, engines, and carriages located from the railway yard to the Kingston wharf, provides an opportunity to create that historical link. These rail heritage features sit in context with the immediate surroundings and create an authentic visual scene.

The engines have technical value, being an intact representation of a particular class of steam engine (AB Pacifics) in New Zealand in the 1920s. These two engines also have rarity value, being two of only six remaining in the country. The Kingston Flyer has become a symbolic feature for Kingston and this is backed by a strong community association with and connection to the towns rail heritage.

The carriages represent different eras and classes of travel from the 1890s through to the 1960s. Their architecture reflects the typical passenger carriage of the day under the New Zealand Railways Department. The interiors are mostly intact with lighting, seating, luggage racks and rail memorabilia in the style that they were designed.

The rolling stock that remains in good working order, in what can be termed "the Kingston railway precinct" has local, regional and national significance and combined with the group of authentic rail heritage features provides one of the strongest in tact historical connections to a small towns past of any town in New Zealand.

## DESCRIPTION

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There are 8 passenger carriages that are used for the Kingston Flyer operation. Two AB pacific engines and a number of meat wagons and goods wagons down by the wharf.

## HISTORY

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The Kingston Flyer operation was restored by the Government Railways and re-commenced running between Lumsden and Kingston in December 1971. The original "Kingston Flyer" engine was nicknamed due to its speed (60 km/hour). This engine like many others at the time, was dumped to become a flood bank near Lumsden<sup>58</sup> in 1928.<sup>59</sup> When the operation recommenced, two engines were purchased for the service. These engines are used to run the heritage steam train today – the Kingston Flyer and they pull up to 8 passenger carriages with a capacity of about 350 people. They weigh 86 tons, burn approximately 650kgs of coal and use 3600 litres of water per return journey to Fairlight.<sup>60</sup> Of the 151 originally built of this class of engine, there are only 6 left in New Zealand and two of them are at Kingston.<sup>61</sup>

### Two engines

1. **AB 778**, was built and designed in New Zealand at the Addington workshops Christchurch in 1925.<sup>62</sup>

AB 778 entered service on the 1 September 1925 and was one of only 10 constructed for the New Zealand Railways which were the last new steam locomotives built in Addington.<sup>63</sup>

Many different boilers were fitted and overhauled on the train over the years. This train was the last AB to receive a full A grade overhaul at Hillside Workshops before the phasing out of steam. She was outshopped on the 25<sup>th</sup> May 1967.<sup>64</sup> The train operated out of Dunedin from new until 1958 when she was transferred to Invercargill. In 1968 she was sent to Greymouth to haul goods but was retired or written off in 1969. She was however used to heat the inter island ferry trains at Lyttleton for a time before being chosen to come back south to work on the Lumsden – Kingston tourist train in 1971. She was based at Lumsden before returning to Kingston to operate on the Kingston – Fairlight run which started in 1982.

2. **AB 795**, was built at Hillside workshops in Dunedin in 1927.<sup>65</sup>

AB 795 entered regular service on the 8 July 1927. In December 1947 the original WAB (a heavy tank engine version of the AB) had been converted an AB class tender locomotive. The train was initially based in Dunedin from its inception through to 1968 when she was transferred to Greymouth. Her time on the Coast were short lived due to the introduction of D J class diesels the following year.<sup>66</sup>

AB 795 claims fame as being one of the two trains that were used on Queen Elizabeth's IIs Royal Train from Greymouth to Otira on the 18<sup>th</sup> January 1954. Also on 25 January 1954 she worked the Royal Tour pilot train from Timaru to Dunedin.<sup>67</sup>

This train led the charge on a VIP special run from Invercargill to Kingston on the 18<sup>th</sup> December 1971 when the new Kingston Flyer tourist train service opened from Lumsden.<sup>68</sup> It was based in Lumsden until 1979, before coming up to Kingston to operate on the Kingston – Fairlight run.

### Carriages

There are 8 carriages used for passengers. These are in mostly in excellent condition and provide an insight into first and second class travelling of the day. They have been altered and restored over the

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<sup>58</sup> Assessor, Uncertain as to exact location. According to Keith Sinclair, the train was later dug out and saved by local enthusiasts from Te Anau.

<sup>59</sup> Pers comm, Keith Sinclair

<sup>60</sup> The Kingston Flyer Brochure, Historical and Technical Information

<sup>61</sup> Pers comm. Keith Sinclair

<sup>62</sup> NZ Railfan, Volume 3/2, March 1977, p 44

<sup>63</sup> Brochure; The Kingston Flyer, Historical and Technical Information

<sup>64</sup> NZ Railfan, Volume 3/2, March 1977, p 43

<sup>65</sup> *ibid*

<sup>66</sup> *ibid*

<sup>67</sup> *ibid*

<sup>68</sup> *ibid*

years in the 1920's style of rail travel. They were constructed of a combination of teak, red pine and kauri. Some of the curved roofs are embossed tin plate. Carriage A 595 is the last remaining example of five gallery or "Birdcage" carriage built in 1898. It has 5 separate compartments and an open sided walkway closed in by a see through cage.<sup>69</sup>

Carriage AA 1132 (now used as a refreshment carriage) was originally built as a ministerial car used by government ministers. It is thought to be the only one left of its kind. Built in 1909 it was wider than the others with palatial comfortable fittings such as a shower, lounge, and armchairs. In 1937 it was converted to a second class passenger train.<sup>70</sup>

### Wagons

There are a number of freight and goods wagons parked over by the Kingston wharf. Under the shelter accompanying the engine are two open trailers as well as an old Stationary steam engine (not originally part of the rail operation)

Parallel to the shelter are a series of five green wagons, known as "meat wagons." These were used to carry meat to and from meatworks (possibly in Southland) in the 1960s and had compartments at either end for the ice.<sup>71</sup> While they are still said to be relatively common, these four wheel wagons have since been over-taken by new technology and they are no longer a sight on NZ railways. There are also 3 open goods wagons and a smaller trailer wagon.

### SOURCES

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Discussion between Keith Sinclair, Kingston Flyer staff and Becky Reid, 27 July 2006

Discussion with Russell Glendinning, Kingston Flyer train driver, and Becky Reid, 27 July 2006.

Discussion with Ken McAuliffe, Kingston Flyer staff and Becky Reid, 27 July 2006.

NZ Railfan, Volume 3/2, March 1977

The Kingston Flyer Brochure, Historical and Technical Information

### FILE NOTES

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ENTERED BY: Rebecca Reid

DATE ENTERED: July 2006

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<sup>69</sup> Brochure; The Kingston Flyer, Historical and Technical Information

<sup>70</sup> *ibid*

<sup>71</sup> Pers comm, Russell Glendinning

**NAME (including former names)**

**Water Weir, reservoir & piping, Kingston**  
(for supply of water to the Kingston water vat)

**LOCATION/ADDRESS**

Located in the bush above the Kingston wharf approximately 100 metres up an unnamed stream.

HERITAGE ASSESSMENT	AGE/DATES
✓ <b>Archaeological Value</b> Moderate <b>Architectural Value</b>  <b>Cultural/Spiritual Value</b>	Dam/weir circa: 1877 Reservoir circa: 1897
✓ <b>Historical/Social Value</b> High <b>Townscape/Context Value</b>  <b>Rarity/Representative Value</b>	<b>ARCHITECT/BUILDER</b> <b>MATERIALS</b> Concrete <b>LOCAL AUTHORITY</b> QLDC <b>LISTINGS</b>  Local Authority rating Category 2 recommended.
✓ <b>Technological Value</b> Moderate <b>OVERALL HERITAGE VALUE</b> Moderate	<b>LEGAL DESCRIPTION</b> <b>TYPE/USE</b> Weir/ reservoir for water supply  <b>CURRENT OWNERS</b> <b>CURRENT CONDITION</b> Largely intact and functional.

**SUMMARY OF SIGNIFICANCE**

The water weir, reservoir and piping at Kingston forms a key component of the early steam train operation that was the main form of transportation relied upon at the foot of Lake Wakatipu. Since the late 1870s the water supply was relied on to water the locomotives that serviced the lake port of Kingston. The water weir combined with the still intact historical features such as the water vat, coal crane, turntable and steam trains helps to complete the picture of an authentic, working steam train operation. These in tact linkages provide historic value that is of local and national significance.

The water weir has some technological value being representative of a style of dam and reservoir construction that occurred locally in the 1870s and late 1920s respectively.

The dam and weir have archaeological value providing evidence of one of the practical and functional elements of the steam train operation and have the potential to increase our knowledge of steam rail history in New Zealand.

**DESCRIPTION**

The weir and reservoir constructed on an un-named stream above the Kingston wharf, consists of concrete dam with a water reservoir below. Gravity fed water pipes run steeply down through native bush and over to the water vat in the main Kingston rail yard. The features have had minor repairs over the years of operation but are still in working order and are used for the original purpose that they were designed.

## HISTORY

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These water supply features were and still are a vital part of the steam train operation. They played the important role of ensuring a continual water supply to the water tank in the rail yards at Kingston, to water the steam locomotives coming up from Invercargill and Lumsden. The water tank is still used today.

The dam was constructed in circa 1877? (reference) about 100 metres up into the bush on the unnamed stream closest to the wharf? The water was gravity fed through pipes to the railway tank to supply water to the steam trains. The water vat relies on a constant water supply from the dam for it to function. It is constructed of Kauri timber planks that are kept tight by the pressure of water within the tank pushing on the timber stays.<sup>72</sup> By 1897 a water reservoir was constructed<sup>73</sup> just downstream of the dam which added to the water supply capacity. The first water vat had a 2000 gallon tank and this was replaced by the existing 6000 gallon tank in October 1927.<sup>74</sup>

The water supply from the dam and creek were also relied upon by the early Kingston community, supplying water to the wharf, hotel<sup>75</sup> and some of the rail department houses.<sup>76</sup> In 1927, with the pending visit of the Duke and Duchess of York, the water supply was diverted from the blacksmith shop via a temporary pipe to the royal couples' carriage parked in Kingston overnight. This ensured that they had their own personal water supply however perhaps un be known to them it was coming from the same water source as everyone else's.<sup>77</sup>

The snow fed stream has by all accounts been a reliable water source over the years however it was not unusual to have problems with freezing water pipes during the winter.<sup>78</sup>

Keeping the water up to the steam trains at Kingston was a significant part of the whole rail transportation operation from 1878 – 1969. In 1971, the Kingston Flyer returned to the tracks between Lumsden and Kingston and the water vat was revitalised.<sup>79</sup> Between 1979 and 1982 the Kingston Flyer was discontinued, however it returned in 1982 to run between Fairlight and Kingston<sup>80</sup> as a heritage tourism operation. Today the water supply from the original weir and reservoir to the vat and the locomotives is still relied upon and is an important component of the continuation of the authentic vintage steam train – the Kingston Flyer.

## SOURCES

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Discussion with Russell Glendinning, rail historian by Becky Reid on 7 & 10 June 2005.

Alistair Fraser, *The Kingston Story 1800 – 2000*, A publication to mark the Kingston Community Centre Inc. to mark the Millennium. Kingston Community Centre 2003 (1<sup>st</sup> addition 2000)

NZ Rail file, National Archives Regional Office Dunedin. DABB D452/74a 239/8

## FILE NOTES

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ENTERED BY: Rebecca Reid

DATE ENTERED: July 2006

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<sup>72</sup> Pers comm.. Russell Glendinning

<sup>73</sup> NZ Rail file, National Archives Regional Office Dunedin. DABB D452/74a 239/8

<sup>74</sup> ibid

<sup>75</sup> Pers comm. Russell Glendinning

<sup>76</sup> NZ Rail file, National Archives Regional Office Dunedin. DABB D452/74a 239/8

<sup>77</sup> ibid

<sup>78</sup> ibid

<sup>79</sup> ibid

<sup>80</sup> Alistair Fraser, *The Kingston Story 1800 – 2000*, p 42

**NAME (including former names)**

**Old McChesney Bridge abutment remains**  
(Part of former structure, McChesney Bridge)

**LOCATION/ADDRESS**

Arthur's Point, Queenstown (one way bridge before Arthur's Point Hotel.)

HERITAGE ASSESSMENT		AGE/DATES	Circa; 1875
✓ <b>Archaeological Value</b> Moderate	<b>Architectural Value</b>	ARCHITECT/BUILDER	
<b>Cultural/Spiritual Value</b>		MATERIALS	Schist
✓ <b>Historical/Social Value</b> Moderate	<b>Townscape/Context Value</b>	LOCAL AUTHORITY	QLDC
<b>Rarity/Representative Value</b>		LISTINGS	
✓ <b>Technological Value</b> Moderate	<b>OVERALL HERITAGE VALUE</b> Moderate	Local Authority Rating recommended	Category 2
		LEGAL DESCRIPTION	
		TYPE/USE	Archaeological site
		CURRENT OWNERS	
		CURRENT CONDITION	<b>Good</b> , have had some modern concrete and cement mortar used in more recent repairs..

**SUMMARY OF SIGNIFICANCE**

The McChesney Bridge abutment remains are a reminder of the existence of the original bridge, constructed across this narrow gorge for horse dray traffic. Whilst a relatively short and narrow bridge, its construction over this gorge was vital to opening up the access from Queenstown to Arthur's Point and further up the Skippers Road to the Shotover goldfields.

The schist stone abutments demonstrate the construction techniques and materials typically used in the 1870s to support a small bridge designed for dray traffic. The structures are relatively intact and provide insight into the design, and technical skill required to ensure the longevity of the structure and the adjoining road formation.

They are a tangible reminder of the importance of early bridge linkages and roading networks that served to connect people with outlying areas of the Wakatipu District.

**DESCRIPTION**

The two abutments have no superstructure. They are built of stacked schist slabs, 6 m wide, 4 m high on the true left bank and are 7.2 m wide and 1.6 m high on the true right bank. About 3 m of stone work can be seen running back into the bank on the true left and 1.6 m on the true right to carry the road formation. They are 6 m apart on each side of the creek.<sup>81</sup> A pedestrian bridge has been constructed on top of these abutments in 2006.

<sup>81</sup> New Zealand Archaeological site record form SRF E41/236.

## HISTORY

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An 1865 topographic map, SO1489, drawn by Francis Howden, District Surveyor, shows a "Cut horse track' running up the line of the present Gorge Road, across McChesney Creek to the present site of the Edith Cavell Bridge which is marked Bridge and Toll house. The assumption can be made that there was no bridge across McChesney Creek in 1865, and the dray traffic to Skippers used the Frankton Ferry above the site of the present bridge over the Shotover.<sup>82</sup> A timber decked truss bridge for dray traffic was built on the site of the present Edith Cavell Bridge across the Shotover in 1875.<sup>83</sup> It seems reasonable to assume that the bridge across McChesney Creek was built before or about the same time for dray traffic between Arthur's Point and Queenstown to serve the large population of miners in the Moonlight and at Skippers areas.<sup>84</sup>

It is thought that the bridge takes its name from Mr James McChesney who arrived in the Wakatipu from Ireland in circa; 1866 to take part in the gold chase up Moke creek and the Arrow gorge.<sup>85</sup> Around the turn of the century he ran the Junction Hotel at Arthurs Point and was also the local storekeeper. His hospitality was well known in the district and he was said to be "*popular amongst the travelling public.*"<sup>86</sup>

## SOURCES

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Howden Francis, SO1489, Map of Shotover District, 1865

Lake Wakatip Mail, Obituary, James McChesney 15/12/1905

New Zealand Archaeological site record form SRF E41/236.

Thornton, Geoffrey, *Bridging the gap, Early Bridges in New Zealand 1830 -1939*, Reed Publishing Ltd Auckland, 2001.

## FILE NOTES

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The remains have archaeological value having been constructed prior to 1900 and have protection under the HPA 1993. They are recognised as an archaeological site under the NZAA. Reference SRF E41/236.

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2006

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<sup>82</sup> ibid

<sup>83</sup> Geoffrey Thornton, *Bridging the gap, Early Bridges in New Zealand 1830 -1939*, Reed Publishing Ltd Auckland, 2001, p 263

<sup>84</sup> New Zealand Archaeological site record form SRF E41/236.

<sup>85</sup> Lake Wakatip Mail, Obituary, James McChesney 15/12/1905

<sup>86</sup> ibid.

**NAME (including former names)**

**Little Stone Stable**

**LOCATION/ADDRESS**

Located on the former Little Stone farm, Little Stone Road, Queenstown.

HERITAGE ASSESSMENT	AGE/DATES
<b>Archaeological Value</b>	Between circa 1883- 1901
✓ <b>Architectural Value</b> Moderate	ARCHITECT/BUILDER ?
<b>Cultural/Spiritual Value</b>	MATERIALS Schist stone, timber
✓ <b>Historical/Social Value</b> Moderate	LOCAL AUTHORITY QLDC
✓ <b>Townscape/context Value</b> High	LISTINGS
✓ <b>Rarity/Representative Value</b> High rarity, High representative value.	Local Authority rating Category 2 recommended
✓ <b>Technological Value</b> Moderate- High	LEGAL DESCRIPTION Section 20 Block XIX and section 35 Block IV, Shotover SD
<b>OVERALL HERITAGE VALUE</b> Moderate- High	TYPE/USE Past horse stabling/storage
	CURRENT OWNERS Little Stream Ltd
	CURRENT CONDITION Very good

**SUMMARY OF SIGNIFICANCE**

The Little Stone stables provide an excellent example of the typical turn of the nineteenth century farm architecture. This in tact substantial stables is a rare visual reminder of the dependence of farming in the early development of the Wakatipu district. The Stables are a tangible reminder of the importance of horses in the daily workings of farms before the advent of modern technology.

The building is in very good condition, with the interior stabling layout still easy to define. It is one of few good condition, original stone stables remaining in the district.

It has technical value, demonstrating stacked stone construction and remains as a memorial to sound early building techniques.

The stables and farm land has an association with early local families in the district, more recently the Little Stone family who resided here and managed this land for almost 50 years. (Little Stone Road takes their name)

Visually, the Little Stone stables sits in context to its surrounds of farmland and the dramatic backdrop of the Remarkables Range in the distance.

**DESCRIPTION**

This is a substantial sized (7 bay) horse stable built of stacked schist rock with ship lap gable ends. There is a lean-to ship lap clad timber room off either end of the structure. The eastern end appears to have been a bedroom (some tongue and groove remaining and old wallpaper) perhaps for the stable hand and the west end appears to have been used as a stable/tack room.

The building is approximately 16 metres in length, has a main split stable door at the entrance and two double hung 6 pane windows to the front. There is also a door at either end of each gable and a small window at the top of each gable end. The interior floor is concrete but there is some evidence of large

schist slabs on the floor of one of the horse stalls. The interior walls are whitewashed over the stone. It has a corrugated iron roof. The horse stalls still have five of what appear to be the original 6 wooden divisions in place.

## HISTORY

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An historical title search of this farm (Section 20 Block XIX and section 35 Block IV), dates back to the 7 March 1883 when George Barnett (Shotover Farmer) acquired the land from the Crown. (George Barnett was brought up at Arthurs Point on the property currently beomging to Paddy Mathias). The area covered 81 acres, 3 rods, and 14 poles and was intersected by two water races.<sup>87</sup> Barnett was an early farmer in the District and his family had initially arrived here as miners. His name appears on a number of other parcels of land at this time dating back to 1865.<sup>88</sup> An early survey map of the Shotover District by Francis Howden, (SO 1489), in 1865 shows detail of the area with water races and a small portion of land marked farm, however it is difficult to ascertain the exact parcel of land. There does not appear to be a stables shown on this early survey map.

The farm was passed on to Colin Allan on 29 August 1890 and then to Edward Monson on 14 March 1901. By July 1938, Alice Louise Monson appears on the title as a widow along with John Joseph McNeill (storekeeper) of Queenstown and William Lawrence Bell of Invercargill.<sup>89</sup>

On the 25 March 1950 the land is transferred to Thomas Andrew Little, a Cardrona farmer. The Littles settled on the land with their three children Bert, Catherine and Margaret after shifting from Cardrona where the children attended school. The late Robert (Bert Little) appears on the land title on 18 February 1973. The Littles farmed the property from 1950 – 1999 (49 years) when it was transferred to Little Stream Holdings Limited.<sup>90</sup> In 2001, they started to subdivide the property into lifestyle blocks.

It is unclear exactly when the stone stables was built, however is likely to date back to between 1883 and 1901. Its construction materials and style appears to date it to around the turn of the nineteenth century. Its size indicates to a certain extent the importance of stabling for horses in an era when these animals were the main mode of transport and were relied upon for early farm operations.

## SOURCES

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Certificate of Title, OT 78/114, Land Information New Zealand.

Clarke, David, Director Lakes District Museum, letter to Neil McDonald, Queenstown, 10/11/99

Howden, Francis, Shotover District Survey map (SO1489)1865

## FILE NOTES

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The exact dates of construction of the building have not been able to be sourced in the timeframe for this research. Future research may reveal a more certain date of construction.

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2006

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<sup>87</sup> Certificate of title, OT 78/114

<sup>88</sup> David Clarke, Director Lakes District Museum, letter to Neil McDonald, Queenstown, 10/11/99

<sup>89</sup> Certificate of title, OT 78/114

<sup>90</sup> *ibid*

**NAME (including former names)**

**Arranmore Farm Buildings**  
Former McBride's farm buildings

**LOCATION/ADDRESS**

At the end of Grants road on the Frankton Flats, Queenstown.

HERITAGE ASSESSMENT	
	<b>Archaeological Value</b>
✓	<b>Architectural Value</b> Moderate
	<b>Cultural/Spiritual Value</b>
✓	<b>Historical/Social Value</b> High
✓	<b>Townscape/context Value</b> High
✓	<b>Rarity/Representative Value</b> Moderate- High rarity and representative value
	<b>Technological Value</b>
<b>OVERALL HERITAGE VALUE</b> Moderate- High	

	<b>AGE/DATES</b>	Woolshed c; late1860s Barn circa 1910?
	<b>ARCHITECT/BUILDER</b>	Mc Bride
	<b>MATERIALS</b>	Smithy and dairy – stone Woolshed and barn - timber
	<b>LOCAL AUTHORITY</b>	QLDC
	<b>LISTINGS</b>	Reference 119, The Smithy and dairy already proposed on Plan Change 3.
	<b>Local Authority rating recommended</b>	Category 2
	<b>LEGAL DESCRIPTION</b>	Lot 9 DP 2212, Shotover SD
	<b>TYPE/USE</b>	Historic farm buildings
	<b>CURRENT OWNERS</b>	Queenstown Airport Corporation Ltd.
	<b>CURRENT CONDITION</b>	Average

**SUMMARY OF SIGNIFICANCE**

The complex of remaining farm buildings at Arranmore are a tangible reminder of the Wakatipu's link to early farm development, in particular early grain growing on the Frankton Flats.

The buildings and farm history reflect the foresight of a number of pioneering business men who formed a company and instigated grain growing on the Frankton flats. They provided incentives for early pastoralists by setting up the Brunswick Flour mill within the vicinity and providing cash injections that had the effect of boosting the local economy.

The construction of the barn during McBride's (timber miller) era, using recycled materials from the original 1866 flour mill, gives the building extra historical and architectural significance. The construction materials are thought to have been timber supplied by the sawmills at the head of the lake. This provides a further link to an important early industry in the Wakatipu.

The two substantial buildings, the barn/granary and the woolshed with their backdrop of the Remarkables provide interest and historical connection to this dramatic landscape setting.

The group of farm buildings on Arranmore provide a snap shot into farming practices from the first European settlement through to recent day farming. These remnant farm buildings are now a rarity in the Wakatipu district and together they create a visual reminder of the area's past dependence on farming.

## DESCRIPTION

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The Mc Brides Farm complex now known as Arranmore farm consists of a former smithy, dairy, woolshed barn and grounds and are located on Grant Road on the Frankton Flats about 7 km from Queenstown. The remains of the former smithy are on the left side of the road while the remainder of the other historic farm buildings are on the right side of Grant Road.

### Woolshed

The woolshed building is a substantial timber framed building clad in horizontal weatherboards with a hipped roof and lean-to extensions to the south and south west. There are attached sheep yards to the west of the building.<sup>91</sup>

The principle (north west) elevation has a single central door, although it is evident from the vertical timber infill that this was once a large barn type door. There is a large double barn door at the right-hand end, which takes up the full height of the wall. There are five small windows of various types unevenly spaced down the wall. The north east elevation has a large double door and a single six light window.

The interior is still partitioned as a woolshed, with the slatted floors of the pens, the board and the wool handling space.<sup>92</sup>

The expansive interior is timber framed, constructed from heavy framing beams and roof trusses which are a notable feature. The timber framing and lining of the ceiling is also significant and there are still shingles under the corrugated iron roof, with the battens visible from the interior.<sup>93</sup>

### Other huts

Near to the woolshed is a couple of huts one a single garage made from corrugated iron, another timber clad garage and a small single gable small wooden hut.

### Barn/ Granary

This is a large two-story timber framed structure, rectangular in plan and clad in weather boards. There are windows only on the gable ends of the barn. The cladding is falling off and has in places been patched with corrugated iron.<sup>94</sup>

On the North east elevation there is a large central opening at ground level. There are three evenly spaced openings on the upper level (two of which show evidence of having two paired six-light sash windows). The central first floor opening looks to be used to load grain into the barn. There is a small window at the central peak of the gable.<sup>95</sup>

The south west elevation also has a single large opening on the ground floor, with three evenly spaced openings on the first floor. The central opening is covered with corrugated iron. The other two window-sized openings have lost their windows. The interior is partitioned and currently used to store grain.<sup>96</sup>

### Dairy

The dairy is a rectangular building constructed of stacked stone and then painted. It has a hipped corrugated iron roof and the ceilings are match lined. It is shown to exist in an 1959 deposited plan (DP 9617)<sup>97</sup>

### Smithy

The Smithy (located on the left of Grant Road, was constructed of stone but is largely in a ruined state. The old forge appears to be in the paddock nearby and it is currently being used as an implement shed.<sup>98</sup>

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<sup>91</sup> New Zealand Historic Places Trust, *Mc Brides farm buildings* (former) draft historic report 2006

<sup>92</sup> *Mc Brides Farm Buildings*, (former) New Zealand Historic Places Trust, draft historic report 2006

<sup>93</sup> *ibid*

<sup>94</sup> *ibid*

<sup>95</sup> *ibid*

<sup>96</sup> *ibid*

<sup>97</sup> *ibid*

<sup>98</sup> *ibid*

## Grounds

To the South East of the homestead are substantial plantings of mature trees. These include walnuts, chestnuts, elms and black poplars. Some are said to be more than 100 years old possibly planted by the Mc Bride family who were the first farmers on the Frankton Flats.<sup>99</sup>

## HISTORY

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Pastoralism in the Wakatipu basin began as early as 1860 with the arrival of William Gilbert Rees and his companion Nicolas Von Tunzleman. By 1864 formal survey of the land made areas available for development.<sup>100</sup> The development of the Frankton flats was spearheaded by prominent businessman, Bendix Hallenstein<sup>101</sup> who went into partnership with James W. Robertson (businessman and first mayor of Queenstown) to set up the Brunswick flour mill at Frankton in 1866. Their motive was to encourage wheat growing in the district and they assisted farmers by giving them cash advances. The Wakatipu District became one of the best wheat producers in the colony.<sup>102</sup>

The Brunswick flour mill was cited near the Kawarau Falls at the outlet to Lake Wakatipu and was an important part of farming development from the 1866 – circa; 1886. Daniel McBride took over from Roberston upon his death in 1876 and then transferred to Thomas Hicks at the end of the first twenty one year lease.<sup>103</sup> All of these men along with Frank McBride, had been in business together previously in Victoria, Australia where they worked in the timber industry.<sup>104</sup> They were also involved in sawmilling at the head of Lake Wakatipu and had formed a company to advance agriculture particularly concentrated on the Frankton Flats where they established cropping farms.<sup>105</sup>

According to land records, the land on which these remaining farm buildings stand was first granted to John R. Williams as an “agricultural area” A survey office plan shows a total of just over 49 acres which was surveyed in June 1866. (SO 6310). James William Robertson bought this parcel plus another 20 acres in 1872.<sup>106</sup> The shingles evident on the woolshed date it from around the mid to late 1860s. According to Lakes District Museum Director David Clarke, the use of iron became more common after the later 1860s in the Queenstown area.<sup>107</sup>

After the death of Robertson in 1876, the land was transferred to Thomas Hicks in 1877 and then to Francis McBride in 1886 (OT34/34).<sup>108</sup> The block was incorporated into a 900 acre (365 hectare) holding owned by Mc Bride in 1898 (OT 116/112) The property was known as Antrim Farm and later as French farm.<sup>109</sup>

The Brunswick Mill had closed about 1886 and Frank McBride later bought it<sup>110</sup> and then dismantled it. It is thought that the timbers timbers and some of the windows were used to build the two storied structure (barn/granary) that still exists on Arranmore farm.<sup>111</sup>

It is uncertain exactly when the barn was constructed here but it is suspected that it was around circa 1910.<sup>112</sup> From early photos of the Brunswick mill, you can see that the windows and the doors match those on the existing building.<sup>113</sup> It can be reasonably safely concluded then that this building contains some of the original timber dating from the 1866 Brunswick mill. (The timbers from the mill are said to have come from the beech forests at the head of the lake. Given the dates of the barn and the woolshed

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<sup>99</sup> *Mc Brides farm buildings* (former) New Zealand Historic Places Trust draft historic report 2006

<sup>100</sup> Peter Petchey, Threepwood Lake Hayes, Wakatipu basin: “Archaeological Assessment” Southern archaeology, 2005, p5 cited in NZHPT *Mc Brides farm buildings*, a draft historic report 2006.

<sup>101</sup> Bendix Hallenstein was born in Brunswick, Germany. After working in England he emigrated to Victoria Australia at the age of 22 and opened a store with his two brothers. In the early 1860s he moved to Invercargill and when the Wakatipu gold fields opened, to Queenstown. F.W.G. Miller, *Golden Days of Lake County, Whitcombe and Tombs Limited*, 1962 (first published 1949), p. 126

<sup>102</sup> F.W.G. Miller, *Golden Days of Lake County, Whitcombe and Tombs Limited*, 1962 (first published 1949), p. 126

<sup>103</sup> *ibid*

<sup>104</sup> *Mc Brides farm buildings* (former) New Zealand Historic Places Trust draft historic report 2006

<sup>105</sup> David Clarke research, Lakes District Museum, Arrowtown.

<sup>106</sup> *Mc Brides farm buildings* (former) New Zealand Historic Places Trust draft historic report 2006

<sup>107</sup> *Mc Brides farm buildings* (former) New Zealand Historic Places Trust draft historic report 2006

<sup>108</sup> *ibid*

<sup>109</sup> *ibid*

<sup>110</sup> F.W.G. Miller, p127

<sup>111</sup> David Clarke research, Lakes District Museum, Arrowtown,

<sup>112</sup> *ibid*

<sup>113</sup> *ibid*

and the likelihood of some recycling from the Brunswick mill, it is likely the timbers were sourced from here.)

The farm changed hands many times from the 1920s to 2005 and was last owned and ran as a farm by the Mc Taggart family from 1982 – 2005 when it was sold to the Queenstown Airport Corporation Limited. (OT14A/1070)<sup>114</sup>

## SOURCES

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David Clarke research, Lakes District Museum, Arrowtown

Miller, F.W.G., *Golden Days of Lake County*, Whitcombe and Tombs Limited, 1962 (first published 1949)

New Zealand Historic Places Trust, *Mc Brides Farm Buildings* (former) draft historic report 2006

## FILE NOTES

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ENTERED BY: Rebecca Reid

DATE ENTERED: July 2006

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<sup>114</sup> *Mc Brides Farm Buildings* (former) New Zealand Historic Places Trust draft historic report 2006  
*Telltale, Rebecca Reid for Queenstown Lakes District Council – July 2006*

**NAME (including former names)**

**Pig and Whistle Building**

**LOCATION/ADDRESS**

Ballarat street, next to Post Office in Queenstown

HERITAGE ASSESSMENT	AGE/DATES
<b>Archaeological Value</b>	1978 addition to post office. Existing building is a refurbishment of this.
✓ <b>Architectural Value</b> Low	ARCHITECT/BUILDER ?
<b>Cultural/Spiritual Value</b>	MATERIALS Timber construction
✓ <b>Historical/Social Value</b> Low	LOCAL AUTHORITY QLDC
✓ <b>Townscape/Context Value</b> Moderate	LISTINGS
<b>Rarity/Representative Value</b>	Local Authority rating No category recommended
<b>Technological Value</b>	LEGAL DESCRIPTION
<b>OVERALL HERITAGE VALUE</b> Low	TYPE/USE Bar/restaurant
	CURRENT OWNERS
	CURRENT CONDITION Partial demolition to one gable. (July 2006)

**SUMMARY OF SIGNIFICANCE**

While this building is somewhat representative of the scale and height of buildings in the downtown area of Queenstown in the late 1970s, it does not meet the criteria to be deemed a significant heritage feature. Its value could be said to be more streetscape/aesthetic than historical with its connection in scale to the Post office building next door.

**DESCRIPTION**

This one story building is set back from the street and overlooks part of Horne creek that runs past the north side of the building. It has a large outdoor space for diners.

**HISTORY**

The Pig and Whistle building sits next to the north side of the Queenstown Post Office. The second Queenstown Post Office was built in 1938 out of greywacke blasted near the site. In 1978 major alterations to the Post office took place as well as large additions. A wing was added onto one side which is believed to have been used as the Post Bank. This wing is part of the Pig and Whistle building today. The Post Bank moved to new premises in Camp Street in 1991 and the building was opened as a bar. Various bar businesses operated from here over the years and the building was refurbished several times before the Pig and Whistle took over.<sup>115</sup>

In 2002, Ngai Tahu was given consent to demolish the Post Office and amongst other buildings, the Pig and Whistle, for a site redevelopment.<sup>116</sup>

<sup>115</sup> Information gleaned from Lakes District Museum Director, David Clarke as well as Queenstown photo evidence from the photo archives

<sup>116</sup>ibid.

QLDC DP Reference No.: 81

Valuation No.: 2911132000

Map Reference: 9

Certificate of Title: 434245



**NAME OF SITE (including former names):** **ARCADIA, Arcadia Homestead**

**PHYSICAL LOCATION:** 1733 Glenorchy-Paradise Road, Glenorchy Rural

**Age/Dates**                      Constructed circa April 1906-  
January 1907, building  
approximately 106 years old

**Architect**                        Unknown English architect

**Builder**                            John Walker & Son,  
Invercargill

**Materials**                        Red Beech timber  
weatherboards, iron roofing  
and verandas

**Local Authority**                QLDC Category 3

**NZHPT No.**                        N/A

**Valuation No.**                    2911132000

**Legal Description**              Sections 3 & 4 Lot 13 DP 25326 Block II Dart SD

**Type/Use**                         Accommodation Homestead

**Current Owners**                Lloyd James & Ros Veint

<b><u>HERITAGE ASSESSMENT</u></b>	
Historical/Social Value	<b>High</b>
Cultural/Traditional Value	<b>Moderate</b>
Architectural Value	<b>Low</b>
Landscape/Townscape Value	<b>High</b>
Rarity/Representative Value	<b>Moderate</b>
Technological Value	<b>Moderate</b>
Archaeological Value	<b>Low</b>
<b>Overall Heritage Value</b>	<b>MODERATE - HIGH</b>

**Current Condition** Well maintained, cared for and historically preserved.

## **SUMMARY OF SIGNIFICANCE**

Arcadia is a historic building of the Glenorchy region, and has become a symbol of the beautiful area. It has housed many tourists and travellers throughout the years, reflecting the popularity of visiting Paradise. The stories regarding Joseph Fenn, the constructor of the homestead, have become legendary around the area and are shared with anyone passing through the region. Arcadia is historically and socially significant to Paradise, representing the early European settlers of the area and the pristine environment.

The legends surrounding Joseph Fenn and Arcadia contribute to the culture and spirit of Paradise. Fenn's simplistic lifestyle is reflective of the serene and peaceful culture which makes Paradise unique and a popular location to escape to.

Arcadia was impeccably crafted and designed. It has been well cared for and maintained over the years. Renovations have been sympathetic to the original design, merely allowing for the transitions from accommodation house, to farm house and private homestead.

Arcadia sits perfectly against the natural background of Paradise. Its traditional design compliments the peaceful atmosphere of the area and is of visual interest to many. It is possible an exterior colour change has occurred over the years. An early post card depicts Arcadia with dark red roofing and features, whereas currently Arcadia has green roofing and features.<sup>1</sup> The green is more complimentary to the landscape, allowing the building to blend in with its surrounds.

Arcadia is a dominant and majestic building. Detailed designs reflect the craftsmanship put into the homestead's construction, and make it a rare building of the area. The surrounding landscape and nature of Paradise is what makes Arcadia such a special and rare feature.

The building is constructed out of red beech timber sourced from the local Kinloch forests and milled in Paradise, with milling equipment being transported from Kinloch to Paradise specifically. This makes the construction of Arcadia slightly different to a usual building, and provides technological value.

Arcadia has little archaeological significance. As a historic building, it represents early settlers in the Glenorchy region, specifically Paradise. The stories surrounding Joseph Fenn are interesting, yet do not provide any evidential knowledge of the region.

<sup>1</sup> See appendix two.

## DESCRIPTION

Arcadia is located in the breath taking area of Paradise, 17 kilometres from Glenorchy township.<sup>2</sup> Originally it was run as a guest house to the neighbouring homestead, known as Paradise House. Situated off the shore of Diamond Lake and against the back drop of Mt Alfred, the building is surrounded by manicured gardens juxtaposed against the natural landscape.

Arcadia has a total floor area of approximately 466m<sup>2</sup>. It consists of two storey's, with 240m<sup>2</sup> allocated to the ground floor and 226m<sup>2</sup> encompassing the top floor.<sup>3</sup> There are numerous reporting's as to the number of rooms Arcadia originally encompassed – from a twenty four room guest house with an annexe of seven rooms, to thirteen different bedrooms and an annexe involving a further sixteen rooms.<sup>4</sup> The present state of the building includes eleven large bedrooms, eight fireplaces, a large modern living area, lounge, and several other rooms. A swimming pool has been added and the kitchen relocated from its original placing.

The exterior weatherboards are red beech timber, sourced from local the forests near Kinloch. Tom Bryant was employed to transfer milling equipment from Kinloch to Paradise where the saw mill was to be located and run during construction.<sup>5</sup> Iron roofing featuring Dutch gables and rolled iron verandas complete the exterior. Internal walls are constructed using the technique of lath and plaster, with the ceilings finished using the simple tongue and groove style.<sup>6</sup>

## HISTORY

Arcadia's history proves interesting solely due to its original proprietor and owner - Joseph Cyprian Fenn. Born at Bedfordshire in 1854, Fenn was a Cambridge University graduate of a highly academic family. Fenn was also a highly skilled oarsman dominating numerous and highly prestigious regatta's during his years at Cambridge.<sup>7</sup>

Fenn's uncle, John Fenn, migrated to New Zealand with his wife Catherine (Kate), probably during the 1860s. Following Fenn's passing, Kate married New Zealand's first architect, William Mason.<sup>8</sup> Mason and Kate purchased land at Paradise in 1883, where they designed and constructed Paradise Homestead, which Mason referred to as "Eden Grove."<sup>9</sup> Mason later became Dunedin's

<sup>2</sup> Tessa Ward and Rodney Wells, *Otago and Southland Heritage Homes* (Christchurch: The Caxton Press, 2010), 44.

<sup>3</sup> "Arcadia Station," Harcourts Queenstown Advertising Brochure, 1998, Lakes District Museum, Arrowtown, Archive Reference N1130.

<sup>4</sup> Ward, 44., reports of a "twenty four room guest house with an annex of seven bedrooms;" Harcourts reports of "originally having twenty four rooms;" whereas Clive Geary reports of thirteen bedrooms with an annexe added in 1911 increasing the size by sixteen rooms in "Joseph Cyprian Fenn 1954-1924," *The Queenstown Courier* 55 (November 1995): 13.; and a report of "an annexe with sixteen bedrooms was added in 1911," occurs in *Head of Lake Wakatipu: Schools Centennial 1884-1984*, Centennial Committee (Alexandra: Central Otago News Ltd., 1984), 21.

<sup>5</sup> Geary, 13.; Joseph Fenn Dictionary NZ Biography Basic Information Sheet, Jane Thomson: Papers relating particularly to 'Southern People, a dictionary of Otago Southland biography', MS-1926/596, Hocken Library, University of Otago, Dunedin.

<sup>6</sup> Harcourts Brochure.

<sup>7</sup> Geary, 12.

<sup>8</sup> Ibid.

<sup>9</sup> Geoff Ockwell, "Understanding Place: a case study (Pd.D. diss., University of Otago, Dunedin, 2001), 52.

first mayor, selling Paradise to David and Jane Aitken in 1893, before passing away on June 25<sup>th</sup> 1897.<sup>10</sup>

It can be assumed that Fenn was introduced to Paradise through his Aunt Kate Mason, after arriving in the Wakatipu between 1878 and 1881. Fenn began to acquire land in the surrounding area, with his first block of Sections 21/23, Block II, Dart District, being purchased off James Whitbourn, April 1881.<sup>11</sup> He proceeded to expand his land through the purchase of the remaining sections of Block II, Dart District, from Alex and Robert McBride, John Grant and Edward Menlove. By 1885, Fenn owned 1,252 acres of free hold land, and leased 516 acres of land from the Queenstown Borough Endowment, and Runs 346 B and C encompassing 1,500 acres.<sup>12</sup>

Interesting tales abound regarding Fenn's character, his lifestyle and the construction of Arcadia. The first aims to explain why Fenn migrated to New Zealand. One theory, which lacks sufficient evidence, is that Fenn's father, Joseph Finch Fenn, married the woman Fenn himself intended to propose to. Thus, Fenn fled to the other side of the world to begin a new life of seclusion and solitude.<sup>13</sup> This is a common explanation for Fenn's simple life style – living in a small hut by River Jordan with little social contact and an air of mystery surrounding him.

Another legend explains why Fenn built Arcadia, with many believing it was created as competition to Paradise House. Apparently, Fenn proposed to Poppy Aitken, daughter of David Aitken, whom refused. This led Fenn to build Arcadia out of resentment at her response. Evidence to support this tale is scarce and the Aitken family refute the tale. Barbara Heffernan, Poppy's daughter in law, recorded the tale from Poppy herself in her memoirs. Apparently the romance between Poppy and Fenn never existed, although Fenn did propose after the constructing Arcadia, in which Poppy did decline.<sup>14</sup> These popular myths lack evidence but contribute to the mysterious and interesting character of Joseph Fenn.

Fenn's distinct and mysterious character are what made him famous in the region. Fenn never lived at Arcadia, preferring to live in his simple hut, however he engrossed himself in farming sheep on his plentiful land. His remote lifestyle led to the label of "hermit," yet Fenn did not let this affect his social manner, with reports of Fenn being a man of "courtliness and courteous demeanour."<sup>15</sup> The ability of Fenn's character to capture imaginations is reflected in novel's surrounding Paradise, in which Fenn commonly plays a prominent character.<sup>16</sup>

Fenn leased Arcadia as an accommodation house to numerous managers, with the first being Mr and Mrs Storey of Port Chalmers.<sup>17</sup> The homestead was managed for accommodation purposes until it was sold to Alexander Reid of Galloway on February 25 1920, who farmed Arcadia

<sup>10</sup>"Obituary," *Colonist*, 25 June 1897.

<sup>11</sup> Peter Chandler, "Arcadia," *The Queenstown Courier* 28 (May 1982), 4-5.; Geary, 13.

<sup>12</sup> Ibid.

<sup>13</sup> Geary, 13.

<sup>14</sup> Barbara Heffernan, "Paradise Remembered," 1991, MISC-MS-1442, Hocken Library, University of Otago, Dunedin.

<sup>15</sup> Geary, 14.

<sup>16</sup> Essie Summers, *A Place Called Paradise* (London: Mills and Boon, 1967)

<sup>17</sup> Centennial Committee, 21.; Geary, 13. The most well known manager was Mr J.W.Gardiner, whom was highly involved in the Lake Shipping industry of the Glenorchy region, Ward, 44.

throughout his ownership.<sup>18</sup> Fenn continued to live in his hut until his death January 3 1924, in Frankton hospital, due to “cancer of the liver, jaundice, and heart failure.”<sup>19</sup> A strong relationship between Fenn and Reid must have existed, as Fenn gifted from his will “all my personal effects... which shall be in the house occupied by me at Arcadia at the time of my death including my field glasses to Alexander Reid.”<sup>20</sup> This may have been due to a close friendship, mere convenience, or Fenn’s lack of close family.

The Reid family farmed Arcadia until 1951, when they sold the property to Lloyd and Muriel Veint for £19,500.<sup>21</sup> The Veint family had previously owned and run Paradise homestead, selling it in 1949 to the Millers. Arcadia is still owned by the Veint family, the current proprietors being Lloyd and Muriel’s only son, Jim and his partner Ros Veint. The Veint’s have been committed to maintenance and repairs of the historic homestead throughout their ownership. Such high attention has ensured Arcadia has maintained its reputation as a beautiful historic homestead, now functioning as a private station.

The name “Arcadia” is of Greek origins, with connotations similar to the definition of “paradise.” Both words represent simplicity, contentment, and harmony – all reflective of the life at Paradise in the Wakatipu. These reasons alone explain the large tourist industry surrounding Glenorchy and the attraction Paradise had to visitors. Functioning as a boarding house, Arcadia provided accommodation to those visiting the area. Visitors would take the two hour buggy ride to Paradise from Glenorchy, generally after they had travelled across the lake, an uncomfortable ride until the erection of a new road to compliment the increase in travellers.<sup>22</sup> The service Arcadia provided effectively contributed to the wider tourism industry of Glenorchy and the Wakatipu.<sup>23</sup>

## LANDSCAPE/TOWNSCAPE SUMMARY

Arcadia is a prominent historical building that compliments the beautiful landscape of Paradise. It reflects the serene and peaceful nature of the area, previously welcoming guests to stay, relax and enjoy the natural environment the Wakatipu has to offer. The beauty of Paradise and Arcadia has been captured on film, acting as the setting for numerous blockbuster films in recent years.

<sup>18</sup> Certificate of Title for Arcadia, OT 83/97, 1887; Ockwell, 54.

<sup>19</sup> “Search of Copy of Death Certificate,” Jane Thomson: Papers relating particularly to ‘Southern People, a dictionary of Otago Southland biography’, MS-1926/596, Hocken Library, University of Otago, Dunedin.

<sup>20</sup> Fenn, Joseph Cyprian, Probates and Letters of Administration, Reference Number R22052317, Archives New Zealand, Dunedin Office.

<sup>21</sup> Ockwell, 54.

<sup>22</sup> “New Glenorchy-Paradise Road,” *Otago Daily Times*, 26 November 1920.

<sup>23</sup> “Lake County,” *Otago Witness*, 21 November 1906; “Accommodation at Holiday Resorts,” *Otago Daily Times*, 3 November 1916.

**Report completed by Alexandra Neems on behalf of the Wakatipu Heritage Trust, 2013/2014  
Internship programme.**

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**Completed by:** Alexandra Neems

**Date:** 17 December 2013

## **APPENDICES**

**CANCELLED**  
NEW ZEALAND.

[CERTIFICATE OF TITLE.]

Register Book,  
Vol. 88 Folio 97

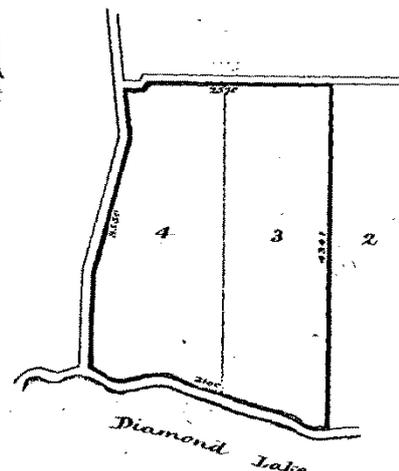
**CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.**

This Certificate, dated the *twenty-sixth* day of *October*, one thousand eight hundred and eighty-*seven*, under the hand and seal of the District Land Registrar of the Land Registration District of *Cape*, being a Certificate in lieu of Grant, under Warrant of His Excellency the Governor, in exercise of the powers enabling him in that behalf, Witnesseth that *Joseph Cyprian Sena of Glenorchy Tannor*

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or indorsed hereon); subject also to any existing right of the Crown to take and by off roads under any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan drawn hereon, bordered *red*, be the several admeasurements a little more or less, which said land is in the said Warrant expressed to have been originally acquired by *Edward Henlove* as from the *third* day of *June*, one thousand eight hundred and eighty-*five*, under *the Land Act 1877*, that is to say: All that parcel of land containing: *One hundred and four (114) acres two (2) rods and twenty five (25) poles situated in the 2nd 1/2 13th being sections three (3) and four (4) Block Two (II) on the Public Map of the said District deposited in the office of the Chief Surveyor & undivided*

EQUIVALENT METRIC  
AREA IS *42.3529* ha

*Block II Dart District*  
*104. 2. 25*



*Diamond Lake*

Scale 70 Chains = 1 inch  
Surveyed by J. Spence Jan. 1873  
Chief Surveyor C.W. Mann  
Chief Draughtsman H. Skye

*John Blair*  
District Land Registrar

*Mortgage N° 11717 Joseph Cyprian Sena to John Bill Blair Entered 21<sup>st</sup> April 1886 at 3 o'clock*

*Transmission N° 1677*  
*The Honorable Thomas Forgue Andrew Romall and Jessie Blair Executors of the Will of John Bill Blair also named who died on or about the 3<sup>rd</sup> day of June 1893 are hereby registered as proprietors of Mortgage N° 11717 application received and particulars entered 19<sup>th</sup> April 1894 at 2:50 o'clock*

*Discharge of Mortgage N° 11717 Entered 20<sup>th</sup> June 1894 at 10:40 o'clock*

*Transfer N° 72753 Joseph Cyprian Sena to Alexander Reid of Salloway Tannor produced 25/1/20 at 3 o'clock*

*Mortgage N° 12554 Alexander Reid to Walter Murray and John Moffat Murray entered 20<sup>th</sup> January 1922 at 3:30 o'clock*

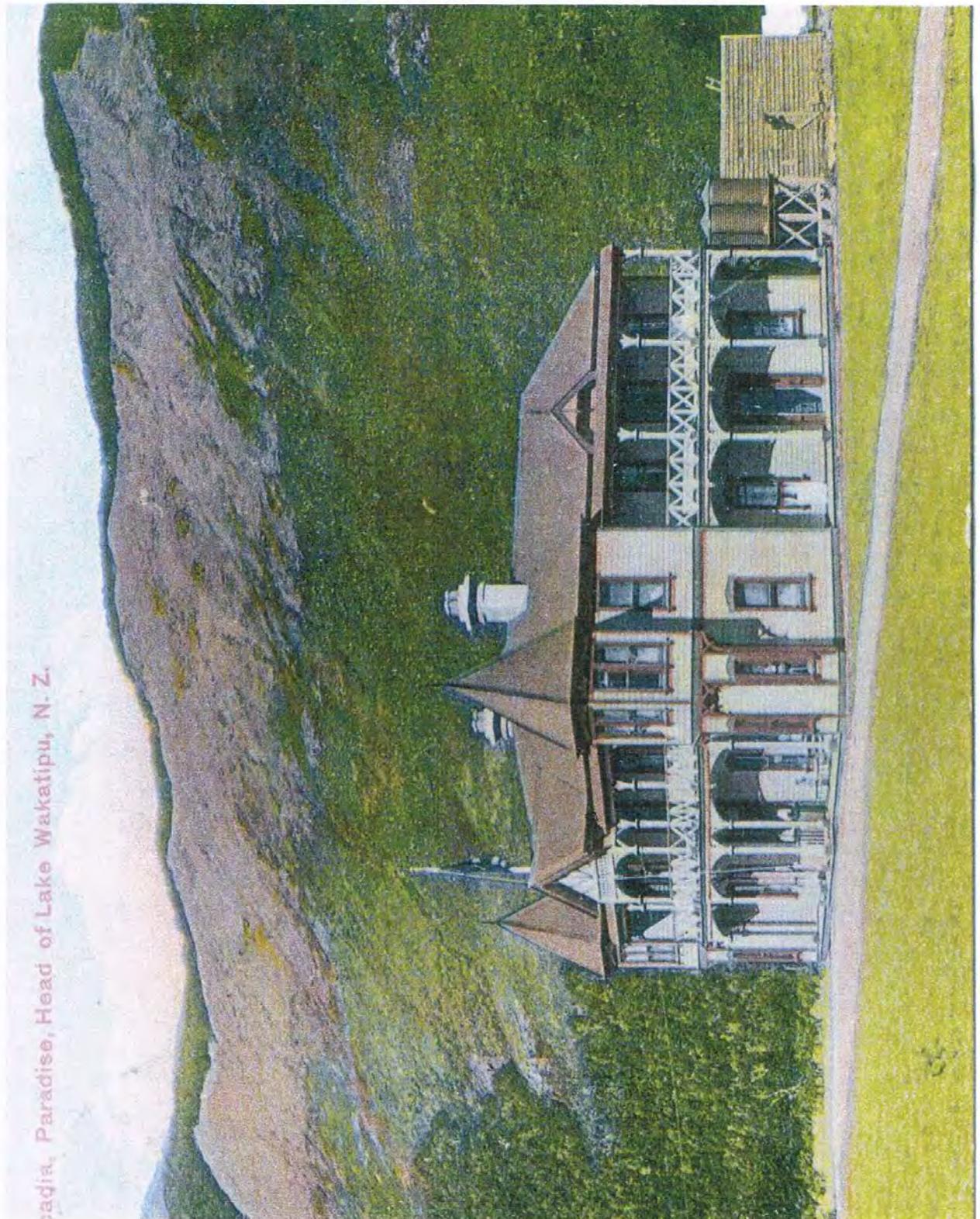
**DISCHARGED**

*Walter Murray*

83/97

Reid in 1920.

Appendix Two: Historic postcard of Arcadia, date unknown. Sourced from Lakes District Museum



Archives, Reference number EL 1825.

# WAKATIPU HERITAGE TRUST

SITE ASSESSMENT REPORT FOR A HISTORIC PLACE

December 2013/ January 2014

QLDC DP Valuation Number: 2907113200 and 2907116606

QLDC DP Reference Number: 110

District Plan Map Reference Number: 26

Certificate of Title: 9A/1002; 78212; 177645



Ayrburn homestead, December 2013, Lakes District. Photograph: S.Solomon

## NAME (including former names)

**Ayrburn Station, Ayrburn Homestead and Stone Farm Buildings**

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## PHYSICAL LOCATION/ADDRESS

341 Arrowtown-Lake Hayes Road, Wakatipu Basin

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### HERITAGE ASSESSMENT

**Archaeological value:** Low

**Architectural value:** Moderate

**Cultural value:** Low

**Historical/social value:** Significant

**Landscape/townscape value:** Moderate

**Rarity/representative value:** Significant

**Technological value:** Low

**OVERALL HERITAGE VALUE:** Significant

**AGE/DATES** c. 1870's (farm buildings),

c. 1896 (homestead)

**ARCHITECT/BUILDER** Unknown

**MATERIALS** Stone, timber, corrugated iron

**NZHPT** No

**DISTRICT PLAN STATUS** Category II heritage site

**LEGAL DESCRIPTION** Lot 1 DP 18109 (house) and part

Lot 3 DP 5737 (Dennisons Farm)

**USE/TYPE** Farm, private residence

**CURRENT OWNERS** Ayrburn Farm Estate Limited

**CONDITION** Moderate- features are deteriorating

## SITE ASSESSMENT REPORT

### SUMMARY OF SIGNIFICANCE

#### **Historic and social value:**

It is well accepted that business, agricultural and pastoral pursuits became the backbone of Central Otago after the initial influx of settlers and capital to the area associated with mining subsided with the end of the gold rushes. The period following the gold boom was marked as the time when an enterprising settler might find themselves capable of achieving no small measure of prosperity. William Paterson of Ayrburn Station is regarded as having been at the forefront of agricultural excellence in the Lakes District, his perseverance and dedication to improving the quality of his sheep stock beneficial for the district as a whole and allowing him to spend his declining years in comfortable circumstances. Ayrburn might be considered socially significant in that Paterson was largely instrumental in establishing the Lake County A&P Society, his interest in the association doing much to promote the institution locally and throughout other districts.

#### **Architectural value:**

The masonry observed on Ayrburn station is of the type expected for the lakes district area. Many settlers were proficient in even the most basic of stone work and used the naturally occurring stone to erect a great number of buildings and structures, which are still visible throughout the district. The buildings associated with farming activities on Ayrburn are in keeping with the aesthetics of other heritage features in the district in this respect, with particular reference to the stone shearing shed and storage building that are on site.

The homestead is architecturally very distinctive. Aspects of the interior of the building are reminiscent of construction trends at the time of its creation- numerous fireplaces, a large scullery with a copper still in place, and a room where the butchering and preparation of meat would have taken place are contained within the homestead. What are likely to have been several smaller servants rooms have since had their walls knocked out and been turned into larger rooms-many doors in the homestead do not open or lead nowhere as a result, an oddity in itself. The original timber floors remain, as do many other timber features in the house (refer to Appendix 3 for visual clarification).

#### **Townscape and context value:**

Wholesale developments in the areas surrounding Ayrburn station have in recent years become progressively more frequent; the heritage buildings associated with Ayrburn, like many other historical features in the district, are therefore becoming ever more important as sites that retain the rich history and character of the area.

#### **Rarity and representative value:**

The homestead would likely have been one of the largest residential structures in the area at the time of its completion, and retains many of its heritage characteristics accordingly. Many of the earliest homesteads and farm buildings the size and age of Ayrburn are increasingly few in the Lakes District. Modernisation or deterioration has claimed many of the more impressive historic features on the stations established by the first settlers. The continued presence of Ayrburn's more vintage features afford it a certain amount of individuality and rarity in value.

#### **Technological value:**

Significant technological value is unknown.

#### **Archaeological value:**

Significant archaeological value is unknown.

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### DESCRIPTION (as currently seen)

Both the single storey homestead and the stone farm buildings appear to be in a dilapidated state. While they all look to be structurally sound, lack of upkeep appears to have contributed the rapid deterioration of aesthetic features. The homestead requires significant restoration on both the interior and exterior if it is retain a pleasing historic quality. The stone farm buildings, in particular the large shearing shed, are in good condition for a buildings of their age. What is likely to be the original roof of structure opposite the shearing shed is very poor condition, and no longer remains continuously parallel with the ground (refer to Appendix 3 for visual clarification).

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### HISTORY (ownership details)

**1832:** William Paterson is born in West Kilbride, Ayrshire, Scotland.<sup>1</sup>

**1848:** Leaves Scotland on the *Osprey* for Victoria in Australia, where he engages extensively in farming for 13 years.<sup>2</sup>

**1861:** Departs Australia, landing at Port Chalmers and bound for the Otago gold mining boom. Along with Peter Butel and Tom McIntyre, Paterson walks to Arrowtown; in future, all would become prominent settlers in the Lakes District.<sup>3</sup>

His wife Elizabeth (nee. Smith) and their five children (six sons and five daughters would be born in total) later follow.

**1862:** Paterson becomes one of the first colonists to settle the area, selecting and leasing an extensive run holding (more than 40 hectares), one of the largest in the Arrow locality. He names his leasehold 'Ayrburn', after the shire in Scotland he came from.<sup>4</sup>

Commences extremely thorough stock rearing and crop farming on Ayrburn. Sturdy attention is paid to the continued improvement of his flocks and herds and remaining up-to-date with current farming practice.<sup>5</sup>

**1872:** Ayrburn becomes freehold, Paterson continues to develop it. It is around this time the stone farm buildings are established.<sup>6</sup>

**1876:** In total, Ayrburn consists of 247 acres of freehold land, 61 thousand acres of leasehold.<sup>7</sup>

**1894:** Continued additions have Ayrburn Station consisting roughly of 587 hectares of freehold land.<sup>8</sup>

**1895:** Fire at Ayrburn burns a stable. The woolshed, made of stone and connected to the stable, remains intact.<sup>9</sup>

<sup>1</sup> Lakes District Museum Archive File NP P4- Paterson, Ayrburn.

<sup>2</sup> *Ibid*

<sup>3</sup> Bill McDonald, *Queenstown's Farms and Sheep Stations: Families that farmed the land*, New Zealand: Bill McDonald, 2010, p. 37

<sup>4</sup> Bill McDonald, 2010, p. 37

<sup>5</sup> Lakes District Museum Archive File NP P4- Paterson, Ayrburn.

<sup>6</sup> Bill McDonald, 2010, p. 37

<sup>7</sup> "Sale of Ayrburn Sheep Station", *Ashburton Guardian*, Vol. XXVII, Issue 6934, 27 July 1906, p. 2

<sup>8</sup> *Queenstown Lakes District Touring Guide*, Lakes District Museum: 1991

**1896:** Original homestead, consisting of four rooms and one fireplace of local stone, burns down. It is replaced with the structure currently standing on site, the large homestead villa most commonly associated with Ayrburn (refer to title image for visual clarification); the building was reportedly the first in the area to have glass windows. The homestead has upwards of six bedroom and nine fireplaces, roughly 260 meters squared.<sup>10</sup>

**1904:** Lake Counties first A&P Society Show is held at Ayrburn; Paterson is the societies President and remains so for many years.<sup>11</sup> The show would later take place at Lake Hayes Showgrounds.

**1910:** 28<sup>th</sup> of May, William Paterson dies of pneumonia and is interred at Frankton Cemetery. Flags of public buildings in Arrowtown are half-masted as a token of respect to his memory. Robert Murray Paterson, executor of his will, is named as proprietor and inherits Ayrburn Station, almost 584 hectares total.<sup>12</sup>

**1924:** Ayrburn switches to power shearing in its woolsheds.<sup>13</sup>

**1941:** 18<sup>th</sup> of December, R.M. Paterson transfers his holdings to Ernest Coverdale Paterson and Douglas Robert Rowe, both sheep-farmers of Arrowtown.<sup>14</sup>

**1944:** Subdivision of Ayrburn station ensues. In October, the transfer of Lots 1, 2, and 3 of DP 5737 from Paterson and Rowe to Irene Smith, wife of William Smith from Invercargill, takes place. Simultaneous sale of land titles to Matthew and Catherine Elliot and the transfer of titles from Rowe to Paterson (Lots 1, 2 and 3 DP 5623) also occurs. Walter Collingwood purchases Lots 4, 5, 6 and 7 of DP 5738 from Patterson and Rowe.<sup>15</sup> Collingwood becomes the tenant most closely associated with Ayrburn, with Mrs Collingwood taking up residence in the block containing the Ayrburn Homestead.

**c.1950:** Wilfred Cotton purchases Ayrburn from the Collingwood's, this includes the stone farm buildings and homestead.<sup>16</sup> Cotton remains in possession of the homestead, but continued subdivision of the property follows after acquisition of significant parts of Ayrburn by Westmead Development.

Weatherboard on the homestead is plastered over at this time.

The Dennison family gain title of Part Lot 3 DP 5737- the stone farm buildings. "Ayrburn homestead" and "Ayrburn Farm" become relatively separate entities at this point.

**1982:** 15<sup>th</sup> November, proprietors listed as executors on the Certificate of Title for Lot 1 DP 18109 are Perpetual Trust Limited and Ayrburn Farm Estate Limited.<sup>17</sup> Wilfred Cotton remains in residence at Ayrburn.

**2002:** Ayrburn Farm Estate Limited is registered in the New Zealand Business Directory as a company (registration number 1206275). Its executors are Adrian Kenneth Burr of Auckland and Mark Andrew Taylor of Speargrass Flat.<sup>18</sup>

**2004:** July, Ayrburn Farm Estate Limited acquires Lot 4 DP 319854 and Part Lot 3 DP 5737.<sup>19</sup>

<sup>9</sup> "Fires", *Otago Daily Times*, Issue 10308, 15 March 1895, Page 2

<sup>10</sup> F.W.G Miller, *Golden Days of Lake County*, New Zealand: Whitcombe and Tombs, 1962, p. 251

<sup>11</sup> Lakes District Museum Archive, "First A&P Show, Lake County", EL 0818 Print, Photographic

<sup>12</sup> Certificate of Title Under Land Transfer Act, Vol. 129, Folio 244

<sup>13</sup> *Queenstown Lakes District Touring Guide*, Lakes District Museum: 1991

<sup>14</sup> Certificate of Title Under Land Transfer Act, Vol. 143, Folio 219

<sup>15</sup> *Ibid*

<sup>16</sup> Alan Hamilton, *Woolshed Yarns of the Wakatipu*, Queenstown, Alan Hamilton: 2006

<sup>17</sup> Certificate of Title Under Land Transfer Act, OT9A/1001

<sup>18</sup> "Ayrburn Farm Estate Limited (1206275) Registered"

[www.business.govt.nz/companies/app/ui/pages/companies/1206275/detail](http://www.business.govt.nz/companies/app/ui/pages/companies/1206275/detail); accessed 13 January 2014

**2005:** April, Ayrburn Farm Estate Limited acquires Lot 3-4 DP 343305.<sup>20</sup>

**2010:** Application submitted by Ayrburn Farm Estates Limited to create three subdivisions with residential building platforms on each.<sup>21</sup> Development is opposed by local authorities, stating destruction of visual amenities with over domestication of the landscape and unsustainable development being inappropriate as the reason for opposition.<sup>22</sup>

**2012:** Wilfred Cotton passes away.

**2013:** Ayrburn station, including 131 hectares, the homestead and stone farm buildings, is listed for sale.

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## LANDSCAPE SUMMARY

Ayrburn homestead is surrounded by extensive tracts of farmland in the Wakatipu Basin. Many of the matured trees in the immediate vicinity are protected features; in particular, the Californian Big Trees, or *Sequoiadendron giganteum*, that line the drive, are particularly well established and were likely planted by the original Patersons in residence.<sup>23</sup> Mill Creek, a well-known spawning bed for brown trout runs through the property.

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## COMPLETED BY:

Research Completed by Stacey Solomon on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

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## SOURCES

### *Primary source material*

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“Subdivision opposed”, *Otago Daily Times*, 17 September 2010

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Certificate of Title Under Land Transfer Act, OT9A/1001

Certificate of Title Under Land Transfer Act, identifier 78212

Certificate of Title Under Land Transfer Act, identifier 177645

<sup>19</sup> Certificate of Title Under Land Transfer Act, identifier 78212

<sup>20</sup> Certificate of Title Under Land Transfer Act, identifier 177645

<sup>21</sup> “Redevelopment of building site notified”, *Otago Daily Times*, 30 July 2010

<sup>22</sup> “Subdivision opposed”, *Otago Daily Times*, 17 September 2010

<sup>23</sup> Bruce Hamilton, “Historic Trees in the Wakatipu Basin”, *The Queenstown Courier*, Issue No. 55: Queenstown and Districts Historical Society (Inc.): 1995, p. 19

Lakes District Museum Archive, "First A&P Show, Lake County", EL 0818 Print, Photographic

Lakes District Museum Archive File NP P4- Paterson, Ayrburn

Inventory of Protected Features in the Queenstown and Lakes District Partially Operative Plans, 2009

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## FILE NOTES

Most recent Annual Report filed by Ayrburn Farm Estate Limited is 21 May 2013. Link to the online files is included in the bibliography of this report.

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### *Links to website and online material*

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Registered" [www.business.govt.nz/companies/app/ui/pages/companies/1206275/detail](http://www.business.govt.nz/companies/app/ui/pages/companies/1206275/detail); accessed 13 January 2014

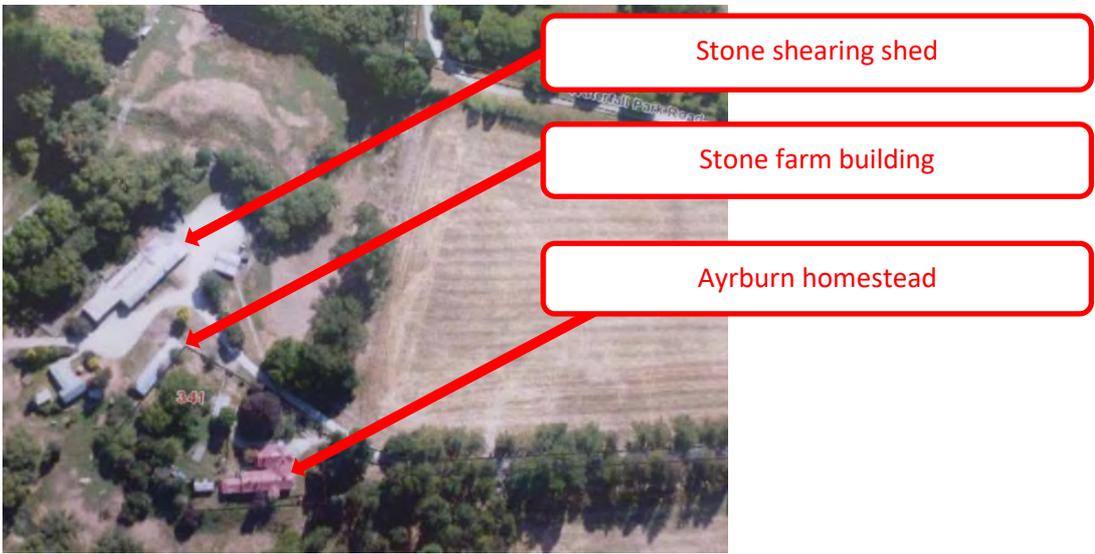
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## APPENDICES

### Appendix 1. Visual Identification Aids

#### *Location Maps*





**Appendix 2. Visual Aids to Historical Information**



Photograph depicts the first A&P Show in the Lake County, 1904. Held at Ayrburn station, note the homestead in the background of the image.

Courtesy of Lakes District Museum Archive (ref: EL 0818 Print, Photographic)

**Appendix 3. Current Visual Information**

*Images correct as of December 2013*



The interior of the homestead displays many unique features one might expect in a heritage building. The image to the left depicts a stone copper used for heating water to wash clothes in, which remains in the scullery room. The timber arch in the photograph to the right is one of many unusual design aspects in the homestead.



Large stone farm buildings on site are in a state of general disrepair. The above image shows the wearing roof on what seems to be a storage shed (it is likely that corrugated iron was placed directly on top of the original shingles when the shingles were in need of replacing, this was a common practice in the area), while the below image depicts the shearing sheds. The stone in both buildings is fair; the timbers are, however, in a worse state.



QLDC DP Reference No.: 114

Valuation No.: 2907317901

Map Reference: 38

Certificate of Title: OT14C/930



**NAME OF SITE (including former names): CLOSEBURN Homestead**

**PHYSICAL LOCATION:** 798 Glenorchy-Queenstown Road, Wilson's Bay, Glenorchy Rural

<b>Age/Dates</b>	Circa late 1860s
<b>Architect</b>	N/A
<b>Builder</b>	N/A
<b>Materials</b>	Weatherboard, Iron
<b>Local Authority</b>	QLDC Category 3
<b>NZHPT No.</b>	N/A
<b>Valuation No.</b>	2907317901
<b>Legal Description</b>	Lot 1 DP 22593, Blk IV Mid Wakatipu SD
<b>Type/Use</b>	Family Homestead
<b>Current Owners</b>	Talatat Limited

<b><u>HERITAGE ASSESSMENT</u></b>	
Historical/Social Value	<b>High</b>
Cultural/Traditional Value	<b>Low</b>
Architectural Value	<b>Low</b>
Landscape/Townscape Value	<b>Moderate</b>
Rarity/Representative Value	<b>Moderate</b>
Technological Value	<b>Low</b>
Archaeological Value	<b>Moderate</b>
<b>Overall Heritage Value</b>	<b>LOW-MODERATE</b>

**Current Condition** Well restored

## **SUMMARY OF SIGNIFICANCE**

Closeburn Homestead is a building reflective of the pioneers and early settlers of the Wakatipu region. The founding of Closeburn Station in 1866 is consistent with the growing area of Queenstown, founded in 1860, and the continuous expansion along the lake. Ownership of the building passed through prominent families - beginning with the Kirkpatrick's whom have a prestigious Scottish background, and passed on to the Cameron's whom were dominant in the establishment of sheep farming in the Wakatipu. Closeburn Homestead holds relative historical and social value due to its pioneering connections to both settlement and farming.

Closeburn Homestead holds very little cultural and traditional value.

The quaint and delicate design of Closeburn Homestead makes it easy on the eye and symbolises the simplicity of the Wakatipu pioneers. It appears well restored, with the basic white and crimson colour palate creating a romantic feel. The surrounding landscape could do with some attention, as well landscaped gardens could really emphasise the beauty of the building. Alterations and renovations that have occurred have been very sympathetic to the original design, making the home more practical in living space, yet maintaining the basic design.

The building stands out against the natural landscape it is situated on, yet it is far from an eye sore. Closeburn Homestead provides visual interest for those travelling to or from Glenorchy, or those stationed at Wilson's Bay due to its easy visibility from the road.

Closeburn Homestead is representative of the early settlers in the Wakatipu region. Buildings of its age and condition, approximately 150 years, are rare and hold high value to any community.

The simple and elegant design of Closeburn Homestead is complimentary to the classical stereotype of 19<sup>th</sup> century buildings. However, the building holds little technological value in terms of uniqueness, with no defining design features.

Closeburn Homestead holds archaeological value through its early settlement connections. Historic buildings are an important form of evidence that assist in providing knowledge of how ancestors and pioneers lived.

## **DESCRIPTION**

Closeburn Homestead is located on the coast of Lake Wakatipu, a mere 100 metres from the lakes edge. The surrounding landscape consists of bush and shrubbery, which although slightly overgrown, creates a rustic atmosphere to the property.

The homestead itself appears to be in good condition, and is reflective of a traditional historical home. White weatherboards and crimson red iron roofing create the historic feel of the

exterior, with delicately designed fretwork complimenting the veranda. Two sash windows are symmetrically placed either side of the crimson door, with these elegantly balanced by two dormer windows situated above. A brick chimney on the left of the building completes the historic and romantic feel of the homestead. The building is 8.11 metres wide by 10.05 metres in length, with the upper level consisting of 4.765 metres in length.<sup>1</sup>

Originally, the interior layout of the homestead contained three bedrooms, one on the lower level and two comprising the upper level. The lower level housed the sitting room, living room, bathroom, kitchen and laundry. Official council documentation and observations makes it reasonable to assume that renovations occurred in 2009 that have altered the interior layout of the homestead.<sup>2</sup> These renovations included an upper floor addition in which two further bedrooms and a bathroom were added. Thus, the homestead currently houses five bedrooms, a sitting room and open plan living and kitchen.

## HISTORY

The history of Closeburn Homestead lies in the history of its land, Closeburn Station. The first known settlers to reside at Closeburn are the Kirkpatrick brothers, Thomas and James. Both originating from Scotland, the Kirkpatrick brothers arrived in New Zealand in the late 1860s.<sup>3</sup> James settled at the Eight Mile Run, or Wilson's Bay, in 1867 and gained the lease for the 29,500 acres of land he named Closeburn in 1874.<sup>4</sup> It can be assumed through numerous sources and the age of the homestead that James built Closeburn Homestead, although no specific sources have been found regarding this. Recognition of the Kirkpatrick brothers as early settlers of the Wakatipu region is evident through the naming of Closeburn, Lake Kirkpatrick, and Kirk's Terrace.<sup>5</sup>

The naming of Closeburn is thoroughly Scottish and is likely to reflect the origins of the Kirkpatrick brothers, from the parish of Closeburn in the County of Dumfries, Scotland.<sup>6</sup> Kirkpatrick ancestry has extensive relations to Closeburn in Scotland, however any connection to Thomas and James is yet to be fully established.<sup>7</sup>

<sup>1</sup> "Proposed renovations, alterations and additions to exterior house," Matthew White, Remarkable Architectural Design, 5 August 2009.

<sup>2</sup> In 2009, a request for alternations and restorations of Closeburn Homestead were submitted to the Queenstown Lakes District Council by the proprietor, Talatat Limited. Both existing and proposed floor layout plans were attached in the proposal, and the request was granted. However, physical evidence is lacking as to whether these alterations occurred. Based on a capital value increase of \$195,000 from 2008/2009 to 2009/2010, as well as a comparison of the condition of the homestead in 2009 as "a very poor state of repair...exterior cladding rotten, broken windows and rotten flooring" to the present day, in which the homestead does not fit this description, it can be concluded that the renovations did occur.

QLDC Online Rating Database, Closeburn Homestead, <http://rates.qldc.govt.nz/cgi-bin/rating/rapp?pp&KKG&2907317901>; "Decision of the Queenstown Lakes District Council Resource Management Act 1991," QLDC, September 2009.

<sup>3</sup> James arrived circa 1865, and Thomas circa 1867. Peter Chandler, "Lake Kirkpatrick," *The Queenstown Courier* 42 (1989), 2.

<sup>4</sup> History of Run Holding in Lake County, Runs CA-CL, Peter Chandler Research Papers, MS-1270, Hocken Library, University of Otago, Dunedin.

<sup>5</sup> Both Kirk's Terrace and Lake Kirkpatrick are situated near Closeburn Station. Chandler, 3.

<sup>6</sup> Imperial Gazetteer of Scotland, Runs CA-CL, Peter Chandler Research Papers, MS-1270, Hocken Library, University of Otago, Dunedin; Kirkpatrick Family of Closeburn, *Kirkpatrick of Closeburn* (London, 1858), 1-3, accessed via <https://archive.org/details/kirkpatrickofclo00kirk>

<sup>7</sup> The Kirkpatrick genealogy has an extensive Scottish heritage. Located in Scotland, Closeburn of Kirkpatrick was once a small parish that went by the name of Kilosburn or Kelosburn. The Kirkpatrick family owned numerous estates, with the earliest documentation referring to Ivone de Kirkpatrick (known as Cella Osburni, a Norse Saint) in the 12<sup>th</sup> century. The Kirkpatrick family established a prominent village, even owning the Closeburn Castle. Kirkpatrick Family of Closeburn, 1-3.

James Kirkpatrick sold Closeburn in 1874 to Archibald Haddow Douglas and Alexander Gray.<sup>8</sup> However only months later Douglas and Gray transferred the land to prominent local landowner Donald Angus Cameron of Nokomai Station.<sup>9</sup>

D.A. Cameron is one of the most significant and prominent pioneers of the Wakatipu region. Establishing the station of Glenfalloch at Nokomai in 1859, D.A. Cameron began and led the rise of sheep farming in the district.<sup>10</sup> With his business focused mainly on farming at Glenfalloch, Closeburn was appointed managers to run the station. The first manager being Angus Alphonsus Macdonald, Cameron's pioneering companion.<sup>11</sup> The management and ownership of Closeburn stayed in the Cameron family for 77 years until its sale to Ray Key of Mt Creighton Station in 1951. The most prominent managers were DA Cameron's son Ewan Cameron (1891-1898), Peter McCormack (D.A. Cameron's son in law, 1898-1927), and Archie McCormack (D.A. Cameron's grandson, 1927-1951).<sup>12</sup> Closeburn has been transferred through numerous owners since the MacCormack family, with the Station being largely subdivided.

Closeburn Homestead underwent renovations in 2009, driven by the current proprietor Talatat Limited. The house required recladding, floor replacement, windows renewed, re-roofing and the addition of two small bedrooms at the rear of the upper level. Advice for these renovations was sought from the NZ Historic Places Trust, in which preservation measures were implemented to maintain the original design of the building.<sup>13</sup>

## LANDSCAPE/TOWNSCAPE SUMMARY

Closeburn Homestead is an elegant historical building that is representative of Wakatipu pioneers. Its connections with prominent settlers creates a rich history that is evident through design of the building. The standalone nature and simplicity of the building contrasts against the busy natural landscape surrounding it, epitomising the character of the Wakatipu region.

***Report completed by Alexandra Neems on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship programme.***

<sup>8</sup> History of Run Holding in Lake County, Peter Chandler; Peter Chandler, "Lake Kirkpatrick," Certificate of Title for Closeburn Homestead OT50/264

<sup>9</sup> Some sources neglect to mention the ownership of Douglas and Gray most likely due to the short time frame of ownership. Certificate of Title OT 50/43.

<sup>10</sup> Donald Offwood, *Cameron's of the Glen: the story of the Camerons of Glenfalloch Station, Nokomai, Central Otago* (Christchurch: The Caxton Press, 2008), 7.

<sup>11</sup> "The Camerons Leave Glenfalloch – end of pioneering story," *The Southland Daily News*, 30 December 1950. Peter Chandler Research Papers, MS 1270-2-1/002, Hocken Library, The University of Otago, Dunedin; Bill McDonald, *Queenstown's Farms and Sheep Stations: families that farmed the land* (New Zealand: Bill McDonald, 2010), 16.

<sup>12</sup> Margaret Buckham, "Closeburn Station," *The Queenstown Courier* 67 (2001), 29; Karen Swaine, "Closeburn Station at Wilson's Bay," *The Queenstown Courier* 81 (2009), 16.

<sup>13</sup> Such as: "the house will be left in its original form and proportions, but with repair work," "weatherboards will be left in place where possible, and where replacement boards are required, these will be sourced from the existing rear half of the house to maintain a certain level of patina on the front 'oldest' portion." QLDC, September 2009.

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APPENDICES

Appendix One: Certificate of Title OT 50/264 indicating the transfer of Closeburn Homestead to

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Image Quality due to Condition of Original

*W. 20028* *Pool 4 fol 160.*

Registered Book Vol. 50 Folio 264

Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen

Grant under TO ALL to whom these Presents shall come, Greeting:

*Stages Waste Lands Act 1872*

Know Ye that, for good considerations therein moving, We, for Us, our Heirs and Assigns, do hereby Grant unto *Archibald Haddow Douglas and Alexander Gray* in the Provincial District of *Clarges* in our Colony of New Zealand, Heirs and Assigns, All that Parcel of Land in our Provincial District of *Clarges* containing by admeasurement *Sixty-nine (69) acres more or less and thirty five (35) perches* more or less situate in the *mid Wakatipu* being section numbered thirty three (33) Block one (1) on the map of the said District and bounded towards the North by *Mount Kaitake* and *Mount Kaitake* nine hundred and thirty four (934) links towards the East North East by *Land* lands two thousand and thirty nine (2039) links towards the South East by *Crown Lands* three thousand and hundred and thirty (3130) links and towards the West by *Crown Lands* four thousand and forty eight (4048) links to all the aforesaid linkages more or less

*B.1 Mid Wakatipu 4. 1. 35*

EQUIVALENT METRIC AREA IS 22,113.0 ha

Scale 10 Chains to an Inch

Surveyed by *J. Bruce* Chief Surveyor

Draftsman *W. J. J.*

As the same is delineated on the Plan drawn in the margin hereof, WITH all the Rights and Appurtenances thereto belonging: To hold unto the said *Archibald Haddow Douglas and Alexander Gray* their Heirs and Assigns, for ever, in testimony whereof We have caused this our Grant to be sealed with the Seal of our Colony of New Zealand.

Witness our Trusty and Well-beloved *Mr. Kenneth George Ward Robinson Knight* Grand Chaplain of the Most Distinguished Order of Saint Michael and Saint George

Governor and Commander-in-Chief in and over the Colony of NEW ZEALAND and its Dependencies, and Vice-Admiral of the same, at *Wellington* this *fourth* day of *May* in the *fourth* year of our Reign, and in the year of our Lord One thousand eight hundred and *eighty*

No. 21114

Reg. 682

Index No. *21190*

*Wm. A. Wilson*

Registered Book  
Vol. **50** Folio **43**

50/43

Image Quality due to Condition of Original

YB 20060  
Grant under  
the Land Act 1877

**Victoria**, by the Grant of God, of the United Kingdom of Great Britain and Ireland, Queen:

TO ALL to whom these Presents shall come, Greeting:

**Know We** that, for good considerations Us thereunto moving, We, for Us, our Heirs and Successors, do hereby Grant unto **Donald Angus Cameron of Closeburn Station in the Provincial District of Clage** Rankholder his Heirs and Assigns, All that Parcel of Land in our Provincial District of Clage in our Colony of New Zealand, containing by admeasurement **Three hundred and sixteen (316) acres and twenty two (22) poles more or less** situate in the **Med Nakatapu District** being Sections numbered respectively **One (1) and Two (2) Block Two (2)** in the map of the said district bounded towards the South by Sections numbered respectively **12 and 13** and Crown Lands six thousand eight hundred and thirty four (8834) stints towards the East by Block numbered **1** two thousand seven hundred and thirty four (2734) stints and two thousand five hundred and twenty (2520) stints towards the South by Section numbered **13** three thousand seven hundred and eighty three (3783) stints towards the West by Section numbered **14** two thousand and fifty two (2052) stints towards the South East by a Road line seven hundred and fifty eight (758) stints towards the West by Section four hundred and seventy six (476) stints again towards the South East by Section five hundred and eighty seven (587) stints and again towards the West by Section numbered **17** and Crown Lands four thousand seven hundred and ninety (4790) stints and intersected by a Road line one hundred (100) stints wide, be all the aforesaid together more or less.

**EQUIVALENT METRIC AREA IS 127.9363 Ha**

Scale 20 chains = 1 inch

Surveyed by **T. Spofforth**  
Chief Surveyor **W. Gillies**  
Draftsman **P. H. H.**

As the same is delineated on the Plan drawn in the margin hereof, WITH all the Rights and Appurtenances thereto belonging: To hold unto the said

Donald Angus Cameron

his Heirs and Assigns, for ever.

in testimony whereof We have caused this our GRANT to be sealed with the Seal of our Colony of New Zealand.

**Witness** our Trusty and Well-beloved **Mr Hercules George Robert Robinson Knight Grand Justice** of the most Excellent Order of Saint Michael and Saint George

Governor and Commander-in-Chief in and over the Colony of New Zealand, and its Dependencies, and Vice-Admiral of the same, at **Wellington** this **second** day of **June** in the **seventh** year of our Lord One thousand eight hundred and seventy **seventy**.

No. **21247**  
Reg. **21522**  
Index No. **21522**

**James Robinson**

Donald Angus Cameron.

*Appendix Three:* Photo of Closeburn Homestead from the Eastern side, date unknown, sourced Lakes District Museum Archives.



Appendix Four: Certificate of Title for Closeburn Homestead, OT14C/930.



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**



Search Copy

**Identifier** OT14C/930  
**Land Registration District** Otago  
**Date Issued** 08 July 1992

**Prior References**  
 OT12C/318

**Estate** Fee Simple  
**Area** 4468 square metres more or less  
**Legal Description** Lot 1 Deposited Plan 22593

**Proprietors**  
 Talatat Limited

**Interests**

809254.7 Easement Certificate specifying the following easements - 8.7.1992 at 10.44 am

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Convey water	Lot 1 Deposited Plan 22593 - herein	A DP 22593	Lot 2 Deposited Plan 22593 - CT OT14C/931	Resource Management Act 1991 Section 243 (a)

811997 Transfer creating the following easements - 14.8.1992 at 9.17 am

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Convey water	Section 55 Block IV Mid Wakatipu Survey District - CT OT14C/932	A Transfer 811997	Lot 1 Deposited Plan 22593 - herein	
Convey water	Lot 16 Deposited Plan 12816 - CT OT14C/932	A Transfer 811997	Lot 1 Deposited Plan 22593 - herein	
Convey water	Lot 16 Deposited Plan 12816 - CT OT14C/932	B Transfer 811997	Lot 1 Deposited Plan 22593 - herein	
Store water	Section 55 Block IV Mid Wakatipu Survey District - CT OT14C/932	C Transfer 811997	Lot 1 Deposited Plan 22593 - herein	

Land Covenant in Transfer 811997 - 14.8.1992 at 9.17 am  
 Land Covenant in Deed 837466.1  
 Subject to a right (in gross) to convey electricity over part marked B on DP 369099 in favour of Aurora Energy Limited created by Easement Instrument 8139645.3 - 4.5.2009 at 3:20 pm  
 8704772.2 Mortgage to Bank of New Zealand - 4.3.2011 at 12:46 pm



## COCKBURN HOMESTEAD, 18 MALAGHANS ROAD



Name -	Cockburn Homestead/ Junction Farm/Deep Dale
Location -	18 Malaghans Road, Arthurs Point
Constructed -	c.1880s (post-1882)
Building Type/Use -	Homestead
Materials -	Timber, Cast-Iron
Style -	Colonial Victorian
Architect/Builder -	John Cockburn
NZHPT Register -	No
District Plan Status -	QLDC 3
QLDC DP Ref. No. -	125
Map Reference -	29
Valuation number -	2907100502
Legal Description -	Lot 1, DP 300530
Current Condition -	The exterior of Cockburn is in excellent repair, though the extent of interior period features cannot be ascertained as a viewing was unable to be conducted.

### HERITAGE ASSESSMENT

#### Archaeological Value

Low

#### Architectural Value

Moderate

#### Cultural & Traditional Value

Moderate

#### Historical & Social Value

Moderate

#### Landscape & Townscape Value

Moderate

#### Rarity & Representative Value

Moderate - High

#### Technological Value

Low - Moderate

#### OVERALL HERITAGE VALUE

Moderate

## SUMMARY OF SIGNIFICANCE

As prevalent as gold was within the Lakes District region, it must not be forgotten that farming was the roots in which the settlement lay. Before the gold rushes, farming was foremost; after the gold rushes receded, farming once more came to the fore. Cockburn homestead is one of many such farms within the Lakes District region that comprises the well-established farming tradition. With reference to archaeological value, given the many changes that the property has sustained, any artifacts in evidence would be present from the surrounding outbuildings and thus Cockburn's is of low value. Architecturally, Cockburn's forms a dialogue as to the changing character of the Lakes District region; the use of timber instead the earlier use of the traditional and local schist implies a move away from the vernacular form of architecture towards polite architecture.<sup>1</sup> Thus Cockburn's homestead marks a paradigm in the architectural tapestry of the Lakes District.

Whilst its age is uncertain, it clearly postdates earlier farm house buildings of the gold rushes, the 1860s, and instead bears evidence of the Victorian decorative aesthetic, the 1870s and 1880s. The homestead is clearly not grand though, as only the frontal aspect of the property bears any ornate decoration and belies the functional nature of the property, and limns the financial position of the original owners. Given the later architectural additions and alterations, the property is of moderate value, though the frontal aspect appears little altered adding to its importance. A modest Victorian homestead of simplistic elegance, this building adds much to the Arthurs Point region, though is at present masked wholly by the hedge bordering the property. Cockburn's is unique within the locale, claiming adherence to mid-Victorian aesthetics rather than the prevailing local vernacular of schist. As such, the homestead whilst less impressive and grandiose than the likes of the local Hulbert House, exemplifies the application of Victorian architectural aesthetics to buildings of more modest owners and is important to the heritage of the Lakes District region.

## DESCRIPTION

The Cockburn farm homestead takes the form of a late colonial Victorian homestead. It comprises a timbered single-storied building featuring a low-pitched roof, with adjacent outbuildings consisting of a latrine, wood store, and wash house (fig. 1). The farm house proper includes an elaborate Victorian entrance with a panelled wooden door bordered by narrow windows reminiscent of more expensive and lavish stained glass or leadlight windows. Completing this entrance is a covered porch space, featuring six decoratively moulded wooden columns supporting the porch interspersed with elaborate cast iron fretwork. Flanking the central porch are two bay windows with original sash windows comprising the façade that faces onto the road. The four original chimney stacks that graced the roof appear to have been entirely truncated to roof level, and either capped or roofed over. An original hedge surrounds the property's perimeter and appears to have entirely engulfed the original wooden

<sup>1</sup> Polite architecture comprises any building or construction designed to include non-local styles. Thus, through the decorative use of Victorian embellishments Cockburn's claims adherence to a Victorian rather than the local and prevailing schist. Polite architecture is therefore diametrically opposite to vernacular architecture.

fence palings and gate, of which the gate may still be seen from inside the hedge. The hedge is now at such a height that the house is not visible from the road, which may be ascertained through comparison to the attached historic photographs.

The remainder of the building appears to have been changed at some point in the recent past. Previously, the homestead was of two parallel sections enjoined perpendicularly by a central section (H). The current building appears to have undergone renovations and extensions whereby the central section has expanded to meet the both the north-eastern and south-western aspects. Furthermore, evidence of this later building work is evident in the use of differing weatherboard profiles. The original frontal aspect of the homestead employs the common feather-edge weatherboard, whereas the ensuing extensions and renovations use a scalloped rusticated weatherboard (fig. 2). According to the current owner Warwick Kerr, the building dates from 1872; this information has unable to be verified however and is more likely a rough.<sup>2</sup> The *Queenstown-Lakes District Touring Guide* supplies the information that the house was built by John Cockburn, who arrived in 1872 [sic].<sup>3</sup> Though arriving at this date, it is unlikely the house was built immediately and lends credence to a build of the late 1880s or early 1890s. Irrespective of the imprecise date of origin, the building was clearly erected later in the Victorian era, and is emblematic of an unpretentious late colonial Victorian homestead.

## HISTORY

Originally known locally by the moniker of Junction Farm, Cockburn's homestead was always referred to by the Cockburn family as Deep Dale.<sup>4</sup> John Cockburn (sr.) was a farm worker who at times was barely able to provide for his large family of seven earning eighteen shillings a week; the children at times resorting to eating wild sorrel in attempt to make the hunger abate.<sup>5</sup> In order to escape poverty, John Cockburn made the decision to join his eldest son George, who was already in New Zealand. The family departed from Leith on the *Zealandia* on 4 October 1872, leaving their eldest daughter in Scotland.<sup>6</sup> After the family's arrival in Dunedin on 4 January 1873, the Cockburns' set out by bullock cart for Crowell, several days journey, where George was engaged in farming.<sup>7</sup> After a year, the family relocated to Queenstown.

<sup>2</sup> Warwick Kerr, current owner, personal communication, 25 November 2013.

<sup>3</sup> Lakes District Museum, *Queenstown-Lakes District Touring Guide* (Arrowtown, N.Z.: Lakes District Museum, 1991), 46. This date represents the date of the ship leaving. The *Zealandia* did not arrive until 1873.

<sup>4</sup> Bill McDonald, *Queenstown's Farms & Sheep Stations: Families that Farmed the Land* (Queenstown, N.Z.: printed by author, 2010), 61. Warwick Kerr quoted the name of Cockburn's as being Hazeel Farm, however this is a misappropriation. There was indeed such a farm in the Lakes District belonging to David Hazeel Cockburn, the first son of John Cockburn who owned Deep Dale.

<sup>5</sup> Roy Belmer, *Hewn From the Rock: A Memoir of the Very Reverend J.D. Salmond, O.B.E., M.A., Ph.D. of Queenstown and Dunedin* (Dunedin, N.Z.: Otago Church Bookstore, 1976), 7.

<sup>6</sup> John A. Salmond, "Salmond, Sarah," *The Dictionary of New Zealand Biography*, Te Ara - The Encyclopedia of New Zealand, last modified 19 January 2014, <http://www.TeAra.govt.nz/en/biographies/2s2/salmond-sarah>; Belmer, *Hewn From the Rock*, 7-8.

<sup>7</sup> Salmond, "Salmond, Sarah."

The fifth child and third son of John Cockburn and Elizabeth Liddle, John Cockburn (jr.) began life as a butcher's boy in Bannockburn near Cromwell.<sup>8</sup> Later, Cockburn became a shepherd on the Shotover around 1878 and took up surveying in the early 1890s under E. H. Wilmot in Fiordland and the Sounds country, later Surveyor-General from 1914-1920, after whom both Wilmot Pass and Mount Wilmot were named.<sup>9</sup> Cockburn also undertook the carting of goods and heavy machinery to Skippers, Bullendale and Upper Shotover, oft under difficult and dangerous conditions. In December of 1892, the marriage between John Cockburn and Jessie Hazeel took place in Queenstown. Hazeel's parents had a store at The Branches, another region in the Lakes District.<sup>10</sup>

John Cockburn was one of the outstanding men of the Wakatipu district. Though a successful farmer and sheep grazer, Cockburn also served many years on the Lake County Council, being the chairman from 1913-1914, the Southland Hospital Board, and further municipal bodies across Otago and Southland.<sup>11</sup> Cockburn also put forth the idea of opening a road through the Eglinton Valley, and the driving of a tunnel through the Homer Saddle to the Southland Progress League in 1929. Whilst initially unconvinced by his proposal, his venture came to fruition with the resolution being passed that the Government investigate the proposal. A favourable report being submitted by the Engineer-in-Chief of the Public Works Department, F. W. Furkert, excavations began in 1935, and the tunnel was pierced in 1940.<sup>12</sup>

Sadly however, on 19 September 1933, John Cockburn died, never seeing his proposal made manifest. The property or at least the land upon which Cockburn's now resides, according to the succession of Certificates of Title originally belonged to one James Alley of the Shotover District, 12 February 1873. The next Certificate of Title lists Jamez Hazlett as the owner, whom is transferring two sections of land, one to John Smith, and the other to John Cockburn as of 20 May 1882. John Cockburn is listed as a shepherd from Frankton. After John Cockburn's death, the property was transferred on 30 July 1934 to two of his sons, David Hazeel Cockburn and George Ross Cockburn. By 17 July 1942, David had transferred his part in the ownership of the property to his brother George, as David had Hazeel Farm.

John's son, George, known more familiarly as Geordie, took over Deep Dale and in 1938 married Olga Grey of Queenstown, with whom he had six children; David, Ross, Robert, Donald,

<sup>8</sup> F. W. G. Miller, *Golden Days of Lake County*, 5th ed. (Christchurch, N.Z.: Whitcombe and Tombs, 1973), 285.

<sup>9</sup> Cyclopedia Company Limited, *The Cyclopedia of New Zealand*, vol. 4, *Otago and Southland Provincial Districts* (Christchurch, N.Z.: The Cyclopedia Company Ltd., 1905), n.p.; Louis E. Ward, *Early Wellington* (Auckland, N.Z.: Whitcombe and Tombs, 1928), 478; Miller, *Golden Days of Lake County*, 285.

<sup>10</sup> Miller, *Golden Days of Lake County*, 285.

<sup>11</sup> "The Lake County Council," *The Cyclopedia of New Zealand*, vol. 4, *Otago and Southland Provincial Districts*, accessed 6 February 2014, <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc04Cycl-t1-body1-d7-d85-d8.html>; Miller, *Golden Days of Lake County*, 285.

<sup>12</sup> Miller, *Golden Days of Lake County*, 351; A. H. McIntock, ed., "Homer Tunnel," *An Encyclopaedia of New Zealand* 1966, Te Ara - The Encyclopedia of New Zealand, last modified 22 April 2009, <http://www.TeAra.govt.nz/en/1966/homer-tunnel>.

Heather, and Hazeel.<sup>13</sup> The farm comprised about 600 acres and held both a sheep run and crops. The farm must have appeared very different to modern eyes, there being no tractors in the district during the 1940s, and electricity not being supplied to the area until the late 1950s. George utilised a stationary Blackstone engine for driving the chaff cutter, and a Delco engine which was employed charging the batteries for the electric lights.<sup>14</sup>

As of 2002, Warwick Kerr et al. is listed as owner of the property.

It is of interest to note that two of Sarah Salmond's children, Mary and James went on to feature prominently in the Presbyterian religion. Salmond College established in 1971 was named after James, for many years a lecturer at Knox Theological Hall, and his sister Mary, Principal of the Presbyterian Church's Deaconess Training School in the 1950s, who laid the foundation stone.<sup>15</sup>

## LANDSCAPE & TOWNSCAPE SUMMARY

The Cockburn homestead lies at the junction of Malaghans and Littles Road, an unpretentious late colonial Victorian homestead. Surrounded as it is by a once fence-height hedge that now obscures the property entirely from view, Cockburn's is a building of local significance sadly shielded from view. As the property has maintained the façade practically unspoilt since the day of its construction, this building would add much to the architectural tapestry of the Lakes District were the hedge lowered and the building once more visible from the road. Cockburn's also assumes a chapter within the Lakes District design evolution; delineating a farmhouse and homestead whose position within the social hierarchy is evident within its very structure.

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<sup>13</sup> McDonald, *Queenstown's Farms and Sheep Stations*, 61.

<sup>14</sup> McDonald, *Queenstown's Farms and Sheep Stations*, 62.

<sup>15</sup> Ian Breward, "Salmond, James David," The Dictionary of New Zealand Biography, Te Ara - The Encyclopedia of New Zealand, last modified 29 January 2014, <http://www.TeAra.govt.nz/en/biographies/4s2/salmond-james-david>; "Archives Research Centre," Presbyterian Church of Aotearoa New Zealand, accessed 6 February 2014, <http://www.presbyterian.org.nz/archives/page4.htm#whatresources>.

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## FILE NOTES

Contact was made after the initial visit with Warwick Kerr to ascertain the previous owners since George Cockburn. A reply was not forthcoming however, and thus the omitted period of the homesteads later history.

## APPENDICES

Page - 8	Original Survey Map
Page - 9-11	Certificates of Title
Page - 12-15	Historic Photographs
Page - 16-17	Genealogical Information
Page - 18	Photographs, Fig. 1 and Fig. 2

Genealogical research completed by Margaret Todd.

Research completed by Logan Todd on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

Date: February 2014

Date when received  
From Surveyor

**Survey Department of Otago.**

Plan of lands at Big Beach applied for  
under Mining and Agricultural Lease by James  
Malloney, James Alley, Humphrey and Charles Carlisle,  
M<sup>r</sup> Donald Wilson  
and by Adams and Jack



*Handwritten notes:*  
Malloney 1868  
7/9/88  
D. 7. 12. 65

Field Sketch of Sections 3 5 6 8 19 Block 19 Shotover District,  
F.B. 209 p 149-153 Surveyed by W. C. Wright District Surveyor  
Date September 1862

**6421**

Geoburn Homestead, 18 Malaghans Rd

Lot 1 DP 300530



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**



Search Copy

**Identifier** 2829  
**Land Registration District** Otago  
**Date Issued** 16 May 2002

**Prior References**  
OT12A/488

---

**Estate** Fee Simple  
**Area** 1.2000 hectares more or less  
**Legal Description** Lot 1 Deposited Plan 300530

**Proprietors**

Warwick Ewen Kerr, Alice Rose Macandrew Gallaway and Albert Alloo & Sons Trustee Company (2010) Limited

---

**Interests**

5222543.2 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 16.5.2002 at 9:05 am  
Appurtenant hereto is a right to convey water created by Transfer 5222543.4 - 16.5.2002 at 9:05 am  
The easements created by Transfer 5222543.4 are subject to Section 243 (a) Resource Management Act 1991  
Appurtenant hereto are rights to store and convey water created by Transfer 5222543.5 - 16.5.2002 at 9:05 am  
The easements created by Transfer 5222543.5 are subject to Section 243 (a) Resource Management Act 1991  
Subject to a right to convey water, power and telecommunications over part marked D on DP 335095 created by Easement Instrument 6105415.10 - 6.8.2004 at 9:00 am  
The easements created by Easement Instrument 6105415.10 are subject to Section 243 (a) Resource Management Act 1991  
Appurtenant hereto is a right to convey water created by Easement Instrument 6105415.11 - 6.8.2004 at 9:00 am  
Appurtenant hereto is a right to convey water created by Easement Instrument 8851659.3 - 1.9.2011 at 2:59 pm  
9062017.4 Mortgage to Southland Building Society - 27.8.2012 at 4:14 pm

7<sup>th</sup> 12034  
Grant under

Otago Waste Lands Act 1856

Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen:

TO ALL to whom these Presents shall come, Greeting:

Know Ye that for good considerations Us hereunto moving, We, for Us, our Heirs and Successors, do hereby Grant unto James Alfred Shotover District in the Name of George Fenner his

PP vol. 1 fol. 335

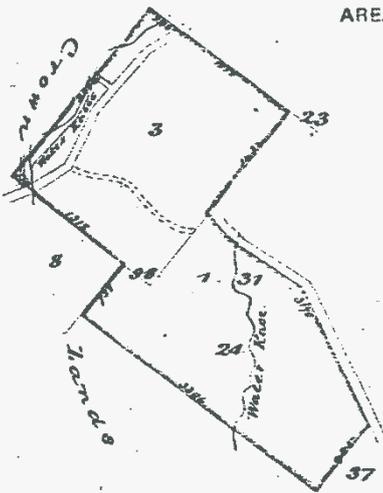
Reg Book  
Vol 7 PL 47  
DUPLICATE DESTROYED

7/47

Heirs and Assigns: All that Parcel of Land in our Province of Otago in our Colony of New Zealand, containing by admeasurement nearly eight (8) acres and a half and one (1) rood and a half and one (1) pole more or less situate in the Shotover District after certain being sections numbered respectively three (3) and twenty four (24) Section numbered XIX from the map of the said District bounded towards the North West by section numbered 2 seven hundred and thirty eight (738) links also by brown lands two thousand six hundred and four (2604) links towards the North East by brown lands three hundred and thirty (330) links also by section numbered 23 one thousand five hundred and fifty five (1555) links also by a Road line three thousand one hundred and seventy (3170) links towards the South East by section numbered 23

Block XIX Shotover

EQUIVALENT METRIC  
AREA IS 39.8338 ha



one thousand four hundred and thirty two (1432) links also by section numbered 37 nine hundred and eighty five (985) links and towards the South West by brown lands three thousand three hundred and ninety six (3396) links also by section numbered 2 one thousand three hundred and eighty seven (1387) links and one hundred and seventy (170) links and intersected by five (5) water Races by a Road line one hundred (100) links wide also by two (2) other Road lines each fifty (50) links wide

Scale: 10 Chains = 1 inch

Surveyed by A.D. Wilson  
J.T. Thomson Chief Surveyor

As the same is delineated on the Plan drawn in the margin hereof, WITH all the Rights and Appurtenances thereto belonging: To hold unto the said James Alfred Shotover his Heirs and Assigns for ever.

and from the development of any of the same the same to be held and enjoyed as aforesaid

In Testimony whereof We have caused this our GRANT to be sealed with the Seal of our Colony of New Zealand.

Witness our Trusty and Well-beloved Sir George Fenner Baron Knight Grand Officer of the Most Distinguished Order of St. Michael and St. George Governor and Commander-in-Chief in and over the Colony of New Zealand, at Wellington this Twelfth day of February in the Thirty sixth year of our Reign, and in the year of our Lord one thousand eight hundred and seventy five

No. 144731  
Reg. O. 551

S.T. Bowen

14625

CANCELLED

NEW ZEALAND.

(CERTIFICATE OF TITLE.)



Register Book,

Fol. 71 Folio 112

11/112

11/112

John Acclitron of Frankton Shepherd is now seized of an estate in fee simple subject to the covenants, trusts and conditions hereon contained in a deed of partition and conveyance bearing date the 10th day of February 1834 and in the District of Shotover containing muchly two (2) acres and two and two tenths (2 2/10) poles more or less as shown upon plan hereon edged red intersected by a water race colored blue hereon (and excepting out of the boundaries hereon that portion colored yellow more particularly delineated in plan) 10 deposited in the office of the Chief Surveyor hereon which said piece of land is section twenty four (24) and part of section three (3) and closed road line intersecting said section 3 Block number XIX delineated on the Public Map of the said District deposited in the office of the Chief Surveyor hereon originally granted the 11th day of February 1834 and the deed of Mr. George Ferguson hereon (specimen of the said deed) bears that the said road originally comprised in both parts of title dated the 15th April 1834 & the 11th day of March 1834 and the 11th day of April 1834 and the said eight hundred and eighty four (884) square feet in the plan of the 15th day of April 1834

*J. H. Keller*  
 Apt. District Land Registrar  
 of the District of Shotover



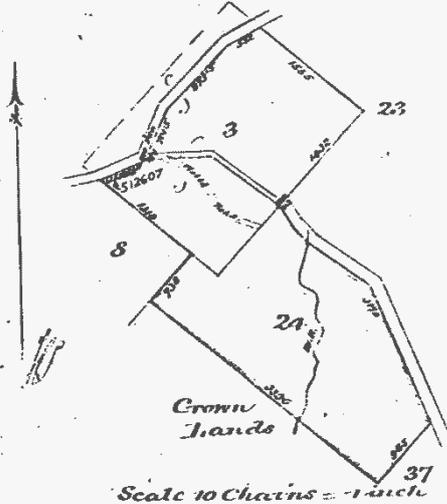
EQUIVALENT METRIC  
 AREA IS 37.1307 ha  
 92000 m<sup>2</sup>  
 37.0667 ha

For Correspondence re Sub-division see File 1/13/1/34/33



Block XIX Shotover District

92	0	102
91	3	053



183695 Proclamation numbered 20th January 1837 set out a plan showing as a bona fide copy of section 3 (entire) and a copy of the proposed road on Diagram (1) hereon) and closing a bona fide (entire) green on said copy of Part B and on Diagram (1) showing as passing through section 3.

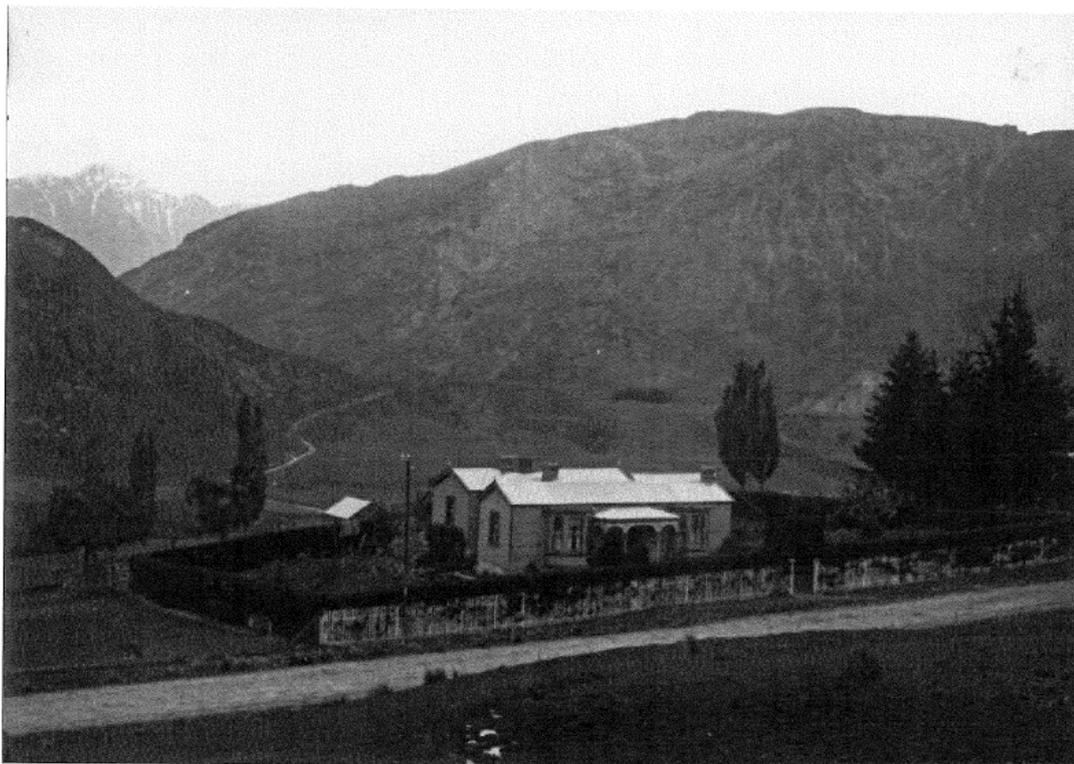
*W. H. Ferguson*  
 S. R.

Transmission of 18 2966 David Hazellock born of the said David and George Ross both born of Arthur Paullock the mess Enticed 30th July 1934 at 11 1501

*W. H. Ferguson*

Transfer 18 1375 of balance David Hazellock born and George Ross both born to the said George Ross both born produced 17th July 1912 at 11 1501

*W. H. Ferguson*  
 (over)



**Description**

COCKBURN family home

Photographic reproduction of a black and white photograph, 210x149mm, showing the homestead which belonged to the COCKBURN family at the base of Coronet Peak. In the background is Queenstown Hill, the Remarkables and Little's Road. See also EL2670.

**People**

COCKBURN, John Jnr.



**Description**

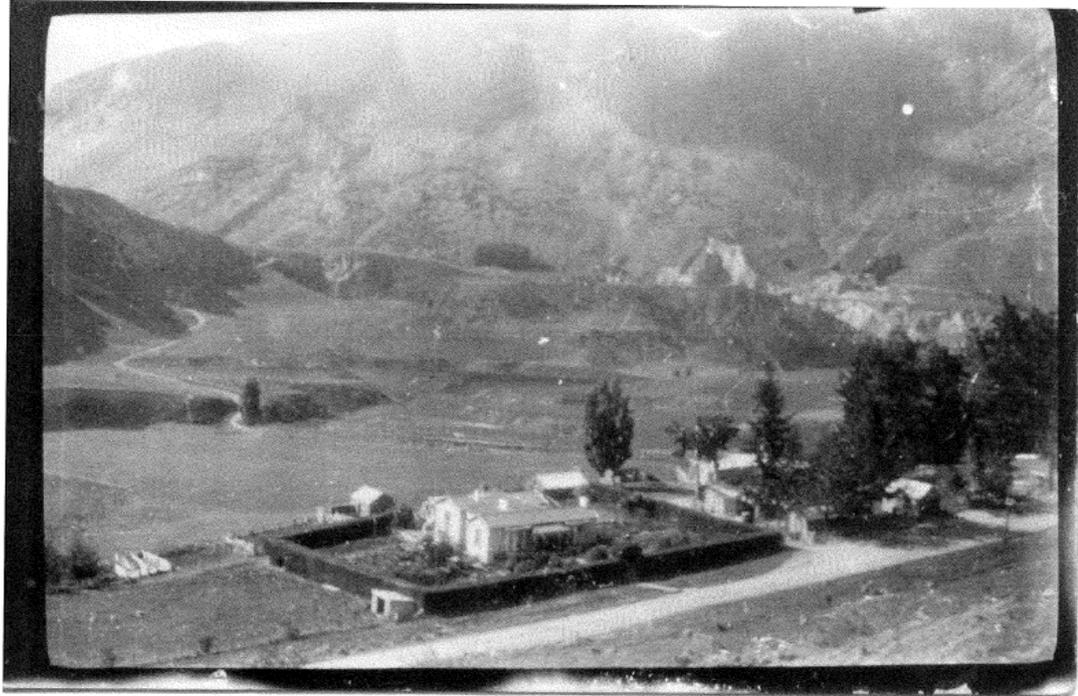
Threshing Mill at Junction Farm. Cockburn's. Little's Road in the background 1898

Boxed

21 x 16

EL 2414 Print, Photographic

Lakes District Museum &



**Description**

COCKBURN's house, Arthur's Point

7 x 4

Settlers Place, about 12 miles from Queenstown. "We were 600 feet on the track and yet the top of the other hill on the other side did not show on photo."

28/11/2013 16:45:01

\\MUSEUMSERVER\Images\003\EL2414.JPG

EL-5878 c.1970s.



## *Descendants of John Cockburn*

### *Generation No. 1*

1. JOHN<sup>1</sup> COCKBURN was born Abt. 1818 in Duns, Berwickshire, Scotland, and died 8 November 1901 in Queenstown, New Zealand. He married ELIZABETH LIDDLE Abt. 1848.

Children of JOHN COCKBURN and ELIZABETH LIDDLE are:

2. i. ISABELLA<sup>2</sup> COCKBURN, b. 7 April 1848, Cockburnspath, Berwickshire, Scotland; d. 12 October 1910, Killearn, Stirling, Scotland.
- ii. GEORGE COCKBURN, b. 10 May 1850, Cockburnspath, Berwickshire, Scotland; d. 19 January 1920, Glenorchy, New Zealand.
3. iii. EUPHEMIA COCKBURN, b. 9 August 1852, Cockburnspath, Berwickshire, Scotland; d. 2 August 1936, Queenstown, New Zealand.
4. iv. DAVID COCKBURN, b. 17 September 1854, Abbey St. Bathans, Berwickshire, Scotland; d. 14 April 1926, Whangarei, New Zealand.
5. v. JOHN COCKBURN, b. 13 January 1860, Cockburnspath, Berwickshire, Scotland; d. 19 September 1933, Arthurs Point, Queenstown, New Zealand.
- vi. ROBERT COCKBURN, b. 5 March 1862, Cockburnspath, Berwickshire, Scotland; d. 26 May 1936, Cairns, Queensland, Australia.
6. vii. SARAH COCKBURN, b. 7 August 1864, Abbey St. Bathans, Berwickshire, Scotland; d. 18 October 1956, Dunedin, New Zealand.

### *Generation No. 2*

2. ISABELLA<sup>2</sup> COCKBURN (*JOHN*<sup>1</sup>) was born 7 April 1848 in Cockburnspath, Berwickshire, Scotland, and died 12 October 1910 in Killearn, Stirling, Scotland. She met (1) ROBERT KERR 1869. She married (2) THOMAS SMITH 14 June 1872 in Oldhamstocks, East Lothian, Scotland.

Child of ISABELLA COCKBURN and ROBERT KERR is:

- i. THOMAS CHARLES BERRY<sup>3</sup> KERR, b. 13 February 1870, Abbey St. Bathans, Berwickshire, Scotland.

More About THOMAS CHARLES BERRY KERR:

AKA (Facts Pg): Smith

Children of ISABELLA COCKBURN and THOMAS SMITH are:

- ii. ELIZABETH<sup>3</sup> SMITH, b. 14 December 1872, Oldhamstocks, East Lothian, Scotland; d. 1872, Oldhamstocks, East Lothian, Scotland.
  - iii. PETER SMITH, b. 17 December 1874, Abbey St. Bathans, Berwickshire, Scotland.
  - iv. ALEXANDER JOHN SMITH, b. 1876, Innerwick, East Lothian, Scotland.
  - v. GEORGE SMITH, b. 1878, Abbey St. Bathans, Berwickshire, Scotland.
  - vi. HENRY SMITH, b. 28 February 1881, Abbey St. Bathans, Berwickshire, Scotland.
  - vii. ELIZABETH LIDDLE SMITH, b. 5 June 1884, Abbey St. Bathans, Berwickshire, Scotland; d. 15 February 1958, Kildean Hospital, Stirling, Stirlingshire, Scotland; m. (1) JOHN GEORGE PAUL, 31 December 1912, Killearn, Stirlingshire, Scotland; m. (2) THOMAS RUSSELL, 1940, Aboyne, Aberdeenshire, Scotland.
3. EUPHEMIA<sup>2</sup> COCKBURN (*JOHN*<sup>1</sup>) was born 9 August 1852 in Cockburnspath, Berwickshire, Scotland, and died 2 August 1936 in Queenstown, New Zealand. She married DAVID MCKINLAY 12 November 1875 in Queenstown, New Zealand.

Children of EUPHEMIA COCKBURN and DAVID MCKINLAY are:

- i. JAMES<sup>3</sup> MCKINLAY, b. 14 March 1877, Wakatipu, New Zealand; d. 17 December 1918, Dunedin, New Zealand; m. JOANNA MCCORKINDALE, 29 March 1910.
  - ii. JOHN COCKBURN MCKINLAY, b. 4 December 1879, Wakatipu, New Zealand; d. 19 January 1889, Wakatipu, New Zealand.
  - iii. WILLIAM DAVID MCKINLAY, b. 13 January 1882, Wakatipu, New Zealand; d. 12 April 1918, France.
  - iv. ROBERT MCKINLAY, b. 4 July 1888, Wakatipu, New Zealand; d. 14 July 1969, Havelock North, New Zealand; m. AGNES NITA HIRST, 2 September 1930.
  - v. THOMAS BLACKWOOD MCKINLAY, b. 6 April 1894, Wakatipu, New Zealand; d. 14 June 1955, Waikouaiti, New Zealand; m. MARY SERPLESS PATTERSON, 11 June 1930.
4. DAVID<sup>2</sup> COCKBURN (*JOHN*<sup>1</sup>) was born 17 September 1854 in Abbey St. Bathans, Berwickshire, Scotland,

and died 14 April 1926 in Whangarei, New Zealand. He married (1) SUSAN CAMERON 27 March 1888 in Queenstown, New Zealand. He married (2) ANNIE MCKENZIE 14 February 1900.

Children of DAVID COCKBURN and SUSAN CAMERON are:

- i. CATHERINE VIDA<sup>3</sup> COCKBURN, b. 7 March 1889, Wakatipu, New Zealand; d. 22 November 1970, New Plymouth, New Zealand; m. JAMES OSWALD TURNER, 4 January 1913, Whangarei, New Zealand.
- ii. ELIZABETH SYBIL COCKBURN, b. 16 February 1892, Masterton, New Zealand; d. 11 November 1892, Masterton, New Zealand.

5. JOHN<sup>2</sup> COCKBURN (*JOHN<sup>1</sup>*) was born 13 January 1860 in Cockburnspath, Berwickshire, Scotland, and died 19 September 1933 in Arthurs Point, Queenstown, New Zealand. He married JESSIE ELIZA HAZEEL 29 December 1892 in Queenstown, New Zealand.

Children of JOHN COCKBURN and JESSIE HAZEEL are:

- i. DAVID HAZEEL<sup>3</sup> COCKBURN, b. 17 November 1893, Wakatipu, New Zealand; d. 5 February 1975, Invercargill, New Zealand; m. MARGARET ALICE MAY WILSON, 26 May 1926.
- ii. JOHN LIDDLE COCKBURN, b. 2 August 1896, Wakatipu, New Zealand; d. 17 August 1983, Pearl Beach, Woy Woy, New South Wales, Australia.
- iii. JAMES COOK COCKBURN, b. 31 August 1900, Wakatipu, New Zealand; d. 25 July 1987, Queenstown, New Zealand; m. LYDIA MARGARET GARDINER, 22 April 1931.
- iv. MARGARET HAZEEL COCKBURN, b. 26 December 1906, Wakatipu, New Zealand; d. 7 July 1996, Queenstown, New Zealand; m. WILLIAM PRICE MCDONALD, 8 June 1931.
- v. GEORGE ROSS COCKBURN, b. 26 July 1908, Wakatipu, New Zealand; d. 15 February 1992, Dunedin, New Zealand; m. OLGA JEAN GRAY, 1938.

6. SARAH<sup>2</sup> COCKBURN (*JOHN<sup>1</sup>*) was born 7 August 1864 in Abbey St. Bathans, Berwickshire, Scotland, and died 18 October 1956 in Dunedin, New Zealand. She married JOHN SALMOND 7 April 1886 in Queenstown, New Zealand.

Children of SARAH COCKBURN and JOHN SALMOND are:

- i. MARY<sup>3</sup> SALMOND, b. 26 January 1887, Wakatipu, New Zealand; d. 13 July 1976, Dunedin, New Zealand.
- ii. ELIZABETH ISABEL SALMOND, b. 12 December 1888, Wakatipu, New Zealand; d. 26 September 1979, Hamilton, New Zealand.
- iii. JOHN ARTHUR SALMOND, b. 16 December 1891, Wakatipu, New Zealand; d. 4 January 1917, Wellington, New Zealand.
- iv. GEORGE COCKBURN SALMOND, b. 12 December 1893, Wakatipu, New Zealand; d. 12 October 1917, Ypres, Belgium.
- v. WILLIAM DRYSDALE SALMOND, b. 1 May 1896, Wakatipu, New Zealand; d. 13 August 1967, Auckland, New Zealand; m. ELIZABETH LETTIA KETTLE, 28 March 1923.
- vi. JAMES DAVID SALMOND, b. 1 May 1898, Queenstown, New Zealand; d. 1 April 1976, Dunedin, New Zealand; m. MARGARET MCANDREW CATTANACH, 12 May 1936, Takapuna, Auckland, New Zealand.
- vii. ROBERT CARLYLE SALMOND, b. 5 July 1901, Wakatipu, New Zealand; d. 8 March 1981, Hamilton, New Zealand; m. IVY EMMA MACCLURE, 1936.
- viii. ALEXANDER SALMOND, b. 7 September 1907, Wakatipu, New Zealand; d. 5 November 1969, Rotorua, New Zealand; m. AGNES MACGREGOR WOOD, 1941.



Fig. 1,  
Showing the original feather edge juxtaposed with the newer scallop rusticated  
weatherboard



Fig. 2,  
Showing the outbuildings to the rear of the homestead.

QLDC DP Ref #:

Valuation #: 2910506600

Map Ref: 36

Certificate of Title: 46575



Queenstown Bath House, November 2013

**Name of site (including former names): Coronation Bath House**

**Physical Location: Marine Parade**

<b>Heritage Assessment</b>		<b>Age/Dates</b>	1911
<b>Archaeological Value</b>	Low	<b>Architect/Builder</b>	J.Salmond & J.Faulkner
<b>Architectural Value</b>	High	<b>Materials</b>	Weatherboard & Corrugated Iron
<b>Cultural/Traditional Value</b>	Medium	<b>Local Authority</b>	QLDC
<b>Historical/Social Value</b>	High	<b>NZHPT No</b>	5223
<b>Landscape/Townscape Value</b>	High	<b>Valuation Number</b>	2910506600
<b>Rarity/Representative Value</b>	High	<b>Legal Description</b>	Section 6, SO 20747 Block LI, Town Of Queenstown
<b>Technological Value</b>	Low	<b>Type/Use</b>	Café & Bar
<b>Overall Heritage Value</b>	High	<b>Current Owners</b>	Queenstown Lakes District Council
		<b>Current Condition</b>	Excellent, Fully restored

## **Summary of Significance**

The Coronation Bath House on the beach of Queenstown Bay played a significant role in providing shelter and privacy to local bathers as they swam in Lake Wakatipu, from the 1910s onwards. It was a popular changing place and play area for children.

While the Bath House has taken various state and form over the years, the structure that remains today provides a tangible link to the era of outdoor swimming before the advent of heated pools.

More so, the Bath House was originally built to commemorate the coronation of George V. Nowadays, it is rare for a building to be named after a reigning monarchy. This is because it reflects to a certain extent, the close-knit relationship between New Zealand and the British Colony.

In 1958, New Zealand negotiated an agreement that gave it the option to reduce the preferential treatment of British exports. Whilst New Zealand continued the relationship in good will, it certainly made a lot of New Zealanders reevaluate the importance of their British heritage.<sup>1</sup> This is what also makes the Coronation Bath House significant in that it remembers the close affinity between New Zealand and Britain.

The Bath House is no longer a vital part of Lake Wakatipu's bathing activities, due to the instalment of public toilets; and is now utilised as a Café and Restaurant. However, it does have local and regional significance and represent an important historical link to not only the relationship with England, but also the role it had in providing residents shelter and privacy. This allowed them to participate in extra-curricular activities on Lake Wakatipu.

## **Description**

The Coronation Bath House is an octagonal shaped building made from timber, with four wings used for changing rooms. The crown on the top of the building symbolises George V coronation. The original structure included a jetty and diving platform and is located on the shores of Queenstown Bay and Marine Parade.

<sup>1</sup>Malcom McKinnon, 'International economic relations-Britain, New Zealand and the Eu after 1940'. Te Ara- the Encycopedia of New Zealand, updated 13 July-12, <http://www.teara.govt.nz/en/international-economic-relations/page-4>. (Accessed 20 January 2014).

## History

The Coronation Bath House was built in 1911 to commemorate the coronation of George V. The Government kindly offered to subsidise local bodies pound for pound up to £250 for the erection of any building, which was intended to mark this monumental event.<sup>2</sup>

Due to the kindness of many generous donors £50 pound was quickly raised, with the council donating £50. The Government provided a subsidy of £100, allowing the sum of £200 to begin building bathing quarters.<sup>3</sup> The Bathhouse would not have been possible without the donation of a local lady Miss Beeby.<sup>4</sup> She donated the sum of £20 for the council to take precautions and provide safe bathing and swimming in Queenstown. It was in memory of her late father who had been an advocate for bathing accommodation.<sup>5</sup>

The council agreed and would require the consent of the Tourist Department before it could do anything. The best place to erect these swimming baths would be on the foreshore near the mouth of the town creek, if consent from the Tourist Department was unsuccessful to build in this place, some other location might be chosen.<sup>6</sup>

J. Salmond was the architect for the bathing house and was granted a progress payment of £100.<sup>7</sup> It is believed that he was making a *'first-class job of the structure'*, providing a fine example to the people of Queenstown.<sup>8</sup> Salmond was also involved in designing the North Dunedin Presbyterian Church in 1900.<sup>9</sup> He was also involved in designing Dunedin's private hospital known as "The Chalet" in 1904.<sup>10</sup> In 1911, Salmond purchased Waldmann's Cottage in York Street.

J. Faulkner was an expert at working with iron materials and was largely responsible for the crown at the top of the Bath House.<sup>11</sup>

<sup>2</sup> Council Borough Minutes, Tuesday May 23, 1911 (Lakes District Museum Archives)

<sup>3</sup> Ibid.,

<sup>4</sup> Lake Wakatipu Mail, 27 June, 1911.

<sup>5</sup> Lake Wakatipu Mail, 7 March 1911.

<sup>6</sup> Council Borough Minutes, Tuesday May 23, 1911 (Lakes District Museum Archives)

<sup>7</sup> Lake Wakatipu Mail, 6 February 1912.

<sup>8</sup> Queenstown Mail, January 30, 1912

<sup>9</sup> Otago Daily Times, Issue 11848, 26 September 1900, Page 6

<sup>10</sup> Otago Witness, Issue 2612, 6 April 1904, Page 30

<sup>11</sup> Otago Witness, Issue 2172, 10 October 1895, Page 28

Minister of Tourist Resorts Hon. T. Mackenzie opened the Coronation Baths in 1912 and the length of the building was 70ft and it stood at 5 x 6 birch piles. In the center was an octagonal shaped social hall which was 20ft in diameter.<sup>12</sup> A procession marched up Ballarat Street and along the esplanade to the east-side of Queenstown bay where the crowning of the Coronation baths took place. It was originally designed with a dressing shed wing at each side.

In 1909, two miners named; Sharp and Scott discovered a large nugget. It was the largest nugget the country had produced, selling it to the Government for £400.<sup>13</sup> It weighed 99oz 12 dwt discovered at Ross was presented by the Government to his Majesty King George as a Coronation gift from New Zealand.

In 1912, Fraser the inspector of the bathhouse reported that the work construction of this building had been '*carried out in a workmanlike manner*'.<sup>14</sup>

It began as a popular changing room and play area for children. In the 1960's local swimming pools were built and people no longer utilized the bath house. It served as a local tea summer teahouse. The 1960s saw it transform once again as the Wakatipu Rowing club, but by the 1970's the rowing club moved to Lake Hayes, leaving the building largely dilapidated.<sup>15</sup>

The Bath House was in desperate need of a major restoration, and by 1988, it was destined for demolition.<sup>16</sup> The New Zealand Department of Conservation and Heritage Trust intervened to stabilize the building and replace rotting timber. However, by 1993 the building was in need of further repairs and the Council offered it up for commercial lease.<sup>17</sup>

A local architect and conservationist Jackie Gillies took it over converting it into an architectural studio for herself and another local architect Gilliam MacLeod.<sup>18</sup> It was Jackie's intention that the building would be returned to full public use and this

<sup>12</sup> Lake Wakatipu Mail, 19 March 1912.

<sup>13</sup> Lake Wakatipu Mail, 21 March 1911.

<sup>14</sup> Lake Wakatipu Mail- 16 April 1911.

<sup>15</sup> Bathing beauty- The Press, Christchurch, Thursday July 10, 1997, pg 13

<sup>16</sup> The Mirror, volume 2, no 17, Tuesday August 1

<sup>17</sup> Ibid.,

<sup>18</sup> Ibid.,

came about in 1996 when Jackie converted it into a restaurant.<sup>19</sup> The original changing room wings were re-instated in a new form to provide more space.

Guy Evatt brought the restaurant from Jackie and the building was lifted off the ground 500 mm to avoid regular floods and the interior was fitted with a small high quality kitchen.<sup>20</sup> It was also fitted with an underfloor wine cellar.<sup>21</sup>

It was then taken over by Ben Chardome before being sold to the current owner Karen Brown. The building is now utilized as a Tapas Bar and Restaurant.<sup>22</sup>

### **Landscape/Townscape Summary**

The Coronation Bath House is positioned on the shores of Lake Wakatipu and occupies a prominent spot delivering breath-taking views of the sea and mountains. The feature has long been a part of the Bay and in history the structure was designed to have prominence as a main entrance way to Queenstown. Its Victorian design makes it a rarity, making it a historical landmark.

### **Sources**

This report is largely written from the accounts of council minutes and newspaper articles.

The Council Borough Minutes was a useful source in understanding the determination to establish a bath house in Queenstown. It gives a detailed account of what is discussed at each Council meeting and who was involved. It is worthy of consultation.

The local newspapers *Lake Wakatipu Mail* and *Mountain Scene* provide good accounts of the opening of the bath house and its purpose over the years. The *Otago Daily Times* provides a good narrative of the work Salmond was involved in and his attention to detail. It is a good contextual source.

<sup>19</sup> Ibid.,

<sup>20</sup> Ibid.,

<sup>21</sup> Mountain Scene, <http://www.scene.co.nz/a/294801a1.page> ( Accessed 5 January 2014)

<sup>22</sup> Ibid.,

— Coronation Bath House



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**



Search Copy

R. W. Muir  
Registrar-General  
of Land

**Identifier** 46575  
**Land Registration District** Otago  
**Date Issued** 26 July 2002

**Prior References**

GN 615369

---

<b>Estate</b>	Fee Simple
<b>Area</b>	6600 square metres more or less
<b>Legal Description</b>	Section 6 Block L1 Town of Queenstown
<b>Purpose</b>	In trust as recreation reserve

**Proprietors**

Queenstown Lakes District Council

---

**Interests**

Subject to the Reserves Act 1977

5393275.1 SUBJECT TO PART 9 OF THE NGAI TAHU CLAIMS SETTLEMENT ACT 1998 (WHICH PROVIDES FOR CERTAIN DISPOSALS RELATING TO THE LAND TO WHICH THIS CERTIFICATE OF TITLE RELATES TO BE OFFERED FOR PURCHASE OR LEASE TO TE RUNANGA O NGAI TAHU IN CERTAIN CIRCUMSTANCES) - 6.11.2002 at 9:00 am



Image Two: Queenstown Coronation Bath House c.1930 ( Courtesy of the Lakes District Museum EL 2058)



Image Three QLDC Webmap, <http://maps.qldc.govt.nz/qldviewer/> (Accessed 1 February, 2014).

## **Bibliography:**

Bathing beauty- The Press, Christchurch, Thursday July 10, 1997

Council Borough Minutes, Tuesday May 23, 1911 (Lakes District Museum Archives)

Lake Wakatipu Mail, 7 March 1911.

Lake Wakatipu Mail, 19 March 1912.

Lake Wakatipu Mail, 21 March 1911.

Lake Wakatipu Mail- 16 April 1911.

Lake Wakatipu Mail, 27 June, 1911.

Lake Wakatipu Mail, 6 February 1912.

Mc Kinnon, Malcom, 'International economic relations-Britain, New Zealand and the EU after 1940'. Te Ara- the Encycopedia of New Zealand, updated 13 July-12, <http://www.teara.govt.nz/en/international-economic-relations/page-4>, (Accessed 20 January 2014).

Mountain Scene, <http://www.scene.co.nz/a/294801a1.page> ( Accessed 5 January 2014)

Otago Daily Times , Issue 11848, 26 September 1900

Otago Witness , Issue 2172, 10 October 1895

Otago Witness , Issue 2612, 6 April 1904

Queenstown Mail, January 30, 1912

The Mirror, volume 2, no 17, Tuesday August 1



QLDC DP Ref #: 80

Valuation #:2907210500

Map Ref: 26

Certificate of Title: OT3A/1304



Front of house, Dec 2013

**Name of site (including former names):** Cottage, Whitechapel

**Physical Location:** 90 Whitechapel Road, Arrow Junction

Heritage Assessment	High	<b>Age/Dates</b>	<b>C. early 1880's</b>
Archaeological Value	High	<b>Architect/Builder</b>	<b>Unknown</b>
Architectural Value	Moderate	<b>Materials</b>	<b>Sundried brick, plaster, corrugated iron</b>
Cultural/Traditional Value	High	<b>Local Authority</b>	<b>QLDC</b>
Historical/Social Value	High	<b>NZHPT No</b>	<b>None</b>
Landscape/Townscape Value	Moderate	<b>Valuation Number</b>	<b>2907210500</b>
Rarity/Representative Value	Moderate	<b>Legal Description</b>	<b>Section 126, Block VIII Shotover SD</b>
Technological Value	Moderate	<b>Type/Use</b>	<b>Extension of house</b>
Overall Heritage Value	Moderate-High	<b>Current Owners</b>	<b>Janette Olwyn Tomes and Lakes District Trustee Ltd</b>
		<b>Current Condition</b>	<b>Well-maintained</b>

### Summary of Significance

This cottage is a well-known but mysterious building, with appearances in books such as Marion Borrell's *Old Buildings of the Lake Hayes District*, but little to no information on the actual house. It is, however, a well-preserved example of the type of building miners and their families would have lived in during the gold-rush.

### Description

The cottage is built to the ground, and made of sundried brick and plaster<sup>1</sup>. It still has its original sash windows. The roof is of corrugated iron, and the doors are made of timber. The plaster is in excellent condition, regularly patched and painted by the current owner, Jan Tomes. It may have been several rooms to begin with, but it is now one room, to fit in with the current trend of larger rooms. It is in the Georgian style, symmetrical and simple, with a little veranda at the front. Overall it is a cute, well-maintained miners cottage.

## History

The cottage was probably built in the 1880s<sup>2</sup>. By 1881 “Whitechapel Flat [was] not now only the home of two poor solitary ‘hatters.’ Other people have set into work and occupied the position.<sup>3</sup>” In the 1880s, people were moving into the area. There are no certificates of title before 1967, because before 1956, the Whitechapel Area was subdivided, and the cottage was one of these properties. Marion Borrell, in her book on old buildings, speculates as to the life the people who built the cottage would have had, but does not name anyone in particular.

However, there are four people I have connected to the house. The first is Dan (Daniel) O’Fee. His name is on the 1887 survey map, on Section 11 at the northern end of Whitechapel<sup>4</sup>. There is not a house on the map, but it is a small section, and we can assume the cottage was built around this time.

The next to have lived there is Alfred Smith, a ships carpenter from England. As the author describes his occupation as being specific to when he moved, it suggests he may not have stayed in the same job when he lived in Whitechapel. The distance from the nearest shipbuilding yard, in Dunedin, supports this. He may not have continued to be one when he moved to Whitechapel. When he died, his widow remarried David Rodgers and continued to live in the cottage<sup>5</sup>.

The third person is only initials on an undated survey map: “R.A.” They are located in a box where the house is situated. The initials R.A. are also on a section further south, on the junction between the Gibbston Highway and Whitechapel Road. This may or may not be the same person<sup>6</sup>. The style of the survey map is consistent with ones drawn around the turn of the 20<sup>th</sup> century<sup>7</sup>.

The first owner confirmed by a certificate of title is the retired Arrowtown citizen Ernest William Baker<sup>8</sup>. He owned the property from September 1967. He built two sleep outs behind the existing cottage, so he would have a place to live comfortably<sup>9</sup>. In July 1975, Baker sold the property to Warren Howard Conway, an Invercargill company manager<sup>10</sup>. Nothing seems to have been done during his tenancy, but when Janette Tomes bought the

<sup>1</sup> Marion Borrell, *Old Buildings of the Lake Hayes District*, Dunedin: David Johnston, c. 1975

<sup>2</sup> Julia Bradshaw, *Arrowtown: History and Walks*, (Dunedin: University of Otago Press, 2001), p. ,

Borrell

<sup>3</sup> Papers Past, *Otago Witness*, 26/2/1881, “The Mines”

<sup>4</sup> Survey Map, SO6679, (Otago Land District)

<sup>5</sup> Bradshaw, p

<sup>6</sup> The initials R.A. do not match any person I have come across who lived in Whitechapel.

<sup>7</sup> Survey Map, SO6772, (Otago Land District)

<sup>8</sup> Certificate of Title, OT6D/1132, (Otago Land District)

<sup>9</sup> Borrell

<sup>10</sup> Certificate of Title, OT6D/1132, (Otago Land District)

property in October 1985, she connected the area built by Baker to the historic cottage<sup>11</sup>. Now the cottage is a front bedroom.

### **Landscape/Townscape Summary**

The Whitechapel Area is a quaint, quiet road off the busy Gibbston Highway. The secluded atmosphere is intensified by the Crown Terrace backdrop to the east, and the Arrow River to the west. The houses are largely spaced, and the cottage cannot be seen by any other house, as it is the last on the public road. The cottage adds to the ambience of the area, as it is quaint and blends in well with the historical focus that comes from Arrowtown. The extension out the back is dark, making the white cottage the standout feature on the property.

### **Sources**

Borrell, Marion, *Old Buildings of The Lake Hayes District*, Dunedin: David Johnston, c.1975

Julia Bradshaw, *Arrowtown: History and Walks*, (Dunedin: University of Otago Press, 2001)

Certificate of Title, (Otago Land District)

Papers Past

Site plan for Whitechapel Cottage, Section 126, Block VIII, SD

Survey Map, (Otago Land District)

Janette Tomes, personal correspondence

### **Additional Notes**

I have searched *The Queenstown Courier*, but I found no information on the individual cottage, only the history and speculations of the life lived on the road.

Unable to see the inside of building.

This is a list of all the people who lived in Whitechapel, found in the Lakes District Museum Whitechapel File, and PapersPast (search term "Whitechapel Area"). Benjamin Walker, Mr Cosgrove, Jes Person, Neil Christian Poulsen, Neilson, Tom, John, and Harry Honeychurch, William McWhirter, Edward Power, Mr and Mrs Boulder, Mrs George Bowler, David Brodie Linwoods, Fred Brown. One may have lived in the Whitechapel Cottage.

**Completed by:** Chontelle Syme, on behalf of the Wakatipu Heritage Trust, 2013/2014  
Internship

<sup>11</sup> Janette Tomes. Site plan for Whitechapel Cottage, Section 126, Block VIII, SD

**Date:**

**Appendices:**

- 1. Certificate of titles**

Reference:  
Certificate No. 318866

P.R. Vol. Folio  
Transfer No.



Land and Deeds 73

No.

3A/1304

# REGISTER

## CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT LIMITED AS TO PARCELS

This Certificate dated the 15th day of September one thousand nine hundred and sixty-seven under the seal of the District Land Registrar of the Land Registration District of OTAGO being a Certificate in lieu of Grant, **WITNESSETH** that ERNEST WILLIAM BAKER of Arrowtown, Retired

is seised of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorials underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, which said land was originally acquired by the said Ernest William Baker

as from the 25th day of August one thousand nine hundred and sixty-seven under Section 18 of the Mining Tenures Registration Act 1962 that is to say: All that parcel of land containing 1 Acre more or less being Section 126 Block VIII SHOTOVER DISTRICT.

Subject to the reservations and conditions imposed by Section 59 of the Land Act 1948

*[Signature]*  
D.L.R.

*[Signature]*  
DISTRICT LAND REGISTRAR

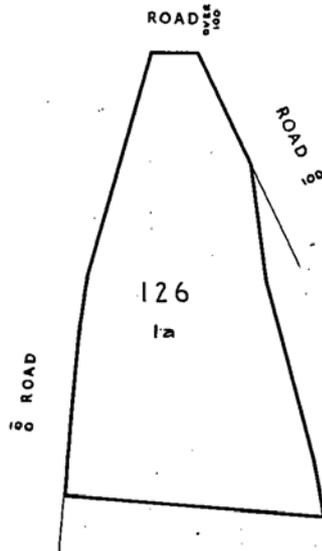


443011 Transfer to Warren Howard Conway of Invercargill Company Manager - 8.7.1975 at 2.13 pm

*[Signature]*  
for A.L.R.

467996 Electricity Agreement pursuant to Section 50 of the Electricity Act 1968 - 29.10.1976 at 11.16 am

*[Signature]*  
A.L.R.



623356/1 Transfer to Janette Olwyn Tomes of Queenstown Shop Clerk - 11.10.1984 at 10.26 am.

623356/2 Mortgage to Her Majesty the Queen pursuant to the Mortgage Act 1959 - 11.10.1984 at 10.26 am

EQUIVALENT METRIC AREA IS 4,041.7 m<sup>2</sup>

623356/3 Mortgage to Her Majesty the Queen pursuant to the Mortgage Act 1959 - 11.10.1984 at 10.26 am

623356/4 Notice of Statutory Land Charge under Section 14M Home Ownership Savings Act 1974 - 11.10.1984 at 10.26 am

3A/1304

Scale: 1 inch = 150 Links  
S.O. 16455

Cottage, Whitechapel.



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**  
Limited as to Parcels



Search Copy

R. W. Muir  
Registrar-General  
of Land

**Identifier** OT3A/1304  
**Land Registration District** Otago  
**Date Issued** 15 September 1967

---

**Estate** Fee Simple  
**Area** 4047 square metres more or less  
**Legal Description** Section 126 Block VIII Shotover Survey  
District

**Proprietors**  
Janette Olwyn Tomes and Lakes District Trustee Limited

---

**Interests**  
Subject to Section 59 Land Act 1948  
467996 Electricity Agreement pursuant to Section 50 Electricity Act 1968 - 29.10.1976 at 11.16 am  
6359308.3 Mortgage to ANZ National Bank Limited - 30.3.2005 at 9:00 am

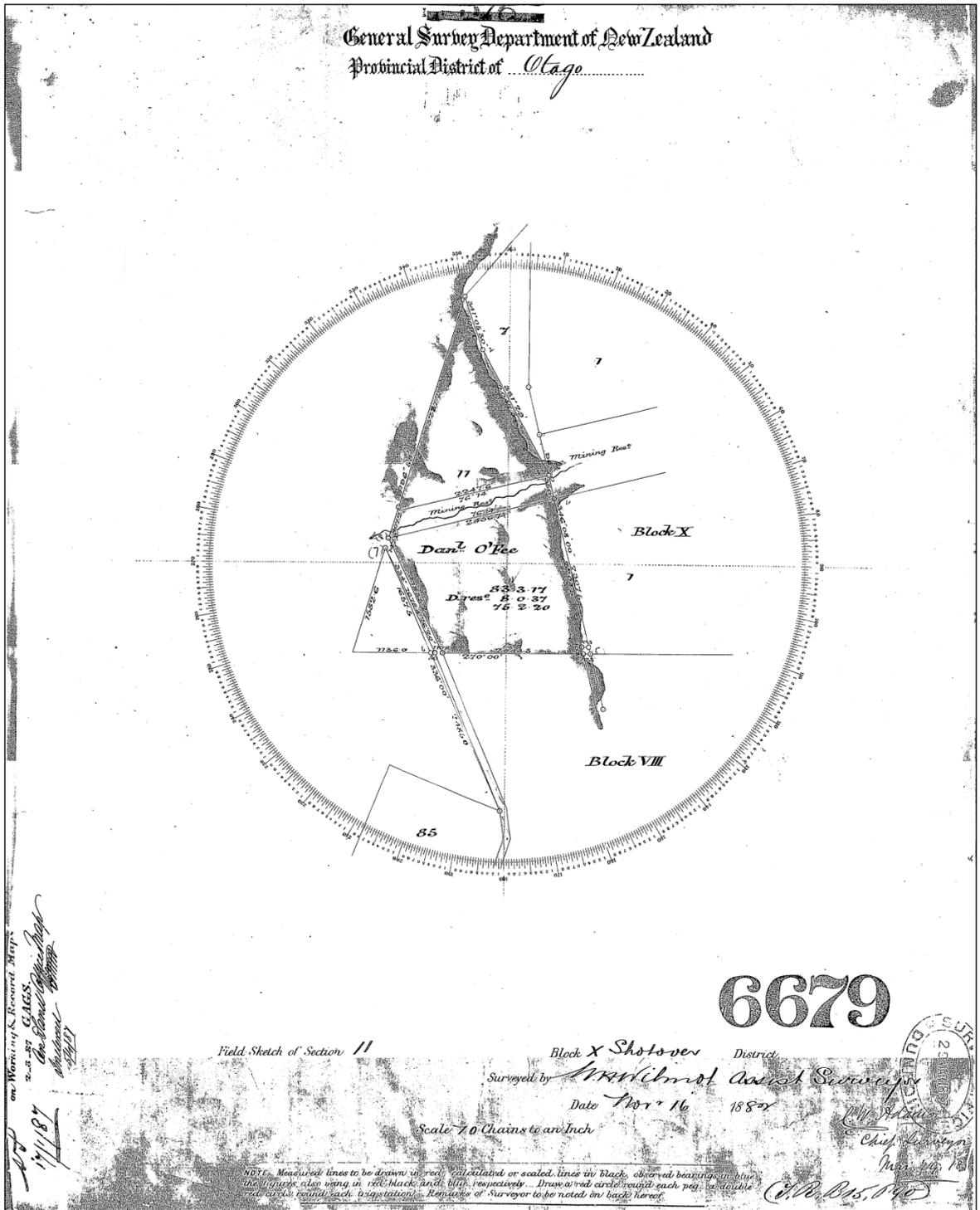
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Transaction Id  
Client Reference ijackson007

Search Copy Dated 23/10/13 10:32 am, Page 1 of 1  
Register Only

OT3A/1304

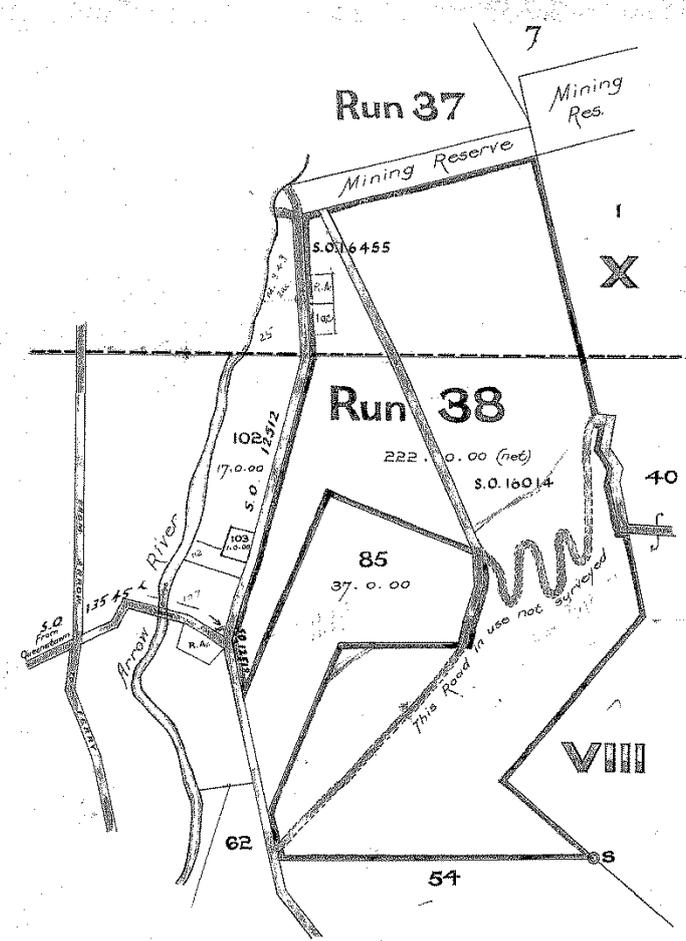
Survey maps



SO6679

~~465A~~

12153



Run 38

SHOTOVER DISTRICT

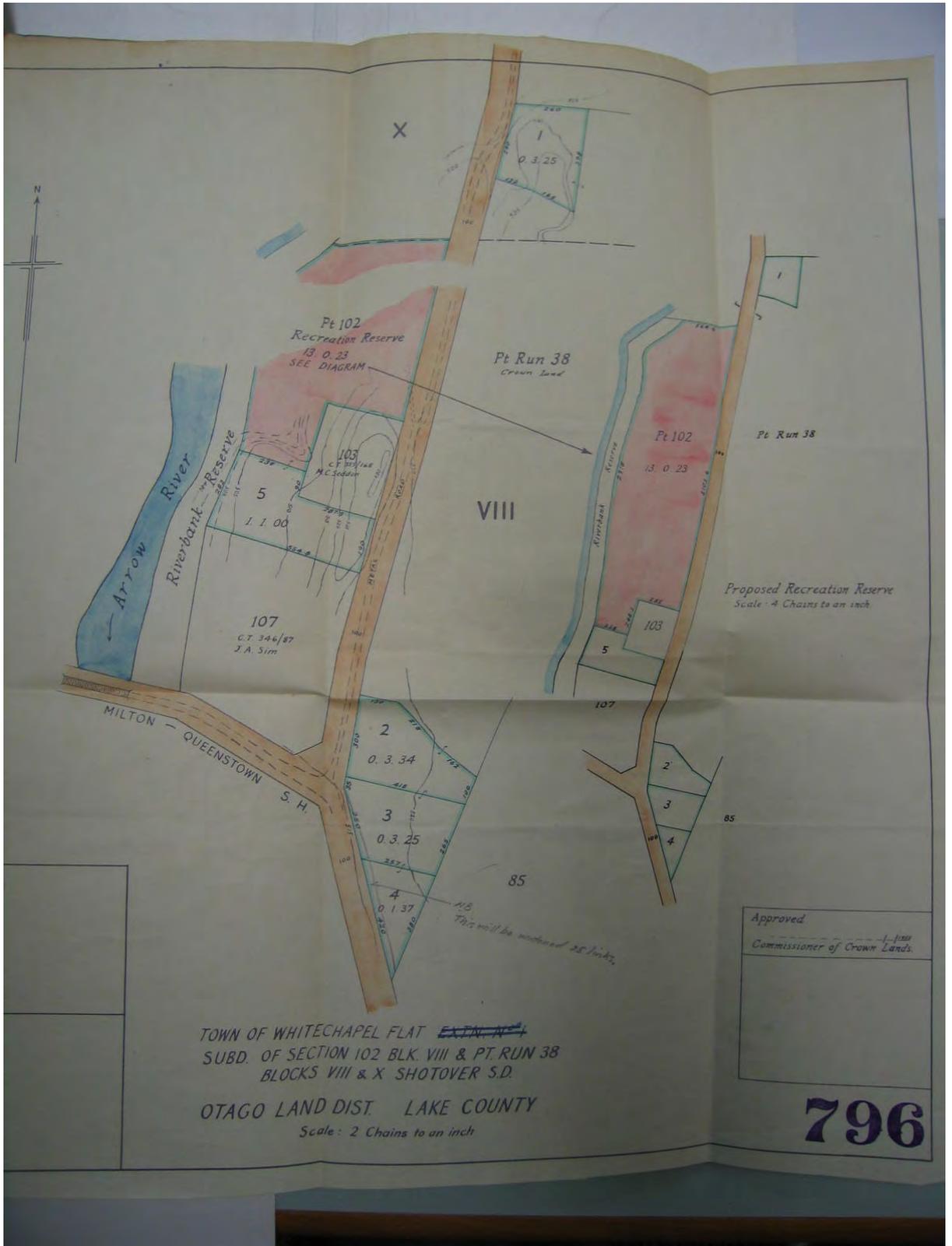
Scale 10 chains to an inch

6772

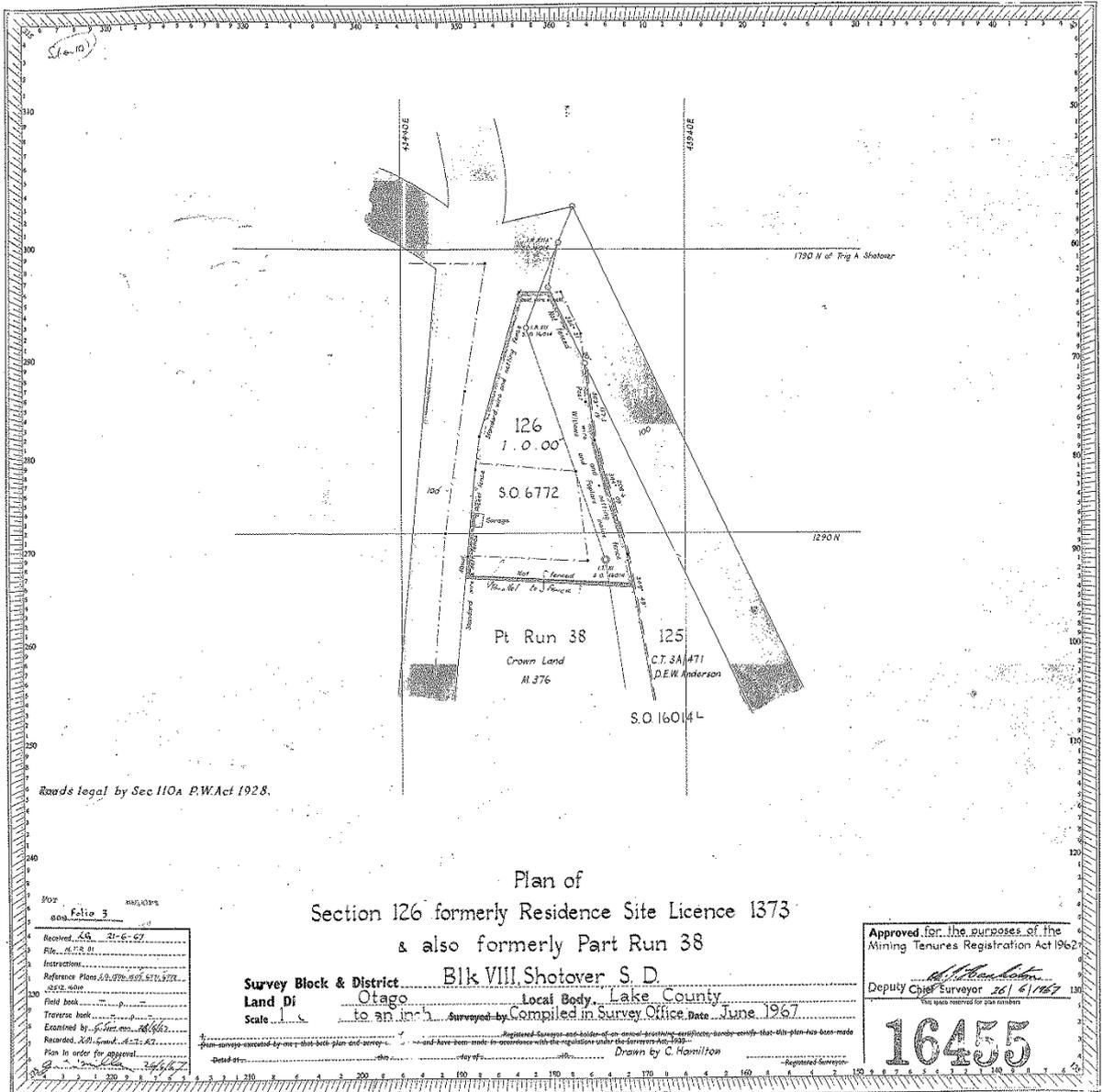
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P.L. 1471

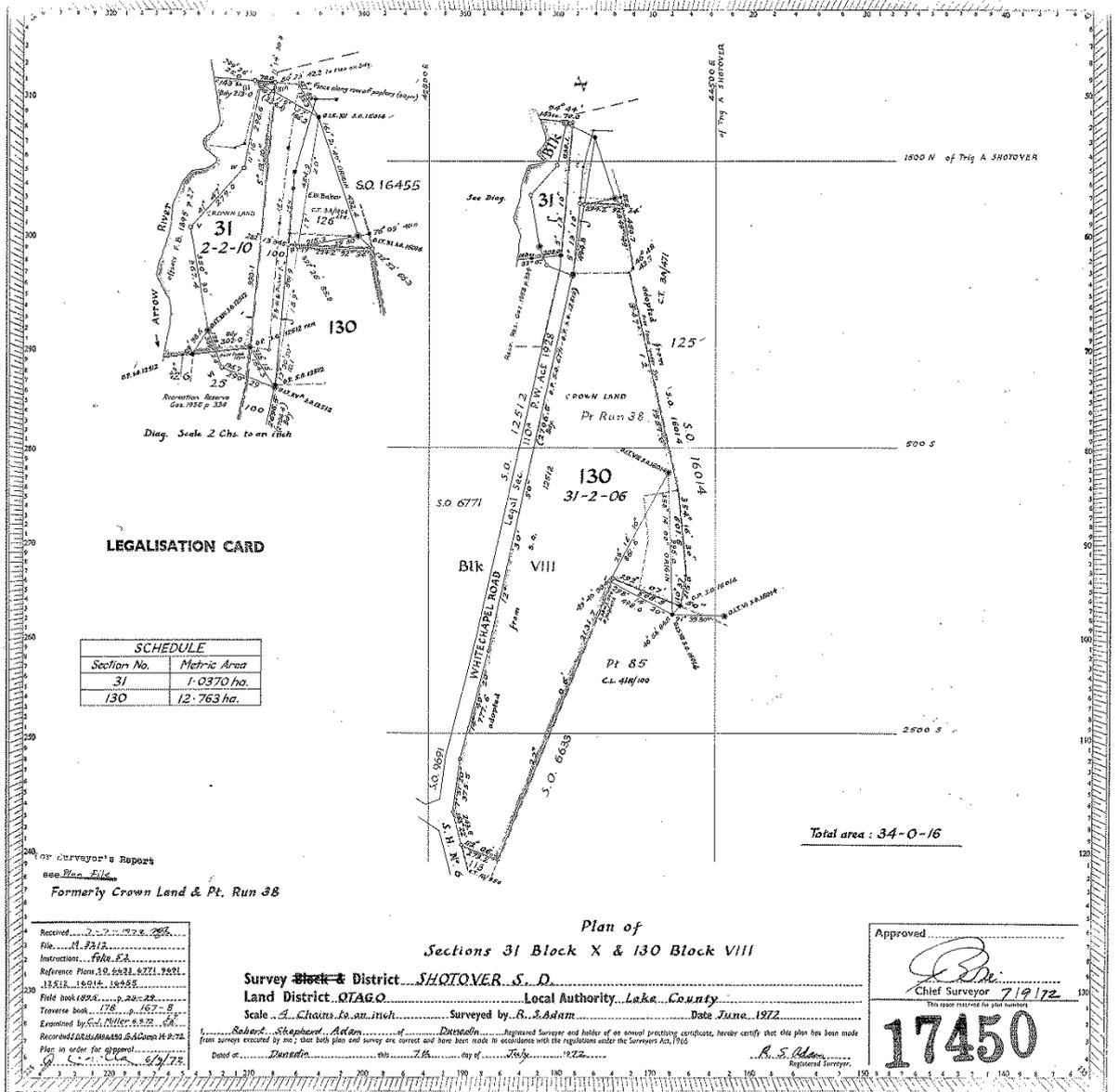
S06772



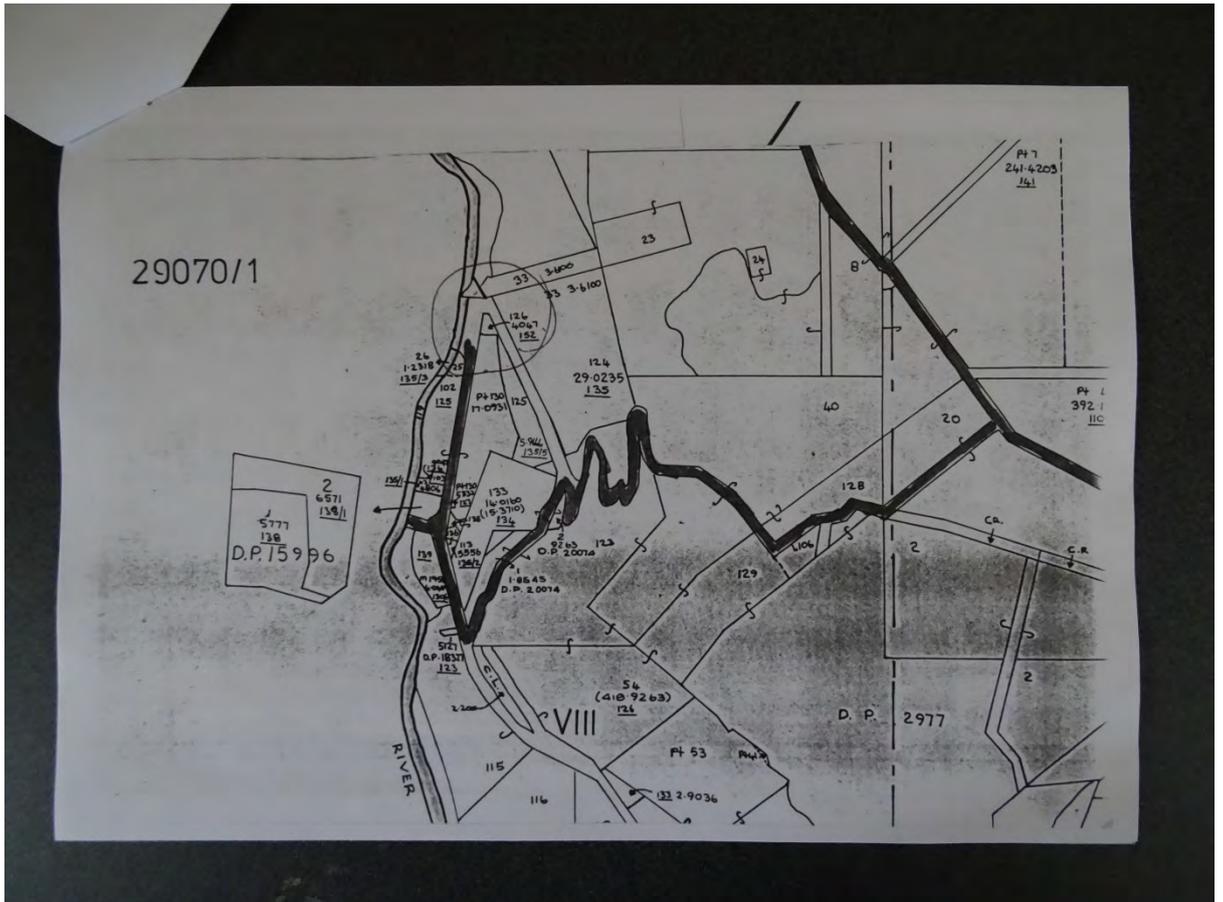
SO796



SO16455



SO17450



SO29070/1

**Historical images**

3

14/174  
DEPARTMENT OF LANDS AND SURVEY,  
P.O. Box 896,  
DUNEDIN.  
23-2-56

The County Engineer/Clerk,  
LAKE County Council,  
P.O. Box 25,  
Queenstown

Dear Sir,

The Town of Whitechapel Flat Extn No. —  
Scheme Plan No. 796

I enclose herewith certified copy of the above scheme  
which has been approved under Section 3, Land Subdivision  
in Counties Act, 1946.

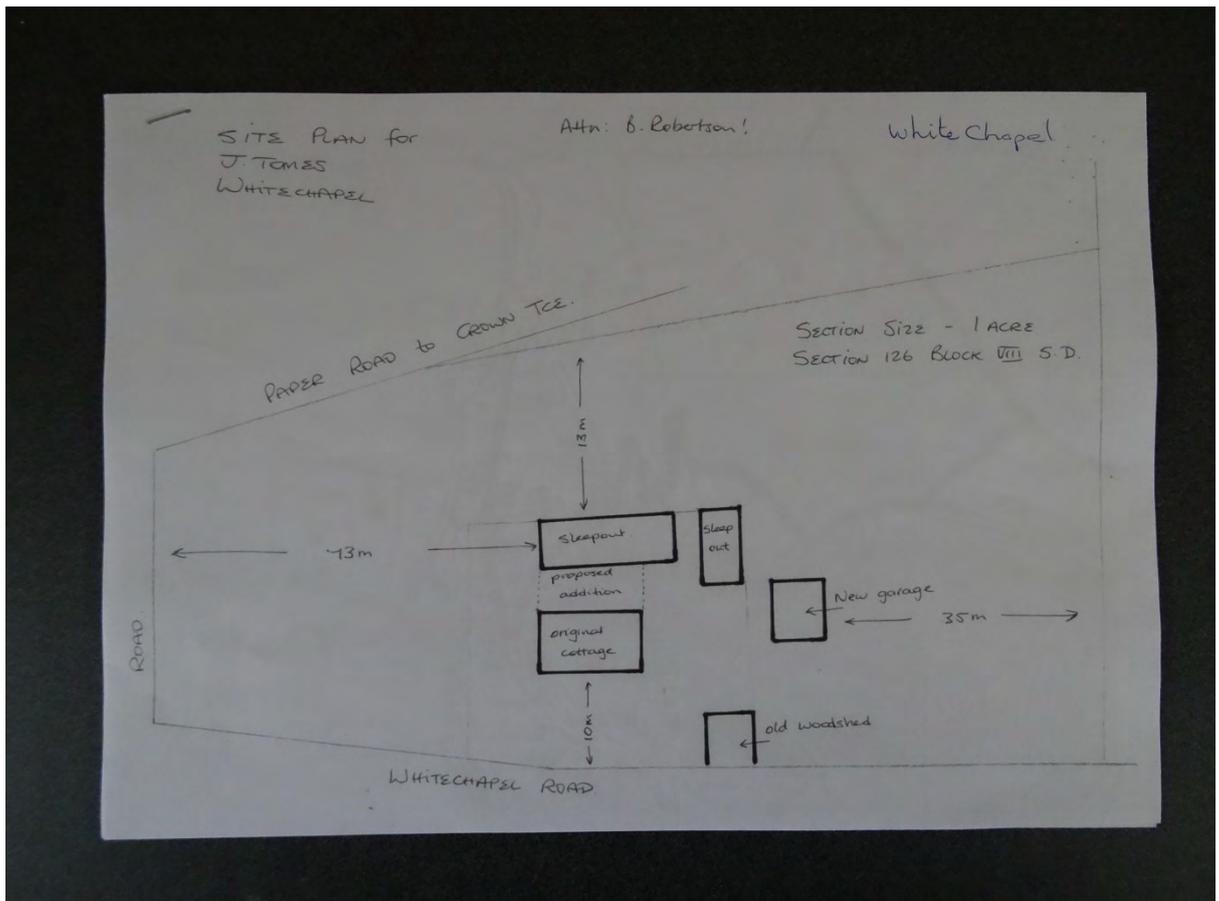
Yours faithfully,

*per*  
Chief Surveyor

LANDS & SURVEY  
DUNEDIN  
23 FEB 1956  
DEPARTED  
DEPARTMENT

Encl.: Copy of Scheme  
Copy of Restrictions

Subdivision approval, Lakes District Museum



Site Plan for Whitechapel Cottage, Section 128 Block VIII SD

2. Primary sources referred to but not used. Brief one sentence explanation as to why source not used.

## NOTES

**Used to be part of survey 38 Land Info Folder SO6772 , then Residence Site Licence 1373**

**QLDC DP Ref #:**  
**2910500100**

**Valuation #: 2910500508,**

**Map Ref: 36**

**Certificate of Title: OT19B/534**



Queenstown Courthouse, November 2013.

**Name of site: Courthouse (Former Library and Reading Room and Justice Building)**

**Physical Location: 44 Stanley Street**

<b>Heritage Assessment</b>	
<b>Archaeological Value</b>	Low
<b>Architectural Value</b>	High
<b>Cultural/Traditional Value</b>	Low
<b>Historical/Social Value</b>	High
<b>Landscape/Townscape Value</b>	High
<b>Rarity/Representative Value</b>	High
<b>Technological Value</b>	Low
<b>Overall Heritage Value</b>	Medium

<b>Age/Dates</b>	1878
<b>Architect/Builder</b>	W.F. Burwell
<b>Materials</b>	Local Schist and Corrugated Iron
<b>Local Authority</b>	QLDC
<b>NZHPT No</b>	362 & 7655
<b>Valuation Number</b>	2910500100
<b>Legal Description</b>	Lot 3, DP 20964 and Section 7 Block XXXI, Town Of Queenstown
<b>Type/Use</b>	Bar and Restaurant
<b>Current Owners</b>	Ngai Tahu Property Limited
<b>Current Condition</b>	Excellent, restored

## Summary of Significance

The Queenstown Courthouse on Stanley Street played a significant role in representing law and order in the early gold mining days. While the building has taken on various roles over the years, those that remain today provide a tangible link to the era of settling criminal cases and miner disputes, when Queenstown was in its infancy. Prior to the establishment of these buildings, disputes were settled in large white canvas tents.<sup>1</sup> More so, if the disputes were in neighbouring districts, wardens were expected to travel to settle the matter.<sup>2</sup>

The Courthouse is a fine example of stone construction using local schist, creating a distinctive gateway to Queenstown's central business district. The building differs in style, and is unlike other courthouses in both New Zealand and Australia.<sup>3</sup> This is largely based on the arrangement of the buildings. The Queenstown Courthouse continued to serve as the local seat of justice before being converted into a bar and restaurant in 2007.<sup>4</sup>

## Description

The Queenstown Courthouse is situated on the corner of Stanley and Ballarat Street and is nestled amongst large Wellingtonia trees. These trees were planted by Philip B. Boulton (who succeeded Henry Manders as clerk to the Lake County Council).<sup>5</sup> In a letter to the then town clerk of Queenstown (Mr C. M. Inglis) in 1931 Boulton wrote;

*"I happened to have been reading about the American custom of planting such trees in such situations as to afford shelter and seating for attendant witnesses, or perhaps others ordered out of court pro tem, and that the trees were then called "Trees of Justice".<sup>6</sup>*

Boulton thought this tradition was worthy of replicating. The tree still stands today, despite narrowly missing removal in the 1940's.<sup>7</sup> The trees were thought to be

<sup>1</sup> F.W.G.Miller, *Golden Days of Lake County*, (Christchurch: Whitecombe & Tombes, 1961), 76.

<sup>2</sup> Ibid.,

<sup>3</sup> Melanie Lovell-Smith, Historic Places Trust Report,

<http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=362>, Accessed 10 January 2014.

<sup>4</sup> Ibid.,

<sup>5</sup> F.W.G.Miller, *Golden Days of Lake County*, (Christchurch: Whitecombe & Tombes, 1961), 266.

<sup>6</sup> Ibid.,

<sup>7</sup> Ibid.,

damaging the court building; however, the public opinion was so strong the Council decided otherwise.

The courtroom was situated at the southern end of the building which has now be reverted into a Bar and Restaurant. Many features of the courtroom remain including; the Judge's Podium and Dock and Witness Stand.

The offices were in the middle directly under the Wellingtonia tree with three large windows facing the road. The library was situated to the north of the building. The two buildings run at right angles and share a wall probably to save costs. It is a distinctive and valued trademark of Queenstown.

## **History**

The stone courthouse and library buildings were both designed by Invercargill architect F.W. Burwell (1846-1915). The library was possibly built by George Richard Bishop, a stonemason who had immigrated from Canada in 1868.<sup>8</sup> Burwell was well known in the Queenstown Lakes District, involved in; Dunedin Speights Ale House, Cromwell Presbyterian Church and the former Bank of New Zealand in Invercargill. Burwell was also responsible for the design of the St Patrick's church in Arrowtown in 1873.<sup>9</sup> Burwell won an award for his architectural drawings gaining the fourth order of merit.<sup>10</sup>

It is likely that Burwell designed the two buildings to be built simultaneously. However, the Courthouse begun in 1875 and finished a year later, and the library was completed in 1877.<sup>11</sup>

The first representatives of law and order in the Queenstown district were the wardens of the goldfields. Charles Worthington was the first warden at Queenstown, and stayed to organise the office before being transferred to Waitahuna.<sup>12</sup> John

<sup>8</sup> Melanie Lovell-Smith, Historic Places Trust Report, <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=362>, Accessed 10 January 2014.

<sup>9</sup> New Zealand Tablet, Volume I, Issue 29, 15 November 1873, Page 9

<sup>10</sup> Star , Issue 4003, 17 February 1881, Page 3

<sup>11</sup> F.W.G.Miller, *Golden Days of Lake County*, (Christchurch: Whitecombe & Tombes, 1961), 76.

<sup>12</sup> Otago Daily Times , Issue 246, 3 October 1862, Page 4

Nugent Wood was the clerk of Australian Goldfields before quickly replacing Worthington.<sup>13</sup>

Wardens were often respectable men who were appointed based on their knowledge of the Mining Act and how to administer it, rather than their knowledge of the law. Decisions in mining disputes were made on the claims, and wardens travelled long distances to settle queries. The wardens were then expected to report in writing to the secretary of the Goldfields Department: Vincent Pyke.<sup>14</sup>

The first lock-up a Queenstown was neither safe nor sanitary. It consisted of a tent with a stake and chain attached to prisoners and it swarmed with vermin. One man was sentenced by Mr Nugent Wood to here months in the Queenstown lock-up court. He protested in court based on the conditions, and was transferred to Dunedin.<sup>15</sup>

In April 6 1863, the warden for Arrowtown Richmond Beetham reported to Mr Pyke his concerns to erect a permanent building as public offices and quarters. At this time no tenders was accepted by the Government and the wardens urged Mr Ree's to tender to erect the necessary buildings.

*“The two tents at present in use here as gold receivers offices and quarters and courthouse are in a very dilapidated condition and will require some repairs in order to last until the permanent gold office is built”<sup>16</sup>*

In July 1863, tenders were called for the construction of a wooden courthouse. By 1874 it was decided to replace this with a stone courthouse and an athenaeum and tenders were called for its construction in 1875.<sup>17</sup>

Athenaeums were extremely important in goldfield communities because they housed the material content which was written during the time. These included newspapers, which not only shaped colonial political life but were also the fundamental infrastructure for intellectual life in Otago.<sup>18</sup> Newspapers offered a forum for books to be discussed, ideas shared and where colonists could develop

<sup>13</sup> Ibid.,

<sup>14</sup> Ibid.,77

<sup>15</sup> Robert Gilkison, *Early Days in Central Otago*, (Dunedin: Otago Daily Times, 1930), 60.

<sup>16</sup> Ibid.,

<sup>17</sup> Melanie Lovell-Smith, Historic Places Trust Report,

<http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=362>, Accessed 10 January 2014.

<sup>18</sup> Tony Ballantyne, “Reading the Newspaper in Colonial Otago”, *ojs.victoria.ac.nz/jnzs/article/viewFile/488/620* (Accessed 10 January, 2014) 1-18.

arguments, often based on gold mining activities. <sup>19</sup>More importantly they maintained readership.

The library was formally opened on 17 March 1877 and was described at the Library Committee's Annual General Meeting in July as a "*handsome and commodious building*". At the time of the opening it had two main rooms and a small central store room. These two rooms alternated function over the years, used as either the reading room or the lending library.<sup>20</sup>

Fortunately, Vincent Pyke was able to witness the grand erection of the Courthouse before resigning from office in 1877. It was thought that he was dealing with a personal illness.<sup>21</sup> He was a well-respected man within his community and passed away in 1898.<sup>22</sup>

In the 1960s the building was threatened with demolition, when the Borough Council wished to build a new library combined with new council offices. However, due to the public outrage both locally and nationally the building remained. A referendum in 1967 showed a majority of ratepayers wished to keep the former building. Despite this, the council constructed a new library adjacent to the old. Water was directed into the old building for the first time in history. The storeroom created access to the new library and provided a doorway in the end wall. <sup>23</sup>

The Courthouse has fulfilled its job for more than 125 years before being replaced for a different purpose. In 2007, the Courthouse was purchased and converted into a bar and restaurant by Ngai Tahu Property. The new tenants and Jackie Gillies embraced the concept of retaining the original character of the building.

The Courthouse and Library are two of the few structures to survive Queenstown's early gold mining days. They are excellent examples of stone construction and design using local schist. It is also a reminder of the hardships endured to establish permanent law and order in Queenstown's early days.

<sup>19</sup> Ibid.,

<sup>20</sup> Melanie Lovell-Smith, Historic Places Trust Report, <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=362>, Accessed 10 January 2014.

<sup>21</sup> Grey River Argus, Volume XXI, Issue 2674, 8 March 1877, Page 2

<sup>22</sup> Maitara Ensign, Issue 435, 10 May 1898, Page 2

<sup>23</sup> Melanie Lovell-Smith, Historic Places Trust Report, <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=362>, Accessed 10 January 2014.

## **Landscape/Townscape Summary**

The Courthouse occupies a prominent place at the entrance of Queenstown's central business district. The two giant redwoods also known as Wellingtonia provides visual interest and adds to the historic aesthetics of the site.

## **Sources**

The Queenstown Courthouse is a historic site that has been well documented. A site assessment report was carried out in 2003 by Melanie Lovell-Smith for the Historic Places Trust and her original material remains the basis for much of this report.

The Golden Days of Lake Country provides a thorough narrative of the role wardens played prior to the establishment of the Queenstown Courthouse and is worthy of consultation.

Papers Past provides thorough documentation of people whom were involved in the construction to erect a permanent dwelling for law and order.

Tony Ballantyne provides an informative journal article on the importance of Newspapers in colonial Otago. This provides detailed contextual knowledge on the importance of athenaeums.

Early Days in Otago written by Robert Gilkison provides various accounts of administrative justice. It is a very good source for analyzing the ways in which law and order were handled prior to the establishment of the Courthouse.



Courthouse



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**



**Search Copy**

**Identifier** 464885  
**Land Registration District** Otago  
**Date Issued** 14 May 2009

**Prior References**

235866 OT13B/225 OT13B/227

**Estate** Fee Simple  
**Area** 1968 square metres more or less  
**Legal Description** Lot 2 Deposited Plan 416867

**Proprietors**

Ngai Tahu Property Limited

**Interests**

Subject to Part IV A Conservation Act 1987 (affects part formerly CT OT19B/534)  
Subject to Section 11 Crown Minerals Act 1991 (affects part formerly CT OT19B/534)  
Appurtenant hereto is a right of way, right to convey electricity, gas, water, telecommunications, computer media & right to drain sewage, stormwater and a right of support created by Easement Instrument 7171231.5 - 20.12.2006 at 9:00 am  
Subject to a right of way, right to convey electricity, gas, water, telecommunications, computer media & right to drain sewage, stormwater and a right of support over part marked B on DP 416867 created by Easement Instrument 7171231.6 - 20.12.2006 at 9:00 am  
Appurtenant hereto is a right of way, right to convey electricity, gas, water, telecommunications, computer media & right to drain sewage, stormwater and a right of support created by Easement Instrument 7171231.6 - 20.12.2006 at 9:00 am (affects part formerly in CTOT13B/227 and 235866)  
Appurtenant hereto is a right of way, right to convey electricity, gas, water, telecommunications, computer media & right to drain sewage, stormwater created by Easement Instrument 7171231.7 - 20.12.2006 at 9:00 am  
Subject to a right of way, right to convey electricity, gas, water, telecommunications, computer media & right to drain sewage, stormwater over part marked D, K and L on DP 416867 created by Easement Instrument 7171231.8 - 20.12.2006 at 9:00 am  
Appurtenant hereto is a right of way, right to convey electricity, gas, water, telecommunications, computer media & right to drain sewage, stormwater created by Easement Instrument 7171231.8 - 20.12.2006 at 9:00 am (affects part formerly in CTOT13B/227 and 235866)  
Appurtenant hereto is a right of way and a right to enter land & maintain buildings created by Easement Instrument 7171231.9 - 20.12.2006 at 9:00 am  
Subject to a right to convey water over part marked J1, J2 and J3 on DP 416867 created by Easement Instrument 7171231.10 - 20.12.2006 at 9:00 am  
Subject to a right to convey telecommunications in gross over part marked K, J1, J2 and J3 on DP 416867 to Telecom New Zealand Limited created by Transfer 7171231.11 - 20.12.2006 at 9:00 am  
Subject to a right to convey electricity in gross over part marked B, D, G, K, L and F and a right to establish and maintain an electricity transformer and ancillary equipment in gross over part marked F on DP 416867 to Aurora Energy Limited created by Easement Instrument 7171231.12 - 20.12.2006 at 9:00 am  
Land Covenant in Easement Instrument 7171231.14 - 20.12.2006 at 9:00 am (affects part formerly in CTOT13B/225)  
Land Covenant in Easement Instrument 7171231.15 - 20.12.2006 at 9:00 am (affects part formerly in CTOT13B/225)

Transaction Id  
Client Reference ijackson007

Search Copy Dated 23/10/13 11:51 am, Page 1 of 7  
Register Only

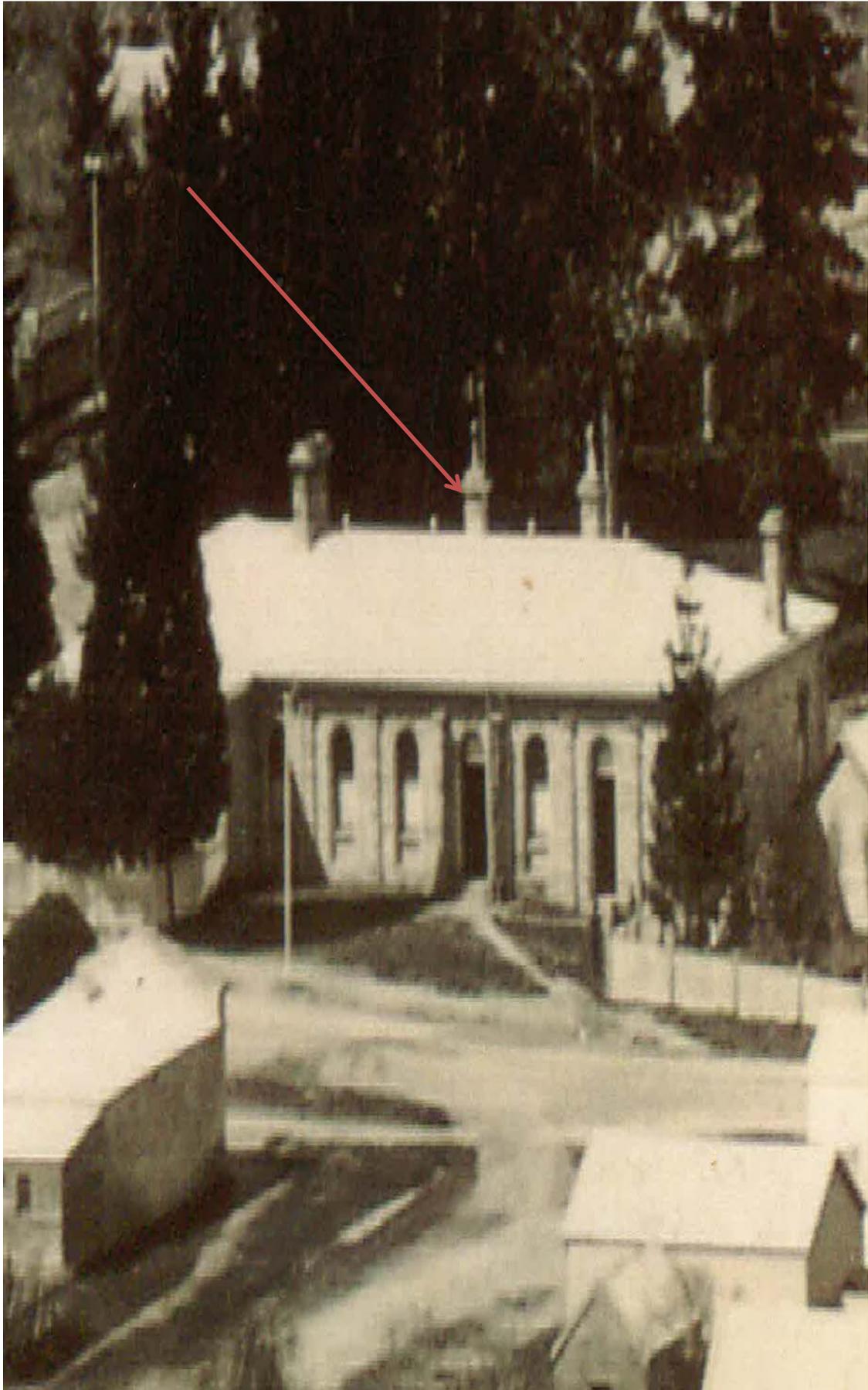


Image Two: Queenstown Courthouse 1900 (Courtesy of the Lakes District Museum EL 754)



Image Three: Current picture of the Queenstown Courthouse, (Inano Walter, 2013)



Image Four: Picture of the Dock and Witness Stand, (Inano Walter, 2013)



Image five: QLDC Webmap, <http://maps.qldc.govt.nz/qldcviewer/> (Accessed 1 February, 2014).

## **Bibliography:**

Ballantyne, Tony. “*Reading the Newspaper in Colonial Otago*”, [ojs.victoria.ac.nz/jnzs/article/viewFile/488/620](http://ojs.victoria.ac.nz/jnzs/article/viewFile/488/620) (Accessed 10 January, 2014) 1-18.

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*Mataura Ensign* , Issue 435, 10 May 1898, Page 2

Miller, F.W.G, *Golden Days of Lake County*, Dunedin: Whitecombe & Tombs, 1949.

*New Zealand Tablet*, Volume I, Issue 29, 15 November 1873, Page 9

*Otago Daily Times*, Issue 246, 3 October 1862, Page 4

*Star*, Issue 4003, 17 February 1881, Page 3

**Completed by: Inano Walter**

**Date: 2 February 2014**

**QLDC DP Ref #:**

**Valuation #:2910529300**

**Map Ref:**

**Certificate of Title: OT2D/1332**



Dominican Convent, November 2013.

**Name of site (including former names): Dominican Convent (Our Lady of the Sacred Heart)**

**Physical Location: 39 Melbourne Street**

<b>Heritage Assessment</b>		<b>Age/Dates</b>	11 February 1883
<b>Archaeological Value</b>	Medium	<b>Architect/Builder</b>	F. W. Petre
<b>Architectural Value</b>	High	<b>Materials</b>	Schist, Rimu, Oamaru Stone
<b>Cultural/Traditional Value</b>	High	<b>Local Authority</b>	QLDC
<b>Historical/Social Value</b>	High	<b>NZHPT No</b>	
<b>Landscape/Townscape Value</b>	Low	<b>Valuation Number</b>	29105293000
<b>Rarity/Representative Value</b>	Low	<b>Legal Description</b>	Section 7 & 8 part section 8 Block XXXIV Town of Queenstown SO 14831
<b>Technological Value</b>	Low	<b>Type/Use</b>	School
<b>Overall Heritage Value</b>	Medium	<b>Current Owners</b>	Roman Catholic Bishop of Diocese of Dunedin
		<b>Current Condition</b>	Original foundation solid

## **Summary of Significance**

The Dominican Convent played a significant role in housing the arrival of Dominican nuns brought to Queenstown. Their role was to teach at the newly opened St Joseph's school in 1883.

The convent is also significant because it is a fine example of work by the notable Francis William Petre, who was the architect of many buildings for the Roman Catholic Church in both Classical and Gothic Revival styles.<sup>1</sup>

The Dominican Convent has regional and local significance and represents an important historical period when a spiritual life of small developing towns in the late nineteenth century was crucial. The construction of a permanent church buildings ensured a regular venue for religious mass and celebrations.

The Convent is now utilized as part of St Joseph's School, a private Catholic school. The structure has long been a part of Queenstown's Catholicism, and continues to service a greater part of the population. The development of buildings in this area reflects the changing needs of a permanent structure to educate the children of Queenstown.

## **Description**

The one and a half storey building stone house was built as a presbytery in 1877 and was offered as a convent by father Mackay. It is made from Arthur's Point schist and Rimu sourced and transported largely by members of the congregation.<sup>2</sup>

The convent is part of a cluster of buildings associated with the Catholic Church located at the western end of Melbourne Street; Queenstown.

## **History**

Queenstown is deep rooted in Catholicism spanning back to the arrival of the first Catholic white man in the district, Donald Cameron.<sup>3</sup> From 1863 to 1875 there were

<sup>1</sup> Christine WhyBrew, Historic Places Trust, <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=2340>, (Accessed 12 December, 2013).

<sup>2</sup> Register report

<sup>3</sup> F.W.G.Miller, *Golden Days of Lake County*, (Christchurch: Whitecombe & Tombes, 1961), 187.

a number of visiting priests to the district. In 1863 the Queenstown Catholics held a meeting in Ryan's Union Hotel, to consider the building of a church.<sup>4</sup>

Messrs. Powell, Ryan and Burke were appointed as representatives to wait on the resident magistrate to grant a section of land for the first church. It was kindly granted, and on October 30, 1864 the first church was erected and blessed by Right Rev. Dr. Viard, Bishop of Wellington. <sup>5</sup> It was located in Church Street, on the site of Eichardt's laundry and measured 20 feet by 40 feet. It continued service until it was sold in 1883.

In 1873 the Wakatipu district, was constituted a separate parish with Father John Mackay as pastor. Prior to this, it fell under the sector of Invercargill. Father Mackay was a Scot, who had studied and been ordained in Paris.<sup>6</sup> He arrived to New Zealand for health matters, before permanently transferring from Aberdeen to Dunedin. His place of residence varied between Queenstown and Arrowtown and he opened schools in both places.<sup>7</sup>

In the meantime a new school was built on the terrace now known as St Joseph's School, and a part of this was used as a church. The Queenstown School was under care of Mr Sproule and in 1875 had an average daily attendance of 65 pupils.

In 1877, Rev. Father Mackay selected the site of the present convent and built a one and a half storey stone house. A second storey was added later. The building was built as a presbytery and the grounds were also laid out. However, by 1879, lack of means had caused the closing of the Queenstown School, and requests for nuns became more urgent.<sup>8</sup>

The presbytery was intended for priests but eventually the Rev. Father made a generous offer of his grounds and residence for the nuns "*as an offering from himself in the interests of education*".<sup>9</sup>

Father Mackay built up the role attended by both Catholics and Non-Catholics, and then arranged for nuns to come to Queenstown. Prior to the establishment of the

<sup>4</sup> Ibid.,

<sup>5</sup> Ibid.,

<sup>6</sup> Mary Augustine McCarthy, *Star in the South: The Centennial History of the Dominican Sisters*, (Dunedin: St Dominic's Priory, 1970), 87.

<sup>7</sup> Ibid.,

<sup>8</sup> Ibid.,

<sup>9</sup> New Zealand Tablet, *The New Church at Queenstown*. New Zealand Tablet. 6 October 1876.

Convent the nuns lived in a small cottage opposite what is now known as St Joseph's church.<sup>10</sup> The Holy Order of St. Dominican Convent was established.<sup>11</sup>

On February 8, 1883, the nuns arrived including Rev. Mother M. Raymond in charge, Sisters M. Columba and M. Rose (choir nuns) and Sisters M. Joseph and Magdalen (lay nuns). The nuns reached the Queenstown wharf at 10.15 pm and the people were ready to meet them.

*“As soon as the nuns appeared on deck, the local band commenced playing lively airs, which were continued until the religious had received the congratulations of the leading Catholics of the town”.*<sup>12</sup>

On July 15, 1883, Bishop Moran blessed and officially opened the new school which was attached to the convent. *“St Joseph's was crowded to overflowing, and many of the worshippers contented themselves by sitting outside the windows and standing in the main entrance”.*<sup>13</sup>

In the afternoon the opening ceremonies commenced with prayers in the convent, followed by a procession to the new school. This had been designed to function as both a church and school. Upstairs was St Catherine's classrooms and St Joseph's classrooms downstairs. Folding doors separated the lower classrooms from the sanctuary where the Blessed Sacrament was reserved.<sup>14</sup> Incidentally, the locals of Queenstown became accustomed to seeing the Dominican Nuns in their white attire, and they were met with fondness from both Catholic and Non-Catholics throughout the community.<sup>15</sup>

It was not until 1898 that a new permanent Catholic Church was erected in Queenstown. During Bishop Verdun's visit to carry out the first baptism he mentioned his desire to build a new church in Queenstown. This made the locals enthusiastic and Father O'Donnell started to work on the project.<sup>16</sup> On October 3, 1897 the foundation stone was laid and it was due to the generosity of the church

<sup>10</sup> Mary Augustine McCarthy, *Star in the South: The Centennial History of the Dominican Sisters*, (Dunedin: St Dominic's Priory, 1970), 87.

<sup>11</sup> F.W.G. Miller, *Golden Days of Lake County*, (Christchurch: Whitecombe & Tombs, 1961), 190.

<sup>12</sup> New Zealand Tablet, *The New Church at Queenstown*. New Zealand Tablet. 29 December 1876.

<sup>13</sup> New Zealand Tablet, *The New Church at Queenstown*. New Zealand Tablet. 13 October 1876.

<sup>14</sup> Mary Augustine McCarthy, *Star in the South: The Centennial History of the Dominican Sisters*, (Dunedin: St Dominic's Priory, 1970), 91.

<sup>15</sup> John Bell Thomson, *A tale of Six Schools*. (Otago: Evening Star Co. LTD, 1962). 36.

<sup>16</sup> *Ibid.*,

people contributed labour as well as money. On May 29 1898, the new St Joseph's Church was consecrated which is located directly in front of the convent.

St Joseph's Church was built from local Arthurs Point schist and Rimu sourced and transported largely by members of the church. The generosity of the Queenstown Catholic community in materials and donations ensured the Church was built quickly.<sup>17</sup>

Despite Queenstown's changing industry and population over the past century, as tourism has replaced mining and agriculture as the dominant industry St Joseph's Church remains a loyal local parish and school.

### **Landscape/Townscape Summary**

The Convent occupies a prominent place on Melbourne Street and provides visual interest because of its historic craftsmanship. It is situated on a prominent elevated position above the centre of Queenstown and the Wakatipu lakefront, making it an important historical landmark.<sup>18</sup> The Convent was one of two schools in Queenstown with a large attendance.<sup>19</sup>

### **Sources**

The Golden Days of Lake Country provides a thorough narrative of the Catholic Community's involvement in Queenstown.

Star in the South, written by Mary Mc Carthy to commemorate the centennial of the Dominican Sisters provides is a fantastic recollection of how the convent was established.

Christine Whybrew has written a Heritage Report on St Joseph's Church which was built after the convent, and is worth of consultation as it provides thorough contextual information about resources.

<sup>17</sup> Christine Whybrew, Historic Places Trust, <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=2340>, (Accessed 15 January, 2014).

<sup>18</sup> Register report.

<sup>19</sup>The Cyclopedia of New Zealand, <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc04Cycl-t1-body1-d7-d85-d1.html>, (Accessed 20<sup>th</sup> December 2013).

*Domestic Contract*



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**



Search Copy

*R. W. Muir*  
Registrar-General  
of Land

Identifier **OT2D/1332**  
Land Registration District **Otago**  
Date Issued 14 February 1967

**Prior References**

**OT10/252**

---

Estate Fee Simple  
Area 2959 square metres more or less  
Legal Description Section 6-7 and Section 9 Block XXXIV  
Town of Queensdown

**Proprietors**

Roman Catholic Bishop of the Diocese of Dunedin

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**Interests**

7178042.3 Mortgage to NZCEQ Finance Limited - 22.12.2006 at 9:00 am



Image Two: St Marys Church, 1898 (Courtesy of Lakes District Museum, EL 3866)



Image Three: QLDC Webmap, <http://maps.qldc.govt.nz/qldcviewer/> (Accessed 1 January 2013).

## **Bibliography:**

McCarthy, Mary. *Star in the South: The Centennial History of the Dominican Sisters*, Dunedin: St Dominic's Priory, 1970.

Miller, F.W.G, *Golden Days of Lake County*, Christchurch: Whitecombe & Tombes, 1961.

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New Zealand Tablet, *The New Church at Queenstown'*. New Zealand Tablet. 29 December 1876.

New Zealand Tablet, *The New Church at Queenstown'*. New Zealand Tablet. 13 October 1876.

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Thomson, John Bell, *A tale of Six Schools*. Otago: Evening Star Co. LTD, 1962.

Whybrew, Christine, Historic Places Trust, <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=2340>, (Accessed 12 December, 2013).

**Completed by: Inano Walter**

**Date: 5 February 2014**

# WAKATIPU HERITAGE TRUST

SITE ASSESSMENT REPORT FOR A HISTORIC PLACE

QLDC DP Valuation Number: 2907401005

District Plan Map Reference Number: 30

December/January 2013

QLDC DP Reference Number: 121

Certificate of Title: 593551



Douglasvale, c. 1970's, before restoration.

Douglasvale, 2014. Photograph: S. Solomon

## NAME (including former names)

**Douglasvale**

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## PHYSICAL LOCATION/ADDRESS

51 Walnut Lane, Wakatipu Basin

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### HERITAGE ASSESSMENT

**Archaeological value:** Nil.

**Architectural value:** Significant.

**Cultural value:** Significant.

**Historical/social value:** Significant.

**Landscape/townscape value:** Moderate.

**Rarity/representative value:** Significant.

**Technological value:** Nil.

**OVERALL HERITAGE VALUE:** Significant.

**AGE/DATES** c. 1866-1869

**ARCHITECT/BUILDER** unknown

**MATERIALS** Stone, timber

**NZHPT** No

**DISTRICT PLAN STATUS** Category III heritage building

**LEGAL DESCRIPTION** Lot 2 DP 457573

**USE/TYPE** Private residence

**CURRENT OWNERS** Martin Stuart MacDonald,

Bryan Bruce Collie

**CONDITION** Excellent

## SITE ASSESSMENT REPORT

### SUMMARY OF SIGNIFICANCE

#### **Historic and social value:**

Douglasvale is noted for its association with one of the districts most exceptional personalities, that of Dr. James Douglas. Though it was his brother Archibald Haddow Douglas who was the first settler of Douglasvale and the builder of its main house, it is still the Doctor who is most commonly attributed affiliation with the homestead and property. The medical profession was one of the few in early colonial society that required a great deal of specialisation as the fledgling New Zealand was not an industrialised society and the majority of people lived in atomised, rural locations where movement between occupations was common. Those with medical skills were invaluable in early colonial settlements and were regarded with due consequence accordingly.

Dr. Douglas is recalled in many sources with an affection that can only be given by local authority and respect afforded to him for his devoted service to the district. The Doctor, having been charged with the care of his brother's children when they were orphaned saw to their education and well-being. Haddow Douglas, son of Archibald Douglas and nephew of a James Douglas, continued the legacy of his uncle's work and also had a successful medical career. <sup>1</sup> Dr Douglas is also remembered for having been one of the first dental practitioners in the district, the Superintendent of Frankton Hospital, the President of the Lakes County Jockey Club, the Lakes District Acclimatisation Society, and also a member of the Wakatipu Licensing Committee, of the Lake Lodge of Ophir, and for having served a short term on the Lake County Council. When Frankton Hospital burnt down in 1888, it was decided to rebuild it again in the same locality because Dr. Douglas remained in residence at Frankton. <sup>2</sup>

#### **Architectural value:**

The original house on Douglasvale is typical of many in the district built by farmers and miners who arrived early to the area; two rooms constructed of 18inch thick stacked stone walls were accompanied by a wooden lean to that would have been erected behind the building. Decorative features such as fretwork running along the top of the veranda posts were included in the original design. The stone building measures approximately 13 meters by 10 meters, with the entire construction is far more extensive now following the inclusion of several modern additions that have greatly increased the size of the building.

#### **Townscape and context value:**

Extensive subdivision and subsequent concentration of modern developments surrounding the Douglasvale Homestead has without question modified the landscape from what was seen at the time Douglasvale was constructed. The area that would formerly have been much of the farm associated with the Homestead is today the site of highly concentrated residential properties. The historical nature of Douglasvale is further elaborated by its proximity to these newer houses.

#### **Rarity and representative value:**

Douglasvale is a good representation of the progress made by the early pioneers in the Lakes District. Substantial residences such as this one lean a sense of permanence to district.

#### **Technological value:**

<sup>1</sup> FWG Miller, *Golden Days of Lake County, 2<sup>nd</sup> Ed.*, New Zealand: Whitcombe and Tombs Ltd, 1961, Ch XXII

<sup>2</sup> *Ibid*

Technological value for Douglasvale is unknown.

**Archaeological value:**

Archaeological value for Douglasvale is unknown.

---

**DESCRIPTION (as currently seen)**

Douglasvale is currently in extremely good condition, recent renovations have ensured the durability of the stone house as well as its ability to accommodate modern living requirements. Sympathetic additions to the stone house are aesthetically pleasing and appear to add functionality to the building (refer to Appendix 3 for visual clarification). The original house is distinguishable for its stone materials from the more recent extensions which are of a timber exterior.

---

**HISTORICAL NARRATIVE**

**1862:** Dr James Douglas arrives at the Otago Goldfields from Edinburgh. He commences practicing medicine and dentistry in a tent near the Arrow diggings for the following 18 months.<sup>3</sup>

**1864:** Frankton Hospital is opened. Dr Douglas is appointed as first (and only) superintendent of the facility.<sup>4</sup>

**1866:** Archibald Hadow Douglas, brother of Dr. Douglas and native of Scotland, arrives in New Zealand.<sup>5</sup> A.H. Douglas purchases a portion of Bridesvale, owned by the McBride family, and renames it Douglasvale.<sup>6</sup> Douglasvale becomes known for its impressive barley yields.<sup>7</sup>

**c. 1867:** Douglasvale Homestead is built.

**1878:** A.H. Douglas marries Helen Paterson.<sup>8</sup>

**1889:** A.H Douglas dies age 50, survived by his wife and five children.<sup>9</sup>

**1894:** Helen Douglas dies, ages 37. Dr. Douglas takes of the raising of his brothers children, remaining unmarried.<sup>10</sup> Douglasvale was then leased out.

**1901:** Subdivision of Douglasvale occurs. Thomas Housten purchases a portion of the property from Dr. Douglas.<sup>11</sup>

**1908:** 20<sup>th</sup> June, Thomas Morrison of Hayes Creek Station purchases Douglasvale- the homestead and approximately 346 acres.<sup>12</sup>

**1911:** Dr Douglas dies, age 74, and is interred at Frankton Cemetery.<sup>13</sup>

<sup>3</sup> FWG Miller, *Golden Days of Lake County, 2<sup>nd</sup> Ed.*, p. 238

<sup>4</sup> Roly Duff, "Dr James Douglas", *Queenstown Courier*, Issue 26: Queenstown and Districts Historical Society (Inc.), 2006, p. 10

<sup>5</sup> "Report on potential subdivision of Lot1 DP21938 Pt. Section 83 Block 111 Shotover survey district- 'Douglas Vale'", November 1996: Lakes District Museum Archive

<sup>6</sup> Bill McDonald, *Queenstown's Farms and Sheep Stations: Families that farmed the land*, New Zealand: Bill McDonald, 2010

<sup>7</sup> "Lake County", *Otago Witness*, Issue 2769, 10 April 1907, Page 35

<sup>8</sup> "Report on potential subdivision of Lot1 DP21938 Pt. Section 83 Block 111 Shotover survey district- 'Douglas Vale'", November 1996: Lakes District Museum Archive

<sup>9</sup> FWG Miller, *Golden Days of Lake County, 2<sup>nd</sup> Ed.*, p. 238

<sup>10</sup> *Ibid*

<sup>11</sup> Certificate of Title under Land Transfer Act, 14/10

<sup>12</sup> *Ibid*

**1913:** 6<sup>th</sup> of August, transfer of Douglasvale from Thomas Morrison to Allen Robert and Leo Lee (of neighbouring Threepwood Farm) as tenants in common.<sup>14</sup>

**1940:** Bruce Robert Jones of Lake Hayes purchases Douglasvale in August.<sup>15</sup> Jones owns the property for the next several decades.

**1963:** Title for Douglasvale is transferred from Bruce Robert Jones to Russell Douglas Jones.<sup>16</sup>

**c. 1986:** Dr. John Richard Hillock and Margaret Anne Hillock purchase Douglasvale after the Jones family build a new homestead. The property is at this time is a state of disrepair.

The Hillocks have a modern addition to the western end of the homestead built to accommodate bathroom and kitchen facilities- this addition measures 4 meters by 7 meters. A separate loft/ garage addition measuring 6 meters by 8 meters is also constructed. Judicious tree removal on Douglasvale ensues to ensure the integrity of the building.

**c.1997:** The Hillocks begin further renovations and repairs, subdividing and selling parts of the 20 acres the homestead sits on to free up capital and undertake remedial work on the structure.<sup>17</sup> Of particular concern at this time is slumping of the house's eastern front corner and cracks the stonework- this is attributed to the proximity of large Willow trees to the house. The stacked stone internal walls are noted as having been covered with wall linings that the owners wish to have stripped back. The disrepair extends to concern for the timber flooring, rot in the rear lean to and urgent repairs being required to salvage the front veranda posts.

**2012:** Martin Stuart MacDonald and Brian Bruce Collie purchase Lot 2 DP 457573, Douglasvale. The Hillocks remain in possession of Lot 1.<sup>18</sup>

**2013:** Title for Douglasvale is held by Martin Stuart MacDonald and Brian Bruce Collie.<sup>19</sup>

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## LANDSCAPE SUMMARY

Douglasvale and the property it sits on is part of an extremely attractive area just off Ladies Mile and close to Lake Hayes. Heritage features such as stable ruins, farm buildings and farming equipment remain present on site. Once referred to as "Walnut Grove" for its many walnut trees, thorough landscaping and widespread matured shelter and specimen trees are in the immediate surrounds, as are several water features. Extensive housing developments are located in the vicinity.

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## COMPLETED BY:

Research Completed by Stacey Solomon on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

<sup>13</sup> Roly Duff, "Dr James Douglas", *Queenstown Courier*, Issue 26, 2006, p. 10

<sup>14</sup> Certificate of Title under Land Transfer Act, 14/10

<sup>15</sup> QLDC Utilities Committee for meeting of 5<sup>th</sup> August 2008- Report for agenda item 2, submitted by V. Rees Frances: Road Naming- off Howards Drive, Lake Hayes Estate, Queenstown.

<sup>16</sup> Certificate of Title under Land Transfer Act, 14/10

<sup>17</sup> "Report on potential subdivision of Lot1 DP21938 Pt. Section 83 Block 111 Shotover survey district- 'Douglas Vale'", November 1996: Lakes District Museum Archive

<sup>18</sup> Certificate of Title under Land Transfer Act, 593551

<sup>19</sup> *Ibid*

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"Lake County", *Otago Witness*, Issue 2769, 10 April 1907, Page 35

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QLDC Utilities Committee for meeting of 5<sup>th</sup> August 2008- Report for agenda item 2, submitted by V. Rees Frances: Road Naming- off Howards Drive, Lake Hayes Estate, Queenstown.

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## FILE NOTES

Nil.

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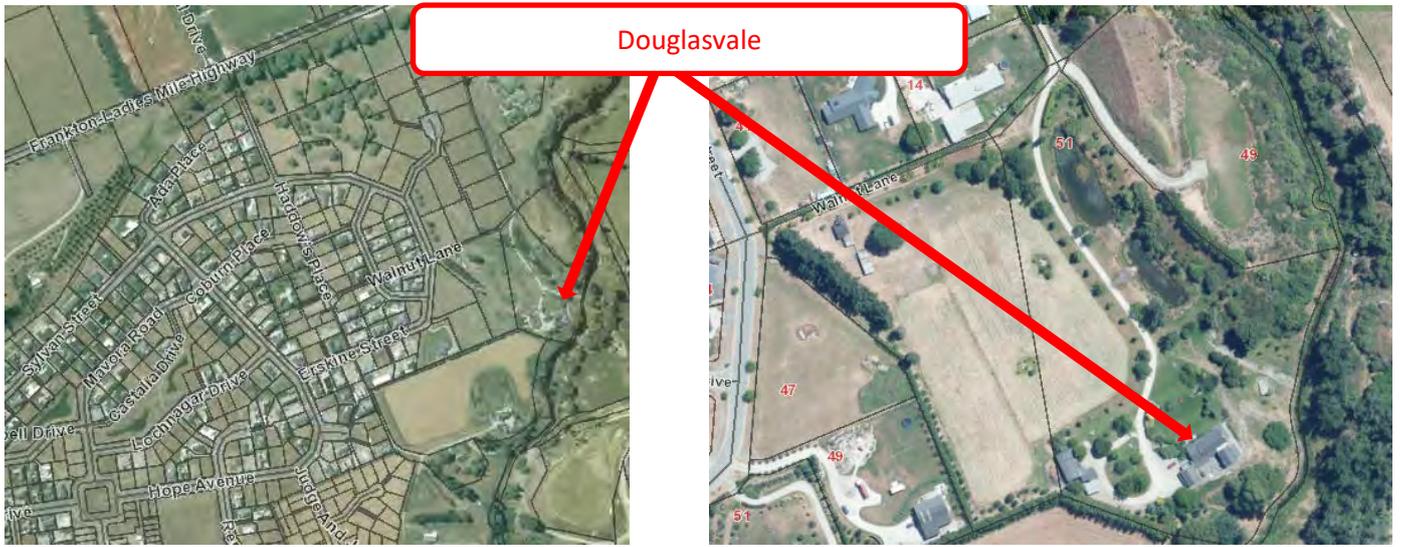
Miller, FWG, *Golden Days of Lake County*, 2<sup>nd</sup> Ed., New Zealand: Whitcombe and Tombs Ltd, 1961

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## APPENDICES

### Appendix 1. Visual Identification Aids

#### Location Maps



QLDC Council Viewer, January 2014.

#### Appendix 2. Visual Aids to Historical Information



The original owner of Douglasvale, Archibald Haddow Douglas and his wife Helen Douglas (nee. Paterson).

Lakes District Museum Archive, references: EP 0344 and EP 0350 Print, Photographic.

**Appendix 3. Current Visual Information**

*Images correct as of February 2014*



The additions to Douglasvale and the original stone building.



# WAKATIPU HERITAGE TRUST

SITE ASSESSMENT REPORT FOR A HISTORIC PLACE

December 2013/ January 2014

QLDC DP Valuation Number: On the boundary of 2910340500, 2910340400, and 2910340600

QLDC DP Reference Number: 47

District Plan Map Reference Number: 33

Certificate of Title: 73370



Current state of the Frankton Cemetery Walls and Gates; December 2013, Frankton. Photograph: S. Solomon

## NAME (including former names)

**Frankton Cemetery: Walls and Gates**

## PHYSICAL LOCATION/ADDRESS

Ladies Mile Highway, Frankton

### HERITAGE ASSESSMENT

**Archaeological value:** Moderate

**Architectural value:** Low

**Cultural value:** Significant

**Historical/social value:** Significant

**Landscape/townscape value:** Moderate

**Rarity/representative value:** Moderate

**Technological value:** Low

**OVERALL HERITAGE VALUE:** Significant

**AGE/DATES** c. 1882

**ARCHITECT/BUILDER** John McDonald, E. Aldridge

**MATERIALS** stone, iron

**NZHPT** No

**DISTRICT PLAN STATUS** Category II heritage site

**LEGAL DESCRIPTION** Cemetery Reserve No. 1 Frankton Town.

On the Boundary of Crown land and Part

Section 5 Block XXI Shotover SD and Lot 1

DP 11353

**USE/TYPE** Stone Dyke/Cemetery Walls

**CURRENT OWNERS** Milsonross Limited

**CONDITION** Good

## SITE ASSESSMENT REPORT

### SUMMARY OF SIGNIFICANCE

#### **Historic and social value:**

Burial sites present future societies with a repository of information unique to local circumstance, creating a link to previous generations and their histories. The materials, design and craftsmanship of the Frankton Cemetery provide a landscape of natural interest and commemoration. Cemeteries are a particular type of burial ground, developed in Britain in the 1820's following the growing overcrowding of churchyard burial grounds, and an increased desire to pay respects to the dead in Arcadian garden settings. Cemeteries, unlike churchyards, followed the Roman model and were created at the periphery of townships, along the boundaries rather than at the center of communities.<sup>1</sup> Initially, these Cemeteries were privately operated, but by the late 1850s local authority "Burial Boards" established cemeteries based on the garden model of private companies where all sections of society could be interred.<sup>2</sup> Frankton cemetery adhered to this relatively new conceptualization of burial, having been established at the periphery of the Frankton township and being under the guidance of a burial board from its earliest years.

#### **Architectural value:**

Numerous early miners and settlers to the Frankton area claimed Scotland, the outer Isles and Ireland, where stone was the natural building material as their place of birth.<sup>3</sup> This meant very few were without some form of stone-working skill, with most being quite adept in stonemasonry. Architecturally, the walls and gates are in fair condition for their age, a testament to the quality of work first afforded by the construction professional that built the walls. All materials eventually decay, especially when constantly exposed to harsh weathering and the prevailing environment; this being said, the walls and gates appear to have withstood these factors well.

#### **Townscape and context value:**

The cemetery itself, while perhaps not in an unusual location for when it was constructed can appropriately be considered as sitting in an obscure location today. Its proximity to modern developments enhances the appreciation of its age and design, as well as its primary function as the site where many of the Lakes Districts first settlers are interred.

#### **Rarity and representative value:**

The walls and gates are in good keeping with much of the prominent stonemasonry and stonework that is visible throughout the area, easily aligning with the aesthetics one might hope to see of heritage features in the Frankton area. The builder of the Frankton cemetery, John McDonald was also the construction professional commissioned for the engineering of the Queenstown cemetery, allowing a sense of heritage feature continuity throughout the district in terms of style. Because Frankton was among the earliest European settlements developed in the area, it is possible to accurately determine the cemetery must also be one of the oldest constructions in the entire district (as cemeteries are often among the first public facilities to be appointed, appropriately coinciding with medical amenities). The township of Frankton (named for Frances Gilbert, the wife of Queenstown's founder William Gilberts Rees) was originally favoured

<sup>1</sup> J.S. Curl, *The Victorian Celebration of Death*, Newton Abbot: David and Charles, 1972

<sup>2</sup> *Ibid*

<sup>3</sup> D G Jardine, *Frankton Cemetery 1863-1995: Resting Place of the Pioneers. An Historical Record*, 1995, p.6

by the provincial government and intended to be the headquarters of the Lakes District. However, Queenstown became the hub of settlement and the Frankton area relapsed into agricultural pursuits.<sup>4</sup>

#### **Technological value:**

Though the sanctity of many historic burial sites may have diminished, they remain a reflection of former attitudes toward death. Surviving monuments and structures such as the walls and gates at Frankton cemetery display the surviving memory of craft skills, transport capabilities, availability of material and the changing, or in this instance, consistent methods of manufacture that is the legacy of Frankton's founders.

#### **Archaeological value:**

As with any burial ground, significant archaeological value can be afforded to Frankton Cemetery. With continued preservation of the site, the archaeological value of the cemetery will increase with its age.

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### **DESCRIPTION (as currently seen)**

The Frankton Cemetery wall is a single continuous structure that creates and delineates the physical boundaries of the Frankton Cemetery. The walls and gates appear in very good condition, though some sections are beginning to tilt, this is attributed to the many matured trees unsettling the ground and the extensive construction and development work that has occurred nearby: the cemetery is on a main road and sits only meters from a major intersection. Widening of this road as well as the formation of a large service station and shopping centre immediately adjoining to the cemetery is likely to have caused some loss in the overall structural integrity of the wall, accounting for the apparent lean. The stonework of the walls is in good condition with no obvious gaps or breaks evident. Stones display natural weathering and decay symptoms expected on a construction of such age and type. The gates also appear functional and well kept, as does the cemetery as a whole.

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### **HISTORY**

**1863:** Frankton township creates the first official cemetery in the district. The first recorded interment is that of Irishman Thomas Ryan on 28<sup>th</sup> of August, aged 39.<sup>5</sup>

**1865:** 18<sup>th</sup> May, Frankton Cemetery is accorded official recognition.<sup>6</sup>

**1867:** 16 April minutes of the first meeting of the Cemetery Trustees records the decision to proceed with the building of a fence. The fence subsequently built is wooden, erected by J. Humphrey and R. Grant.<sup>7</sup>

**1869:** The Cemetery Trustees Committee make an attempt to plant a hedge (no evidence currently suggests this hedge became established).

**1877:** Proposals are made to straighten the wooden fence which has started to lean.

**1882:** August, the wooden fence has rapidly deteriorated. The committee resolve to replace it with a stone fence (or dyke) along the front, back and one side. The Committee calls for the stone fence to be 2ft wide at

<sup>4</sup> Communication- Email from "Lakes District Museum Images" [images@queenstown.co.nz](mailto:images@queenstown.co.nz) to [museumdirector@queenstown.co.nz](mailto:museumdirector@queenstown.co.nz), Friday 23 April 2010

<sup>5</sup> *Queenstown lakes District Touring Guide, Lakes District Museum, 1991*

<sup>6</sup> *Ibid*

<sup>7</sup> D.G.Jardine, 1995, p.6

the bottom and 18 inches at the top. Tenders were to be given regarding the price for a wall that is 4ft 6 inches tall, and a wall that is 5ft tall. John McDonald lodges the successful tender for a wall 4ft in height at a cost of 6 pounds. Construction was then undertaken using John McDonald's plans and labour to build the three walls.<sup>8</sup>

**1884:** 3<sup>rd</sup> April, the Trustees arrange with Mr McDonald to complete the remainder of the fence and build matching pillars at the gateway.<sup>9</sup>

**1885:** October, it is agreed by the Trustees that the rails and pailings of the old fence were unwanted and should be sold.

**1889:** Tender of the Honeychurch Brothers to point the wall at 2.50 pounds per chain is accepted by the Cemetery Trustees.<sup>10</sup>

**1894:** 1<sup>st</sup> May, the Trustees resolve to put in a three foot wide gate of iron for the passage of persons visiting the cemetery, engaging Mr Edward Burrows to carry out the work. E Aldridge to name a price for making the gate. Old gates of the cemetery sold to F. McBride for six shillings.<sup>11</sup>

**1964:** Responsibility of care and maintenance for the cemetery passes from the Cemetery Trustees Committee to local bodies with the introduction of the Burials and Cremation Act. Locally, this is officially implemented with the proclamation of the Lakes- Queenstown-Wakatipu Combined District Scheme in 1980.<sup>12</sup>

**1970s:** Ministry of Works in Wellington, having consulted plans of the main highway in and out of Frankton, decide to straighten the curve approaching Frankton from the East. Surveyors are dispatched; in order to obtain a clear sight, the capping stones on the front corners of the cemetery walls are removed. A construction gang arrive to commence the planned straightening of the road, this plan involves demolishing a wall to incorporate that part of the cemetery land into the new road alignment. The construction gang notice the road realignment is disturbing many gravesites, and instead do not continue with the plans exact specifications (though the road is still straightened).<sup>13</sup>

Lake County assumes responsibility for the care and management of the cemetery with the introduction of the Lakes Queenstown Wakatipu Combined District Scheme.

**1990:** QLDC displays great foresight and purchases land on Lower Shotover Road to ease interment burdens on the Frankton and Queenstown cemeteries, which are nearing full capacity.

**1991:** Capping stones removed during the straightening of the Frankton Road in the 1970s are repaired by B.L. Lawrence. Walls and gates are given lasting protection under the Transitional District Plan with an A Historic Classification.<sup>14</sup>

**2005:** QLDC Cemetery Strategy concludes the Frankton Cemetery nears the end of its useful life, with sufficient space to cater adequately for interments until 2020.<sup>15</sup>

**2011:** Frankton Cemetery has only 33 burial and 20 cremation plots remaining, with no room for expansion and expected to reach capacity before 2016.<sup>16</sup>

<sup>8</sup> D.G.Jardine, 1995, p.6

<sup>9</sup> *Ibid*, p.6

<sup>10</sup> *Ibid*, p.7

<sup>11</sup> *Ibid*, p.7

<sup>12</sup> *Ibid*, p.8

<sup>13</sup> Irene Adamson, Notes on Frankton Golf Course as told to her by Jessie Jardine, 23.07.2008: Lakes District Museum Archive

<sup>14</sup> D.G.Jardine, 1995, p.8

<sup>15</sup> QLDC Cemetery Strategy Report 2005, p. 23

**2012:** Further plans submitted to the QLDC detail strategies for the land purchased in 1990 at Lower Shotover, the site of Lakes District's imminent interments. Intentions for the near future are for the purpose of making operational a new cemetery at Lower Shotover at a cost of \$150, 000.<sup>17</sup>

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## LANDSCAPE SUMMARY

Frankton cemetery sits on a very busy highway (SH 6) that sees significant traffic travelling in and out of Queenstown from the north pass every day. A large BP service station that neighbours the cemetery site does not detract from the historic element of the cemetery.

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## COMPLETED BY:

Research Completed by Stacey Solomon on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

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## SOURCES

### *Published (secondary) source material*

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Email from "Lakes District Museum Images" [images@queenstown.co.nz](mailto:images@queenstown.co.nz) to [museumdirector@queenstown.co.nz](mailto:museumdirector@queenstown.co.nz), Friday 23 April 2010

QLDC Cemetery Strategy Report 2005, p. 23 [http://www.qldc.govt.nz/images/Files/Strategies/Cemeteries\\_Strategy/CEMETERIES\\_STRATEGY\\_2005.pdf](http://www.qldc.govt.nz/images/Files/Strategies/Cemeteries_Strategy/CEMETERIES_STRATEGY_2005.pdf)

"Deaths overtake cemetery capacity: new graveyard in the pipeline", *Southland Times*, 7 July 2011

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## FILE NOTES

Nil.

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Jardine, D.G., *Frankton Cemetery 1863-1995: Resting Place of the Pioneers. An Historical Record*, 1995

<sup>16</sup> "Deaths overtake cemetery capacity: new graveyard in the pipeline", *Southland Times*, 7 July 2011

<sup>17</sup> *Ibid*

## APPENDICES

### Appendix 1. Visual Identification Aids

#### Location Maps



From the QLDC Council Viewer:

<http://maps.qldc.govt.nz/qldcviewer/index.html?bookmark=true&ll=1263627.2943452122,5006406.741583575&ur=1263832.082254788,5006589.833616424&th=1&scale=1000&dynamiclayers=|mapservicename=Property Land;visiblelayers=1|mapservicename=Property Address;visiblelayers=0,1,2&basemap=Aerial Photos>

### Appendix 2. Visual Aids to Historical Information



Picture EL 6270, courtesy of the Lakes District Museum Archive, depicts the Frankton Cemetery c. 1970. From this image, it appears that no wall is evident.

### Appendix 3. Current Visual Information



Current state and situation of the Frankton Cemetery. Behind the stone walls is the large Frankton BP service station.

Photograph taken December 2013, Lakes District. Photograph: S. Solomon

# WAKATIPU HERITAGE TRUST

SITE ASSESSMENT REPORT FOR A HISTORIC PLACE

QLDC DP Valuation Number: 2910121800

District Plan Map Reference Number: 33

December 2013

QLDC DP Reference Number: 32

Certificate of Title: No



Brunswick Flour Mill, Frankton



Stone remains of a grain storage shed associated with the Mill, 2013

**NAME (including former names)**

**Frankton Mill Site, also Brunswick Flour Mill (former) or old Frankton Mill**

**PHYSICAL LOCATION/ADDRESS**

Off Kawarau Road (State Highway 6), Frankton, Queenstown

**HERITAGE ASSESSMENT**

**Archaeological value:** nil

**Architectural value:** nil

**Cultural value:** nil

**Historical/social value:** High

**Landscape/townscape value:** Low

**Rarity/representative value:** Moderate

**Technological value:** Moderate

**OVERALL HERITAGE VALUE:** Moderate

**AGE/DATES** c. 1866

**ARCHITECT/BUILDER** unknown

**MATERIALS** stone, totara, matai, iron

**NZHPT** No

**DISTRICT PLAN STATUS** Category III heritage site

**LEGAL DESCRIPTION** Section 3, Block XVII,

Town of Queenstown

(Parcel ID Number: 3035903)

**USE/TYPE** Flour Mill

**CURRENT OWNERS** Department of Conservation

**CONDITION** Poor

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## SITE ASSESSMENT REPORT

### SUMMARY OF SIGNIFICANCE

#### **Historic and social value:**

The “wheat bonanza” that followed the successful shipment of flour from Canterbury to Britain in 1867 transformed the plains and down-lands of Central Otago, Canterbury and Southland. Crop husbandry was one of the defining characteristics of the ambitious New Zealand coloniser, the agricultural industry continuing to play an important role in the ways in which communities develop socially and economically today. Flour milling was one of the most widespread industries in early New Zealand history. Flour, used mainly for bread, was an important staple in the diets of eager colonisers. Milling occurred in many places throughout New Zealand, but was concentrated in areas most suited to it, such as Frankton and surrounding areas.

#### **Architectural value:**

Though no heritage feature is left standing, pictorial representations and photographs of the former Brunswick Flour Mill demonstrate that it was a classic example of early colonial mill structures, having displayed features often attributed to the milling process. Brunswick, in keeping with architectural norms of the period, was several stories high, a necessary component of the milling flour that allowed grain to be lifted and then dropped onto the mill stones that separated the husk from the final flour product. The Mill was a keen example of rural architecture and urban economy utilised in synchronicity, aiding in the prosperity and development of the young Lakes District.

#### **Rarity and representative value:**

While Brunswick Flour Mill was never the financial or business success of its contemporaries, it displayed with readiness the great enthusiasm harboured by many hardworking Central Otago residents. The practicality of its construction and its use typified the lifestyles acquired during the period; the Mill was a symbol of the colonist’s perseverance and enterprise.

#### **Technological value:**

The Brunswick Mill, during its peak operating years, utilized a turbonic steel wheel to provide the mill with electricity. The wheel was the product of notable American manufacturers and hydraulic engineers Stout, Mills and Temple, of Dayton, Ohio. The waterwheel set was arranged in such a way that the strong currents generated from the Kawarau Falls (the original mill site was located on the waters edge, today this is just below the second gate of the Kawarau Dam) were channelled between several rocks and to the wheel, optimising its efficiency.<sup>1</sup> After the Mill closed, the wheel was used to pump water to the nearby hospital (refer to Appendix 2. Visual aids to historical information). The wheel ceased to function after the 1926 construction of the Kawarau Dam.

#### **Archaeological value:**

Human activity in the site is noted most prominently by the hydro-electric turbine that is currently displayed only meters from where the former Brunswick Flour Mill stood for near 40 years. The attempted changing of the Kawarau Falls by demolishing many of the large rocks that directed the waters of the Kawarau also

<sup>1</sup> Rupert Isles, “The Brunswick Flour Mill”, *The Queenstown Courier*, Issue No. 76: Queenstown and Districts Historical Society (Inc.): Winter 2006, p. 6

marks the nature of human interference near the Mill site (though this might not be directly attributed to the Mill process).

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## DESCRIPTION (as currently seen)

The Flour Mill that was once located on site next to the Kawarau Falls no longer exists (refer to Appendices for historic and current photographs), the site is now mainly vegetation and large trees under the ownership of DOC, near an extensive housing development. Walls of a stone storage shed for the Mill are located immediately to the right of the bridge approach to the Kawarau Dam- these are the most in-tact physical remains of the Mill. However, the site itself is an important part of the history of the Lakes Districts social and economic record. Further, the site of the former Brunswick Mill is in extremely close proximity to other notable heritage features, particularly the Kawarau Falls Bridge, which is at this time a registered heritage site with NZHPT. Also, sale of materials from the Mill after its destruction as listed in newspaper advertisements eludes to the possibility that other buildings and structures in the area are made with what was once the body of the Brunswick Mill.

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## HISTORICAL NARRATIVE

James W. Robertson (first mayor of Queenstown, from 1866-1869), in 50/50 partnership with Bendix Hallenstein (second mayor of Queenstown, from 1869-1872) open the first inland flour mill in Otago at the Kawarau Falls in 1867.<sup>2</sup> Robertson, a timber merchant, saw miller and later ship owner, operated many of his businesses as a syndicate funded in part by other well-known Central Otago figures (including John McBride, Thomas Hick and J.C Patterson). For J.W Robertson and Co. (the syndicate took the name of Robertson for its business dealings) its most profitable operation early on was a timber mill, processing mostly red beech, at the Greenstone River and Head of the lake.<sup>3</sup> The Company is prosperous at this time and in 1868 commission John Turner, a local, to construct a vessel capable of cargo carrying on the lake. The *Antrim*, 82 foot long with a speed of eight knots began cargo freighting, its profits enabling the establishment of the Brunswick Flour Mill at Frankton, along with extensive land purchase.

**1862:** Bendix Hallenstein, with his brother and English wife Mary Mountain, arrive in New Zealand from the Victorian Goldfields in Australia. The Hallensteins engage in business for 12 months at Invercargill before moving to Queenstown to open a store after losing money further south. With a population of 10,000, there was a market ready to be supplied with various goods, and the Hallensteins storekeeping business quickly expands to neighbouring settlements in Arrow, Cromwell and Lawrence.<sup>4</sup> Bendix Hallenstein purchases 1,500 acres and became largely connected with numerous other enterprises.<sup>5</sup> Hallenstein becomes known for his “industry, shrewdness, and absolute integrity”, qualities which see him to the forefront in commercial circles and wielding more influence than any other in the colony.<sup>6</sup>

**1866:** Hallenstein, a native of Brunswick, near Hanover in Germany, and Robertson, from New Brunswick in Canada, aptly named their business venture the “Brunswick Flour Mill” after their respective birth places. The partners appropriately consider the district an ideal location for the intensive growing of grains and build the mill to exploit this. Land is made available to farmers, along with an advanced sum, to ensure that

<sup>2</sup>Rupert Isles, “Bendix Hallenstein”, *The Queenstown Courier*, Issue No. 62: Queenstown and Districts Historical Society (Inc.): 1999, p. 15

<sup>3</sup> Alan de La Mare, “John Turner”, *The Queenstown Courier*, Issue No. 66: Queenstown and Districts Historical Society (Inc.): 2001, p.9

<sup>4</sup> “Hallenstein Brothers & Co.”, *Otago Daily Times*, Issue 11626, 9 January 1900, p.2

<sup>5</sup> “Obituary”, *Colonist*, 7 January 1905, p.3

<sup>6</sup> “An Enterprising Colonist”, *Marlborough Express*, Vol. XXVI, Issue 128, 5 June 1890, p.2

the mill remained supplied with this local grain. The land the mill was to stand on was leased to the partnership for 21 years at an extremely reasonable rate. The Brunswick Mill was initially well received, which the consensus being that the proprietary had secured an exceptional site for their operations and their prospects were good. The Mill and its machinery totalled 6,070 pounds.<sup>7</sup>

**1867:** The Mill does well in its first year. The *Evening Post* in September of 1867 reports the Brunswick Flour Mill in full work, and likely to be for some time to come with the quantity of product produced demonstrating excellent crop growth that season (though it was also noted that an expected cheapening of prices did not occur).<sup>8</sup> From their returns, it was estimated that forty to fifty bushels per acre and in some instances sixty bushels were harvested. Oats, rising in price at the time, were worth six shillings per bushel and unlikely to increase further as export of oat was not heavy.<sup>9</sup> Brunswick produces 24 tonnes of flour per week in its first 12 months, increasing in 1870 to 40 tonnes per week with 700 acres of wheat growing on the Frankton Flats.

**1876:** James W. Robertson dies. Arranmore Farm, purchased by Robertson in 1872 is sold to Francis “Frank” McBride for 1,950 pounds, along with his company interests.<sup>10</sup> McBride transfers these interests to Thomas Hicks.

**1879:** J.W Robertson and Co. report a loss of 464 pounds and five shillings after having commissioned a second cargo vessel, the *Mountaineer*, which runs at an unexpected loss. The following two years see further losses of 924 pounds and 19 shillings, and 442 pounds and 17 shillings. The company is reportedly over-manned and mismanaged, calls on shares are unpaid; many shares are simply not taken up. Continual losses could not be sustained and shareholders voted for voluntary liquidation of certain Company assets.<sup>11</sup>

**1882:** Partners in J.W Robertson and Co. liquidate Robertsons entire estate and sell his assets, likely at the behest of his wife and seven children.

**1883:** A three day auction period in January takes place. The extent of the sale includes 20 years of acquisitions by Robertson personally (620 acres, a nine roomed house, land adjoining Brunswick Mill and 400 acres of crop), and also the wealth of J.W Robertson and Co. An associated sale of the Hallenstein and J.W Robertson & Co. partnership also takes place: 13 sections in Frankton with two large graineries are sold, leasehold for a further five sections in Frankton, including the four storey flour mill with a capacity to produce 25 tonnes of flour per week, three pairs of French buhr stones and a hydro-electric turbine previously installed at a cost of 800 pounds were also auctioned.

**c. 1883:** James Robertson (no relation to J.W Robertson) whose house was on the flat south of the falls and who had managed the Mill becomes owner of Brunswick and continues to produce flour.

**1900:** By 1900, the Frankton Flats produces 1761 acres of wheat, the district as a whole producing more than necessary. New Zealand’s milling capacity exceeds more than three times the colonies requirements and inland mills such as Brunswick, far from rail heads and ports, suffer.<sup>12</sup> Competitions from Arrow Mill, run by John and Peter Butel, as well as Wakatipu Flour Mill on Speargrass Flat make the Brunswick operation economically unviable.

<sup>7</sup> Rupert Isles, “The Brunswick Flour Mill”, *The Queenstown Courier*, Issue No. 76: Queenstown and Districts Historical Society (Inc.): Winter 2006, p. 6

<sup>8</sup> “Commercial”, *Evening Post*, Vol. III, Issue 196, 30 September 1867, p.2

<sup>9</sup> *Ibid*, p.2

<sup>10</sup> Alan de La Mare, “The Great Clearing Sale”, *The Queenstown Courier*, Issue No. 62: Queenstown and Districts Historical Society (Inc.): 1999, p.27

<sup>11</sup> Alan de La Mare, “Lake Shipping and Daniel McBride”, *The Queenstown Courier*, Issue No. 67: Queenstown and Districts Historical Society (Inc.): 2001, p.13

<sup>12</sup> <http://www.queenstownbakery.co.nz/history.htm>, accessed 11.11.2013

**1904:** James Robertson dies. The Brunswick Mill was regrettably never a financial success despite the energy, foresight and boldness that was put into it.

c. **1906:** The Brunswick Flour Mill is sold to Frank McBride who has the structure demolished.

**1969-** Mill turbine is salvaged from the river by NZ Electricity Dunedin and erected as a memorial to the use of hydro energy.

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## LANDSCAPE SUMMARY

Much of the landscape value of the former mill site derives from the immediate surroundings of the Kawarau Falls, a distinctive natural feature unique to the Frankton area; the Kawarau Falls Bridge is also an important heritage feature in the immediate surrounds, where the Mill is said to have sat a rock just below the second gate of the dam. Though the Frankton Mill site is not immediately obvious, it continues to be an asset to the landscape in which it lies.

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## COMPLETED BY:

Research Completed by Stacey Solomon on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

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## SOURCES

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*Otago Daily Times*, Issue 11626, 9 January 1900, p.2

*Colonist*, 7 January 1905, p.3

## ADDITIONAL NOTES

Many construction materials for the Brunswick Mill are unknown, however Charles Brasch (great grandson of Bendix and Mary Hallenstein) recalled in his memoir playing as a child near an abandoned stone structure among pines trees close to the Falls that he knew were part of the storehouse attached to the Mill. These are perhaps the ruins located only meters from the Hydro electric memorial site. Additionally, advertisements for the sale of timber from the torn down mill record totara and matai timber, not red beech from Robertsons mill as one would suppose.

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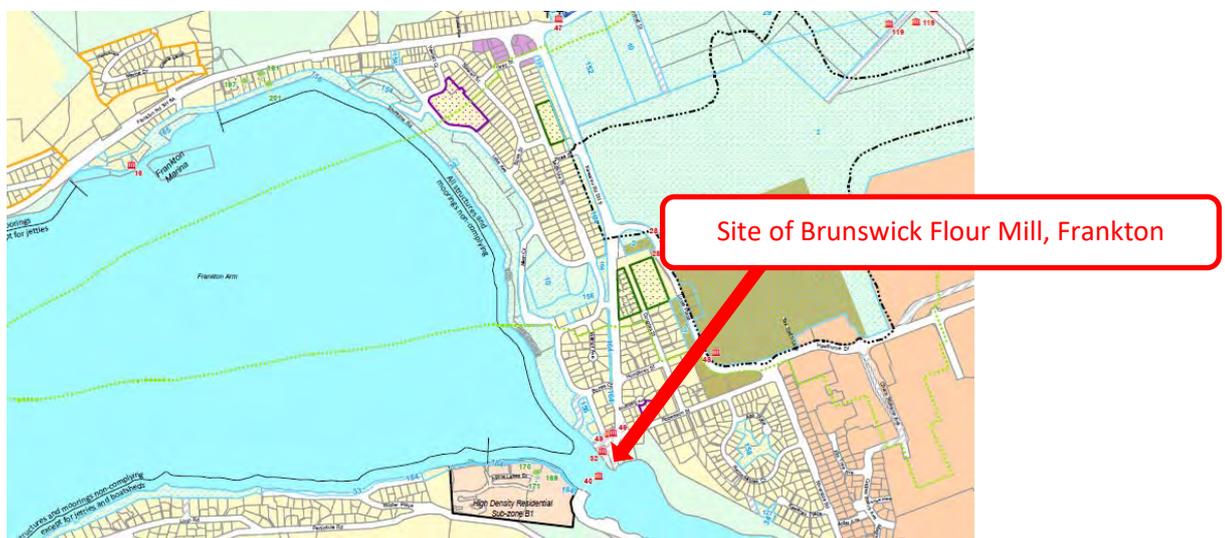
<http://maps.qldc.govt.nz/qldcviewer/index.html?bookmark=true&ll=1263759.6264343497,5004977.203033574&ur=1264091.9437656512,5005160.295066426&scale=1000&dynamiclayers=|mapservicename=Property%20Land;visiblelayers=1|mapservicename=Property%20Address;visiblelayers=0,1,2&basemap=Aerial%20Potos>

<http://rates.qldc.govt.nz/cgi-bin/rating/rapp?pp&KKG&2910121800>

## **APPENDICES**

### **Appendix 1. Visual Identification Aids**

#### **Location Maps**

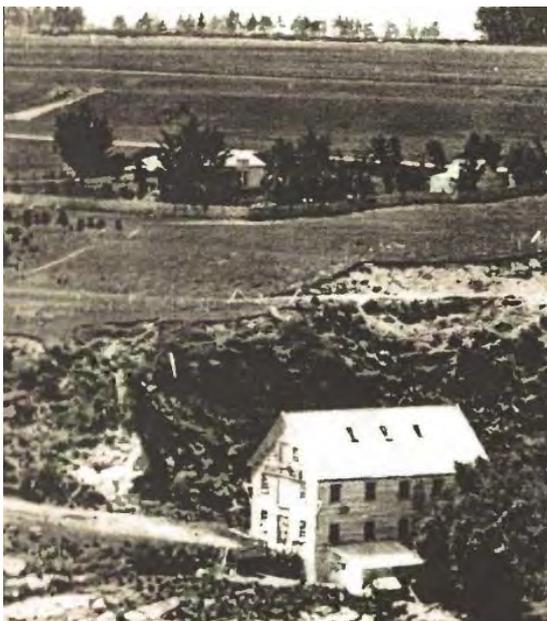


The QLDC District Plan Map for Frankton (as of September 2013) shows the site of the Brunswick Flour Mill, located in a low density residential area. Note various other heritage features in close proximity to the Mill site.



The Frankton Flour Mill Site location (highlighted in yellow in the above image) is Section 3, Block XVII in the legal description of the land parcel, the location of the actual Brunswick Flour Mill structure, with the wheel sitting in the water. The total land parcel covers 0.4633 hectares (Blocks 3-7).<sup>13</sup>

## Appendix 2. Visual Aids to Historical Information



The Mill (c.1880) appears in this image to be in good condition. Note the height of the building- three stories at least- a fine example of early milling structures in colonial New Zealand.

<sup>13</sup> <http://rates.qldc.govt.nz/cgi-bin/rating/rapp?pp&KKG&2910121800>



This photograph displays the wider context in which the Mill was situated, note few matured trees and location relative to the Kawarau Falls.<sup>1</sup> The photograph taken in the mid-1880s shows a scattering of buildings on the terrace, probably including the home of James Robertson (not JW Robertson), the first miller, and the local hospital (center left). (*The Queenstown Courier*, Issue No. 86: Queenstown and Districts Historical Society (Inc.): Summer 2011, p.22)

### Appendix 3. Current Visual Information



The above image shows the span of water where the wheel would likely have sat, enabling the milling process to take place. Salvaged turbine stands as a memorial to the early use of hydro energy (photographs taken 3 December 2013).

QLDC DP Ref #:36

Valuation #:2910634200

Map Ref: 68

Certificate of Title: DI G245



Name of site: Glenarm Cottage (50 Camp Street)

Physical Location: 50 Camp Street

<b>Heritage Assessment</b>		<b>Age/Dates</b>	1879
<b>Archaeological Value</b>	Medium	<b>Architect/Builder</b>	William and Wilson Boyd
<b>Architectural Value</b>	High	<b>Materials</b>	Wood, Brick, Corrugated Iron
<b>Cultural/Traditional Value</b>	Low	<b>Local Authority</b>	QLDC
<b>Historical/Social Value</b>	Low	<b>NZHPT No</b>	2
<b>Landscape/Townscape Value</b>	High	<b>Valuation Number</b>	2910634200
<b>Rarity/Representative Value</b>	Low	<b>Legal Description</b>	Section 1 Block XII Town of Queenstown
<b>Technological Value</b>	Low	<b>Type/Use</b>	Residential Property
<b>Overall Heritage Value</b>	Low- Medium	<b>Current Owners</b>	Watertight Investors Limited
		<b>Current Condition</b>	Reasonable

## **Summary of Significance**

The Glenarm Cottage was built in 1879 and played a significant role in housing early pioneer families to Queenstown. While the cottage has taken various renovations and repairs over the years, the structure that remains today provide a tangible link to the era of gold mining to Queenstown Lakes District. The cottage is a reminder of the reliance that the small town had on this commodity, before the advent of pastoralism and tourism.

The Cottage echoes the impact of population growth as Queenstown moved from a small town to a large town. The Central Business District continued to expand infringing on nearby residential properties.

This reflects to a certain extent the transition from reliance on horses to road transport and the consequent demise of the importance of shipping on Lake Wakatipu from the mid-1930s onwards.

The Cottage has local and regional significance and represents an important historical link to Queenstown's gold mining activity and the role this transportation era has played in the development of Queenstown and the wider Central Otago area.

## **Description**

The Glenarm Cottage is a simple cottage with a high gabled roof typical in form and style of its era.<sup>1</sup> It has a brick chimney still intact and a corrugated iron roof. The timber was sourced from the head of the lake.<sup>2</sup> It is in use today as a rental property and is located next to the Red Rock Café and Queenstown's Recreational Grounds.

## **History**

In Ireland William Boyd and Eliza Jane Howe were married in January 1866. It was the first marriage recorded in a new register in Newcastle. After the marriage they lived in Glenarm in County Atrium. William was born in 1838 and Eliza was born in 1840.

<sup>1</sup> Refer to Williams Cottage

<sup>2</sup> John Hamel, Glenarm Cottage Diary (unpublished), 4.

William had a Master Mariners Certificate and owned a small bloom ship engaged in coastal trade between Ireland and Scotland.<sup>3</sup> William sold his ship and went for longer trips at sea, one of those coming to New Zealand. He brought a section at Martins Bay on the Westcoast and grew a crop of potatoes.

On his return to Ireland, he told his wife about his desire to settle in New Zealand. Eliza saw this as a good opportunity for him to retire from sea and agreed to move. By this stage they had three children Mary Ann (Minnie) born in 1867 and Eliza Jane (Lizzie) born in 1869 and Daniel Thomas born in 1867. William set out ahead to have a place ready or when the family arrived.<sup>4</sup>

They took a ship to Scotland and arrived to Dunedin on the Captain Ross on New Year's Day in 1874 at Port Chalmers. From there they went to Bluff, and then took a train to Winton. They went by stage coach to Lumsden and Kingston, then boarded the "Atrium", the paddle steamer on the lake and arrived in Queenstown.<sup>5</sup>

Williams met them at the wharf and the road pack horses to Moonlight Creek behind Ben Lomond and Bowen Peak where he was gold mining. It was a sod hut which they lived in for six years. The land they lived on was a part of Ben Lomond station. There was a library and school not too far away at the junction at the Moke and the Moonlight. John James Boyd was born there on the 21<sup>st</sup> October 1874.<sup>6</sup> Margaret was born in 1876.<sup>7</sup>

### **Glenarm Cottage:**

The cottage was built in 1879 by William helped by his brother Wilson Boyd who was a ships carpenter by trade. He later lived in Dunedin. The timber was obtained from the head of the lake and white pine was chosen for the floors.<sup>8</sup> It was named Glenarm Cottage because it was where William and Eliza use to live in Ireland.

The money for the section and timber was made from the gold mined at moonlight, but it was not enough and required a loan<sup>9</sup>. The section was very lightly covered with soil being an old gravel lake terrace and soil was carried to the section to build up the

<sup>3</sup> William Boyd, Obituary, *Wakatipu Mail*, 1886.

<sup>4</sup> John Hamel, *Glenarm Cottage Dairy*, (Unpublished), 3.

<sup>5</sup> *Ibid.*,

<sup>6</sup> *Ibid.*,2

<sup>7</sup> *Ibid.*,5.

<sup>8</sup> *Ibid.*, 4.

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

garden. The house was built to the bottom of the section to leave room for the garden and hen run towards the top.<sup>10</sup>

In 1886, William died suddenly while returning home from working down at Frankton at the age of 48.

*“suddenly taken away, when near home, by haemorrhage from the left lung, resulting from severe congestion of the whole substance of the lung—a chronic complaint, arising from the left lung adhering completely to the walls of the chest”.*<sup>11</sup>

Eliza was left to bring up the family by sewing and the children all helped as soon as they could leave school.

Prior to 1900 additions were added to the cottage. A wood copper with a brick chimney was added, and a back annex in 1907 which can still be seen today (image three).<sup>12</sup>

When the kids were older the whole family moved to Dunedin and the house was rented to obtain better jobs. Eliza moved back to Queenstown when the boys married. Eliza moved back when the boys married and lived in the house until she died in 1918 aged 79.<sup>13</sup> Her obituary stated that she *“was of a quiet, rejoicing disposition, and a thoroughly kind and sympathetic nature”*.<sup>14</sup>

In the 1920s further alterations were made to the cottage with all the rooms enlarged and electric lights installed and a shed erected. In 1933 a septic tank was added.<sup>15</sup>

The house was left to the eldest daughter Eliza Jane and when she passed away she left it to her niece Stella Eliza Hamel. In 1975 the certificate of title was transferred to Stella Eliza’s children; John, David, Rodney, Clare. Clare’s husband assisted with the repiling of the floors.

In 1940 another shed was erected to the rear of the property by the gooseberries bush.<sup>16</sup> In 1952 John Hamel and his wife Jill Hamel painted the house inside and out

<sup>10</sup> Ibid.,5

<sup>11</sup> William Boyd, Obituary, *Wakatipu Mail*, 1886.

<sup>12</sup> Alteration Plans, 1920 (see attached)

<sup>13</sup> Ibid.,6.

<sup>14</sup> Eliza Jane Boyd, Obituary, *Wakatipu Mail* 1918.

<sup>15</sup> Alteration Plans, 1920 (see attached)

<sup>16</sup> Ibid.,

and had a kitchenette added and lined.<sup>17</sup> A driveway was also installed at the entrance of Camp Street (image three). John Hamel took an active role in trying to restore and maintain his mother's property. In 2003, the Hamel family sold the cottage due to the increasing uptake of the property.<sup>18</sup>

The Glenarm Cottage is located within residential zoning and is protected from developers turning it into a commercial property.

### **Landscape/Townscape Summary**

Glenarm Cottage is nestled on the corner of Camp and Man Street and parallel to the Red Rock Bar and Restaurant.

A park is located to the left hand side of the Cottage and a Thirsty Liquor Store is directly opposite this.

There is a round-about directly to the front of the section, and a large Pittosporum hedge that covers the perimeter of the section. The house can best be seen from the side Camp Street. Its residential form provides visual interest from the street, particularly because it is nestled amongst businesses.

### **Sources**

Glenarm Cottage Diary is a family diary owned by Jill Hamel. It has an incredible insight into William Boyd's life and arrival to New Zealand. The material is worthy of consultation and provides good content regarding materials of the house and how he funded it.

Personal Communication with Jill Hamel provided detail of the renovations that took place in the 1950s.

Lake Wakatipu has the obituary for both Eliza and William Boyd and offer good content regarding their early life in Ireland.

### **Additional Notes**

There is very little published material on Glenarm Cottage. This is because it was primarily a family home and had little historical significance. However, as more

<sup>17</sup> Jill Hamel, Personal Communication ( 10 January 2014).

<sup>18</sup> Ibid.,

development occurs around Queenstown and the CBD continues to expand its aesthetics and architectural characteristics increase.

Alenamu Otage.



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**  
Limited as to Parcels

Search Copy



R. W. Muir  
Registrar-General  
of Land

Identifier **OT222/3**  
Land Registration District **Otago**  
Date Issued 25 June 1927

**Prior References**  
DI G245

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Estate Fee Simple  
Area 481 square metres more or less  
Legal Description Section 1 Block XII Town of Queenstown

**Proprietors**  
Watertight Investments Limited

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**Interests**  
7060087.2 Mortgage to Bank of New Zealand - 6.10.2006 at 9:00 am



Image Two: Glenarm Cottage, 1880 (Courtesy of Lakes District Museum EL 600)



Image Three: Note the added annex, chimney and added driveway.

House Plan as erected in <sup>1879</sup>~~1880~~

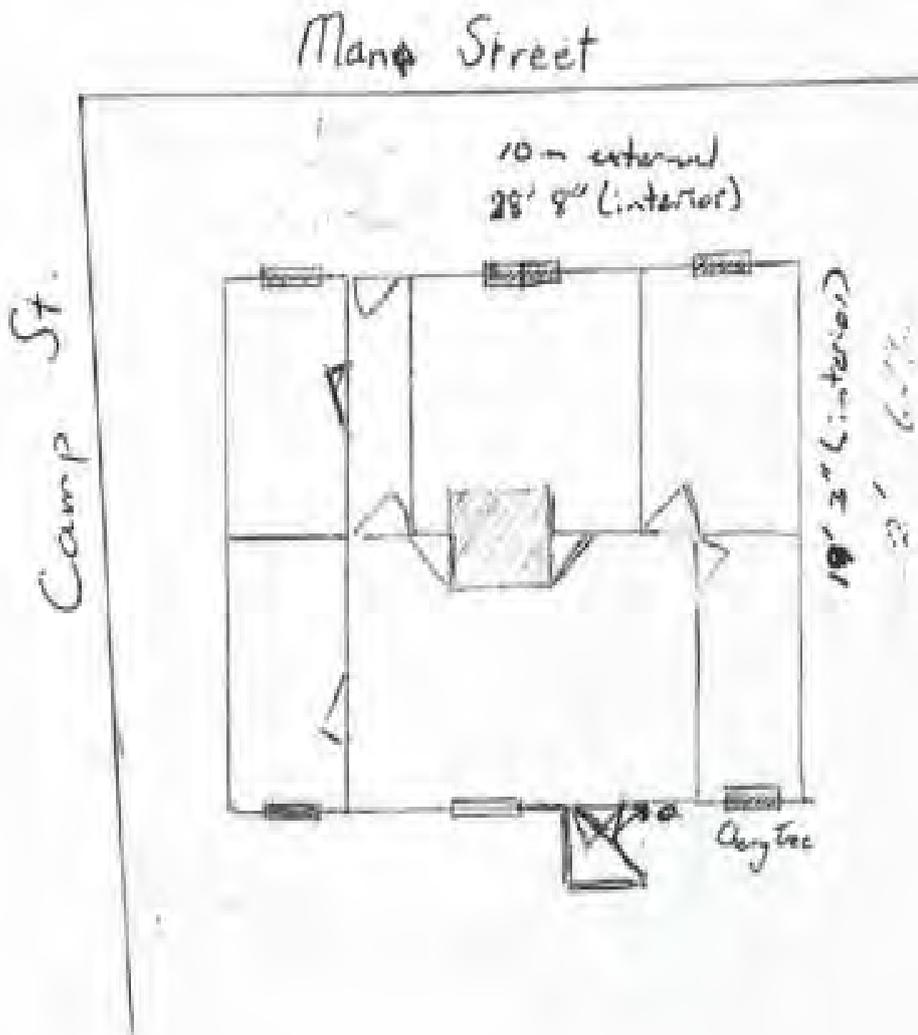
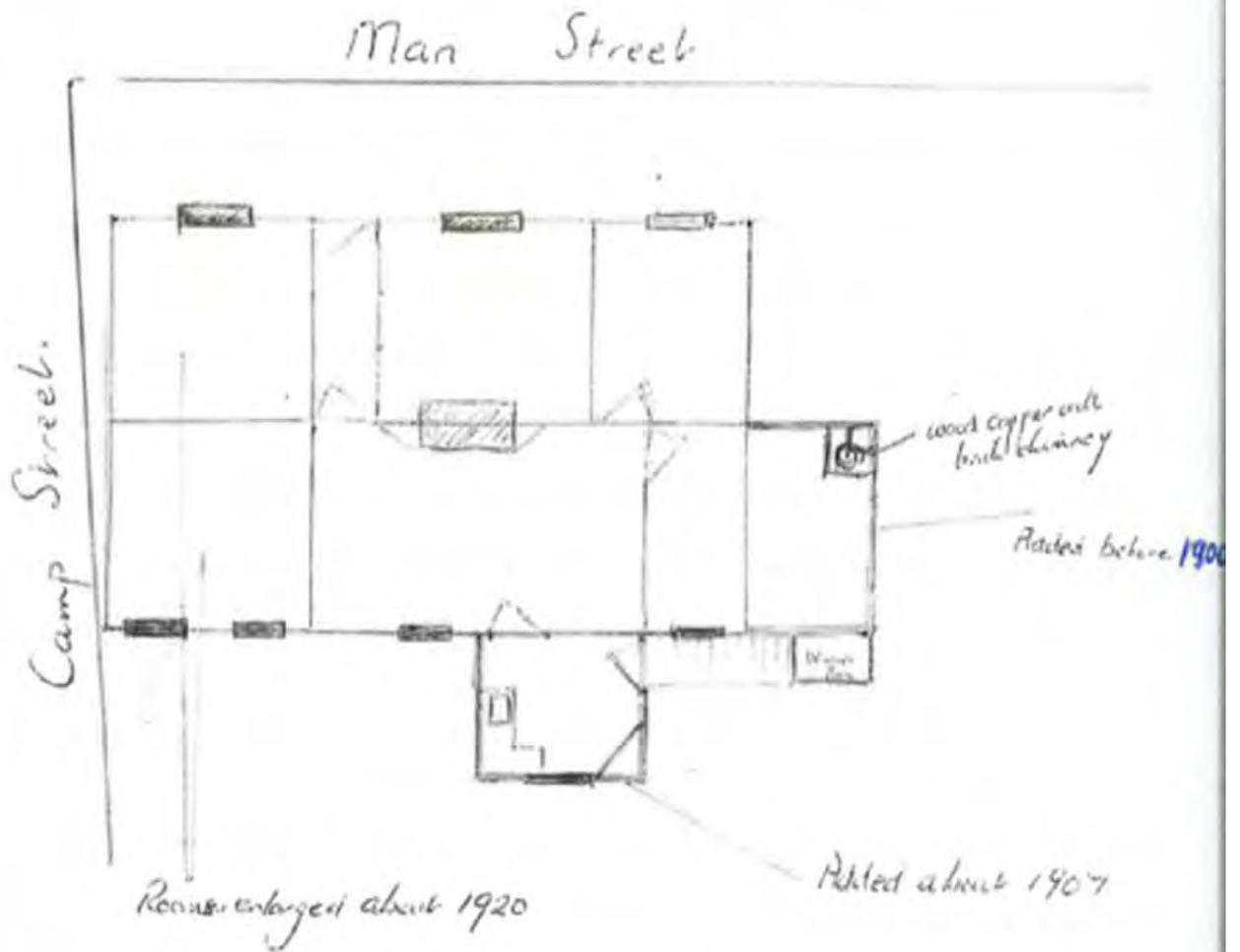


Image Three: House plan 1879 (Courtesy of Jill Hamel)

Alterations to 1920



Electric light installed in about 1920

Septic tank 1933

Shed erected about 1920

Image Four: Alterations to Glenarm 1920 (Courtesy of Jill Hamel)

Plan in 1940  
Man Sr

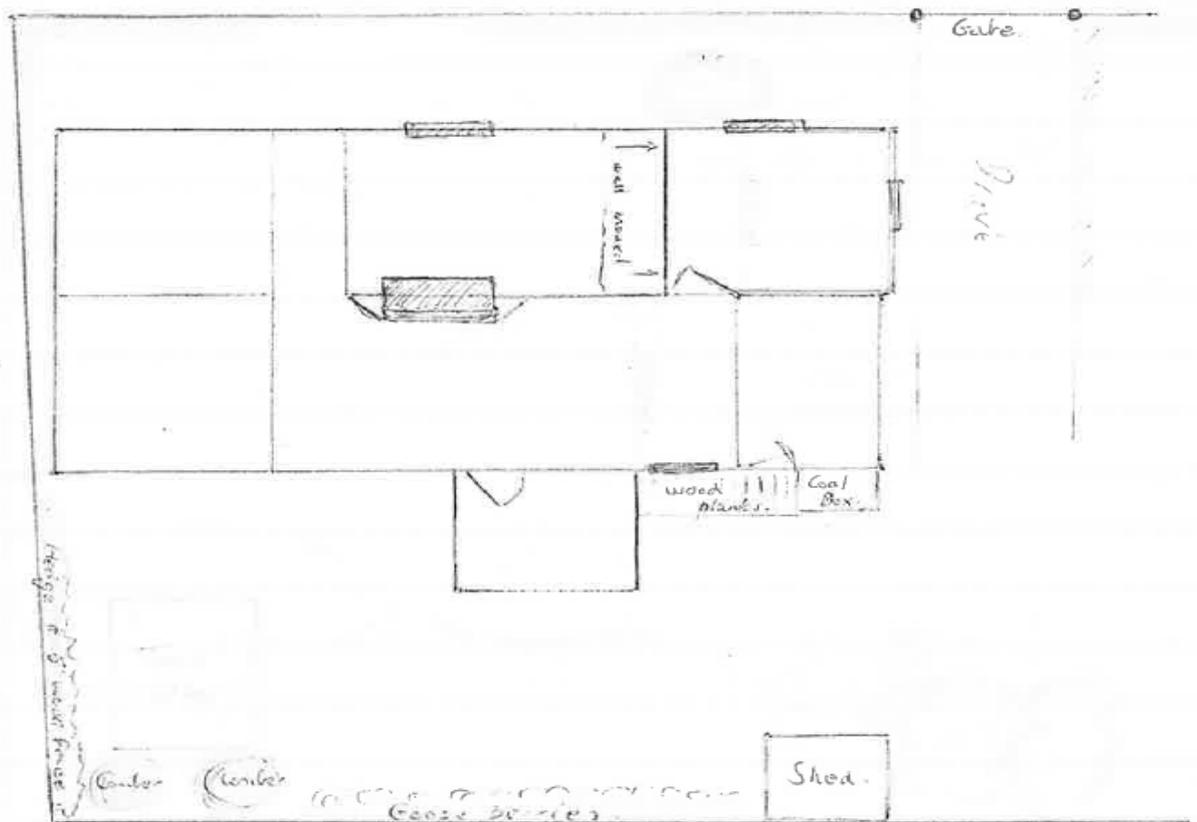
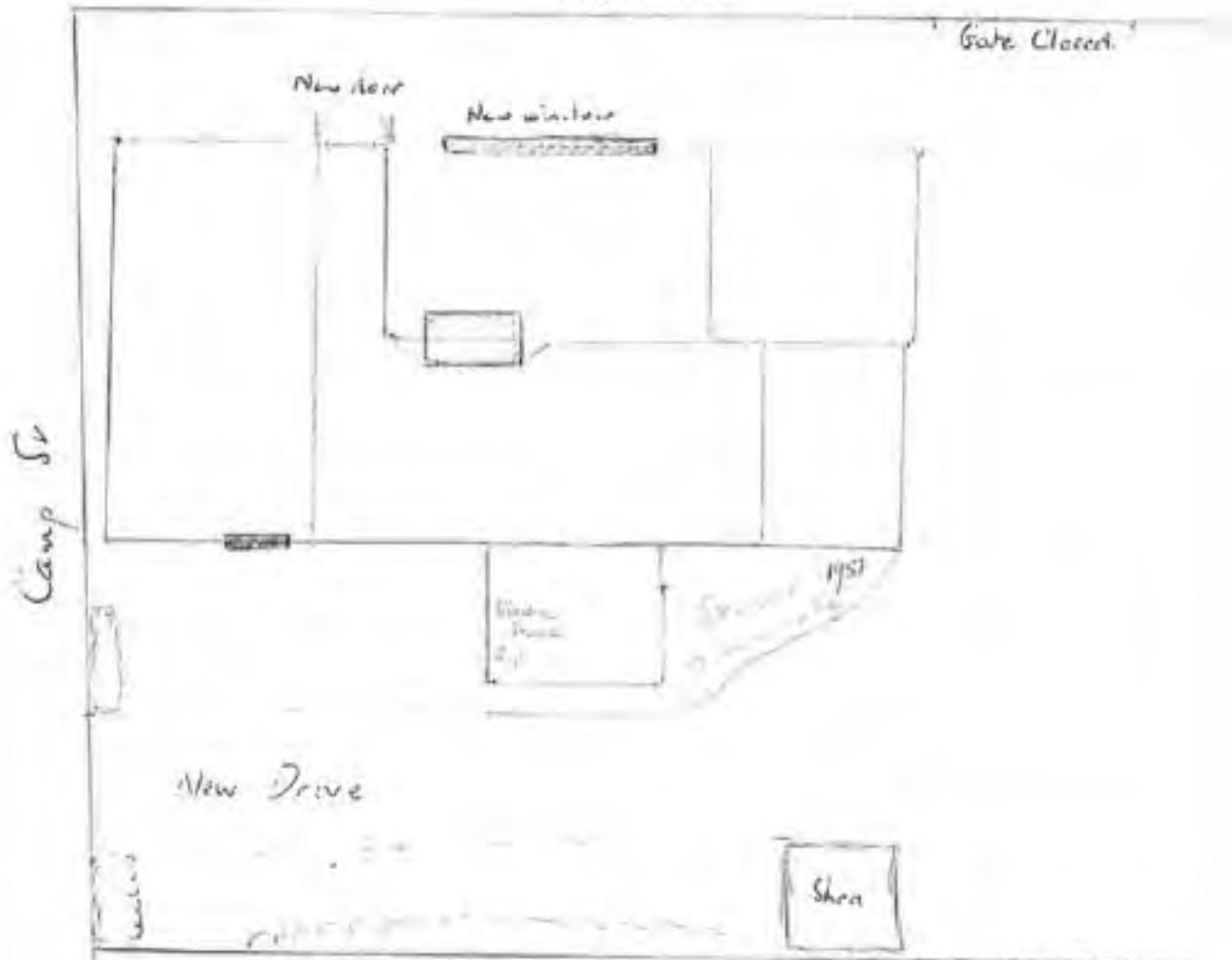


Image Five: Alterations to Glenarm 1940 (Courtesy of Jill Hamel)

# Alterations made to 1952

Man St



in 1952 house painted  
inside & out.  
Back porch (kitchenette) lined

Image Six: Alterations to Glenarm 1952 (Courtesy of Jill Hamel)



Image Seven: QLDC webmaps, <http://maps.qldc.govt.nz/qldcviewer/> (Accessed 7 January 2014).

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Hamel, John, *Glenarm Cottage Diary* (unpublished), 4.

**Completed by: Inano Walter**

**Date: 10 February 2013**

QLDC DP Reference No.: 52

Valuation No.: adjacent to 2911124100

Map Reference: 25

Certificate of Title: N/A



**NAME OF SITE (including former names): GLENORCHY WHARF**

**PHYSICAL LOCATION:** Islay Street, Glenorchy Town

<b>Age/Dates</b>	Constructed 1937, approximately 77 years old
<b>Architect</b>	N/A
<b>Builder</b>	New Zealand Railways?
<b>Materials</b>	Kinloch Red Beech timber
<b>Local Authority</b>	QLDC Category 3
<b>NZHPT No.</b>	N/A
<b>Valuation No.</b>	Adjacent to 2911124100
<b>Legal Description</b>	Lake Bed adjacent to Section 22 Blk Glenorchy SD
<b>Type/Use</b>	Wharf/Jetty
<b>Current Owners</b>	Department of Conservation
<b>Current Condition</b>	Good, well restored and functioning

<b><u>HERITAGE ASSESSMENT</u></b>	
Historical/Social Value	<b>High</b>
Cultural/Traditional Value	<b>Moderate</b>
Architectural Value	<b>Low</b>
Landscape/Townscape Value	<b>High</b>
Rarity/Representative Value	<b>Moderate</b>
Technological Value	<b>Low</b>
Archaeological Value	<b>High</b>
<b>Overall Heritage Value</b>	<b>HIGH</b>

## **SUMMARY OF SIGNIFICANCE**

The Glenorchy Wharf acts as a symbol of the history and heritage of the Glenorchy district. The Wharf played a vital role in all industries of the region, providing transport and access to the remote area. Located at the head of the lake, access to Glenorchy was solely via shipping - thus the Wharf acted as the gateway to the district. Lake shipping provided transport for passengers holidaying in Glenorchy or Paradise and the transport of cargo, freight, and livestock. The age of the Wharf has seen it witness the rise and fall of industries and prominent people, effectively encouraging and assisting in the development of Glenorchy. The Glenorchy Wharf is representative of the remote location of the district, and has high historic and social significance.

The isolated location of Glenorchy makes the lake an important feature of the district. Having only one form of transport to the area creates an isolated and peaceful atmosphere, with the Wharf a symbol of this. Thus, the Glenorchy Wharf contributes to the culture of the district.

Having been relocated, the current Glenorchy Wharf is not a product of the settlement era. However, it still maintains the historic feel. The design of the Wharf is relatively simple, yet compliments the surrounding landscape. It is in good condition, and functions as it should.

The Glenorchy Wharf assists in defining the area of Glenorchy. Representative of the sole form of access to the district, the Wharf is a prominent feature in defining the culture of Glenorchy. Located directly on the lake, the Wharf is a beautiful feature emphasising the serene feel of the natural landscape. The historic goods shed at its base, combined with the open reserve surrounding it, makes the Wharf inviting for those visiting the district.

Any township located on the lake side will generally have a wharf, removing any rarity features of the Glenorchy Wharf. However, the sole reliance of the Wharf for access to Glenorchy increases its role in the region, and effectively its rarity and representative value. The Wharf symbolises the period of development for Glenorchy before the establishment of the Glenorchy-Queenstown Road in 1962, thus its isolation from the rest of the Wakatipu region. The Glenorchy Wharf possess moderate rarity and representative value.

The Glenorchy Wharf was designed at high engineering levels, specifically to withstand lake movements and natural developments. The length of the Wharf is to ensure there will always be enough depth for vessels to dock, whilst the piles are specifically placed to sustain shoaling.

The Glenorchy Wharf is a prominent feature of the district, impacting numerous aspects of life for those living in and visiting Glenorchy. The Wharf has encouraged the establishment and development of the town ship, assisting in important events and milestones. All industries of the district have had connections to the Wharf and its services. The Glenorchy Wharf is a feature with high archaeological value, having the ability to provide knowledge in regards to the history of Glenorchy and the wider Wakatipu region.

## DESCRIPTION

The Glenorchy Wharf is situated on Lake Wakatipu beneath the dominating Mount Bonpland. The Wharf is surrounded by public reserve in close proximity to the Glenorchy township. At the base of the wharf a goods shed is located. A stone ramp approaches the Wharf, before the wooden construction begins. The right hand side of the jetty has a handrail which supports two overhanging lamps. A platform juts out at the end of the Wharf, providing space for passengers, cargo and docking vessels.

## HISTORY

Due to the isolation of Glenorchy, lake shipping was the only form of transport for visitors and residents of the region. Thus, it is fair to assume the construction of the first Glenorchy Wharf was in coherence with initial settlement, this being the 1860s.<sup>1</sup> The first wharf at Glenorchy was located approximately 200 metres further north than the current site, on the spit of land at the mouth of the Rees River.<sup>2</sup>

Lake shipping was a prominent industry of the district. Vessels transported passengers, cargo, and livestock, assisting in the business of numerous local companies.<sup>3</sup> The main vessels operating on the Lake were the *P.S. Antrim* of 1868, the *Ben Lomond* of 1872, and the *Mountaineer* of 1879. Later, the famous *T.S.S Earnslaw* of 1912 began its voyages.<sup>4</sup> Lake shipping was a competitive business of the Wakatipu, with Glenorchy a popular destination. Excursions were run by the Lake Wakatipu Steam Shipping Company three times a week before the turn of the century.<sup>5</sup>

The location of the original wharf proved problematic throughout the years as high water levels were common at the mouth of the Rees River. A high flood of 1888 saw the whole Glenorchy wharf submerged, leaving passengers stranded until the water lowered.<sup>6</sup> As early as 1904, ideas of relocation began to circulate.<sup>7</sup> However, these were suppressed due to the belief that although the floods were slowly effecting the stability of the wharf, they were also ensuring the water levels remained deep enough for the large vessels to dock at the jetty.<sup>8</sup>

The ownership of the Glenorchy Wharf transferred from the Lakes County Council to the Government, specifically the Railroad Department, in 1903.<sup>9</sup> This was indicative of the importance

<sup>1</sup> An 1864 town map of Glenorchy indicates the presence of the wharf. "Plan of the town of Glenorchy," G.M. Barr Asst. Surveyor, November 1864, SO1428.

<sup>2</sup> "Plans shewing sites of existing and proposed jetties," New Zealand Railways Corporation, 1920, Archives New Zealand, Dunedin Office, Reference R6617715.

<sup>3</sup> The syndicate of J.W. Roberston, a prominent company in all local industries, was the most dominant company providing services on the lake from 1868 – 1882, which saw the establishment of the Lake Wakatipu Steam Shipping Company.

<sup>4</sup> Alan De La Mare, "Lake Shipping and Daniel McBride," *The Queenstown Courier* 67 (November 2001), 10-13.

<sup>5</sup> "Shipping," *Southland Times*, 13 April 1889; "Southern Cold Lake, Head of the Wakatipu," *Akaroa Mail*, 23 February 1912. Both articles accessed via <http://paperspast.natlib.govt.nz/>

<sup>6</sup> "Glenorchy," *Otago Witness*, 20 January 1888.

<sup>7</sup> Chief engineer in charge of the Glenorchy wharf, John Coom expressed his concern to the District Engineer whom proceeded to reject Coom's proposal. "Glenorchy Wharf – Lake Wakatipu," Invercargill Resident's Engineers Registered Files, 1904-1920, Archives New Zealand, Dunedin Office, Reference R7261606.

<sup>8</sup> *Ibid.*

<sup>9</sup> *Ibid.*; Robert John Meyer, *All Aboard: iron horses to Wakatipu and shipping on the lake* (Wellington: New Zealand Railway and Locomotive Society, 1963), 95.

the transport industry was to Wakatipu and the wider nation. With the mining and farming industries developing in the Glenorchy district, it became essential that access was easy and the condition of the Wharf was maintained.<sup>10</sup>

Consistent shoaling at the site of the original wharf proved problematic, resulting in a 15 feet extension in 1912, allowing docking at a greater depth.<sup>11</sup> Numerous floods between 1900-1920 naturally lead to higher water levels, and a deteriorating Wharf. In 1920, an engineer's report stated that the Wharf was in the wrong place and needed to be relocated further South.<sup>12</sup> Plans were drawn for a new wharf, which included a tramway from the Wharf to a vacant section for the Dart Sawmilling Company.<sup>13</sup> However, these plans were not effectively enforced and possibly due to financial reasons, only maintenance occurred.<sup>14</sup>

Due to extensive floods and rising water levels, official plans were implemented in 1935 and the new wharf was finally opened in 1937.<sup>15</sup>

Aside from the lucrative business of lake shipping, the Glenorchy wharf assisted in the rise of the Head of the Lake tourism industry. Glenorchy was known as a place of isolation and relaxation, popular to holiday makers due to its serene natural landscape. Locations such as Paradise were popular, with a new road between Glenorchy and Paradise erected in 1920 to compliment the growing number of visitors.<sup>16</sup> Tourism also encouraged more comfortable designs for vessels, all aiming to compliment the journey across the lake. Lake Wakatipu is a large tourist attraction, with the Glenorchy Wharf assisting in the expansion of this industry to the Head of the Lake.

The opening on the Glenorchy-Queenstown Road in 1962 resulted in a decrease of demand for Lake Shipping transport.<sup>17</sup> By then, the *P.S. Antrim*, *Ben Lomond*, and *Mountaineer* had all been taken out of service, leaving the *T.S.S. Earnslaw* to dominate the lake. The decrease in traffic naturally leads to a decrease in usage of the Wharf, however it is a vital part of any township, effectively serving as the gateway to Glenorchy for nearly a century.

## LANDSCAPE/TOWNSCAPE SUMMARY

The Glenorchy Wharf is a defining feature of the Glenorchy town ship and district, representing the isolated location at the head of the lake. The historic wharf compliments its surrounding landscape, especially the serene lake and mountainous backdrop. Careful maintenance

<sup>10</sup> Increased timber traffic through the Wharf due to the sawmilling at Paradise, lead to a proposal for a larger trolley and tramway to the good shed in 1907. This was resolved with a new trolley being brought in from Frankton. "Glenorchy Wharf – Lake Wakatipu," Invercargill Resident's Engineers Registered Files, 1904-1920.

<sup>11</sup> Ibid.

<sup>12</sup> "Glenorchy Wharf – Lake Wakatipu," Invercargill Resident's Engineers Registered Files, 1920-1935, Archives New Zealand, Dunedin Office, Reference R7261607.

<sup>13</sup> Ibid.

<sup>14</sup> Ibid.; In 1929, repairs took place – replacing old weatherboards and timber, tightening bolts, assessing piles, general repairs to the goods shed, and hand railings installed.

<sup>15</sup> "Glenorchy, Proposed New Wharf," 1935, Archives New Zealand, Dunedin Office, Reference R6618025; "New Wharf – Glenorchy," Dunedin District Engineer's Registered Files, 1936-1977, Archives New Zealand, Dunedin Office, Reference R6193276.

<sup>16</sup> "New Glenorchy-Paradise Road," *Otago Daily Times*, 26 November 1920.

<sup>17</sup> Meyer, 110.

has ensured the Wharf is in good condition, both visually and functionally. The Glenorchy district owes its successful development to the iconic wharf, a historic and social landmark.

***Report completed by Alexandra Neems on behalf of the Wakatipu Heritage Trust, 2013/2014  
Internship programme.***

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Papers Past. Accessed via <http://paperspast.natlib.govt.nz/cgi-bin/paperspast>

APPENDICES



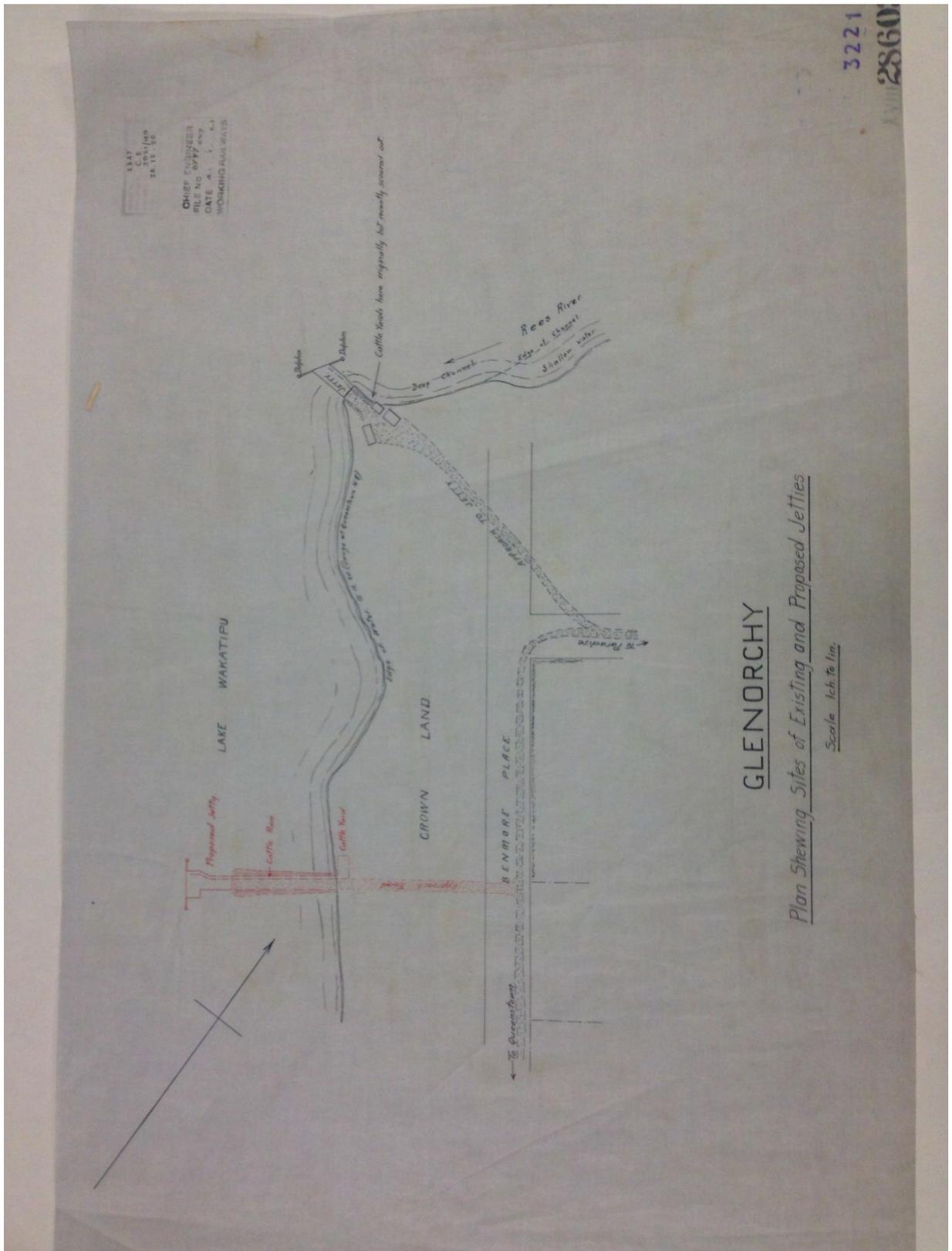
Appendix One: Plan of the town of Glenorchy, November 1864, SO 1428 4. Wharf indicated with red circle.



*Appendix Two:* Original Wharf located at the opening of the Rees River. Photo courtesy of Lakes District Museum Archives, EL 95.



*Appendix Three: Plans showing sites of existing and proposed wharves at Glenorchy, 1920, Archives NZ.*



Appendix Four: Proposed new wharf plans for Glenorchy, 1935, Archives NZ.



QLDC DP Ref #:

Valuation #:2910507200

Map Ref: 34

Certificate of Title: 18A/765



Häkitekura Plaque, November 2013

**Name of site (including former names):** Häkitekura Plaque

**Physical Location:** Queenstown Gardens

<b>Heritage Assessment</b>		<b>Age/Dates</b>	1991
<b>Archaeological Value</b>	Low	<b>Architect/Builder</b>	-
<b>Architectural Value</b>	Low	<b>Materials</b>	Rock and Bronze
<b>Cultural/Traditional Value</b>	High	<b>Local Authority</b>	QLDC
<b>Historical/Social Value</b>	High	<b>NZHPT No</b>	-
<b>Landscape/Townscape Value</b>	Medium	<b>Valuation Number</b>	2910507200
<b>Rarity/Representative Value</b>	Low	<b>Legal Description</b>	Part Section 7 Block LI Town of Queenstown
<b>Technological Value</b>	Low	<b>Type/Use</b>	Memorial Plaque
<b>Overall Heritage Value</b>	Low-Medium	<b>Current Owners</b>	QLDC
		<b>Current Condition</b>	Excellent

### Summary of Significance

The Häkitekura plaque plays tribute to the first women to swim across Lake Wakatipu in the 18<sup>th</sup> century who was of Ngāti Mamoe descent. The original inhabitants of the South Island were the Waitaha *iwi* (tribe), before being conquered

by the Ngāti Mamoe, then eventually Ngai Tahu.<sup>1</sup> This plaque is an important reminder of one of the early Māori groups in this area, prior to the arrival of Europeans.

Limited knowledge is known of Māori settlers with much prominence given to the activities of European settlers. This is what makes the plaque significant in that it preserves tribal oral knowledge, and is a reminder of the material gathered by Herries Beattie.<sup>2</sup> The plaque was donated by Queenstown and District Historical Society, sesquicentennial year in 1990.<sup>3</sup>

## **Description**

The Queenstown Gardens is a botanical garden located close to town. It contains a variety of exotic plants and native trees as well as a large pond. There are a range of activities including; the Frisbee orientation course, tennis, lawn bowls, and ice skating. It has surrounding views of Lake Wakatipu and Frankton Arms.

The Hākitekura Plaque was erected in 1990 and is a large memorial rock with a bronze plaque to remember the first women to swim across Lake Wakatipu. It is located towards the back of the rose garden and is visible from the stone path. It is directly in front of several other important memorials.

## **History**

This area was declared a reserve in 1866 and was virtually treeless. The first mayor of Queenstown, James Robertson and nurseryman McConnachie were responsible for planting the two large English oaks at the time. The Queenstown Gardens was opened in 1868 to commemorate the incorporation of the borough.<sup>4</sup> There are many significant memorial plaques in the gardens; the Scott Memorial was unveiled in 1913 and is a tribute to Robert Falcon Scott and those who died during the Antarctic expedition of 1912. Towards Marine Parade there is Memorial Gates, erected to

<sup>1</sup> Te Maire Tau. 'Ngāi Tahu - The move south', Te Ara - the Encyclopaedia of New Zealand, updated 22-Sep-12  
URL: <http://www.TeAra.govt.nz/en/ngai-tahu/page-2>

<sup>2</sup> Queenstown and District Historical Society, <http://www.queenstownhistoricalsociety.org.nz/Issue%207.pdf>, Accessed 22 December 2013.

<sup>3</sup> Haki Te Kura-Queenstown., [http://www.waymarking.com/waymarks/WM83GG\\_Haki\\_Te\\_Kura\\_Queenstown\\_New\\_Zealand](http://www.waymarking.com/waymarks/WM83GG_Haki_Te_Kura_Queenstown_New_Zealand), Accessed 15 December 2013.

<sup>4</sup> Queenstown Gardens Reserve Management Plan, pg 7, [http://webcache.googleusercontent.com/search?q=cache:Ffd-N\\_PWDJof:www.qldc.govt.nz/reserve\\_management\\_plans/file/6116/+&cd=9&hl=en&ct=clnk&gl=nz](http://webcache.googleusercontent.com/search?q=cache:Ffd-N_PWDJof:www.qldc.govt.nz/reserve_management_plans/file/6116/+&cd=9&hl=en&ct=clnk&gl=nz), Accessed 22 December 2013.

commemorate the local men who died during First World War. The Rees memorial was built in 1978 by the Queenstown and District Historical Society to commemorate the arrival of the area's first settler William Gilbert Rees who arrived in 1860.

The Māori regarded Wakatipu as the crowning glory of the Lakeland. This was based on its beauty and length.<sup>5</sup> The Māori were familiar with the area travelling up the lake to the West Coast to access pounamu (greenstone). There is evidence of remains at various sites including the bowling green in the gardens.<sup>6</sup> It does not appear that they settled in the area permanently or for long periods of time.<sup>7</sup>

In the early days the Ngāti Mamoe people inhabited the shores of Whakatipua (Wakatipu). Queenstown was known as Tahuna pā and the name of the chief was Tūwiriroa. His daughter was called Hākitekura, and often watched the other young women playing down on the lake. From the slopes of Te Taumata o Hākitekura (Ben Lomond) she looked across at the twin peaks and conceived the idea of swimming across. Tūwiriroa trained his daughter to swim and without notice she set out at daybreak without telling anyone to the other side known as Kā Kamu a Hākitekura (Cecil and Walter peaks). The only resources she took with her were a bundle of dry *raupo* (bush) to light a fire with when she reached the other side. The people at Tahuna pā saw the fire and feared that it was enemies. They quickly prepared a canoe and the fighting men gathered their weapons. Tūwiriroa remembered that his daughter had asked for tinder and a fire stick the night before. A search was made and it was discovered that the chief's daughter was missing. The father sent a canoe of people over to collect her.<sup>8</sup> The distance has been recorded as four kilometres.<sup>9</sup>

This achievement resulted in many landmarks in Queenstown being named after her; Te Taumata o Hākitekura (the resting place of Hākitekura) which is Ben Lomond. The supposed black marks of the rocks are known as Te Ahi o Hākitekura (the fire of Hākitekura). Ko Kamo o Hākitekura (the winking of Hākitekura) named because the twin peaks twinkled in the dawn light and provided light for the young woman whilst

<sup>5</sup> Queenstown and District Historical Society, <http://www.queenstownhistoricalsociety.org.nz/Issue%207.pdf>, Accessed 22 December 2013.

<sup>6</sup> Queenstown Gardens Reserve Management Plan, pg 7, [http://webcache.googleusercontent.com/search?q=cache:FfD-N\\_PWDJoJ:www.qldc.govt.nz/reserve\\_management\\_plans/file/6116/+&cd=9&hl=en&ct=clnk&gl=nz](http://webcache.googleusercontent.com/search?q=cache:FfD-N_PWDJoJ:www.qldc.govt.nz/reserve_management_plans/file/6116/+&cd=9&hl=en&ct=clnk&gl=nz), Accessed 22 December 2013.

<sup>7</sup> Alfred Duncan, *The Wakatipians of Early Days in New Zealand*, (Christchurch: Kiwi Publishers, 1964), 32.

<sup>8</sup> A.W.Reed, *Māori Mythology*, (Wellington: Reed Publishing, 2004), 463.

<sup>9</sup> Queenstown and District Historical Society, <http://www.queenstownhistoricalsociety.org.nz/Issue%207.pdf>, Accessed 22 December 2013.

she swam. Te Unuku o Hākitekura (the double canoe of Hākitekura) is the name for the Kawarau Peninsula.<sup>10</sup>

Later her *hapū* (subtribe) of the Ngāti Mamoe moved to what is now Henley on the Taieri.<sup>11</sup> Tukiauau, a chief from Marlborough with his followers, also dwelt in the same locality and his handsome son was Koroko-Whiti. The two chiefs looked on with disapproval on the love-making of their children; Koroko-Whiti and Hākitekura. Both lovers decided to shift quarters, and as the canoe of Koroko-Whiti was passing down the lower gorge of Taieri, Hākitekura leapt to join her lover. Unfortunately she struck the rocks and was killed. Koroko-Whiti became the object of Tūwiriroa's hatred and the lover and his people were slaughtered at Stewart Island.<sup>12</sup>

### **Landscape/Townscape Summary**

The Queenstown Gardens is located on a small peninsula on the shoreline of Lake Wakatipu. It is an idyllic setting with some of the best views of Queenstown. It is close proximity to central Queenstown and is popular with tourists who can admire the peaceful surroundings of the lake and mountains.<sup>13</sup>

### **Sources**

The Courier Index is a local publication produced by the Queenstown and District Historical Society formed in 1965, at a time when historical buildings were in danger of demolition as tourism expanded. It is published each summer and winter and is on to its 87<sup>th</sup> issue. It contains researched articles, memoirs, and historical documents. It provides a thorough documentation of the notable figures that reside in the cemetery.

The Queenstown Gardens Reserve Management Plan covers some good content on the early history of the gardens and the plaque itself. However it does not state who built or designed the plaque.

<sup>10</sup> Ibid.,

<sup>11</sup> Ellesmere Guardian, volume 66 issue 69 1 September 1944, pg5

<sup>12</sup> Ibid.

<sup>13</sup> Queenstown Gardens Reserve Management Plan, pg 4, [http://webcache.googleusercontent.com/search?q=cache:FfD-N PWDJof:www.qldc.govt.nz/reserve\\_management\\_plans/file/6116/+&cd=9&hl=en&ct=clnk&gl=nz](http://webcache.googleusercontent.com/search?q=cache:FfD-N PWDJof:www.qldc.govt.nz/reserve_management_plans/file/6116/+&cd=9&hl=en&ct=clnk&gl=nz), Accessed 22 December 2013.

A.W.Reed retells the famous story of Hākitekura and is fairly similar to other legends retold by W.A.Taylor.

Papers Past has a recollection of Māori legends retold by Herries Beatties and the story of Hākitekura is featured within.

### **Additional Notes**

The Hākitekura plaque is a fairly modern erection and very little information exists, other than the story. It is hard to grasp whether this was an actual event, or is a legend. Nonetheless this does not deter its importance in acknowledging that Ngāti Mamoe occupied the shores of Lake Wakatipu during Queenstown's early history, prior to the arrival of Europeans.

There is further information that is contained at National Archives Wellington about the use of the Queenstown Gardens which may provide more information. I thought this was of little use as the report is predominately about the plaque. Reference: R19593167 AAC 7922 W5158 135 595/2 1.



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**  
Limited as to Parcels



Search Copy

R. W. Muir  
Registrar-General  
of Land

**Identifier** OT18A/765  
**Land Registration District** Otago  
**Date Issued** 14 March 1997

**Prior References**

GN 628303 OT2C/776 OT5C/1050

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**Estate** Fee Simple  
**Area** 14.2625 hectares more or less  
**Legal Description** Part Section 4-5 and Part Section 7 Block  
LI Town of Queenstown and Section 1-3  
Block LII Town of Queenstown  
**Purpose** Reserve for Recreation

**Proprietors**

Queenstown Lakes District Council

---

**Interests**

5635848.1 SUBJECT TO PART 9 OF THE NGAI TAHU CLAIMS SETTLEMENT ACT 1998 (WHICH PROVIDES FOR CERTAIN DISPOSALS RELATING TO THE LAND TO WHICH THIS CERTIFICATE OF TITLE RELATES TO BE OFFERED FOR PURCHASE OR LEASE TO TE RUNANGA O NGAI TAHU IN CERTAIN CIRCUMSTANCES) - 26.6.2003 at 9:00 am

Subject to a right of way over part marked A on DP 25870 created by Lease 8778237.1 - 23.6.2011 at 4:58 pm

9172311.1 Notice pursuant to Section 195(2) Climate Change Response Act 2002 - 14.9.2012 at 12:15 pm (affects Part Section 7 Block LI Town of Queenstown)

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*Transaction Id*  
*Client Reference* jackson007

*Search Copy Dated 23/10/13 11:43 am, Page 1 of 2*  
*Register Only*



Image Two: Queenstown Gardens C.1950 (Courtesy of the Lakes District Museum EL2304)

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Ellesmere Guardian, volume 66 issue 69 1 September 1944.

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Queenstown and District Historical  
Society, <http://www.queenstownhistoricalsociety.org.nz/Issue%207.pdf>, Accessed  
22 December 2013.

Queenstown Gardens Reserve Management Plan, pg  
7, [http://webcache.googleusercontent.com/search?q=cache:FfD-N\\_PWDJoJ:www.qldc.govt.nz/reserve\\_management\\_plans/file/6116/+&cd=9&hl=en&ct=clnk&gl=nz](http://webcache.googleusercontent.com/search?q=cache:FfD-N_PWDJoJ:www.qldc.govt.nz/reserve_management_plans/file/6116/+&cd=9&hl=en&ct=clnk&gl=nz), Accessed 22 December

Reed, A.W *Māori Mythology*, Wellington: Reed Publishing, 2004.

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URL: <http://www.TeAra.govt.nz/en/ngai-tahu/page-2>

**Completed by: Inano Walter**

**Date: 15 January 2014**

QLDC DP Reference No.: 103

Valuation No.: 2911114000

Map Reference: 25

Certificate of Title: OT 392/132



**NAME OF SITE (including former names): HEAD OF THE LAKE COMMUNITY CHURCH, Mission Hall, Valpy Hall**

**PHYSICAL LOCATION:** 13 Argyle St, Glenorchy

**Age/Dates**                      Constructed 1889, circa 125 years old

**Architect**                        Henry William Valpy

**Builder**                          Valpy family

**Materials**                        Local red beech timber

**Local Authority**                QLDC Category 3

**NZHPT No.**                        N/A

**Valuation No.**                    2911114000

**Legal Description**                Section 22, Blk II, Town of Glenorchy

**Type/Use**                          Community Mission Hall and Church

**Current Owners**                    Head of the Lake Community Church Trust

<b><u>HERITAGE ASSESSMENT</u></b>	
Historical/Social Value	<b>High</b>
Cultural/Traditional Value	<b>High</b>
Architectural Value	<b>Moderate</b>
Landscape/Townscape Value	<b>Moderate</b>
Rarity/Representative Value	<b>High</b>
Technological Value	<b>Low</b>
Archaeological Value	<b>Moderate</b>
<b>Overall Heritage Value</b>	<b>HIGH</b>

**Current Condition**     Pristine

## **SUMMARY OF SIGNIFICANCE**

The Head of the Lake Community Church holds large historical and social significance. The Church was the first place of worship for the Glenorchy district, and holds connections to historic pioneers of the community. The Valpy family were prominent settlers, owning a large amount of land and contributing to the establishment of both Rees River, and later the Glenorchy town ship. The establishment of a church, especially one providing to all denominations, assists in the development of villages as religion is such a commonly valued aspect of life. The Community Church represents both the early pioneers of the district, as well as the growing community of Glenorchy.

Being a church, the building and institution has high cultural significance. Religion is an important aspect of many lives, and the ability of the Head of the Lake Community Church to have always catered for all denominations makes it even more essential to the Glenorchy community. The community ownership structure of the Church ensures everyone is welcome and catered for, a valued and unique feature of the institution. People place a lot of faith in their religion, and any place of worship is of high significance.

The Church possess moderate architectural value. The recent renovations have ensured the building has maintained its historical atmosphere, integrity and pristine condition. However, the design itself is simple, yet elegant. The landscape surrounding the Church is neat, with both aspects mutually complimenting each other.

Glenorchy village has a modest layout and atmosphere, with the simple church contributing to this. The dominant mountain ranges in the background are juxtaposed against the simplicity of the small building, a feature which emphasis both the Church and the surrounding landscape. The building is of visual interest, and is beautifully maintained.

Churches are often found in any community, and are highly valued institutions. However, the Head of the Lake Community Church's strong history and connections with the establishment of religion and the town of Glenorchy makes it a rare site. The value the community places on the Church is reflected by the numerous support, donations and volunteer efforts throughout the small building's history. The Church is representative of this strong history and spirit of the Glenorchy community. Maintenance of the connection with the Valpy family have ensured that religion is a family affair within Glenorchy, yet welcoming to anyone interested. The unique history and commitment from the community makes the Head of the Lake Community Church a highly rare and representative site.

The Head of the Lake Community Church has little technological value, using standard materials and simplistic design.

Archaeologically, the Church represents the establishment of religion throughout the Glenorchy district. Having roots at Rees Valley and connections to early settlers makes the building historically significant. Thus, the Church has the ability to provide knowledge regarding the history of Glenorchy and religion in the wider Wakatipu region.

## DESCRIPTION

The Head of the Lake Community Church is currently in pristine condition. Located in the small town ship of Glenorchy against the backdrop of the Wakatipu mountains, the elegant and simple building is nestled amongst a well landscaped garden.

The building itself is of simple one room, rectangular design, with dimensions of 7.45 metres by 4.90 metres.<sup>1</sup> Two sash windows on each side of the building create a symmetrical facade, with this complimented by another sash window at the rear end of the Church, above the altar. The entrance to the building is opposite the altar and juts out of the building creating a welcoming atmosphere. Upon entrance, visitors are drawn to the altar at the opposing end of the room, perfectly balancing out two important features of the building.

Externally, the Church is constructed of weatherboards which are of an elegant ivory colouring, complimented with a crimson corrugated iron roof. Internally, the walls are of wooden tongue and groove design to maintain the historic atmosphere of the Church. The simple layout consists of beautiful wooden pews, whose varnish match that of the floor boards.

The Head of the Lake Community Church is a historic building which has been beautifully restored and maintained by Head of the Lake Community Church Trust and local support.

## HISTORY

The Head of the Lake Community Church was constructed in 1889 by Henry William Valpy.<sup>2</sup> The Valpy family were prominent pioneers in the Wakatipu region, with connections to early settlers in a number of industries. Henry William moved to the Glenorchy district in 1884, where he held the lease on a number of stations.<sup>3</sup> Due to the close proximity to the mines, Rees Valley was a popular area and the Valpy family became well-known local characters.<sup>4</sup> Their strong evangelical Christian faith encouraged them to erect a hall for devotional purposes, through their own expense and additional financial support from the public. The Mission Hall was situated on Valpy's own land off

<sup>1</sup> Ruth-Ann Anderson, Chairwoman of the Head of the Lake Community Church Trust.

<sup>2</sup> "Big effort on tiny church," *Otago Daily Times*, 24 August 2009; Head of the Lake Community Church Trust, "Community Church, Mission Hall," Information Board.

<sup>3</sup> By 1889, Valpy had the lease for The Precipice, Mount Eanslaw and Rees Valley Station. Peter Chandler, *Land of the Mountain and the Flood: a contribution to the history of runs and runholders of the Wakatipu district* (Queenstown: Queenstown and District Historical Society, 1996), 70.

<sup>4</sup> Rees Valley had a popular school and library, and with the Mission Hall, a functioning Church. The small township was situated a few kilometres out of Glenorchy, up the Rees River. Chandler, 73.

Rees Valley Road and built with locally sourced red beech timber.<sup>5</sup> Furnished by local residents, the Hall was a popular establishment and welcomed worship for any denomination.<sup>6</sup> To overcome the isolated location of Glenorchy, free passage across the lake for Presbyterian and Anglican ministers and their horses was available on the *T.S.S. Earnslaw*. Ministers would visit a number of times a year, with services held by Earnest and Percy Valpy throughout the remainder.<sup>7</sup>

The turn of the century brought upon a population shift from Rees Valley to Glenorchy township.<sup>8</sup> With reducing attendance numbers, Rees Valley services and establishments began to be relocated to Glenorchy. The school closed in 1938, whilst the library was shifted to Glenorchy in 1952.<sup>9</sup> The Rees Valley Mission Hall remained at its original location until a syndicate of locals formed in 1956 to preserve the history and ensure the future of the Church.<sup>10</sup> The Glenorchy Church Board Trust was formed and the Section 22, Block II (present site of 13 Argyle Street) was purchased as the new site for the historic church.<sup>11</sup> The Church was transported and officially opened at the new site in 1957. With relocation came restoration throughout the next decade, with trust members and local supporters all contributing to the Church's survival.

The centennial anniversary for the Head of the Lake Community Church occurred in 1989.<sup>12</sup> This called for restoration and maintenance driven by the Trust with public support. Volunteers replaced the floorboards, re-cladded the North wall, re-painted the interior and exterior, and hung new curtains.<sup>13</sup> The event was marked by a multi denomination service led by Valpy descendent Captain John Richards of the Salvation Army.<sup>14</sup>

The Church maintained its services across the turn of the next century, with 2008 marking the establishment of the Lake Community Church Trust. The Trust took over management of the Church, owning both the land and the building.<sup>15</sup> With the aim of continuing services for another 100 years, the Trust, alongside support from local volunteers, undertook large restorations in 2009. Numerous grants provided the necessary financial assistance.<sup>16</sup> Restoration included new floorboards and ceiling, new electrical boards and insulation, a paint job, new furnishings and a minor landscape.<sup>17</sup>

<sup>5</sup> Head of the Lake Community Church Trust, Information Board.

<sup>6</sup> Furnishings ranged from hymn books to the organ.

<sup>7</sup> Chandler, 73; Head of the Lake Community Church Trust Information Board; "Church Restoration; sleeves up!" *Otago Daily Times*, 12 August 2009; Centennial Committee, *Head of Lake Wakatipu: Schools Centennial 1884-1984* (Alexandra: Central Otago News Ltd., 1984), 12.

<sup>8</sup> The population shift is likely to have connections with the closure of the Invincible Mine in 1889 which was located on the Rees Valley Station.

<sup>9</sup> Head of the Lake Community Church Trust Information Board.

<sup>10</sup> During 1920-1950s, church attendance was low. Services were still held, yet how regular and popular they were is unknown.

<sup>11</sup> Certificate of Title OT 392/132.

<sup>12</sup> With the formation of the Church Board Trust, the name of the Mission Hall became the Head of the Lake Community Church, although the previous name is still respected and remembered.

<sup>13</sup> "Church Restoration: sleeves up!" *Otago Daily Times*, 12 August 2009; "Big effort on tiny church," *Otago Daily Times*, 24 August 2009.

<sup>14</sup> Arabella Valpy, Henry William's sister, was a key component of the establishment of the Salvation Army in New Zealand. Her communication with William Booth (Salvation Army founder) and generous donation helped with this, and the Valpy connections with the Salvation Army have continued through Captain John Richards. "Dunedin Beginnings," *The Encyclopaedia of New Zealand*, accessed 22/01/2014 via <http://www.teara.govt.nz/en/1966/salvation-army>

<sup>15</sup> "Church Restoration: sleeves up!" *Otago Daily Times*, 12 August 2009.

<sup>16</sup> *Ibid.*; "Big effort on tiny church," *Otago Daily Times*, 24 August 2009.

<sup>17</sup> *Ibid.*

The Head of the Lake Community Church is a highly valued institution amongst the Glenorchy community. The Church continues to hold services for all denominations and with such high commitment from the Trust and the community, it is likely these services will continue for another 100 years.

#### **LANDSCAPE/TOWNSCAPE SUMMARY**

The Head of the Lake Community Church is a prominent establishment of Glenorchy. The simple and elegant building is well cared for by its dedicated trustees, and is in pristine condition. The building is a must visit to anyone visiting the village, a symbol of the historic and romantic atmosphere of the region.

#### **ADDITIONAL NOTES**

A huge thank you to Ruth-Ann Anderson for her assistance in writing this report. Ruth-Ann acts as the current Head of the Lake Community Church Trust chairwoman and was extremely helpful and passionate about the Church. Majority of the information for this report came from Ruth-Ann's expertise either directly or indirectly.

**Report completed by Alexandra Neems on behalf of the Wakatipu Heritage Trust, 2013/2014  
Internship programme.**

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via <http://www.teara.govt.nz/en/1966/salvation-army>

**Completed by:** Alexandra Neems

**Date:** 22 January 2014

**APPENDICES**

*Appendix One:* Certificate of Title for Head of the Lake Community Church, OT 392/132.



COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952



S.W. Muir  
Registrar-General  
1971 and

Historical Search Copy

**Identifier** OT392/132  
**Land Registration District** Otago  
**Date Issued** 17 January 1957

**Prior References**

OTPR26/231

---

**Estate** Fee Simple  
**Area** 503 square metres more or less  
**Legal Description** Section 22 Block II Town of Glenorchy

**Original Proprietors**

David Aitken Heffernan, Thomas James Thomson, Douglas Scott, Gilbert Charles Koch, John Colin McFarlane and Thomas Edward Bryant

---

**Interests**

Subject to Section 59 Land Act 1948

7321648.1 Transmission to Thomas James Thomson - 16.4.2007 at 9:00 am

7653501.1 Transfer to Ruth Ann Anderson, Amanda Patricia Mary Hasselman, Diana Thomson, Rosemary Margaret Ferris, Winifred Mary Aitken and Stanley John Lindsay Richards - 17.6.2008 at 3:00 pm

QLDC DP Reference No.: 248

Valuation No.: 2907461000

Map Reference: 31

Certificate of Title: OT 7D/67



**NAME OF SITE (including former names): HICKS COTTAGE**

**PHYSICAL LOCATION:** Old School Road, Lower Shotover, Queenstown

**Age/Dates** Built circa 1867-1870s, approximately 140 years old

**Architect** Thomas Hicks?

**Builder** Thomas Hicks?

**Materials** Originally weatherboard, likely red beech timber, schist stone

**Local Authority** QLDC Category 3

**NZHPT No.** N/A

**Valuation No.** 2907461000

**Legal Description** Lot 101 DP 325561

**Type/Use** Historic home

**Current Owners** Bryan Bruce Collie (as of 1992 OT 7D/67)

<b><u>HERITAGE ASSESSMENT</u></b>	
Historical/Social Value	<b>High</b>
Cultural/Traditional Value	<b>Moderate</b>
Architectural Value	<b>Moderate</b>
Landscape/Townscape Value	<b>Low</b>
Rarity/Representative Value	<b>High</b>
Technological Value	<b>Low</b>
Archaeological Value	<b>Moderate</b>
<b>Overall Heritage Value</b>	<b>MODERATE-HIGH</b>

**Current Condition** Poor, in need of restoration

## **SUMMARY OF SIGNIFICANCE**

Hicks Cottage possess high historical and social significance. The approximate age of the cottage places it as one of the first in the Shotover district, and essentially the wider Wakatipu. Thomas Hicks was a prominent early settler, and upon his death was a well-respected and valued character. His involvement with J.W.Robertson and Co. made him a pioneer in the milling and lake shipping industries, effectively driving the economy and prosperity of early Wakatipu. The ambition of Hicks and his partners led to success in numerous other avenues, continuously impacting the wider community. Hicks Cottage is not only one the oldest buildings still standing, but represents an individual who contributed to the prosperity of Wakatipu in the late 19<sup>th</sup> century.

Thomas Hicks' association with the Wakatipu Anglican church places spiritual value upon the cottage. The money Hicks left to restore Queenstown St Peter's Church was strongly appreciated, and commemorated with a service in his honour.<sup>1</sup> Thus, the cottage is of relative significance to St Patrick's of Queenstown.

Hicks Cottage is a historical building representative of the late 19<sup>th</sup> century. Its simple design is a product of the era and is interesting to viewers today. The original weatherboards and shingle roofing have been covered, but are still apparent. Preservation attempts are currently underway to protect the original materials from their natural deterioration, yet the site is in a poor condition. The cottage stands alone in a paddock, surrounded by old machinery, emphasising the age of the building. Thus, the cottage has relative architectural value.

Originally, the weatherboard, schist chimney and shingle roofing would have been in coherence with the farmland surrounding the cottage. However, the current plywood preservation methods do make the building stand out, removing a lot of visual amenity. Yet these methods are necessary and remind viewers of the age of the building.

Being one of the oldest buildings in the region, Hicks Cottage is significantly rare. The building is not only representative of a prominent pioneer, but also of the rich history the Wakatipu possess.

Technologically, Hicks Cottage is of simple design using materials relevant to its construction date. Local red beech timber would have been easily sourced, with shingle roofing (and later corrugated iron) being practical materials.

Hicks Cottage is archaeologically significant as it is a direct physical remnant of Thomas Hicks. It emphasises the age of the district, representing the early settlers and pioneers of numerous industries. The building and land it is situated on has the potential to provide further knowledge of the region through archaeological investigation.

<sup>1</sup> Alan De La Mare, *A history of the Anglican Church in the Wakatipu, 1863-1982* (Queenstown: The Church, 1982), page not numbered.

## DESCRIPTION

Hicks Cottage is located in the new and upcoming Shotover subdivision, not far from the river itself. Majority of the cottage is currently covered in ply wood to preserve the original and deteriorating weatherboards, likely to be red beech timber. The original shingle roofing has been covered with corrugated iron, likely to have occurred not long after original construction.<sup>2</sup> From the exterior, the cottage appears to be solely one room in a simple rectangular shape. The roofing is of a high A-line structure, with a dominant schist stone chimney occupying one side of the building, the main feature of the exterior.

Inside, wooden framing holds the building upright. This appears to be preserving the building against its natural decay. Overall, the Cottage is in dire need of restoration.

## HISTORY

Hicks Cottage is named after its owner, and most likely builder, Thomas Hicks. Hicks was a prominent early settler, arriving in the Wakatipu from Cornwall, England, in 1862.<sup>3</sup> He joint the syndicate J.W. Robertson and Co. and assisted in the establishment of the regions first saw mill, milling red beech timber at the Greenstone River, Head of the Lake.<sup>4</sup> Timber was in great demand throughout the district, and the syndicate quickly began establishing a profit. Its members included well-known local settlers – J.W. Robertson, the first mayor of Queenstown, Daniel and Frank McBride, John Patterson, James Whitbourne, and Hicks.<sup>5</sup> The business partners also purchased Block III of the Shotover District in 1867, with Hicks taking section 94.<sup>6</sup>

The success the saw mill brought to the syndicate encouraged them to venture into other industries in 1868, specifically lake shipping. The group aimed for a large steamer that had reasonable cargo capacity as well as passenger comfort and speed.<sup>7</sup> Thus, the *P.S. Antrim* was designed and constructed, using red beech and totara from the mill.<sup>8</sup> The *P.S. Antrim* was 82 feet in length with a speed of 8 knots, making its voyage by steam on New Years Day 1869.<sup>9</sup> Hicks was named skipper of the vessel, and was later known as a “master mariner.”<sup>10</sup> Effectively, the *P.S. Antrim* provided transport across the lake - between Queenstown, the Head of the Lake, and

<sup>2</sup> Peter Petchey, *Archaeological Assessment of Shotover Country Residential Development, Wakatipu Basin*, 2007 Report.

<sup>3</sup> Alan De La Mare, “Thomas Hicks, 1827-1911,” *The Queenstown Courier* 61 (November 1998), 7; Queenstown Cemetery, “Cemetery Walk, Thomas Hicks – No 16,” *The Queenstown Courier* 72 (June 2004), 23.

<sup>4</sup> Ibid.

<sup>5</sup> De La Mare, 7; Allan De La Mare, “Lake Shipping and Daniel McBride,” *The Queenstown Courier* 67 (November 2001), 9; Peter Chandler, *Land of the Mountain and the Flood: a contribution to the history of runs and runholders of the Wakatipu district* (Queenstown: Queenstown and District Historical Society, 1996), 46.

<sup>6</sup> Survey Department of Otago, “Plan of Land applied for a agricultural areas by A. Douglas, F. McBride, T. Hicks, D. McBride, and J.C. Patterson,” 25 November 1867.

<sup>7</sup> De La Mare, “Lake Shipping and Daniel McBride,” 10.

<sup>8</sup> The *P.S. Antrim* was designed by Mr J. Turner, a naval architect of England, with “P.S” referring to Paddle Steamer. R.J. Meyer, *All Aboard: iron horses to Wakatipu and shipping on the lake*, (Wellington: The NZ Railway and Locomotive Society, 1963), 13; De La Mare, “Lake Shipping and Daniel McBride,” 14.

<sup>9</sup> De La Mare, “Thomas Hicks,” 8

<sup>10</sup> “Obituary, Capt. Thomas Hicks,” *Lake Wakatipu Mail*, 12 December 1911.

Kingston. This service assisted with travel as well and the transport of goods, services and cargo. The expansion into lake shipping was hugely successful, and with their large profits the syndicate expanded their operations. Wharves were built at Kingston and Queenstown, and timber yard at the Queenstown wharf, a flour mill at Frankton, and further land purchases continued.<sup>11</sup> With different future ambitions, the partners of J.W.Robertson decided to liquidate in 1882. Hicks officially retired in 1883.<sup>12</sup>

Hicks maintained his connections to lake shipping by acting as a shareholder in the Lake Wakatipu Steam Shipping Company Co., later to become the Lake Wakatipu Shipping Co. Ltd. The company held a monopoly of lake shipping business on Lake Wakatipu throughout the remainder of the 19<sup>th</sup> century and well into the 20<sup>th</sup> century.<sup>13</sup>

In 1871, Hicks married Ellen McBride whom he met through his business partners.<sup>14</sup> Hicks committed himself to being a prominent member of the community and was involved with the Wakatipu Hospital, Queenstown Cemetery Trust, the Masonic Lodge, and the St Peter's Anglican Church. His generosity and respect towards these associations is reflected in £1500 Hicks bequeathed in his will to rebuild the St Peter's Anglian Church in stone.<sup>15</sup>

Captain Thomas Hicks passed away in December, 1911 as a "truly honoured member of the community."<sup>16</sup> He was well-respected in all regards, and the building which still stands at his once owned property, symbolises his values in the district.

## **LANDSCAPE/TOWNSCAPE SUMMARY**

Hicks Cottage is situated in a remote area, near the Shotover River. The natural farmland surrounding the cottage emphasis the building, yet this is complimented with the historic farm machinery stored on the property. If restored well, it would be a magnificent and highly valuable feature of the developing Shotover subdivision.

<sup>11</sup> De La Mare, "Lake Shipping and Daniel McBride," 10.; "Thomas Hicks," 8.

<sup>12</sup> *Lake Wakatipu Mail*.

<sup>13</sup> De La Mare, "Lake Shipping and Daniel McBride,"15.; Tony Hanning, "McBride Family Tree," *The Queenstown Courier* 60, 21.

<sup>14</sup> De La Mare, "Thomas Hicks," 8.

<sup>15</sup> Queenstown Cemetery, 24.

<sup>16</sup> *Lake Wakatipu Mail*.

**Report completed by Alexandra Neems on behalf of the Wakatipu Heritage Trust, 2013/2014  
Internship programme.**

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**APPENDICES**

*Appendix One: Photo of Hicks Cottage, 2007, before plywood covering of exterior. Sourced from Peter Petchey, *Archaeological Assessment of Shotover Country Residential Development, Wakatipu Basin.**



*Appendix Two: Certificate of Title for Hicks Cottage, OT 7D/67.*

**CANCELLED**

Land and Deeds '69

References

Prior C/T 196/213  
Abstract 506020  
Transfer No.  
N/C. Order No.



**REGISTER**

No. 70/67

**CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT**

This Certificate dated the 30th day of October one thousand nine hundred and seventyeight under the seal of the District Land Registrar of the Land Registration District of O T A G O

WITNESSETH that MALCOLM HENRY ROBINS of Lake Hayes Farmer

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 127.0713 hectares more or less being Sections 68, 69, 93, 94, 95, 96, 97, 98 and 99 Block III SHOTOVER DISTRICT.

Interests at date of issue:

X14575 Irrigation Agreement under part XI Public Works Act 1928 - 19.8.1952 at 1.53 pm

474208 Gazette Notice declaring the State Highway No:6 adjoining the within land to be a limited access road from 14.12.1976 - 4.3.1977 at 10.18 am.



ASSISTANT LAND REGISTRAR

**DISCHARGED**

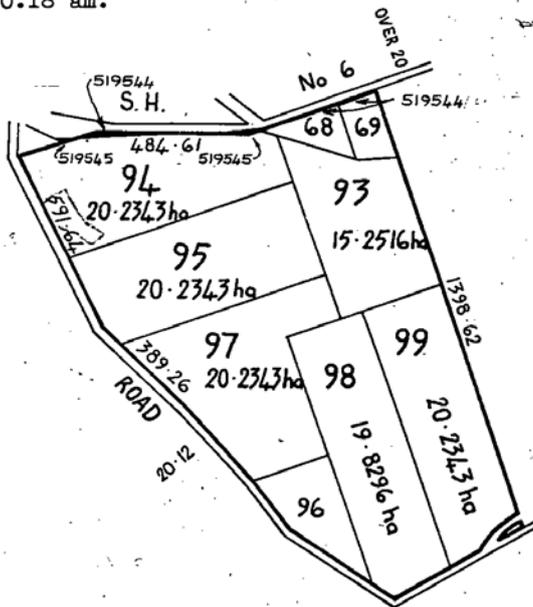
506020/12 Mortgage to the Rural Banking and Finance Corporation of New Zealand - 12.19 pm

A.L.R.

510787 Compensation Certificate pursuant to Section 17 of the Public Works Amendment Act 1948 - 9.2.1979 at 10.35 am

519544 Gazette Notice declaring part of the within land (5973m<sup>2</sup>) shown coloured black on the diagram hereon to be taken for a limited access road from and after the 5.7.1979 - 19.7.1979 at 9.34 am

519545 Gazette Notice proclaiming part of the road adjoining or passing through the within land (454m<sup>2</sup>) shown coloured black on the diagram hereon to be closed and vested in Malcolm Henry Robins of Lower Shotover Farmer subject to Mortgage 506020/12 - 19.7.1979 at 9.35am



Total Area : 127.0713 ha  
519544 5973 m<sup>2</sup>  
Measurements are Metric 126.4740 ha

Scale : 1 : 15000  
S.O. 6396

Plan 22946

OVER....

Register copy for L. & D. 69, 71, 72

No. 70/67

QLDC DP Reference No.: 34

Valuation No.: 2907321000

Map Reference: 9

Certificate of Title: OT3A/259



The seven berdans still located at Invincible Mine site, photo courtesy of Department of Conservation

**NAME OF SITE (including former names): INVINCIBLE MINE**

**PHYSICAL LOCATION:** Rees Valley Station,  
Glenorchy-Paradise Road, Glenorchy Rural

<b>Age/Dates</b>	In operation from 1882-1889
<b>Architect</b>	The Invincible Prospecting Company, later the Invincible Quartz Mining Company
<b>Builder</b>	As Above
<b>Materials</b>	Weatherboards, iron, wood and water
<b>Local Authority</b>	QLDC Category 3
<b>NZHPT No.</b>	N/A
<b>Valuation No.</b>	2907321000
<b>Legal Description</b>	Part Run 752, Earnslaw SD
<b>Type/Use</b>	Quartz Mining site
<b>Current Owners</b>	Scott Family (Iris, Katherine Jean, Diane Carol & Eric Bruce Henry)
<b>Current Condition</b>	Mainly overgrown, yet parts of waterwheel still present and seven iron berdans, which are now the main feature

<b><u>HERITAGE ASSESSMENT</u></b>	
Historical/Social Value	<b>High</b>
Cultural/Traditional Value	<b>Moderate</b>
Architectural Value	<b>High</b>
Landscape/Townscape Value	<b>Moderate</b>
Rarity/Representative Value	<b>High</b>
Technological Value	<b>High</b>
Archaeological Value	<b>Moderate</b>
<b>Overall Heritage Value</b>	<b>HIGH</b>

## SUMMARY OF SIGNIFICANCE

The Invincible Mine site is a highly significant historical landmark. Gold mining had an enormous impact on Glenorchy, the wider Otago and New Zealand in social, economic and cultural ways. New job opportunities were created, a worthy export commodity increased the nation's economy, whilst both new and old towns developed. Gold mining sites around the country are representative of an important historical period of New Zealand as the Gold Rush influenced numerous aspects of the country's lifestyle, thus they hold high historic and social significance.

The Gold Rush had many cultural impacts to small towns throughout New Zealand due to the influx of local and international miners. Naturally, an increase in population led to new and larger towns, creating more businesses and a lifestyle reflective of the mining community. The Invincible Mine site symbolises the impact miners had in the region, and essentially the culture they created.

Although not in pristine condition, the Invincible Mine site is architecturally interesting to the public. The Cornish buddle is a unique feature which was inspired by the tin mines of Cornwall, England. It was brought to the Invincible Mine to process tailings and increase pyrite savings, and is believed to be the only one of the Otago goldfields.<sup>1</sup> It is clear the design is well implemented for its purpose, further reflected by the seven berdans of similar engineering technique. The design effort of these features represents the importance and value placed upon the Invincible Mine. Being located in the bush, it is natural for the remains to be overgrown, yet this compliments the area and reminds viewers of the rich history the site possess.

The walking track to the Invincible Mine site is the original track the miners used. Due to this, the area has maintained its coherence and is both easily accessible and visually interesting. The site stands out against the natural landscape, however it is a mining site and avoidance of this is difficult.

The Invincible Mine site possess rarity through the construction, utilisation and preservation of the Cornish buddle and the berdans. Their unique design and utilisation are rare and represent the hard work and value placed upon the Invincible Mine.

Technological value is clearly evident through the Cornish buddle, berdans, and the waterwheel. The high quality of structural design for effective utilisation makes these features of the mine significant and stand out from the rest.

Common to goldmines, archaeological value is reflected through the value the Invincible Mine had on the people directly linked to it, and the wider nation. Physical evidence of mining techniques and labourers during the 1800s can be extracted from the remains, providing knowledge of the history of the Wakatipu region.

<sup>1</sup> The only source found which refers to the Cornish buddle as the only one of the Otago Goldfields is the "Text of the Otago Goldfields Park Plaque" at the Circular Bulddle, Invincible Mine Site, produced by the Department of Conversation. This is a reliable source, yet no further sources to cross reference this has been found.

## DESCRIPTION

The Invincible Mine is located in the picturesque Rees Valley, deep within the Richardson Mountains Range, 15 kilometres north of Glenorchy. The lode is found on the Western slopes of the Richardson Mountains, with reliable water access to the Rees River, and McDougall's and Invincible Creeks.<sup>2</sup>

At the height of operations, the Invincible Mine contained a ten-stamper battery, seven berdans, a large waterwheel, and connections to the neighbouring Otago Pyrites Saving Company through wooden infrastructure. Currently, the only remaining features are parts of the large waterwheel, seven cast iron berdans and the Cornish buddle of the Pyrites Company. Small framing and parts of machinery remain of the stamper battery.<sup>3</sup> Majority of the area is overgrown in the natural landscape, but is accessible via walking track to the public, offering exquisite views of the district.<sup>4</sup>

## HISTORY

With the discovery of gold at Gabriel's Gully in 1861, Otago flourished as the gold mining capital of New Zealand. The prosperity offered by mining established small towns and developed already existing villages throughout the South Island. The Gold Rush quickly expanded to the Wakatipu, yet a gold-bearing quartz reef was not discovered in the Richardson Ranges, Rees Valley, until 1879.<sup>5</sup> Consequently, the Invincible Prospecting Company was formed for a trial crushing period and a later decision to continue was made. By November 1882, the Invincible Quartz Mining Company was ready to crush the first stone in the newly erected, ten stamper battery.<sup>6</sup>

The Invincible Mine was in full operation for seven years. The battery had the capacity to crush 90 tonnes of quartz per week, with the 4.8 metre diameter waterwheel driven by the nearby Invincible Creek.<sup>7</sup> A Mines Statement Report of 1885 labelled the Invincible Mine as "one of the most valuable mining properties there is in Otago at this present time," reflecting the impact the mine had on its closer proximities, as well as the wider Otago and Wakatipu regions.<sup>8</sup>

<sup>2</sup> Richard Hay, "The Invincible Gold Mine, Rees Valley, N.W. Otago, New Zealand" (Thesis, Master of Science, The University of Otago, 1991), 1.

<sup>3</sup> "The Invincible Mine," Otago Goldfields Park Pamphlet Series No. 3, Lakes District Museum, Arrowtown, Archive Ref. N1668

<sup>4</sup> Walk being approximately 40 minutes long

<sup>5</sup> "The Invincible Mine," Otago Goldfields Park Pamphlet Series No. 3; Appendix to the Journals of the House of Representatives, 1880 Session I, H-26 Page 27. Different sources credit the discovery to different parties, with R. Willets crediting Mr. W.J. Campbell and Mr. W. Rainer in, "Invincible Mine, Rees Valley," *The N.Z. Journal of Science and Technology* (1939): 276b, Lakes District Museum, Arrowtown, Archive Ref. N 0939, whilst Tom Hope is credited in *Head of Lake Wakatipu: Schools Centennial 1884-1984*, Centennial Committee (Alexandra: Central Otago News Ltd., 1984), 28. Thus, official credit is uncertain.

<sup>6</sup> The first crushing provided 325 ounces of gold, which was not seen as promising but the company continued. Willets, 276b; Otago Goldfields Park Pamphlet; "Invincible Mine, Lake Wakatipu Mines Statement, 1883," page 39, Lakes District Museum, Arrowtown, Archive Ref. N0939.

<sup>7</sup> Otago Goldfields Park Pamphlet.

<sup>8</sup> "Invincible Mine, Lake Wakatipu Mines Statement 1885," page 11, Lakes District Museum, Arrowtown, Archive Ref. N0939.

The Invincible Mine was most productive between November 1882-December 1885, with 7,775 tonnes of ore mined, yielding 3,828 ounces of gold.<sup>9</sup> The 1888 Mine Statement, reflecting on 1887, announced the belief the lode had run out of quartz, and the mine was let on tribute.<sup>10</sup> Further attempts to source more quartz from the lode were unsuccessful, and by 1900 the tributors had abandoned the mine. Numerous other companies have attempted to either extract more ore or work further down the lode, yet all of these proved unsuccessful.<sup>11</sup> From the first crushing in 1882 to the absolute final operation in 1897, the Invincible Mine had recovered 7,500 ounces of gold from 14,000 tonnes of ore.<sup>12</sup>

A distinguishing feature of the Invincible Mine was its ability to extract as much gold as possible from the tailings. Discarded tailings of quartz mines commonly contain a high proportion of gold bearing pyrites. Pyrites are generally disposed of which inflicts a large loss of worthy quartz. An attempt to retrieve pyrites was first made in 1884 by crushing the tailings in a cast iron berdan, which successfully produced 9.5 ounces of gold to the tonne.<sup>13</sup> Due to this success, the Otago Pyrites Savings Company was established for the purpose of gaining as much gold as possible from the extracted tailings.<sup>14</sup> The company went into business with the Invincible Company and established an agreement of 15% of gross proceeds to go to the Pyrites Company.<sup>15</sup> Tailings from the battery were sold and sent to the pyrites works through a 679 metre wooden chute, where they were saved by a unique series of washing methods.<sup>16</sup> The Otago Pyrites Saving Company constructed a unique feature for this process – a large, concrete circular buddle (7.9 metres in diameter) which separated the different materials contained in the tailings.<sup>17</sup> Essentially, the Cornish buddle separated waste material from the pure pyrite, or the gold ore to be saved, which was later exported to smelting works in Victoria and Germany.<sup>18</sup> The buddle is believed to be the only one installed throughout the Otago Goldfields.<sup>19</sup> The success of this process prompted the Invincible Company to process their own tailings through a similar method in small cast iron bowls, named berdans. In 1885, it was proposed that seven berdans be erected at the Invincible Mine site, and by 1886 the Otago Pyrites Savings Company was out of business due to the success of the berdans.<sup>20</sup> Both the berdans and the

<sup>9</sup> "New Zealand Mining Handbook 1906," page 149, Invincible Mine, Lake Wakatipu Mines Statements, Lakes District Museum, Arrowtown, Archive Ref. N0939.

<sup>10</sup> "Invincible Mine, Lake Wakatipu Mines Statement 1888," page 44, Lakes District Museum, Arrowtown, Archive Ref. N0939.

<sup>11</sup> In 1900, the Rees Valley Quartz-Mining Company were exploring but by 1897 they were forced to abandon. The Invincible Goldfields Company were working in the area from 1902, followed by a Melbourne syndicate in 1913, both unsuccessful. Prospecting was carried out in 1922 by Thornton and Fitt and later the Mount Earnslaw Mining Company, but yet again neither were successful. Willets, 278b.

<sup>12</sup> Otago Goldfields Park Pamphlet.

<sup>13</sup> Berdans are cast iron bowls which slowly revolve, moving the tailings whilst crushing them with heavy weights to grind the ore. The first crushing produced an extremely high a promising yield. Otago Goldfields Park Pamphlet.

<sup>14</sup> "Otago Pyrites Savings Company Works," *Otago Daily Times*, 10 September 1886, accessed via <http://paperspast.natlib.govt.nz/cgi-bin/paperspast?a=d&cl=search&d=ODT18860910.2.32&srpos=10&e=-----100--1----2otago+pyrites+saving+company-->

<sup>15</sup> Centennial Committee, 28.

<sup>16</sup> Essentially, the tailings were treated by washing – different modes of washing the tailings separated the pyrites from the sand, Otago Goldfields Park Pamphlet.

<sup>17</sup> These were categorised into waste slime, slime sand, lighter ore, and pure pyrites. The method of separation using the buddle was inspired by the Cornwall tin mines. An in depth description of the mechanics of the separation process using the buddle can be found through numerous sources, such as – Otago Goldfields Park Plaque at Invincible Mine, *Otago Daily Times*, 10 September 1886, Otago Goldfields Park Pamphlet.

<sup>18</sup> *Otago Daily Times*, 10 September 1886. The Cornish Buddle has its origins in the tin mines of Cornwall, England.

<sup>19</sup> The only source found which refers to the Cornish buddle as the only one of the Otago Goldfields is the "Text of the Otago Goldfields Park Plaque" at the Circular Buddle, Invincible Mine Site, produced by the Department of Conversation. This is a reliable source, yet no further sources to cross reference this has been found.

<sup>20</sup> "The Invincible Quartz Mining Company," *Otago Witness*, 15 August 1885.

buddle are still present at their respected sites, which are regularly visited by the public enjoying the Invincible Gold Mine walking track.

## **LANDSCAPE/TOWNSCAPE SUMMARY**

The Invincible Mine site reflects an important historical period of Wakatipu and New Zealand's history. Easy access to the site through the natural landscape of the Richardson Mountains encourages public visitors, with the remains emphasising the well utilised resources of the land.

## **ADDITIONAL NOTES**

The Rees Valley Station, Run 752 and the location of the Invincible Mine, has been in the ownership of the Scott family since 1905. The run was occupied by the Kennet Brothers between 1920-1931, yet still owned by the family. It is named after William Rees, a prominent pioneer of the district.<sup>21</sup>

The Invincible Mine has proved to be a valued site, with an abundance of sources. These sources include numerous newspaper articles (accessed via <http://paperspast.natlib.govt.nz/cgi-bin/paperspast>) and reports in the *Queenstown Courier* (accessed via <http://www.queenstownhistoricalsociety.org.nz/page7.html>). They commonly report on pyrite usage, mining revenue, tenders and shareholders. Although interesting and useful, they were not directly used in this report due word restrictions and repetition of information.

<sup>21</sup> Peter Chandler, *Land of the Mountain and the Flood: a contribution to the history of runs and runholders of the Wakatipu district* (Queenstown: Queenstown & District Historical Society, 1996), 100.

**Report completed by Alexandra Neems on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship programme.**

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**Completed by:** Alexandra Neems

**Date:** 14/01/2014

## **APPENDICES**

*Appendix One:* Invincible Mine Battery, date unknown, sourced from Lakes District Museum Archives



*Appendix Two: Certificate of Title for the Invincible Mine, OT3A/259.*



**COMPUTER INTEREST REGISTER  
UNDER LAND TRANSFER ACT 1952**



R. W. Muir  
Registrar-General  
of Land

Search Copy

**Identifier** OT3A/259  
**Land Registration District** Otago  
**Date Registered** 23 March 1967 11:11 am

**Part-Cancelled**

**Prior References**

OT337/67

<b>Type</b>	Lease under s83 Land Act 1948		
<b>Area</b>	18817.8824 hectares more or less	<b>Term</b>	33 years commencing on the 1st day of July 1999

**Legal Description** Run 752

**Proprietors**

Iris Scott, Katherine Jean Scott, Diane Carol Scott and Eric Bruce Henry Scott

**Interests**

Subject to Part IVA Conservation Act 1987

497393.1 Surrender of within Lease as to Sections 1 and 2 Block XII Earnslaw Survey District - 1.6.1978 at 11.24 am

497393.2 Transfer creating the following easements - 1.6.1978 at 11.24 am

<b>Type</b>	<b>Servient Tenement</b>	<b>Easement Area</b>	<b>Dominant Tenement</b>	<b>Statutory Restriction</b>
Right of way	Run 752 - herein	A Transfer 497393.2	Section 1 Block XII Earnslaw Survey District	

533708 Gazette Notice proclaiming as road part of the within land (2.66 ha) shown hatched black on the diagram hereon, which land shall vest in the Lake County Council - 30.4.1980 at 10.08 am

810820 Transfer creating the following easements in gross - 29.7.1992 at 9.40 am

<b>Type</b>	<b>Servient Tenement</b>	<b>Easement Area</b>	<b>Grantee</b>	<b>Statutory Restriction</b>
Convey water	Run 752 - herein	A Transfer 810820	The Otago Central Electric Power Board	

5003436.1 Variation of the within lease extending the term 33 years commencing on the 1st day of July 1999 - 9.6.2000 at 9:58 am

8721330.2 Mortgage to Southland Building Society - 4.4.2011 at 11:51 am (Affects Run 752 excluding Area B as shown on diagram attached to 9381776.2)

9381776.2 Certificate of Alteration under Section 113 Land Act 1948 excluding Area B (5.8582 ha) which will be now included with CIR OT338/119 and including Area A (3.1650 ha) previously included in CIR OT338/119 as shown on diagram attached to 9381776.2 - 26.4.2013 at 2:17 pm

Transaction Id  
Client Reference ijackson007

Search Copy Dated 23/10/13 10:40 am, Page 1 of 1  
Register Only

**QLDC DP Ref #: 13**

**Valuation #: 2907213800**

**Map Ref: 9**

**Certificate of Title: 14D/287, 14D/288**



Judge and Jury Rocks, eastern view, December 2013

**Name of site (including former names): Judge and Jury Rock Features**

**Physical Location:**

Heritage Assessment	Moderate	<b>Age/Dates</b>	-
Archaeological Value	High	<b>Architect/Builder</b>	-
Architectural Value	-	<b>Materials</b>	-
Cultural/Traditional Value	Moderate	<b>Local Authority</b>	<b>QLDC</b>
Historical/Social Value	Low	<b>NZHPT No</b>	<b>None</b>
Landscape/Townscape Value	High	<b>Valuation Number</b>	<b>2907213800</b>
Rarity/Representative Value	High	<b>Legal Description</b>	<b>Section 4, Block I, Kawarau SD</b>
Technological Value	-	<b>Type/Use</b>	<b>Landmark/farmland</b>
Overall Heritage Value	Moderate-High	<b>Current Owners</b>	<b>Betty Milo Omond</b>
		<b>Current Condition</b>	-

**Summary of Significance**

The people of Wakatipu have always had a close relationship with the land, beginning when Kai Tahu travelled through the region to gather food and resources (mahika kai). They hunted animals such as moa, weka, eels and ducks, and gathered fern root, ti root and taramea. The people of Kai Tahu were the first to mine the land, extracting precious stone such as pounamu and silcrete for trading, weapons, tools and decoration<sup>1</sup>. In the 1860's, it was gold that was extracted. Schist was used extensively for building. The land has always

<sup>1</sup> Christine Whybrew, *Wakatipu Flourmill Complex (Former)*, NZHPT, 8 November, 2012, p5

been important to people. The Judge and Jury Rocks are a prominent landmark featured at the eastern entrance of the Shotover district.

Legally, the Rocks are significant because they are not being held under Section 8 of the Mining Act of 1971 or Section 168a of the Coal Mines Act of 1925, even though the rest of the property is subject to the Acts<sup>2</sup>. This means that the Crown does not have the right to “prospect for, work, extract, and remove every such mineral<sup>3</sup>.” They are also briefly mentioned in the website for Chard Farm, even though they are not situated on that farm<sup>4</sup>. This shows that even with the focus on mining in the area, the Rocks are important enough to protect.

## Description

When driving from Wanaka into Arrowtown on State Highway 6 (also known as the Gibbston Highway) passed the Kawarau Bridge there is a large landmark on the Crown Range, called the Judge and Jury Rocks. They are named this because of their appearance: a Judge looming over a jury. They are made of schist; “the most conspicuous and important rock in Central Otago<sup>5</sup>.” It is also “uncommon elsewhere in New Zealand<sup>6</sup>”, making them a rare landmark. They are a dramatic and interesting part of the landscape.

## History

The schist of the Judge and Jury Rocks was most likely formed in the Jurassic period, and uplifted in the early to mid-Cretaceous times<sup>7</sup>. The Wakatipu area was then shaped by glaciers. The area around the Judge and Jury Rocks were shaped by the Hawea and Mt Iron glaciers, which existed around 24,000 to 18,000 years ago<sup>8</sup>.

The earliest recorded human contact with the rocks is a survey map dated June 1880<sup>9</sup>. The Rocks can be seen as contours on the map (see Survey Maps, Survey of Section 4, 1880). A road had already been built to transport goods in and out of Arrowtown, showing that the area was already settled by miners and farmers at this time.

The name Andrew Reid is written over the area on the 1880 survey map, indicating that he had rights to the land. Andrew Reid was a miner, with a claim around the Kawarau area, by the junction of the Arrow and Kawarau Rivers<sup>10</sup>. He was the witness for a few landslides into the Kawarau River, one even trapping and injuring him. He was saved by his wife and Mr Chard, his neighbour from Chard farm<sup>11</sup>.

<sup>2</sup> Certificate of Title, OT14D/287 (Otago Land District)

<sup>3</sup> *8 Minerals to remain Property of the Crown*, Mining Act 1971, New Zealand Law, legislation.knowledge-basket.co.nz

<sup>4</sup> Chard Farm, *Chard Road*, <http://www.chardfarm.co.nz/our-story/chard-road/>, accessed 16/01/2014

<sup>5</sup> Daphne Lee and Jane Forsyth, *Central Rock: A guide to the Geology and Landscapes of Central Otago*, (Dunedin: Uniprint, 2008), p5

<sup>6</sup> Lee, p8

<sup>7</sup> Lee, p8

<sup>8</sup> Lee, p25. The author is not a geologist, and did not get a geologists opinion on the Rocks.

<sup>9</sup> Survey map, SO4646, (Otago Land District)

<sup>10</sup> *A Claim Washed Away*, Otago Daily Times, 9 May 1893, PapersPast

<sup>11</sup> *Lake County*, Otago Witness, 9 January 1886, PapersPast

The earliest Certificate of Title found indicates the features were owned by Jeffrey Leicester Ware, a Christchurch Accountant, and his wife Jocelyn Dale Ware in 1980<sup>12</sup>. I suspect that the land was used as a sheep farm before this, as high country farms were common once mining had failed in the district, peaking in the 1950s<sup>13</sup>.

The Christchurch accountant did not last long, as in 1982, the business Tokonui Farms, (changed to Eastbourn Station in 1984), owned by Francis George and Zeta Ellen Gardiner bought the land. This is the first proof that the land was used for farming<sup>14</sup>. Since then, Allan James Smith, an Arrowtown Junction Farmer and Shirley Jane Smith, his wife, took it over in 1985<sup>15</sup>, staying until 1992, when Betty Milo Omond bought it<sup>16</sup>.

## **Landscape/Townscape Summary**

James Park describes the landscape best in his 1909 report *The Geology of the Queenstown Subdivision*: “The features of the land in the Lake Wakatipu region, and from there southwards to the plains of Southland and east ward to the sea, up to a height of 6,500ft above sea level, are everywhere dominated by evidences of ice erosion on a scale of magnificence that is unknown elsewhere in the southern hemisphere, and is perhaps without parallel outside the polar regions.”<sup>17</sup> The area is full of stark, dramatic landscapes that make a brilliant backdrop for the Judge and Jury Rocks.

## **Sources**

Certificate of Title, (Otago Land District)

Chard Farm, *Chard Road*, <http://www.chardfarm.co.nz/our-story/chard-road/>

Department of Conservation. *Historic Heritage Topics: High Country Farming*.  
<http://www.doc.govt.nz/conservation/historic/historic-heritage-topics/farming-high-country/>

Lee, Daphne and Jane Forsyth. *Central Rock: A guide to the Geology and Landscapes of Central Otago*. Dunedin: Uniprint, 2008

New Zealand Law, [legislation.knowledge-basket.co.nz](http://legislation.knowledge-basket.co.nz)

PapersPast

Park, James. *The Geology of the Queenstown Subdivision*, Department of Mines unpublished, 1909, Lakes District Museum Archives

<sup>12</sup> Certificate of Title, OT8C/352, (Otago Land District)

<sup>13</sup> Department of Conservation, *Historic Heritage Topics: High Country Farming*,  
<http://www.doc.govt.nz/conservation/historic/historic-heritage-topics/farming-high-country/>

<sup>14</sup> Certificate of Title, OT8C/352, (Otago Land District)

<sup>15</sup> Certificate of Title, OT8C/352, (Otago Land District)

<sup>16</sup> Certificate of Title, OT14D/288, (Otago Land District)

<sup>17</sup> James Park, *The Geology of the Queenstown Subdivision*, Department of Mines unpublished, 1909, Lakes District Museum Archives, p25

Survey map, (Otago Land District)

Whybrew, Christine. *Wakatipu Flourmill Complex (Former)*, NZHPT. 8 November, 2012

### **Additional Notes**

As I have no formal training in geology, all geological conclusions in this report are based off Lee and Foryth's book *Central Rocks*.

I have contacted the University Of Otago Geology Head Of Department Professor Fitzsimons on the causes and composition of the Judge and Jury Rocks.

I have also contacted Lakes District museum for more information on Andrew Reid.

**Completed by:** Chontelle Syme on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship

**Date:** 17/01/2014

### **Appendices:**

#### **1. Certificate of title documents**

CANCELLED

Land and Deeds 69

No. 8C / 352

References  
Prior C/T 8C/351, 352/88  
Transfer No.  
N/C. Order No. 534650/2



REGISTER

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 14th day of May one thousand nine hundred and eighty under the seal of the District Land Registrar of the Land Registration District of O T A G O

WITNESSETH that JEFFREY LEICESTER WARE of Christchurch Accountant and JOCELYN DALE WARE his wife are as tenants in common in equal shares

Beiseed of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 52.8137 hectares more or less being Sections 3,4,16,65 and 66 Block I KAWARAU SURVEY DISTRICT.

Interests at date of issue:

Sections 3,16,65 and 66 herein are subject to the reservations and conditions imposed by Section 8 of the Mining Act 1971 and Section 168a of the Coal Mines Act 1925.

ASSISTANT LAND REGISTRAR

423625 Mortgage of Section 4 to the Trustees Executors and Agency Company of New Zealand Limited - 20.3.1974 at 10.59am

436746 Agreement pursuant to Section 30 of the Soil Conservation and Rivers Control Act 1941 over Section 4 herein entered 24.2.1975 at 10.6 am

445207 Mortgage of Section 4 to the Rural Banking and Finance Corporation of New Zealand - 20.8.1975 at 11.17 am

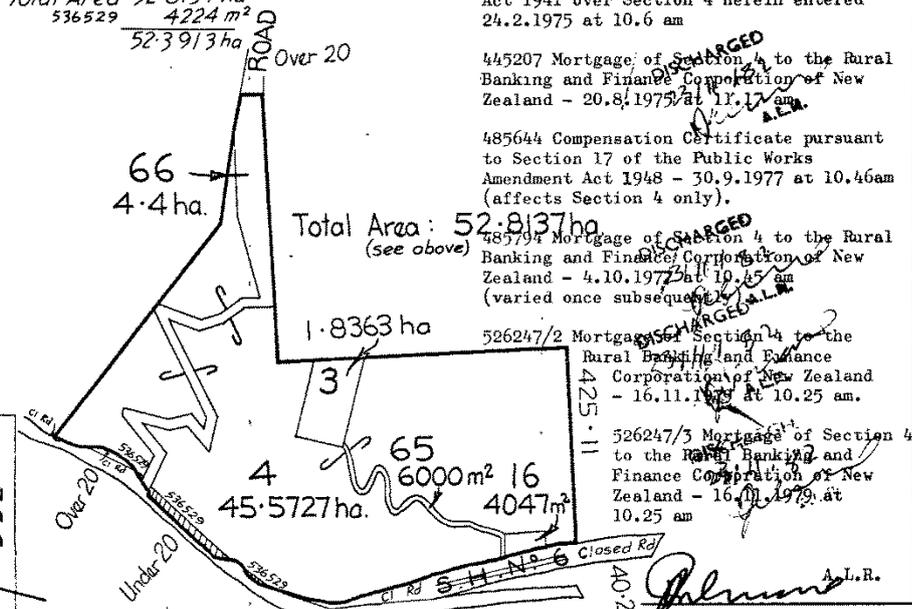
485644 Compensation Certificate pursuant to Section 17 of the Public Works Amendment Act 1948 - 30.9.1977 at 10.46am (affects Section 4 only).

485794 Mortgage of Section 4 to the Rural Banking and Finance Corporation of New Zealand - 4.10.1977 at 10.45 am (varied once subsequent to A.L.R.)

526247/2 Mortgage of Section 4 to the Rural Banking and Finance Corporation of New Zealand - 16.11.1979 at 10.25 am

526247/3 Mortgage of Section 4 to the Rural Banking and Finance Corporation of New Zealand - 16.11.1979 at 10.25 am

Total Area - 52.8137 ha  
536529 4224 m<sup>2</sup>  
52.3913 ha



Measurements are Metric  
50s 19236, 4646 & 728  
Scale 1:10,000

OVER.....

Register copy for L & D 69, 71, 72

No. 8C / 352

Judge + Jury Roc features.



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**



Search Copy

R. W. Muir  
Registrar-General  
of Land

**Identifier** OT14D/287  
**Land Registration District** Otago  
**Date Issued** 30 September 1992

**Prior References**

OT8C/352

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<b>Estate</b>	Fee Simple
<b>Area</b>	51.5888 hectares more or less
<b>Legal Description</b>	Section 3, Section 16, Section 65, Part Section 4 and Part Section 66 Block I Kawarau Survey District

**Proprietors**

Betty Milo Omond

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**Interests**

Sections 3, 16, 65 and Part Section 66 are subject to Section 8 Mining Act 1971

Sections 3, 16, 65 and Part Section 66 are subject to Section 168A Coal Mines Act 1925

682921.10 Transfer creating the following easements - 16.7.1987 at 10.21 am

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Convey water	Part Run 632 - CT OTA2/1318	A-B Transfer 682921.10	Section 3, Section 16, Section 65, Part Section 4 and Part Section 66 Block I Kawarau Survey District - herein	

837228.6 Transfer creating the following easements - 27.8.1993 at 9.48 am

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Convey water	Section 3, Section 16, Section 65, Part Section 4 and Part Section 66 Block I Kawarau Survey District - herein	A-B DP 22731	Lot 1 Deposited Plan 22731 - CT OT14D/289	Section 243 (a) Resource Management Act 1991

Right of way

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Right of way	Section 3, Section 16, Section 65, Part Section 4 and Part Section 66 Block I Kawarau Survey District - herein	C DP 22731	Lot 1 Deposited Plan 22731 - CT OT14D/289	Section 243 (a) Resource Management Act 1991

Right of way

881279.4 Easement Certificate specifying the following easements - 3.5.1995 at 9.49 am

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Right of way	Lot 1 Deposited Plan 24238 - CT OT16B/280	A DP 24238	Section 3, Section 16, Section 65, Part Section 4 and Part Section 66 Block I Kawarau Survey District - herein	Section 243 (a) Resource Management Act 1991

5002654.1 Gazette Notice declaring adjoining road (S.H.No 6) to be limited access road - 26.5.2000 at 2:26 pm

5028208.5 Notice pursuant to Section 91 Transit New Zealand Act 1989 - 8.3.2001 at 12:48 pm

7861811.1 Mortgage to ANZ National Bank Limited - 15.7.2008 at 9:20 am

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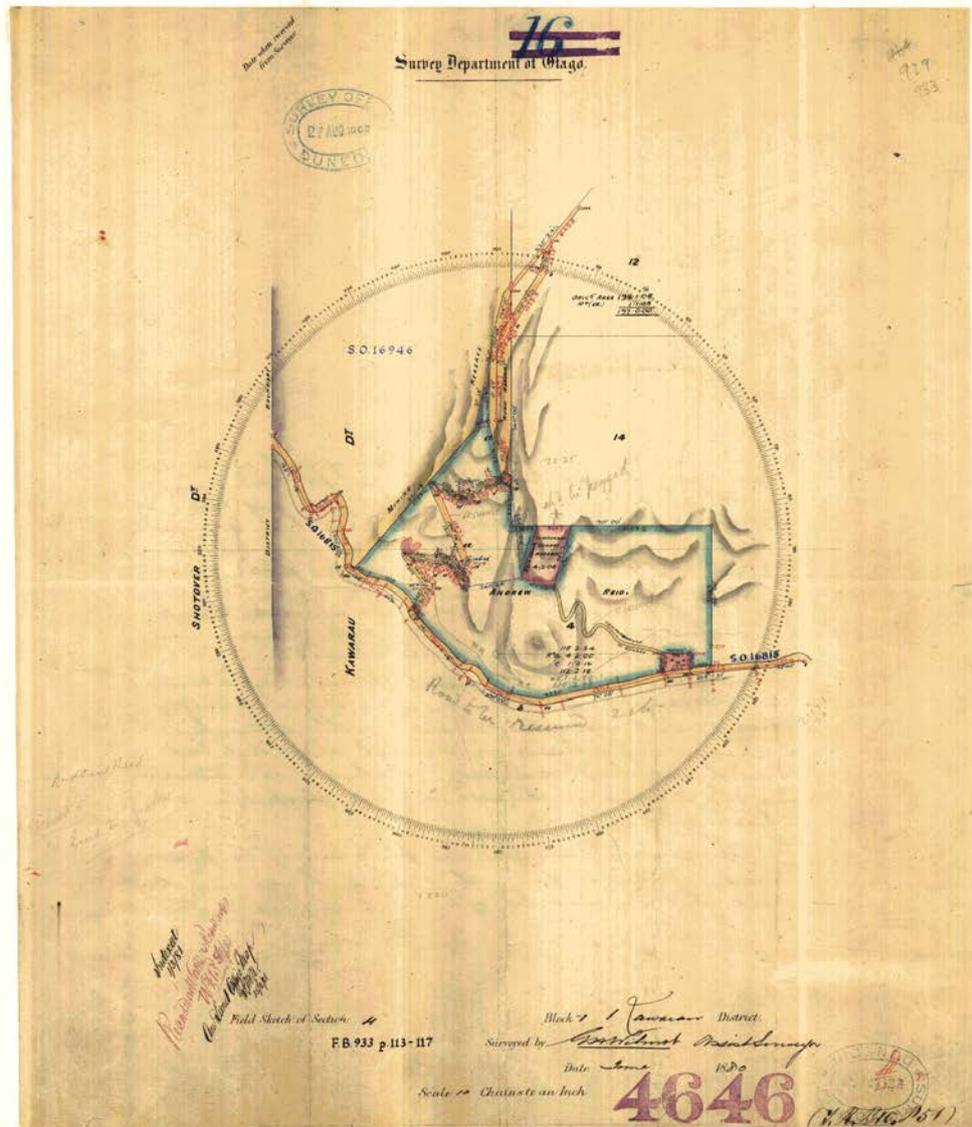
Transaction Id

Client Reference ijackson007

Search Copy Dated 23/10/13 10:36 am, Page 1 of 2

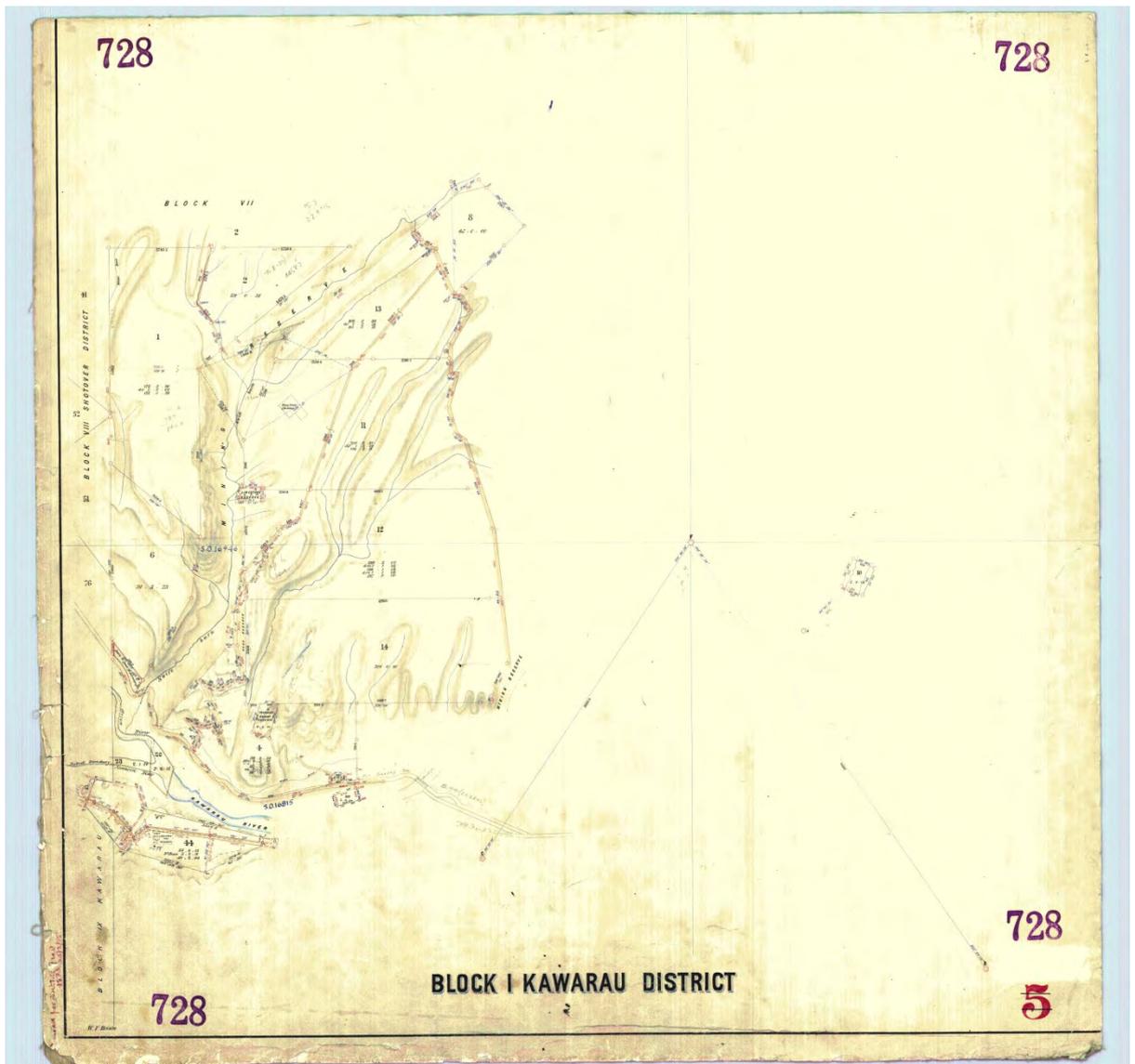
Register Only

Survey maps



Survey of Section 4, 1880





Survey Block 1, 1886

**Historical images relating to the site**



Unknown date, unknown ruins, Lake District Museum

2. Primary sources referred to but not used. Brief one sentence explanation as to why source not used.

PapersPast: I could not find any mention of “Judge and Jury Rocks,” while omitting the “rocks” part of the search, or adding Arrowtown, Wakatipu, Kawarau, and Otago.

# WAKATIPU HERITAGE TRUST

SITE ASSESSMENT REPORT FOR A HISTORIC PLACE

QLDC DP Valuation Number: Adjoining 2910121800

District Plan Map Reference Number: 33

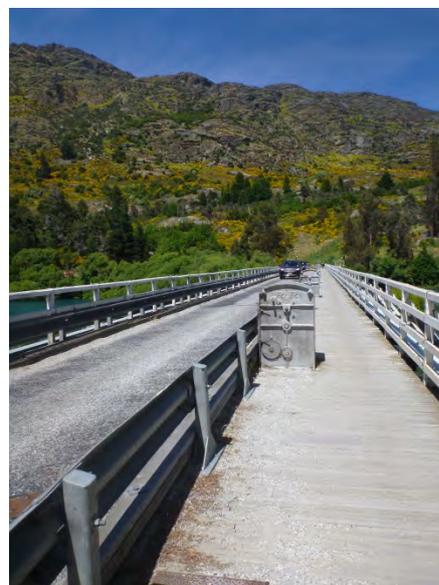
December 2013

QLDC DP Reference Number: 40

Certificate of Title: No



Above photograph taken January, 1926 (Lakes District Museum)



Above photograph December 2013

**NAME (including former names)**

**Kawarau Falls Bridge, also Kawarau Falls Dam**

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**PHYSICAL LOCATION/ADDRESS**

State Highway 6/Kawarau Road, Lake Wakatipu end of the Kawarau River, Frankton

**HERITAGE ASSESSMENT**

**Archaeological value:** Low

**Architectural value:** High

**Cultural value:** Moderate

**Historical/social value:** High

**Landscape/townscape value:** High

**Rarity/representative value:** High

**Technological value:** High

**OVERALL HERITAGE VALUE:** High

**AGE/DATES** c. 1924, completed 1926

**ARCHITECT/BUILDER** E.J. Isles, engineer

**STYLE** "Stoney Roller Sluice"

**MATERIALS** Steel, rubber, concrete, iron

**NZHPT register** 7448, Category I

**DISTRICT PLAN STATUS** Category II heritage site

**LEGAL DESCRIPTION** Bridge Adjoining Section 4 Block XVIII,  
Town of Frankton

**USE/TYPE** Mining Dam/Bridge

**CURRENT OWNERS** Transit New Zealand, Electricity Division  
of Ministry of Energy, NZTA

## SITE ASSESSMENT REPORT

### SUMMARY OF SIGNIFICANCE

#### **Historic and social value:**

The construction of the Kawarau Falls Bridge marked what was arguably the last real attempt at significant gold extraction in the Otago region, an example of the high capital/investment phase of the “speculators dream” projects in New Zealand. The bridge is deserving of a notable place in New Zealand’s gold-mining, economic and engineering histories. Appearing as a bridge, but purposed as a dam, the Kawarau Falls Bridge showcases the achievements of local construction efforts in the pursuit of gold. The economic contributions it made to local business, as well as the significant effect floating the Kawarau Gold Mining Co. with capital and investments had on the national stock market, coupled with the 100-200 strong workforce camped at Frankton raceway that augmented Queenstown’s income, the bridge generated significant revenue in its early years for local and national economy too.

#### **Architectural value:**

The design of this dam, now almost a century old, remains a valid engineering scheme. The Stoney Roller design is typified in the Kawarau Falls Bridge, indicated in the characteristically rectangular cast iron and steel lift gates that span between the concrete piers, held in steel guides that incline slightly downstream. Overhead hoists and wheels mounted on the downstream side of the gates that raise and lower them are also characteristic in the expected architectural design of the bridge, as are the rubber or belting seals on the sides of the gates and reinforced concrete piers. It is also important to note that the dam is of the barrage type- where the intention is to control the flow and direction of the water, not raise or reduce its levels.

#### **Townscape and context value:**

The QLDC Regional Plan classifies the Kawarau River as an Outstanding Natural Feature, and Peninsula Hill and the Remarkables as Outstanding Natural Landscapes. Consequently, the Kawarau Falls Bridge, a prominent feature in its immediate surroundings, stands in highly valued landscape.

#### **Rarity and representative value:**

This bridge is of particular historical interest in that its construction can be adequately connected to gold-mining pursuits that were typical of the Lakes District area at the time. The Stoney Roller design of the gates in the dam were created and patented by FGM Stoney in the late 19<sup>th</sup> century; Stoney worked for the Ipswich firm of Ransomes and Rapier in 1887, who became the sole manufacturers of the gates used in the Kawarau Falls Bridge.<sup>1</sup> The use of the gates in the bridge are likely the earliest (possibly only) in New Zealand. As the North Island dams at the time continued to be constructed from timber, the bridge at Kawarau was extremely sophisticated by comparison. Few dams are constructed in the Rectangular Lift Gate style globally, making the Kawarau Bridge of significantly interesting.

#### **Technological value:**

The technological value of the dam stems from Isle’s engineering design, based on a system of controlled locks (gates) that allowed for the directing of water through the dam without the structure collapsing. Influenced by the dam design first used on Egypt’s Aswan Dam (1902), the dam at Kawarau Falls consists of

<sup>1</sup> “Kawarau Falls Dam”, *Engineering Heritage New Zealand*, <http://www.ipenz.org.nz/heritage/itemdetail.cfm?itemid=397> (accessed 20 November 2013)

11 concrete piers (2.1 m thick and 15.5 m long), between which steel gates (12.2 m long and 2.3 m high) arranged in the Stoney Roller design allow the pressure from the water load on the gates to be transferred to the concrete piers by a set of rollers held in a steel frame. When the gate is lifted or lowered, the roller assembly minimised frictional resistance.<sup>2</sup> When Lake Wakatipu would rise, pressure would be pushed toward the bottom of the lake, rather than the gates and outlets, ensuring the structural integrity of the dam.<sup>3</sup>

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## DESCRIPTION (as currently seen)

As it is seen now, the Kawarau Falls Dam is in good condition. Naturally, some rusting has occurred, however the structure appears very solid, despite its continued use as part of SH6, where significant traffic crosses it every day.

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## HISTORICAL NARRATIVE

**1889-** Julius Vogel's work *Anno Domini* is published; elaborating on an idea first suggested in 1863 by a man named Sigley regarding the diverting of the Clutha should it be found to have quantities of gold. Vogel proposed damming the Kawarau, not the Clutha in his book.<sup>4</sup>

**1911-** Daniel McBride, run holder of Kawarau Falls Station makes an offer of 3,350 pounds to Lakes District Council to contribute funds to the construction of a bridge at the falls; the Council considers the cost too expensive and the project lapses.<sup>5</sup>

**1922-** Kawarau Gold Mining Co., the first Company in New Zealand formed for the purpose of building a concrete dam for mining, are formed under Dunedin educated engineer E.J Isles. Alfred Hanlon, prominent criminal lawyer, becomes chairman of the Company. Lakes District Council reconsider the plan proposed by McBride in 1911 and take up the scheme.

**1923-** Proposal to erect a concrete dam across the Kawarau River hailed as a solution to dredge work currently carried out on the water. The bridge/dam designed by the Kawarau Gold Mining Co. was intended to de-water, dry out and expose the bed of the Kawarau River by damming it at its head and creating what was effectively a massive sluice box immediately downstream of the gates.<sup>6</sup>

Very little scientific preliminary work is carried out that would give a good indication of the feasibility of the project. It would become apparent very early on the necessity of also damming the tributaries of the Kawarau (in particular the Shotover and Arrow rivers) to gain control of the water levels- these extra dams are never constructed.<sup>7</sup>

**1924-** In January, a dam license is granted to the Kawarau Gold Mining Company (who also receives a generous government contribution for mining the whole of the River). The license stipulates a bridge is to be incorporated into the dam- a single structure that relieves Lakes District Council of financial obligation.<sup>8</sup>

River is divided into 128 ¼ mile claims leased for 100 pounds plus 20 per cent of recovered gold.

<sup>2</sup> *Ibid*

<sup>3</sup> "Great Expectations", *Evening Post*, Vol. CXII, Issue 53, 31 August 1926, p.10

<sup>4</sup> "Kawarau Falls Dam", *Engineering Heritage New Zealand*, <http://www.ipenz.org.nz/heritage/itemdetail.cfm?itemid=397>

<sup>5</sup> Raymond J. Clarkson, "The Kawarau Falls Bridge", *Queenstown Courier*, Issue 56, May 1996, p.3

<sup>6</sup> "Kawarau Falls Dam", *Engineering Heritage New Zealand*, <http://www.ipenz.org.nz/heritage/itemdetail.cfm?itemid=397>

<sup>7</sup> *Ibid*

<sup>8</sup> *Ibid*, p.4

Construction begins on the bridge- it is to be 480 feet long, 35 feet above the water, supported by steel girders and 11 concrete piers for an estimated total cost of 30,000 pounds.

**1925-** Lead engineer E.J Isles leaves the project before its completion. S.C.W. David is appointed as resident engineer.<sup>9</sup>

**1926:** In June, four gates are completed and closed; three quarters of an hour with the gates closed drops the river almost three feet. Reported that the dam should be completed within five weeks.<sup>10</sup>

**August-** 4<sup>th</sup> of the month, it is reported that William Ian Kane (23) dies while working on construction of the bridge.<sup>11</sup>

25<sup>th</sup> August, the *Evening Post* notes the dam is practically completed, and that if weather conditions remained favourable, the gates would be closed the following Monday to allow the commencement of mining operations.<sup>12</sup>

Construction of the dam/bridge is completed at the head of the Kawarau River where it arises at the outlet of Lake Wakatipu, for a blowout cost of 106,000 pounds (\$10 million equivalent today)- the much higher than estimated cost.

31<sup>st</sup> August, at 11:00 a.m., ten winches close the dam gates. The River level drops only a meter or so, not enough to uncover significant gold-bearing rock.<sup>13</sup>

**September-** gates are opened after 10 days of being closed, shares in the Kawarau Gold Mining Company fall by almost half their value (shares rise from 1 shilling to 2 pounds in mere days, then 26 times their listed price).<sup>14</sup> The dam cannot fulfil its original purpose as the confluence of the un-dammed tributaries downstream backfill the Kawarau.

**1928-** Project is abandoned, and demise of the Kawarau Gold Mining Company sees the dam become the property of the Kawarau Dam Board in Wellington. As property of the Crown, the dam is used for a brief period to control water flow for hydro-electric purposes.<sup>15</sup>

**1956-** Control of the dam passes to the New Zealand Electricity department. Report indicates little wear on the dam is evident.

**2013-** Bridge remains the only physical link between Frankton and Kelvin Heights, though plans are underway for a second, two-lane bridge to run adjacent to the Kawarau Falls Dam (estimated cost between \$5 and \$20 million). Currently, up to 580 vehicles will cross the bridge in peak traffic hours.<sup>16</sup>

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## LANDSCAPE SUMMARY

The Kawarau Falls Bridge rests in highly valued scenic conditions in the Lakes District and is a dominant feature in its environment. Included in the immediate surroundings are other heritage sites: the location of

<sup>9</sup> Arthur Bunce, recorded 1974, interviewed by Ron Gordon, Abstracted by Anne Cook, Lakes District Museum Oral Archives (LD72)

<sup>10</sup> "Trial of the Gates", *Evening Post*, Vol. CXI, Issue 154, 30 June 1926, p.8

<sup>11</sup> "Drowned at Kawarau", *Auckland Star*, Vol. LVII, Issue 183, 4 August 1926, Page 8

<sup>12</sup> "Kawarau Dam", *Evening Post*, Vol. CXI, Issue 48, 25 August 1926, p.10

<sup>13</sup> "Great Expectations" *Evening Post*, Vol. CXI, Issue 53, 31 August 1926, p.10

<sup>14</sup> "Kawarau Falls Dam Become Operational" <http://www.nzhistory.net.nz/page/kawarau-falls-dam-closed> (Accessed 7 December, 2013)

<sup>15</sup> "Kawarau Falls Dam", *Engineering Heritage New Zealand*, <http://www.ipenz.org.nz/heritage/itemdetail.cfm?itemid=397>

<sup>16</sup> "Kawarau Falls may be a Bridge too Far", *Otago Daily Times*, 4 September 2013

the Former Brunswick Flour Mill, where hydro-electricity generated from the Kawarau Falls was first used in the region and features associated with its operation. The Kawarau Falls Recreation Reserve, a Crown Protected Area, is also in the immediate vicinity. Vegetation on the river banks is mainly exotic, especially in the numbers of Willow trees, which are considered noxious.

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#### COMPLETED BY:

Research Completed by Stacey Solomon on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme

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#### FILE NOTES

Ownership of the bridge is held by several parties: Transit New Zealand owns the road over the bridge while the Electricity Division of the Ministry of Energy owns the bridge and dam structures; however, NZTA holds the lease of the bridge to utilise the road atop it.

The Kawarau Falls Bridge is currently a registered heritage site (first registered 28 May 1999, under the Historic Places Act 1993), and has an existing Historic Place Assessment report that has been submitted to the New Zealand Historic Places Trust Board. A copy of this report is located at the NZHPT Southern Region Office, as well as the original Historic Place Assessment Under Section 23 Criteria report considered by the NZHPT Board at the time of registration, which is available online (link is included in the bibliography of this report).

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#### SOURCES

##### *Primary source material*

"Trial of the Gates", *Evening Post*, Vol. CXI, Issue 154, 30 June 1926

"Great Expectations", *Evening Post*, Vol. CXII, Issue 53, 31 August 1926

"Drowned at Kawarau", *Auckland Star*, Vol. LVII, Issue 183, 4 August 1926

"Kawarau Dam", *Evening Post*, Vol. CXI, Issue 48, 25 August 1926

"Backing for \$18m Kawarau Falls Replacement Bridge", *Otago Daily Times*, 19 March 2013

"Kawarau Falls may be a Bridge too Far", *Otago Daily Times*, 4 September 2013

#### BIBLIOGRAPHY

##### *Published (secondary) source material*

Raymond J. Clarkson, "The Kawarau Falls Bridge", *Queenstown Courier*, Issue 56, May 1996

Raymond R. Timmons, "The Kawarau Falls Bridge", *Queenstown Courier*, Issue 61, November 1998

*Arthur Bunce*, interviewed by Ron Gordon (1974), abstracted by Anne Cook, Lakes District Museum Oral Archives (LD72)

##### *Links to website and online material*

“Kawarau Falls Dam”, *Engineering Heritage New*

*Zealand* <http://www.ipenz.org.nz/heritage/itemdetail.cfm?itemid=397> (accessed December, 2013)

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## APPENDICES

### Appendix 1. Visual Identification Aids

#### *Location Maps*



Kawarau Falls Dam, Frankton

[http://maps.qldc.govt.nz/qldcviewer/index.html?bookmark=true&ll=1263396.744131676,5004576.741500201&ur=1264560.9131266805,5005309.109631604&th=1&scale=4000&dynamiclayers=\\_mapservicename=Property](http://maps.qldc.govt.nz/qldcviewer/index.html?bookmark=true&ll=1263396.744131676,5004576.741500201&ur=1264560.9131266805,5005309.109631604&th=1&scale=4000&dynamiclayers=_mapservicename=Property)

## Appendix 2. Visual Aids to Historical Information



This image details the topography and legend of the township of Frankton and the Kawarau Falls Dam in relation to it (Detail of SO 11889)



The date stamp on this photograph (courtesy of Lakes District Museum Archive N1895 Kawarau Dam Documents) places the bridge nine months from completion. Note that construction has not reached the point where the bridge meets in the middle of the structure- the centre piers have not yet been erected. At this time, Lake Wakatipu and the Kawarau River water levels were much higher than usual, and coffer dams were placed downstream of the piers- this photograph appears to be immediately upstream of the dam.

### Appendix 3. Visual Aids to Current Information



The Kawarau Falls Dam retains much of its structural soundness today, used by hundreds of cars daily to cross the river.

Photograph from Flickr, December 2013.

(<http://www.flickrriver.com/places/New+Zealand/Otago/Kawarau+Falls/search/>)

QLDC DP Reference No.: 700

Valuation No.: 2911133000

Map Reference: 9

Certificate of Title: N/A



Aerial view of site, June 2008. Example of stone paved pits indicated. (photo courtesy of DOC)

**NAME OF SITE (including former names):** MAORI UMU-TI PITS, Dart River Settlement Site, Archaic Phase Settlement Site

**PHYSICAL LOCATION:** Approximately 400 metres downstream of the Dart Bridge, on Kinloch Road

**Age/Dates** Two periods of occupation believed to be circa AD 1200 and circa AD 1500

**Architect** N/A

**Builder** N/A

**Materials** Stone paving

**Local Authority** QLDC Category 2

**NZHPT No.** 5600

**Valuation No.** 2911133000

**Legal Description** Section 14 Block I, Dart SD and Crown Land next to Dart River

**Type/Use** Archaeological site of Archaic phase settlement

**Current Owners** Department of Conservation New Zealand

**Current Condition** The pits have recently been filled with concrete for preservation purposes

<b><u>HERITAGE ASSESSMENT</u></b>	
Historical/Social Value	<b>High</b>
Cultural/Traditional Value	<b>High</b>
Architectural Value	<b>Low</b>
Landscape/Townscape Value	<b>Low</b>
Rarity/Representative Value	<b>Moderate</b>
Technological Value	<b>Low</b>
Archaeological Value	<b>High</b>
<b>Overall Heritage Value</b>	<b>MODERATE</b>

## SUMMARY OF SIGNIFICANCE

The umu-ti are representative of pre-European settlement in the Wakatipu region, and are thus historically significant. The Pits were an important tool for cooking and their remains are a symbol of early Maori lifestyles and culture. The umu-ti provide knowledge of kai consumed by early Maori and how different tools were utilised. The umu-ti provide evidence of early settlement and trade during the archaic periods and are thus significant to the history and development of the Wakatipu region.

As the umu-ti are from early Maori camp sites, they are of high cultural significance. Historical evidence of pre European Maori culture is highly valued, representing their tipuna (ancestors) and tikanga (lifestyle) prior to European settlement. The Pits are symbolic of the tikanga Maori maintained, placing high spiritual value on the land. Artefacts symbolising an early Maori settlement possess high cultural significance to all New Zealanders.

The umu-ti possess little architectural aspects. To preserve what is left of the site, the pits and mounds have been filled with concrete and the natural environment has been left to grow throughout the site.

A cultural feature made of natural resources, the umu-ti blend into their surrounding environment easily, especially due to their age. They also provide visual interest, as they are a rare feature in this area.

As the remains are remnants of an archaic settlement site, they are immediately rare. However, ti ovens were a common feature throughout Otago and Southland due to the abundance of ti trees, becoming less common further north. It has been reported that the stone paving is of a very rare feature, being what is believed to be a natural feature caused by the nearby Dart River activity.

The layout of the settlement site and the umu-ti had technical value to those whom created them, likely to have been designed in a beneficial way.<sup>1</sup> Further, the ti pits represent the particular technique of cooking and eating ti roots – by drying and baking them in the earth, and sucking out the sugary fibres. Thus, the site is of relative technological significance.

The Maori umu-ti pits are of high archaeological significance as they are an Archaic settlement site. Numerous archaeological excavations have occurred throughout the last century, with potential for future excavations. The site provides physical evidence of the lifestyles and culture of pre-European Maori in the Wakatipu, and is a site of high interest to archaeologists.

<sup>1</sup> The iwi of the region at the time of creation were Waitaha, Kati Mamor and Ngai Tahu. It is unknown which iwi is responsible for the creation of the pits, or whether they were available for all to use.

## DESCRIPTION

The umu-ti are located between the Kinloch Road and the Dart River, approximately 400 metres downstream from the Dart Bridge, and consist of 2500 square metres of relatively flat land. Thickets of matagouri are scattered across the site which was once covered in beech forest.<sup>2</sup> Remains of creek channels surround the site, which have potentially caused environmental changes altering the site and the numerous interpretations of significant features – whether they are of cultural or natural significance.<sup>3</sup> A 1981 archaeological report records the site as consisting of “two large raised rim pits, a large pit associated with a low mound and several slight depressions, some four to seven areas of mound and depression features, and several patches of cobbles and boulders showing through the soil in conceivably cultural patterns.”<sup>4</sup>

## HISTORY

Historical evidence regarding the Dart River site is scarce, most likely due to the archaic origins of the site. However, archaeological findings, reports and assessments provide evidence that allows for analysis and historical conclusions to develop.

Ti cooking was a prominent source of nutrition for Maori of Otago and Southland throughout the pre-European era. Umi-ti, ovens for cooking the ti, remnants are common throughout the region. The roots and stems of young ti trees were dried and baked in the ovens to separate the sugary materials from the fibres.<sup>5</sup> Chewing of the roots also brought out the sugar of the fibres, acting as an essential source of nutrition.<sup>6</sup> Trade of the cooked ti roots and moa is also highly likely, contributing to the economy of the settlement and its neighbours.

David Simmons was the first European archaeologist to explore the Dart River site in 1967, undertaking a small scale excavation of the site. These excavations proved artificial gravel mounds connected by slab-paved paths and numerous raised rim and rimless pits were once present.<sup>7</sup> Simmons had previously looked upon the findings of Charles Haines, whom in 1919 presented a collection of 215 Maori artefacts from the Glenorchy region. These included a large number of nephrite artefacts, which when placed alongside Simmons’ excavation findings and the knowledge that the region was once prosperous in pounamu (greenstone), led to the conclusion that the site was once a pounamu workers village. It was believed the numerous mounds were parts of houses, whilst the raised rim and rimless pits were likely to have been used as storage.<sup>8</sup> Simmons also identified nearby rivers that were likely to have been the source of the pounamu, there by

<sup>2</sup> Neville Ritchie, “Register Record – Archaic Phase Settlement Site,” New Zealand Historic Places Trust, last modified 4 April 1984, <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=5600>

<sup>3</sup> Atholl Anderson and Neville Ritchie, “Excavations at the Dart Bridge Site, Upper Wakatipu Region: A Preliminary Report,” *New Zealand Archaeology Association Newsletter* 24, no. 1 (1981), 6.

<sup>4</sup> Ibid.; The 1981 archaeological assessment is the latest report available.

<sup>5</sup> Rob Tipa, “A survivor and a survival food,” *Te Karaka* 22 (Spring 2003), 36-37.

<sup>6</sup> Tipa, 37.; Atholl Anderson, *When all the Moa Ovens Grew Cold: nine centuries of changing fortune for the Southern Maori* (Dunedin: Otago Heritage Books, 1983), 26.

<sup>7</sup> Atholl Anderson and Neville Ritchie, “Pavements, Pounamu and Ti: The Dart Bridge Site in Western Otago, New Zealand,” *New Zealand Journal of Archaeology* 8 (1986), 115.

<sup>8</sup> David Simmons, “Excavations in the Glenorchy area,” *Annual Report of the Otago Museum*, (1967), 17; Neville Ritchie, “Archaeology and Prehistory of the Upper Wakatipu Region,” *New Zealand Archaeological Association* 23, no. 4 (1980): 251.

supporting his conclusions.<sup>9</sup> The Dart River site was believed to have been occupied intermittently for several centuries, either by workers or those camping and travelling in the area.<sup>10</sup>

Such broad interpretations and conclusions led historical archaeologists Neville Ritchie and Atholl Anderson to return for further excavations in 1981. Ritchie and Anderson's investigations of the site found no evidence of paved mounds or their use as dwellings, and no evidence that suggested paving was used as a network of paths.<sup>11</sup> Thus, their findings strongly opposed the conclusion made by Simmons that the paving and mounds were artificially made. In contrast, Ritchie and Anderson interpreted their findings as being the remnants of a settlement site. They believed the apparent mounds were a natural feature that had developed due to high activity from the nearby Dart River between the two periods of occupation (geological evidence suggesting these periods were between AD 1200 and AD 1500).<sup>12</sup> Further, it was concluded that the Dart River site is a "probably temporary Archaic phase settlement at which ti (cabbage tree) and moa cooking occurred," as well as some pounamu working, yet on a modest scale.<sup>13</sup>

Ritchie and Anderson's archaeological reports and assessments of the Dart River site have a high focus on the stone, minerals and scientific evidence they used to draw conclusions. For this report however, historical conclusions can be drawn based on the overall findings. The lack of sources regarding the site leads to a very restricted field of experts. However, the expertise and experience of Simmons, Anderson and Ritchie combined ensures their reports are as reliable and scientifically correct as possible

## **LANDSCAPE/TOWNSCAPE SUMMARY**

The Maori Umu-Ti Pits, or Dart River Site, blends naturally into the picturesque environment that it is nestled amongst. The umu-ti can be hard to find in the natural landscape. The recent concrete filling of the Pits may make them more obvious, this being dependent on the attention given to ensuring they maintain their natural cohesion.

***Report completed by Alexandra Neems on behalf of the Wakatipu Heritage Trust, 2013/2014***

***Internship programme.***

## **BIBLIOGRAPHY**

<sup>9</sup> Simmons, 17. Simmons believed the pounamu source was either from the South "by way of the Waiau or Mavora to the Caples and Greenstone Rivers, or from Otago by the Clutha, Kawerau and Western side of the lake.

<sup>10</sup> Ritchie 1980, 251.

<sup>11</sup> Anderson and Ritchie, "Pavements, Pounamu and Ti: The Dart Bridge Site in Western Otago, New Zealand," 15.

<sup>12</sup> A. Miller, "Fragments of Pre-European History at the Head of Lake Wakatipu," *The Queenstown Courier* 8, (July 1972), 6; and Ritchie, "Register Record – Archaic Phase Settlement Site."

<sup>13</sup> Anderson and Ritchie, "Excavations at the Dart Bridge Site, Upper Wakatipu Region: A Preliminary Report," 9.

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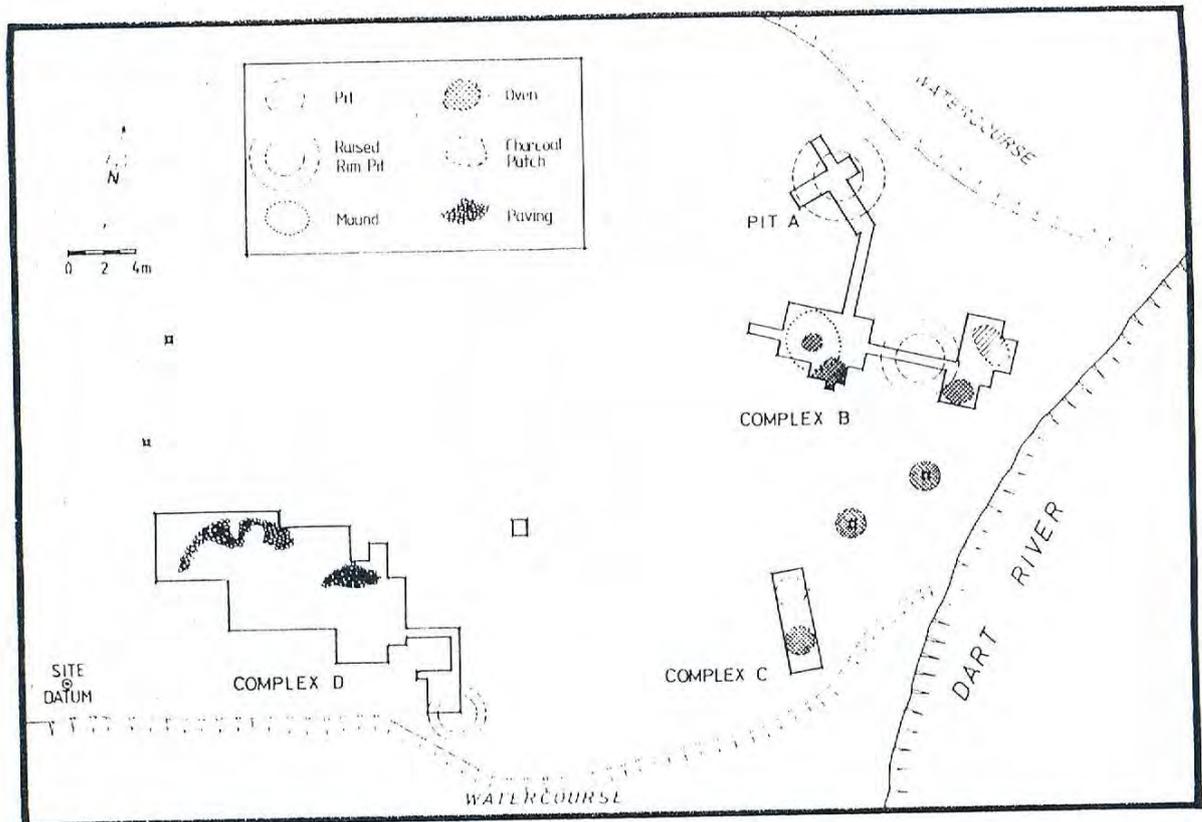
Tipa, Rob. "A survivor and a survival food." *Te Karaka* 22 (Spring 2003): 1-48.

**Completed by:** Alexandra Neems

**Date:** 17 December 2013

## APPENDICES

*Appendix One:* Archaeological map of excavated areas for the Dart River Site. Source used to assist in understanding placement and layouts of pits, mounds and paving referred too, but it did not prove necessary to refer to specific sites. This map was commonly referred to throughout the archaeological reports.



Sourced from Atholl Anderson and Neville Ritchie, "Pavements, Pounamu and Ti: The Dart Bridge Site in Western Otago, New Zealand," *New Zealand Journal of Archaeology* 8 (1986), 119.

**QLDC DP Ref #: 36**

**Valuation #: 1. 2910505800 2. 2910505700 3. 2910505600 4 & 5. 2910505500**

**Map Ref: 36**

**Certificate of Title: 23044**



Marine Parade, (Google Earth, January 2014).

**Name of site: Marine Parade Historic Precinct**

**Physical Location: Corner of Church Street to Earl Street**

<b>Heritage Assessment</b>	
<b>Archaeological Value</b>	High
<b>Architectural Value</b>	High
<b>Cultural/Traditional Value</b>	High
<b>Historical/Social Value</b>	Medium
<b>Landscape/Townscape Value</b>	High
<b>Rarity/Representative Value</b>	Low
<b>Technological Value</b>	High
<b>Overall Heritage Value</b>	High

<b>Age/Dates</b>	1863/1864/1880/1920
<b>Architect/Builder</b>	John Williams & Thomas Paterson
<b>Materials</b>	Schist, Stone, Corrugated Iron
<b>Local Authority</b>	QLDC
<b>NZHPT No</b>	7225
<b>Valuation Number</b>	1. 2910505800 2. 2910505700 3. 2910505600 4. 2910505500 5. 2910505500
<b>Legal Description</b>	Sections 4-7 Block III Town of Queenstown Lots 1 & 2 DP 24375
<b>Type/Use</b>	Freemasonry Lodge, Accommodation, Restaurant, Café & Gallery
<b>Current Owners</b>	Freemason/Eichardt's Hotel/

<b>Current Condition</b>	All buildings in excellent condition
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## Summary of Significance

The Marine Parade Historic Precinct on the shores of Queenstown Bay played a significant role in Queenstown's history for both residential and commercial reasons. The site appears to have had two main phases of building construction. In the late nineteenth century the site revealed a pair of commercial buildings.

This is reinforced by the archaeological evidence as well as the limited archival material. Excavations have found evidence of a blacksmith's business, including hundreds of worn-out horseshoes. The remains of a horse stable with a cobbled floor and a large timber building were found together with a later garden area.<sup>1</sup>

The Ophir Lodge on the corner of Church Street was built in 1863. The Williams Cottage was built in 1864 and the Archer Cottage built in the 1920s. Despite Williams Cottage being built in the 1800s, it remained largely a commercial property before becoming a residential property. This supports the precinct's two-phase development.

While the precinct has taken various forms over the years, those that remain provide a tangible link to the era of busy commercial activities in early Queenstown's history. It is also a reminder of the reliance the small town had on early transport before the advent of road access.

The precinct reflect the technological changes to trade as they occurred throughout Queenstown's development- from horses to motorised vehicles between the two World Wars. The precinct have local and regional significance and represent an important historical link to Lake Wakatipu's shipping activity, and the role this transportation era has played in the development of Queenstown and the wider Central Otago area.

<sup>1</sup> Hocken Library, MS-2578

## **Description**

The Marine Parade Historic Precinct consists of four properties which start from the corner of Church Street and stretches across to Earl Street. These are; The Ophir Lodge, The 1920s Bungalow, The Botswana Bar and Williams Cottage.

The Ophir Lodge is a single storied building made from schist and is a rectangular building on the corner of Church Street.

The Eichardt's Hotel is a building used for the purpose of accommodation. The original building has been demolished and no original features remain. There is a building to the front, and a one and a half storey building to the rear of the building.

The Botswana Bar is a simple cottage with two large windows on either side of the front door. It is a building modelled on the original Archers Cottage which previously stood there prior to its demolition in 2002.

The Williams Cottage is in its original condition and is a single storied cottage with a corrugated iron roof. It is a large building and has two chimneys to the rear of the building.

## **History**

The historic buildings that make up Marine Parade were never a row of cottages, rather a mixture of commercial than residential scale. Although the whole precinct has been the subject of new developments, it still remains a site of valuable historical significance. Unfortunately, the 1920s bungalow revealed very little historical information.

### **Ophir Lodge: 1863**

The constant coming and going of miners and the frenzy of the gold rush, lead to the gathering of Masons.<sup>2</sup> On June 6 1863, a group of men gathered in the Queens Arm Hotel. These men were merchants, bankers, hoteliers and government officials who moved to Queenstown.

<sup>2</sup> F.W.G.Miller, *Golden Days of Lake County*, (Christchurch: Whitecombe & Tombes, 1961), 58.

It was decided that a lodge would be formed and Reuben Harris was elected as the first Master. He was originally from Victoria, and had come to Otago as an auctioneer. A site was chosen and £600 was quickly raised through fundraising and donations, and contractors were engaged shortly after. On July 18<sup>th</sup> the foundation was laid and people attended from near and far for the ceremony.

The cortege left Bracken's Hall at 12'oclock and reached the site shortly after, which was decorated with flags. Brother Harris explained the nature of the ceremony to be performed then read the subjoined subscription. Brother Brown handed the urn which contained money and a copy of the Lake Wakatipu Mail.

The building was completed in October 1863, and was the only substantial building to exist in a sea of white canvas tents.<sup>3</sup> The building was built rather swiftly and a charter was needed in order to operate. It was not until July 1864, that a dispensation made it possible to operate as a lodge. There was a flood of new members including; Bendix Hallenstein, Richmond Beetham, Albert Eichardt, William Rees and Nicholas Von Tunzelmann. <sup>4</sup> Twenty eight years later, in 1892, it joined the New Zealand Constitution of Masonic Lodges. It is likely that the lodge was also designed by builders Thomas Paterson and William Ford.

The Freemasons played an important role in the social history of New Zealand as a philanthropic organisation. There were no social welfare systems at the time, and the Freemasons lodge was an insurance against illness and accidents. Lodges also played an important social function. Almost every town had a Masonic Lodge and the Masons were influential in public affairs.<sup>5</sup> In 1887, the Masonic Hall in Arrowtown was built made possible by the aid of donations from the members.<sup>6</sup>

It is said to be the first stone building erected in the district, the Masonic Lodge in Queenstown provides an excellent example of the encouraged use of schist which was plentiful and very easy to build with.<sup>7</sup>

### **Botswana Butchery Bar: c.1880**

<sup>3</sup> Ibid.,

<sup>4</sup> Ibid.,

<sup>5</sup> Melanie Lovell-Smith, Masonic Lodge; Historic Places Trust,

<http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=2338>, Accessed 1 January 2014.

<sup>6</sup> Marion Borell, *Old Buildings of the Lakes District*, (Dunedin: David Johnston, 1973), 7.

<sup>7</sup> R.D. Clifford, *The Historic of Lake Lodge of Ophir No.85 - 1864-1989*, (Lake Lodge of Ophir, Queenstown, 1989), 70.

The Botswana Butchery Bar is a replica of the historic Archer Cottage which belonged to both John Williams and George Archer. The Archer Cottage was a site for Archer Timber Merchants Building c.1880s which he co-owned with his brother-in-law John Williams. There was a large storage building located on the site. In c.1930s a bungalow was constructed to the front of the property (formally known as the Archer Cottage).

The bungalow was subject to a resource consent application for its removal and the construction of a new building. Consent was granted (ref RM90626) and the reasons for the decisions noted;

*“It was agreed that the subject building was built approximately 50 years after the last of the other buildings was built along this frontage, and in terms of architectural significance it was decided that this building is of sufficient value or rarity so as to deserve protection”.<sup>8</sup>*

Once the building was removed the Maley Craig Development took into consideration the appreciation of the heritage zoning. In consultation with select members of both The Historic Lakes Trust (Local Branch) and the Queenstown Historical Society the new owners built the new building modelled on the former Archer Cottage. Mason and Wales from Dunedin were appointed and a new design was completed for the applicant.<sup>9</sup>

Unfortunately, miscommunication between the two parties saw the original Archer Cottage destroyed. Historic Places Trust approved of the addition of a 2 level structure to the rear of the original Archer Cottage, but not its demolition despite the Archer Cottage having no historic value.

This is because although the cottage itself was invaluable, it sat amongst Marine Parade’s Historic Precinct which has aesthetic, architectural and historical significance.

### **Williams Cottage: 1864**

<sup>8</sup> Ref RM90626)

<sup>9</sup> Submission on Maley Craig Development, 28<sup>th</sup> April 2004.

The Williams Cottage is believed to be the oldest cottage in Queenstown. It is on its original site and is an important reminder of the lake to the early pioneers of Queenstown. This is an important pioneer cottage because it occupies a prominent part of Queenstown right on the water front, passed by thousands of tourist every year.

John Williams and his sisters: Mary, Elizabeth and Anne Bella arrived to New Zealand in 1850 on the Wanderer from Adelaide. In 1864, Williams went into partnership with his Brother-in-law (Elizabeth's husband) George Archer running a small steam boat on the lake. They acquired the Government Escort Service contract to transport gold on the lake. George and William launched the first screw steamer on the lake "Jane Williams" to meet the train at Kingston three times a week, and also collect timber at the head of the lake.<sup>10</sup>

On Jan 1864 the Crown Land granted John Williams the section from Israel Shaw which included the timber on the ground. Shaw sold it for 20 British Sterling pounds. Based on the archaeological evidence the timber on the floor was probably part of the stables which previously existed. Williams is believed to have built the original cottage c.1866 due to a shortage of builders.<sup>11</sup>

It has an unusually high gable and long parlour. The roof was initially covered in shingles, but it leaked during storms. The shingles were replaced with corrugated iron in the 1870s. At the same time a small back room was added, which is now a small café.<sup>12</sup> It has retained much of its original features and wallpaper. The style is Colonial Georgian with an addition of a veranda. It still remains without electricity and has experienced floods from Lake Wakatipu numerous times.<sup>13</sup>

Williams built his cottage on the lakefront where a sailing ship would naturally land. Williams remained in the cottage until his death in 1881. His sister Mary inherited his cottage, and upon her death in 1906, Williams other Sister Elizabeth inherited it. Elizabeth left the cottage to her nephew William Charles Prior whom held ownership for a day before selling it to his sister Anne Bell Mc Neil and James Mc Neil. William was too busy running a farm in Glenorchy.

<sup>10</sup> Williams Cottage, Historic Places Trust, <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=7225>, (Accessed 1 February 2014).

<sup>11</sup> <http://vestadesign.co.nz/cottage-history>, (Accessed 1 February 2014)

<sup>12</sup> Ibid.,

<sup>13</sup> □ Conservation Plan, Jackie Gillies, The Williams Cottage, Marine Parade, Queenstown: A conservation plan, Queenstown, 1996

James Mc Neil He was a notable stonemason in Queenstown and was responsible for building the Ballarat Bridge, Queenstown Cemetery Walls and the Mc Neil Cottage. Mc Neil's widow Anne Bella continued to live in it until 1944.<sup>14</sup> When she passed the cottage was left to John Williams's great nephew William Edwin Mulholland.

William Mulholland died in 1968 leaving the cottage to his son William Keith. When the youngest Mulholland died it was sold to Mutual Rental Properties in 1981.<sup>15</sup>

In the 1980's the cottage was largely derelict and unused facing demolition. Plans were underway to make space for commercial purposes. The lakes District Council noticed the historical significance of it and in 1994 the Council purchased the building. The Queenstown Heritage Trust has taken responsibility for the restoration of the cottage.<sup>16</sup> It is now utilised as a small café and art gallery.

### **Landscape/Townscape Summary**

The Marine Parade Historic Precinct occupies a prominent place at the entrance to the Queenstown Bay and provides both modern and historic visual interest, particularly during a summer's day when the Williams Cottage and Botswana Bar is filled with visitors from all over the world. The Precinct has long been a part of the vista of the Bay and its visual interest can be seen along the shoreline.

### **Sources**

The Lakes District Museum has an extensive record of the correspondence between Arrow Farms Limited and the Queenstown Lakes District Council and is worthy of consultation. In particular, insuring that the new building to replace the Archer Cottage is in align with the historic aesthetics of Marine Parade.

The Hocken Library holds a series of block plans of Queenstown that probably dates to the 1890s of the owner at the time to be E. D. Stevenson, and occupied by Hugh Craig. This is worthy of further consultation (Hocken Library Misc. Ms. 1016-2).

<sup>14</sup> Williams Cottage, Historic Places Trust, <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=7225>, (Accessed 1 February 2014).

<sup>15</sup> Vesta Design, <http://vestadesign.co.nz/cottage-history>, Accessed 1 February 2014)

<sup>16</sup> Ibid.,

Peter Peachey has done archaeological excavations on the Williams Cottage and Archer Cottage. His report is housed at the Hocken Library and provides some useful insight into the material culture found at Marine Parade.

Manino Parade Historic Precinct



## COMPUTER FREEHOLD REGISTER UNDER LAND TRANSFER ACT 1952

Search Copy



**Identifier** 23044  
**Land Registration District** Otago  
**Date Issued** 09 January 2002

### Prior References

8078 8079

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**Estate** Fee Simple  
**Area** 370 square metres more or less  
**Legal Description** Lot 15 Deposited Plan 302022

### Proprietors

Grash Holdings Limited as to a 1/2 share  
McCulloch Trustees 2004 Limited, Southern Trustees 2005 Limited and Ernest John Leslie Guthrie as to a 1/2 share

---

**Estate** Fee Simple - 1/15 share  
**Area** 609 square metres more or less  
**Legal Description** Lot 100 Deposited Plan 303504

### Proprietors

Grash Holdings Limited as to a 1/2 share  
McCulloch Trustees 2004 Limited, Southern Trustees 2005 Limited and Ernest John Leslie Guthrie as to a 1/2 share

### Interests

Subject to a party wall right over part marked W1 on DP 302022 created by Transfer 5011982.6 - 10.11.2000 at 2:59 pm

Appurtenant to part herein formerly Lot 2 DP 300301 is a party wall right created by Transfer 5011982.6 - 10.11.2000 at 2:59 pm

The easements created by Transfer 5011982.6 are subject to Section 243 (a) Resource Management Act 1991

Appurtenant to Lot 15 DP 302022 is a right to erect and utilise stairs specified in Easement Certificate 5069930.3 -

MP 110



# COMPUTER FREEHOLD REGISTER UNDER LAND TRANSFER ACT 1952



Search Copy

R. W. Muir  
Registrar-General  
of Land

**Identifier** 2108  
**Land Registration District** Otago  
**Date Issued** 10 November 2000

**Prior References**  
OT18A/256 OTIC/904

**Estate** Fee Simple  
**Area** 290 square metres more or less  
**Legal Description** Lot 1 Deposited Plan 300301

**Proprietors**  
MC Estates Limited

**Interests**

5011982.6 Transfer creating the following easements - 10.11.2000 at 2:59 pm

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Party wall	Lot 1 Deposited Plan 300301 - herein	Marked A Deposited Plan 300301	Lot 2 Deposited Plan 300301 - CT 2109	Subject to Section 243 (a) Resource Management Act 1991
Party wall	Lot 2 Deposited Plan 300301 - CT 2109	Marked B Deposited Plan 300301	Lot 1 Deposited Plan 300301 - herein	Subject to Section 243 (a) Resource Management Act 1991

5018228.2 Mortgage to ANZ Banking Group (New Zealand) Limited - 10.1.2001 at 9:00 am

7481350.2 Variation of Mortgage 5018228.2 - 30.7.2007 at 9:00 am

MP1P



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**



**Search Copy**

R. W. Muir  
Registrar-General  
of Land

**Identifier** OT168/148  
**Land Registration District** Otago  
**Date Issued** 28 January 1913

---

**Estate** Fee Simple  
**Area** 283 square metres more or less  
**Legal Description** Deposited Plan 2354

**Proprietors**

The Trustees for the time being of Lake Lodge of Ophir No. 85 under the Grand Lodge of Freemasons of New Zealand Trustees Act 1903

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**Interests**

7365995.1 Mortgage to The Trustees for the time being of the Grand Lodge of Antient Free and Accepted Masons of New Zealand - 11.5.2007 at 9:00 am

MP HP



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**



**Search Copy**

  
R.W. Muir  
Registrar-General  
of Land

**Identifier** OT16B/812  
**Land Registration District** Otago  
**Date Issued** 26 January 1995

**Prior References**

OT4B/1237 OT4B/726

---

**Estate** Fee Simple  
**Area** 277 square metres more or less  
**Legal Description** Lot 2 Deposited Plan 24375

**Proprietors**

Queenstown-Lakes District Council

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**Interests**

941129.1 Mortgage to (now) Westpac New Zealand Limited - 15.12.1997 at 9.10 am



Image Two: Marine Parade c.1960s (Courtesy of Lakes District Museum, EL 2070)



Image Three: The Great Wakatipu Flood 1878, (Courtesy of the Lakes District Museum, EL 4991)

Image Four: A recent photograph of Williams Cottage (Inano Walter, 2013)



Image Five: QLDC Webmap, Section 13,15,17,21, <http://maps.qldc.govt.nz/qldcviewer/> (Accessed 1 February 2014)

## **Bibliography:**

Borrell, Marion *Old Buildings of the Lakes District*, Dunedin: David Johnston, 1973.

Clifford, R.D *The Historic of Lake Lodge of Ophir No.85 - 1864-1989*, Lake Lodge of Ophir, Queenstown, 1989.

Conservation Plan , Jackie Gillies, The Williams Cottage, Marine Parade, Queenstown: A conservation plan, Queenstown, 1996.

Hocken Library Archives, MS-2578

Lovell-Smith, Melanie,. Masonic Lodge; Historic Places Trust, <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=2338>, Accessed 1 January 2014.

Miller, F.W.G, *Golden Days of Lake County*, Christchurch: Whitecombe & Tombes, 1961.

QLDC Application Letter for resource consent, Ref RM90626.

Submission on Maley Craig Development, 28<sup>th</sup> April 2004.

Vesta Design, <http://vestadesign.co.nz/cottage-history>,( Accessed 1 February 2014)

**Completed by: Inano Walter**

**Date: 5/2/2014**

**QLDC DP Ref #:** 118

**Valuation #:** 2907128600

**Map Ref:** 26

**Certificates of Title:** OT12D/1530,  
OT6D/1131, OT6D/1132, OT6D/1282



Front of house, December 2013

**Name of site (including former names):** McEntyre's Cottage, formerly Pleasant View Farm House

**Physical Location:** 338 Lake Hayes Road, Queenstown

Heritage Assessment	High	<b>Age/Dates</b>	<b>1867</b>
Archaeological Value	Moderate	<b>Architect/Builder</b>	<b>Thomas McEntyre</b>
Architectural Value	High	<b>Materials</b>	<b>Schist stone, timber, corrugated iron</b>
Cultural/Traditional Value	High	<b>Local Authority</b>	<b>QLDC</b>
Historical/Social Value	High	<b>NZHPT No</b>	<b>None</b>
Landscape/Townscape Value	High	<b>Valuation Number</b>	<b>2907128600</b>
Rarity/Representative Value	Moderate	<b>Legal Description</b>	<b>Lot DP 20834 Block VII Shotover SD</b>
Technological Value	Low	<b>Type/Use</b>	<b>Homestead</b>
Overall Heritage Value	High	<b>Current Owners</b>	<b>John Noel Blair and Janet Halliday Blair</b>
		<b>Current Condition</b>	<b>Excellent, livable</b>

### Summary of Significance

The house at 338 Lake Hayes Road is significant because it housed a prominent family, the McEntyre's, for three generations, and was part of one of only a few dairy farms in the district. The main industries seemed to be mining and sheep farming, because the land was most suited for these industries. Pleasant View Farm, however, is situated on a southwards sloping hill made of loam over clay that collects water, making it one of the most fertile

places in the district<sup>1</sup>. Dairy was a distinctive industry in the area, making the house and its history unique and interesting. The house is also two-storeyed, which is “fairly rare for a dwelling of the period.”<sup>2</sup>

The McEntyres were also interesting, as they were one of the founding families, and stayed in the district and this house for a long time, and they were active in the community. The hill the house is situated on is called McEntyre’s Hill in their honour<sup>3</sup>.

The current owners have improved on the house, by making the grounds into a New Zealand Garden of National Significance by the Gardens Trust of New Zealand. The Trust describes the house in relation to the garden: “an old cottage from pioneer days and an equally old stone shed with corrugated iron roof form the centrepiece together with very old and craggy elder berry (*Sambucus*) trees carefully limbed up.”<sup>4</sup> The garden is rated five stars, and is the only one to have this rating in the Queenstown area. The cottage is the perfect backdrop for such a significant garden.

## Description

The house itself is a large example of successful farmer’s houses, as it is two stories, has three good sized bedrooms, a separate lounge, kitchen, bathroom, and a library/study, which is in contrast to the simple two roomed cottages seen around the district. The 2ft thick outer walls are built with local schist stone from the Hogan Galley Quarry<sup>5</sup>. The current owners use a limewash that allows the stones to breathe. The extension at the back of the house has stone walls, while the front rooms are timber. The roof is corrugated iron, but it used to be red beech shingles<sup>6</sup>. It is in a simple Georgian style, as the house is symmetrical. The windows are sash, and many of them have the original thin, flawed glass panes. The stairs are steep and narrow, and the attic is only 7ft high<sup>7</sup>. The gables in the roof are a recent addition by the current owners. There is an interesting detail made of timber at the front of the house: the timber is cut in a simple wave for decorative purposes. Most houses from the Victorian age have complicated details on the front of their houses, but the McEntyres seem to have done what they could with the limited resources they had as a settler family. The effect is understated and tasteful.

## History

The land was used as a dairy farm, as it was one of the only areas with fertile enough land to produce enough grass<sup>8</sup>. Their main income was from milking cows for the co-op dairy<sup>9</sup>. The house was built in 1867 by the original owner, Thomas McEntyre<sup>10</sup>. He came to New Zealand from Ireland with his wife Mary Bridget (neè Curtin) and had eleven children<sup>11</sup>. The oldest

<sup>1</sup> John Blair, personal correspondence

<sup>2</sup> Unknown newspaper article, John Blair

<sup>3</sup> Julia Bradshaw, *Arrowtown: History and Walks*, (Dunedin: Otago University Press, 2001),

<sup>4</sup> New Zealand Gardens Trust, *Blair Garden*, <http://www.gardens.org.nz/queenstown-gardens/blair-garden/>, accessed 22/1/2014

<sup>5</sup> John Blair

<sup>6</sup> Unknown newspaper article, John Blair

<sup>7</sup> Unknown newspaper article, John Blair

<sup>8</sup> John Blair

<sup>9</sup> Bill McDonald, *Queenstown’s Farm and Sheep Stations*, (Queenstown: Self-Published, 2010)

<sup>10</sup> Bradshaw,

<sup>11</sup> Family history, Lakes District Museum, NP Mc4

son, John Thomas McEntyre took over the farm and house in 1915<sup>12</sup>. He and his wife Mary Jane (neè Delargey), had a total of thirteen children. They slept in the rear upstairs bedroom: there were candle burns along the back wall of the house from where they slept<sup>13</sup>. The last generation of McEntyre's that lived in the house legally took over in May 1946<sup>14</sup>. They were John Francis McEntyre and his wife Therese Mulholland<sup>15</sup>.

The house was a very cold, difficult house to live in, as the water tank would freeze every winter morning, up until the Blairs moved it in the early 1980s<sup>16</sup>.

In August of 1956, the house changed from the McEntyre family to the Thompson brothers, Robert Gerald and James Thompson<sup>17</sup>. It was put solely in Robert's name in 1971<sup>18</sup>.

In January of 1972 retired Christchurch farmer William Brooke Dawson moved into the property, but he only owned it for one year before Frederick Miles Warren bought it<sup>19</sup>. While in Warren's name, the property changed from "part of Section 45" to Lot 15635<sup>20</sup>. I assume the house was then separated from the larger farm.

In 1977, Warren's friend Noel John Blair bought the property from him<sup>21</sup>. They were the ones to create the beautiful garden seen today. It was Warren's ambition to make the garden in the former dairy farm paddock, but he decided to do it in a property in Christchurch. Janet Blair saw his dream out, past his expectations. The house has also gone through extensive upgrades. The Blairs replaced the pipes, electrical wires, roof, and the water-barrel. Cosmetically, they have redone the kitchen, and the rooms downs stairs except for the front library.

### **Landscape/Townscape Summary**

The Farm was originally called Pleasant View Farm, as it is situated on top of a hill looking over the farm and to the Southern Alps. However, today it is surrounded by hedges and trees, so the view is impeded somewhat. The garden that has replaced the view is beautiful in itself, being a Garden recognised by the New Zealand Garden Trust.

That is not to say the view is completely obscured. Over the top of the trees the Southern Alps and Crown Range can be seen, and they are a beautiful sight. The entire Wakatipu district is a place of rugged, natural beauty, and McEntyre's Cottage enhances that.

The cottage cannot be seen from the road, and it has a long driveway with trees overhanging it. The area is lush, as it catches what little rain the district produces, so the rolling hills around the house are pretty.

Overall, it is a secluded, beautiful landscape, well-maintained by the current owners.

<sup>12</sup> Certificate of Title, OT158/192, (Otago Land District)

<sup>13</sup> Janet Blair, personal correspondence

<sup>14</sup> Certificate of Title, OT158/191, (Otago Land District)

<sup>15</sup> Family history, Lakes District Museum, NP Mc4

<sup>16</sup> Janet Blair

<sup>17</sup> Certificate of Title, OT158/191, (Otago Land District)

<sup>18</sup> Certificate of Title, OT4C/1311, (Otago Land District)

<sup>19</sup> Certificate of Title, OT4C/1311, (Otago Land District)

<sup>20</sup> Certificate of Title, OT6D/1132, (Otago Land District)

<sup>21</sup> Certificate of Title, OT6D/1132, (Otago Land District)

## **Sources**

Blair, Janet. Personal correspondence

Blair, John. Personal correspondence

Bradshaw, Julia. *Arrowtown: History and Walks*. Dunedin: Otago University Press, 2001

Certificate of Title, (Otago Land District)

Lakes District Museum, NP Mc4

Bill McDonald, *Queenstown's Farm and Sheep Stations*, Queenstown: Self-Published, 2010

New Zealand Gardens Trust, *Blair Garden*, <http://www.gardens.org.nz/queenstown-gardens/blair-garden/>, accessed 22/1/2014

Unknown newspaper article, John Blair

## **Additional Notes**

Farm was possibly sold to Jack Dagg<sup>22</sup>.

**Completed by:** Chontelle Syme on behalf of the Wakatipu Heritage Trust, 2013-2014  
Internship

**Date:**

## **Appendices:**

### **1. Certificate of title**

<sup>22</sup> Mcdonald,



Image Quality due to Condition of Original

CANCELLED

Form B.

NEW ZEALAND.



Register-book,

Vol. 158, folio 191

Proclamation No. 2310

Reference: Vol. 75, folio 2115  
Transfer No.

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

DUPLICATE DESTROYED  
717 497

This Certificate, dated the twenty seventh day of May, one thousand nine hundred and one, under the hand and seal of the District Land Registrar of the Land Registration District of Waikato & it is hereby that Thomas McEntyre of Arrow Farm

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or indorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered red, be the several admeasurements a little more or less, that is to say: All those parcels of land containing together forty six (46) acres, five (5) furlongs and six (6) roods (6) of a full more or less situated in the Electoral District of Waikato being sections forty six (46) and forty seven (47) (the land part of section forty six (46) Block Seven (7) on the public map of the said District deposited in the Office of the Chief Surveyor at Dunedin together and with bearing the number of one or other numeral (if any) under the surface of either part of said sections as amended sections and plan hereon as were taken by proclamation deposited in the Lands and Survey Office at London as No. 2310



District Land Registrar

Transmission No. 7500 to John Thomas McEntyre Esq. 7th May 1915 of 300.

Mortgage No. 55502 John Thomas McEntyre to Frederick William Buckell, John Hillier and Harold William Boyd Redwood 1st November 1920 at 4% DISCHARGED

Mortgage No. 52162 John Thomas McEntyre to The State Advances Department 11 February 1924 at 10% 200

Increase of charge No. 52162 produced 1 July 1926 at 12% 500

Various agreements and memoranda relating to the land and the mortgage

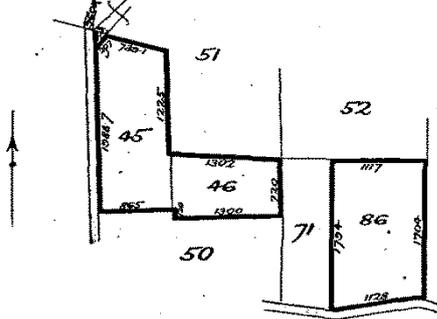
No. 2099 Certificate of Charge under Section 180 of the Land Transfer Act 1925 produced 23rd July 1927 1000

No. 3415 Mortgage Agreement under the Public Works Act 1928 & 1929 John Thomas McEntyre to the King produced 11th February 1934 at 10% 3000

T.M.S. Esq. D.L.R.

EQUIVALENT METRIC AREA IS 12.6550

Block VII Shotover Dist. 46a. Or, 156p



Scale 10 chs to an inch

References  
Prior C/T 158/191

Transfer No.  
N/C. Order No. 371267



**CANCELLED**

Land and Deeds 69

**REGISTER**

No. 4C/1311

**CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT**

This Certificate dated the 4th day of JUNE one thousand nine hundred and seventyone under the seal of the District Land Registrar of the Land Registration District of O T A G O

WITNESSETH that ROBERT GERALD THOMPSON of Queenstown Farmer

is seised of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 17 acres 2 roods 6.6 perches more or less being part Section 45 Block VII SHOTOVER DISTRICT, together with such parts of the mines of coal or other minerals (if any) under the surface of the other part of Section 45 as are not taken by Proclamation 2310.

Interests at date of issue:

X14629 Irrigation Agreement under Part XI of the Public Works Act 1928 - 4.9.1958 at 1.48 pm.

299662 Mortgage to The State Advances Corporation of New Zealand - 5.5.1966 at 2.55 pm.



DISTRICT LAND REGISTRAR.

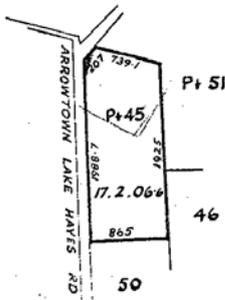
**DISCHARGED**  
391361 Certificate of Charge pursuant to Section 280 of the Public Works Act 1928 - 1.9.1972 at 1.16 pm

Appurtenant hereto is a right to take and lead water over part Section 51 Block VII Shotover District (pt C.T. 4C/1316) created by Transfer 381145.

381146 Transfer to William Brooke Dawson of Christchurch Retired Farmer - 31.1.1972 at 10.43 am.

L.T.P. 15635

EQUIVALENT METRIC AREA IS 7.0918769



Scale: 1 inch = 15 chains  
1502

**DISCHARGED**  
399292 Mortgage to The Perpetual Trustees Estate and Agency Company of New Zealand Limited - 22.2.1973 at 11.33 am.

**DISCHARGED**  
406959 Mortgage to The Perpetual Trustees Estate and Agency Company of New Zealand Limited - 16.7.1973 at 11.40 am.

416521 Transfer to Frederick Miles Warren of Christchurch Architect - 21.12.1973 at 2.43 pm

416522 Mortgage to Pyne Gould Guinness Limited - 21.12.1973 at 2.44 pm

416522 Discharge of Mortgage as to lot 2 on Deposited Plan 15635

No. 4C/1311

svr

Register copy for L. & D. 69, 71, 72

OT4C/1311

References

Prior C/T 4C/1311, 1316

Transfer No. 469001/3

N/C. Order No.

Land and Deeds 69



REGISTER

No. 6D/1132

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 18th day of November one thousand nine hundred and seventysix under the seal of the District Land Registrar of the Land Registration District of O T A G O

WITNESSETH that FREDERICK MILES WARREN of Christchurch Architect

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 2.9954 Hectares more or less being Lot 1 Deposited Plan 15635 and being part Sections 45 and 51 Block VII SHOTOVER SURVEY DISTRICT, together with such parts of the mines of coal or other minerals (if any) under the surface of other parts of Sections 45 and 51 as are not taken by Proclamation 2310.

Interests at date of issue:

X14629 Irrigation Agreement under Part XI of the Public Works Act 1928 with (now) Her Majesty the Queen.

Subject to and together with rights to take convey and lead water over part Section 51 Block VII Shotover District (herein and C.T. 6D/1282) shown as a line marked "water rights" on the diagram annexed to Transfer 381145.

Seal of the District Land Registrar and signature of Assistant Land Registrar.

416522 Mortgage to The Guinness Limited 22.1973 at 2.44 pm

DISCHARGED stamp dated 17 AUG 1977

A.L.R.

480610/2 Transfer to Noel John Blair of Arrowtown Architect - 5.7.1977 at 11.19 am

ASP. 77/5101

A.L.R.

480610/3 Mortgage to C.S. Stevens and Company Limited at 11.19am

DISCHARGED stamp dated 17 AUG 1977

A.L.R.

Settled under the Joint Family Homes Act 1964 on Noel John Blair above-named and Janet Halliday Blair his wife entered 5.7.1977 at 11.19 am Application 480610/4

Signature of Assistant Land Registrar

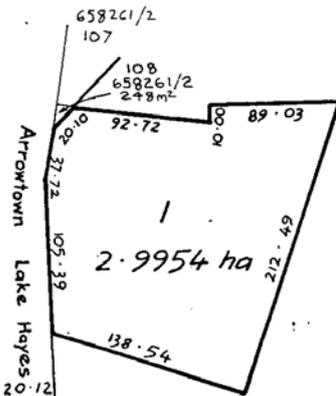
A.L.R.

504093 Certificate pursuant to Section 280(L) Public Works Act 1928 - 26.9.1978 at 12.21 pm

Signature of Assistant Land Registrar

A.L.R.

OVER .....

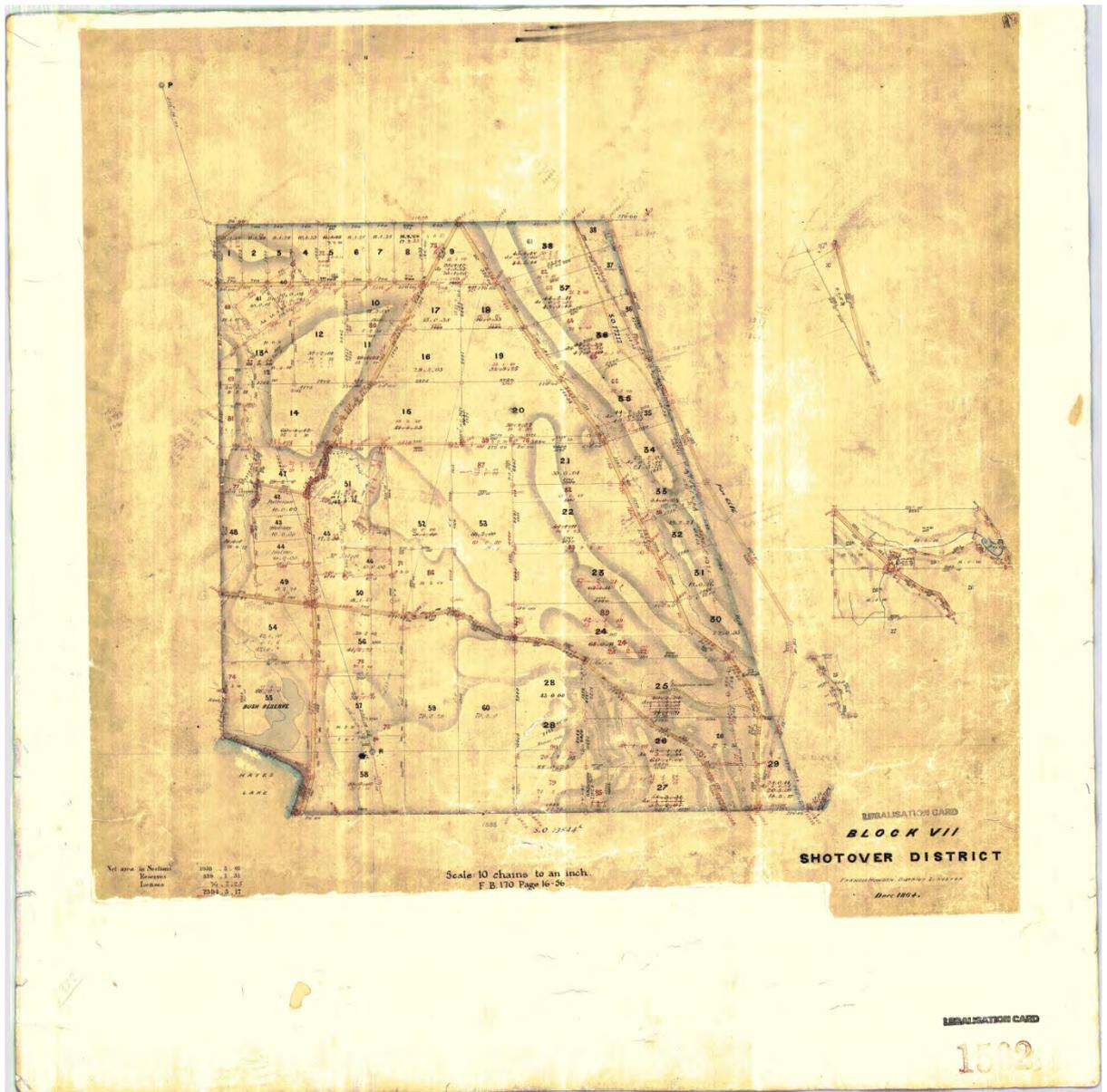


Measurements are Metric cm

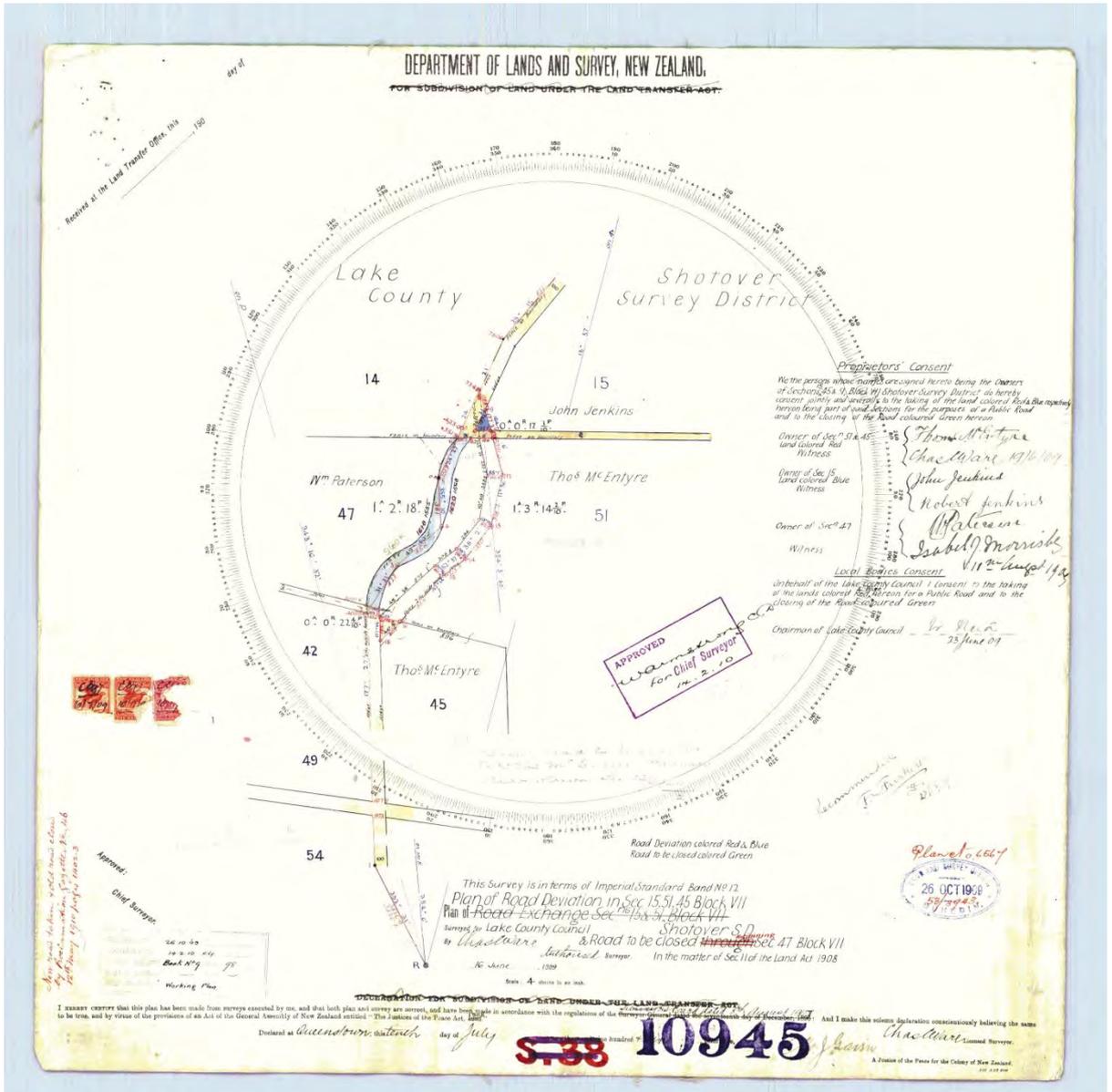
No. 6D/1132

OT6D/1132

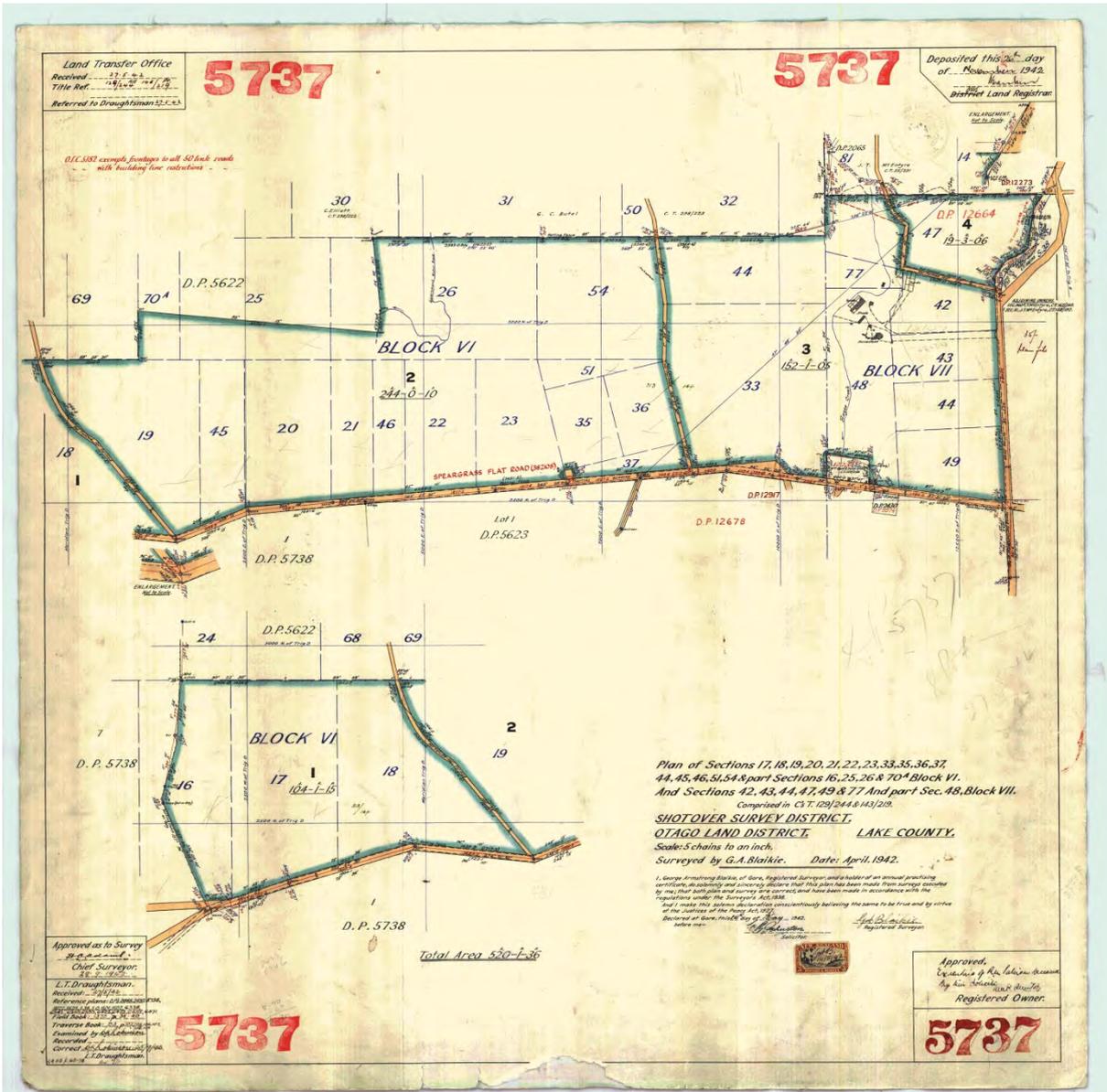
# Survey maps



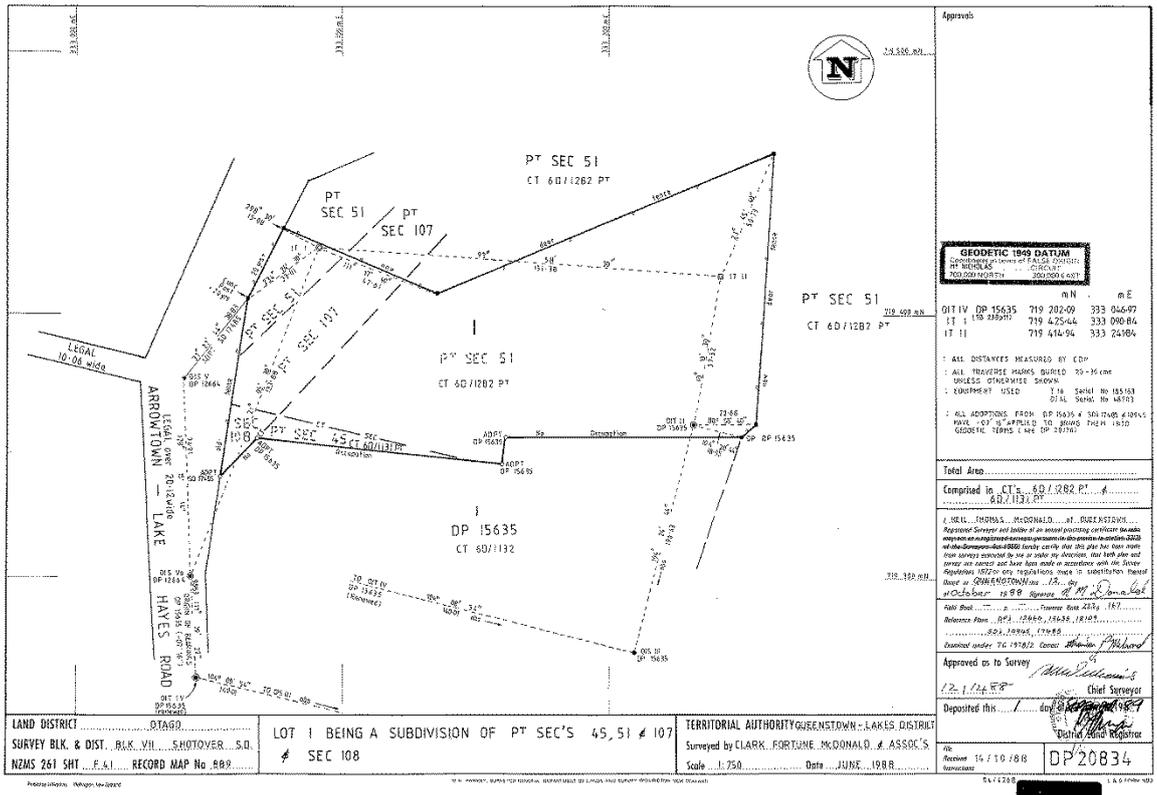
SO1502



SO10945

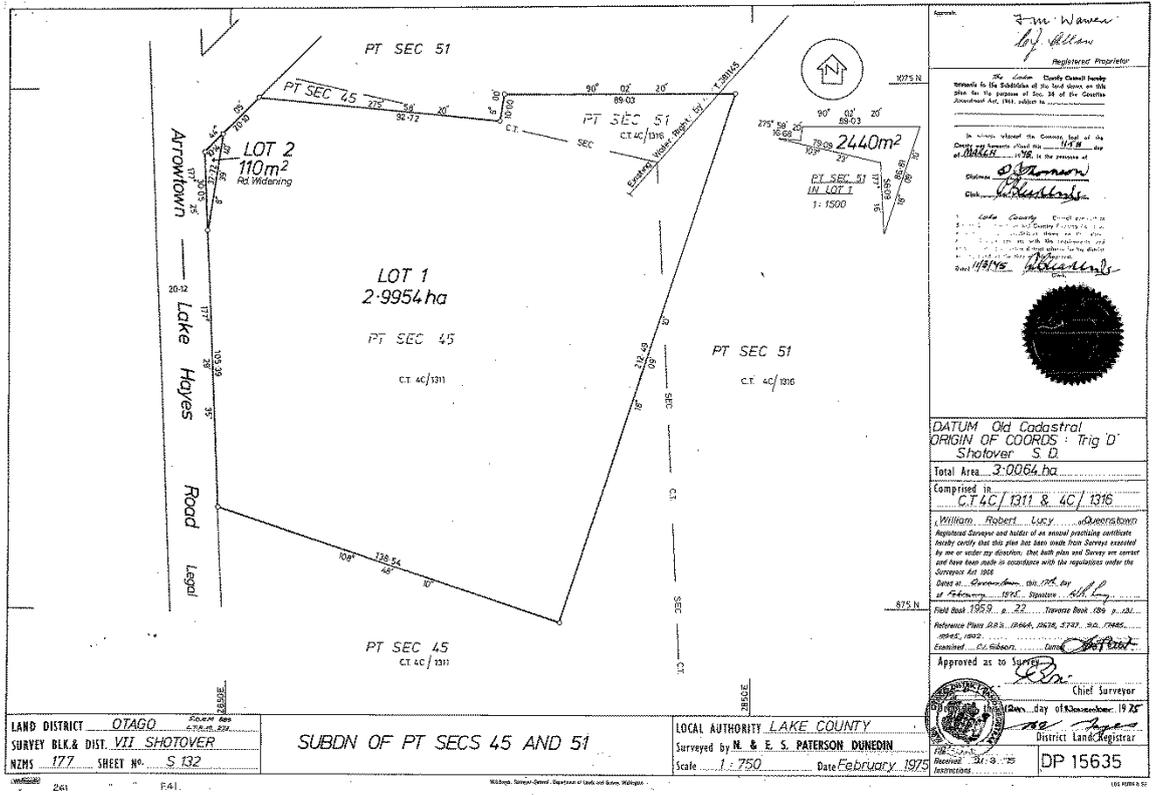


DP5737



LAND DISTRICT OTAGO	LOT 1 BEING A SUBDIVISION OF PT SEC'S 45, 51 & 107	TERRITORIAL AUTHORITY QUEENSTOWN - LAKE DISTRICT
SURVEY BLK. & DIST. R.K. V.H. SHOTOWER, S.O.	SEC 108	Surveyed by CLARK, FORTUNE, McDONALD, & ASSOC'S
NZMS 261 SH. F. 6.1 RECORD MAP No. 889		Scale 1:750 Date JUNE, 1988
Approved as to Survey <i>William Robert Lucy</i> Chief Surveyor Deposited this 1 day of November 1988 District Land Registrar		Approved 27/11/88 Registered Proprietor Approved as to Survey <i>William Robert Lucy</i> Chief Surveyor Deposited this 1 day of November 1988 District Land Registrar DP 20834

DP20834



LAND DISTRICT OTAGO	SUBDN OF PT SEC'S 45 AND 51	LOCAL AUTHORITY LAKE COUNTY
SURVEY BLK. & DIST. VII SHOTOWER		Surveyed by N. & E. S. PATERSON, DUNEDIN
NZMS 177 SHEET No. S 132		Scale 1:750 Date February, 1975
Approved as to Survey <i>William Robert Lucy</i> Chief Surveyor Deposited this 1 day of November 1975 District Land Registrar		Approved 27/11/88 Registered Proprietor Approved as to Survey <i>William Robert Lucy</i> Chief Surveyor Deposited this 1 day of November 1988 District Land Registrar DP 15635

DP15635

## Historical images



Newspaper article, unknown date, unknown publication

# WAKATIPU HERITAGE TRUST

SITE ASSESSMENT REPORT FOR A HISTORIC PLACE

December/January 2013

QLDC DP Valuation Number: 2907132400

QLDC DP Reference Number: 74

District Plan Map Reference Number: 30

Certificate of Title: 16A/211



McMaster House (original part), December 2013



North facing wall of original McMaster house

## NAME (including former names)

**McMaster House; also Firgrove, or Bell House**

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## PHYSICAL LOCATION/ADDRESS

307 Morven Ferry Road, Wakatipu Basin

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### HERITAGE ASSESSMENT

**Archaeological value:** Nil.

**Architectural value:** Moderate.

**Cultural value:** Low.

**Historical/social value:** Significant.

**Landscape/townscape value:** Moderate.

**Rarity/representative value:** Significant.

**Technological value:** Low.

**OVERALL HERITAGE VALUE:** Significant.

**AGE/DATES** Late 1870's

**ARCHITECT/BUILDER** Mr Clarke (for Mr James Whelan)

**MATERIALS** Stone, kauri timber

**NZHPT** No

**DISTRICT PLAN STATUS** Category III heritage building

**LEGAL DESCRIPTION** Lot 1 DP 23902 Block VIII Shotover SD

**USE/TYPE** Private residence

**CURRENT OWNERS** Robin Elizabeth Lonsdale (1/2 Share),  
Derek William Bell (1/2 share)

**CONDITION** Excellent

---

## SITE ASSESSMENT REPORT

### SUMMARY OF SIGNIFICANCE

#### **Historic and social value:**

James Whelan was the first owner of McMaster house. Commissioning the house's construction, he often provided refreshments and accommodation at his property to coach passengers who crossed the Kawarau on the nearby Morven Ferry punt. This ceased however when Mr Owens, who ran the ferry punt, opened a hotel on the Cromwell side of the river and took all of the trade.<sup>1</sup> Still, Whelan typified the importance travellers to the area had at the time. With the gold-rushes largely over, those miners who chose not to stay exited the district en masse, taking with them their contributions to local economies- the value of gold was not necessarily the gold itself, put its ability to hold transient individuals in a single location for extended periods of time, necessitating the provision of certain businesses or services. The exodus of miners coincided with the influx of other settlers, commonly for agricultural and pastoral pursuits. These new settlers afforded publicans, hoteliers and other businessmen with new patrons as they did with Whelan and Owens, easing the effects population changes can have on small communities.

#### **Architectural value:**

Architectural value for McMaster house is found in its building materials and its construction style. Originally constructed with sturdy walls of grey stone over 2ft. thick and kauri floors, the cottage rings a familiar tune with other notable restored residential dwellings in the district. Stone is thought to be the main vernacular of many early buildings in the district, when settlers found that timber appropriate for construction purposes was in heavy demand but short supply, and stone was all too accessible. The number of stone constructions still visible today can be considered a tribute to this type of building material; early settlement buildings elsewhere in New Zealand are fewer than Central Otago, likely because of their construction in timber which would seem somewhat less permanent than the stone used in the Wakatipu.

#### **Townscape and context value:**

With other heritage features in close proximity, McMaster house contributes to establishing a strong sense of place. John McMaster, for who McMaster house is named, was the owner and operator of the first threshing mill in the Lakes District. The agricultural industry has a long history with the Central Otago region; lowland areas of the Lakes District were found to be well suited to crop growing and wheat and grain crops were popular choices for many landowners. This industry afforded the region no small amount of prosperity after gold claims in the areas were found to be all but completely exploited.

#### **Rarity and representative value:**

McMaster house is a good representation of the possible achievements that can be had when a heritage structure is appropriately modified to suit modern living expectations and used as a primary residence rather than holiday home. The original McMaster house remains a single construction and the exterior is largely unaltered from its original design; modern attachments make it useable. Many historic houses fall into disrepair and are unable to be restored in a way that benefits the individuals or communities that persevere with the care of the buildings. Many of the related stone structures which are in close proximity to McMaster house are features that have been so well cared for.

<sup>1</sup> Alva Shaw, "Memories of Morven Ferry", *Queenstown Courier*, Issue 60: Queenstown and Districts Historical Society (Inc.), 1998, p. 12

**Technological value:**

Technological value for McMaster House is unknown.

**Archaeological value:**

Stone ruins near McMaster house are thought to predate the construction of McMaster House itself, and possibly the ownership of Whelan.

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**DESCRIPTION (as currently seen)**

McMaster House appears currently in extremely well looked after condition. Renovations to the original cottage and modern additions to the structure have ensured that the original sections remain in a handsome and liveable state. Care has been afforded to the original house and building changes that have been made have been done with due consideration to the stone cottage. Both the eastern and western walls (end walls) are no longer visible as these are where the additions join the building. The mixed styles and designs of the additions are testaments to their age and (western addition was first added, then the eastern addition followed) offer a rather varied, yet attractive visage.

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**HISTORY (ownership details)**

**1867:** Land which would become Firgrove is surveyed for Mr James Whelan.<sup>2</sup>

**Late 1870's:** McMaster House (as it would come to be known) is built for Whelan.<sup>3</sup>

**1880:** James Whelan, under the Land Act of 1877 takes the title for Sections 37, 38, 50 and 51 of Block VIII in the Shotover District.<sup>4</sup>

**1895:** 25<sup>th</sup> February, Whelan transfers part of Sections 36, 37 and 38 to James Lyell Scott.<sup>5</sup>

**1903:** Scott, having subdivided the property, sells to John McMaster the section where he would build McMaster House.<sup>6</sup>

**1931:** 27<sup>th</sup> January, transfer of title occurs, from John McMaster to William Saunders and Eustace Saunders, as tenants in common.<sup>7</sup>

**1938:** William Saunders marries Ella McMaster.<sup>8</sup>

**1942:** Eustace Saunders transfers his ½ share of the property to William Saunders.<sup>9</sup>

**1952:** 6<sup>th</sup> May, William Saunders' property is purchased by Ernest George Bunn.<sup>10</sup>

<sup>2</sup> *Ibid*

<sup>3</sup> *Ibid*

<sup>4</sup> Certificate of Title under Land Transfer Act, Vol. 62, Folio 221

<sup>5</sup> *Ibid*

<sup>6</sup> Certificate of Title under Land Transfer Act, Vol. 79, Folio 63

<sup>7</sup> Certificate of Title under Land Transfer Act, Vol. 101, Folio 145

<sup>8</sup> Communication- from lakes District Museum to Penny Mavor of Clark Fortune McDonald & Associates Re: Lot 1 DP 22550 Property of Mr David Bunn, Morven Ferry Road, and proposed subdivision incorporating Stone Loft and Stone Ruins

<sup>9</sup> Certificate of Title under Land Transfer Act, Vol. 101, Folio 145

<sup>10</sup> Certificate of Title under Land Transfer Act, Vol. 101, Folio 145

**1963:** Title for the property is transferred to David Edward Bunn, who holds the mortgage with George Davidson Bunn.<sup>11</sup>

**1974:** Bun wishes to proceed with the subdivision of two allotments approximately one acre in area. Applications are made by Bunn for specified departure from the provisions of the Queenstown- Wakatipu

Combined District Scheme to permit the sub-division for residential use of land zoned as rural.<sup>12</sup> Plans are also submitted for the stone cottage on the land being restored to comply with the elevations supplied by Ernest New & Associates. In particular the front door on the western wall being removed and replaced with a door as is in keeping with the architectural style of the period, of which will also be similarly replaced. The application also includes details for the restoration of a stone barn on Lot 2.

The Council approve his plans with conditions that McMaster House be listed as an object of special and historic interest, along with the Wellingtonia and Lebanese Cedar trees in the vicinity. Lot 2 of Mr Bunn's property is refused departure however (where the stone barn and loft are located).<sup>13</sup> The council find the loft ancillary to the farming activity being undertaken on the balance of the property and the use of the site for residential purposes inappropriate.<sup>14</sup>

**1975:** Transfer of Lot 1 DP 15534 and Part Section 37 of Block VIII Shotover District, where McMaster House sits, to William Michael Brinsley, company manager of Dunedin. Brinsley is seized of this estate the same year.<sup>15</sup>

**1983:** Title is transferred to William Tinnis Anderson of Christchurch.<sup>16</sup>

**1985:** Title for McMaster house changes hands again and is in the names of Brent William James Anderson of Auckland, and Robin Elizabeth Lonsdale of New Plymouth (descendent of John McMaster), with equal shares and as tenants in common.<sup>17</sup>

**1988:** Brent Anderson transfers his share to Derek William Bell of Queenstown.<sup>18</sup>

**1996:** 19<sup>th</sup> April, a new title is issued for the property commonly referred to as "Bells House" in the names of Robin Elizabeth Lonsdale and Derek William Bell (1/2 shares).<sup>19</sup> Further extensions are added to McMaster house (refer to Appendix 2 for visual clarification).

**2013:** Lot 1 DP 23902 Block VIII Shotover District, site of McMasters House, remains in possession of Bell and Lonsdale.

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<sup>11</sup> Certificate of Title under Land Transfer Act, Vol. 101, Folio 145

<sup>12</sup> Communication- "Town and County Planning Act 1953: Application for consent to Specified Departure", from David Edward Bunn to the County Clerk, Lakes County Council, Queenstown: 18 May 1974. Lakes District Museum Archive.

<sup>13</sup> Communication- from lakes District Museum to Penny Mavor of Clark Fortune McDonald & Associates Re: Lot 1 DP 22550 Property of Mr David Bunn, Morven Ferry Road, and proposed subdivision incorporating Stone Loft and Stone Ruins: 16 June 1994. Lakes District Museum Archive, N 1080 Arrow Junction.

<sup>14</sup> Communication-"Application for consent to Specified Departure", from G.H. Bleakley, County Clerk, to D. Bunn: 15 August 1974. Lakes District Museum Archive.

<sup>15</sup> Certificate of Title under Land Transfer Act, Vol. 101, Folio 145

<sup>16</sup> Certificate of Title under Land Transfer Act, Vol. OT6B, Folio 733

<sup>17</sup> *Ibid*

<sup>18</sup> *Ibid*

<sup>19</sup> Certificate of Title under Land Transfer Act, Vol. OT16A, Folio 211

## LANDSCAPE SUMMARY

McMaster house resides in extremely attractive rural surrounds, between the Kawarau and Arrow Rivers on Morven Ferry Road. Established gardens and historic Wellingtonia and Fir trees are original plantings, while newer additions to the gardens further the sense of constancy of the site.

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## COMPLETED BY:

Research Completed by Stacey Solomon on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

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## SOURCES

Certificate of Title under Land Transfer Act, Vol. 62, Folio 221

Certificate of Title under Land Transfer Act, Vol. 79, Folio 63

Certificate of Title under Land Transfer Act, Vol. 101, Folio 145

Certificate of Title under Land Transfer Act, Vol. OT6B, Folio 733

Certificate of Title under Land Transfer Act, Vol. OT16A, Folio 211

Communication- "Town and County Planning Act 1953: Application for consent to Specified Departure", from David Edward Bunn to the County Clerk, Lakes County Council, Queenstown: 18 May 1974. Lakes District Museum Archive.

Lakes District Museum Archive, ref. EP 0248 Print, Photographic.

Lakes District Museum Archive, EL 2987 Print, Photographic.

Communication-"Application for consent to Specified Departure", from G.H. Bleakley, County Clerk, to D. Bunn: 15 August 1974. Lakes District Museum Archive.

Communication- from Penny Mavor of Clark Fortune McDonald & Associates, to David J. Clarke, Director of Lakes District Museum Inc. Re: Lot 1 D.P. 22550, 29 April 1994. Lakes District Museum Archive (ref: N 1080 Arrow Junction)

Communication- from lakes District Museum to Penny Mavor of Clark Fortune McDonald & Associates Re: Lot 1 DP 22550 Property of Mr David Bunn, Morven Ferry Road, and proposed subdivision incorporating Stone Loft and Stone Ruins: 16 June 1994. Lakes District Museum Archive (ref: N 1080 Arrow Junction)

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## FILE NOTES

Nil.

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## BIBLIOGRAPHY

## APPENDICES

### Appendix 1. Visual Identification Aids

#### Location Maps



QLDC Council Viewer, December 2013.

<http://maps.qldc.govt.nz/qldcviewer/index.html?bookmark=true&ll=1273502.8320191982,5008283.225076397&ur=1274667.0010142028,5009015.5932078&th=1&scale=4000&dynamiclayers=|mapservice=Property%20Land;visiblelayers=1|mapservice=Property%20Address;visiblelayers=0,1,2&basemap=Aerial%20Photos>

### Appendix 2. Visual Aids to Historical Information



The image to the left depicts Mr John McMaster and Mrs Francis Flett McMaster (nee. Stevenson), for who McMaster house was named.

Lakes District Museum Archive, ref. EP 0248 Print, Photographic.



John McMaster's threshing mill, the first in the district. McMaster was known to drive the Traction Engine.

Lakes District Museum Archive, EL 2987 Print, Photographic.



McMaster House, c. 1970, before significant alterations are carried out.

Lakes District Museum Archive.



Proposed plans for additions to McMaster House, commissioned by Derek Bell and Robin Lonsdale, 1989.

Lakes District Museum Archive

### Appendix 3. Current Visual Information

*Images correct as of December 2013*



McMaster house, December 2013.

Photograph: S.Solomon

**QLDC DP Ref #: 76**

**Valuation #: 2907113302**

**Map Ref: 26**

**Certificate of Title: 16A/355**



Front of house, December 2013



Eastern side, December 2013

**Name of site (including former names):** Mill House

**Physical Location:** 549 Speargrass Flat Road (Mill Creek)

Heritage Assessment	Moderate	<b>Age/Dates</b>	<b>Built between 1873-1882</b>
Archaeological Value	Moderate	<b>Architect/Builder</b>	<b>Unknown</b>
Architectural Value	High	<b>Materials</b>	<b>Timber</b>
Cultural/Traditional Value	Moderate	<b>Local Authority</b>	<b>QLDC</b>
Historical/Social Value	High	<b>NZHPT No</b>	<b>2241</b>
Landscape/Townscape Value	High	<b>Valuation Number</b>	<b>2907113302</b>
Rarity/Representative Value	Moderate	<b>Legal Description</b>	<b>Lot 1 DP 12234 Block VII Shotover SD</b>
Technological Value	Moderate	<b>Type/Use</b>	<b>House</b>
Overall Heritage Value	Moderate	<b>Current Owners</b>	<b>Susan Margaret Vowles</b>
		<b>Current Condition</b>	<b>Excellent</b>

### Summary of Significance

The Mill House was part of a much larger complex that included one of three flour mills in the district: the Wakatipu Flour Mill. The Flour Mill was an extremely important part of the area's economy from the 1870s until it shut down in 1945<sup>1</sup>.

The house is an extremely well-preserved example of mill owner's houses. It is larger than the miner's cottages frequently seen in the Wakatipu district. The Mill House is no longer attached to the remains of the flour mill (which has been demolished, but the stables and oast kiln were converted into a private residence in the 1990s<sup>2</sup>). The house is not needed to house the owner of the mill anymore, but it is still used as housing in the district. It is also very well-maintained. This shows the Arrowtown district is prosperous, as well as showing the care they put into their historical buildings.

<sup>1</sup> Christine Whybrew, *Wakatipu Flourmill Complex (Former)*, NZHPT, 8 November, 2012, p8

<sup>2</sup> Whybrew, p4

The house is significant also for its architecture. The veranda has a distinctive curve, making it a striking building to look at. The overall house is traditional in its layout, with two front rooms and a lean-to at the back. However, due to the wealth of the owners, it is larger than most houses, and therefore more comfortable and practical.

## Description

The house is in the traditional Georgian style, with symmetrical windows and a lean-to, however it is larger than the small miner's cottages common in the area. It is made of timber, with stone foundations<sup>3</sup> with a corrugated iron roof and sash windows. An interesting feature is the high roof and curving veranda roof. It is in extremely good condition. Additions may have been added. A bathroom and modern wiring and plumbing have almost certainly been installed.

## History

The exact date of construction is unknown, but it was definitely built between 1873<sup>4</sup> and 1882<sup>5</sup>, by Irish brothers William and Robert Gilmour. The house was described as a "comfortable two-roomed residence, suitable for manager or miller."<sup>6</sup> Robert Gilmour probably lived in the house, as he owned the mill by 1882, and the Mill House was then on the same section as the Flour Mill<sup>7</sup>. He took over as a miller from his brother William Gilmour in 1879<sup>8</sup>. Robert was married to Sarah Hunter, and they had six children, many of whom stayed in the district. He died of pneumonia in July of 1909, after moving to the North Island when he left the Flour Mill in 1888<sup>9</sup>, and returning to Arrowtown a few years before his death<sup>10</sup>. His obituary described him as "highly respected and esteemed<sup>11</sup>."

In 1888, Thomas Murray bought the flour complex, which still included the Mill House<sup>12</sup>. Under Murray, the Mill flourished, becoming "probably the largest in Otago compared with the size of the district in which it is situated<sup>13</sup>."

A newspaper reported that Alec Niven bought the Mill Complex in 1893, then William Reid and Robert McDowell bought it in 1900<sup>14</sup>. However, the Certificates of Title contradict these dates. According to the Titles, Norah Niven, Alexander's wife, bought the property on the 22<sup>nd</sup> of June, 1898, not 1893. On the same Title, William Reid and Robert McDowell are shown to have purchased the land from Norah Niven on the 14<sup>th</sup> of October, 1902, not 1900<sup>15</sup>.

<sup>3</sup> Marion Borrell, *Old Buildings of the Lakes District*, (Dunedin: David Johnston, 1973), 38

<sup>4</sup> Certificate of Title, OT8/22, (Otago Land District)

<sup>5</sup> Whybrew, p4

<sup>6</sup> Lake Wakatip Mail, 21 July, 1882, quoted in Marion Borrell, *Old Buildings of the Lakes District*

<sup>7</sup> Otago Electoral Rolls, 1870-71, Lakes District Museum, NP G6. Otago Electoral Rolls, 1866-67, Lakes District Museum, NP G6

<sup>8</sup> Certificate of Title, OT8/22, (Otago Land District)

<sup>9</sup> Certificate of Title, OT8/22, (Otago Land District)

<sup>10</sup> *Gilmour, Robert*, Lakes District Museum

<sup>11</sup> *Press*, c.1909, quoted in *Gilmour, Robert*, Lakes District Museum

<sup>12</sup> Certificate of Title, OT8/22, (Otago Land District)

<sup>13</sup> *Otago Witness*, 9 May 1895, p, PapersPast

<sup>14</sup> "Flourmill Lost to Arrowtown Skyline after Eight Decades," article, Lakes District Museum, NP G6

<sup>15</sup> Certificate of Title, OT8/22, (Otago Land District)

Alexander and Norah Niven, therefore, must have lived in the house from 1898 to 1902<sup>16</sup>. It is also interesting that Norah was the one whose name is on the Title's. Did she buy them?

On the 14<sup>th</sup> of October, 1902, the house was transferred to William Reid and Robert McDowell, still as part of the Mill Complex<sup>17</sup>. William Reid probably lived in the house because in 1910, McDowell transferred the Title solely into Reid's name<sup>18</sup>. In 1911, the title moved from Reid's name to his company's: Reid and Sons Co.<sup>19</sup>. His family was doing well, and his sons were obviously joining their father in milling. From 1930-40, Williams's son Alec Reid was the man of the house<sup>20</sup>. It was made official in 1947<sup>21</sup>.

In 1957, Graham Dick Paterson, an Arrowtown farmer, bought the property<sup>22</sup>. It was not a functioning flour mill by this time.

In 1970, J & R Rutherford Limited, a sheep shearing company, bought the property<sup>23</sup>. It is unknown who lived in the Mill House at this time.

However, it was only two years until in 1972, Five Rivers woman Margaret Hilda Elizabeth Heenan bought the house separate from the rest of the Complex<sup>24</sup>. It was officially a house in its own right. She lived there with her husband John Heenan.

Since then, it was bought in 1980 by June Bridget Rosemary Rachael Thomas<sup>25</sup>, then transferred in 1983 to Christopher George Rawlings and Barbara East<sup>26</sup>, who owned it for 12 years. In 1995 Graham Russell and Raewyn Jean Ewing bought it for four years<sup>27</sup>, and in 1999 Kirsten Lisa Rolston and Rowan John Chapman acquired it<sup>28</sup>. It is now owned by Susan Margaret Vowles, who rents it out<sup>29</sup>.

## **Landscape/Townscape Summary**

Central Otago is one of New Zealand's most beautiful areas, and Speargrass Flat is no exception. Large mountains surround the view, creating an atmosphere of both security and awe. The vista is one to be enjoyed.

Situated in the wealthy Speargrass Flat area, it is one of many large houses in the area. The area is currently being subdivided, as the council is restricting development to specific areas, rather than allowing it to spread and ruin the spacious effect of the district. The proximity to

<sup>16</sup> Certificate of Title, OT8/22, (Otago Land District)

<sup>17</sup> Certificate of Title, OT129/246, (Otago Land District)

<sup>18</sup> Certificate of Title, OT129/246, (Otago Land District)

<sup>19</sup> Certificate of Title, OT129/246, (Otago Land District)

<sup>20</sup> Bill McDonald, *Queenstown's Farm and Sheep Stations*, Queenstown: Self-Published, 2010, p 72

<sup>21</sup> Certificate of Title, OT129/246, (Otago Land District)

<sup>22</sup> Certificate of Title, OT129/246, (Otago Land District)

<sup>23</sup> Certificate of Title, OT129/246, (Otago Land District)

<sup>24</sup> Certificate of Title, OT5A/1399, (Otago Land District)

<sup>25</sup> Certificate of Title, OT5A/1399, (Otago Land District)

<sup>26</sup> Certificate of Title, OT5A/1399, (Otago Land District)

<sup>27</sup> Certificate of Title OT16A/335, (Otago Land District)

<sup>28</sup> Certificate of Title OT16A/335, (Otago Land District)

<sup>29</sup> Certificate of Title OT16A/335, (Otago Land District)

other houses is not an issue, as its closest neighbour (the converted stables and oast kiln) are across a hedge, creek, and large lawn.

The house is very attractive, as it has been so well maintained. It is painted in a natural modern colour, which blends into the landscape while keeping the house attractive to 21<sup>st</sup> century tenants. The doors, windows and roof have obviously been redone, making the house look comfortable and sturdy. The garden is simple and well-maintained, with a hedge blocking it from the road.

### **Sources**

Borrell, Marion. *Old Buildings of the Lakes District*. Dunedin: David Johnston, 1973

Certificate of Title, (Otago Land District)

*Gilmour, Robert*, Lakes District Museum

Lakes District Museum, NP G6

McDonald, Bill. *Queenstown's Farm and Sheep Stations*. Queenstown: Self-Published, 2010

*Gilmour, Robert*, Lakes District Museum

Whybrew, Christine. *Wakatipu Flourmill Complex (Former)*, NZHPT. 8 November, 2012

### **Additional Notes**

**Completed by:** Chontelle Syme on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship

**Date:**

### **Appendices:**

#### **1. Certificate of titles**

Image Quality due to Condition of Original

Vol. 7 fol. 27H

(C)



NEW ZEALAND DUPLICATE DESTROYED  
(CERTIFICATE OF TITLE)

Register Book.

Vol. 8 fol. 27

8/22

Pursuant to Memorandum of Transfer N<sup>o</sup> 324 from William Paterson of Hayes Bay in the Province of Otago and Colony of New Zealand Farmer William Gilmore of Hayes Lake Otago aforesaid Farmer is now seized of an estate in fee simple subject nevertheless to such encumbrances liens and interests as are notified by memorial under written or indexed hereon in that piece of land situated in the District of Shotover in the Province aforesaid containing by admeasurement Two (2) acres little more or less being part of section numbered Forty eight (48) Block Seven (VII) on the map of the said District bounded towards the North North East by other part of said section Six hundred, 600 links towards the East by other part of said section Three hundred and thirty six and five tenths (336<sup>5</sup>/<sub>10</sub>) links towards the South North West by a road line Six hundred (600) links and towards the West by Block VI of the aforesaid District Three hundred and thirty six and five tenths 336<sup>5</sup>/<sub>10</sub> links in the same is delineated in the plan drawn at the foot hereof with all the rights and appurtenances thereto belonging which said piece of land is part of the land, section marked as aforesaid delineated in the Public Maps of the said District deposited in the office of the Commissioner of Crown Lands at Dunedin originally granted the first day of March 1853 under the hand of Sir George Troupen Baron &c. by Letters Patent of New Zealand and the seal of the said Colony to the said William Paterson.

In Witness whereof I have hereunto signed my name and affixed my seal this twenty seventh day of June one thousand eight hundred and seventy three

Signed in the presence of  
John Clerk  
the 24<sup>th</sup> day of June 1873

1873/27H  
District Land Registrar  
of the District of Otago



EQUIVALENT METRIC  
AREA IS 2094 m<sup>2</sup>

Memorandum of Mortgage N<sup>o</sup> 304 William Gilmore to Kennedy & Co received at 11:15  
6 o'clock 26<sup>th</sup> February 1873

District Land Reg<sup>r</sup>

Charges of Mortgage N<sup>o</sup> 294 by Kennedy & Co produced at 3<sup>1</sup>/<sub>2</sub> in 14<sup>th</sup> June 1874

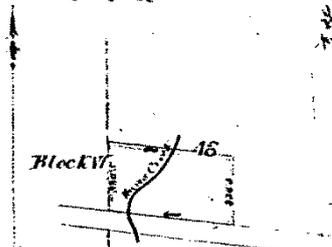
Transfer N<sup>o</sup> 323 William Gilmore to Robert Gilmore produced at 2<sup>1</sup>/<sub>2</sub> in 14<sup>th</sup> June 1874

Mortgage N<sup>o</sup> 325 Robert Gilmore to Thomas Murray produced at 2<sup>1</sup>/<sub>2</sub> in 14<sup>th</sup> June 1874

Transfer N<sup>o</sup> 304 to Grant of Water right William Paterson to Robert Gilmore entered 16 September 1873 at 12 o'clock

Transfer N<sup>o</sup> 18124 in exercise of power of sale in Mortgages of above land and of Water right created by Transfer N<sup>o</sup> 7064. The Registrar Supreme Court of New Zealand at Dunedin to Thomas Murray entered 8<sup>th</sup> January 1880 at 3 o'clock

Block VII Shotover District  
2. 6. 00



Scale 4 Chains = 1 inch

REGISTERED

NEW ZEALAND.

[Form B.]



Register-book,  
Vol. 129, folio 246

Reference: Vol. 8, folio 22  
Transfer No.

129/246

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

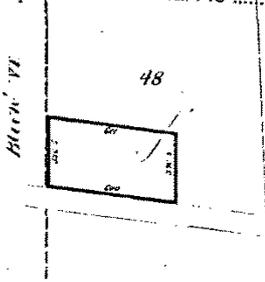
This Certificate, dated the fourteenth day of October one thousand nine hundred and two, under the hand and seal of the District Land Registrar of the Land Registration District of Clwyd, witnesses that Norah Maria wife of Alexander James McKay has been transferred to Her Majesty in fee simple for her sole and separate use in seised of an estate in fee simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or indorsed hereon; subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon, bordered, and, be the several admeasurements a little more or less, that is to say: All that parcel of land containing two parcels more or less situated in the Shalvey District being part of Section 48 Block Section VIII Town of the Public Map of the said District deposited in the office of the Chief Surveyor at Dunedin



N. Weston  
District Land Registrar

Block VII Shalvey District

2.0.00  
EQUIVALENT METRIC  
AREA IS 20.0000



Scale 4 chains to an inch

Transfer No. 35281 of Grant of Right to use Water  
with the with certain other rights through Section  
48 and line Section 47 to 48 and other  
part of Section 48 Block VII Shalvey District contained  
in folio 246 of Vol. 129 of the Register of the  
Land of the said District transferred to  
the said Norah Maria McKay on the 14th  
October 1902 at 30/-

Transfer No. 34287 of above mentioned land together  
with rights granted by order of Deeds of Grant  
No. 35286 to the said Norah Maria McKay and  
Robert McPherson as tenants in common in equal  
shares entered 14th October 1902 at 20/-

Transfer No. 50102 of Robert McPherson to  
William Reid entered 1st June 1901 at 15/-

Transfer No. 50959 of transfer No. 35286 or  
Grant Robert McPherson of his interest therein  
to William Reid entered 21st July 1901 at  
11.5.00

Transfer No. 52053 of above described land and rights  
granted by transfer No. 50102 or Grant William Reid to  
R. Reid & Sons Limited entered 1st June 1911 at 2.00.00

**CANCELLED**

Land and Deeds 69

References  
Prior C/T 129/246  
Transfer No. 394570  
N/C. Order No.



**REGISTER**

No. 5A / 1399

**CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT**

This Certificate dated the 7th day of November one thousand nine hundred and seventy-two under the seal of the District Land Registrar of the Land Registration District of O T A G O

WITNESSETH that MARGARET HILDA ELIZABETH HEENAN of Five Rivers, Married Woman

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 2 Roods 3.4 perches more or less being Lot 1 Deposited Plan 12234 and being part Section 48 Block VII SHOTOVER DISTRICT.

Appurtenant hereto is a right to use water with certain other rights through Section 47 a Road Line Sections 77, 42, 43, 44 and another part of Section 48 Block VII Shotover District contained in C.T. 129/244 created by Transfer 35286.

*Margaret Heenan*  
D.L.R.

*Margaret Heenan*  
DISTRICT LAND REGISTRAR

402152 Mortgage to the Auckland Co-operative Terminating Building Society - 18.4.1973 at 4.45 am.

*Margaret Heenan*  
A.L.R.

535323/1 Transfer to June Bridget Thomas and Rosemary Rachel Thomas both of Makarewa Married Women as tenants in common in equal shares - 26.5.1980 at 2.17 pm

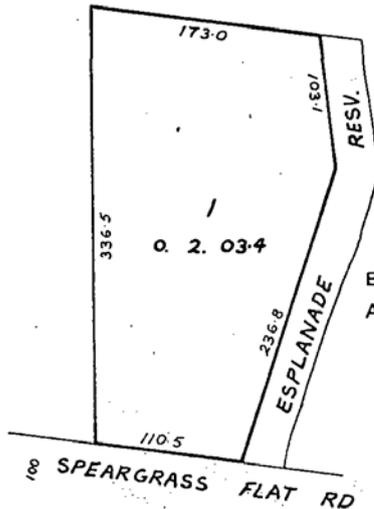
DISCHARGED A.L.R.  
535323/2 Mortgage to Margaret Hilda Elizabeth Heenan - 26.5.1980 at 2.17 pm

DISCHARGED A.L.R.  
600495/2 Mortgage to Beneficial Finance Limited - 24.8.1981 at 1.4 pm

EQUIVALENT METRIC AREA IS 2109 m<sup>2</sup>  
607062/2 Transfer to Christopher George Rawlings of Queenstown Manufacturer and Christine Ann Rawlings his wife - 12.12.1983 at 2.29 pm

607062/3 Mortgage to Southland Building and Investment Society - 12.12.1983 at 2.30 pm

*Margaret Heenan*  
A.L.R.  
*Margaret Heenan*  
A.L.R.



Scale: 1 inch = 1 Chain

No. 5A / 1399

OT5A/1399

Register cops for L. & D. 65, 71, 72

References  
Prior C/T 5A/1399, 15D/232

Transfer No  
N/C Order No. 872165/8



Land and Deeds 69

# REGISTER

No. 16A/335

## CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 20th day of March one thousand nine hundred and Ninety Five under the seal of the District Land Registrar of the Land Registration District of O T A G O

WITNESSETH that CHRISTOPHER GEORGE RAWLINGS of Queenstown Manufacturer (as to a 2/3 share) and BARBARA EAST of Queenstown Femme Sole (as to a 1/3 share) as tenants in common in the said shares are

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say All that parcel of land containing 2190 square metres more or less being Lot 1 Deposited Plan 12234 and Lot 3 Deposited Plan 23930

Interests at date of issue:

Subject to Section 241 (2) and 242  
(1) Resource Management Act 1991 -  
See Councils condition of Consent  
endorsed on DP 23930



Appurtenant to Lot 1 DP 12234 are water race rights over (now) part Lot 3 DP 5737 (CT 15C/232) Lot 1 DP 23930 (CT 16A/334) Lot 1 DP 18109 (CT 9A/1001) Lot 1 20388 (CT 12A/402) and Lots 1 and 2 DP 23038 (CT 15B/345) - 14.10.1902 at 3.00pm

~~65192 Discharged~~ Ement Agreement under the Soil Conservation and Rivers Control Act 1941 affects Lot 3 DP 23930 - 14.12.1986 at 2.22pm

~~719492/4 Discharged~~ Lot 1 DP 12234 to Southland Building and Investment Society - 3.2.1993 at 9.32am

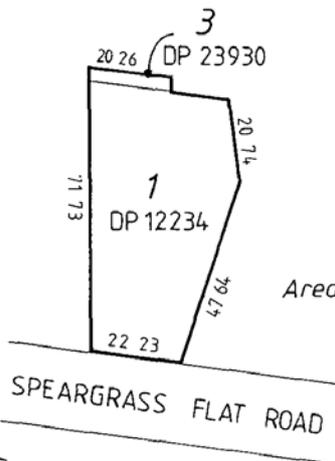
A.L.R.

885965/3 Transfer to Graham Russell Ewing of Christchurch Management Consultant and Raewyn Jean Ewing of Christchurch Teacher as tenants in common in equal shares - 3.7.1995 at 10.25am

A.L.R.

~~885965/4 Discharged~~ Mortgage to ANZ Banking Group (New Zealand) Limited - 3.7.1995 at 10.25am

A.L.R.



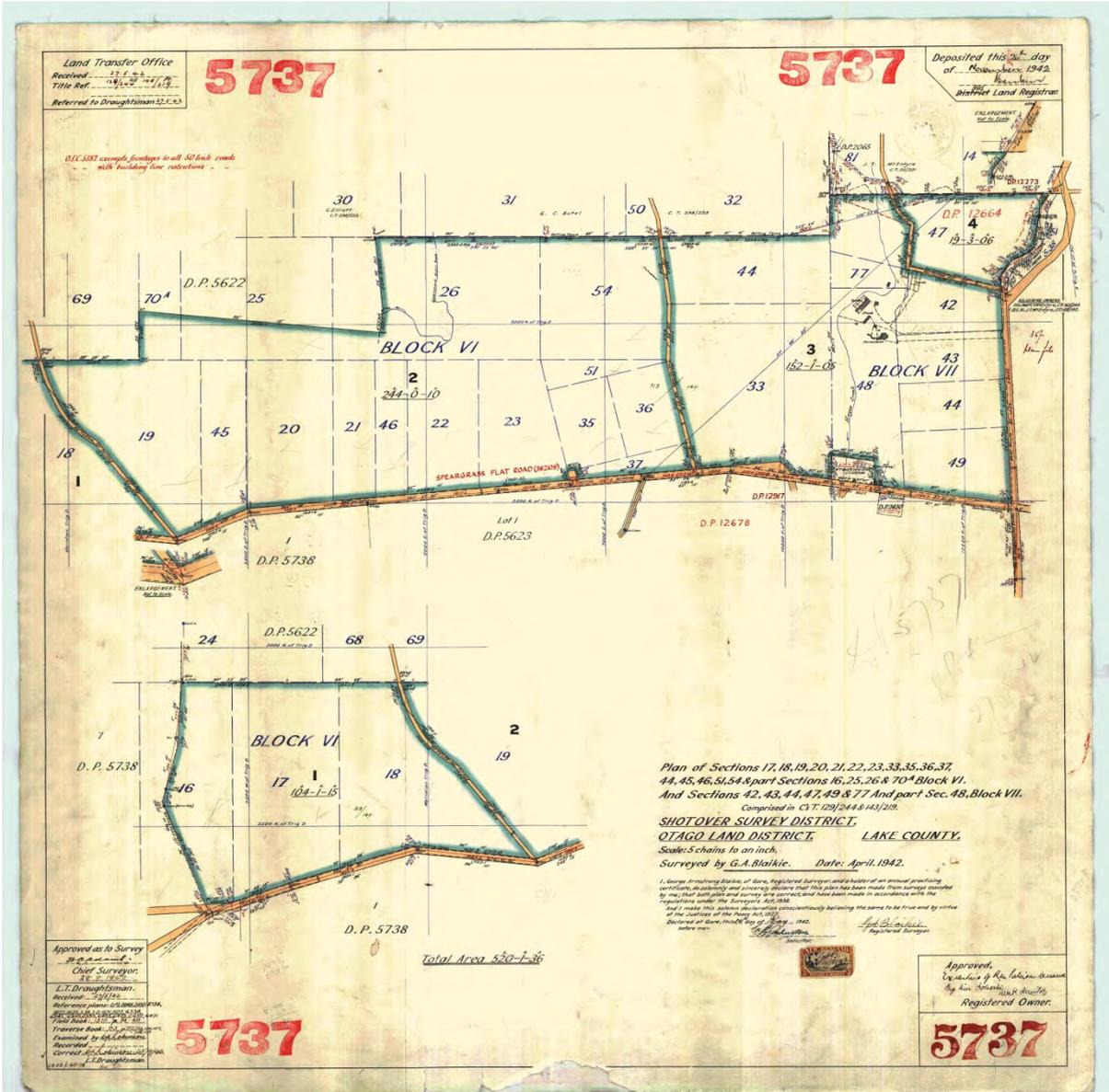
Measurements are Metric

Over

No. 16A/335

OT16A/335





SO5737

**LAND TRANSFER ACT 1952** L & S Form N. 31

**Land Transfer Office**  
 Received 28.5.1970  
 Title Reference 122/246  
 Referred to L.T. Surveyor 31.8.1970

On deposit of this plan for 364 becomes Esplanade Reserve.

Deposited this 27th day of June 1970  
 District Land Registrar

Lot 3  
 D.P. 5737  
 C.T. 385/1246  
 Without Collard  
 Arches  
 40/1  
 400m<sup>2</sup>

Sec 48

Blk VI      Blk VII

Total Area: 10.0.359p

**Approved as to Survey**  
 Chief Surveyor  
S. De  
 21.3.70

Received 21.3.70  
 Reference plan D.P. 5737, 1970  
 S.O. 4338  
 Field book 1896 p. 80  
 Traverse book 179 p. 40.91  
 Examined by R.S. 8.2.70  
 Recorded R.S. 8.2.70  
 Corner 8.2.70  
 L.T. Surveyor

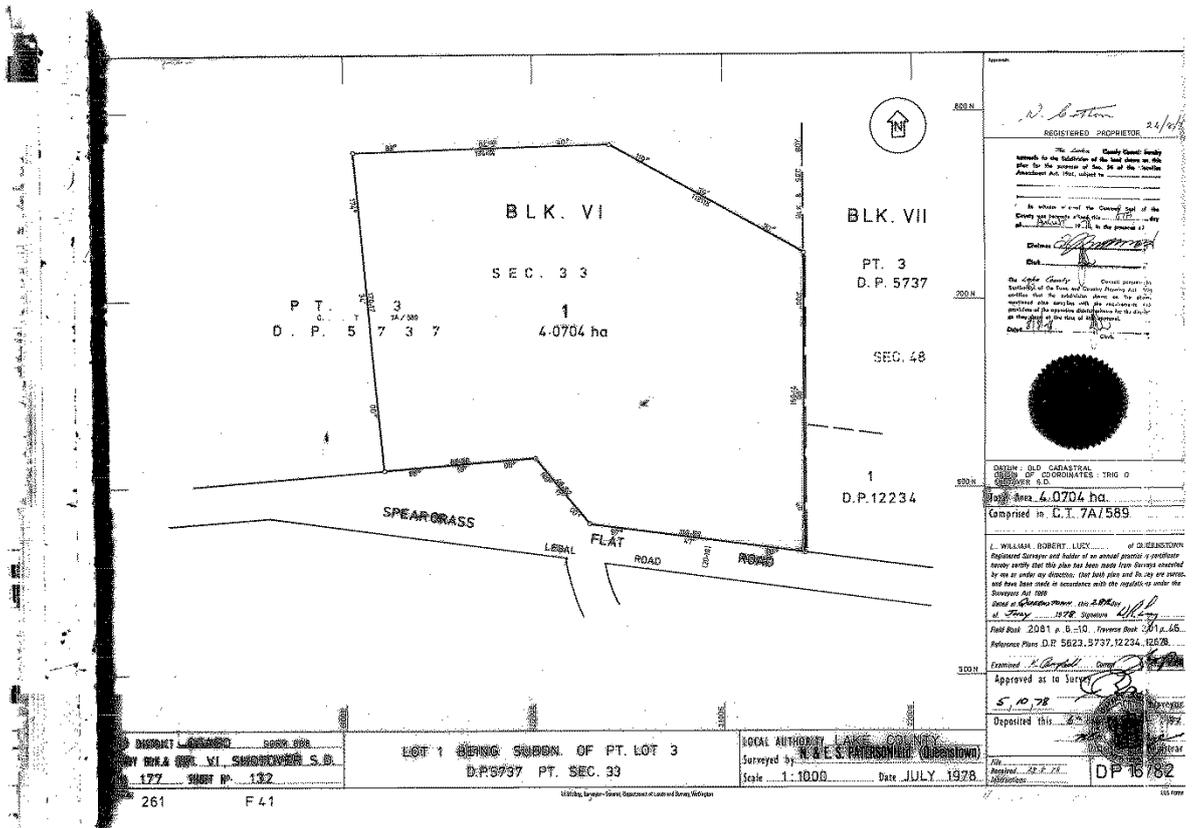
**SUBDN OF PT SEC 48**  
 Comprised in C.T. 122/246  
 Survey Block & District Block VII, Spoutover S.D.  
 Land District Drago Local Authority Lake County  
 Scale one chain to an inch Surveyed by M.E.S. Peterson Ltd Date June 1970  
 I, Alan Athol Wood of Wellington Registered Surveyor and holder of an annual practicing certificate, solemnly and sincerely declare that this plan has been made from surveys executed by me; that both plan and survey are correct, and have been made in accordance with the regulations under the Surveyors Act 1952.  
 Declared at Wellington this day of July 1970  
 Before me: H. A. Ford  
 Justice of the Peace (or other person authorized to take a statutory declaration)

**Approved**  
  
 Registrar  
 Applicant or Registered Owner  
 This space reserved for plan number  

# 12234

Printed by Geoff. Isaacson, White Star

SO12234



DP16782

### Historical images

2. Primary sources referred to but not used. Brief one sentence explanation as to why source not used.

## MORVEN FERRY MOA HUNTERS SITE, OLD PITCHED ROCK (PAVED) ROAD



Name -	Morven Ferry Moa Hunters Site/ more commonly known as Owens Ferry, or Chard Road Moa Site
Location -	c.505 Chard Road, beside the Kawarau River
Constructed -	c.1150-c.1550
Building Type/Use -	Midden and Ovens
Materials -	-
Style -	-
Architect/Builder -	-
NZHPT Register -	II
District Plan Status -	QLDC 2
QLDC DP Ref. No. -	711
Map Reference -	30
Valuation number -	2907205507
Legal Description -	Lot 4, DP 349682
Current Condition -	Unable to be ascertained, could not locate site.

### HERITAGE ASSESSMENT

#### Archaeological Value

Moderate - High

#### Architectural Value

-

#### Cultural & Traditional Value

Moderate

#### Historical & Social Value

Low - Moderate

#### Landscape & Townscape Value

-

#### Rarity & Representative Value

Low - Moderate

#### Technological Value

-

#### OVERALL HERITAGE VALUE

Moderate

## SUMMARY OF SIGNIFICANCE

Owens Ferry is of moderate archaeological value. There are many such small sites containing Maori artifacts and moa remains throughout Central Otago. Being a moa hunting camp, the site subscribes to a catalogue of similar sites occupied between 600-800 years ago. These sites are evidence contrary to earlier views that moa hunting began in the interior only after coastal depletion, with Maori foraging far and wide inland from the earliest times.<sup>1</sup> Owens Ferry unlike other sites recently excavated contained small quantities of moa remains. Hawksburn by contrast held very large quantities of burnt and crushed moa bone, with some 400 ± 50 bird remains being found.<sup>2</sup> Both Hawksburn and Owens Ferry were butchery and occupation sites, though evidently of differing sized parties, and durations of stay. The ovens at Owens Ferry are important as they contribute to our understanding of the prehistoric economy and patterns of settlement. Furthermore, the presence of silcrete and porcellanite depict the immense value such cutting tools represented to moa hunters.<sup>3</sup>

## DESCRIPTION

As I have been unable to locate the physical site, and upon consultation with other notables also incognisant of the site's whereabouts, what follows is the description as found in the NZAA report filed in 1979. The site is located on the river side of Chard Road, on the true right bank of the Kawarau River. Bearings to the site are given as c.200 metres downstream of the Morven Ferry punt mooring, and immediately upstream from an overgrown stone lined track down to the river. The site itself was described as being "very overgrown with lupin" with little left to be seen. The site once contained several Maori artifacts in the bank of the river found in the soil 70 centimetres beneath the top level of the river bank. This layer appeared to have been previously disturbed by a succession of pits in the past. The author of the report stated that upon his extended visit, no artifacts were present, although quantities of charcoal, burnt and shattered quartz, and moa bones were in evidence. Atholl Anderson states that the site is extensive at about 180m<sup>2</sup>, containing two ovens, eight scoop hearths, a small butchery area and midden.<sup>4</sup>

## HISTORY

The first known occupation of southern New Zealand occurred in north Otago where two moa butchery camps at Awamaoa and Waitaki mouth date to the 10<sup>th</sup> century.<sup>5</sup> Come the 11<sup>th</sup> century at least one moa hunting camp existed further south and a stone blade-making quarry had been established in the interior at Oturehua. By the 12<sup>th</sup> century moa hunting camps were operating in the

<sup>1</sup> Atholl Anderson, *When all the moa-ovens grew cold* (Dunedin, N.Z.: Otago Heritage Books, 1983), 12.

<sup>2</sup> Jill Hamel, *The Archaeology of Otago* (Wellington, N.Z.: Department of Conservation, 2001), 20.

<sup>3</sup> Hamel, *The Archaeology of Otago*, 48.

<sup>4</sup> Atholl Anderson, *Prodigious Birds: Moas and moa-hunting in prehistoric New Zealand* (Cambridge: Cambridge University Press, 1989), 143.

<sup>5</sup> Anderson, *When all the moa-ovens grew cold*, 7.

Waitaki gorge and the 13<sup>th</sup> century saw the main expansion of early settlement.<sup>6</sup> Owens Ferry along with various other rock shelter sites in the Cromwell and Waitaki gorges marks the heyday of moa hunting in this region. During the thousand years before the arrival of Europeans, Maori travelled through the Arrow district. Explorers of the Kati Waitaha were probably the first human visitors, travelling through the Hawea and Wanaka districts, following the Cardrona River to the Crown Range eventually looking upon the Arrow district.<sup>7</sup> As early as 850 AD the Waitaha people settled in Central Otago, though there are no recorded settlement sites in the Arrow district. By 1500 AD, moa had died out, and although Maori still frequented the area, no Maori were found in residence upon the arrival of Europeans.<sup>8</sup> In 1773 upon Captain Cook's journey into Dusky Bay in the west of Otago, Maori were to be found. From 1836 onwards, the first sheep farmers arriving to the Wakatipu were warned of "tribes of natives" though no such siting was ever made.<sup>9</sup>

According to Robert Gilkison, Central Otago most probably represented the last stronghold for moas after they had long since disappeared from the North Island. The best remains of these moa now extant have been discovered in or near the valley of the Molyneux, Captain Cook's name given for the Clutha River.<sup>10</sup> Much of the Maori relics found in Central Otago comprise that left behind by small bands accustomed to crossing the island periodically with the object of locating precious greenstone.<sup>11</sup> Never present in numerous numbers, the Maori in the South Island found the climate too severe for a people accustomed to tropical and sub-tropical heat. As such, there were only a few thousand scattered along the southern and eastern coasts and adjacent islands. Bands oft crossed Central Otago in the route to obtaining and securing greenstone, staying wherever food was available until such a time as the supply was exhausted prompting the party to move on. The remains of these Maori are evident in the presence of ovens and middens throughout Otago; verily few parts of Otago are without such traces of the early inhabitants.<sup>12</sup>

As to the site located at Owens Ferry proper, three sites exist within close proximity to one another on Chard Road, being F41/1, F41/56, and F41/66. The first, F41/1 is the site of an old hotel. Sometimes known as the Ferry Hotel, this is in all likelihood Owens Hotel. Located 2-3 metres beneath the surface, this site comprises both a European midden of rubbish deposited from the hotel, small pieces of moa leg bones and vertebrae, silcrete and porcellanite. The second, F41/56 is most likely the remains of an outbuilding to Owens Hotel, consisting of small sections of a schist building no more than 3 by 4 metres in size. The third, F41/66 contained a quantity of moa bones, charcoal and pieces of quartz burnt or shattered. None of the three site record forms mention ovens being

<sup>6</sup> Anderson, *When all the moa-ovens grew cold*, 7.

<sup>7</sup> Julia Bradshaw, *Arrowtown, History & Walks* (Dunedin, N.Z.: University of Otago Press, 2001), 9.

<sup>8</sup> Bradshaw, *Arrowtown, History & Walks*, 10; D. A. Knudson, *The Story of Wakatipu* (Christchurch, N.Z.: Whitcombe and Tombs, 1968), 40; Alfred H. Duncan, *The Wakatipians, or, Early Days in New Zealand* (Christchurch N.Z.: Kiwi Publishers, 1995), 49.

<sup>9</sup> Robert Gilkison, *Early Days in Central Otago*, 4th ed. (Christchurch, N.Z.: Whitcoulls, 1978), 6.

<sup>10</sup> Gilkison, *Early Days in Central Otago*, 1-2.

<sup>11</sup> Gilkison, *Early Days in Central Otago*, 3.

<sup>12</sup> Gilkison, *Early Days in Central Otago*, 4.

present, though Anderson mentions these in his 1989 publication *Prodigious Birds*. Interestingly, Jill Hamel mentions in *Archaeology of Otago* the Owens Ferry site to be the reference F41/60, an archaeological feature present not bordering the Kawarau River, but instead located on Morven Ferry Road.<sup>13</sup> This however may simply be an error.

The ferry for which the site is named, the Owens Ferry Punt, formed the historic route from the formation of the schist slab cobbled road in 1866, until the opening of the Kawarau Bridge in 1880.<sup>14</sup> Richard Chard, whom the current Chard Farm is named for, departed Dorset in England as a fourteen year old, and after initially farming in Canterbury, came to Dunstan for the gold rush in 1862, before settling in Gibbston at the Morven Ferry end of the old coach road to Queenstown.<sup>15</sup> Before the Kawarau and Swiftburn Bridges were built, the main road was on the sunny side of the Kawarau with coaches traversing this road until arriving upon the punt crossing to Arrowtown. The section of outbuilding belonging to the Owens Hotel stands at the southern end of the original punt.<sup>16</sup>

Atholl Anderson's and Brian Kooyman's reports on the Owens Ferry site constitute the fullest accounts of the site features, surpassing the information contained within the NZAA reports. As has been mentioned, the site contained two ovens, eight scoop hearths, a small butchery area, and a midden, clear evidence of the site being for cooking rather than a dwelling.<sup>17</sup> Brian Kooyman also adds that though butchering the moa of import, the primary activity practised at the site would appear to have been working upon hardwood.<sup>18</sup> The presence of preliminary stone tools indicate that Owens Ferry was a secondary processing camp for moa hunting, being somewhat removed from the actual kill site, or sites, yet "close enough to justify returning some low value portions of the carcass to the site."<sup>19</sup> The particularly specialised remains found serve to illustrate that this was not a permanent or long-term site of habitation, with Kooyman inferring that high-value meat-bones were preferentially returned.<sup>20</sup> The broad spectrum of moa species hunted would appear to indicate the selection of solitary birds, as the moa bones found at the site comprise seven different species among just nine individuals.<sup>21</sup>

<sup>13</sup> Hamel, *The Archaeology of Otago*, 25.

<sup>14</sup> Information obtained from The Department of Conservation, Dunedin Regional Office.

<sup>15</sup> F. W. G. Miller, *Golden Days of Lake County*, 5th ed. (Christchurch, N.Z.: Whitcombe and Tombs, 1973), 265; "Our History," Chard Farm, Central Otago, accessed 4 February 2014, <http://www.chardfarm.co.nz/our-story/our-history/>.

<sup>16</sup> Miller, *Golden Days of Lake County*, 265, 285.

<sup>17</sup> Anderson, *Prodigious Birds*, 143.

<sup>18</sup> Brian Kooyman, "Moa Utilisation at Owens Ferry, Otago, New Zealand," *New Zealand Journal of Archaeology* 6 (1984): 55.

<sup>19</sup> Kooyman, "Moa Utilisation at Owens Ferry," 56.

<sup>20</sup> Anderson, *Prodigious Birds*, 143.

<sup>21</sup> Kooyman, "Moa Utilisation at Owens Ferry," 56; Anderson, *Prodigious Birds*, 143.

## LANDSCAPE & TOWNSCAPE SUMMARY

As an archaeological rather than an architectural feature, this site can be of little visual interest. Furthermore since the physical site was unable to be ascertained and is located in so concealed an area, it is telling of the townscape and landscape significance this site can lay claim to. Owens Ferry Moa Hunters site constitutes a site of little aesthetic value, though the surrounding landscape within which it is situated is of great natural beauty.

## SOURCES

Anderson, Atholl. *Prodigious Birds: Moas and moa-hunting in prehistoric New Zealand*. Cambridge: Cambridge University Press, 1989.

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Knudson, D. A. *The Story of Wakatipu*. Christchurch, N.Z.: Whitcombe and Tombs, 1968.

Miller, F. W. G. *Golden Days of Lake County*. 5th ed. Christchurch, N.Z.: Whitcombe and Tombs, 1973.

NZAA Site Record Form F41/1, Owens Hotel.

NZAA Site Record Form F41/56, Owens Hotel.

NZAA Site Record Form F41/66, Chard Road.

"Our History." Chard Farm, Central Otago. Accessed 4 February 2014.

<http://www.chardfarm.co.nz/our-story/our-history/>.

## SOURCES SEARCHED WITHOUT RESULT

Brewster, Barry. *Te Moa: The Life and Death of New Zealand's Unique Bird*. Nelson, N.Z.: Nikau Press, 1987.

Bristow, Peter. "Archaeology & Ethnicity of the Remote Otago Goldfields." MA thesis, University of Otago, 1994.

Duff, Roger. *Moas and Moa-Hunters*. Wellington, N.Z.: Government Printer, 1957.

## FILE NOTES

The attached photograph of the site is taken from the Morven Ferry Road side of the Kawarau River looking towards the Chard Road side. It is to the best of my knowledge where the site would be located. Whilst the site is present on both QLDC and DOC maps, the precise location was unknown to anyone with whom I spoke. Given the overgrown state of the site in 1979, it is not surprising I was unable to locate any evidence of the site in question. I made contact with Ngai Tahu with regards to the site, but ultimately never received a reply. Furthermore, no photographs of the site have I been able to locate which would have helped to pinpoint the site's location. I believe that any artifacts of scientific and historical importance have been excavated and removed from the site, thus rendering this nonentity of little issue.

## APPENDICES

Page - 7

Original Survey Map

Research completed by Logan Todd on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

Date: February 2014



# OLD FRANKTON RACECOURSE STAND (MOUNT COOK HANGAR), LUCAS PLACE

Name -	Old Frankton Racecourse Stand (Mount Cook Hangar)
Location -	39 Lucas Place, Frankton
Constructed -	1864
Building Type/Use -	Grandstand
Materials -	Schist
Style -	Vernacular
Architect/Builder -	-
NZHPT Register -	No
District Plan Status -	QLDC 3
QLDC DP Ref. No. -	48
Map Reference -	33
Valuation number -	2910100106D
Legal Description -	L349269, Lot 2 DP 27854, Pt. Lot 2 DP 304345
Current Condition -	The exterior of the grandstand is in fair condition bordering on becoming dilapidated, the interior (unable to be accessed) appears to be used for storage.

## HERITAGE ASSESSMENT

### Archaeological Value

Moderate

### Architectural Value

High

### Cultural & Traditional Value

Moderate

### Historical & Social Value

High

### Landscape & Townscape Value

Low (current) | High (potential)

### Rarity & Representative Value

High

### Technological Value

Moderate

### OVERALL HERITAGE VALUE

High

## SUMMARY OF SIGNIFICANCE

With life on the diggings onerous, sporting activities and horse racing in particular must have proved a welcome reprieve. This sole surviving stand remains a testament to those earliest days in the settlement of Queenstown and Frankton and to the sport which took place there. Whilst by no means an elaborate and impressive grandstand, this grandstand is unique as a representation of a goldfields Jockey Club stand. Architecturally, it is of a simplistic vernacular style without the embellishment of ashlar, or dressed stone, and therefore implies a less skilled stonemason, if in fact a stonemason was he. What is significant about this building is its utter rarity. With many goldfields clubs not surviving to see the fin de siècle, the existence of this stand is of paramount architectural and historical value. With the stand being incorporated into the back of the Milford Sound Scenic Flights hangar and the subsequent alterations and modifications to the aircraft buildings, little original surroundings must remain of archaeological value, though given its age the building itself is still of importance. Technologically, the Frankton Racecourse stand represents the characteristic local stacked schist construction, and the plentitude of schist for building, when most racecourse stands are erected from timber.

## DESCRIPTION

The Frankton Racecourse stand is a simplistic building constructed from local schist, and takes the form of a multi-tiered stand with basic bench seating. The likely remains of the timber benches may be seen (fig. 1) where the ends are set within the masonry much alike to putlog holes. It would be a fair assumption that the stand once featured a roof covering the benches, and that the schist was plastered over, or at the very least heavily mortared. This can be surmised from the piecemeal and shoddy appearance of the masonry today, which together with the loss of mortar and whitewash lends to the air of dilapidation. The back of the stand features a doorway, evidently original through the well-integrated solid schist lintel. Two further apertures feature on the south face, though their makeshift and ill-made appearance places these as later alterations. The interior of the building is currently used for the storage of aircraft parts, with no seating visible from the inside. All that remains therefore is the stone shell of the original 1864 grandstand.

## HISTORY

On 30 November 1863, it was decided that the Frankton Flats would provide the grounds for a race-meeting to be held on 14, 15, and 16 January 1864. Thus was born the Wakatip Jockey Club.<sup>1</sup> W. H. Morton was elected president, not William Gilbert Rees as is oft erroneously purported.<sup>2</sup> According to the *Otago Witness*, Mr. Rees should have acted as Judge, but was disqualified under the rules due to

<sup>1</sup> W. A. Saunders, *Historical Racing Records, and Inauguration of the Racing and Trotting Clubs in Otago and Southland* (Dunedin, N.Z.: Evening Star Company Ltd., 1949), 155.

<sup>2</sup> Saunders, *Historical Racing Records*, 155. This factoid has been repeated through many disparate sources, "Rees descendents applaud Queenstown development," last modified 14 July 2004,

a late submission of his subscription.<sup>3</sup> A trifle over a fortnight later, the *Otago Daily Times* reported that Mr. McGaw, the elected Judge, tendered his resignation in favour of Mr. Rees whom, “he considered was a much fitter man in every way than himself.”<sup>4</sup> At a later meeting of the Club’s officers, a deputation representing residents and miners at Arthurs Point offered £100 towards the committee’s funds were the club to hold the races at Arthurs Point, which allegedly had a better course.<sup>5</sup> Upon respectfully declining as arrangements were already underway at Frankton, the representatives withdrew after resolutely stating they would hold their own races, on the same day.

According to W. A. Saunders, an auction was arranged whereby the rights for eleven publicans’ booths were sold at prices ranging from £11 to £20, collecting £175 in revenue. The purchaser of No. 1 booth was required to build a grandstand to seat 200, though allowed to recoup costs by charging persons no more than 10/- to use the grandstand (10 shillings).<sup>6</sup> The *Otago Witness* on 12 January notes however that the grandstand only fetched £16, which it surmised was due to the great expense of conveying timber to the site.<sup>7</sup> Two days later the *Otago Daily Times* described the grandstand as being “nearly empty all day.”<sup>8</sup> By 13 April, the *Otago Witness* described the grandstand thusly,

The course is very pleasantly situated on a perfectly level plateau, some few hundred feet above the river, and commanding an extensive view of the country. The booths were erected in a line; the grand stand, a respectable building, capable of containing 100 persons, in the centre. A few ladies showed here, and such gentleman who were not as fortunate enough to secure horse-flesh.<sup>9</sup>

Clearly a temporary grandstand must have been erected during January until the more permanent building was provided by April. It would therefore appear that a grandstand seating 100 persons was built, rather than that to accommodate 200 persons.

By the January meeting of 1867, the Wakatip Jockey Club was no more, with several smaller clubs amalgamating under the Lakes District Jockey Club.<sup>10</sup> F. W. G. Miller states that after a public meeting in October of 1866 in Powell’s Family Hotel, the annual subscription was fixed at £3 3s. 0d. and a committee of eleven was formed, comprising eight members from Queenstown, and two from

<http://www.scoop.co.nz/stories/BU0407/S00138.htm>; “The Rees, Building the Community,” accessed 28 January 2014, <http://www.therees.co.nz/history/building-the-community/>; and sadly, “Past comes to life,” last modified 3 December 2013, <http://www.odt.co.nz/news/queenstown-lakes/283828/past-comes-life>.

<sup>3</sup> *Otago Witness*, The Lake District, 12 December 1863, 6.

<sup>4</sup> *Otago Daily Times*, The Lake District, 29 December 1863, 5.

<sup>5</sup> *Otago Witness*, The Lake Country, 16 January 1864, 5.

<sup>6</sup> Saunders, *Historical Racing Records*, 155.

<sup>7</sup> *Otago Witness*, The Lake District, 23 January 1864, 2.

<sup>8</sup> *Otago Daily Times*, Wakatip Jockey Club Races, First Day 14th January, 20 January 1864, 5.

<sup>9</sup> *Otago Witness*, First Day, Wednesday 13th April, 29 April 1864, 7.

<sup>10</sup> Saunders, *Historical Racing Records*, 155; D. A. Knudson, *The Story of Wakatipu* (Christchurch, N.Z.: Whitcombe and Tombs, 1968), 82.

Arrow, with W. G. Rees appointed as president.<sup>11</sup> Thus Rees was indeed the first president of the Lakes District Jockey Club, but this falls far short of fallacious fact.<sup>12</sup> G. J. Griffiths in *King Wakatip* also mentions Rees as being a president of the Wakatip Jockey Club, though does not mention him being the first. This has unable to be verified however.<sup>13</sup>

Racing by now an annual event at Frankton, in 1873 the Racecourse Reserve was created by a special Act of Parliament setting aside over 300 acres for racing purposes.<sup>14</sup> Come January 1875, the moniker was now that of the Lake County Jockey Club.<sup>15</sup> A series of poor meetings drastically reduced the club's financial position until 1880 with the introduction of the totalisator, and the presence of "several northern owned horses."<sup>16</sup> According to Saunders, from 1898 the club struggled, until the final race meeting 17 and 18 March, 1917.<sup>17</sup> However, attached in the appendices is a bill-poster for the Lake County Jockey Club's Annual Meeting 19 and 20 December 1919.<sup>18</sup>

Handwritten across the top are the start and end dates, 1874 and 1920. The start date tallies closely with Saunders date of January 1875, though of course proves Saunders end date to be clearly incorrect. Both Miller and Knudson mention the year of 1920 as holding the last race day corroborating the bill-poster.<sup>19</sup> Knudson states the demise of the club in 1920 being due to the few racehorses left in the district; this could in turn validate Andre Klein's assertion that World War One brought about the end of many clubs, including Lake County Jockey Club.<sup>20</sup> Miller simply adds that the last race day took place during rain, and though picnic meetings were afterwards held, with no racehorses in the district support fell and the club was wound up.<sup>21</sup>

<sup>11</sup> F. W. G. Miller, *Golden Days of Lake County*, 5th ed. (Christchurch, N.Z.: Whitcombe and Tombs, 1973), 318.

<sup>12</sup> Knudson, *The Story of the Wakatipu*, 82; Miller, *Golden Days of Lake County*, 318. Thus, there is an element of truth in the oft repeated articles that Rees was the first president. However, it must be made clear that whilst Rees was the first president of the Lake District Jockey Club, he was not the founding president, nor was it the first Jockey Club in the district, nor was he the first president of the Wakatip Jockey Club as is erroneously reported so often, or even worse the Wakatipu Jockey Club which exists only as a spelling error.

<sup>13</sup> G. J. Griffiths, *King Wakatip: How William Gilbert Rees, cousin and cricketing godfather of the incomparable W.G. Grace, emigrated to the colonies and founded the most beautiful township in New Zealand* (Dunedin, N.Z.: John McIndoe, 1971), 118, 134.

<sup>14</sup> Chronological Tables of the Provincial Laws of New Zealand, as existing at the Close of the Session of Parliament, 1877, *Appendices to the Journal of the House of Representatives of New Zealand (AJHR)*, (1877 Session I, A08a), 63.

<sup>15</sup> Saunders, *Historical Racing Records*, 157.

<sup>16</sup> Saunders, *Historical Racing Records*, 157.

<sup>17</sup> Saunders, *Historical Racing Records*, 159.

<sup>18</sup> Lake County Jockey Club, N1032, Lakes District Museum and Archives.

<sup>19</sup> Knudson, *The Story of the Wakatipu*, 82; Miller, *Golden Days of Lake County*, 319.

<sup>20</sup> Andre Klein, "150 Years and Still Galloping Along Strong, A Short History of Racing at Cromwell," NZ Racing, NZ thoroughbred racing official site, accessed 2 February 2014, <https://www.nzracing.co.nz/Documents/8864/History%20of%20the%20Cromwell%20Races.pdf>.

<sup>21</sup> Knudson, *The Story of the Wakatipu*, 82; Miller, *Golden Days of Lake County*, 319.

Interestingly however, the Lake County Jockey Club still warranted mention in newspapers past 1920, and for every year up until 1925. It would appear that the club may have ceased to function, but continued to hold its totalisator permit.<sup>22</sup> This meant their permit was frequently given to other clubs, as they had no use after struggling for many years “attracting few horses and providing, to say the least of it, very poor sport.”<sup>23</sup> Finally persuaded that the ground was of no further use for racing, the trustees successfully applied to have the Act changed so the area might become the district aerodrome.<sup>24</sup>

As of October 1936, the land upon which the Lake County Jockey Club had once held races was permanently reserved for the purposes of constructing an aerodrome.<sup>25</sup> First licensed as an aerodrome in August 1935, the first inhabitants were Queenstown-Mount Cook Airways Ltd, formed by Rodolph Lysaght Wigley in conjunction with his son Harry, later Sir Henry Wigley, who joined the company in 1938.<sup>26</sup> The racecourse is mentioned as having been “erected on built-up ground and some of the walls were of the local stone, loosely bound with poor cement.”<sup>27</sup> Rodolph had in 1920 created the New Zealand Aero Transport Company, but owing to the failure of commercial flying in 1922, the company went into liquidation in 1923.<sup>28</sup> Queenstown-Mount Cook Airways carried out scenic and charter flights, eventually hoping to conduct scheduled services, with the business building satisfactorily.<sup>29</sup> War intervened however, and come mid-February 1940, Harry Wigley joined the Royal New Zealand Air Force as a senior Flying School instructor.<sup>30</sup>

In 1947 we return to the airfield, where on 9 September, Frederick John Lucas (Wing Commander, DFC and Bar), known as “Popeye,” set up the now well-known Southern Scenic Air Services Ltd. at the disused racecourse at Frankton.<sup>31</sup> According to Frederick Lucas, “the old grandstand was still there but had fallen into disrepair.”<sup>32</sup> Whilst dismantling some of the old

<sup>22</sup> Evening Post, Totalisator Permits Reallotted, 28 December 1923, 10.

<sup>23</sup> Northern Advocate, Racing Permits, 9 January 1924, 4.

<sup>24</sup> Miller, *Golden Days of Lake County*, 319.

<sup>25</sup> New Zealand Gazette, *Lands Permanently Reserved Schedule* (21 October 1936), 1960.

<sup>26</sup> “Queenstown Airport,” Airports Worldwide, accessed 2 February 2014, [http://www.airports-worldwide.com/nz/nz\\_queenstown.html](http://www.airports-worldwide.com/nz/nz_queenstown.html); Harry Wigley, *Ski-Plane Adventure: Flying in the New Zealand Alps*, 2nd ed. (Wellington, N.Z.: Reed, 1977), 30.

<sup>27</sup> Wigley, *Ski-Plane Adventure*, 43.

<sup>28</sup> Gordon Ogilvie, “Wigley, Rodolph Lysaght,” *The Dictionary of New Zealand Biography*, Te Ara - The Encyclopedia of New Zealand, last modified 30 October 2012, <http://www.TeAra.govt.nz/en/biographies/3w13/wigley-rodolph-lysaght>; Harry Wigley, *The Mount Cook Way: The First Fifty Years of the Mount Cook Company* (Auckland, N.Z.: Collins, 1979), 179.

<sup>29</sup> Wigley, *The Mount Cook Way*, 181.

<sup>30</sup> D. E. Drake, “Wigley, Henry Rodolph,” *The Dictionary of New Zealand Biography*, Te Ara - The Encyclopedia of New Zealand, last modified 30 October 2012, <http://www.TeAra.govt.nz/en/biographies/5w29/wigley-henry-rodolph>; Wigley, *The Mount Cook Way*, 181.

<sup>31</sup> Lorie Lucas, *Popeyes’s War, A biography of Wing Commander F. J. Lucas, DFC and Bar in war and peace* (Motueka, N.Z.: L. J. Lucas, 1996), 319-320.

<sup>32</sup> F. J. Lucas, *Popeye Lucas, Queenstown* (Wellington, N.Z.: Reed, 1968), 49.

buildings on 11 September, a section of wall collapsed on Lucas dislocating his hip.<sup>33</sup> The two hangars utilised by Lucas, and still there to this day were War Surplus from the Pacific, dismantled and reassembled on site.<sup>34</sup> Southern Scenic Air Services and West Coast Airways were amalgamated with several other companies to form Tourist Air Travel, which in turn merged with the Mount Cook Company 31 March 1968.<sup>35</sup> Still operating today, the company is wholly owned by Air New Zealand. The current inhabitants of the aerodrome are Milford Sound Scenic Flights.

## LANDSCAPE & TOWNSCAPE SUMMARY

The Frankton Racecourse stand lies within close proximity to the Queenstown Airport, and inhabits a rapidly developing area. As such, its dilapidated appearance leaves much to be desired in a well frequented area by both tourists and the local populace. If the stand was to be stripped entirely of its peeling layers of paint and the mortar repointed revealing its true heritage character, this site would surely add to the distinctive Queenstown Lakes District traditional aesthetic. As it stands currently, it is a veritable blemish, seemingly imploring a developer's wrecking ball. This historic feature could truly add a wealth of visual interest within the litany of new edifices being built in the Frankton region, if only its heyday of 1864 was resurrected.

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<sup>33</sup> Lucas, *Popeye Lucas, Queenstown*, 49-50; Lucas, *Popeye's War*, 319.

<sup>34</sup> Hudson Turnbull, Milford Sound Scenic Flights, personal communication, 10 February 2014.

<sup>35</sup> "Ticket to Ride," Lakes District Museum, 49 Buckingham Street, Arrowtown, 2000.

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## FILE NOTES

The legal description given above may not be correct, and will require confirmation.

No historic photographs have been able to be located, though perhaps some reside within the Lucas and Wigley family collections.

I would strongly suggest this site be inspected for listing within the NZHPT register given its rarity and historic value.

## APPENDICES

Page - 9	Original Survey Map
Page - 10	Certificate of Title
Page - 11	1919 Lake County Jockey Club Bill-Poster
Page - 12-13	Historic Photographs
Page - 14	Fig. 1, Showing Bench Ends on Grandstand

Research completed by Logan Todd on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.



References  
 Prior C/T.  
 Gazette Notice 338917  
 Transfer No.  
 N/C. Order No. 370729



**CANCELLED**  
 REGISTER

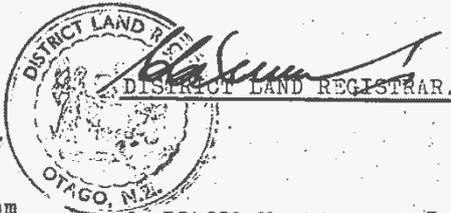
No. 4C/1225

**CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT**

This Certificate dated the 25th day of MAY one thousand nine hundred and seventyone under the seal of the District Land Registrar of the Land Registration District of O T A G O

WITNESSETH that THE MAYOR COUNCILLIORS AND CITIZENS OF THE BOROUGH OF QUEENSTOWN as a reserve for a site for an Aerodrome

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 178 acres 0 roods 30 perches more or less being Section 5 Block XXXIV TOWN OF FRANKTON and Section 166 Block I SHOTOVER DISTRICT.



384602 Lease of Lots 2 and 3 D.P. 12475 (2Roods 25.8 perches) to Alpine Helicopters Limited for a term of 21 years from and including 18th April, 1971 with renewal clause -20.4.1972 at 11 am

*Wilmore*  
 A.L.R.

384681 Mortgage of Lease 384602 to The Trustees Executors Investments Limited -21.4.1972 at 11.15 am.

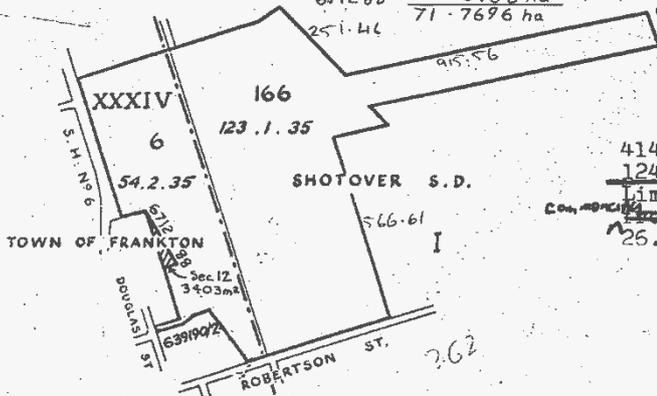
*Wilmore*  
 A.L.R.

*New Plan 1255.0*  
*New Plan 17314*

EQUIVALENT METRIC  
 AREA IS 72.10996 ha  
 671288 -3403 ha  
 71.7696 ha

387759 Lease of Lot 1 D.P. 12475 to Wakitapu Aero Club. Incorporated for a term of 21 years from and including 18th April, 1971 with renewal clause -23.6.1972 at 11.33am

*Wilmore*  
 A.L.R.



414515 Lease of Lot 4 D.P. 12475 to Southern Air Super Limited for a term of 10 years from 1st April 1971 -26.11.1973 at 11.40am

*Wilmore*  
 A.L.R.

466723 Transfer of Lease 414515 to James Aviation Limited - 6.10.1976 at 12.27 pm

*Wilmore*  
 A.L.R.

S.O. 16492 NEW PLAN 17755  
 Scale: 1 inch = 20 chains  
 Total Area: 178.0.30 L.O.D.

No. 4C/1225

OVER...  
 Register copy of L. & D. 69.71, 72

Started in 1814  
Finished in 1920.

N1032, Lake County  
Jockey Club.

# Lake County Jockey Club.

ANNUAL

# RACE-MEETING,

To be held on the FRANKTON RACECOURSE on  
*Friday & Saturday*  
**WEDNESDAY & THURSDAY, DEC. 17 & 18, 1919.**

President: Mr R. M. PATERSON. Vice-Presidents: Messrs G. REID and G. S. EDIE. Hon. Treasurer: Mr Leo Lee.  
Hon. Judge: Mr G. Reid. Hon. Starter: Mr T. J. Cotter. Starter's Steward: Mr P. T. Lynch. Hon. Clerk of Course: Mr A. E. Bryant.  
Hon. Clerks of Scales: Messrs E. Monson, W. Hume, and J. W. Brown. Hon. Tally-clerk: Messrs L. Lee and V. Paine.  
Hon. Timekeepers: Messrs J. Fitzpatrick and J. E. O'Connell. Handicapper: Mr A. Jones. Secretary: Mr J. J. McBride.  
Stewards: Messrs J. Timpany, P. McCarthy, E. Monson, W. J. Churstein, A. Luder, A. Jopp, J. Fitzpatrick, V. Paine, T. J. Cotter, J. E. O'Connell, J. Burnett, and J. S. Collins.  
Judicial Committee: Messrs J. Fitzpatrick, G. H. Romans, W. J. Churstein, J. Burnett, and J. J. McBride.

## £800 in Stakes. PROGRAMME. £300 in Stakes.

(Approved by Dunedin Jockey Club and New Zealand Trotting Association).

### FIRST DAY.

- 1. Handicap Maiden Race, of £40.**  
For horses that have not won a stake exceeding £40 in value to winner. Second horse to receive £7 and third horse £3 from stake. Nomination, 15s; acceptance, 15s. Distance, Six Furlongs.
- 2. Lake County Cup, of £100.**  
Second horse to receive £15 and third horse £5 from stake. Nomination, £1; acceptance, £2 10s. Distance, 1 1/2 Mile.
- 3. Queenstown Hack Handicap, of £45.**  
Second horse to receive £7 and third horse £3 from stake. Nomination, 15s; acceptance, 20s. Distance, Six Furlongs.
- 4. Goldfields' Trot Handicap (Saddle), of £80.**  
Second horse to receive £10 and third horse £5 from stake. 5.15 class. Nomination, 25s; acceptance, 35s. Distance, Two Miles.
- 5. Stewards' Handicap, of £50.**  
Second horse to receive £8 and third horse £4 from stake. Minimum weight, 7st 7lb. Nomination, 20s; acceptance, 20s. Distance, Six Furlongs.
- 6. Arrow Hack Handicap, of £35.**  
Second horse to receive £3 and third horse £3 from stake. Nomination, 15s; acceptance, 15s. Distance, Five Furlongs.
- 7. Domain Trot Handicap (Harness), of £65.**  
Second horse to receive £10 and third horse £5 from stake. Nomination, 20s; acceptance, 30s. Distance, One Mile and a-quarter.

### SECOND DAY.

- 1. Wakatipu Hack Welter Handicap, of £70.**  
Second horse to receive £7 and third horse £3 from stake. Nomination, 15s; acceptance, 15s. Distance, Five Furlongs.
- 2. The Baird Memorial Handicap, of £70.**  
Second horse to receive £10 and third horse £5 from stake. Nomination, 20s; acceptance, 30s. Distance, One Mile.
- 3. Shotover Trot Handicap (Saddle), of £70.**  
Second horse to receive £10 and third horse £5 from stake. Nomination, 20s; acceptance, 30s. 4min. class. Distance, One Mile.
- 4. The Counties' Handicap, of £50.**  
Second horse to receive £7 and third horse £3 from stake. Nomination, 15s; acceptance, 20s. Distance, Six Furlongs. *Reserves the bona fide property for six months prior to nomination of persons resident in the Counties of Lake, Vincent, Maniototo, Wallace, Southland, Otago, and Tairāpiti.*
- 5. Publicans' Handicap, of £50.**  
Second horse to receive £8 and third horse £4 from stake. Nomination, 20s; acceptance, 20s. Distance, Seven Furlongs.
- 6. Dash Trot Handicap (Saddle), of £65.**  
Second horse to receive £10 and third horse £5 from stake. Nomination, 20s; acceptance, 30s. Distance, One Mile.
- 7. Farewell Handicap, of £45.**  
Second horse to receive £10 and third horse £5 from stake. Nomination, 15s; acceptance, 15s. Distance, Six Furlongs.

### Dates of Nominations, Acceptances, and Handicaps.

12th  
18th

Nominations for all events, excepting Maiden and Farewell Handicaps, close at 9 p.m. on ~~12th~~ <sup>18th</sup> December, 1919.  
Nominations for Maiden and Farewell Handicaps close at 8.30 p.m. on ~~12th~~ <sup>18th</sup> December, 1919.  
Handicaps for first day published about ~~12th~~ <sup>18th</sup> December.  
Acceptances for first day close at 9 p.m. on ~~12th~~ <sup>18th</sup> December.  
Second Day acceptances close 9.30 p.m. on ~~12th~~ <sup>18th</sup> December.  
Handicaps for Farewell Handicap after Counties Handicap is run; acceptance 15 minutes after handicaps appear.  
The Committee reserves the right to postpone or alter date and time of nomination, acceptance or handicaps as circumstances warrant.  
Winners of any race after declaration of handicap may be re-handicapped.  
All nominations made by telegram must be confirmed immediately by letter, giving full particulars of the horse, breeding, colours, etc. Anyone omitting to do so will be fined. This rule will be strictly enforced.

All races to be run in accordance with New Zealand Rules of Racing, N.Z. Trotting Association's Rules.  
Trotting events handicapped and started under yards system.

#### TROTTING RULES.

The Provident Fund Fee (£1) must be paid direct to Secretary, N.Z. Trotting Association, Christchurch, before any horse is qualified to be nominated. For a breach of this rule a fine of £5 will be imposed.  
Every person applying for admission to any course, and every person entering or endeavouring to enter a horse for any race, and every person subsequently acquiring any interest in such horse shall be deemed to accept all the conditions and restrictions imposed or implied by the Rules and to be bound from questioning the action of the Conference, appeal judges, Association Club, Racing Club or body, committee, stewards, officials, agents, or servants in respect of any such person or horse or any person connected therewith otherwise than is provided in Part XXX of the Rules of Trotting and in Parts XXXI and XXXIV Rules of Racing.

OWNERS PLEASE NOTE THAT LOCAL TELEGRAPH OFFICE CLOSERS AT 5 P.M.

J. J. McBRIDE, Secretary, Box 24, Dunedin.

EL 1510 Print, Photographic

Lakes District Museum &



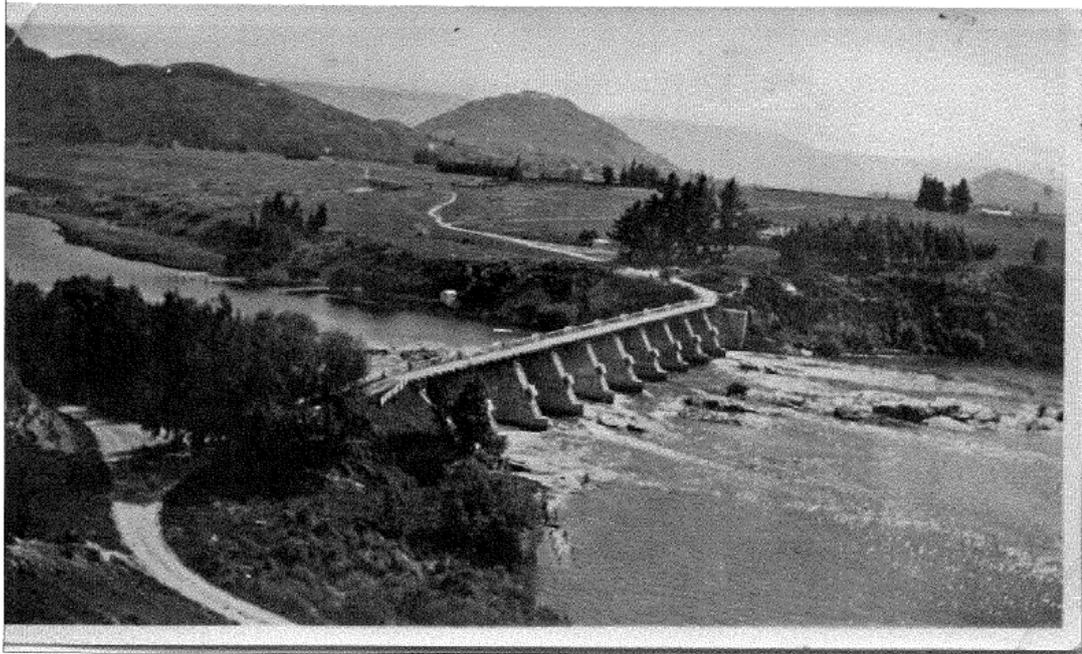
**Description**  
Frankton racecourse, 1899  
EA 24

22/11/2013 12:19:40

\\Museumserver\Images\002\EL1510.JPG

EL 6398 Print, Photographic

Lakes District Museum &



**Description**

Kawarau Falls bridge showing Frankton Flats - c 1930s

dd. Maud Milligan, 51A Kitchener Street, Gore. October 2013

22/11/2013 12:18:12

\\Museumserver\Images\011\EL 6398.JPG



Fig. 1,  
Showing Bench Ends on Grandstand

QLDC DP Ref #:

Valuation #: 2910614701

Map Ref: 35

Certificate of Title: 3D/1483



Queenstown Cemetery Entrance, November 2013

**Name of site (including former names): Queenstown Cemetery**

**Physical Location: Cemetery Road, Queenstown**

<b>Heritage Assessment</b>		<b>Age/Dates</b>	27 <sup>th</sup> October 1866
<b>Archaeological Value</b>	Low	<b>Architect/Builder</b>	Unknown
<b>Architectural Value</b>	Low	<b>Materials</b>	Wood, Stone, Schist, Concrete, Marble
<b>Cultural/Traditional Value</b>	High	<b>Local Authority</b>	QLDC 2
<b>Historical/Social Value</b>	High	<b>NZHPT No</b>	No
<b>Landscape/Townscape Value</b>	High	<b>Valuation Number</b>	2910614701
<b>Rarity/Representative Value</b>	Low	<b>Legal Description</b>	Section 132 Block XX, Shotover SD
<b>Technological Value</b>	Low	<b>Type/Use</b>	Cemetery
<b>Overall Heritage Value</b>	Medium-High	<b>Current Owners</b>	QLDC
		<b>Current Condition</b>	Cemetery grounds well, several graves in derelict state and unmaintained.

## Summary of Significance

The Queenstown Cemetery played a significant role in housing some of the earliest pioneers of Queenstown. Many of the district's early names such as Eichardt and Boyne are here, representing an important part of New Zealand's early social history.<sup>1</sup> While the cemetery holds many well-known pioneers, many graves remain unmarked and in derelict state. These unmarked graves are a reminder of the colliding cultures that embarked on Queenstown to pursue the gold-rush era. The plaques attached to the boulder at the rear of the cemetery are a tribute to those who have been cremated. Eric Olsen the discoverer of the Bullendale Mine is buried in this cemetery however his exact position is unknown.<sup>2</sup>

The dry stone wall around the top of the cemetery is an excellent example of craft built from schist. "Long" Jack McDonald and James McNeil were responsible for erecting the structure in 1866. It is typical of its era, sharing similarities with Frankton Cemetery and Arrowtown Cemetery.<sup>3</sup>

The Cemetery is a reminder of the endurance, hardships and opportunities that existed for the early pioneers. The Queenstown Lakes District Council has recently spent money on infrastructure in order to preserve the cultural and historical importance of this cemetery.<sup>4</sup>

Despite many graveyards being the byproduct of vandalism and neglect, the Queenstown Council has maintained and preserved the upkeep. The growing awareness in family research has had a renewal of interest in old burial grounds and the information they contain, which heightens the significance of Queenstown Cemetery. The Cemetery has local and regional significance and represents an important historical link to the early settlement of Queenstown. These early pioneers symbolize a historical narrative of Queenstown's transformation from gold mining to eventually tourism.<sup>5</sup>

<sup>1</sup> Queenstown Lakes District Council Information Board, David Clarke. Accessed 15 November 2013.

<sup>2</sup> "Queenstown and District Historical Society", <http://www.queenstownhistoricalsociety.org.nz/01-Issue%2072.pdf.PdfCompressor-40957.pdf> pg 6. Accessed 15 December 2013.

<sup>3</sup> Marion Borrell, *Old Buildings of the Lakes District*, (Dunedin: David Johnston, 1973), 8.

<sup>4</sup> The Southland Times, <http://www.stuff.co.nz/southland-times/news/6097006/Deaths-overtake-cemetery-capacity>. Accessed 15 December 2013.

<sup>5</sup> F.W.G. Miller, *Golden Days of Lake County*, (Christchurch: Whitecombe & Tombs, 1961), 46.

## **Description**

In a tree-sheltered corner near the bottom of Ben Lomond and Brecon Street lies the Queenstown Cemetery. There is an information board upon entry which provides a brief historical overview of the Cemetery's establishment. The land was intentionally put aside by the Otago Land District as Cemetery reserves<sup>6</sup>. The cemetery is in a quaint setting with a large historic stone wall towards the back, and mature trees planted on the external side of the wall. There is a mini-putt golf course at the bottom of the Cemetery, and the Queenstown Lakeview Holiday Park runs alongside the golf course onto Cemetery Road. There is a large plaque dedicated to the early Chinese miners and various unmarked graves. Many graves have ornate tombstones or monuments suggesting their importance in early Queenstown. There are several neglected burial sites with overgrown weeds and illegible scripture.

## **History**

In 1862, Frankton was initially surveyed to be the main township because it was flat. The Frankton Cemetery was located close by the hospital and the first burials took place in 1863. The influx of settlers led to a natural occurrence of Queenstown becoming the main town largely due to the boats having easier access to Queenstown Bay. The Frankton Cemetery continued to be used by Queenstown residents until 1866.<sup>7</sup> In 1867 the Queenstown was fenced by "Long" Jack McDonald and James McNeil, a Scottish stone mason.

The first burial in Queenstown Cemetery took place on 27<sup>th</sup> October 1866 and unfortunately the Cemetery does not appear on any of the earliest maps. There was a cemetery reserve above Hallenstein Street but was never used, possibly because of the unsuitability of the land. This was known as Cemetery Reserve No.2. According to the town clerk, a few burials took place late in the 1860s here, but were all removed to the No. 1 Cemetery Reserve prior to 1870 because of the unsuitable class of clay subsoil.<sup>8</sup>

<sup>6</sup> Queenstown Cemetery Reserve No.2. Dunedin Archives, Reference DAAK D84 9060 Box 1190 item reference-h, record number 8/7/6.

<sup>7</sup> Queenstown Lakes District Council Information Board, David Clarke. Accessed 15 November 2013.

<sup>8</sup> Queenstown Cemetery Reserve No.2. Dunedin Archives, Reference DAAK D84 9060 Box 1190 item reference-h, record number 8/7/6.

In 1905, 11 Blue gums on the Cemetery Reserve were cut down probably permission granted by trustees' lands. An application was made by Mr. Mulholland for permission to cut the timber on the cemetery area of sections 8 & 9. This section was occupied by Mr. P. McCarthy who planted the land with trees under the impression that it was part of his holding.<sup>9</sup> In 1917, the trustees consented to allow the development of a new road line adjoining sections 7 and 10 block XIX to connect Turner Street and Malaghan Street, in 1919.<sup>10</sup>

The advent of mass tourism quickly took shape as early as 1922, with interest to subdivide the land set aside for the cemetery reserve because of a shortage of building land in Queenstown. The desired land contained no bodies buried in it; and closed the cemetery for housing purposes. The land which this section relates to is towards the north-east by sections 1 and follows; towards the north-east by Malaghan street 307 links; towards the south-west by a public street, 448 links; and towards the north-west by Turner Street, 307 links; be all the aforesaid linkages a little more or less. The exact deposited plans marked L. and S. 2/59A is deposited in the Head Office, Department of Lands and Survey, at Wellington. <sup>11</sup>

The demand for section remained great in Queenstown. On the 16<sup>th</sup> of May 1927 the commissioner of Crown Lands indicated that the Queenstown Public Cemetery was still good and sufficient. In 1951, the council gave consideration to the rise of 10 sections, formerly a cemetery reserve which had been freed and discharged by the Crown for a housing area. Only local applicants were eligible to build a permanent dwelling to the value of no less than £2000. An approved plan of subdivision of the former Queenstown Cemetery Reserve No.2 was granted. The council had to write to the Otago Catchment Board in respect to alleviating the dangers of flooding from Horne Creek.<sup>12</sup> In 1951, approval was finally given to subdivide Queenstown Cemetery Reserve No.2. This site is presently known as the Queenstown Lakeview Holiday Park.

There is a plaque which plays tribute to the early Chinese miners whose bodies were lost in a shipwreck. It was the wish of most Chinese in Central Otago that if they were unable to afford to return to China, that their bodies could be shipped back for a

<sup>9</sup> Ibid.,

<sup>10</sup> Ibid.,

<sup>11</sup> Ibid.,

<sup>12</sup> Ibid.,

proper burial.<sup>13</sup> A society called Cheong Shing Tong was formed to exhume Chinese from these cemeteries and clean and wrap the bones, and placed in lead-lined coffins to return to China. The bodies were loaded on to *Vetnor* and left Wellington Harbour carrying 499 lead-lined coffins. Unfortunately, the ship sunk near the Hokianga Harbour and its entire cargo was never recovered.<sup>14</sup>

### **Notable Queenstown Figures:**

There are many notable early pioneers of Queenstown that are buried here. James William Robertson was born at St John's, New Brunswick, Canada. He followed the gold rushes to California, then Victoria, then on to Otago. He recommenced his carpentry trade, and opened up the Brunswick Flour Mill in partnership with Bendix Hallenstein. He developed several farms at Frankton and was involved in wharves and jetties around the lake. He was the town's first Mayor and was good at managing many developments like the Gardens Reserve. He died of Bright's disease in 1876 aged 50.<sup>15</sup>

Albert Eichardt and Julia Eichardt are known for Queenstown's best kept hotel. Albert was in business as a cordial manufacturer in Arrowtown, and then in 1863 he won a raffle for a nugget of gold and bought the Queens Arms Hotel in Queenstown in 1865. He renamed it Eichardt's shortly after. He married the housekeeper, Julia Shanahan in 1868 who had run the dining room since 1863.<sup>16</sup> It was one of the first buildings to be lit by electricity in New Zealand.<sup>17</sup> In 1872, they replaced the Rees' wooden woolshed with stone and concrete structure and most of the foundations remain today. Albert died in 1882 of pneumonia. Julia had an injury to the head and died in 1892. She is buried in the Catholic sector of the cemetery. The restored building, with its façade largely unchanged, still bears their name.<sup>18</sup>

Nicholas Paul Baltazar von Tunzelmann a native of Russia was attending the Royal Veterinary College in India to complete his medical studies, before receiving a letter from New Zealand to try sheep farming. He landed in Wellington and spent a year in the North Island before making his way down south.<sup>19</sup> He was one of the pioneers of

<sup>13</sup> Gerald Cunningham, *Central Otago: A Special Place*, (North Shore: Raupo, 2009), 59.

<sup>14</sup> *Ibid.*,

<sup>15</sup> *Ibid.*, 15.

<sup>16</sup> *Ibid.*, 20.

<sup>17</sup> *Ibid.*,

<sup>18</sup> "Southland Times, 8<sup>th</sup> September 1900, Unknown.

<sup>19</sup> *Ibid.*, 8.

Queenstown in sheep farming but sadly lost most of his money to unsuccessful business ventures and died in 1900.<sup>20</sup>

Two successful Chinese businessmen were Wong Gong and Ah Gum. Wong Gong ran a store, market garden and orchard at Skippers near the Shotover. He died in 1909 aged 63.<sup>21</sup> Ah Gum was the last known Chinese in the area and lived on Frankton Road. The funeral was widely attended and he was buried by the Salvation Army.<sup>22</sup>

James Mc Neil was born in 1859, and trained as a stonemason. He arrived in Queenstown in 1882. Mc Neil was a prominent member of the Masonic Lodge and was the master for four years. Mc Neil owned the Williams Cottage in Marine Parade for a short duration of time.<sup>23</sup> He died in 1920, and many of his craftsmanship can be seen around Queenstown today. The Ballarat Street Bridge and the old Lake County Council building at the corner of Ballarat and Stanley streets are good examples.<sup>24</sup>

Wesley Turton was born and raised in the North Island and after taking part in the Māori wars, qualified as a solicitor and practiced on the Thames Goldfields. He moved to Queenstown around 1870 practicing as Queenstown's only solicitor, until his death.<sup>25</sup>

These notable figures provide a glimpse into one of the earliest colonial cemeteries in New Zealand, some of these early settlers died without marriage indicating the imbalance of colonial life, particularly during the gold-rush age. The register of deaths contains many infants and drowning.<sup>26</sup>

## **Landscape/Townscape Summary**

The cemetery is located on the outskirts of Queenstown at the bottom of the Skyline Gondolas, a popular tourist attraction and provides visual interest, with a superb panorama of central Queenstown and Lake Wakatipu. Queenstown Lakeview

<sup>20</sup> Ibid.,

<sup>21</sup> "Queenstown and District Historical Society", <http://www.queenstownhistoricalsociety.org.nz/01-Issue%2072.pdf.PdfCompressor-40957.pdf>, pg 8. Accessed 15 December 2013.

<sup>22</sup> Ibid., 8.

<sup>23</sup> Melanie Lovell-Smith, Historic Places Trust, <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=2336>, (Accessed 1 January 2014)

<sup>24</sup> "Queenstown and District Historical Society", <http://www.queenstownhistoricalsociety.org.nz/01-Issue%2072.pdf.PdfCompressor-40957.pdf>, pg 27. Accessed 15 December 2013.

<sup>25</sup> Ibid., 14.

<sup>26</sup> Queenstown Register 1871-1911, Reference MS-1139.

Holiday Park is located at the bottom of the cemetery. A vast stonewall is built at the back of the cemetery and despite the development of modern structures the Queenstown Cemetery sits comfortably amongst its surroundings. The cemetery was established after gold was discovered in the Shotover by Thomas Arthur and his companion.

## **Sources**

The story of notable Queenstown figures is retold in Queenstown Courier Index.

Primary sources were largely gathered from Newspapers (papers past), reports, advertisements and court documentation (Dunedin Archives). Unfortunately, Dunedin Archives hold no earlier Certificate of Titles other than what NZHPT has provided. The New Zealand Gazette 1922 holds information about the land prior to subdivision.

The archives of Lakes District Museum allowed me to access Southland Times Newspaper articles as well as information regarding the Cemetery.

## **Additional Notes**

The history of Queenstown Cemetery is a topic that remains relatively scarce. Whilst the development on Reserve No.2 has been well documented, the historical details such as who the gravediggers and caretakers were are limited.

The Courier Index is a local publication produced by the Queenstown and District Historical Society formed in 1965, at a time when historical buildings were in danger of demolition as tourism expanded. It is published each summer and winter and is on to its 87<sup>th</sup> issue. It contains researched articles, memoirs, and historical documents. It provides a thorough documentation of the notable figures that reside in the cemetery.

Further land and cemetery records are kept at the National Archives Wellington and would probably reveal more history on the subject. Reference ABWN/6095/W5021/207/2/225.

A copy of the Queenstown Register 1871-1911 is housed at the Hocken Library and although not directly useful, it does provide a good list of the age and how the deceased die. It reveals the social history context of the time. Reference MS-1139.

Geoffrey Thornton, "*New Zealand Industrial Heritage*" provides good context on the industrial technological development with particular mention to masonry on page 122.

Queenstown Cemetery

References  
Prior C/T.

N.Z. Gazette 1922 page 1609  
Transfer No.  
N/C. Order No. 349270

Land and Deeds 69



**CANCELLED**

**REGISTER**

**CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT**

No. 3D/1483

This Certificate dated the 5th day of December one thousand nine hundred and sixty nine under the seal of the District Land Registrar of the Land Registration District of **O T A G O**

**WITNESSETH** that THE MAYOR COUNCILLORS AND CITIZENS OF THE BOROUGH OF QUEENSTOWN a body corporate in trust for public cemeteries

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 12 acres 2 roods 14.4 perches more or less being part Section 73 Block XX and Part Block XX Shotover District Block XX SHOTOVER DISTRICT, part being more particularly described as part Section 73 Block XX SHOTOVER DISTRICT.

374502 Lease of Part (2 roods 16.9 perches) to Skyline Enterprises Limited. Term 10 years from and inclusive of 17 November 1967 with Rights of Renewal and together with the Right to erect and operate a cableway over part Section 19 and part Cemetery Reserve Block XX Shotover District (C.T. 109/294 and part herein) and Rights of Way over part Section 73 Block XX Shotover District - 17.8.1971 at 10.38 am



377494 Memorandum stopping part of adjoining street now known as section 1 Block LIV Town of Queenstown - 26.10.1971 at 2.59pm.

*[Signature]*  
D.L.R.

*[Signature]*  
A.L.R.

377494 New C.T. 4D/887 issued for Section 1 Block LIV Town of Queenstown.

*[Signature]*  
D.L.R.

385005 ~~Mortgage~~ Lease 374502 to Bank of New Zealand - 12.10.1974 at 10.10 am

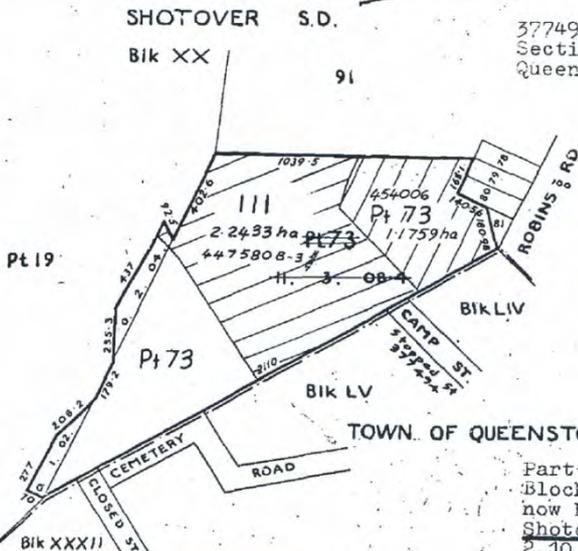
*[Signature]*  
A.L.R.

417349 Mortgage of Lease 374502 to the Trustees Executors and Agency Company of New Zealand Limited - 29.1.1974 at 12.24 pm

*[Signature]*  
A.L.R.

Part Section 73 Block XX and Part Block XX Shotover District is now known as Section 111 Block XX Shotover District (2.2433ha) - 2.10.1975 at 9.39 am  
See New Appellation 47580B-3

*[Signature]*  
D.L.R.



Scale: 1 inch = 5 chains  
Total Area: 12 2 14 4  
5.0950 ha  
1.1759 ha + 5.006  
3.9191 ha

No. 3D/1483

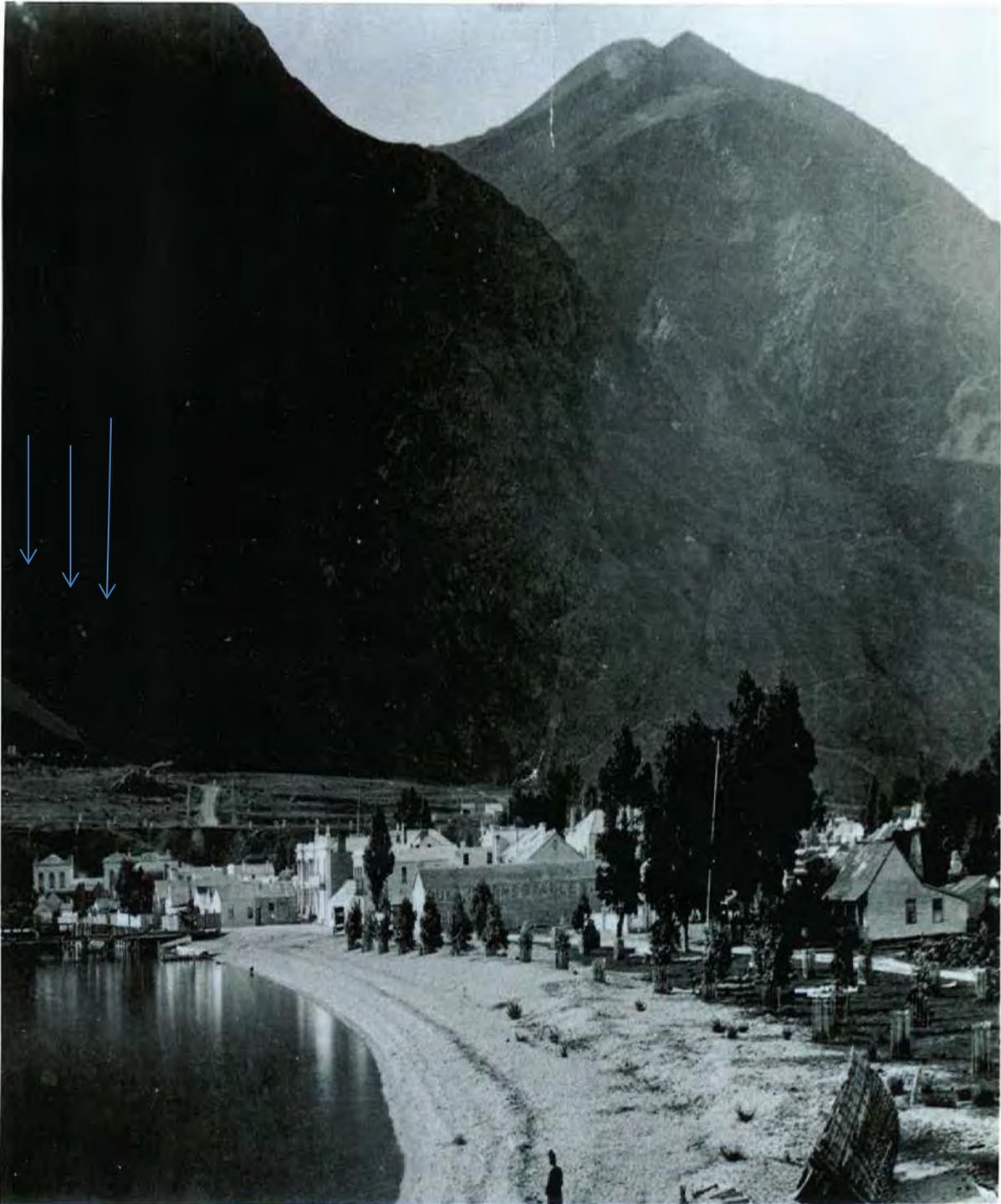


Image Two: Cemetery and Stone Walls. C. 1867(Courtesy of the Lakes District Museum EL6727)

Image Three: Current picture of the ornate and specially crafted tombstones. (Inano Walter, 2013)

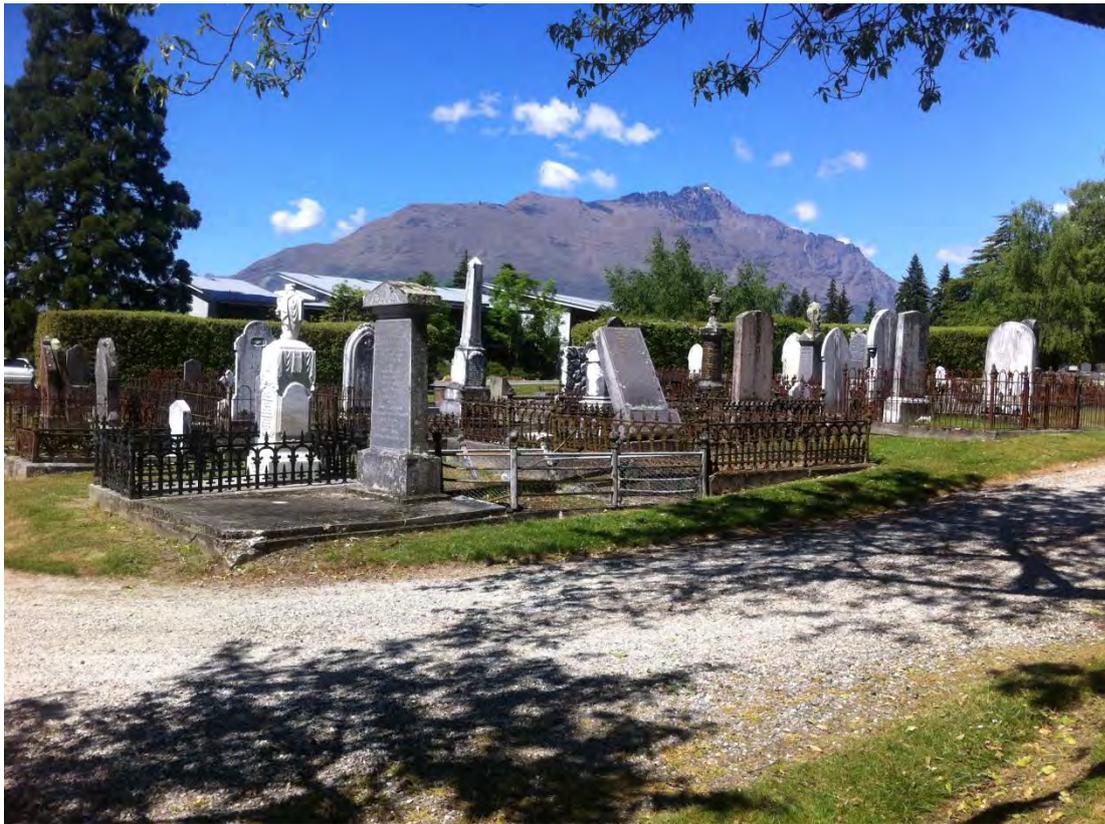


Image Four: Current picture of the memorial boulder (Inano Walter, 2013)



Image five: QLDC Webmap, <http://maps.qldc.govt.nz/qldcviewer/> (Accessed 1 February, 2014).

## **Bibliography:**

Borrell, Marion, *Old Buildings of the Lakes District*. Dunedin: David Johnston, 1973.

Cunningham, Gerald, *Central Otago: A Special Place*, North Shore: Raupo, 2009.

Miller, FWG. *Golden Days of Lake County*. 5<sup>th</sup> edition, Christchurch: Whitecombe and Tombs, 1973.

*Queenstown Cemetery Reserve No.2*, DAAK- D84 9060 Box 1190. Dunedin Archives Regional Office.

Queenstown Lakes District Map

35. [http://www.qldc.govt.nz/volume\\_3\\_district\\_plan\\_maps](http://www.qldc.govt.nz/volume_3_district_plan_maps). Accessed on 15 December 2013.

Queenstown Lakes District Council Information Board, David Clarke. Accessed 15 November 2013.

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Society, <http://www.queenstownhistoricalsociety.org.nz/01-Issue%2072.pdf.PdfCompressor-40957.pdf>,. Accessed 15 December 2013.

Queenstown Register 1871-1911 , Reference MS-1139.

Southland Times, 7 December 2011, N/A

Thornton, Geoffrey.G, *New Zealand's Industrial Heritage*, Singapore: Kyodo-Shing Loong Printing, 1982.

**Completed by: Inano Walter**

**Date: 25 December 2013**

# WAKATIPU HERITAGE TRUST

SITE ASSESSMENT REPORT FOR A HISTORIC PLACE

December 2013/January 2014

QLDC DP Valuation Number: 2909954703

QLDC DP Reference Number: 78

District Plan Map Reference Number: 13

Certificate of Title: 16A/211



148 Kingston Road, Google Earth, December 2013

December 2013, Lakes District. Photograph: S. Solomon

## NAME (including former names)

**Rees Cottage; Ah Bows Cottage, or Carluke**

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## PHYSICAL LOCATION/ADDRESS

148 Kingston Road, SH 6, Queenstown

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### HERITAGE ASSESSMENT

**Archaeological value:** nil

**Architectural value:** Moderate

**Cultural value:** Moderate

**Historical/social value:** Significant

**Landscape/townscape value:** Moderate

**Rarity/representative value:** Significant

**Technological value:** nil

**OVERALL HERITAGE VALUE:** Significant

**AGE/DATES** c. 1864-1866

**ARCHITECT/BUILDER** W. G. Rees

**MATERIALS** Stone and timber

**NZHPT** No

**DISTRICT PLAN STATUS** Category III heritage building

**LEGAL DESCRIPTION** Pt Section 40 BLK XII Coneburn SD

**USE/TYPE** Private residence

**CURRENT OWNERS** F. S. Mee Development Company Ltd.

**CONDITION** Excellent

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## SITE ASSESSMENT REPORT FOR A HISTORIC PLACE

### SUMMARY OF SIGNIFICANCE

#### **Historic and social value:**

Rees, Boyes, McBride and Jardine are all names of prominent families in the Queenstown area, and all at some point had ownership of Kawarau Falls Station, the site of Rees's cottage (the subject of this report). William Gilbert Rees, in particular, is credited along with von Tunzelmann for having discovered Queenstown. Though his tenure at Kawarau Falls Station was short lived following the discovery of gold in 1862 and confiscation of parts of his land, Rees claims the title of having been of the first run-holders in the area, the overseer of what was effectively a pastoral kingdom. Having been an essential part in the survival of ill equipped gold miners who flocked to the Arrow, Rees was able to supply goods and transportation to the miners, becoming an authority figure in the early settlement.<sup>1</sup> The McBride's are also well known for having been involved in numerous business ventures in the district, including mining, timber, shipping, flour milling and agriculture.

The excellent condition in which the building finds itself, regardless of the more modern additions, makes it an invaluable heritage; few buildings from the first decade of colonisation in the Wakatipu survive in such an unaffected manner, and Rees's cottage is a member of the small group very early settlement buildings in the locality that remain standing.

#### **Architectural value:**

Architecturally, Rees's cottage is not too dissimilar from many other historic buildings in the Lakes District. Many cottages are of a familiar style, though perhaps not of the same age. Design elements, such as the large stone chimney and comparatively small dwelling, both of substantial construction, indicate the cottage is a very early building in the Wakatipu basin.

#### **Townscape and context value:**

While much of the finer details of the cottage itself remain unknown, the history of the area and the context of the property the cottage was associated with for many decades provides much of the value one might attribute this structure. Kawarau Falls Station was one of the earliest, and one of largest single holdings to have ever existed in the Lakes District. The station retained its great size for many decades, with major subdivision occurring only during the stewardship of the Jardines, who, along with many of the owners of similar stations, downsized their operations to more manageable dimensions.

#### **Rarity and representative value:**

Kawarau Falls was largely representative of many of the great run holdings in Central Otago that lost millions of pounds in revenue as a result of rabbit infestation. With particular reference to the rabbit influx that plagued the Boyes Brothers during their tenure at Kawarau Falls, the economic waste and loss in stock carrying capacity caused by the additional needs being catered for by the pastures was devastating for the holding. Where seven rabbits could consume the pastoral requirements of one sheep, and coupled with substantial overstocking of the station by the Boyes' was a ghastly experience endured by many runholders

<sup>1</sup>Robert Gilkison, *Early Days in Central Otago: Being Tales of Times Gone By.*, Dunedin: Otago daily Times and Witness Newspapers Co., Ltd, 1930, p.58

at the time. Like many others of the great stations, rabbit populations tipped the scales that forced the mortgagee sale of the Boyes family at Kawarau Falls.<sup>2</sup>

**Technological value:**

Technological value for this cottage is unknown.

**Archaeological value:**

Any archaeological evidence or findings for this cottage is unknown.

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**DESCRIPTION (as currently seen)**

Rees' stone cottage is currently in excellent condition, having been modernised and used as a holiday home. It would appear that a timber addition has been added to the original stone cottage, though this has been done in a very sympathetic way (refer to Appendix 3 for visual clarification). The original, single storey stone cottage is very similar to others built in the same period throughout the district, with particular reference to the prominent stone chimney attached to the west facing wall.

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**HISTORICAL NARRATIVE**

**1858:** Partnership of Colonel William Lewis Grant, George Gammie and W.G. Rees is formed.

**1860:** August, Land Run 331 (50,000 acres) near the eastern mountainlands of the Wakatipu, known as the "Staircase" and licensed to Donald Angus Cameron, is transferred to John McIntosh and Angus McDonald following heavy losses suffered by Cameron in a shipment of sheep from Australia. Unable to fulfil the stocking requirements of all his applications, Cameron is forced to concentrate his sheep on the Nokomai license he also purchased.<sup>3</sup>

Within months, McIntosh and McDonald transfer the license for 331 to the partnership of Grant, Gammie and Rees. The license for run 345 (35,000 acres), known as the "Peninsula", first applied for by William Saunders of Waipori Station, was then secured by Rees on behalf of the partnership. With the addition of Land Runs 356 (100,000 acres), and 346 (54,000 acres), Kawarau Falls Station was created, covering no less than 239,000 acres.<sup>4</sup> This holding spans practically the entirety of the Eastern Wakatipu Basin, from beyond Glenorchy in the west to Kingston in the south, an area of approximately 724 square kilometres.<sup>5</sup>

**c.1864:** The stone cottage that currently occupies the land at 148 Kinston Road is built by Rees, though it is not likely he ever resided there himself.

**1865:** Run 356 known as "Shotover Station", the hub of the Kawarau Falls operation is declared a goldfield and confiscated. The partnership of Grant, Gammie and Rees dissolves after the structure of their "Home Station" collapses and their partnership agreement is not renewed after the "effluxion of allotted time".<sup>6</sup> Grant and Gammie stay on for a further year.<sup>7</sup>

<sup>2</sup> F.W.G Miller, *There was Gold in the River*, Wellington: A.H. & A.W. Reed, 1946 p. 63

<sup>3</sup> D.G. Jardine, *Shadows on the Hill*, Wellington: A.H. & A.W. Reed Ltd, 1978

<sup>4</sup> *Ibid*

<sup>5</sup> Queenstown lakes District Touring Guide, Lakes District Museum, 1991

<sup>6</sup> "Kawarau Falls: Boyes Bros." *The Queenstown Courier*, Issue No. 12: Queenstown and Districts Historical Society (Inc.): 1974, p.

12

<sup>7</sup> D.G. Jardine, 1978

**1866:** Frank Campbell, Charles Crofton and George Henry Boyes of Hobart purchase Kawarau Falls station at Auction in Dunedin for 15,500 pounds, retaining Rees in an advisory capacity.<sup>8</sup>

**1867:** Rees leaves the Wakatipu, eventually becoming manager of Galloway Station near Alexandra.<sup>9</sup>

**1875:** F.C. Boyes withdraws from partnership with his brothers, his share valued at 13,000 pounds to be paid out over several years at an interest rate of 8 per cent.<sup>10</sup>

**1877:** Rapid stock expansion Kawarau Falls has numbers reaching 29,000 at peak.

**1878:** Harsh winter and an influx of rabbits deplete stock- financial crises for Kawarau Falls Station ensues.

**1879:** C.C. Boyes and G.H. Boyes transfer Kawarau Falls to their cousin G.M. Bell for 16,000 pounds to provide security for F.C. Boyes' unpaid shares and interests.<sup>11</sup>

**1880:** G.M Bell sells Kawarau Falls back to C.C. Boyes for 15,000 pounds subject to a mortgage of F.C. Boyes.<sup>12</sup>

**1886:** Several years of bad snows reduce stock numbers significantly and Kawarau Falls station is abandoned to the mortgagee, the New Zealand Loan and Mercantile Company which is also in possession of the majority of run holdings in the Wakatipu Basin. In turn, the Mercantile Company is forced into bankruptcy in 1894; it is then refloated. Falls Station loses all the Gibbotson country to Big Kawarau Station (held by New Zealand & Australia Land Company, originally the Sheenan Brothers application).

**1898:** Kawarau Falls is purchased by Daniel McBride, whose family owned a very successful sawmilling business in Glenorchy.<sup>13</sup>

**1913:** John Gilbert Patrick McBride inherits Kawarau Falls Station following the death of his father.<sup>14</sup>

**1922:** Dickson Jardine of Glencoe Station purchases Kawarau Falls Station from John McBride. The Jardines would oversee the longest tenure at Kawarau Falls.<sup>15</sup> The Stone Cottage is used as a hut for Musterers by the Jardines, and also as the residence of Ah Bow, the Chinese overseer who ended his days as assistant gardener of Mary Jardine at the main homestead.<sup>16</sup>

**1941:** Dickson Jardine forms a partnership with his sons, Dickson Jardine Jnr. (known as Cap) and Grieve Jardine.<sup>17</sup>

**1947:** Cap and Grieve Jardine divide Kawarau Falls Station between themselves. Grieve retains possession of the homestead (later taken over by the Methodist church) block, included the Kelvin Peninsula where Rees'

<sup>8</sup> D.G. Jardine, 1978

<sup>9</sup> "Rare Glimpse of a Rare Pioneer", *The Queenstown Courier*, Issue No. 73: Queenstown and Districts Historical Society (Inc.): 2005, p. 11

<sup>10</sup> "Kawarau Falls: Boyes Bros.", *The Queenstown Courier*, p. 12

<sup>11</sup> *Ibid*, p. 12

<sup>12</sup> *Ibid*, p. 12

<sup>13</sup> Certificate of Title under Land Transfer Act, 49/277 and 49/278

<sup>14</sup> Certificate of Title under Land Transfer Act, 75/26

<sup>15</sup> D.G. Jardine, 1978

<sup>16</sup> Irene Adamson, *The Kawarau Falls Story*, Queenstown: Irene Adamson, 2007

<sup>17</sup> *Ibid*

Cottage sits, and beyond. Cap takes the high country section (“Staircase”) , extending from near Frankton, south to almost Kingston.<sup>18</sup>

**1960:** 1<sup>st</sup> of August, Frank Spencer Mee and his wife Jean purchase Grieve Jardines 1214 hectare block. Kawarau Falls Station is reduced significantly in size, though a great portion remains with the Jardine family.

**1966:** In November, following subdivision, F.S. Mee sells part Lot 1 DP 10732 and part Section 40 & 45 Block XII to Harry Whiffen Norris, a company director from Invercargill.<sup>19</sup> Norris then transfers this property the following year.

**1973:** F.S. Mee Development Company Limited is named as proprietor for Part Sections 12-15, Part Section 40 and Part Section 45 of Block XII, Coneburn.<sup>20</sup>

**2007:** F.S. Mee transfers titles for Part Lot 1 DP 300236, Lot 38 DP 301149, and Lot 3 DP 382304 to F.S. Mee Development Company Limited.<sup>21</sup>

**2009:** F.S. Mee Development Company Limited is listed as proprietor of Lot 38 DP 301149.<sup>22</sup>

**2013:** F.S. Mee Development Company Limited remains in possession of the property at 148 Kingston Road, Queenstown.

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## LANDSCAPE SUMMARY

Rees’s stone cottage is the dominant built structure in its immediate surround and sits directly beside Kingston Road, just before the road turns sharply across the valley and heads north, away from the Kelvin Peninsula (this was until recently lined with large trees). The cottage is immediately at the base of the Remarkables and is slightly to the west of a stone stable (not built by Rees) that was used as accommodation for 50 Chinese migrants who found work on the station. All land surrounding Rees’ cottage, but not on the same title, belongs to F.S. Mee Development Company, including the large vacant grass area to across the road from the cottage and the hill country immediately behind.

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## COMPLETED BY:

Research Completed by Stacey Solomon on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

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## SOURCES

### *Primary source material*

F. H. Williams, *Plan of Land to be taken for Road being pt. Sec 5, Blk 1, & pts. Secs. 40, 41 & pt. Lot 1 D.P. 2986 being pt. Sec. 38 Blk XII & Road to be closed adjoining parts of Sections 40 & 41; 1963*

<sup>18</sup> *Ibid*

<sup>19</sup> Certificate of Title under Land Transfer Act, 2D/1161

<sup>20</sup> Certificate of Title under Land Transfer Act, OT 5B/511

<sup>21</sup> Certificate of Title under Land Transfer Act, identifier 329128

<sup>22</sup> Certificate of Title under Land Transfer Act, identifier 479798

Certificate of Title under Land Transfer Act, 49/277

Certificate of Title under Land Transfer Act, 49/278

Certificate of Title under Land Transfer Act, 75/26

Certificate of Title under Land Transfer Act, 2D/1161

Certificate of Title under Land Transfer Act, OT 5B/511

Certificate of Title under Land Transfer Act, identifier 329128

Certificate of Title under Land Transfer Act, identifier 479798

"Ah Bow", Lakes District Museum Archive; EP2954 Print, Photographic

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## FILE NOTES

Conflicting information has been uncovered during the process of writing this report. Direct descendants of W.G. Rees were contacted for the purpose of establishing an accurate date of construction for the cottage at 148 Kingston Road.<sup>23</sup> Information received in response conveyed that no knowledge was known by the family regarding the cottage in question having been built by Rees himself, or when it was built. An exact date for construction was therefore never disclosed, however, all literature consulted proposed the cottage was constructed by Rees before sale to the Boyes Brothers. The date for construction has been narrowed to the two year period indicated in this report subsequently.

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## BIBLIOGRAPHY

Irene Adamson, *The Kawarau Falls Story*, Queenstown: Irene Adamson, 2007

Robert Gilkison, *Early Days in Central Otago: Being Tales of Times Gone By.*, Dunedin: Otago daily Times and Witness Newspapers Co., Ltd, 1930

D.G. Jardine, *Shadows on the Hill*, Wellington: A.H. & A.W. Reed Ltd, 1978

F.W.G Miller, *There was Gold in the River*, Wellington: A.H. & A.W. Reed, 1946

"Kawarau Falls: Boyes Bros." *The Queenstown Courier*, Issue No. 12: Queenstown and Districts Historical Society (Inc.): 1974

"Rare Glimpse of a Rare Pioneer", *The Queenstown Courier*, Issue No. 73: Queenstown and Districts Historical Society (Inc.): 2005

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<sup>23</sup> Email communication between Rosemary Marryatt and Stacey Solomon regarding 148 Kingston Road, 03 December 2013.  
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**APPENDICES**

**Appendix 1. Visual Identification Aids**

**Location Maps**



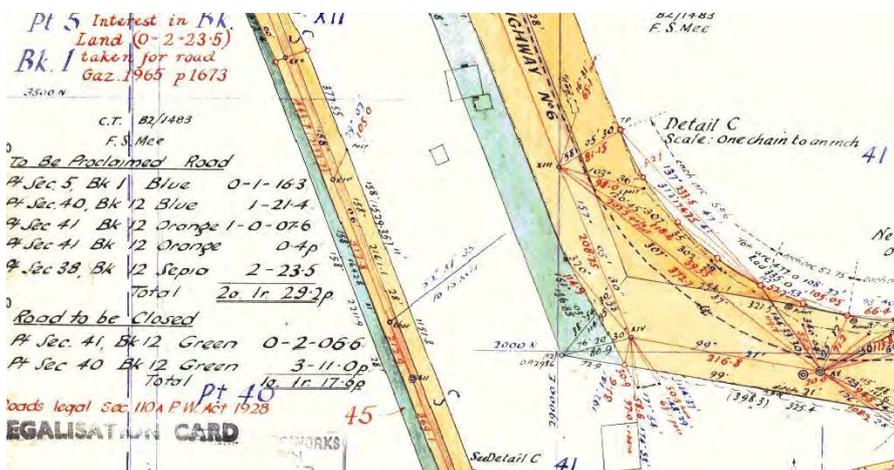
<http://maps.qldc.govt.nz/qldcviewer/index.html?bookmark=true&ll=1264549.1685404247,5003801.7422671495&ur=1264958.7443595761,5004167.926332851&th=1&scale=2000&dynamicalayers=|mapservicename=Property%20Land;visiblelayers=1|mapservicename=Property%20Address;visiblelayers=0,1,2&basemap=Aerial%20Photos>

**Appendix 2. Visual Aids to Historical Information**



Pictured to the left is Ah Bow, the gardener of the original Mrs Jardine, who lived in Rees's cottage. Ah Bow was buried at Frankton in July of 1933

Courtesy of Lakes District Museum Archive (ref: EP2954 Print, Photographic)



From the 1963 survey by F. H. Williams for the Plan of Land to be taken for Road being pt. Sec 5, Bk 1, & pts. Secs. 40, 41 & pt. Lot 1 D.P. 2986 being pt. Sec. 38 Bk XII & Road to be closed adjoining parts of Sections 40 & 41.

Note inclusion of the Stone Cottage at 148 Kingston Road and the stone stables slightly further east.

### Appendix 3. Current Visual Information

*Images correct as of December 2013*



This image shows where the more modern, timber addition has been incorporated into the cottage.

Photograph taken by S. Solomon, Lakes District, December 2013

QLDC DP Reference No.: 46

Valuation No.: 2911125502

Map Reference: 9

Certificate of Title: N/A



**NAME OF SITE (including former names): SCHEELITE Battery, Whakaari Battery**

**PHYSICAL LOCATION:** Glenorchy Paradise Road,  
Glenorchy Rural

<b>Age/Dates</b>	1906
<b>Architect</b>	N/A
<b>Builder</b>	N/A
<b>Materials</b>	Wood, steel, iron
<b>Local Authority</b>	QLDC Category 3
<b>NZHPT No.</b>	N/A
<b>Valuation No.</b>	2911125502
<b>Legal Description</b>	Section 7 SO 369025
<b>Type/Use</b>	Mining Battery
<b>Current Owners</b>	Department of Conservation

<b><u>HERITAGE ASSESSMENT</u></b>	
Historical/Social Value	<b>High</b>
Cultural/Traditional Value	<b>Moderate</b>
Architectural Value	<b>Low</b>
Landscape/Townscape Value	<b>Moderate</b>
Rarity/Representative Value	<b>High</b>
Technological Value	<b>Low</b>
Archaeological Value	<b>High</b>
<b>Overall Heritage Value</b>	<b>HIGH</b>

**Current Condition** Natural deterioration, but still standing

## **SUMMARY OF SIGNIFICANCE**

The Mt. Judah scheelite mining battery holds high historical and social significance. Scheelite mining was one of the most important industries in regards to the development of Glenorchy as a township, as well as the wider Wakatipu community. The reliance on the Glenorchy scheelite mines during war time reflects the significance the mine had on a national and international stage. The prosperity the mine offered led to an influx of people into the region, having social, economic and cultural impacts through numerous avenues.<sup>1</sup> Scheelite mining placed Glenorchy on national and international maps throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries. Glenorchy became known as the “scheelite mining capital of the Southern hemisphere,” with the battery remains representing this distinguishing label.<sup>2</sup>

Glenorchy is a town with a large mining heritage. Naturally, such large numbers of miners began to create their own lifestyle and culture. The mining culture of Glenorchy township is symbolised through the Mt. Judah battery remains, creating relative cultural and traditional heritage.

Architecturally, the battery remains have little value. The site is interesting to view, but possess little unique features. Essentially, it is a mining site with utilisation more important than design.

The Mt. Judah battery site contributes to defining the direct mining sites of the mountain ranges, as well as the wider Glenorchy and Wakatipu regions. Situated against the natural landscape, the mine possess visual interest yet is naturally deteriorating and stands out against the landscape. However, the area is rich in mining history and the battery remains enhance the general character of the area.

The scheelite mines of the Glenorchy region were some of the most important mines in New Zealand during the 20<sup>th</sup> century, specifically in war time. The Mt. Judah battery is a rare site that represents the Glenorchy community and the contribution towards the war effort from the miners themselves. Thus, the site possess high rarity and representative value.

Technologically, the site has little significance. Although well designed for efficient mining, the battery remains appear to be of standard mining design, with no unique features.

The Mt. Judah battery site is the remains of a significant period of time and an industry that contributed to the establishment of Glenorchy as a prosperous town. The site has large archaeological significance as it provides knowledge of the history of scheelite mining and its importance in the Wakatipu region, New Zealand, and the world.

<sup>1</sup> For example, the isolation of Glenorchy meant the lake shipping industry thrived off the increased demand of transport for miners across the lake.

<sup>2</sup> Land Information New Zealand, “Crown Pastoral Land Tenure Review: Wyuna Lease,” September 2003, 2.

## DESCRIPTION

The Scheelite Mine of Mount Judah is set amongst the natural mountainside, with picturesque views over Lake Wakatipu. The remains of the battery include majority of the original battery and machinery. Adjacent to the original site is a newly constructed shed. The original battery is constructed of weatherboards and corrugated iron, some which is now rusted. Originally, the site consisted of a concentration plant and a water driven battery. The concentration plant included a primary jaw crusher, a shaking table, and a manual jig whilst the battery had five head of stamps, each weighing 800 pounds.<sup>3</sup> All machines were driven by water powered pelton wheels.<sup>4</sup> The site is naturally deteriorating, but is well cared for and preserved by the Department of Conservation.

## HISTORY

Scheelite is one of the main minerals of tungsten and is a soft, heavy ore. When combined with steel, scheelite produces a hard steel alloy which can be used to cut ordinary steels.<sup>5</sup> Consequently, scheelite is highly valued in machinery, specifically the armaments industry as it increases the strength of the original metals.<sup>6</sup> As the Richardson Mountain ranges are predominantly schist rock, scheelite is commonly found within the quartz veins of the mountains.<sup>7</sup> Scheelite lodes were found on Mt. Judah for many years since Wakatipu settlement, yet it was not until 1884 that a reef with enough concentrate of good quality ore was discovered by William Rainey and Simon Wilson.<sup>8</sup> Consequently, the Wakatipu Scheelite Company was formed. At the time, tungsten was used to fix colours in fabric and wallpapers, in chemistry and in some steels.<sup>9</sup> The turning point for the scheelite mining industry was the discovery that steel containing tungsten had the ability to cut other steels.

It was not until 1903 that Mt. Judah scheelite showed future promise. The mining site was claimed by George Reid and his brother, James, and financially supported by Robert Lee.<sup>10</sup> The trio established a profitable mine in 1906 on three different levels, consisting of a concentrating plant and a water driven battery. The Glenorchy Scheelite Company successfully began to export scheelite, with Germany as its main exporting market.<sup>11</sup> By 1911, the Glenorchy Scheelite Mining Company was formed with eleven shareholders and was the largest single producer on the field.<sup>12</sup>

<sup>3</sup> Ted Barnett, "The Scheelite Story," in *The Head of the Lake: a community centred on Glenorchy*, ed. Iris Scott (Glenorchy: Iris Scott, 1947), 38; Julia Bradshaw, *Miners in the Clouds: a hundred years of scheelite mining at Glenorchy* (Arrowtown: Lakes District Museum, 1997), 21.

<sup>4</sup> *Ibid.*

<sup>5</sup> Bradshaw, 9.

<sup>6</sup> "Scheelite: supplies commandeered," *Evening Post*, 18 September 1915. Accessed via <http://paperspast.natlib.govt.nz>. Having the ability to cut through opposing steel, scheelite infused steel is used to combat enemy armaments and weapons.

<sup>7</sup> *Ibid.*

<sup>8</sup> *Ibid.*, 15; "The Scheelite Mine at Glenorchy," *Otago Witness*, 10 September 1886.

<sup>9</sup> *Ibid.*, 10.

<sup>10</sup> *Ibid.*, 20.

<sup>11</sup> *Ibid.*, 21.

<sup>12</sup> *Ibid.*, 29; The Centennial Committee, *Head of Lake Wakatipu: schools centennial 1884-1984* (Alexandra: Central Otago News Ltd., 1984), 25.

The trend of scheelite demand is correlated to war time due to its advantages in the armaments industry.<sup>13</sup> The outbreak of World War One saw an 80% increase on pre-war scheelite prices.<sup>14</sup> The Glenorchy Scheelite Company was committed to the British Empire and her allies, consequently losing the German market.<sup>15</sup> With increased production and large profits, the Glenorchy Scheelite Mining Company began to purchase further land, establishing numerous mines amongst the Richardson Mountain ranges.<sup>16</sup> 1917 saw 120 tonnes of scheelite being produced by the Glenorchy mines, a record year for the company.<sup>17</sup> The demand for miners brought popularity and prosperity to the Glenorchy township, driving the economy and numerous social developments. As expected, demand fell after the war and scheelite production was down nearly a third in 1918.<sup>18</sup> By 1921, it was apparent scheelite mining was unprofitable out of war time, and with the developing depression, the Mt. Judah mine lay dormant.

Reflective of the growing international tensions, scheelite demand began to grow again in the 1930s as re-armament programmes engulfed majority of Europe in preparation of World War Two. The British Empire relied heavily on scheelite production, and urged the New Zealand Government to increase production. Consequently, the Mt. Judah and Paradise sites were purchased by the Mines Department in 1942.<sup>19</sup> Government intervention resulted in increased worker numbers, increased pay, increased machinery, and ultimately increased production. As a result, Glenorchy was a thriving community continuously welcoming new members and ensuring all necessities were provided for the miners.

By 1944, it was believed the large war demand had exhausted the scheelite resource, and the Mines Department abandoned the Glenorchy sites.<sup>20</sup> With the Korean War, scheelite demand and production again rose throughout the 1950s. As expected this diminished over the decade, and by 1959 only four miners remained.<sup>21</sup>

Individual and private mining continued at the Mt. Judah battery for the next two decades, however by 1980 the scheelite was exhausted, profits were low, and the mine was eventually abandoned.

## LANDSCAPE/TOWNSCAPE SUMMARY

The Mt. Judah scheelite battery is situated amongst the mountain side of Mt. Judah. Naturally, the deteriorating building surrounded with machinery stands out against the peaceful landscape, however the significance of the site to the region tends to override the visual disposition. The battery site is representative of the rich mining history of Glenorchy and the wider Wakatipu.

<sup>13</sup> "The Scheelite Industry – its importance in wartime," *Colonist*, 18 June 1917.

<sup>14</sup> Bradshaw, 29; The Centennial Committee, 25.

<sup>15</sup> "Scheelite Output – Government to take control, agreement with Britain," *Evening Post*, 12 April 1940.

<sup>16</sup> Bradshaw, 31-33.

<sup>17</sup> *Ibid.*, 33.

<sup>18</sup> *Ibid.*, 34.

<sup>19</sup> *Ibid.*, 45; The Centennial Committee, 25; Barnett, 37. Not all of the Glenorchy Scheelite Company's sites were purchased – the Mt. Judah and Paradise sites were seen as the most profitable and resourceful.

<sup>20</sup> Bradshaw, 64.

<sup>21</sup> *Ibid.*, 81.

The Department of Conservation advertise their walking track to the site, which is cherished and valued by many whom visit.

#### **ADDITIONAL NOTES**

As the scheelite mining industry was such an important field locally, nationally and internationally there is an abundance of sources available regarding the Glenorchy scheelite mines. Julia Bradshaw's publication *Miners in the Clouds: a hundred years of scheelite mining at Glenorchy*, provides an in depth focus of the Glenorchy mines, and was used extensively for this report. Although cross referenced, Bradshaw's wide research appeared to have included these other sources, proving the reliability of the publication. Numerous mining statements and reports are available through the Journal of the House of Representatives, yet were not overly useful for this report.

***Report completed by Alexandra Neems on behalf of the Wakatipu Heritage Trust, 2013/2014  
Internship programme.***

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**Completed by:** Alexandra Neems

**Date:** 20 January 2014

QLDC DP Reference No.: 132

Valuation No.: N/A

Map Reference: 13

Certificate of Title: OT 276/102



*Remains of Sefferstown School House, photo courtesy of Nomad Safari's, 2014.*

**NAME OF SITE (including former names): SEFFERSTOWN SCHOOL HOUSE,  
Moke Creek School**

**PHYSICAL LOCATION:** Moonlight Track, Moke Creek, Arthur's Point

GPS 44° 57' 41.39"S 168° 37'  
27.13" E

<b>Age/Dates</b>	Circa 1880, 134 years old
<b>Architect</b>	N/A
<b>Builder</b>	N/A
<b>Materials</b>	Schist (?) stone
<b>Local Authority</b>	QLDC Category 2
<b>NZHPT No.</b>	N/A
<b>Valuation No.</b>	N/A
<b>Legal Description</b>	Part Block XI, Mid Wakatipu SD
<b>Type/Use</b>	Originally a school house
<b>Current Owners</b>	Quest Moonlight Limited

<b><u>HERITAGE ASSESSMENT</u></b>	
Historical/Social Value	<b>High</b>
Cultural/Traditional Value	<b>Moderate</b>
Architectural Value	<b>Low</b>
Landscape/Townscape Value	<b>High</b>
Rarity/Representative Value	<b>High</b>
Technological Value	<b>Low</b>
Archaeological Value	<b>High</b>
<b>Overall Heritage Value</b>	<b>HIGH</b>

**Current Condition**    Natural decay/remains

## **SUMMARY OF SIGNIFICANCE**

The remains of the Sefferstown school house represent the once bustling settlement of Sefferstown, placing high historic and social significance on the site. Mining settlement's represent the early settlers and pioneers that established the Wakatipu as a prosperous region. Small institutions portraying the lives of settlers are highly valued, with a school reflecting the growth of the settlement. The school house is a symbol of the families that accompanied miners, emphasising the idea that the Gold Rush also involved wives and children, a core component for the establishment of small towns. The Sefferstown school house represents the early mining settlement of Sefferstown, a once developing and thriving community of the Gold Rush.

The school house contributed to the culture of Sefferstown, providing education and job opportunities. Although small, the institution allowed miners to see the settlement as a relatively long term commitment for their families. The mining culture of Sefferstown is reflected in the school house, providing for the wider community.

The Sefferstown school house appears to have little architectural value. Of simple design and constructed with commonly used materials, the building possess little unique structural features.

Standing alone, the school house provides visual interest to those travelling on the Moonlight Track. Advertised by numerous tourist guides, the school house assists in defining the area as a historic mining settlement. Acting as the main form of remnants for the town, the school house sits peacefully against the natural background, having high townscape and contextual significance.

The remains of the Sefferstown school house are a unique feature, representing the small settlement and the wider period of the Gold Rush. The site reflects the history of the region and reminds visitors of the highly important mining industry. The age of the building, and its representation of a once prosperous settlement, makes it a rare feature appreciated by many. Thus, the site has high representative and rarity value.

The Sefferstown school house has little technological value.

The Sefferstown school house is a site with high archaeological value. Acting as the main form of remnants for a once bustling and prosperous mining settlement, the building provides historical knowledge to those passing through the Moonlight track every day. Being a symbol of the settlers and pioneering industries of the Wakatipu, the school house is a rare form of physical evidence for a historic community.

## DESCRIPTION

Sefferstown was once located on the fringe of the Richardson Mountain ranges, below the dominating Ben Lomond Saddle. Six miles from Moke Lake itself, the settlement was found on alongside the junction of the Moke and Moonlight Creeks, five miles from Arthur's Point.<sup>1</sup> Today, the area is commonly accessed by visitors completing the challenging Moonlight Track.

The school house is the most prominent remaining building of Sefferstown, and is found a few hundred metres from the original settlement. Originally, the building was of simple rectangular design, constructed of what appears to be schist stone, at 18 inches thick. The entrance door was framed by two symmetrical windows, with further windows on the remaining walls. The quality of the stone used has ensured remnants of the building still stand today. Natural deterioration has left the remains without a roof, incomplete walls, and crumbling stones. The stone has aged well and what remains still blends naturally into the landscape.

## HISTORY

Sefferstown, or Moke Creek, was a product of the Gold Rush throughout the Wakatipu. Gold was discovered at Moke Creek in 1863 by a prospector named Moke, washing up 36 ounces on his first attempt.<sup>2</sup> Coherent with the trends of other small gold mining villages, Moke Creek became a bustling place with as many as 3,000 miners and families settled in the area at the heart of the rush.<sup>3</sup> In the township there were numerous stores, approximately 20 shanties, and a school.<sup>4</sup>

Following the gold rushes from California and Victoria, Vasilio Seffer arrived at Moke Creek in 1863. Born in 1834 and of Austrian descent, Seffer was a hardworking and committed miner.<sup>5</sup> Once settled at Moke Creek, Seffer opened a local store in 1865 establishing himself as a prominent member of the community.<sup>6</sup> Moke Creek is commonly referred to as Sefferstown due to the dominance of the Seffer family in the region. Vasilio and his wife Mary settled in Moke Creek and raised a family of seven, five daughters and two sons.<sup>7</sup> As the prosperity of mining declined in the area, permanent residents of Moke Creek followed. Eventually, the only known residents remaining were the Seffer brothers, Matt and Johnnie. Both born and deceased in the Wakatipu, the brothers spent majority of their lives at Moke Creek and were prominent members of the community.<sup>8</sup> Each had their own quirks they became known for - whilst Johnnie owned a library of 500 classic books,

<sup>1</sup> "Moke Creek – a town of memories," *The Weekly News*, 17 April 1963. Lakes District Museum Archives, Arrowtown, Reference N2498.

<sup>2</sup> Ibid.

<sup>3</sup> Frederick Walter Miller, *Golden Days of Lake County* (Christchurch: Whitcombe and Tombs, 1949), 159.

<sup>4</sup> "Moke Creek – a town of memories," *The Weekly News*; "The two citizens of Moke Creek," *The New Zealand Freelance*, 8 June 1949. Lakes District Museum Archives, Arrowtown, Reference NP S-2.

<sup>5</sup> "People with biographical information – Seffer," Lakes District Museum Archives, Arrowtown; Pat Bleakly, "Seffers Recollection," *The Queenstown Courier* 51, (November 1993), 10.

<sup>6</sup> Miller, 160.

<sup>7</sup> "People with biographical information – Seffer."

<sup>8</sup> "People with biographical information – Seffer;" Bleakly, 10.

Matt was known for his philosophical thoughts and his appreciation for goats.<sup>9</sup> The two brothers were well known to the wider Wakatipu, and a visit for anyone passing through Moke Creek was strongly encouraged.<sup>10</sup>

The Sefferstown School House represents the popularity of the town. Built in the late 1870s, out of stone 18 inches thick, the school had 25 pupils in 1881.<sup>11</sup> The Seffer children attended the school, as with fellow children from mining families.<sup>12</sup> The school was part of the Southland Education Board, and held examinations set by the national standards. The first teacher was William McManigal, followed by James Sutherland and Quinton Campbell.<sup>13</sup> A newspaper article from 1880 refers to a teacher from Moke Creek School, Mr O'Callaghan, yet it is unsure whether he was a sole teacher at the time, as teacher numbers are unknown.<sup>14</sup> Mr Quinton Campbell was appointed as head teacher in 1886, this being the last year the school operated.<sup>15</sup> It was reported that due to small attendance, the Education Board decided to close Moke Creek School in 1887.<sup>16</sup>

The school house is the only remains of the once bustling town of Sefferstown. Possibly cared for by the Seffer brothers, the building became a shelter for farmers and hunters sometime in the 21<sup>st</sup> century and is still visited today.

## LANDSCAPE/TOWNSCAPE SUMMARY

The Sefferstown school house is a historic site representative of a once popular mining settlement. The building blends in with the natural landscape, emphasising the rich history of the region. Commonly visited by those travelling on the Moonlight track, the site is a defining feature of the area.

## ADDITIONAL NOTES

There has appeared to be a lack of information regarding Sefferstown/Moke Creek School House. Searches under "Sefferstown School" and "Moke Creek school" at the Hocken Collections proved unsuccessful, as did the simple search of "Sefferstown." A search of "Moke Creek" at the Hocken provides mainly photographs of the old village, and nothing that would appear relevant. A look into the *Southland Education Board Centennial 1878-1978* and *Southland Education Board*,

<sup>9</sup> "Moke Creek – a town of memories," *The Weekly News*; "The two citizens of Moke Creek," *The New Zealand Freelance*; "Miner and Prophet – Matt Sceffer of Moke Creek," *Otago Daily Times*, 28 April 1939. Lakes District Museum Archives, Arrowtown, Reference NPM6.

<sup>10</sup> Ibid.

<sup>11</sup> The exact date of the school opening is unknown. The earliest reference to the school has been found in newspaper articles from 1879 and 1880 – "Education Board," *Southland Times*, 2 August 1879; "Wakatipu Mail," *Otago Witness*, 3 April 1880. Pupil attendance record in Miller, 160.; "Moke Creek – a town of memories," *The Weekly News*; "The two citizens of Moke Creek," *The New Zealand Freelance*.

<sup>12</sup> Bleakly, 9.; "People with Biographical Information – Seffer;" "Examination Register, Moke Creek Public School 1883," Southland Education Board, Lakes District Museum Archives, Arrowtown, Reference NP-S2.

<sup>13</sup> Miller, 160.

<sup>14</sup> "Wakatipu Mail," *Otago Witness*.

<sup>15</sup> "Southland Education Board," *Southland Times*, 8 May 1886.

<sup>16</sup> Examination records held by the Southland Education Board cease at 1886. "Southland Education Board," *Southland Times*, 5 February 1887.

*1878-1989: a history* by Vincent Gregory Boyle also proved unsuccessful, with neither publications mentioning the school under either of its names.

The Invercargill City Libraries and Archives hold the Southland Education Board records. Located here are the "Examination Register 1881-1886," and the "Annual Classification Returns 1883-1886" for Moke Creek School. Due to location, these were not looked into. However, the only information that could possibly be expected would refer to examination scripts and reports. These records could provide an indication for role numbers and attendance levels of the school, which could be of assistance.

"Papers Past" provides some assistance, although not as much as expected. Small referrals to the school occur in about four articles. Searches under "Sefferstown" or "Seffers town" provide no results, whilst a search under "Seffer" results in 76 hits, although none proved overly helpful.<sup>17</sup>

Archives New Zealand also lack information regarding the site. Searches through Archway under "Moke Creek School," "Sefferstown school," and "Sefferstown" provide no results. Due to the mining connections of Moke Creek, a search under "Moke Creek" results in 28 records, although none have any reference to the school. A search under "Seffer" results in 16 records, although not all refer to the Seffers of Moke Creek. Probates and Letters of Administration are available for Vasilio, Ellen, Matthew and John Seffer, however it is unlikely these have any connection to the school house as there are no reporting's of ownership from the Seffer's.<sup>18</sup>

***Report completed by Alexandra Neems on behalf of the Wakatipu Heritage Trust, 2013/2014  
Internship programme.***

## **BIBLIOGRAPHY**

<sup>17</sup> Common results referred to Seffer's of a different location, death notices, and shipping arrivals.

<sup>18</sup> Certificate of Title for Sefferstown School House, OT 276/102.

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\_\_\_\_\_ 8 May 1886.

\_\_\_\_\_ 5 February 1887.

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**Completed by:** Alexandra Neems

**Date:** 29 January 2014

## APPENDICES

Appendix One: Certificate of Title for Sefferstown School House, OT 276/102

	<b>COMPUTER FREEHOLD REGISTER UNDER LAND TRANSFER ACT 1952</b>	
<b>Historical Search Copy</b>		
<b>Identifier</b>	<b>OT276/102</b>	
<b>Land Registration District</b>	<b>Otago</b>	
<b>Date Issued</b>	14 March 1936	
<b>Estate</b>	Fee Simple	
<b>Area</b>	2833 square metres more or less	
<b>Legal Description</b>	Section 6 Block VII Mid Wakatipu Survey District	
<b>Original Proprietors</b>	Quest Moonlight Limited	
<b>Interests</b>	963076.5 Mortgage to Bank of New Zealand - 26.2.1999 at 3:50 pm 5000801.1 Mortgage to ANZ Banking Group (New Zealand) Limited - 20.4.2000 at 11:21 am 5568244.1 Variation of Mortgage 963076.5 - 30.4.2003 at 9:00 am 6182311.1 Discharge of Mortgage 5000801.1 - 14.10.2004 at 9:00 am 6226246.1 Variation of Mortgage 963076.5 - 24.11.2004 at 9:00 am 6653289.1 Discharge of Mortgage 963076.5 - 18.11.2005 at 9:00 am 6653289.2 Mortgage to ANZ National Bank Limited - 18.11.2005 at 9:00 am	
<small>Transaction Id</small>	<small>18341647</small>	<small>Historical Search Copy Dated 12/11/19 9:22 am, Page 1 of 1</small>
<small>Client Reference</small>	<small>Abauhop001</small>	

[Land and Deeds -  
Form B.]

NEW ZEALAND.



Reference: Vol. , Folio  
Transfer No.  
Application No.  
Order for N/O No. X. 5343  
N. Z. Gazette 1908 Page 1250  
Section 5 of "The Education Reserves Act 1928"

Register-book,  
Vol. 276 folio 102

276/102

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

This Certificate, dated the fourteenth day of March, one thousand nine hundred and thirtysix  
under the hand and seal of the District Land Registrar of the Land Registration District of G T A G O (Witness) that  
THE EDUCATION BOARD OF THE DISTRICT OF SOUTHLAND is seized as a site for a public school

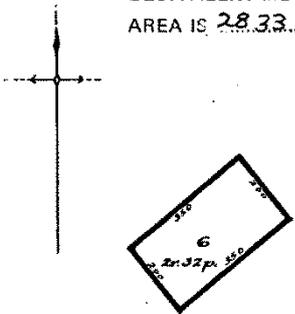
in-cessed of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, to the several admeasurements a little more or less, that is to say: All that parcel of land containing two (2) roads thirtytwo (32) perches more or less being Section Six (6) Block VII MID WAKATIPU DISTRICT.



*D. B. Curran*  
Assistant District Land Registrar.

Sec 6, Blk VII  
Mid Wakatipu S.D.

EQUIVALENT METRIC  
AREA IS 28.33.....m<sup>2</sup>



Run 10

Scale 2 chains to an inch

Transfer 1116790 The Education Board of the District of Southland to William Macdonald of Queenstown Sheep Farmer produced 29 April 1936 at 12.10.00  
N.W. Wilson A.R.

Transfer 167215 William Bruce & Donald & Charles Edwin Barker of Queenstown Farmers produced 31 May 1950 at 2.25.00  
W. H. Wilson A.R.

Mortgage 136709 Charles Edwin Barker & Company Limited produced 31 May 1950 at 12.36.00  
DISCHARGED  
W. H. Wilson A.R.

Transfer 216155 Charles Edwin Barker to Henry Allen Patrick Barker and Madeline Charles Barker both of Queenstown Farmers as tenants in common in equal shares produced 15th December 1959 at 10.20.00  
W. H. Wilson A.R.

Mortgage 182949 Henry Allen Patrick Barker and Madeline Charles Barker to Charles Edwin Barker produced 15th December 1959 at 10.20.00  
W. H. Wilson A.R.

OVER

*Appendix Three:* Matt and Johnnie Seffer outside School House, date unknown. Photo courtesy of Lakes District Museum Archives.



# WAKATIPU HERITAGE TRUST

SITE ASSESSMENT REPORT FOR A HISTORIC PLACE

QLDC DP Valuation Number: 2907246701

District Plan Map Reference Number: 31

December/January 2013

QLDC DP Reference Number: 50

Certificate of Title: 212806



Stone Buildings, Tuckers Beach Road, December 2013



House, December 2013. Photographs: S. Solomon

**NAME (including former names)**

**Stone Buildings, Tucker Beach Road; Hindle House; also Mount Grandview**

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**PHYSICAL LOCATION/ADDRESS**

133 Tucker Beach Road, Lower Shotover

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**HERITAGE ASSESSMENT**

**Archaeological value:** Moderate.

**Architectural value:** Moderate.

**Cultural value:** Low.

**Historical/social value:** Significant.

**Landscape/townscape value:** Moderate.

**Rarity/representative value:** Low.

**Technological value:** Nil.

**OVERALL HERITAGE VALUE:** Moderate.

**AGE/DATES** c.1895

**ARCHITECT/BUILDER** Unknown

**MATERIALS** Stone, timber, schist

**NZHPT** No

**DISTRICT PLAN STATUS** Category III heritage building

**LEGAL DESCRIPTION** Lot 13 DP 351834

**USE/TYPE** Private residence

**CURRENT OWNERS** Keith and Karen Hindle (of Porirua)

**CONDITION** Good (house), poor (stone outbuildings)

---

## SITE ASSESSMENT REPORT

### SUMMARY OF SIGNIFICANCE

#### **Historic and social value:**

Historic and social value is provided to these heritage features (main house and stone structures are situated on the site) through their many prominent owners. "Hindle House", "Mount Grandview", or "Ferry Hill" was the main residence on Grandview, the property most commonly associated with John Grant, who passed on the property to Christian Hansen. The Hansen name is well associated with the area, the elder Christian Hansen (b. 1850, Denmark) being of the many who walked from Port Chalmers to Arrow lured by the promise of gold. Upon walking to Arrow, Hansen married Mrs Elizabeth Grant (nee Meldrum); the Hansen's were most well known for their association with their residence at Frankton named "Rotoiti".<sup>1</sup>

#### **Architectural value:**

Hindle House is representative of many residential buildings from the late 19<sup>th</sup> century that were built by some of the original settlers to the district. Glaciers in Central Otago over many thousands of years, ground at the rocks found in the Shotover, these schist rocks had vein of quartz which contained gold. It was the gold, and then the quartz that attracted the miners, but it was the schist recovered from the river and used in construction that remained after the gold was gone. Some of the stone ruins located on the same property as Hindle House appear to be also made of schist.

#### **Townscape and context value:**

The Shotover River was known for its rich gold deposits and, as with elsewhere in the immediate vicinity, the gold that was recovered was alluvial. Tucker Beach which is located only a short distance from Hindle House is commonly accepted as having been named such because gold miners would be able to recover enough gold from the banks to pay for their supplies- food in particular. Like many of the larger land runs in the Wakatipu district, Grandview was subdivided and sold, since then Quail Rise developments purchased much of the land and housing developments are now seen in the immediate area.

#### **Rarity and representative value:**

Hindle House, along with other heritage buildings in the area, has been efficiently altered to suit modern requirements and expectations of residential housing. As was seen with other stone houses and cottages constructed during the early development of the district, the main portion of Hindle House was, and remains, built of very durable stone walls while a timber addition was constructed to add more space to the house. This original timber section no longer exists, however, modern developments have continued with the concept of increasing the general size of the house and the original stone section (still wholly intact) is perhaps now only a quarter of the entire structure.

#### **Technological value:**

Technological value is unknown.

#### **Archaeological value:**

Archaeological value is unknown.

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<sup>1</sup> "Hansen, Mr and Mrs Christen", Lakes District Museum Archive: reference EP 0278 Print, Photographic  
Page 508

## DESCRIPTION (as currently seen)

The stone buildings on site appear out of use and are in a state of rapid deterioration, both the schist and timber elements. Many of the stone buildings, such as what seems likely to have been a pump house, are merely ruins now. The stonework appears of a similar style to other constructions in the district. The stone house has managed the years better and extensive modifications to the original cottage have been carried out. Consequently, the residence appears in excellent condition, though its heritage qualities are not immediately obvious to the observer.

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## HISTORY (ownership details)

**1880:** Under the Otago Waste Lands Act of 1872, William Sabine purchases almost 50 acres in the Shotover district.<sup>2</sup>

**1881:** David Smith purchases land from the Crown, this is later transferred to Alexander Grant of Frankton.<sup>3</sup>

**1882:** 16<sup>th</sup> of October, Alexander Grant is seized of his estate.<sup>4</sup> His mortgage transfers to Dr. James Douglas, but Grant continues to be listed as proprietor.

**1884:** Mary Anne Sabine and Joseph Crofts are named as proprietors of William Sabine's holding.<sup>5</sup>

**1886:** 16<sup>th</sup> August, transfer of property from Mary Anne Sabine and Joseph Crofts to Alexander Grant.<sup>6</sup>

**c. 1895:** Stone house on Grandview is built.

**1910:** 16<sup>th</sup> May, Alexander Grant dies. The Public Trustee, executor of his will, transfers Grant's property to Jane Geddes Grant on the 3<sup>rd</sup> of November.<sup>7</sup>

**1912:** Jane Grant takes the mortgage for her property following the death of Dr. Douglas.<sup>8</sup>

**1935:** 9<sup>th</sup> July, transfer of property to John Grant (farmer) and Barbara Grant as tenants in common.<sup>9</sup>

**1957:** 17<sup>th</sup> October, transfer of property to Christian Alexander Reginald Hansen.<sup>10</sup> "Reg" Hansen takes up residence in the house.<sup>11</sup>

**1977:** 9<sup>th</sup> December, transfer of property to Alastair and Lois Jean Hansen. They are then seized of their estate on the 19<sup>th</sup> of the same month.<sup>12</sup> Significant subdivision occurs in the next decade.

**1984:** 4<sup>th</sup> May, David Benjamin Broomfield of Queenstown, representative of his company, takes the title for the Hansen's property. 1<sup>st</sup> of June in the same year, Karen and Keith Hindle purchase Lot 7 DP 18775.<sup>13</sup>

**1989:** The Hindle's begin modifications of Mt. Grandview, which they rename "Hindle House" on Tuckers Beach Road (refer to Appendix 4 for visual clarification). The engineer and draughtsman record on their

<sup>2</sup> Certificate of Title under Land Transfer Act, Vol. 50, Folio 256

<sup>3</sup> Certificate of Title under Land Transfer Act, Vol. 64, Folio 205

<sup>4</sup> *Ibid*

<sup>5</sup> Certificate of Title under Land Transfer Act, Vol. 50, Folio 256

<sup>6</sup> *Ibid*

<sup>7</sup> Certificate of Title under Land Transfer Act, Vol. 64, Folio 205

<sup>8</sup> *Ibid*

<sup>9</sup> *Ibid*

<sup>10</sup> *Ibid*

<sup>11</sup> Annie Hansen of Arrowtown, interview with Neil Clayton, Lakes District Museum Archive, ref: NP H11

<sup>12</sup> Certificate of Title under Land Transfer Act, Vol. 7B, Folio 721

<sup>13</sup> *Ibid*

designs the “demolished pump shed” and “demolished garage” to the east of the stone cottage- these are the stone ruins that are still seen today. Notes are also made regarding the refurbishing of Mt Grandview, and its re-roofing. <sup>14</sup>

**1990:** Broomfield (as to 43/100<sup>th</sup> of a share), Woodlot Farm Limited of Invercargill (as to 36/100<sup>th</sup> of a share) and Elsbeth Helen Broomfield of Queenstown (as to 21/100<sup>th</sup> of a share) are seized of their estate in common Lot 1 DP 21400, Sections 80 and 86 of Block II, Shotover District. <sup>15</sup>

**1992:** QLDC seized of Section 1 Shotover District Plan 23481- this is transferred to Woodlot Farm Limited. <sup>16</sup>

**1994:** Woodlot Farm Limited are seized of their estate. <sup>17</sup>

**1998:** Shotover Golf Estate Limited is seized of their estate- this includes Section 13- which is then registered under Quail Rise Estate Limited, the company of which D.B. Bromfield is director. <sup>18</sup>

**2005:** 28<sup>th</sup> November, White Property Consultants Limited are listed as proprietors of Lot 15 DP 351843.

**2013:** Hindle Investments is listed as proprietor of Hindle house. <sup>19</sup>

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## LANDSCAPE SUMMARY

Hindle House is located along Tuckers Beach Road in a relatively low density residential area, not far from the Shotover River, which was once rich in gold; the Shotover is now popular for the adventure tourist trade. Tucker Beach is also not far from Hindle House. Matured trees surround the property with most positioned close to the boundaries of the section.

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## COMPLETED BY:

Research Completed by Stacey Solomon on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

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## SOURCES

Certificate of Title under Land Transfer Act, Vol. 13 A, Folio 1452

Certificate of Title under Land Transfer Act, Vol. 64, Folio 205

Certificate of Title under Land Transfer Act, Vol. 7B, Folio 721

Certificate of Title under Land Transfer Act, Vol. 14 C, Folio 737

Certificate of Title under Land Transfer Act, Vol. 15 C, Folio 299

Certificate of Title under Land Transfer Act, Vol. 141, Folio 112

<sup>14</sup> Proposed changes to be made to Hindle House, Consulting Engineer A.S. Major, 22 January 1990. Lakes District Museum Archive.

<sup>15</sup> Certificate of Title under Land Transfer Act, Vol. 13 A, Folio 1452

<sup>16</sup> Certificate of Title under Land Transfer Act, Vol. 14 C, Folio 737

<sup>17</sup> Certificate of Title under Land Transfer Act, Vol. 15 C, Folio 299

<sup>18</sup> *Ibid*

<sup>19</sup> Certificate of Title under Land Transfer Act, Vol. 141, Folio 112

Proposed changes to be made to Hindle House, Consulting Engineer A.S. Major, 22 January 1990. Lakes District Museum Archive.

Annie Hansen (nee. McMaster) of Arrowtown, interview with Neil Clayton, Lakes District Museum Archive, ref: NP H11

“Hansen, Mr and Mrs Christen”, Lakes District Museum Archive: reference EP 0278 Print, Photographic

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## FILE NOTES

Nil.

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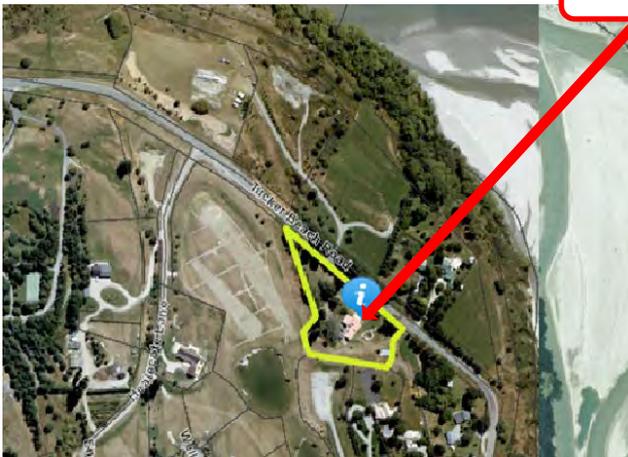
Nil.

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## APPENDICES

### Appendix 1. Visual Identification Aids

#### Location Maps



Hindle House, Tucker beach Road

QLDC Council Viewer:

[http://maps.qldc.govt.nz/qldcviewer/index.html?bookmark=true&ll=1264826.8194873976,5008702.402784298&ur=1266156.0888126027,5009434.770915701&scale=4000&dynamiclayers=|mapservicename=PropertyLand;visiblelayers=1|mapservicename=PropertyAddress;visiblelayers=0,1,2&basemap=Aerial Photos](http://maps.qldc.govt.nz/qldcviewer/index.html?bookmark=true&ll=1264826.8194873976,5008702.402784298&ur=1266156.0888126027,5009434.770915701&scale=4000&dynamiclayers=|mapservicename=PropertyLand;visiblelayers=1|mapservicename=PropertyAddress;visiblelayers=0,1,2&basemap=Aerial%20Photos)

### Appendix 2. Visual Aids to Historical Information



The Grant family, standing outside Mt Grandview/ Ferry Hill (now Hindle House), 1908. Note the stone structure to the very far left of the image, behind the house- the dilapidated remains of this building still stand.

Lakes District Museum Archive, ref: EP 3461 Print, Photographic



The wedding of Rose Grant and Christian Hansen at Mt. Grandview/ Ferry Hill, 1923.

Lakes District Museum Archive, ref: EP 3461 Print, Photographic

### Appendix 3. Current Visual Information

*Images correct as of December 2013*



The original House at Grandview is now a section of the large Hindle House

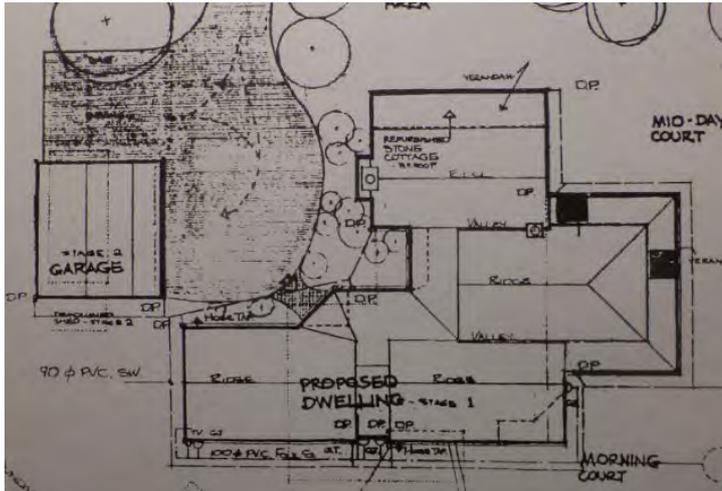
Photograph: S. Solomon



Stone ruins of what was likely a pump house remain on site.

Photograph: S. Solomon

Appendix 4. Engineers drawings for Hindle House's modifications.



Drafts of the additions made to Hindle House, the original stone section is noted as being refurbished and re-roofed.

Lakes District Museum Archive.

**QLDC DP Ref #:**

**Valuation #:2910614701**

**Map Ref: 35  
3D/1483**

**Certificate of Title:**



Queenstown Cemetery Wall, November 2013

**Name of site (including former names): Stone Walls, Queenstown**

**Physical Location: Cemetery Road**

<b>Heritage Assessment</b>		<b>Age/Dates</b>	c.1886
<b>Archaeological Value</b>	Low	<b>Architect/Builder</b>	Jack McDonald and James McNeil
<b>Architectural Value</b>	High	<b>Materials</b>	Local Schist
<b>Cultural/Traditional Value</b>	Low	<b>Local Authority</b>	QLDC
<b>Historical/Social Value</b>	High	<b>NZHPT No</b>	No
<b>Landscape/Townscape Value</b>	High	<b>Valuation Number</b>	2910614701
<b>Rarity/Representative Value</b>	High	<b>Legal Description</b>	Section 132 Block XX Shotover SD
<b>Technological Value</b>	High	<b>Type/Use</b>	Boundary Marker
<b>Overall Heritage Value</b>	Moderate	<b>Current Owners</b>	QLDC
		<b>Current Condition</b>	Good

## **Summary of Significance**

The stone wall at the rear of Queenstown Cemetery played a significant role in providing a permanent boundary between the dead and the living. In 1864, The Queenstown Improvement Committee decided that it was important to fence the cemetery stating; *“That the government be requested to fence in the Queenstown Cemetery, as it is absolutely required, and that trustees be appointed for the management of the same”*.<sup>1</sup>

The cemetery was originally fenced in 1867, but it was not until c.1886 that the stone fixture was built. The wall has remained unchanged over the course of time, and provides a tangible link between the technological advancement in masonry, as it occurred throughout Queenstown’s development. It is a reminder of the hardships endured before the advent of large machinery.

The stone wall is still a vital part of the cemetery’s charm and remains relatively intact in form and style typical of its era. The Frankton and Arrowtown Cemetery also have stonewalls which suggests it was typical of its era. The wall has local and regional significance and represents an important historical link to Queenstown’s early pioneers.

## **Description**

The stone cemetery wall is a simple structure made from horizontal stacked schist stone two meters in height, with vertical stones along the top. The wall provides a permanent boundary marker between the cemetery and the adjacent property. It provides historical aesthetics of Queenstown’s early pioneer history. The wall is vast stretching several hundred meters along the banks, and is still in use today in its original condition. It is located at the foot of Ben Lomond and the corner of Brecon and Cemetery road. The Lakeview Holiday Park is situated at the bottom of the cemetery with an adjoining mini-putt course.

<sup>1</sup> Otago Daily Times, Issue 924, 6 December 1864, pg 5.

## History

In a tree-sheltered corner at the bottom of Ben Lomond sits the cemetery and its stonewall, giving insights into colonial life. According to Stewart Harvey of the Historic Places Trust; *“Every grave has a story to tell: every cemetery has a story to tell--- you can just feel the history”*.<sup>2</sup>

Pioneer settler W G Rees arrived in 1860s, but within a couple of years his pastoral ambitions were compromised.<sup>3</sup> The discovery of gold in the Arrow River and the Shotover meant miners flocked here from all over the world including; China, California and Australia.

Arrowtown was the first mining settlement in the Wakatipu district and this quickly extended to the Shotover because of the discovery of gold by Thomas Arthur.<sup>4</sup> Queenstown was a town initially built on gold, and mining continued for the next fifty years before turning to modest tourism and farming for the next fifty. The advent of tourism arose and accelerated this pristine landscape into a more intensive development. The uniqueness, the mountains and lakes have remained and relics have survived due to passionate locals.

In 1862, Frankton was initially surveyed to be the main township because it was flat. The Frankton Cemetery was located close to the hospital and the first burials took place in 1863. The influx of settlers led to a natural occurrence of Queenstown becoming the main town, largely due to the boats having easier access to Queenstown Bay. The Frankton Cemetery continued to be used by Queenstown residents until 1866.<sup>5</sup> In 1867 the Queenstown was fenced by “Long” Jack McDonald and James McNeil, a Scottish stone mason.

The dry stone wall around the top of the cemetery is an excellent example of the craft, built by “Long Jack” McDonald and James McNeil. Mc Neil. James Mc Neil was born in Comrie, Scotland in 1885. He left in his late teens having trained as a

<sup>2</sup> Heritage New Zealand, *Buried Treasure*, <http://www.historic.org.nz/publications/heritagenzmagazine/heritagenz2004/hnz04-buriedtreasure.aspx> (Accessed 15 November 2013).

<sup>3</sup> F.W.G.Miller, *Golden Days of Lake County*, (Christchurch: Whitcombe & Tombs, 1961), 46.

<sup>4</sup> *Ibid.*, 46.

<sup>5</sup> Queenstown Lakes District Council Information Board, David Clarke. Accessed 15 November 2013.

stone mason. He spent some time in Oamaru before moving to Central Otago where he was employed to work on the Manuherikia Bridge at Alexandra.<sup>6</sup>

His first job in Queenstown involved working for MacLarn the contractor of the current Ballarat Street Bridge, replacing the previous wooden one.<sup>7</sup> Mc Neil was also successful in the construction of the Shotover Street Bridge. <sup>8</sup>Unfortunately, little is known about Long Jack.

Many of his skills have left a great mark on Queenstown's landscape including the construction of the cottage he built for himself on Church St (now part of McNeil's Brewery and Bar Café) and the Ballarat Bridge still visible today. Mc Neil joined the Lake Lodge of Ophir on his arrival in town in 1882 and was still an office treasurer when he died in 1920.

In 1917, the trustees consented to allow the development of a new road line adjoining sections 7 and 10 block XIX to connect Turner Street and Malaghan Street. In 1919, it was accepted as it met all the requirements of the council.<sup>9</sup> Luckily, this new road line did not impact the stone wall in any shape or form.

Dry stonewalling involves building stone walls without the use of mortar. This was the main technique of construction throughout Europe in prehistory. The tradition continues today in some places, but is rare. High quality and solid walls can be built using this method with the careful bedding of stones.<sup>10</sup>

### **Landscape/Townscape Summary**

The cemetery is located on the outskirts of Queenstown at the bottom of the Skyline Gondolas, a popular tourist attraction and provides visual interest with a superb panorama of central Queenstown and Lake Wakatipu. Queenstown Lakeview Holiday Park is located at the bottom of the cemetery. A vast stonewall is built at the back of the cemetery and despite the development of modern structures the

<sup>6</sup> Marion Borrell, *Old Buildings of the Lakes District*, (Dunedin: David Johnston, 1973) , 28.

<sup>7</sup> Ibid.,25

<sup>8</sup> Ibid.,

<sup>9</sup> Queenstown Cemetery Reserve No.2. Dunedin Archives, Reference DAAK D84 9060 Box 1190 item reference-h, record number 8/7/6.

<sup>10</sup> Timothy Darvill, *The Concise Oxford Dictionary of Archaeology (ed 2)*, (Oxford: Oxford University Press, 2008), 132

Queenstown Cemetery sits comfortably amongst its surroundings The cemetery was established after gold was discovered in the Shotover by Thomas Arthur and his companion.

### **Sources**

The Courier Index is a local publication produced by the Queenstown and District Historical Society formed in 1965 at a time when historical buildings were in danger of demolition as tourism expanded. It is published each summer and winter and is on to its 87<sup>th</sup> issue. It contains researched articles, memoirs, and historical documents. It provides a thorough documentation of the notable figures that reside in the cemetery

Primary sources were largely gathered from Newspapers (papers past), reports, advertisements and court documentation (Dunedin Archives). Unfortunately, Dunedin Archives hold no earlier Certificate of Titles other than what NZHPT has provided me. The New Zealand Gazette 1922 holds information about the land prior to subdivision.

The archives of Lakes District Museum allowed me to access Southland Times Newspaper articles as well as information regarding the Cemetery.

### **Additional Notes**

Information on the Queenstown Cemetery and the walls is scarce, although Reserve No. 2 is well documented. .

The Courier Index provides a thorough documentation of the notable figures that reside in the Cemetery.

Further land and cemetery records are kept at the National Archives Wellington and would probably reveal more history on the subject. Reference ABWN/6095/W5021/207/2/225.

A copy of the Queenstown Register 1871-1911 is housed at the Hocken Library and although not directly useful, it does provide a good list of the age and how the deceased died. It reveals more about the social history of the region. Refer MS-1139.

Queenstown Cemetery

References  
Prior C/T.

N.Z. Gazette 1922 page 1609  
Transfer No.  
N/C. Order No. 349270

Land and Deeds 69



**CANCELLED**

**REGISTER**

**CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT**

No. 3D/1483

This Certificate dated the 5th day of December one thousand nine hundred and sixty nine under the seal of the District Land Registrar of the Land Registration District of **O T A G O**

**WITNESSETH** that THE MAYOR COUNCILLORS AND CITIZENS OF THE BOROUGH OF QUEENSTOWN a body corporate in trust for public cemeteries

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 12 acres 2 roods 14.4 perches more or less being part Section 73 Block XX and Part Block XX Shotover District ~~Shotover District~~ Block XX SHOTOVER DISTRICT, part being more particularly described as part Section 73 Block XX SHOTOVER DISTRICT.

374502 Lease of Part (2 roods 16.9 perches) to Skyline Enterprises Limited. Term 10 years from and inclusive of 17 November 1967 with Rights of Renewal and together with the Right to erect and operate a cableway over part Section 19 and part Cemetery Reserve Block XX Shotover District (C.T. 109/294 and part herein) and Rights of Way over part Section 73 Block XX Shotover District - 17.8.1971 at 10.38 am



377494 Memorandum stopping part of adjoining street now known as section 1 Block LIV Town of Queenstown - 26.10.1971 at 2.59pm.

*[Signature]*  
D.L.R.

*[Signature]*  
A.L.R.

377494 New C.T. 4D/887 issued for Section 1 Block LIV Town of Queenstown.

*[Signature]*  
D.L.R.

385005 ~~Mortgage~~ Lease 374502 to Bank of New Zealand - 12.10.1974 at 10.10 am

*[Signature]*  
A.L.R.

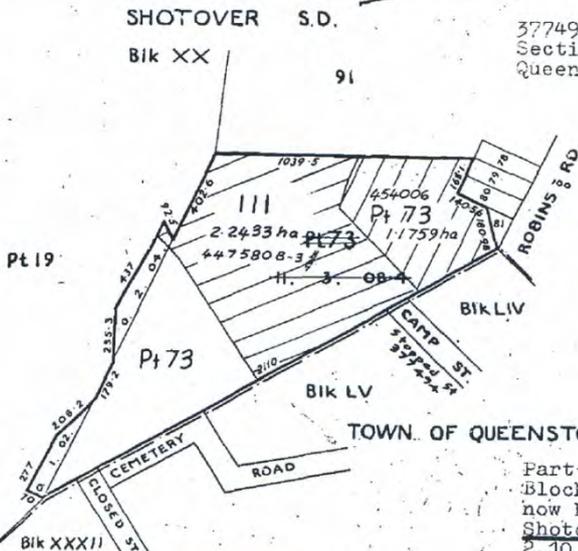
417349 Mortgage of Lease 374502 to the Trustees Executors and Agency Company of New Zealand Limited - 29.1.1974 at 12.24 pm

*[Signature]*  
A.L.R.

Part Section 73 Block XX and Part Block XX Shotover District is now known as Section 111 Block XX Shotover District (2.2433ha) - 2.10.1975 at 9.39 am

See New Appellation 447580B-3

*[Signature]*  
D.L.R.



Scale: 1 inch = 5 chains  
Total Area: 12 2 14 4  
5.0950 ha  
1.1759 ha + 5.006  
3.9191 ha

No. 3D/1483



Image Two: Stone Wall (Inano Walter, 2013)



Image Three: Stacked schist along the top (Inano Walter, 2013)



Image Four: The Ballarat Bridge built by James McNeil still exists. (Inano Walter, 2013).



Image Five: QLDC Webmap, <http://maps.qldc.govt.nz/qldcviewer/> (Accessed 1 February 2014)

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Otago Daily Times, Issue 924, 6 December 1864, pg 5.

Queenstown Cemetery Reserve No.2. Dunedin Archives, Reference DAAK D84 9060 Box 1190 item reference-h, record number 8/7/6.

Queenstown Lakes District Map  
35. [http://www.qldc.govt.nz/volume\\_3\\_district\\_plan\\_maps](http://www.qldc.govt.nz/volume_3_district_plan_maps). Accessed on 15 December 2013.

Queenstown Lakes District Council Information Board, David Clarke. Accessed 15 November 2013.



**Completed by:**

**Date:**

**Appendices:**

1. Include certificate of title documents, survey maps and any historical images relating to the site.
2. Primary sources referred to but not used. Brief one sentence explanation as to why source not used.

QLDC DP Reference No.: 7

Valuation No.: 291113050

Map Reference: 9



Certificate of Title: 294147

**NAME OF SITE (including former names): THE HILLOCKS, Maori Hillocks**

**PHYSICAL LOCATION:** 399 Glenorchy-Routeburn Road, Glenorchy Rural

<b>Age/Dates</b>	Minimum age of 200-300 years old
<b>Architect</b>	N/A
<b>Builder</b>	N/A
<b>Materials</b>	Land Formations
<b>Local Authority</b>	QLDC Category 3
<b>NZHPT No.</b>	N/A
<b>Valuation No.</b>	291113050
<b>Legal Description</b>	Part Sections 1 & 2, Blk IV, Dart Sd
<b>Type/Use</b>	Landscape Feature
<b>Current Owners</b>	Ngai Tahu Wakatipu Holdings Limited
<b>Current Condition</b>	Natural, grassy coverage

<b><u>HERITAGE ASSESSMENT</u></b>	
Historical/Social Value	<b>Moderate</b>
Cultural/Traditional Value	<b>Low</b>
Architectural Value	<b>Low</b>
Landscape/Townscape Value	<b>High</b>
Rarity/Representative Value	<b>High</b>
Technological Value	<b>Low</b>
Archaeological Value	<b>Moderate</b>
<b>Overall Heritage Value</b>	<b>LOW-MODERATE</b>

## **SUMMARY OF SIGNIFICANCE**

Historically and socially, the Hillocks lack evidential significance. There is a possibility the land formations were used advantageously by early settlers, being Maori or European, yet there is insufficient evidence.<sup>1</sup> However, the origins and age of the Hillocks do provide significance. Being a product of the Dart Glacial movements and natural developments hundreds of years ago they are a natural historic feature.

There is a possibility of cultural value, yet this lacks any significant evidence.

The Hillocks are a natural feature, thus have no architectural significance.

As the Hillocks are such dominant features against the flat farmland, they have played an important part in defining their surrounding area. The land they are located on has become known as “Hillocks Farm” and is a memorable location for anyone passing by. The natural, grassy coverage means the Hillocks blend in with the surrounding farmland, yet their height still provides visual interest. The Hillocks are also a product of the prominent Dart Glacier, a highly valued natural feature of the region.

The Hillocks are extremely interesting and unique geographical features. They are rare in the region, and provide visual interest for passer-by's. Being such rare natural features, the Hillocks possess high rarity and representative value.

The unique origins and relations to the Dart Glacier provide the Hillocks with moderate technological value. Although naturally formed, the unique scientific explanation is interesting and rare.

The Hillocks provide little knowledge of the history of the Wakatipu. However, they do provide geographical knowledge of the natural movements, developments, and products of the Dart Glacier.

<sup>1</sup> Possibilities could include shelter and defence (maybe in war times), food and agriculture uses, or Maori Pa site.

## DESCRIPTION

The Hillocks are located on the Dart River floodplains beneath Mount Bopland and Mount Alfred. The Hillocks are a geographical landform, approximately 200-300 years of age.<sup>2</sup> They are comprised of approximately 160 small individual hills, generally of conical shaping. Heights of the Hillocks range from one metre to 15 metres, with some comprising more of an elongated shape.<sup>3</sup> As a collective, they are striking against the flat landscape of the Dart River floodplains, yet are natural with their grassy coverage.

## HISTORY

Historically, the origins of the Hillocks are debatable. Connections to the Dart River glacier have traditionally labelled the Hillocks as land formations which are the remains of the terminal moraine from the Dart Glacier.<sup>4</sup> Emphasis was placed on moraine origins, with the expected conclusion that the conical hills of the floodplains must be glacial deposits from the nearby glacial valley.<sup>5</sup>

However, in 2011 geologists Samuel McColl and Tim Davies applied a geological interpretation to the Hillocks. McColl and Davis re-examined and re interpreted the Hillocks, arguing that they were of rock avalanche origins as opposed to glacial deposit origins. Like glacial deposits, land slide deposits create hummocky morphology, occurring in similar mountain valleys, such as glaciers.<sup>6</sup> McColl and Davies believe that the conical hills were formed by a large rock avalanche following a glacial retreat.<sup>7</sup> Due to the weak schist of the Dart Glacier and catchment, land sliding is a common form of erosion throughout the area.<sup>8</sup> Within a 50 km radius of the Hillocks, approximately 700 landslide features were identified by McColl and Davies.<sup>9</sup> Their evidence leads them to believe that the landslide deposits further dammed the Dart River at some point in time, and their distribution has essentially controlled the course of the river.<sup>10</sup>

The age of the Hillocks is thought to be at least several hundred years old (200-300 years), but younger than circa 7500 B.P.<sup>11</sup> McColl and Davies believe there is a possibility that a Maori Pa was located amongst the Hillocks as this would be consistent with Maori occupation of similar land

<sup>2</sup> Sam McColl and Tim Davies, "Evidence for a rock-avalanche origin for 'The Hillocks' "moraine", Otago, New Zealand," *Geomorphology* 127 (2011), 216.

<sup>3</sup> *Ibid.*, 219.

<sup>4</sup> Moraine refers to glacial debris. Terminal moraine refers to the moraine at the snout (end) of the glacier, which marks its maximum advance.

<sup>5</sup> *Ibid.*

<sup>6</sup> *Ibid.*

<sup>7</sup> Glacial retreat being the motion and movement of glaciers over time; *Ibid.*, 216-223.

<sup>8</sup> *Ibid.*, 217.

<sup>9</sup> These land slide features being source areas, deposits and areas of glacial deformation. *Ibid.*

<sup>10</sup> Their observations portray that the river is forced to narrow and travel westwards around the main cluster of Hillocks; *Ibid.*, 220.

<sup>11</sup> Relative age dating observations and evidence lead to this conclusion. B.P. refers to before present, which in scientific terms, "present" is indicative of 1 January 1950; *Ibid.*, 216.

features elsewhere in New Zealand.<sup>12</sup> However, this lacks sufficient evidence to draw substantial conclusions.

The Hillocks spread across two stations – the Mount Earnslaw and the Routeburn Station. Mount Earnslaw Station has been owned by the Thomson family since 1901, and section the Hillocks are located on was sub divided and transferred to the Ngai Tahu Wakatipu Holdings Limited in 2006.<sup>13</sup> Routeburn Station owns the rest of the land, which was once known as The Hillocks Farm.

## **LANDSCAPE/TOWNSCAPE SUMMARY**

The Hillocks are a natural geographical feature, with their conical shapes juxtaposed against the surrounding flat farmland. They are unique land formations, and provide visual interest to passer-by's.

## **ADDITIONAL NOTES**

Sourcing historic information regarding the Hillocks has proved difficult. The scientific explanation for their formation is interesting, yet it appears they have little social or historic value. I felt the land formations may have some relation with Maori history and/or culture, yet I have been unable to source anything. Searches on Maori in the Wakatipu at the Hocken provides a relative amount of information, yet no mention of the Hillocks at the Dart River. Papers Past searches for “Maori Hillocks” results in three relevant article in which the Hillocks are referred to as the “Maori” Hillocks, yet these lacked any significant cultural or historic information.<sup>14</sup> Searches of “Maori Hillocks,” “hillocks,” and “Dart River,” at Archives New Zealand, Dunedin Office, also provided no relative information.

Contact with Ngai Tahu was briefly made on the January 7 2014 regarding the Hillocks. However, due to the time of year the request was made and the tight timeframes, no information was sourced. There is a chance the iwi could provide knowledge of cultural, social and historical information regarding the site, if there is any, yet this is not guaranteed.

***Report completed by Alexandra Neems on behalf of the Wakatipu Heritage Trust, 2013/2014  
Internship programme.***

<sup>12</sup> Ibid., 221.

<sup>13</sup> Certificate of Title, 294147; Peter Chandler, *Land of the Mountain and the Flood: a contribution to the history of runs and runholders of the Wakatipu district* (Queenstown: Queenstown and District Historical Society, 1996), 47, 53, 55, 58.

<sup>14</sup> “Waste Land Boards,” *Otago Witness*, 29 March 1879; “Land at the Head of the Lake Wakatipu,” *Otago Witness*, 22 February 1879; “Dummyism at Wakatipu,” *Otago Witness*, 26 May 1883.

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**Completed by:** Alexandra Neems

**Date:** 1 February 2014

## APPENDICES

*Appendix One: Certificate of Title for the land of the Hillocks, 2006, 294147.*



### COMPUTER FREEHOLD REGISTER UNDER LAND TRANSFER ACT 1952



Search Copy

**Identifier** 294147  
**Land Registration District** Otago  
**Date Issued** 21 June 2006

#### Prior References

6915670.5

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**Estate** Fee Simple  
**Area** 64.4992 hectares more or less  
**Legal Description** Section 1-2 Survey Office Plan 332414

**Proprietors**  
Ngai Tahu Wakatipu Holdings Limited

#### Interests

Subject to Part IVA Conservation Act 1987  
Subject to Section 11 Crown Minerals Act 1991  
686493 Land Improvement Agreement pursuant to Section 30 Soil Conservation & Rivers Control Act 1941-10.9.1987 at 9.53 am (affects part formerly Transfer 815672.4)  
6915670.22 Conservation Covenant pursuant to Section 77 Reserves Act 1977 - 21.6.2006 at 9:00 am  
6915670.24 Conservation Covenant pursuant to Section 77 Reserves Act 1977 - 21.6.2006 at 9:00 am



# WAKATIPU HERITAGE TRUST

SITE ASSESSMENT REPORT FOR A HISTORIC PLACE

December 2013/ January 2014

QLDC DP Valuation Number: 2907126200

QLDC DP Reference Number: 75

District Plan Map Reference Number: 30

Certificate of Title: 468834



Condition of The Loose Box as of December 2013



West facing wall of new extension, December 2013

**NAME (including former names)**

**The Loose Box, or Mt. Linton House**

**PHYSICAL LOCATION/ADDRESS**

730 Lake Hayes, Arrow Junction Highway, SH 6, Queenstown

**HERITAGE ASSESSMENT**

**Archaeological value:** Nil

**Architectural value:** Significant

**Cultural value:** Nil

**Historical/social value:** Moderate

**Landscape/townscape value:** Moderate

**Rarity/representative value:** Significant

**Technological value:** Significant

**OVERALL HERITAGE VALUE:** SIGNIFICANT

**AGE/DATES** Constructed 1881

**ARCHITECT/BUILDER** George White, John Mitchell

**MATERIALS** Stone, timber

**NZHPT** No

**DISTRICT PLAN STATUS** Category II heritage site

**LEGAL DESCRIPTION** Lot 1 DP 9052 Shotover SD

**USE/TYPE** Stable, woolshed, holiday home

**CURRENT OWNERS** McCulloch Trustees (2004)

Ltd and Kotuku Trustees Ltd

**CONDITION** Excellent

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## SITE ASSESSMENT REPORT

### SUMMARY OF SIGNIFICANCE

#### **Historic and social value:**

Dating just after the Otago's gold mining period, the Loose Box, like many buildings constructed by early colonists in the district, has served several purposes over many years. Originally built for the purpose of being a stable/ barn, it has otherwise been used most commonly as a residence. Restoration and renovations to the structure have confirmed its importance and affirmed its activity as a repository of historic information for the Lake Hayes community. The solidity of the Loose Box generates a sense of visual permanence that easily transcends into an idea of continued social and historic relevance.

#### **Architectural value:**

Though utilitarian in purpose (the design included a wool shed, stable, feed storage, grain floor and also part sleeping accommodation), aspects of the building display significant understanding regarding the strength and stability of the heavy stone configuration of the barn. Construction methods used in the instillation of the solid stone lintels throughout the structure were most important for the integrity and load bearing capacity of the walls. Particularly, the method employed for dispersing all overhead weight from the center of the lintel stone placed above the wide stable door necessitated placing a long and full width header stone from each side of the doorway leaving a complete gap of about 1 ft. over the center of the lintel. In turn, these were further arched by 6 ft.; the immediate weight was then thrust away from the center of the lintel and onto the shoulder of the doorway.<sup>1</sup>

#### **Townscape and context value:**

The Loose Box is associated with various neighbouring properties and buildings of similar age and origin. Immediately to the south stands the cottage of George White, and only slightly further are the remains of the smokehouse where the White family cold-smoked brown trout caught from Lake Hayes. Further connections can be drawn with other features in the vicinity; pointing applied to the Loose Box is lime mortar obtained from Morven Hill deposits next to Alex Hays cottage (near the Whites' fish smoker), mixed three parts to one of burnt lime stone and coarse lake sand. This lime was also used to fertilize pastures.

#### **Rarity and representative value:**

The continued sound nature of the Loose Box almost 130 years after its completion can, in no small part, be attributed to the manner in which the building was designed. The Loose Box currently stands in excellent condition for a building of its type, age and use; a testament to the care of all its owners. Few buildings in the immediate area, erected at the same time as the Loose Box are in a similar, functioning order.

#### **Technological value:**

A chaff cutter located on a stand outside the front widow of the lean-to and was driven by a horse power unit located some distance from the building- this no longer exists. Large amounts of stone for the building was quarried by hand and brought to size with the ice-breaking technique.

#### **Archaeological value:**

Archaeological evidence or excavations for this site are unknown.

<sup>1</sup> Keith Grant, "'The Loose Box'- The Peacock Residence, Lake Hayes, *Queenstown Courier*, Issue 27: Queenstown and Districts Historical Society (Inc.), November 1981, p. 5

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## DESCRIPTION (as currently seen)

Extensive renovations and additions to the structure have not drastically altered its original appearance, with the barn itself still the dominant form. Visible modifications are most apparent on the additional chimney on the south facing wall, the large extension and pergolas to the north of the structure, dormer windows and swimming pool (refer to appendices for visual references). Doors that were originally recessed are now flush with the outside walls and the corrugated iron roof has since been replaced with tiles. Large flagstones placed vertically for sheep yards are in their original situations also. The stonework of George White is in good condition.

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## HISTORICAL NARRATIVE

**1834:** George White is born in Shetland, second eldest of a family of five. Orphaned at an early age (his father, a sea captain drowned at sea, and their mother followed him shortly thereafter), he and his family are cared for by relatives and friends.<sup>2</sup>

**1846:** 12 year old George White clears out to sea after continued disagreements with his adoptive parents. He sails extensively for the next seven years.<sup>3</sup>

**1853:** George and a fellow mate abandoned ship while at port in favour of the Bendigo Gold Rush in Australia. They are shortly taken into police custody but escape with the aid of a jailer. George's brother James, apprenticed to a ship builder, also resides in Bendigo. George and James send money to Shetland to pay for the passage of their three remaining sibling's passage to Australia.<sup>4</sup>

**1861:** News of the discovery of gold at Gabriel's Gully see James and George board the second boatload of miners headed for the rush at Gabriels Gully.<sup>5</sup> They would go on to mine at all the Otago and West Coast rushes with James White eventually settling at Bald Hill Flat, discovering Whites reef on the Obelisk Range.

**1869:** George settles at Lake Hayes after mining Brackens and Macetown. He takes over a half-share from the partnership of two land miners known as Grey & Webster. He then purchases Greys share and stays in partnership with Webster a further two years. The holding is at this point only a few acres of land on the flat.

White buys out Websters share, becoming the sole owner of the property, taking up more land extending from the front road line to the Kawarau River behind. Opening a quarry on the property, drilling and blasting allows for the harvesting of rock for construction purposes.

White lives in accommodation as the previous owners had, consisting of a small rock cave walled in at the front with a sloping shingle roof with a hole where it met the rock face to let smoke out.<sup>6</sup>

**1871:** White completes the construction of his house after having quarried enough stone from his property to build it (this structure remains standing today, the residence of Mr Roger Grant; refer to appendices for visual aid).<sup>7</sup>

<sup>2</sup> *Ibid*, p.5

<sup>3</sup> *Ibid*, p. 5

<sup>4</sup> Bill McDonald, *Queenstown's Farms and Sheep Stations: Families that farmed the land*, New Zealand: Bill McDonald, 2010, p. 81

<sup>5</sup> Marion Borrell with Audrey Bascand, *Old Buildings of the Lakes District*, Dunedin: David Johnson, 1973

<sup>6</sup> *Ibid*

<sup>7</sup> Keith Grant, November 1981, p. 5

Main support beam for the Loose Box (which will eventually run the 42 ft. length of the building) is recovered from the Kawarau River while it is in flood and is stowed for future use.

**1881:** Construction of the Loose Box begins; the entire process is finished within the year while White completes various other farming duties. The endeavour is funded by the proceeds White receives from Lakes Council for building the zig-zag road up the Crown Terrace.

The foundations of the building are set three feet thick, based on solid rock, below ground level at a depth of almost 5 ft. Whites design has the structure from the ground upwards consisting of end gable walls two foot in width and side walls measuring 1ft. 8 ins. Two stables paved in flagstones connected to a lean-to portion for chaff and feed storage. The rear of the ground floor, also raised above stable level, was timber floored for wool shed and grating pens. <sup>8</sup>

Blue gum seeds brought from Australia and propagated by White for use a mine props are instead utilised as beams in the Loose Box (many matured Blue Gums currently remain in close proximity to the Loose Box).

**1904:** 8<sup>th</sup> April, George White transfers ownership of his property to James White. <sup>9</sup>

**1914:** 30<sup>th</sup> September, George White dies. <sup>10</sup>

**1934:** Title transfers from James White to Jean White. <sup>11</sup>

**1943:** Transfer of title from Jean White to Henrietta Grant of Lake Hayes on the 18<sup>th</sup> of February. <sup>12</sup>

**1957:** 25<sup>th</sup> June, following transmission of title to Keith Alec Leslie Haggitt and James William Dennison, as executors, the transfer of ownership to Keith Grant of Lake Hayes occurs. Grant subdivides the property according to the Land Subdivision in Counties Act of 1946. The part of the property on which George Whites cottage stands remains in his possession. <sup>13</sup>

Significant alterations are made to the Loose Box after its sale in 1957. <sup>14</sup>

**1958:** 5<sup>th</sup> May, subdivision of George Whites property sees the transfer of ownership of the Loose Box from Leslie Eileen McGregor and James Noel McGregor (sheep farmer, Mt. Linton) to Virginia Jane McGregor. Virginia later marries Nicholas Winston MacFarlane of Kekerengu in 1965. <sup>15</sup>

**1997:** 18<sup>th</sup> June, ownership of the Loose Box passes from Virginia and Nicholas MacFarlane to Richard John MacFarlane (of Kekerengu) and Alastair Annan McGregor (of Mt. Linton). <sup>16</sup>

**2009:** 10 March, McCulloch Trustees Limited and Kotuku Trustees Limited become owners of the Loose Box. <sup>17</sup>

<sup>8</sup> Keith Grant, November 1981, p. 5

<sup>9</sup> Certificate of Title under Land Transfer Act, 61/169

<sup>10</sup> Alan Grant, "The White Family", an extract from Uncle Jims Letter, (Lakes District Museum, Whites of Lake Hayes file- NP W11)

<sup>11</sup> Certificate of Title under Land Transfer Act ,151/163

<sup>12</sup> *Ibid*

<sup>13</sup> *Ibid*

<sup>14</sup> Marion Borrell with Audrey Bascand, *Old Buildings of the Lakes District*, Dunedin: David Johnson, 1973

<sup>15</sup> Certificate of Title under Land Transfer Act, 401/92

<sup>16</sup> *Ibid*

<sup>17</sup> Certificate of Title under Land Transfer Act, identifier 468834

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## LANDSCAPE SUMMARY

The Loose Box is situated in close proximity to Lake Hayes, along SH 6, north of Frankton. It is the dominant structure in its immediate surrounds, which include many matured trees. The eastern facing wall of the Loose Box is directed at the bottom of a hill (Remarkables mountain range), where vehicles were brought up to the loft to be loaded and unloaded. Other constructions of George White are also in the vicinity.

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## COMPLETED BY:

Research Completed by Stacey Solomon on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

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## SOURCES

Certificate of Title under Land Transfer Act, Vol. 61, Folio 169

Certificate of Title under Land Transfer Act, Vol. 151, Folio 163

Certificate of Title under Land Transfer Act, Vol. 401, Folio 92

Certificate of Title under Land Transfer Act, identifier 468834

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## FILE NOTES

Some information included in this report was obtained during the visit made to the Loose Box, where Roger Grant, resident of Whites Cottage, supplied knowledge he had regarding the building in question. This information was corroborated with published literature and other sources and found to be in good keeping with accepted convention.

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## BIBLIOGRAPHY

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Grant, Alan, "The White Family", an extract from Uncle Jims Letter, (Lakes District Museum, Whites of Lake Hayes file- NP W11)

McDonald, Bill, *Queenstown's Farms and Sheep Stations: Families that farmed the land*, New Zealand: Bill McDonald, 2010

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## APPENDICES

### Appendix 1. Visual Identification Aids

#### Location Maps



From the QLDC Council Viewer:

<http://maps.qldc.govt.nz/qldcviewer/index.html?bookmark=true&ll=1269691.8185737622,5009434.6051150225&ur=1270101.3943929137,5009800.789180724&scale=2000&dynamiclayers=|mapservicename=Property Land;visiblelayers=1|mapservicename=Property Address;visiblelayers=0,1,2&basemap=Aerial Photos>

### Appendix 2. Visual Aids to Historical Information



“Whites Stables”, Lake Hayes 21x15 (EL 2593 Print, Photographic; Photograph Courtesy of Lakes District Museum)

The image to the left depicts The Loose Box before significant modifications were made to the structure. In particular, the extensions to the north of the building, the swimming pool and the additional chimney on the south wall have not yet been constructed. The small window put into the western wall to the right of the upstairs door by George White is visible in this photograph, as are the large flagstones arranged for use as sheep yards.



“Lake Hayes”, Murray Collection dd 21.1.1993 (EL 3496 Negative, Film; Photograph Courtesy of Lakes District Museum)

Note the Loose Box in the background to the right of the image- the extension to the north of the structure has not yet been added while the exterior chimney on the south facing wall has been put in place.

### Appendix 3. Current Visual Information

#### *Images as of December 2013*



Significant extension added to the north of the building, along with an in ground swimming pool located where the horse powered chaff cutter would have previously rested. Note the extension is not physically attached (shares no significant walls or foundations) to the Loose Box in any great capacity and is in fair keeping with the aesthetics of the original building.



Small holes penetrate right through the original flagstones that surround the west and southern sides of the building; these small holes allowed the stones to be snigged from the quarry. However, hand-drilling was a time consuming task, and a .303 rifle with solid nosed bullets was used to effectively and efficiently create the holes instead.

The flagstones pictured to the left are buried more than three feet deep and weigh over half a tonne.

## THOMAS ARTHUR MONUMENT, ARTHURS POINT



Name -	Thomas Arthur Monument
Location -	Beside the Edith Cavell Bridge, Arthurs Point
Constructed -	1962, Centennial celebrations
Building Type/Use -	Waymarker/Monument
Materials -	Schist, Bronze
Style -	Vernacular
Architect/Builder -	-
NZHPT Register -	No
District Plan Status -	QLDC 3
QLDC DP Ref. No. -	29
Map Reference -	39
Valuation number -	Road Reserve opposite 2910721001
Legal Description -	Road Reserve Crown Land, Block XIX Shotover SD
Current Condition -	There is no damage to the schist or plaque, though some mortar deterioration is present. It appears that at some point a partial repointing has occurred.

### HERITAGE ASSESSMENT

#### Archaeological Value

-

#### Architectural Value

Low - Moderate

#### Cultural & Traditional Value

Moderate

#### Historical & Social Value

Moderate - High

#### Landscape & Townscape Value

Low - Moderate

#### Rarity & Representative Value

Moderate

#### Technological Value

Low - Moderate

#### OVERALL HERITAGE VALUE

Low - Moderate

## SUMMARY OF SIGNIFICANCE

Being constructed of local stone and featuring a small bronze plaque, this monument can claim little architectural or artistic value. However, this cairn can claim adherence to the local vernacular method of building construction in schist. As such, it is representative of the traditional aesthetic of the Queenstown Lakes District region and serves to further other historic buildings in the vicinity through their similitude of character. The cairn is wholly intact with only minor deterioration to mortar, having undergone a partial repointing sometime recently. As to alterations, it is possible that at one point the cairn used to bear a different plaque, though this is highly unlikely. The mortar around the plaque matches the newer repointing, hence was most likely carried out at the same period. As a monument only built within the last century, 1962 to be precise, this monument is of no archaeological value through its recent erection and austere simplicity of construction.

Of especial value is the monument in both local and national history. It marks a further discovery of gold within the region and a further influx of miners to secure their share of the riches. It highlights the suspension of normal life in the form of farming when faced with the prospect of gold, and the creation of a community far larger and diverse than that which preceded it. The succession of gold rushes heralded the creation of larger permanent settlements; a move towards permanency and away from cities comprised of row upon row of tents. As a feature of the local community, the monument is unobtrusive, yet forms a defining role in establishing the period setting and cultural understanding of the community as it exists today. Its location is however fairly remote and though easily accessed, can also be easily overlooked due to its small size. The lack of any accompanying information furthers the seemingly forgotten and relegated nature of this cairn.

## DESCRIPTION

The Thomas Arthur monument is a simple schist cairn built of the abundantly available local stone and featuring a small bronze plaque with the inscription “Thomas Arthur discovered gold here in 1862”. This plaque would appear to be a second or replacement when the entry of the *Queenstown-Lakes District Touring Guide* is taken into account. According to the 1991 guide book, the cairn bore the following inscription instead, “Thomas Arthur and Harry Redfern discovered gold here November 16 1862, when they picked up nine ounces.”<sup>1</sup> This veracity of this statement is seriously called into question however, when the photograph of the cairn appearing in the 1970 publication *Gold Trails of Otago* is taken into account bearing the exact wording of the current plaque (fig. 1). Erected upon the occasion of the centenary of the discovery for gold at Arthurs Point, the monument

<sup>1</sup> Lakes District Museum, *Queenstown-Lakes District Touring Guide* (Arrowtown, N.Z.: Lakes District Museum, 1991), 46.

serves as a permanent reminder of the discovery made by Thomas Arthur, though no longer that made jointly with Harry Redfern.<sup>2</sup> The cairn is mentioned in *The Wakatipu Centennial Story*:

#### Cairns Project

One of the projects arising from the centenary celebrations was the erection of two cairns to commemorate the original discoveries, one at Arthurs Point, on the Shotover river, and the other at Cooper's Terrace, on the Arrow river just above Arrowtown. These were completed in time for the celebrations.<sup>3</sup>

This second cairn, the one located in Arrowtown marking the discovery of William Fox is a twin to that located at Arthurs Point (fig. 2). It too features a bronze plaque, with the inscription "William Fox discovered gold near here in 1862." The similarity of the wording would lead me to believe both cairns have always borne the current plaque. A third cairn exists at Skippers, but it does not form a stylistic match, being instead comprised of horizontally stacked schist whereas the Arthurs Point and Arrowtown cairns are of pyramidal construction with vertically affixed schist. The plaque of this cairn would appear to have been altered, as June Wood's *Gold Trails of Otago* features a photograph of the cairn bearing a plaque stating "Maori Point, gold discovered here in 1862" though the current plaque states "Skippers rich gold discovered 1862" (fig. 3 & 4). This first plaque's wording would appear to have been erected contemporaneously, even if not stylistically similar.

Located upon the east bank, F. W. Craddock points out that the cairn fails to identify Arthurs Point which is on the west bank opposite.<sup>4</sup> The monument is without damage, though some deterioration to the mortar has occurred. It would appear that a partial repointing has occurred to the cairn as the majority of the mortar is moss-covered or crumbling. This is particularly visible around the plaque and on the plaque-bearing facet. Mayhaps the plaque was removed and underwent cleaning, or the surrounding mortar had deteriorated causing the plaque to come loose, hence the repointing.

## HISTORY

The story of the discovery by Thomas Arthur can be found as two differing accounts. Each account may be integrated with each other as disparate as each first appears. The history of Thomas Arthur and of Arthurs Point begins with a shortage of shearers. Alfred Duncan, a shepherd to William Gilbert Rees the owner of a high-country farm, was sent to the Nokomai diggings in search of

<sup>2</sup> Irene Adamson, *From Meetings to Mountains: Thirty-five Years of News Gathering in the Wakatipu District* (Invercargill, N.Z.: Craig Printing, 2001), 17.

<sup>3</sup> F. W. G. Miller, *The Wakatipu Centennial Story, or the Bearded Men* (Queenstown, N.Z.: Queenstown and District Centennial Committee, 1965), 79.

<sup>4</sup> F. W. Craddock, *Golden Canyon: The Story of Skippers Road & the Shotover Valley* (Christchurch, N.Z.: Pegasus Press, 1980), 13.

shearers, none yet being engaged for the impending season.<sup>5</sup> Chancing upon a bar, Duncan was approached by two men attired in rags. These two men were Thomas Arthur and Harry Redfern, both of whom were “dead broke” and would only too gladly take up shearing.<sup>6</sup> Both were also old miners, as events would soon prove.<sup>7</sup> After securing their promise to see out the shearing season, they made for the Lake whence they were ferried to the farm with Duncan. Arthur would not leave the boat however, after hearing of the presence of ladies at the destination. Garbed in an old pair of Duncan’s trousers, Arthur alighted to W. G. Rees’ farm.<sup>8</sup>

Sheep were first brought to the Lakes District in early 1861 according to Craddock, by the employees of W. G. Rees.<sup>9</sup> This flock, numbering approximately 3000, had been sent on the account of W. G. Rees’ two partners, George Gammie and Colonel William Lewis Grant, both Australian graziers.<sup>10</sup> Eighteen months later however, Arthur was to break his contract. In Duncan’s absence at Nokomai, several further hard-up diggers had arrived at the station, and so shearing was able to begin immediately.<sup>11</sup>

On 13 November 1862 shearing began, and on the following Sunday, 16 November, Messrs. Arthur and Redfern stole away into the Gorge at Blow Ho gully on a short prospecting expedition. Arriving at the banks of the Shotover, armed with only a tin pannikin and a butcher’s knife, they excavated several pounds weight of gold. Reminding the pair of their agreement on Duncan’s part was to no avail, the pair beyond caring of their employment agreement made but three days hence. Being taken before W. G. Rees, he saw the futility of attempting to reason with them and so paid them off, giving them flour, tea, and sugar.<sup>12</sup>

Shearing was only finished on 10 December due to the paucity of shearers remaining at their station.<sup>13</sup> Suffering the loss of his staff, and multiple disruptions, W. G. Rees’ hundred-thousand acre run, Bucklerburn station, had its depasturing licence cancelled, and compensation of £10,000 was received.<sup>14</sup> Duncan, his duties dispensed with remained a few months in Queenstown, then after investing in land in Southland, travelled for England.<sup>15</sup> However, a second account also abounds with equal repetition other than Duncan’s, that of Vincent Pyke.

<sup>5</sup> Alfred Duncan, *The Wakatipians, or, Early Days in New Zealand* (Christchurch N.Z.: Kiwi Publishers, 1995), 51.

<sup>6</sup> Duncan, *The Wakatipians*, 52.

<sup>7</sup> Oamaru Mail, *Golden Days and Rugged Ways: Old Notes Picked up in Central Otago*, 2 July 1894, 4.

<sup>8</sup> Duncan, *The Wakatipians*, 53.

<sup>9</sup> Craddock, *Golden Canyon*, 42.

<sup>10</sup> Vincent Pyke, *History of the Early Gold Discoveries in Otago* (Dunedin, N.Z.: Otago Daily Times and Witness Newspapers, 1962), 6.

<sup>11</sup> Duncan, *The Wakatipians*, 53.

<sup>12</sup> Duncan, *The Wakatipians*, 53.

<sup>13</sup> Duncan, *The Wakatipians*, 53.

<sup>14</sup> Craddock, *Golden Canyon*, 42.

<sup>15</sup> Duncan, *The Wakatipians*, 54-55.

On 17 October 1863, the *Otago Daily Times* features a report by the Secretary of Gold Fields, Vincent Pyke. One “Mr. Thomas Arthur who, with three mates, obtained 200 ounces of gold in eight days, by washing the sands of the river beach. No secret was made of the discovery, and miners flocked from all parts to secure a share of the rich spoils.”<sup>16</sup> It is from these two accounts made contemporaneous to the event, that all further versions of this story are drawn. There is often no cross-over, one report being featured or the other, but never a marriage of the two.

As to the gold itself, the *Oamaru Mail* was most precise in describing it thusly,

...the “bottom” on which they got the gold was a very compact layer of black sand and Maori stone (heavy as iron) which was the usual false bottom on which the gold was found, and in this instance lay thick, the stones being like so many black eggs of various sizes, and the gold glittering between them.<sup>17</sup>

Pyke’s description in the *Otago Daily Times* differs not from his eventual publication the *History of Early Gold Discoveries in New Zealand*. It would appear that the story runs thusly, though this only a hypothesis. Thomas Arthur and Harry Redfern did indeed both make the discovery on the Shotover River, and upon returning they took with them two mates. One year later when Pyke authored the newspaper article, Redfern became a statistic, and Arthur bore the majority of the accolades, his three mates having been reduced to an addendum.

After the discovery of gold, Arthur fades into obscurity with no identifiable mention of him henceforth. Redfern’s is more thoroughly documented though. Having garnered a substantial fortune, Redfern determined to build a theatre and hotel, which he named the Royal.<sup>18</sup> According to Danny Knudson, numerous performers and companies touring Central Otago took to the stage at Queenstown’s first theatre, that built by Redfern.<sup>19</sup> The building was soon superseded, and another more substantial edifice erected upon its site.<sup>20</sup> The last word on Redfern notes that the venture proved unsuccessful and he soon sold to one Mr. Johnstone. That such characters of the gold fields days faded so quickly into obscurity surely serves as a reminder to the eventual end most met with, being lost to posterity.

## LANDSCAPE & TOWNSCAPE SUMMARY

The Thomas Arthur monument has a very simplistic and sturdy appearance due to its adherence to the prevailing traditional vernacular aesthetic of the region. Its location is relatively remote being beside the main road through Arthurs Point, and consequently is almost relegated to insignificance.

<sup>16</sup> *Otago Daily Times*, Report on the Gold Fields of Otago, 17 October 1863, 10.

<sup>17</sup> *Oamaru Mail*, 2 July 1894, 4.

<sup>18</sup> *Oamaru Mail*, Golden Days and Rugged Ways: Old Notes Picked up in Central Otago, 14 July 1894, 4.

<sup>19</sup> D. A. Knudson, *The Story of Wakatipu* (Christchurch, N.Z.: Whitcombe and Tombs, 1968), 81.

<sup>20</sup> *Oamaru Mail*, Golden Days and Rugged Ways: Old Notes Picked up in Central Otago, 14 July 1894, 4.

No surrounding area exists where vehicles might easily stop, nor any information is provided at the monument as to its wider role in the history of the region. The new plaque also serves to lessen the information given at the cairn especially in light of the lack of supporting information given. Built of local materials the monument is sympathetic to the environment it inhabits, though given the lack of any signposting it blends into the landscape all too completely, relegating its importance as insignificant. This ought to be rectified as befitting the origins of the settlement for whom it is named, Thomas Arthur.

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*Otago Daily Times*. Report on the Gold Fields of Otago, 17 October 1863, 10.

Pyke, Vincent. *History of the Early Gold Discoveries in Otago*. Dunedin, N.Z.: Otago Daily Times and Witness Newspapers, 1962.

Wood, June A. *Gold Trails of Otago: Being a traveller's guide to the goldfields of Otago, including an abbreviated account of the methods employed on the goldfields, and providing valuable instruction for the intending prospector in the subtle art of winning the precious metal, and in addition a short compendium of notable and notorious personalities of the gold rush*. Wellington, N.Z.: Reed, 1970.

## SOURCES SEARCHED WITH NO RESULT

Knudson, Danny. *Edith Cavell: A Bridge and Bravery*. Queenstown, N.Z.: Queenstown and District Historical Society, 2012.

## ADDITIONAL NOTES

Many further sources mention the story of Thomas Arthur and Harry Redfern, but I have only utilised such sources as can be determined the original sources from which all further stemmed. I believe its newness and simplicity to be the major impediment for information regarding the monument itself, having searched the Lakes District Museum Archive scrapbooks of the centenary celebrations without luck.

## APPENDICES

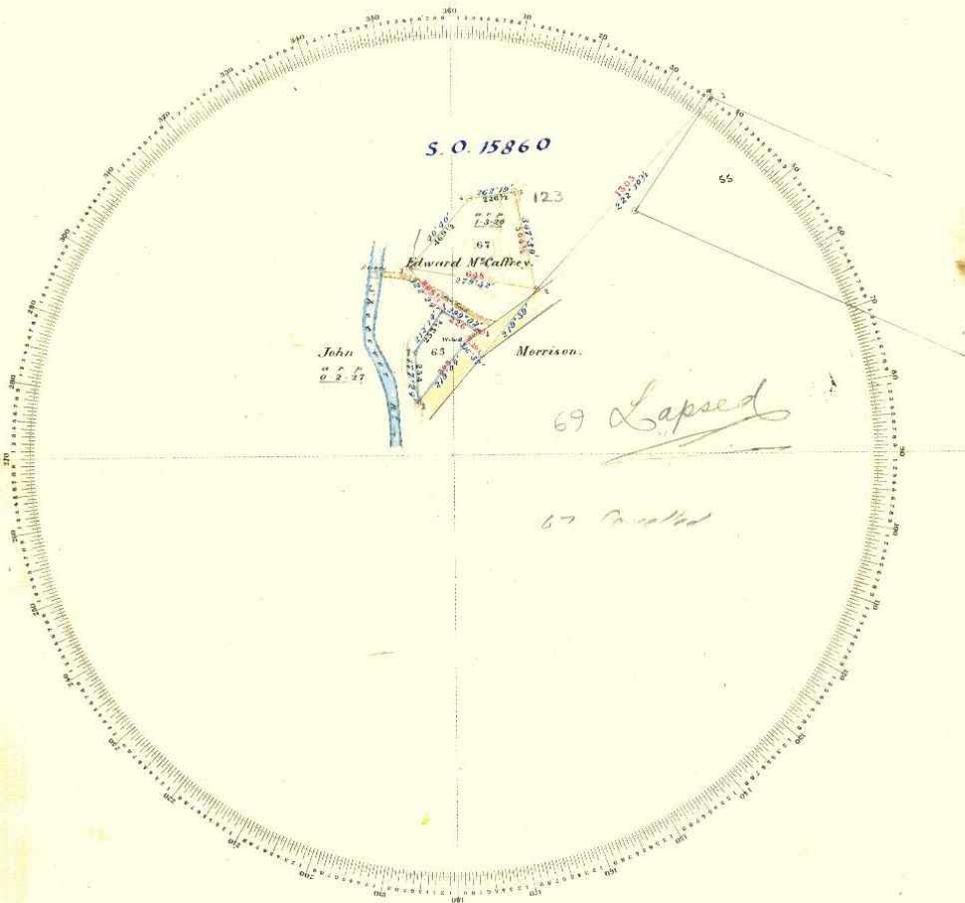
Page - 8	Original Survey Map
Page - 9	Historic Photograph of Thomas Arthur
Page - 10	Sketch of Arthurs Point Cairn
Page - 11	Photograph of Arthurs Point Cairn
Page - 12	Photograph of Arrowtown Cairn
Page - 13	Photograph of Maori Point Cairn
Page - 14	Photograph of Skippers Cairn

Research completed by Logan Todd on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

Date: February 2014

Date when received  
from Surveyor

~~226~~  
Survey Department of Otago.



*Revised on Map of Otago  
1876  
Contracted by  
1877  
1878  
1879  
1880  
1881  
1882  
1883  
1884  
1885  
1886  
1887  
1888  
1889  
1890  
1891  
1892  
1893  
1894  
1895  
1896  
1897  
1898  
1899  
1900*

Field Sketch of Sections 65 404

Block Plan  
**6597**

Block XXX Shotover District.

Surveyed by John Isaac O'Sullivan

Date March 23<sup>rd</sup> 1875

Scale 25 Chains to an Inch

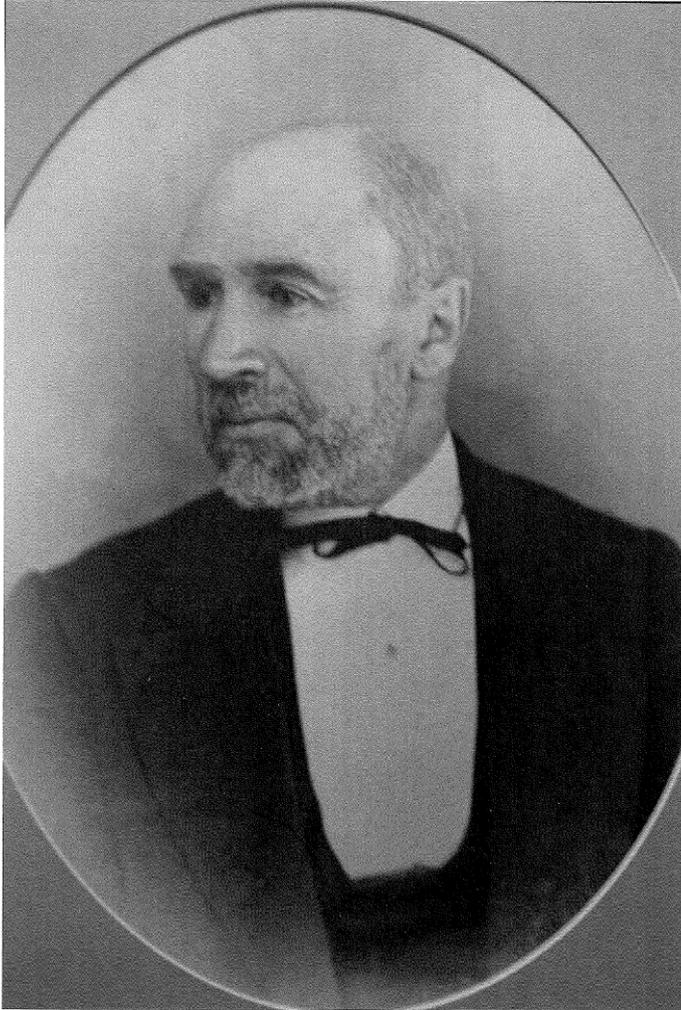
J.M.  
10/7/76

NOTE. Measured lines to be drawn in red, calculated or scaled lines in black, observed bearings in blue the figures also being in red black and blue respectively. Draw a red circle round each peg, a double red circle round each trig station. Remarks of Surveyor to be noted on back hereof.

(i, A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z)

EP 0173 Print, Photographic

Lakes District Museum &



**Description**

Arthur, Thomas, 1831

38 x 29, oval. fr.

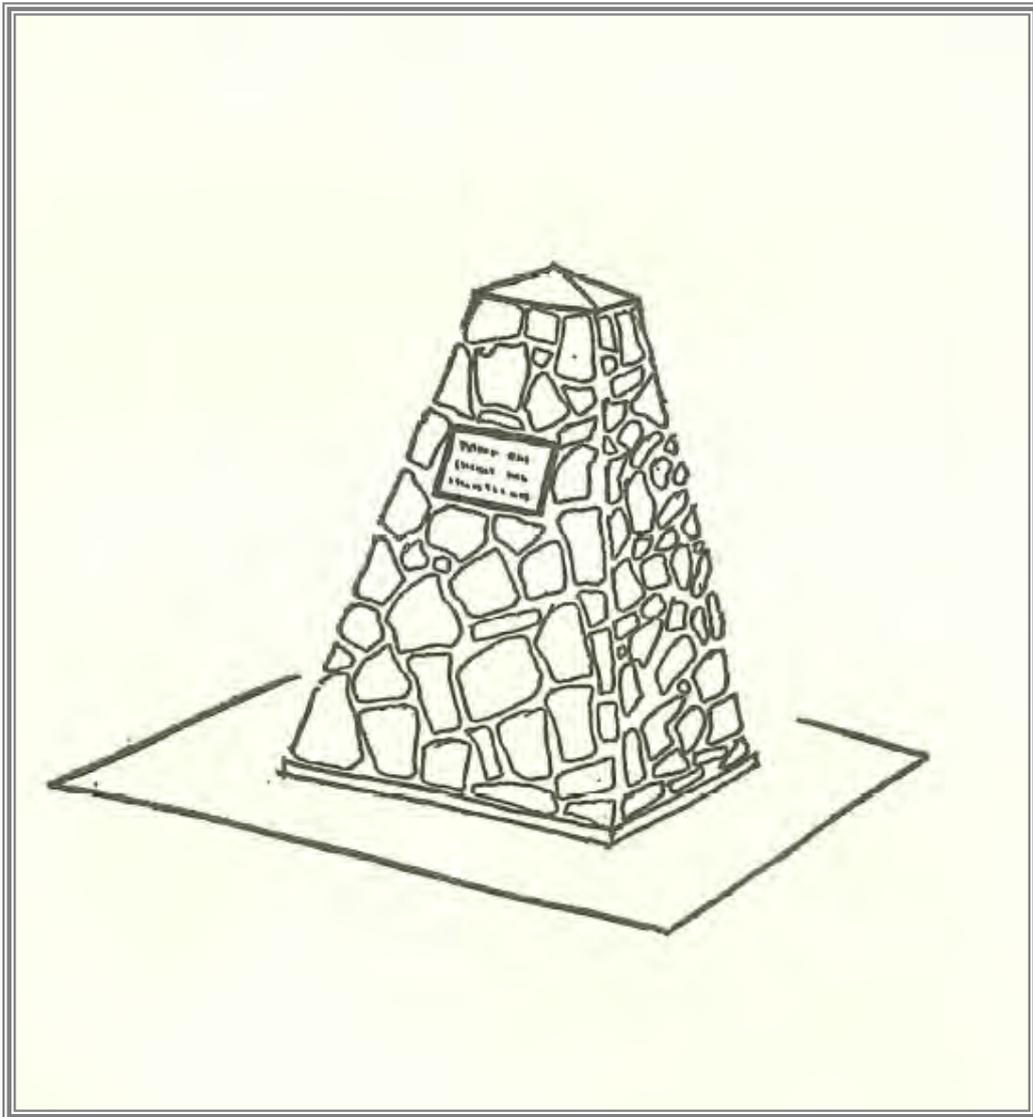
b. Glasgow. Discoverer of gold in Shotover River 1862. That spot was named Arthur's Point after him.

n.d.

Old Stock

22/11/2013 10:05:19

\\MUSEUMSERVER\Images\004\EP0173.JPG



Source:

F. W. Craddock, *Golden Canyon: The Story of Skippers Road & the Shotover Valley* (Christchurch, N.Z.: Pegasus Press, 1980), 12.

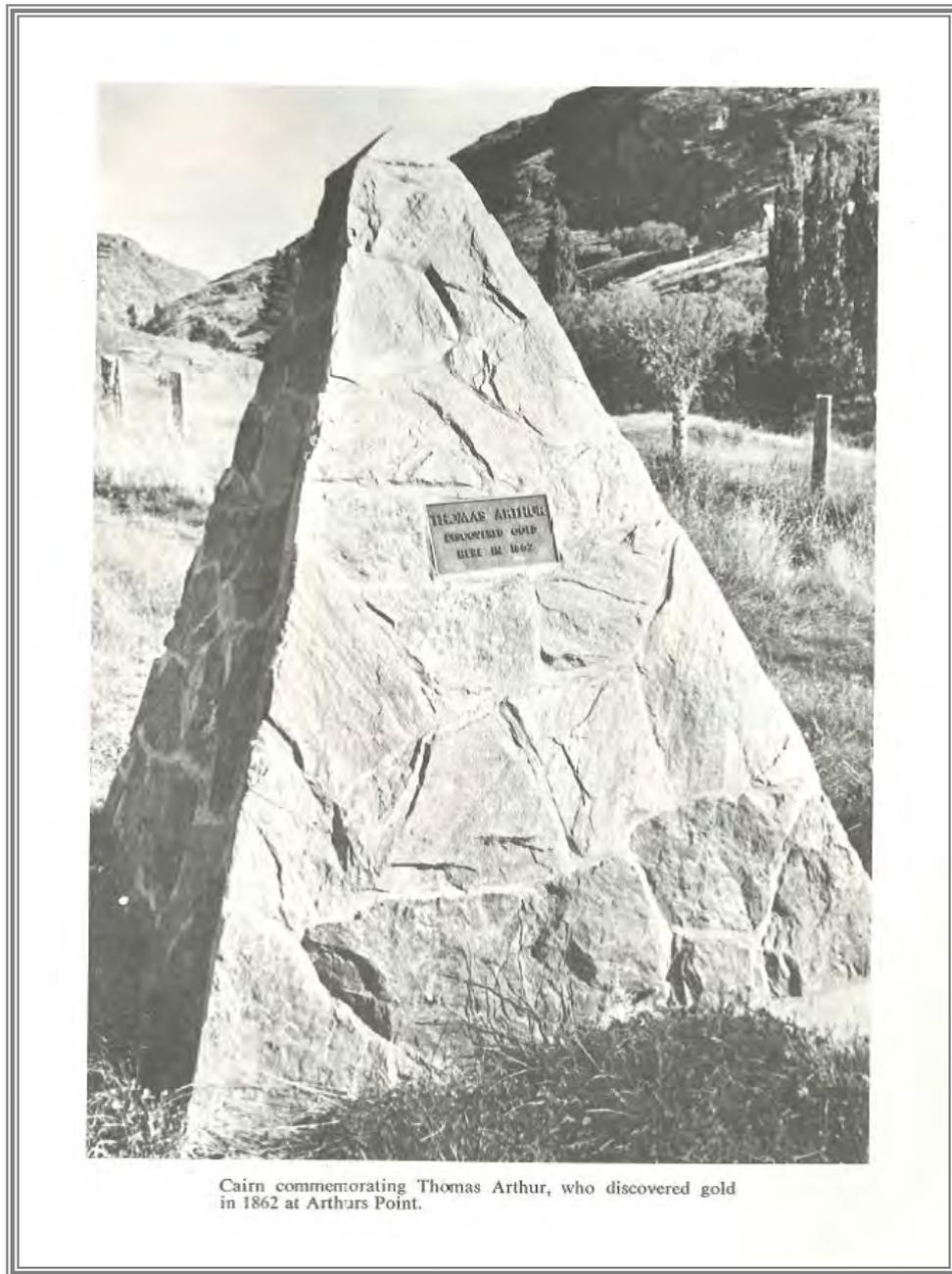


Fig. 1

Source:

June A. Wood, *Gold Trails of Otago: Being a traveller's guide to the goldfields of Otago....* (Wellington, N.Z.: Reed, 1970), 85.



Fig. 2

Source:

“Macetown, N.Z. History,” Rootsweb, Ancestry.com, accessed 15 January 2014,  
<http://freepages.genealogy.rootsweb.ancestry.com/~nzbound/macetown.htm>.



Right: "Maori Point, gold discovered here in 1852".  
Apart from this historic marker, no trace remains of  
a little township (formerly Charlestown), but groups of  
trees and hawthorn hedges show former house-sites.

Fig. 3

Source:

June A. Wood, *Gold Trails of Otago: Being a traveller's guide to the  
goldfields of Otago....* (Wellington, N.Z.: Reed, 1970), 43.



Fig. 4

Source:

D. A. Knudson, *The Road to Skippers*, 2nd ed. (Auckland, N.Z.: Reed, 1995), 16.

**QLDC DP Ref #:**

**Valuation #:2910544200**

**Map Ref: 35**

**Certificate of Title: OT15B/120**



Waldmann Cottage, (Otago Daily Times, 3 March 2013)

**Name of site (including former names): Waldmann Cottage (Nil Desperandum)**

**Physical Location: 2 York Street, Queenstown**

<b>Heritage Assessment</b>		<b>Age/Dates</b>	1877
<b>Archaeological Value</b>	Low	<b>Architect/Builder</b>	
<b>Architectural Value</b>	Medium	<b>Materials</b>	
<b>Cultural/Traditional Value</b>	Low	<b>Local Authority</b>	QLDC
<b>Historical/Social Value</b>	High	<b>NZHPT No</b>	-
<b>Landscape/Townscape Value</b>	Low	<b>Valuation Number</b>	2910544200
<b>Rarity/Representative Value</b>	Low	<b>Legal Description</b>	Lot 4 DP 17970 Town Of Queenstown
<b>Technological Value</b>	Low	<b>Type/Use</b>	Accommodation House
<b>Overall Heritage Value</b>	Low	<b>Current Owners</b>	Olga Skorik and Geoffrey Robertson Hosking
		<b>Current Condition</b>	Fully restored

## Summary of Significance

The Waldmann Cottage is situated on Queenstown Hill, and offers spectacular views from Walter Peak across Lake Wakatipu and central Queenstown. The cottage was first built in 1877 and was occupied by Phillip Waldmann, a German stonemason who had been in Queenstown since the mid-sixties.<sup>1</sup> He was also a grocer and candy merchant in Queenstown's business district.<sup>2</sup>

The property is significant because it has historic affiliation. It belonged to the man responsible for causing the worst fire in the history of Queenstown in 1882.<sup>3</sup>

Waldmann tried to burn both his sweet shop on Queenstown's Mall and his home on the same day of January 23 1882, to claim insurance. The catastrophic event has never been equalled, and Waldmann was convicted and served a jail sentence of seven years.<sup>4</sup>

The residence has largely been restored but many of its original features have remained. The property is no longer a private residence but plays a vital role in providing supreme accommodation for the wealthy.

The cottage has local and regional significance and represents an important historical link to Queenstown's history which was a severe loss to the business life of the early community.

## Description

The Waldmann Cottage has undergone extensive renovations but many of its original features include; the schist walls, exposed timber beams, and two original fireplaces which have been strengthened and retained.<sup>5</sup> The original structure can be seen to the right of the property.

The upper level has an alpine-style master bedroom and en-suite and walk-in wardrobe. The dining area opens up to a patio which has an outdoor fire. The deck

<sup>1</sup> Marion Borell, *Old Buildings of the Lakes District*, (Dunedin: David Johnston, 1973), 24.

<sup>2</sup>Ibid.,

<sup>3</sup>F.W.G.Miller, *Golden Days of Lake County*, (Christchurch: Whitecombe & Tombes, 1961), 261

<sup>4</sup> Ibid.,

<sup>5</sup> Luxury Rental Homes, <http://queenstownluxuryrentals.com/accommodation/?l=waldmanncottage>, (Accessed 14 December 2013).

out the front of the property captures the views of Queenstown, ideal for entertaining guests.

The lounge has a fireplace which leads of the main dining area. There is a separate guest bedroom and a double garage. It is a few minutes' walk to shops, cafes and bars of Queenstown.

## **History**

Phillip Waldmann was born in Germany in 1844 and married Rebecca Meadon in London on 17 June 1873. Their first son was born in Queenstown in March 1874 named Phillip, but died of dysentery in March 1875 and is buried in the Queenstown Cemetery.<sup>6</sup>

In July 1880, Philipp Waldmann opened a grocery and confectionery shop in Ballarat Street. However, financial difficulties started to arise. He insured his properties for an ample sum, and early on the morning of the fire, not long before his premiums were due, he set off for Dunedin. He pinned a note on the door saying he would be away for several days.<sup>7</sup> Mrs Waldmann and her young children left Queenstown a week earlier for the benefit of her health.<sup>8</sup>

On the afternoon of Monday, 23 January 1882, the great fire of Queenstown took place on the north side of Ballarat Street, throughout the commercial district.<sup>9</sup> The fire broke out in the premises occupied by Philip Waldmann, who, until recently carried on a bakery business and general store. However, the bakery had been abandoned for some months before the time of the fire.<sup>10</sup> When the fire had been discovered it already had a strong hold on the building, made from largely wood.

Owners and townspeople gathered to fight the roaring fire forming a bucket chain, but unfortunately the flames were too strong. Everybody tried to save household goods, and when the fire engine arrived it was useless. The local authorities and the fire brigade were largely confused at the chaos that was circulating due to the flames. Police Inspector Hickson and Major Keddell directed the attention to the back lane,

<sup>6</sup> Allan De La Mare, *A Sequel to the Big Fire in 1882*, (Otago: Queenstown District Historical Society, 1998), 24.

<sup>7</sup> Marion Borrell, *Old Buildings of the Lakes District*, (Dunedin: David Johnston, 1973), 24.

<sup>8</sup> Otago Witness, Issue 1577, 4 February 1882, pg 11.

<sup>9</sup> Marion Borrell, *Old Buildings of the Lakes District*, (Dunedin: David Johnston, 1973), 24.

<sup>10</sup> Otago Witness, Issue 1577, 4 February 1882, pg 11.

by pulling down fences and outhouses to prevent the flames spreading across the block towards Ballarat Street. This prevented the town from being gutted.

The flames continued to spread both up and down the north side of Rees street, until they were checked towards the lake by a brick building and Messrs Walde and De Beer's stone, and up the street at Mr Evans shop.<sup>11</sup>

The following buildings were totally destroyed; Waldmann's store, Neil McEwan premises, Newman and Dunkerton Outfitters, Woodrow's baker and confectioner, Powell's Horse Bazaar, a large lofty building, J.Morgan's saddler, W.Brettell's paint and oil warehouse, Brettell's private residence, Henry Manders commission agent offices and private residence, W.Mc Larn's premises, and in addition some of Mrs Mc Brides outhouses belonging to the Hard of Erin Hotel, were charred and considerably damaged.<sup>12</sup>

The Waldmann Cottage attracted the suspicion of Sergeant W. Brown, whom was early on the scene of the fire. He thought that some of the goods from the store might have been removed there. In fact, he arrived in time to prevent another fire catastrophe. The doors and windows were well secured. The sergeant found a back window open and a sheet of corrugated iron nailed over the inside. Nothing was in this room. The next one presented nothing suspicious, but a reflection of a burning candle heightened suspicion.<sup>13</sup> The floor was saturated in kerosene and tar, and matches were scattered all over some brushwood, in the midst of which was a fixed burning candle. Several had been stuck together, in order to last longer. There was only an inch of the brushwood and matches left.<sup>14</sup>

The flare of the candle was carefully shaded by three sheets of iron; the windows of the room were nailed up with sheets of corrugated iron placed on the inside over the curtains and blinds.<sup>15</sup> It was a deliberate attempt of arson. If Sergeant Brown had not visited there would have been another explosion.

<sup>11</sup> Ibid.,

<sup>12</sup> Ibid.,

<sup>13</sup> Otago Witness, Issue 1577, 4 February 1882, pg 11.

<sup>14</sup> Poverty bay herald, volume IX issue 1529, 28 January 1882, pg 2

<sup>15</sup> Ibid.,

The fire was deemed suspicious and the general consensus what it had been the result of incendiarism. <sup>16</sup> The evidence suggested that Waldmann had resorted to arson and was arrested in Dunedin on January 30<sup>th</sup>.<sup>17</sup>

*He appealed for mercy on behalf of his wife and five little children- the eldest only six years of age. In declaring his innocence, he referred to the suspicion attached to another party in Queenstown.*<sup>18</sup>

Waldmann was arrested and committed for trial in the Supreme Court at Dunedin, where he was found guilty of trying to burn his house as well as his business down. Nothing would have prepared him for the devastation and guilt his actions had caused. A large group of people crowded the jetty, and rage was running high. There were still many people hooting and hissing and some eggs were flung at random. <sup>19</sup> He was sentenced to seven years in prison.<sup>20</sup>

Waldmann's wife, Rebecca Meadon had to sell the house in order to support her five children, while he served his jail sentence. It was sold with the patch of tar on the floor in the back room. Waldmann's stonework has since been covered with stucco, but some features of the design are preserved in the bay windows and high stone gable on the south side. It included an acre of garden; "*planted with a choice selection of fruit trees, flowers, shrubs etc.*" <sup>21</sup>

On his release, Waldmann lived in Wellington for a short time and then moved to the Hawkes Bay, where he and his wife had three more children. Waldmann died aged 80 in June 1924.<sup>22</sup>

In July 1911 the house was brought by John and Peggy Salmond and they had 6 children. John was a builder and added the extension to the rear and sides. He also built the bath house in Queenstown Bay.<sup>23</sup>

<sup>16</sup> Ibid.,

<sup>17</sup> Marion Borrell, *Old Buildings of the Lakes District*, (Dunedin: David Johnston, 1973), 24.

<sup>18</sup> Lake Wakatipu Mail, 22 September 1882.

<sup>19</sup> Otago Daily Times, Issue 6232, 1 February 1882, pg 2

<sup>20</sup> Otago Daily Times, <http://www.odt.co.nz/news/queenstown-lakes/247878/1882-arsonists-house-market>, (Accessed 1 January 2013).

<sup>21</sup> Lake Wakatipu Mail, 22 September 1882.

<sup>22</sup> Otago Daily Times, <http://www.odt.co.nz/news/queenstown-lakes/247878/1882-arsonists-house-market>, (Accessed 1 January 2013).

<sup>23</sup> Queenstown and District Historical Society, <http://www.queenstownhistoricalsociety.org.nz/01-Issue%2068.pdf.PdfCompressor-40986.pdf>, pg 11 (Accessed 10 January 2014).

In 1976, Bill and Kirstie Sharpe bought the property in 1976 from Mary Salmond who laid the foundation stone of St Andrews Church in Stanley Street. The weatherboard extension was built in the 1980s by Michael Wyatt. The Sharpe's sold the house in 2000.<sup>24</sup>

### **Landscape/Townscape Summary**

Waldmann Cottage is placed on lower Queenstown Hill and offers outstanding views from Walter Peak across Lake Wakatipu. The stone-walled cottage provides visual interest and is a historic piece of Queenstown.

### **Sources**

The event of the “Great Fire of Queenstown” has been heavily documented in several publications by De La Mare and Borrell. Whilst the actual cause of events is mentioned, there is little information surrounding who built the house and for what purpose. I have not been able to search this material in the timeframe for this entry, but it would definitely reveal more history on the subject.

The Otago Witness has many useful newspaper articles which give a detailed event of the fire and Waldmann's trial.

The Courier Index is a local publication produced by the Queenstown and District Historical Society formed in 1965 at a time when historical buildings were in danger of demolition as tourism expanded. It is published each summer and winter and is on to its 87<sup>th</sup> issue. It contains researched articles, memoirs, and historical documents. It provides a thorough documentation of the notable figures that reside in the cemetery

### **Additional Notes**

Michael Boote has written a useful article in the Queenstown and District Historical Society about the ownership of the house after it was sold. Some useful information about extensions that was later added to the house.

<sup>24</sup> Ibid.,

Waldmann Cottage



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**



Search Copy

R. W. Muir  
Registrar-General  
of Land

**Identifier** OT15B/120  
**Land Registration District** Otago  
**Date Issued** 29 July 1993

**Prior References**

OT3D/39 OT3D/41 OT409/166

**Estate** Fee Simple  
**Area** 1369 square metres more or less  
**Legal Description** Lot 4 Deposited Plan 17970

Block 44

**Proprietors**

Olga Skorik and Geoffrey Robertson Ashley Hosking

**Interests**

9446444.2 Mortgage to ANZ Bank New Zealand Limited - 12.8.2013 at 3:18 pm



Image Three: Mall after Waldmann's Fire 1882 (Courtesy of Lakes District Museum, EL 800)



Image Four: Nils Desperadum, Date Unknown (Courtesy of Lakes District Museum, EL 2765)



Image Five: QLDC Webmap, <http://maps.qldc.govt.nz/qldcviewer/>. (Accessed 10 January 2014).

## **Bibliography:**

Borrell, Marion *Old Buildings of the Lakes District*, Dunedin: David Johnston, 1973.

De La Mare, Allan, *A Sequel to the Big Fire in 1882*, Otago: Queenstown District Historical Society, 1998.

Lake Wakatipu Mail, 22 September 1882.

Luxury Rental

Homes, <http://queenstownluxuryrentals.com/accommodation/?l=waldmanncottage>, (Accessed 14 December 2013).

Miller F.G., *Golden Days of Lake County*, Christchurch: Whitcombe & Tombs, 1961.

Otago Daily Times, Issue 6232, 1 February 1882,

Otago Daily Times, <http://www.odt.co.nz/news/queenstown-lakes/247878/1882-arsonists-house-market>, (Accessed 1 January 2013).

Otago Witness, Issue 1577, 4 February 1882

Poverty bay herald, volume IX issue 1529, 28 January 1882,

Queenstown and District Historical

Society, <http://www.queenstownhistoricalsociety.org.nz/01-Issue%2068.pdf.PdfCompressor-40986.pdf>, pg 11 (Accessed 10 January 2014).



# WAKATIPU HERITAGE TRUST

SITE ASSESSMENT REPORT FOR A HISTORIC PLACE

December 2013/January 2014

QLDC DP Valuation Number: 2907126606

QLDC DP Reference Number: 43

District Plan Map Reference Number: 30

Certificate of Title: 217639



Condition and location of Fish Smoker, Lake Hayes, December 2013. Photographs: S. Solomon

## NAME (including former names)

**White's Fish Smoker**

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## PHYSICAL LOCATION/ADDRESS

700 Lake Hayes-Arrow Junction Highway, Wakatipu Basin

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### HERITAGE ASSESSMENT

**Archaeological value:** nil

**Architectural value:** Significant

**Cultural value:** Moderate

**Historical/social value:** Significant

**Landscape/townscape value:** Significant

**Rarity/representative value:** Significant

**Technological value:** Moderate

**OVERALL HERITAGE VALUE:** Significant

**AGE/DATES** c. 1886

**ARCHITECT/BUILDER** George White (son of George White)

**MATERIALS** Stone, timber

**NZHPT** No

**DISTRICT PLAN STATUS** Category II heritage site

**LEGAL DESCRIPTION** Lot 6 DP 353144

**USE/TYPE** Commercial Fish Smoker

**CURRENT OWNERS** Robins Farm Limited

**CONDITION** Poor

---

## SITE ASSESSMENT REPORT

### SUMMARY OF SIGNIFICANCE

#### **Historic and social value:**

George White, like many of his contemporaries, diversified into various business endeavours following the end of the gold rushes in Otago. Enterprising colonists were well known for their ability to take advantage of available resources, creating lifestyles appropriate to the districts in which they settled. The efforts expended by these colonists are marked by the returns they received from their labours. Trout fishing and exporting opened a new stream of trade in the Lakes District, providing new goods, services and additional incomes to local families and businesses.

#### **Architectural value:**

Though the stonework that is seen is not uncommon in the Lakes District, the smoker, being the first solo attempt at significant masonry work by the younger George White, can be considered quite architecturally well-equipped though it might appear utilitarian and simple in design. It is unlikely that any other fish smokers such as the one overlooking Lake Hayes exist, its value can architecturally then be considered as deriving from its uniqueness.

#### **Townscape and context value:**

The fish smoker is an interesting, if not dominant feature in its immediate surrounds. Modern dwellings exist in close proximity, further enhancing the historic character of the smoker, continuing to add to its aesthetic appeal.

#### **Rarity and representative value:**

Brown trout, not naturally occurring in Lake Hayes, were introduced shortly after the first settlers established themselves in the Lakes District. Accordingly, there was no reason to assume that Lake Hayes could support the successful operation of a fish exporting business until the Whites attempt at it. The White family were likely the first, if not only, to have exploited the young brown trout stocks in Lake Hayes in such an extensive and commercially viable manner. The fish smoker may in fact be the only remaining representation of commercial fishing in the district; a remnant of one of Central Otago's longest running export industries.

#### **Technological value:**

The brown trout exported by the White Family was cold smoked. This involved a process where the trout, already fully cured and air dried to develop a pellicle (a skin of protein that allows smoke to better adhere to the surface of the fish during the smoking process), were smoked to enhance the flavour of the catch. Cold smoking of the fish necessitated temperatures between 20 and 30 degrees celsius (hot smoking takes place around 52-80 degrees celsius); accommodating this, George White constructed on the south side of the fish smoker a long stone funnel that ran down to a firebox near the road at the bottom of the hill on which he built the structure. A hole remains at the bottom of the south facing wall, indicating where the smoke rose up from the funnel and into the smokehouse, having cooled to an appropriate temperature by travelling along the funnel for almost 10 meters.<sup>1</sup>

<sup>1</sup> Liv Marit Rorvik, "Listeria Monocytogenes in the Smoked Salmon Industry", *International Journal of Food Microbiology*, 62:3, 20 December 2000, pp 183-190

### Archaeological value:

Human activity on the site of the fish smoker is noted by the existence of the smoker itself; other archaeological evidence is unknown or has yet to be discovered.

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### DESCRIPTION (as currently seen)

The Fish Smoker is currently in very poor condition. Roughly 12 ft. high and without its east facing wooden door, the structure has no roof and is liable to continue degrading with weather exposure. The top courses in the stone work, where the roof would have sat, are missing. The remaining stone work seems to be relatively strong given the smokers age and situation. Bars stretching across the top of the smoker that would have been used to hang the brown trout for smoking are still seen. A new lintel to replace the original would likely increase the durability of the smoker. Timber elements among the stone work appear to be rotting away (refer to Appendix 3 for visual clarification). The smokehouse is built to the south of related structures, being that of Whites Cottage and his stable known as "The Loose Box"; the smoker is accordingly of a similar aesthetic disposition.

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### HISTORICAL NARRATIVE

**1869-** George White settles at Lake Hayes after having mined in Bracken and Macetown, taking over a half-share from the partnership of two land miners known as Grey & Webster. White purchases Greys share and stays in partnership with Webster a further two years.<sup>2</sup>

**c. 1870-** Brown Trout are introduced into Lake Hayes and begin to thrive remarkably well.<sup>3</sup>

**1871-** White buys out Webster and, as sole owner, expands the holding from only a few hectares to a significant tract of land extending from the front road line to the Kawarau River. A quarry is opened on the property for harvesting construction materials.<sup>4</sup>

**1885-** The White family enter commercial fishing. George White and his sons secure the sole right to net brown trout in Lake Hayes until the year 1897. Four fishing licenses in total are purchased for Lake Hayes, with further licenses obtained for Lake Hawea.<sup>5</sup> Whites' previous experience as a sailor is put to profitable use by his family; they construct fishing vessels for use on Lake Hayes, the larger of which (16ft.) has a full sail rig, and is transported by dray over the crown range to Lake Hawea also.<sup>6</sup>

The Whites begin a successful commercial run of setting nets in the evening and pulling them in the morning.

**c. 1886-** Demand for brown trout exports to Tasmania has George White, the 17 year old son of George White and Rachel McCulloch, complete for the first time without assistance, the construction of a stone smokehouse. This was to be the means by which the trout treated for the export trade.<sup>7</sup>

<sup>2</sup> Keith Grant, "'The Loose Box'- The Peacock Residence, Lake Hayes", *Queenstown Courier*, Issue 27: Queenstown and Districts Historical Society (Inc.), November 1981, p. 5

<sup>3</sup> Marion Borrell with Audrey Bascand, *Old Buildings of the Lakes District*, Dunedin: David Johnson, 1973

<sup>4</sup> Keith Grant, November 1981, p. 5

<sup>5</sup> Bill McDonald, *Queenstown's Farms and Sheep Stations: Families that farmed the land*, New Zealand: Bill McDonald, 2010, p. 81

<sup>6</sup> Marion Borrell with Audrey Bascand, *Old Buildings of the Lakes District*

<sup>7</sup> Bill McDonald, 2010, p. 81

**1897-** 1<sup>st</sup> of October, the opening day of the last netting season offers a total catch of 147 trout.<sup>8</sup>

**1904-** 8<sup>th</sup> April, George White transfers ownership of his property, including the land on which the Fish Smoker stands, to James White. Certain sections of the property then transfer from James White to Graham Baird. The smokehouse and the land on which it stands remains the property of the White family.

**1908-** On the 21<sup>st</sup> of September, Graham Baird is seised of his estate.<sup>9</sup>

**1914-** 30<sup>th</sup> September, the elder George White dies. His daughter, Henrietta takes over working his farm and businesses, including the Whites fishing trade.<sup>10</sup>

**1919-** Bessie Baird inherits the title for the land where the Whites built their smoker.<sup>11</sup>

**1927-** Frederick Samuel Bloxham, a sheepfarmer, becomes owner of the title.<sup>12</sup>

**c. 1930-** Increased pressure from private individuals who want to fish on Lake Hayes combined with revoked fishing licenses sees Henrietta, daughter of George White, closes the White's commercial trout export business. The largest trout ever caught was roughly 46lbs.<sup>13</sup>

**1935-** Ownership of the title transfers from Frederick Samuel Bloxham to Kenneth Alec Leslie Haggit, a run-holder from Arrowtown.<sup>14</sup>

**1945-** 25<sup>th</sup> of September, Haggit sells his property to Alexander Stuart Robins of Kawarau Falls.<sup>15</sup>

**1958-** Subdivision sees Robins sell sections of his property, including parts of section 36 where the Smoker stands.<sup>16</sup>

**1972-** 21<sup>st</sup> of June, Alexander Stuart Robins transfers parts of his title to Alexander Kenneth Robins and Robert Barry Robins. They receive 1/5<sup>th</sup> share and 1/3<sup>rd</sup> of 3/5<sup>th</sup> share respectively.<sup>17</sup>

**1978-** Alexander Stuart Robins (2/5ths of an undivided share), Alexander Kenneth Robins, Malcolm Henry Robins and Robert Barry Robins (all with 1/5<sup>th</sup> undivided share) are seised of their estate in common, almost 98 hectares total (sections 15, 16, 19, 35 and parts of sections 14, 33, and 36 of Block IX). Significant parts of the property remain with the Robins family.<sup>18</sup>

**1989-** January 25<sup>th</sup>, Alexander Kenneth Robins sells a further nine hectares, including more of Section 36 where the Whites Smoker is located.<sup>19</sup> He continues the sale of various parts of George Whites original property for the next decade.

**1990-** June, Robins sells another 58 hectares and more of Section 36, Block IX.<sup>20</sup>

**1997-** 37 more hectares are sold by Robins.<sup>21</sup>

<sup>8</sup> *Ibid*, p. 81

<sup>9</sup> Certificate of Title under Land Transfer Act, Vol. 151, Folio 162

<sup>10</sup> Alan Grant, "The White Family", an extract from Uncle Jims Letter, (Lakes District Museum, Whites of Lake Hayes file- NP W11)

<sup>11</sup> Certificate of Title under Land Transfer Act, Vol. 151, Folio 162

<sup>12</sup> *Ibid*

<sup>13</sup> Bill McDonald, 2010, p. 81

<sup>14</sup> Certificate of Title Under Land Transfer Act, Vol. 151, Folio 162

<sup>15</sup> *Ibid*

<sup>16</sup> *Ibid*

<sup>17</sup> Certificate of Title under Land Transfer Act, Vol. 403, Folio 47

<sup>18</sup> Certificate of Title under Land Transfer Act, Vol. 7C, Folio 300

<sup>19</sup> Certificate of Title under Land Transfer Act, Vol. 12C, Folio 135

<sup>20</sup> Certificate of Title under Land Transfer Act, Vol. 12D, Folio 602

**1998-** Area around the Fish Smoker is again sold off. The Smoker itself continues to remain in the possession of the Robins family.<sup>22</sup>

**Present-** Current Certificate of Title (217639) indicates the proprietors of Lot 6, Deposited Plan 353144- the Fish Smoker- as Robins Farm Limited.<sup>23</sup>

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## LANDSCAPE SUMMARY

The smoker is located in on top of a rise, close to the edges of Lake Hayes. This choice of location would have aided the Whites in their commercial business; after hauling their catch from the lake and cleaning it in a fish house where Boults lawn now sits, it would have only been a short distance to where they would hang the fish in the smoker.<sup>24</sup> Widening of SH 6 which runs only meters from the smoker is perched above it might in future compromise the integrity of the building (refer to Appendix 3 for visual clarification). A number of private residences are in very close proximity to the smoker also.

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## COMPLETED BY:

Research Completed by Stacey Solomon on behalf of the Wakatipu Heritage Trust, 2013/2014 Internship Programme.

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## SOURCES

### *Primary source material*

Inventory of Protected Features in the Queenstown and Lakes District Partially Operative Plans, 2009

Certificate of Title under Land Transfer Act, Vol. 151, Folio 162

Certificate of Title under Land Transfer Act, Vol. 403, Folio 47

Certificate of Title under Land Transfer Act, Vol. 7C, Folio 300

Certificate of Title under Land Transfer Act, Vol. 12C, Folio 135

Certificate of Title under Land Transfer Act, Vol. 12D, Folio 602

Certificate of Title under Land Transfer Act, Vol. 18D, Folio 66

Certificate of Title under Land Transfer Act, Vol. 18D, Folio 67

Lakes District Museum Archive (ref: EL 2324 Print, Photographic)

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## FILE NOTES

<sup>21</sup> *Ibid*

<sup>22</sup> Certificate of Title under Land Transfer Act, Vol. 18D, Folio 66

<sup>23</sup> Certificate of Title under Land Transfer Act, Vol. 18D, Folio 67

<sup>24</sup> Bill McDonald 2010, p. 81

Little information on the White family's fish smoker has been found at the time this report has been written. Though information is available, it is most commonly regarding George Whites other ventures. Avenues explored for the purpose of gathering information for this report include Paperspast, Cyclopaedia of New Zealand, Queenstown and District Historical Society publications, and extensive exploration of the Lakes District Museum Archive- in particular files relating to the White Family, both written and pictoral. Further research into the trade and export of fish locally and internationally may uncover further information.

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## BIBLIOGRAPHY

### *Published (secondary) source material*

Borrell, Marion with Audrey Bascand, *Old Buildings of the Lakes District*, Dunedin: David Johnson, 1973

Grant, Keith, "'The Loose Box' - The Peacock Residence, Lake Hayes", *Queenstown Courier*, Issue 27: Queenstown and Districts Historical Society (Inc.), November 1981

Grant, Alan, "The White Family", an extract from Uncle Jims Letter, (Lakes District Museum, Whites of Lake Hayes file- NP W11)

Rorvik, Liv Marat, "Listeria Monocytogenes in the Smoked Salmon Industry", *International Journal of Food Microbiology*, 62:3, 20 December 2000

McDonald, Bill, *Queenstown's Farms and Sheep Stations: Families that farmed the land*, New Zealand: Bill McDonald, 2010

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## APPENDICES

### Appendix 1. Visual Identification Aids

#### *Location Maps*



## Appendix 2. Visual Aids to Historical Information



Photograph to the left, c. 1897, is accompanied by the description “Lake Hayes, Wakatipu, New Zealand. The record haul of trout”. Written on the back of this photograph is “Lake Hayes, 497 lbs trout”.

Courtesy of Lakes District Museum Archive (ref: EL 2324 Print, Photographic)

## Appendix 3. Current Visual Information

*Images correct as of December 2013*



The White family’s smokehouse as it stands overlooking SH6. Note its situation near the very edge of the rise it sits on, perhaps causing it to collapse at a future date.



Looking upwards through the east facing door of the smokehouse, it is clearly visible that there is no roof on the structure, and that the masonry around the top courses is crumbling away and deteriorating. Trout would have hung from the wires and rods that stretch across the top of the smokehouse.



At the base of the south facing wall, the space where the smoke from the firebox near the road rose up through the funnel and into the stone structure is seen.



**ITEM NUMBER:**



**NAME:** Former Methodist church, 8 Berkshire Street

**LOCATION:** Arrowtown

**GPS Point** 44°56'21.67"S, 168°49'49.41"E

**Constructed - 1898**

**Building Type/Use – Church with a variety of later uses.**

**Materials – Timber-framed with rusticated timber weatherboard cladding to the walls and corrugated iron to the roof.**

**Style - Plain and austere Victorian Gothic.**

**Architect - None**

**Builder - Unknown**

**NZHPT Register – N/A**

**Valuation number – 2918231100**

**Legal Description – Pt Secs 1&2 BLK VII ARROWTOWN**

**Condition - Fair**

**Heritage Assessment**

Historic and Social Value - **High**

Cultural and Spiritual Value - **Moderate**

Architectural Value - **Moderate**

Townscape/Contextual Value – **Moderate**

Rarity and Representative Value - **Moderate**

Technological Value - **Low**

Archaeological Value - **Moderate**

**Overall Heritage Value - Moderate**

## **DISTRICT PLAN STATUS**

This structure is a Category 3 item.

## **SUMMARY OF SIGNIFICANCE**

### **Historic and Social**

8 Berkshire Street was designed and constructed as a Methodist church. Within a space of 10 or so years it had become an Anglican Sunday school/District High School and then, by 1921, it was a hall for social occasions. In 1938, it changed use to a garage for vehicle servicing and shortly afterwards it is said to have provided a full garage service, including the sale of fuel - being the first to do so in Arrowtown. Presently it is a gallery. The building and the site form part of the early settler history of Arrowtown, but also provide a social indicator of change in the town over roughly 115 years. In addition, rates books and title certificates tell how the site has passed through the hands of many of the town's most prominent citizens.

A strong social focus is one of the attributes of the building and this focus has changed to suit the needs of the time as Arrowtown has itself developed and grown. Early churches were both a place of worship and a meeting place, which gave the settlers a sense of community and identity. This social use has continued as a theme throughout the life of the building, not least of all when petrol was sold on the adjoining land – the local petrol station being another social hub in rural, mid-20<sup>th</sup> century New Zealand.

### **Cultural and Spiritual**

Although reasonably short-lived, the building provided a spiritual service to the community in the late 19<sup>th</sup> century and first part of the 20<sup>th</sup> century. This significance lives on in the clearly ecclesiastical form of the original structure.

### **Architectural**

This is a typical early settler church, but in an austere form without the usual decorative features of the Victorian Gothic style. The single-cell interior, basic overall form, steeply pitched roof, timber frame, simple massing of gable-fronted shapes and square-headed window openings are all characteristic features of this design. The unusual transition from ecclesiastical building to functionally-styled garage store creates a hybrid structure of considerable local interest.

### **Townscape and Contextual**

The building remains a significant element within the townscape of Arrowtown and, in particular, within the area zoned the 'Residential Historic Management Area' in the QLDC District Plan and the 'Old Town Residential' precinct as defined by the Arrowtown Design Guidelines. It is located on a major approach road to the town centre and, although now less prominent within the townscape than when originally built, it still contributes strongly to the historic nature of this side of the town.

### **Rarity and Representative**

Small timber-framed buildings, such as this, are typical of many early settlements in this part of the country and cannot be described as rare or exceptional. The modest style of the architecture and the form of the building are, however, highly representative of the Methodist movement in the late 19<sup>th</sup> century. What is rare about the building is the way it has developed and taken on a variety of other socially important functions as the town itself has grown and changed.

### **Technological**

The simple timber-framed construction of the building with rusticated weatherboard and corrugated iron external claddings and tongue & grooved Rimu internal linings is typical of many buildings of this age and nature. The technology employed in the construction of the church and its later alterations is not considered unusual or exceptional.

### **Archaeological**

Analysis of old photographs and other records suggests that prior to the construction of the church the site did not contain any other structures or features. The church is however a pre-1900 structure and given the presence of cottages on adjoining land, there is the potential for the subject site to yield archaeological information of importance.

## **DESCRIPTION**

The original building was a four-bay single-cell gable-fronted Wesleyan Methodist church, constructed in 1898-9. Typical for a building of this nature, it had a projecting gable-fronted entrance porch to east elevation and belfry to east gable (the latter was taken down sometime around 1940). As built, the church was a simple timber-framed structure, clad externally with rusticated weatherboards, a pitched corrugated-iron roof and plain moulded architraves to the square-headed door and window openings.

The original form of the church is still visible in the structure that stands on the site today. The building changed use several times over the years – from church to church hall to school to function venue - but retained its original form until converted into garage storerooms c.1940-55. At this date it was considerably extended, with the addition of single storey lean-to ranges to both north and south elevations. Further minor extensions were added in later years, including a small flat-roofed toilet block to the angle between porch and east elevation. The west elevation appears to have been modified c.1980, with the addition of four modern window openings, corresponding to the creation of an internal mezzanine floor.

## HISTORY<sup>1</sup>

The first Certificate of Title for the site, Sections 1 & 2, Block VII, Arrowtown, was granted on the 11<sup>th</sup> May, 1883 William Welsh, a settler, of Arrowtown, although the land had originally been granted under another system to Samuel Goldston, a draper and storekeeper<sup>2</sup>, in 1870. The title was transferred to Catherine Welsh and Henry Brewer Smith on the death William Welsh in July 1888. In September 1891 Catherine Welsh sold the property to the trustees of the Wesleyan Church; the trustees were authorised to purchase it under the provisions of "The Wesleyan Methodist Church Property Trust Act 1887"

Several references exist to the church being built on the site after 1898<sup>3</sup> and this is borne out by an analysis of council rates books for the period, which show a change in descriptions of the site from "grass paddock" in June 1898 to "Wesleyan Church" in July 1899. Between these dates an article of 25<sup>th</sup> May 1899<sup>4</sup> states that "we [the people of Arrowtown] have a new Wesleyan Church".

When first built the church stood alone on the prominent corner site, but there were a few small cottages further along Berkshire Street to the west. It wasn't until the 1940s that the land to the north and west was more intensively developed and took on the courtyard-type design that exists today.

The site was sold by the Wesleyan trustees in 1909 to Graham Dick Baird and John Jenkins. These gentlemen were presumably members of the Anglican fraternity, as a reference exists to the building having been sold at that time to the Anglican Church, "for use as a Sunday School and hall"<sup>5</sup>

In 1906, according to an article in *The Mountain Scene* dated 28<sup>th</sup> March 1974 (p.2), the church "was leased [...] to the Education Board for the purposes of a district high school". The article also notes that "In 1913 the roll was so reduced that it was decided to close the school and the building again fell vacant." Document N0156 in the Arrowtown Museum archives also makes reference to the building having been leased as a District High School ca.1905-1913.

The property was purchased in 1921 by Mrs. Mary (or Mamie) Johnston. Both the *Mountain Scene* article and Document N1716 from the Arrowtown Museum archives note that she let it out as a hall for social occasions. The *Mountain Scene* further comments that "at that time it had a very beautiful garden."

On 1<sup>st</sup> August 1938 the section was bought by James Shaw of Arrowtown, who was a General Carrier/haulier. Shaw's company reportedly began by servicing its own vehicles, but gradually built the business up into a full garage service open to the public (this opened in the period 1941-2). The church was adapted for use as a garage store. The title for the site was transferred from James Shaw to Shaw Motors Ltd. on 1<sup>st</sup> December 1948 and the name of the registered proprietor was further changed in 1989 to AW and JM Shaw Properties Ltd.

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<sup>1</sup> Shaws Garage/former Methodist church, conservation report, Jackie Gillies + Associates (April 2008), supplemented with information from other sources

<sup>2</sup> Mackay's Otago Almanac, reference from

<http://otago-nominal-index.otago.ac.nz/details.php?recid=573717.2> – consulted 3/5/2013

<sup>3</sup> Julia Bradshaw, Arrowtown History and Walks (2001), p.38; Alan de la Mare, Arrowtown: Born of Gold in 1862 (2006), p.55

<sup>4</sup> Otago Witness, Issue 2361, 25 May 1899, Page 29

<sup>5</sup> Julia Bradshaw, p.38

The main alterations to the church were undertaken between about 1940 - 1955 when the north and south single-storey ranges were added and the present west windows are believed to date from about 1980.

The church is currently in use as an art gallery.

## **LANDSCAPE SUMMARY**

In its early years, the church was a prominent building in the townscape. This prominence has been eroded in the 20<sup>th</sup> century by both the alterations/additions to the church and by the buildings constructed in the locality. The origins of the building are, however, still recognisable and the garage site of which it forms part remains a familiar local landmark.

## **SOURCES**

Jackie Gillies + Associates. April 2008. Conservation report – Shaw's Garage/former Methodist church, Arrowtown.

Bradshaw, J. 2001. Arrowtown history and walks.

Lakes District Museum, Arrowtown

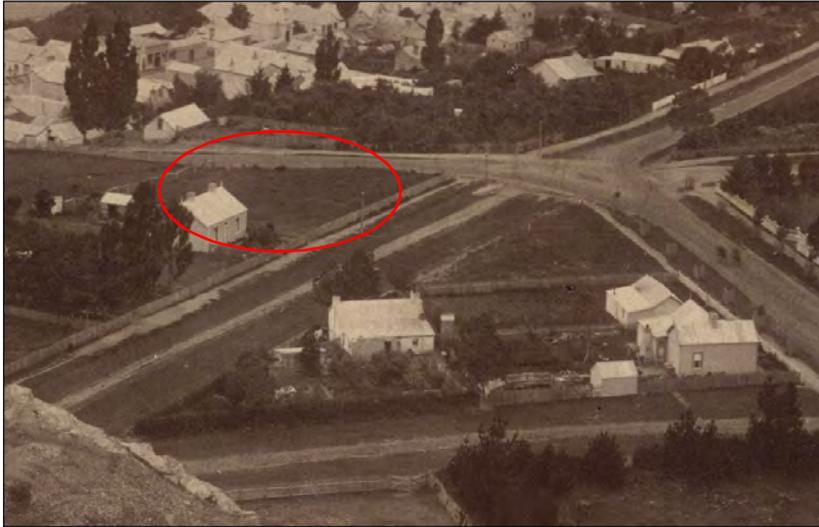
The Otago Nominal Index, University of Otago  
(<http://otago-nominal-index.otago.ac.nz/details.php?recid=573717.2>)

Otago Witness , Issue 2361, 25 May 1899

## **FILE NOTES**

N/A

**ADDITIONAL REFERENCES ATTACHED**



Detail from EL1287 "Arrowtown before 1896"

The site is marked in red



Detail from EL1258 "Arrowtown Oct 1900"

The church is clearly visible as a 4-bay single-cell structure.

Note belfry to east end. Note also door and window arrangement to west elevation.

**ENTERED BY:**

**DATE ENTERED:**

**PHOTOS BY:** Andrew Winter

**DATE TAKEN:** 15/04/2013

## Appendix

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER: 407



Photo 1 The railway lines adjacent to Kingston station yard/depot

**NAME:** The railway from Kingston to Fairlight (up to the QLDC District boundary)

**LOCATION:** From the Kingston wharf to the QLDC District boundary

**GPS Point:** 45°19'42" S 168°42'46" E (start)

**Constructed:** Circa 1878 (with possible replacement)

**Type/Use:** Railway track

**Builders:** Messrs Topham and Angus

**NZHPT Register:** N/A

**Valuation numbers:** 2913102800

**Legal Description:** Lot 2 Part Lot 1 DP 318661; Block I, V, XII Kingston SD; Sections 1-3, 5, 7-10, 12-15, 20, 23 & 24 Block VI Town of Kingston; Section 2, 4, 6-8, 10, 11, 25, Part Section 3 5, 9 Section 1; SO7617; Section 1-3 SO10898 SO 10760; Run 593.

Heritage Assessment	
Historic and Social Value -	High
Cultural and Spiritual Value -	Low
Architectural Value -	N/A
Townscape/Contextual Value -	Medium
Rarity and Representative Value -	Medium
Technological Value -	Low
Archaeological Value -	Low/ Medium
<b>Overall Heritage Value - Medium</b>	

**Condition:** Cursory inspection of small part only – until recently in use, but appears to be in fairly poor condition and in need of considerable maintenance. Becoming overgrown. Many sleepers now buried with consequent risk of decay/deterioration and corrosion of iron/steel components.

## **DISTRICT PLAN STATUS**

This item has a Category 3 status

## **SUMMARY OF SIGNIFICANCE**

### **Historic and Social**

The railway track, although no doubt repaired and modified many times since its original construction, is part of the line that reached Kingston in 1878 and connected Dunedin and Invercargill with the town and with shipping services on Lake Wakatipu (and hence with Queenstown and the Wakatipu Basin). The line is generally held in high esteem by local people and, historically, is one of the earlier lines to be developed. Accordingly, it is considered to have high historic and social value.

### **Cultural and Spiritual**

The railway line has some cultural value as a representation of an earlier way of life for the town when it was the end of the line and was a crucial outpost in the trade between Dunedin/Invercargill and the Wakatipu Basin.

### **Architectural**

N/A

### **Townscape and Contextual**

The railway line is considered to be a landmark and an important element of the local landscape. It represents man-made/industrial changes to the landscape in the 19th century.

### **Rarity/scarcity and Representative**

As a railway line/track alone, it is not considered to have any great rarity/scarcity value (although railway lines have been removed/taken up elsewhere in Otago and thus their commonality has been diminished). However, this particular track does have rarity/scarcity value for being the end of the line and the link to the historic shipping services of Lake Wakatipu.

### **Technological**

Other than being part of one of the country's earlier railway lines, the track is not thought to have any particularly unusual features that make it important in technological terms.

### **Archaeological**

The line/track has archaeological value owing to its pre-1900 construction, but (as above) it is not thought to have any great archaeological potential to inform about Otago and New Zealand history.

## DESCRIPTION

Iron or steel rails/sleeper railway tracks with associated points and levers.

## HISTORY

Construction of an Invercargill/Bluff line had started in the mid-1860s with wooden railway tracks. It was clear within a couple of years that these wouldn't last and there were problems with poor traction of the engines. By 1866, it was realised that the tracks needed to be converted to iron<sup>1</sup>.

By 1870, all the wooden rails had been replaced in iron and the construction of the line progressed as follows<sup>2</sup>:

- 1870 Winton (30 km from Invercargill)
- 1875 The first section to Caroline was opened
- 1876 The line extended to a station at Elbow (now called Lumsden)
- 1877 The line reached Lowther
- 1878 January – the line was constructed as far as Athol
- 1878 July – the line arrived in Kingston

The Southland Times<sup>3</sup> described the opening of the Bluff – Kingston railway on the 10th July 1878 saying *"About 15 years ago certain enterprising spirits projected a line of railway to unite the Bluff with the great gold yielding districts of the interior ranges. After many ebbs and flows in its tide of progress, this work, great certainly in the lapse of time taken to carry it through, and great it will undoubtedly be in its results on the prosperity of this southern country, was formally opened yesterday. The event was celebrated by a free trip from Invercargill to the Lake, and also by an entertainment given by Messrs Topham and Angus, the contractors for the last section of the line."*

Dunedin merchants quickly realised that Southland was gaining a trade monopoly with the Wakatipu and formed a company, known as the Waimea Plains Railway Company Ltd, to construct a line between Gore and Lumsden to reduce the distance between Dunedin and the Lake. This was completed on 24th May 1880. Not long after, a dispute arose when the Government decided to reduce services on the Invercargill – Kingston line and many felt Dunedin had been given the upper hand in the competition for trade with the Wakatipu Basin.

The Government took over the Waimea Plains line in November 1886 and the name of the "Kingston Flyer" originated shortly after that due to the speed of the small Yankee "K" Class locomotives on the line which usually operated on the Waimea Plains with 3 or 4 cars and a van<sup>4</sup>.

It is interesting to note that Hurst<sup>5</sup> says "Part of Vogel's scheme was to build the railways cheaply to get maximum mileage at the minimum cost, so the narrow gauge of 3 foot 6 inches (1.067 metres) was selected. Initially 40 pound/yard iron rails were used, although

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<sup>1</sup> Hurst T, The Kingston Flyer Line: A history, Wellington, Transpress NZ, 2004

<sup>2</sup> Ibid

<sup>3</sup> OPENING OF THE BLUFF AND KINGSTON (LAKE WAKATIPU) RAILWAY. Southland Times , Issue 3145, 11 July 1878, Page 2

<sup>4</sup> Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 11

<sup>5</sup> Hurst T, The Kingston Flyer Line: A history, Wellington, Transpress NZ, 2004

within a few years improved steel production measures enabled 53 pound/yard steel rails to be bought at similar cost. But it was to be 1912 before all the 40 pound rails on the Kingston line were replaced by heavier steel ones.” The weight of the rails at Kingston is not known, nor whether they are the original ones or heavier replacements – it would seem likely, given Miller’s comment, that as Kingston was the last section of the line to be laid, it was done in the heavier rails bought at similar cost (but this has not been confirmed).

### **LANDSCAPE SUMMARY**

The railway line is considered to be an important landmark in the town signifying its rail heritage past and is also an important visual element of the local landscape. It represents man-made/industrial changes to the landscape in the 19th century.

### **SOURCES**

**Hurst T, The Kingston Flyer Line: A history, Wellington, Transpress NZ, 2004**

**Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975**

### **FILE NOTES**

Any bridges or other structures/elements associated with the track should be included in the Category 3 status.

### **ADDITIONAL REFERENCES ATTACHED**



**Photo 2 The tracks between the engine shed and the station**



**Photo 3 The tracks outside the station**



**Photo 4 A points lever between the wharf shed and the station with the inscription 'NZR 1889'**

**ENTERED BY:**

**DATE ENTERED:**

**PHOTOS BY: Robin Miller**

**DATE TAKEN: August 2014**

## **Appendix**

### **CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES**

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

## 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

## 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

## 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER: 408



Image courtesy of Queenstown Lakes District Council

**NAME:** The Kingston Flyer – 2 engines and 7 carriages located in the vicinity of Kingston Railway Station and the railway station itself

**LOCATION:** Railway station and depot located close to the junctions of Kent Street and Somerset Street

**GPS Point:** 45°19'53" S 168°42'46" E

**Constructed:** Engines built in 1925 and 1927 and put into service in Kingston in 1971. Carriages of various dates of construction between c.1900 and 1923. Station erected 1973

**Type/Use:** Vintage steam train

**Builders:** Engines - Addington Railway Workshop, Christchurch and Hillside Railway Workshop, Dunedin

**NZHT Register:** N/A

#### Heritage Assessment

Historic and Social Value -	High
Cultural and Spiritual Value -	Medium
Architectural Value -	Medium
Townscape/Contextual Value -	High
Rarity and Representative Value -	High
Technological Value -	Medium
Archaeological Value -	N/A
<b>Overall Heritage Value -</b>	<b>High</b>

**Valuation numbers:** 2913104205  
2913109901

**Legal Description:** N/A

**Condition:** Uninspected, but generally the engines and carriages are in deteriorating condition and require repair and maintenance. The station is also in need of repair and maintenance.

## DISTRICT PLAN STATUS

The current entry in the District plan describes the Kingston Flyer as “Engines (2) and carriages (4), located in the vicinity of the Kingston railway, including the Kingston Railway Station. The latter is assumed to relate to the station building and its platform as other elements are listed separately – Item no. 406 ‘Railway turntable and water tank’, item no. 407 ‘The railway from Kingston to Fairlight (up to the QLDC District boundary)’ and item 409 ‘Water weir.....etc’. At present the Kingston Flyer and railway station are registered as **Category 1** items.

The outcome of this assessment is that the train and the Kingston station building/platform (see below) are considered to be Category 2 items. Their heritage value is considered to be as a ‘set’. The parts of the train to be included in the District Plan should be the two engines (Abs 779 & 795) and the seven timber-clad carriages (A 595, A 950, A1255, A1132, A1521, A 1518 & AF 1172). The reason for their Category 2 status is that they are considered to warrant permanent preservation because of their significance to the District in terms of tourism and the high esteem in which they are held locally. However, as a train set assembled in the early 1970s and brought to the site from elsewhere, they are considered to lack the high degree of historical *authenticity* expected of a Category 1 item. They all originate outside of the District and a considerable part of their history has taken place elsewhere in the country. As a comparison, the TSS Earnslaw was built in the early 19th century specifically for operation on Lake Wakatipu, has operated as a passenger/tourist service on the lake ever since and is (probably) the only commercial passenger/tourist-carrying coal-fired steamship in the southern hemisphere. It is classed as a Category 1 item in the District Plan and this is considered to be representative of its ‘heritage’ authenticity.

It is arguable that the A 595 Gallery (birdcage) car, in its own right, is a Category 1 item as it is understood to be the sole survivor of this type of carriage and only 5 were ever built (1899–1900). However, its underframe has been replaced and, like the remainder of the train, its historical authenticity within the District Plan is affected by its association with the District being only relatively recent. Carriage A1132 has an interesting history of use (Vice Regal/ministerial use), but the embellishments associated with these uses are believed to have been removed and, before becoming part of the ‘Kingston Flyer’ as a refreshment car, it is thought to have been converted/modified to a suburban car; accordingly, it is not considered to have the same authenticity and status as A 595.

Carriage AK1959 (located on Huntingdon Street) is a relatively modern, steel clad carriage and, as such, is not considered to have the heritage values of the timber clad carriages. It is considered appropriate for it to be excluded from the District Plan Inventory, along with the other rolling stock on-site.

The Station building is believed to have been erected on the site in about 1973 and its heritage value is derived from its connection with the train. If it were to be considered on its own merit only, it would not have sufficient heritage value to be listed in the District Plan as a heritage item in our opinion; it has been relocated and modified or is made up from new as

a mixture of new and salvaged elements and materials. It is not the original 19th century station.

In conclusion, these items are considered to have the following District Plan status:

Train and station as a 'set'	Category 2
Carriage A 595 in isolation	Category 2
Station in isolation	No status

## **SUMMARY OF SIGNIFICANCE**

### **Historic and Social**

The Kingston Flyer is representative of the railway and the first 'flyer'. The railway was instrumental to the development of the town from the late 1870s and to local transportation and shipping on the lake. At one time, there were railway cottages and other associated buildings close to the railway depot and wharf, but these have now been lost and the 'Kingston Flyer' is a tangible link with the town's past as a trading post.

The Kingston Flyer is generally held in high esteem locally and is important as a tourist attraction. It is considered to have particularly high social value locally.

### **Cultural and Spiritual**

The Kingston Flyer has some cultural value as a representation of an earlier way of life for the town when it was the end of the line and was a crucial outpost in the trade between Dunedin/Invercargill and the Wakatipu Basin. However, this is tempered by the fact that the Kingston Flyer of today is not the original train. Culturally, it may also be considered to have some significance in the District as a tourist attraction – tourism being a particular characteristic of the District's development and prosperity.

### **Architectural**

The train and station appear to remain reasonable intact and true to their early 1970s origins. Some alterations and additions have been made, but these are largely in keeping with the intended character of the picture-book 'Kingston Flyer'. The items are considered to have architectural/artistic value and to add significantly to the general character of the town. Their loss would significantly diminish the 'heritage' character of the immediate area.

### **Townscape and Contextual**

The Kingston Flyer plays an essential role in defining this part of the town and the wider railway reserve area up to the QLDC District boundary. It is of significant visual interest and amenity.

### **Rarity/scarcity and Representative**

The greatest rarity value is attached to the Gallery (birdcage) carriage A 595. This is one of only 5 such carriages ever built (between 1899 and 1900) and is now the only surviving carriage of this type. It therefore has high (if not exceptional) rarity value.

The 2 AB locomotives have medium rarity value as, although once very common, their numbers have substantially diminished. They do survive elsewhere in the country and the New Zealand Rolling Stock Register records 8 in total (including the 2 Kingston Flyer locomotives). Their black livery is representative of the 1920s period when they were both constructed.

There are also surviving carriages similar to those that make up the remainder of the train, but again these are a diminishing heritage resource and are considered to have medium scarcity value. The green livery is representative of the 'Pullman' style of the 1920s and 1930s.

### **Technological**

The two Abs are examples of New Zealand's most common steam engine, which were designed and built in the country. Accordingly they are considered to have medium technological value.

The Gallery (birdcage) carriage A 595 is considered to have high technological value as the survivor of only 5 carriages of this type ever built.

### **Archaeological**

Not applicable to the train and station themselves (but archaeology should be considered in connection with elements of the pre-1900 railway and station).

## **DESCRIPTION**

The Kingston Flyer is a vintage steam train of historic elements assembled together in 1971. At the time of the recent visit to Kingston, the following elements were identified in the fenced and locked station depot (no access inside the fenced area was possible) – brief information on each taken from the New Zealand Rolling Stock Register<sup>1</sup> has been added:

- AB 778 locomotive engine (black) no. 235-1925 – photo 1  
Builder was NZR Addington; built 1925; in service with NZR 1925 - 1969
- AB 795 locomotive engine (black) no. 252-1927 – photo 2  
Builder was NZR Hillside; built 1927 as WAB 795 and in service with NZR until 1947; converted to AB 795 in 1947 and remained in service to NZR until 1970
- A 595 "birdcage" gallery carriage (green) – photo 3  
Builder was NZR Addington; built 1900
- A 950 carriage (green) – photo 4  
Built 1906 as A 950 and in service as a passenger car until 1943; thereafter became a caravan (AF 950); frame AF 1173 fitted in 1971
- A 1255 carriage (green) – photo 6  
Builder was NZR Addington (in 1913)
- A 1132 carriage (green) – photo 7  
Builder was NZR Petone 1909; 1919 - 1932 1st class car; 1932 - 1935 Vice Regal car; 1935 - 1938 Ministerial car; 1938 - 1950 2nd class car; 1950 - 1969 Suburban car 1969 - 1971 NZR. Addington
- A 1521 carriage (green) – photo 8  
Builder was NZR Addington (in 1923)
- A 1518 carriage (green) – photo 6  
Builder was NZR Hillside (in 1923)

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<sup>1</sup> <http://www.nzrsr.co.nz/>

Furthermore, the following elements were located in the railway shed at the wharf and on a section at Huntingdon Street (with information from the New Zealand Rolling Stock Register):

- AF 1172 coach (green) – photo 5  
Originally A 1172 and built by NZR Addington in 1911; 1945 - 1974 Carvan - Af 1172
- AK 1959 coach (green) – photo 9 (Huntingdon Street)  
Builder was NZR Addington (in 1939); noted by NZRSR to be part of Mainline Steam

It is reported online that “An eighth carriage was added by Tranz Rail in 1999. 56' steel-panelled passenger carriage A 1958 (TMS A 56595), a former mainline passenger carriage, was transferred from the Tranz Scenic carriage pool to the Kingston Flyer to bolster capacity. This was the only new rolling stock to be added to the fleet since 1971 when the Flyer began running, and is the most modern carriage in the fleet although it is out of place with the other carriages.”<sup>2</sup> A carriage with the identification of A1958 was not located on site, but AK 1959 was found – neither carriage is considered worthy of heritage protection in the District Plan.

Within the station depot, there was a diesel locomotive, TR 350, which according to the New Zealand Rolling Stock Register was built by A & G Price and which has been used for shunting purposes (photo 10). Close to the engine shed near the wharf, there was a variety of freight rolling stock, which was photographed and recorded, but which has not been included in this heritage assessment.

The two locomotives are Pacific Class Abs; this class of engine was first designed in 1915 and is said to be New Zealand's most famous (and once common) type of locomotive. The Abs were the first in the world to develop one horse power for every pound of engine weight<sup>3</sup>. The Abs are known as 4-6-2 locomotives due to the arrangement of the wheels – 4 at the front, 6 drive wheels and 2 under the driver's cab – and the black livery is typical of the 1920s period<sup>4</sup>.

The 1971 Flyer had 7 cars, all of New Zealand Railways 'Pullman' livery; green elevations, white roofs, gold detailing and black underframes and running gear. The 7 cars comprised a 'birdcage' car, 3 passenger cars, a refreshments car and 2 guard/passenger cars, in all providing seating for 165 passengers<sup>5</sup>. Of these, the birdcage car is unique to New Zealand and was designed as a colonial version of the commonly-found side corridor and compartment passenger cars of Britain and Europe<sup>6</sup>. The day cars are typical of the Second Class South Island passenger cars of the 1920s and 1930s.

Information relating to the heritage values of the Kingston Flyer and obtained from the Rail Heritage Trust of New Zealand records that:

1. Gallery (birdcage) carriage A 595 is one of only 5 such carriages ever built. It is now the only surviving carriage of this type. Of the 5 carriages, 2 were built at Addington in 1900 and the other 3 were built at Hillside Workshops between 1899 & 1900. A 595 was built at the former and put into service in Christchurch<sup>7</sup>. It was fitted with the underframe from A 1549 in December 1971.
2. Carriage A 1132 has a unique history of use, including as a Vice Regal car and Ministerial car.

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<sup>2</sup> [http://en.wikipedia.org/wiki/Kingston\\_Flyer](http://en.wikipedia.org/wiki/Kingston_Flyer)

<sup>3</sup> Brailsford B & Mitchell D, *The Kingston Flyer – a traveller's companion*, Footprint Press (Christchurch), 1986 page 3

<sup>4</sup> *Ibid*

<sup>5</sup> *Ibid* pages 4-5

<sup>6</sup> *Ibid* page 6

<sup>7</sup> Miller FWG, *The Story of the Kingston Flyer*, Invercargill, Whitcoulls, 1975, page 28

3. The two AB locomotives were once common and several survivors remain today elsewhere in New Zealand.
4. There are many surviving carriages similar to those that make up the remaining carriages to the train.

It is reported online<sup>8</sup> that AB 795 once pulled the Royal train, but this has not been confirmed and is considered unsubstantiated by the Rail Heritage Trust of New Zealand<sup>9</sup>.

The station building is of vintage 'Troup'-style<sup>10</sup> (photo 11). Typical architectural features include the Marseille tile clad roof and crested ridge, timber-framed roof gables with finials (now missing), corbelled eaves, painted rusticated weatherboards, 9-light windows and the panelled door. The building was locked at the time of inspection and the interior could not be viewed, but it appears to comprise a mix and new and old materials/construction. Reference to the book "Down at the Station"<sup>11</sup> indicates that it was a new 'vintage' station with Troup mannerisms erected on the site in 1973, whilst information received from the Rail Heritage Trust of New Zealand suggests that it was originally part of Riversdale Station<sup>12</sup> (built 1908), which was demolished in 1973.

A large extension of no heritage value has been added on the wharf side of the 1973 station. It contains some old windows/glass, which appear to have been salvaged from another building. Reference to QLDC edocs indicates that an application for a 'temporary tavern' was made in 1986 to adjoin the 1973 station building. Reference is made in the records to a fire on the site and the granting of permission for a tavern building in 1988.

## HISTORY

### The original 'Kingston Flyer'

The Southland Times<sup>13</sup> described the opening of the Bluff – Kingston railway on the 10th July 1878 saying "*About 15 years ago certain enterprising spirits projected a line of railway to unite the Bluff with the great gold yielding districts of the interior ranges. After many ebbs and flows in its tide of progress, this work, great certainly in the lapse of time taken to carry it through, and great it will undoubtedly be in its results on the prosperity of this southern country, was formally opened yesterday. The event was celebrated by a free trip from Invercargill to the Lake, and also by an entertainment given by Messrs Topham and Angus, the contractors for the last section of the line.*"

<sup>8</sup> [http://en.wikipedia.org/wiki/Kingston\\_Flyer](http://en.wikipedia.org/wiki/Kingston_Flyer)

<sup>9</sup> Personal communication with the Rail Heritage Trust of New Zealand August 2014

<sup>10</sup> The history of station building in New Zealand can be split into three periods:

Pre-Vogel period 1863 – 1871 (no stations from this time survive)

Vogel period 1872 – 1903

Troup period 1904 – 1945

The Vogel period is named after Julius Vogel, Colonial Treasurer and the 8<sup>th</sup> Premier of New Zealand, who was responsible for a great public works programme in the country involving roads, railways and other communications. George Alexander Troup started his architectural career as a draughtsman with the Dunedin district engineer's office of the New Zealand Railways. He progressed through the company and was promoted to officer in charge of the architectural division in 1919. He was involved in many major railway projects, planned new stations at Oamaru and Wanganui and designed Dunedin Railway Station. SEE OVER.

Stations were constructed according to a series of standard designs within the Vogel and Troup periods.

<sup>11</sup> Mahoney JD, Down at the station – a study of the New Zealand Railway Station, Dunmore Press, Palmerston North, 1987 page 167

<sup>12</sup> Personal communication with the Rail Heritage Trust of New Zealand August 2014

<sup>13</sup> OPENING OF THE BLUFF AND KINGSTON (LAKE WAKATIPU) RAILWAY. Southland Times , Issue 3145, 11 July 1878, Page 2

Dunedin merchants quickly realised that Southland was gaining a trade monopoly with the Wakatipu and formed a company, known as the Waimea Plains Railway Company Ltd, to construct a line between Gore and Lumsden to reduce the distance between Dunedin and the Lake. This was completed on 24th May 1880. Not long after, a dispute arose when the Government decided to reduce services on the Invercargill – Kingston line and many felt Dunedin had been given the upper hand in the competition for trade with the Wakatipu Basin.

The Government took over the Waimea Plains line in November 1886 and the name of the “Kingston Flyer” originated shortly after that due to the speed of the small Yankee “K” Class locomotives on the line which usually operated on the Waimea Plains with 3 or 4 cars and a van<sup>14</sup>. Miller makes it clear that the original ‘Kingston Flyer’ name was associated with the former trains that ran between Gore, across the Waimea Plains, to Lumsden and Kingston and has been inherited by the excursion train that operated between Lumsden or Fairlight and Kingston in the last 40 years or so<sup>15</sup>.

The ‘Flyer’ ran between Kingston and Gore on Mondays, Wednesdays and Fridays and then Kingston and Invercargill on Tuesdays and Thursdays. The train also provided a passenger service between Dunedin and Kingston in holiday periods connecting with the shipping services on Lake Wakatipu and so providing a tourist route through to Queenstown. The construction of a road between Kingston and Queenstown in the 1930s (sealed in the 1960s) resulted in the service being replaced by buses and the operation of the train fell into decline during the 1950s; the final ‘Kingston Flyer’ run took place in the Easter holiday of 1957, although trains continued to run on the Waimea Plains until 31st March 1971.<sup>16</sup>

#### The ‘Kingston Flyer’ today

In 1970 the Kingston line was threatened with closure, but returning back to Wellington after hearing local representations, Peter Gordon and Ivan Thomas, the Head of Railways, struck on an idea to create a new freight/passenger/tourist line based upon a heritage service. The ‘new’ Kingston Flyer was born and comprised two Abs from Lyttelton, together with a variety of ‘heritage’ carriages, all of which were repaired and refurbished. The Flyer became a popular attraction during the 1970, but again had succumbed to problems by 1979, when the train was moved to Bluff. Unfortunately it did not prosper there either and the viability of the tourist service in Bluff was in doubt by 1982.

A consortium (Kingston Flyer Ltd) was successful in relocating the train back to Kingston, but by this time the track had fallen into disrepair and a number of the bridges were considered unsafe; instead of running between Garston and Kingston, the operating line was reduced to between Fairlight and Kingston.

## **LANDSCAPE SUMMARY**

As an operating steam train, the ‘Kingston Flyer’ is considered to have landscape value both as a reminder of the trains that have been seen regularly operating in this area since the late 1870s and for the connection that it maintains with human changes to the landscape (bridges, embankments, tracks, etc) during that time.

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<sup>14</sup> Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 11

<sup>15</sup> Ibid

<sup>16</sup> <http://www.kingstonflyer.co.nz/our-story.html>

## SOURCES

Miller FWG, *The Story of the Kingston Flyer*, Invercargill, Whitcoulls, 1975

Brailsford B & Mitchell D, *The Kingston Flyer – a traveller's companion*, Footprint Press (Christchurch), 1986

Mahoney JD, *Down at the station – a study of the New Zealand Railway Station*, Dunmore Press, Palmerston North, 1987

## FILE NOTES

The existing District Plan description records the train as being 2 engines and 4 carriages. As far as it has been possible to determine to date, the early 1970s train was originally 2 engines and 7 (wood clad) carriages with an additional steel clad carriage being added in the late 1990s.

## ADDITIONAL REFERENCES ATTACHED



Photo 1 AB 778 locomotive



**Photo 2 AB 795 locomotive**



**Photo 3 A 595 'Birdcage' gallery coach (on right)**



Photo 4 A 950 coach



Photo 5 AF 1172 coach



Photo 6 Behind the water tower, A 1255 coach on the left and A1518 on the right



Photo 7 A 1132 coach



Photo 8 A 1521 coach (centre)



Photo 9 AK 1959 coach (standing on a section opposite 23 Huntingdon Street)



Photo 10 TR 350 diesel locomotive



Photo 11 The 1973 Kingston Station building is on the left of the photograph and has the Marseille tile roof. The building adjoining on the right is a later addition.



**Photo 12 The train at Kingston station c.1926. The original station building is on the left near the rear of the train and is very different to the building that exists on the platform today. (Photograph courtesy of the Alexander Turnbull Library)**

**ENTERED BY:**

**DATE ENTERED:**

**PHOTOS BY: Robin Miller**

**DATE TAKEN: August 2014**

Search results from New Zealand Rolling Stock Register <http://www.nzrsr.co.nz> for engines/carriages associated with the 'Kingston Flyer'



## Register Search Results

[Help](#)

Search For:  » In:  ▼

Order By:  ▼ » In:  ▼

Your search for "kingston flyer" in "All Fields" has returned **28** results.

Hits on your search are highlighted in yellow in the table below.

Listed Under	Class	No.	TMS Class No.	TMS No.	Name	Sub-Class	Wheel Arr.	Builder	Status	Purpose	Length	Body Type	Location	Notes	C&W Notes	Source	Photo	Confirmed
Passenger Cars	A	595	A	50702				NZR - Addington 1900	In Service		43' 9"	Wood Clad	Kingston Flyer	1900 - 1955 NZR (A 595) 1956 - 1972 Ways & Works (Ea 2847) 1972 Gallery Car 47' 6" chassis used	Complete	Paul Dillicar		2010-10-10



Rolling Stock Register

Cars	Aa	1132	A	50710	Petone 1909	Stored	50\0"	Clad	Flyer	NZR. Addington 12/1971 Kingston Flyer. Refreshments  Photo: Kingston, 10/2012	Complete	Image	2010-03-10
Passenger Cars	Af	950	AF	35	NZR - Addington 1943	In Service	47' 6"	Wood Clad	Kingston Flyer	1906 - 1943 Car - A 950 (HSD/1906) 1943 - 1971 Carvan - Af 950 (ADD/1943) 1971 Kingston Flyer Frame ex-Af 1173 fitted 1971 (ADD)  Photo: Kingston, 10/2012	Complete		2010-03-10
Passenger Cars	Af	1172	AF	41	NZR - Addington 1945	Stored	47' 6"	Wood Clad	Kingston Flyer	1911 - 1945 Car - A 1172 (ADD/1911) 1945 - 1974 Carvan - Af 1172 (ADD/1945) 1974 Kingston Flyer  Photo: Kingston, 10/2012	Complete		2010-03-10



						235 of 1925					<p>stored 2011 - 01/2013 Kingston Flyer (IS) 2013 Overhaul</p> <p>Photo: Fairlight, 1995</p>							
Steam Locomotives	Ab 795		4-6-2	NZR - Hillside	252 of 1927		Stored		<p>Kingston Flyer</p>	<p>1927 - 1947 NZR Service (Wab 795) 1947 - 1970 NZR Service (Ab 795) 1970 - 1971 NZR Restored 1971 - 197X Kingston Flyer 197X - 197X Bluff? 197X - 20XX Kingston Flyer, IS 20XX - 2011 Kingston, stored 2011 Kingston Flyer</p> <p>Photo: Kingston, 2001</p>								
										<p>1878 - 1928 NZR Service 1928 - 1985 Oreti River, Mararoa Jct. 1985 - 1991</p>								



Diesel Locomotives	Tr	104	TR	350				A & G Price	In Service				Photo:						
					0-4-0			173 of 1957					Kingston Flyer	Photo: Kingston, 10/2012				Railway Motive Power 2002 - D Parsons.	
Freight Wagons	Ep		EP						Stored				Kingston Flyer	Photo: Kingston, 10/2012					
Freight Wagons	Yb	620	YB	1633	Yb-4				Stored	Ballast Wagon	Steel Body		Kingston Flyer				Email - PD		
Freight Wagons	Yb	761							Stored	Ballast Wagon	Steel Body	2009 KAL 2011 Kingston Flyer Ltd	Kingston Flyer	Photo: Kingston, 10/2012			Email - PD		
Freight Wagons	Yf	911	YF	155	Yf-1		1964		Stored	Ballast Wagon	Steel Body	2009 KAL 2011 Kingston Flyer Ltd	Kingston Flyer	Photo: Kingston, 10/2012			Email - PD		
												2009 KAL 2011							

Freight Wagons	Ks	5283	KS	20139	Ks-2	NZR - Addington 1973	Stored	Box Wagon	Steel Body	Kingston Flyer	Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10- 10
Freight Wagons	Kp	2119	KP	13002	Kp- 2	Mitsubishi Heavy Industries	Stored	Box Wagon	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10- 10
Freight Wagons	Kp	1760	KP	9169	Kp- 2	Yugoslavia 1964	Stored	Box Wagon	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10- 10
Freight Wagons	Lpf	904					Stored	Fertiliser	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10- 10
Freight Wagons	Nh	474					Stored	Flat Deck	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10- 10

## Rolling Stock Register

Freight Wagons	Nf	NF	2481	Nf-1		Stored	Flat Deck	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10-10
Freight Wagons	N					Stored	Flat Deck	Wooden Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012			
Freight Wagons	Vr	VR	262	Vr-1		Stored	Insulated Meat	Steel Body	Kingston Flyer	1964 - 1985 NZR 2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10-10
Freight Wagons	Vs	VS	564	Vs-1		Stored	Insulated Meat	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10-10

## Appendix

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.

- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER: 409



Photo 1 Concrete weir and iron grill (with yellow 1000mm rule for scale)

**NAME:** The Kingston station water supply weir and tank (but not the piping)  
**LOCATION:** Base of the Shirttail stream waterfall behind the Te Kere Haka reserve walkway

**GPS Point:** 45°19'39.50" S 168°42'40" E

**Constructed:** Unknown – possible late 19th century origin or early 20th century

**Type/Use:** Water supply to station/other buildings

**Builders:** Likely to be for or on behalf of New Zealand Railways

**NZHPT Register:** N/A

**Valuation numbers:** 2913101801

**Legal Description:** Section 1 Block X Part Section 8 Block Kingston SD Scenic Reserve Balance at 29280-43500

**Condition:** Reasonable condition – in working order

Heritage Assessment	
Historic and Social Value -	Medium
Cultural and Spiritual Value -	N/A
Architectural Value -	Low
Townscape/Contextual Value -	Low
Rarity and Representative Value -	Medium
Technological Value -	Medium
Archaeological Value -	Medium (possible)
<b>Overall Heritage Value - Medium</b>	

## **DISTRICT PLAN STATUS**

This item has a Category 3 status

## **SUMMARY OF SIGNIFICANCE**

### **Historic and Social**

The concrete weir and tank have medium historic and social significance for their association with the railway at Kingston – they are associated with an important period of industrial development and commercial trade/tourism in Kingston. Their date of construction is not clear, but it seems likely that the Shirtail stream has supplied the railway since its early days and there have been connections to nearby domestic and commercial buildings since at least the late 19th century. On balance, it is thought unlikely that the weir and tank are part of the 19th century supply, but that they are an early 20th century improvement to it.

### **Cultural and Spiritual**

N/A

### **Architectural**

The weir and water tank are of rudimentary and functional design and are not considered to have more than low architectural value.

### **Townscape and Contextual**

The structures are of some interest/value, combined with the stream, as evidence of how natural features in the landscape adjoining the railway station have been harnessed for use in connection with the operation of the steam trains, the station building and its neighbouring buildings. They do not however have visual townscape or landscape value in their own right.

### **Rarity/scarcity and Representative**

The collection of water by way of gravity-fed pipes and reservoirs from natural water sources is common (and has been extensively used, for example, in gold-mining and hydro-electric operations), but it is unknown as to how many working examples remain in use for railway and adjoining domestic/commercial activities nationally – certainly no other railway-specific examples are thought to exist in the District. Further investigation and research would be necessary for a definitive answer, but based on the District-wide approach the weir and tank have at least 'medium' rarity/scarcity value.

### **Technological**

The structures have medium technological value as an example of a system of rudimentary water collection for railway and domestic/commercial activities. The system has however been modified with 20th century pipework and a galvanised steel lid to the tank.

### **Archaeological**

It is possible that the structures date from the 19th century, but even if they are early 20th century in origin, there is evidence to suggest that this part of the Shirtail stream has been associated with pre-1900 human activity as a source of water collection. As such, it is considered to have potential archaeological value.

## DESCRIPTION

The water supply comprises a three-sided, concrete weir built in the stream. The weir has a diameter of approx. 3 metres and a height of roughly 600mm. This forms a reservoir, which channels water into an iron pipe (approx. 4" diameter) or allows it to overflow when the stream is running well. In front of the catchment pipe is an iron grill, which gives the pipe some protection from stones and branches that might otherwise block it.

The pipe supplies a concrete tank approx. 12 - 15m further down the stream. This tank seems to have originally been open, but has been covered by a galvanised steel, hinged lid in more recent times. This tank allows sediment to settle and can overflow by way of a lower lip on the lake side.

The weir and tank are of similar concrete construction and appear to be contemporary in age.

On one side of the tank, near the top, is an old iron outlet pipe, which has been blocked by a cloth and on the other is a modern plastic pipe upstand, which collects water and directs it to a (modern) black alkathene pipe of approx. 60mm diameter. The blocked iron pipe disappears into the ground (original route/connection unknown), but the black alkathene pipe can be seen again closer to the lake and is thought to supply the station and other nearby buildings (unconfirmed).

The system is rudimentary, but appeared operational. There were signs of maintenance having been carried out, including a long-handled shovel on one side of the weir.

## HISTORY

The Southland Times<sup>1</sup> described the opening of the Bluff – Kingston railway on the 10th July 1878 saying *"About 15 years ago certain enterprising spirits projected a line of railway to unite the Bluff with the great gold yielding districts of the interior ranges. After many ebbs and flows in its tide of progress, this work, great certainly in the lapse of time taken to carry it through, and great it will undoubtedly be in its results on the prosperity of this southern country, was formally opened yesterday. The event was celebrated by a free trip from Invercargill to the Lake, and also by an entertainment given by Messrs Topham and Angus, the contractors for the last section of the line."*

Dunedin merchants quickly realised that Southland was gaining a trade monopoly with the Wakatipu and formed a company, known as the Waimea Plains Railway Company Ltd to construct a line between Gore and Lumsden to reduce the distance between Dunedin and the Lake. This was completed on 24th May 1880. Not long after, a dispute arose when the Government decided to reduce services on the Invercargill – Kingston line and many felt Dunedin had been given the upper hand in the competition for trade with the Wakatipu Basin.

The Government took over the Waimea Plains line in November 1886 and the name of the "Kingston Flyer" originated shortly after that due to the speed of the small Yankee "K" Class locomotives on the line which usually operated on the Waimea Plains with 3 or 4 cars and a van<sup>2</sup>.

The development of a station at Kingston meant that a reliable water supply was required, not only to supply the water tank used by the steam engines, but also the railway buildings. It

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<sup>1</sup> OPENING OF THE BLUFF AND KINGSTON (LAKE WAKATIPU) RAILWAY. Southland Times , Issue 3145, 11 July 1878, Page 2

<sup>2</sup> Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 11

is not clear when the reservoir, tank and pipework for the existing supply were constructed, however the following timeline is helpful<sup>3</sup>:

- 1878            The Kingston line and station were opened.
- 1896            NZR correspondence (File 625, Dunedin) concerning the drainage and water supply at Kingston confirms that a supply to the station building was in place at that time and that the railway ganger (William ?????) and the hotel keeper, Elizabeth Macdonald, had requested a right to connect to it. A sketch on the side of a letter shows the supply being way of a 2" pipe to the railway tanks and from there to the station building in a 1" pipe (photo 6). The source of the water is unfortunately not shown.
- Further correspondence (photos 7 & 8) to the Resident Engineer, Dunedin, relates to problems encountered by the engine turntable due to silting from clay run-off, but refers to the problem being "greatly aggravated by the arrangements made some years ago by the occupier of the hotel for obtaining a supply of water. The arrangement is indicated on [the] attached sketch". The sketch shows a freehand line leading from a creek to the lake (being the hotel's supply) and the supply (straight line) for the station coming from a 'reservoir' on the creek via a 2" pipe. No tank is shown.
- 1898            NZR correspondence indicates that there was a problem with the reservoir being empty and the supply for 'washing-out' running dry.
- 1899            A NZR memo dated 18th March 1899 and entitled 'Kingston water supply' to the Foreman of Works, Invercargill advises "As verbally instructed please transfer the inlet to this service over to the next creek building a new reservoir in the position pointed out on the ground."
- 1925            NZR correspondence between the Maintenance Department (Lumsden) and the District Engineer (Dunedin) refers to problems of the water supply intake pipe blocking in the stream advising "...the water at Kingston is supplied from a stream and the pipe that carries the water from the stream to the tank is a 3" one open at the intake end and when the water rises after rain the pipe becomes blocked with shingle and all the Dept. houses, as well as the Locomotive Department and Hotel is [sic] supplied from this service, it has to be attended to whenever it becomes blocked. I might say that this water service gives a good deal of trouble at this time of year, also at the fall of the year when it becomes blocked with leaves and rubbish off the trees. I have instructed Thomas to clean out the stream and to cover the open end of the pipe."

There are two gullies with streams on the mountain side behind the Kingston station and wharf. The available information in the NZR correspondence does not describe or name the stream supplying the water to the station, but if the 1896 sketch is roughly accurate, it would suggest that the water came from the Shirttail stream (as it does today). In that case, it would appear that the source streams were not changed in 1899. Either way, it is clear that the station water supply on Shirttail creek originated between 1878 and 1896 or it was changed to Shirttail stream in 1899.

It is not possible to accurately date the concrete weir/reservoir and tank, but clearly they are 'old' and it is possible that they are part of the 19th century installation. None of the 19th century correspondence and associated sketches refer to a tank, although this could have been an improvement made following the 1898 concerns over the reliability of the scheme.

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<sup>3</sup> Archives New Zealand: Record R7261322 'Right to connect pipe to Department's water supply at Kingston' 1896 – 1981

The tank was however clearly in place by 1925 and it is probable that this is when the grill was added to protect the open end of the pipe in the stream. It is clear that the iron pipes found in the weir/reservoir wall and blocked off in the tank are of greater diameter than the 2" pipes referred to in the 19th century NZR correspondence. On balance, a 20th century origin for the weir and tank would seem most probable.

## **LANDSCAPE SUMMARY**

The weir and tank are covered by reasonably dense bush and, as such, are not considered to have visual landscape value in their own right. They are however of interest as evidence of how natural features in the landscape adjoining the railway station have been harnessed for use in connection with the railway and its neighbouring buildings.

## **SOURCES**

Archives New Zealand, Dunedin:

Record R7261322 'Right to connect pipe to Department's water supply at Kingston' 1896 – 1981

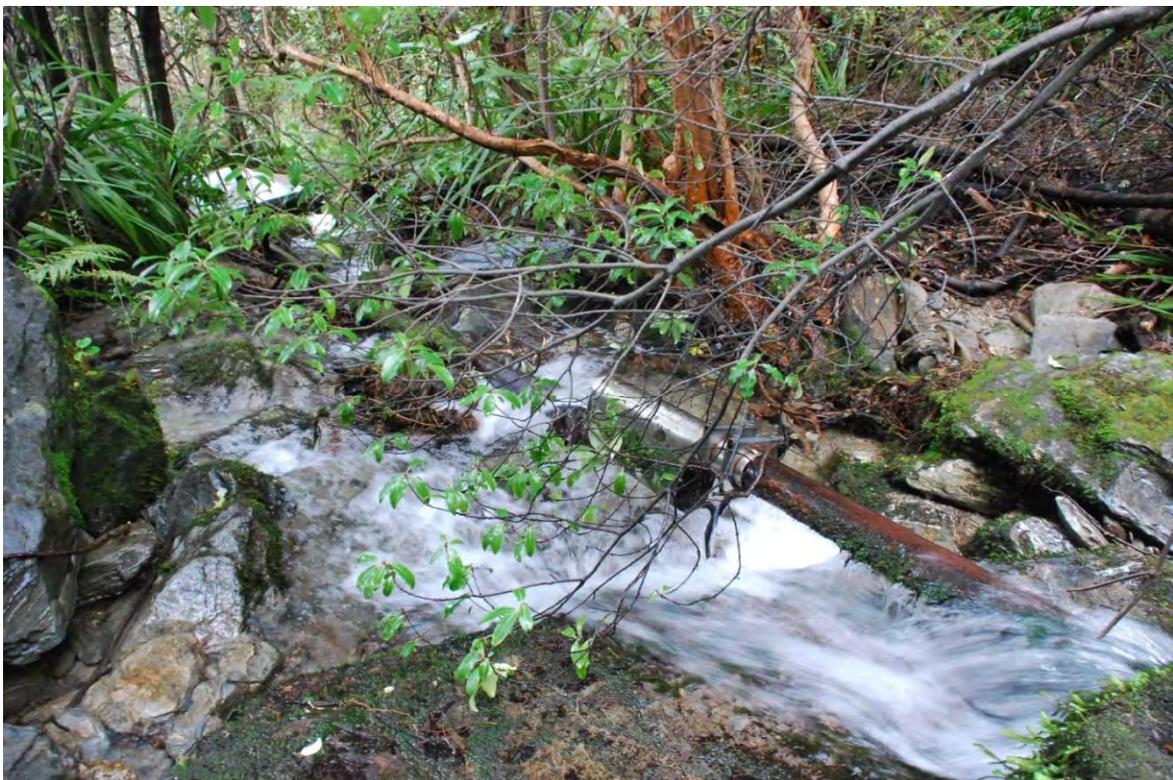
## **FILE NOTES**

N/A

**ADDITIONAL REFERENCES ATTACHED**



**Photo 2 The half-round iron grill protecting the mouth of the supply pipe at the weir (with yellow 1000mm rule).**



**Photo 3 The supply pipe leaving the weir and with the roof of the tank visible further downstream.**



**Photo 4 The concrete storage tank with (modern) galvanised steel lid.**



**Photo 5 The concrete storage tank (approx. 200mm thick walls) with rudimentary overflow.**

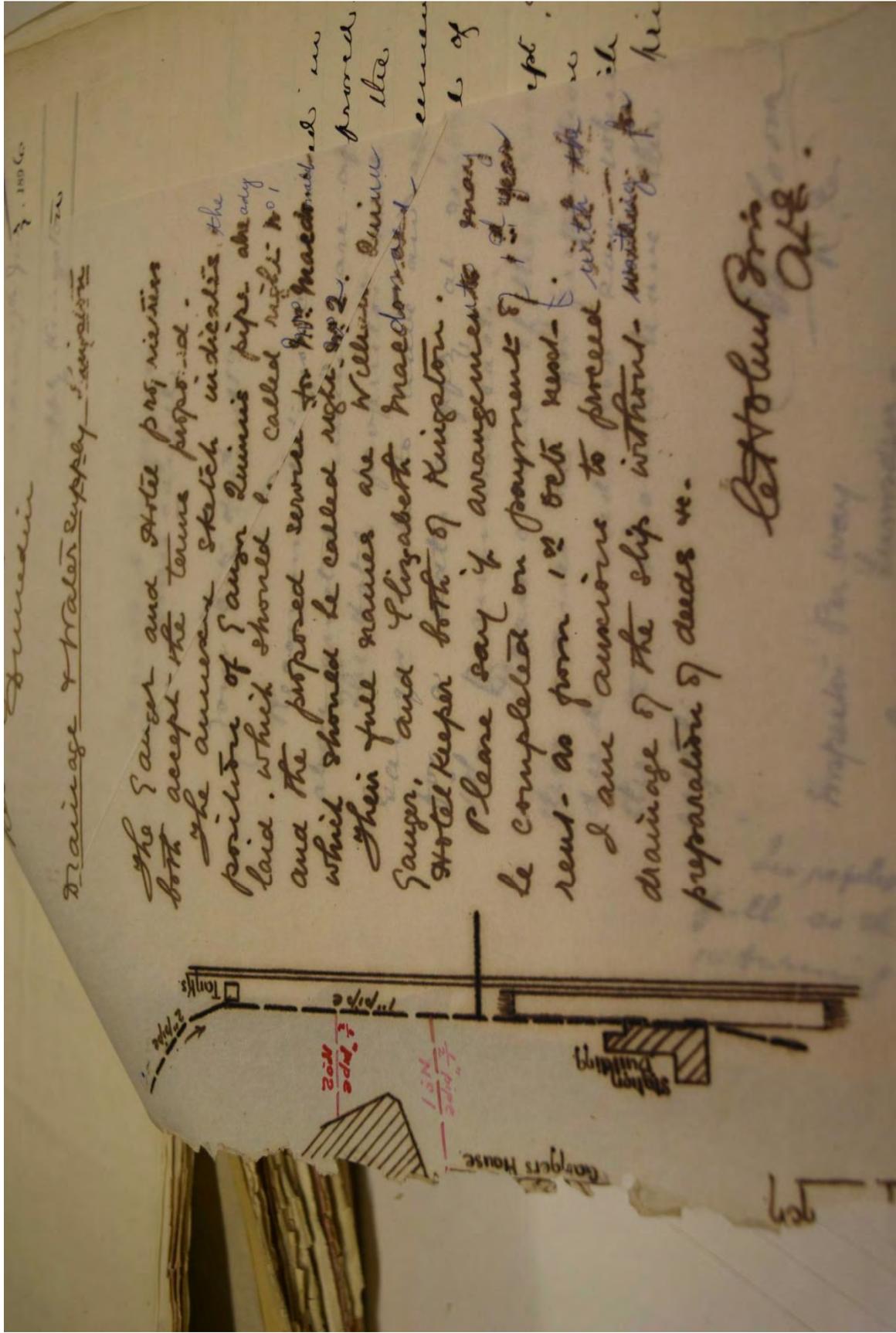


Photo 6 Railway correspondence dated 1896 regarding private rights to connect to the existing water supply to the station building.

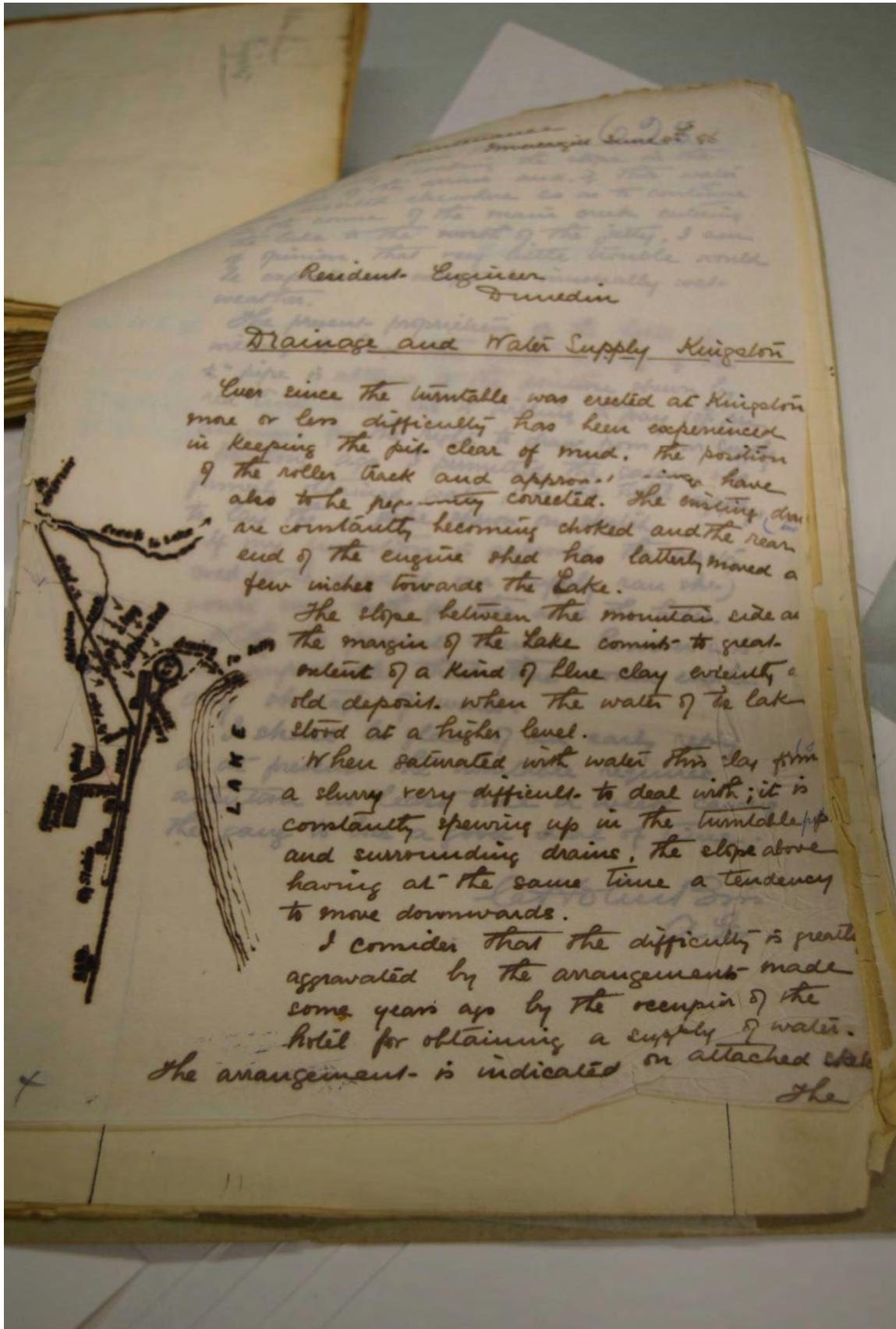


Photo 7 Railway correspondence from 1896 with a crude sketch of the water supply installation.

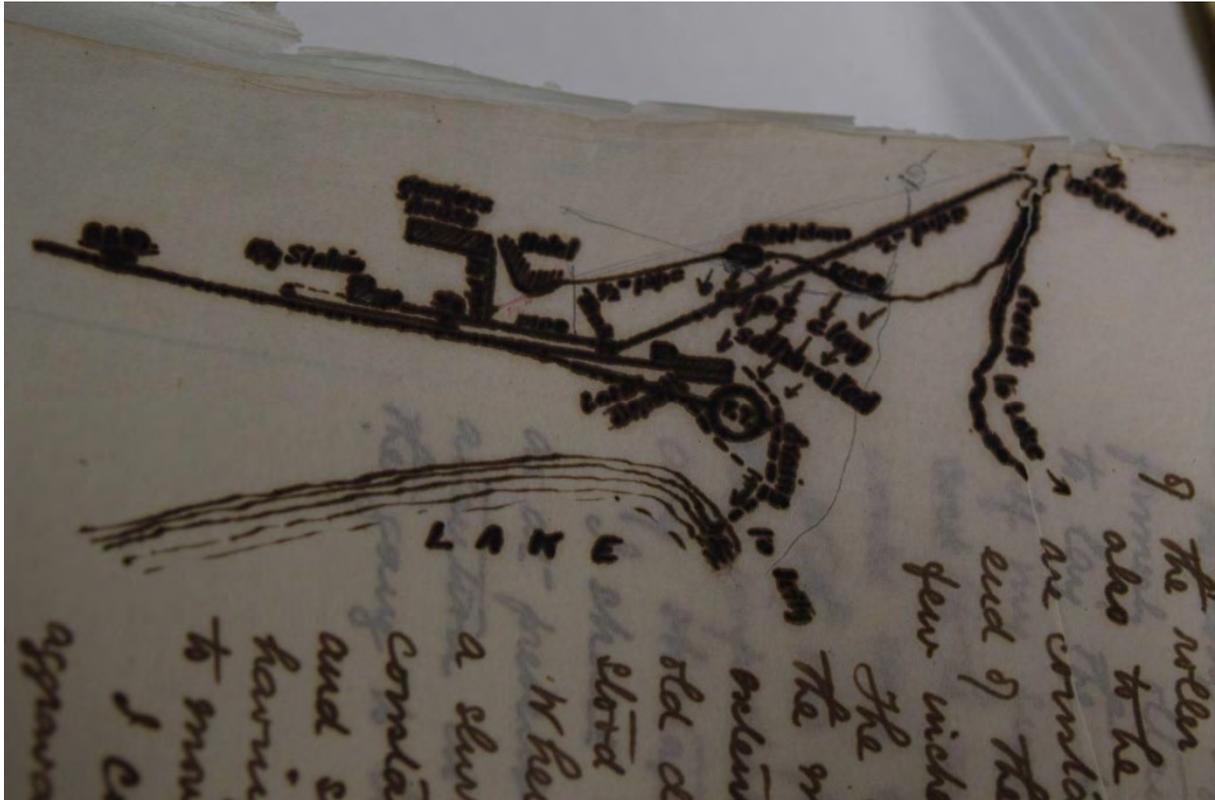


Photo 8 Close-up of the sketch in photo 7. Although difficult to read, the top right annotation says 'reservoir' with 'creek to lake ' below it. The station building is annotated on the left, the straight line leading from the reservoir has the annotation '2" pipe' and between the reservoir and lake an area of marshy ground is shown '???? clay saturated'. The latter is where the Te Kara Haka raised walkway is today.

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Robin Miller

DATE TAKEN: August 2014

## Appendix

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.

- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

**ITEM NUMBER:**



**NAME:** Kinloch Lodge, jetty and wharf building

**LOCATION:** Kinloch, Head of Lake Wakatipu

**GPS Point:** 44°50'38" S 168°20'55" E

**Constructed:** c. 1872/3

**Building Type/Use:** Lodge/former hotel

**Materials:** Timber and corrugated iron lodge, timber jetty and timber wharf building

**Style:** Colonial

**Architect:** None

**Builder:** Luckie & Fletcher (most likely) - Lodge

**NZHPT Register:** N/A

**Valuation number:** 2911121600 (Kinloch Lodge)

**Legal Description:** Sec 4, Blk XX  
Town of Kinloch (Kinloch Lodge)

**Condition:** Lodge – Good  
Wharf building - Good  
Jetty – Fair only

<b>Heritage Assessment</b>	
Historic and Social Value -	<b>High</b>
Cultural and Spiritual Value -	<b>Moderate</b>
Architectural Value -	<b>Moderate</b>
Townscape/Contextual Value -	<b>High</b>
Rarity and Representative Value -	<b>High</b>
Technological Value -	<b>Moderate</b>
Archaeological Value -	<b>High</b>
<b>Overall Heritage Value -</b>	<b>High</b>

## **DISTRICT PLAN STATUS**

Whilst unsympathetic development in the vicinity of the lodge and jetty would be highly detrimental to the cultural heritage values of these structures, the neighbouring area is not considered to support the designation of a heritage precinct.

It is however recommended that:

1. The historic lodge is upgraded from a Category 3 item to a Category 2 item; and
2. The jetty and wharf building are registered as a Category 2 item.

## **SUMMARY OF SIGNIFICANCE**

### **Historic and Social**

The lodge and jetty have extremely important historical and social connections with the very early days of tourism and shipping on the lake. Richard Bryant saw the potential for visitor accommodation at the head of the lake and built the Kinloch Accommodation House there with the Glacier Hotel/Lodge following a year or two later. Bryant was a true pioneer and the Bryant family have a special place in the development of lake tourism.

The sawmill and its jetty at Kinloch was very important in the early life of Queenstown for the timber it produced. The Antrim, one of the most well-known ships to serve on the lake, was built there and it seems likely that the shipwrights who built it also built the Lodge for Richard Bryant.

The jetty at the Kinloch Lodge is symbolic of the success of Bryant's vision for tourism. It was the focal point for the thousands of tourists who visited the area for a period of nearly 100 years. The remains of the original jetty seem still to be present in the water below the existing jetty and the latter, in its original form, could date back to the 1890s (the wharf building was present on it by 1904).

### **Cultural and Spiritual**

The structures have cultural value for their association with the way that Queenstown and the other lake settlements have developed and become dependent upon tourism. Lake shipping diminished considerably once the Queenstown/Glenorchy road had been opened, but for nearly 100 years the Lodge and its jetty were crucial as part of the lake's tourism infrastructure – a livelihood that a considerable number of people have relied upon. There still remains today the potential for a new cycle of water-borne tourism to develop.

### **Architectural**

As outlined in the 2005 inventory for the lodge, the building is representative of early settler architecture. The building is unique in style and scale in the District and is a very authentic and now rare example of a structure erected in the early 1870s.

The jetty is by its nature quite functional and has architectural value for that very reason. Importantly its wharf shelter still exists although it no longer sits in its original position, but instead has been moved to the adjoining bank.

### **Townscape and Contextual**

The lodge and jetty define the head of the lake. They are really all that now remains of the historic Kinloch Township. They are important local landmarks, without which much of the story of the head of the lake would be lost.

### **Rarity and Representative**

As described above the remaining authenticity of the Lodge makes it a rare structure and it is almost certainly unique in terms of its style and scale.

Very little now remains of the shipping and lake tourism infrastructure on the lake; the jetty and its wharf building therefore have high rarity and representative value.

### **Technological**

The lodge underwent modernisation and refurbishment about 10 years ago, but as far as it has been possible to tell, the former wall finishes of hessian scrim and wallpaper remain behind. A considerable amount of the original building fabric also seems to remain, although the shingles on the roof were replaced with iron early on in the 20<sup>th</sup> century. The building is therefore considered to have moderate to high technological value.

## **Archaeological**

Analysis of the oldest photographs of Kinloch shows that there was once a good number of buildings in the vicinity of the lodge and jetty. As well as the archaeological evidence of the buildings themselves, there are likely to be associated items such as rubbish pits, gardens, workshops and stores – all of which have the potential to provide important evidence about the settlement of the head of the lake pre-1900.

## **DESCRIPTION**

The various structures that are the subject of this assessment are located on Armadale Street at what would have been the southern end of the Kinloch Township had it substantially developed. This is the northern-most point of the lake, where it meets the Dart River.

Kinloch Lodge is described in detail in the 2005 report for QLDC by Rebecca Reid and Owen Lawrence, but essentially it is timber-framed building of Colonial design built on rising ground so that the 'ground floor' accommodation is raised up above a large basement area on Totara piles. The main roof is gabled and quite steeply pitched, although it shallows over the front veranda, which enjoys wide-ranging views of the lake and mountains. The roof was originally clad with timber shingles, but these were replaced with corrugated iron in 1909, when Tom Bryant regained the ownership of the lodge for the Bryant family.

The two stone and brick chimneys (one on either gable end of the building) are not original elements of the design and are not present in the earliest photographs of the lodge dating from the early 1870s. They are however in place in photographs from the mid 1880s. The brick upper sections of both chimneys have been built in relatively recent years.

The lodge also retains old wall and ceiling finishes behind the 21<sup>st</sup> century linings.

The earliest references to a jetty at Kinloch date to 1873/4. A jetty supported on round timber piles remains today and there is clear evidence of it being built on top of an earlier structure (of which many truncated timber piles still exist). The date of construction of the second jetty is not clear, but photographs confirm that it had been built by 1904. It had a small timber and weatherboard clad wharf building constructed on it and this also remains today, although it has been moved onto the bank adjacent. The most likely use of the wharf building seems to be a shelter for waiting passengers and the open front of it (facing south down the lake) has been in-filled, but its form is still clear.

Old photographs seem to suggest that the plain, rectangular timber deck of the original jetty ran directly onto the bank, whereas the bank abutment that remains today is built of stone – mostly rounded boulders. This would be consistent with the raised height of the jetty and its 20<sup>th</sup> century use by motor vehicles. In addition to the shape of the jetty changing a little for its reincarnation, it appears that it was extended slightly further out into the bay.

## **HISTORY**

The history of Kinloch Lodge, formerly known as the 'Glacier Hotel', has been researched and recorded in the existing District Plan inventory for the building prepared in 2005 by Rebecca Reid and Owen Lawrence. It is not proposed to repeat this here. Instead, the following

information relates to the jetty and the part it has played in the development of shipping and tourism on Lake Wakatipu. It also includes some additional/background information on the Bryant family, the establishment of the settlement at Kinloch and Kinloch Lodge itself. In contrast to the earlier report, it has not been possible to confirm that the Lodge was formerly known as the 'Kinloch Accommodation House', although the Bryants may have first called it the 'Kinloch Accommodation Hotel'. An old photograph (see below) suggests that the Kinloch Accommodation House was a different (and smaller) building closer to the lake and in front of the present lodge. It no longer exists, but appears to have been the initial building that Richard Bryant built at Kinloch when he first went there in about 1870.

### **Before Kinloch - Richard Cogar Bryant in New Zealand (1861-70):**

Richard C. Bryant was born in Penzance, Cornwall in 1833. His father was heavily involved in shipping and the boy was sent to sea at the age of 9. By the age of 20, Bryant had qualified as a captain of a sail or steam ship<sup>1</sup>.

Richard chose to move to the Australian goldfields in the early 1850s where he spent some time mining before joining the Victorian Water Police in 1858.<sup>2</sup> With the discovery of gold in Otago in the early 1860s, he moved to Dunedin where he joined the Water Police at Port Chalmers by at least 1862.<sup>3</sup> By 1863 Bryant had moved inland to the Wakatipu where he is mentioned as being in charge of the Police Boat in May of that year.<sup>4</sup> In March 1864 he was named the first Harbour Master at Queenstown.<sup>5</sup> He married Mary Anne Lyons in November of that year and later the following year resigned from his police and harbour master jobs to mine gold at Tucker Beach on the Shotover.<sup>6</sup>

However, by 1870 Bryant had grown tired of mining and resolved to 'make a home at "The Head"', where he would open a tavern for the growing population.<sup>7</sup>

### **Sawmilling at the Head of the Lake (1863-1890s):**

The forested lakeside between the mouth of the Dart River and the Greenstone had been an area of interest for timber producers since at least 1863 when Messrs James Robertson and Co. applied for a licence 'to erect a 10-horse power saw mill, at the head of the Wakatipu Lake, between the Greenstone and Dart Rivers.'<sup>8</sup> By late-1868 they were producing enough 'black pine, totara and red birch [assumed to be a misprint of red beech]' to build the PS [Paddle Steamer] Antrim at a registered tonnage of 101.<sup>9</sup>

Five years later a correspondent for the *Otago Witness* described J. W. Robertson & Cos. milling operation at the Head of the Lake<sup>10</sup>:

*The forest here extends down to the water's edge, and the remains of a defunct steam saw mill are still extant. Messrs J. W. Robertson and Co., of Queenstown, have a tramway here, a little over two miles in length, extending along the skirts of the forest, from which logs are cut for their mill, which is some two miles distant further down the Lake.*

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<sup>1</sup> McKenzie, Doreen (1973) Road to Routeburn: The story of Kinloch, Lake Wakatipu, John McIndoe, pg 17

<sup>2</sup> *Ibid.*

<sup>3</sup> Otago Daily Times , Issue 110, 24 March 1862, Page 6

<sup>4</sup> Otago Daily Times , Issue 435, 13 May 1863, Page 4

<sup>5</sup> Otago Witness , Issue 641, 12 March 1864, Page 13

<sup>6</sup> McKenzie, Doreen (1973) Road to Routeburn: The story of Kinloch, Lake Wakatipu, John McIndoe, pg 19

<sup>7</sup> McKenzie (1973) pg 20

<sup>8</sup> Otago Daily Times , Issue 388, 19 March 1863, Page 4

<sup>9</sup> Otago Daily Times , Issue 2240, 10 April 1869, Page 6

<sup>10</sup> Otago Witness , Issue 1183, 1 August 1874, Page 21 (article text rearranged into paragraphs for ease of reading)

*The logs, after leaving the Bush, are placed upon a truck, and run by means of a tramway to the Lake, whence they are towed behind their steamer to the saw mill.*

*...At present everything requires to be boated to the steamer, but that difficulty will shortly be removed, the firm being at present engaged building a jetty and extending the tramway thereto.*

*...The saw mill is driven by water power and ...is capable of turning out 30,000 feet of timber per week when in full work.*

The saw milling industry continued at the Head of Lake until the late-1880s when the first of a series of devastating bush fires wracked the mountainsides of much of the remaining usable timber. This precipitated a steep decline in production and the eventual demise of the saw milling industry here.

### **The Birth of Kinloch:**

The Township of Kinloch was first named and surveyed in 1870. Doreen McKenzie suggests its original intended name was to be Dartmoor, but the original inhabitants objected on the grounds that they didn't want their settlement named after a notorious English prison.<sup>11</sup> Richard Cogar Bryant bought land here in 'early 1870'.<sup>12</sup> It is likely that he started building after April of this year, as a *Witness* correspondent<sup>13</sup> who passed through this area on his way through the mountains to Martins Bay at this time mentioned the saw mills here but made no mention of any settlement (he does not even refer to the area as Kinloch, the name is first used in the New Zealand press in September 1870<sup>14</sup>).

Bryant left his family in Queenstown whilst the first buildings were constructed. McKenzie describes the first settlement building thus<sup>15</sup>:

*Early in 1870 he bought some land where the settlement of Kinloch is today and began working on it, leaving the family in Queenstown until their house was built. Richard noticed fine red beech trees growing to the water's edge and decided that milled timber might not be necessary. The bushy two mile track down the lakeside to the Mill Creek sawmill was narrow and rough and the transport would add to the cost, so instead he felled and trimmed trees, split them into lengths and down the centre. With these slabs he built the back of the house. As he worked, two-men teams began pit-sawing nearby and Richard was able to use this timber for the rest of the building.*

There seems to be some debate in the literature as to whether the building work at Kinloch was initially completed in 1868 or 1870. However, the Electoral Rolls for the district have Richard Cogan [sic] Bryant living at Big Beach (Shotover) in 1870-71, but up at Kinloch in 1871-72. This indicates a move to the Kinloch district in about 1870/71, rather than two years earlier. This matches with Doreen McKenzie's description of the Bryant chronology.

Richard set himself up as a hotel-keeper, landlord and postmaster. His customers at the hotel were part of the burgeoning numbers of tourists who were visiting the Head of the Lake, and

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<sup>11</sup> McKenzie (1973) pg. 21

<sup>12</sup> McKenzie (1973) pg. 20

<sup>13</sup> *Otago Witness*, Issue 960, 23 April 1870, Page 8

<sup>14</sup> *Southland Times*, Issue 1307, 13 September 1870, Page 2

<sup>15</sup> McKenzie (1973) pg. 20

Kinloch in particular, since at least 1874; the *Otago Witness*<sup>16</sup> mentioned that the 'tourists mostly find their way here when they come to admire the Alpine scenery of the Great Dividing Range and Mount Earnslaw'. The same article indicates that a jetty was being built at Kinloch at this time.<sup>17</sup> However, the photograph below (Hocken c/nE1860/42) is labelled by the Hocken Library Archives as having been taken by Burton Brothers in 1873; a jetty is clearly visible in the photograph on the next page (arrowed).



**The Head of the Lake taken by Burton Bros. c.1873<sup>18</sup> – the arrow points to the jetty, which is just visible along the water's edge.**

In 1874, astronomers that were part of the United States Transit of Venus expedition, stayed at Kinloch Accommodation House while carrying out their observations (the transit of the planet Venus across the solar disk)<sup>19</sup>

The extent to which tourists were visiting the region meant that Bryant had to extend his buildings at Kinloch; McKenzie notes:<sup>20</sup>

*Visitors to the region were now numerous. It became apparent to Richard and Mary that a guest house would have a definite place here so Richard hired Messrs Luckie and Fletcher to build two new houses behind their home...*

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<sup>16</sup> *Otago Witness*, Issue 1183, 1 August 1874, Page 21

<sup>17</sup> *Ibid.*

<sup>18</sup> Hocken Snapshop (10th Jul 2012). Humboldt Range - head of Lake Wakatipu. In Website Hocken Snapshop. Retrieved 20th May 2013 14:07, from <http://hockensnapshop.ac.nz/nodes/view/14269>

<sup>19</sup> Reid, Rebecca (2005) Entry for Kinloch Lodge – Draft QLDC Heritage Register, pg 88

<sup>20</sup> McKenzie (1973) pgs. 21-22

They used heart red beech and totara which were bought from the mill at ten shillings a 100 feet. Richard had great faith in Luckie, knowing that anything he built was there to stay. He never used a 2½" nail where a 4" would go and instead of 3x2 timber used 5x2. Iron wasn't even considered for the roof when wood for shingles was so handy and reasonably priced.

A tree no less than four feet in diameter was chosen to make the shingles as only the heart was used. This was first sawn out to a 10" x 4" beam then, with his shingle knife –a blade with a handle fitted at one end- a man would whack his way through block after block. The singles measured roughly 10 x 4 x ¼ inches. The new four-roomed dwelling was named The Dining Room as meals were to be served there with its other three rooms being let to guests. The other house had seven rooms with its shingle roof graded steeply to shed heavy snow falls. The establishment became known as the Glacier Hotel...

McKenzie's comment that Richard and Mary built their two new houses behind their existing home is interesting. The photograph below from the Hocken Collection is of a small timber-framed cottage (or two adjoining buildings) close to the water's edge and with the jetty in the background. The sign above the door seems to say 'Kinloch Accommodation' and this would seem to fit with Mackenzie's statement that Richard and Mary built two new buildings behind their house; one of them being the Kinloch Lodge building. This would put a slightly later date on the lodge of c.1872/3, but certainly it appears in a Transit of Venus expedition picture taken in 1874.



**Kinloch, Wakatipu<sup>21</sup> – this photograph is undated but is likely to date from the early to mid 1870s. The name of the building above the doors indicates that this is the Kinloch Accommodation House.**

<sup>21</sup> Hocken Snapshot (10th Jul 2012). 1533\_01\_003A.jpg. In Website Hocken Snapshot. Retrieved 20th May 2013 14:08, from <http://hockensnapshot.ac.nz/nodes/view/14261>

By 1877 Kinloch had grown sufficiently for the inhabitants to request for a schoolhouse to be set up for the township.<sup>22</sup> However, the Southland Education Board did not grant a schoolhouse to the area until July 1884 when steps were first taken to elect a committee.<sup>23</sup>

It is notable that even by the early 1880s Kinloch's importance was beginning to wane. The schoolhouse, only erected in 1884, was moved to the Glenorchy side of the Rees River in 1888.<sup>24</sup> As has been mentioned above, the timber industry was decimated by the bush fires which took place in the last 15 years of the 19<sup>th</sup> century. This along with the failure to substantially settle Martins Bay and Jamestown meant that Kinloch became somewhat a back-water, although tourists still came to the township; the most popular routes were from Glenorchy through to Paradise, which become very popular from the mid-1880s onwards.

The late-19 and early-20<sup>th</sup> centuries saw not so much a decline in the township, as a stagnation; a 1906 description of the Glacier Hotel buildings as 'lonely and dejected' an indication that there wasn't the business to provide funds to keep the place maintained.<sup>25</sup> However, the operation of the TSS Earnslaw from 1912 allowed a higher capacity of visitors to be transported to the head of the Lake. Harry Bryant, one of Richard's sons, purchased a car in 1929 to keep at Kinloch to transport walkers up the Routeburn Road; this was replaced in the 1940s by 3 open-topped buses.<sup>26</sup> The opening of the Queenstown-Glenorchy Road in 1969/70 saw the end of routine visits by the Earnslaw to the Head of the Lake and a final decline in tourist numbers to Kinloch.<sup>27</sup>

When the township of Kinloch was the subject of a detailed topographic survey in 1964 (See LINZ SO 13484), only 3 houses, and old stable, a garage and a small number of 'cribs' were identified; this is of a township with upwards of 15 named streets originally surveyed in 1870.

Richard Cogar Bryant died on the 24<sup>th</sup> January 1910, aged 87 years. Although the story of Kinloch neither began nor ended with him, his tenure at the Glacier Hotel very much defined the small settlement then, just as the presence of tourists at the Kinloch Lodge and attached YHA defines the settlement today.

### **The History of Shipping on the Lake and Development of the Jetty<sup>28</sup>:**

F.W.G Miller sums up the importance of shipping to Lake Wakatipu in the first chapter of his book, "Golden days of Lake Country"<sup>29</sup>, *'When Donald Hay steered his little korari raft, with a single blanket for a sail, up the Wakatipu Lake in 1859, he wrote the first page in the history of the most historic lake in New Zealand – the Wakatipu Lake that dominates the widespread area to-day known as Lake County..... [He] had no reason then to suspect that within a few years these lonely reaches would be dotted with all kinds of craft from whaleboats to scows, schooners and steamers.'*

Miller<sup>30</sup> goes on to describe how since those early days the lake has had a continuous history of shipping. He tells how William Rees, the town's renowned pioneer, realised the

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<sup>22</sup> Otago Witness , Issue 1353, 3 November 1877, Page 11

<sup>23</sup> Southland Times , Issue 4972, 5 July 1884, Page 2

<sup>24</sup> <http://www.glenorchycommunity.co.nz/glenorchy-school/> - consulted 29<sup>th</sup> April 2013

<sup>25</sup> McKenzie (1973) pg. 67

<sup>26</sup> Reid, Rebecca (2005), pg. 89

<sup>27</sup> *Ibid.*

<sup>28</sup> Partly from 'The Boatshed, Slipway & old Ticket Office, Frankton', Conservation Plan, Jackie Gillies + Associates (February 2011)

<sup>29</sup> FWG Miller (Whitcombe and Tombs Limited, 1962), Golden days of Lake County, Chapter 1

<sup>30</sup> *Ibid*

importance of organised lake transportation from his earliest arrival at the site of what would become Queenstown, 'William Rees..... realised at once that a boat for the transportation of stores was one of his most urgent requirements, and he had a whale-boat brought overland from Invercargill. This later carried stores and gold for the miners and to meet his own needs a second boat would be necessary. Before the end of 1862 he had launched *The Lady of the Lake* which on its first trip down to Kingston carried about thirty bales of wool and 200 ounces of gold.' His first boat had however carried miners and supplies for the Shotover River rush earlier in 1862 and transported back the 25,000 ounces of gold initially found.

The first of the small steamers on the lake was the Nugget, which had once worked at Otago Harbour, but by 1863 the ship run aground on Boyes' Flat, near Wye Creek and was therefore out of commission. There were quite a few other smaller craft during the later 1860s, but it wasn't until the very end of the decade that the era of lake transportation began.

On 26<sup>th</sup> October 1868, the wooden paddle steamer Antrim was launched having been built at the Kinloch sawmill site by the Lake Wakatipu Shipping Company. The Antrim was to become one of the most well-known and successful ships on the lake and was built by Robertson & Company (J. W. Robertson was the major of Queenstown when the first Municipal Council was formed in 1866). The Wakatipu Steam Ship Company that owned the Antrim, also later owned the Mountaineer and the Ben Lomond, two other well-known lake ships; the Mountaineer was also a paddle steamer, whilst the Ben Lomond was a twin screw steamer. The Mountaineer was launched at Kingston on 11<sup>th</sup> February 1879 and worked the Kingston to Queenstown run until 1932.

The Antrim was however the first steamer to be built on the lake and was designed, by Mr. J Turner (an English naval architect living in the district) to carry cargo and a limited number of passengers. She was built for Messrs. J. W. Robertson and Company by two local shipwrights, Thomas Luckie (it is quite likely that this is the same Luckie that built the Lodge for the Bryants) and his mate, from timber sourced at the Greenstone Sawmill near Kinloch (also owned by Messrs. Robertson)<sup>31</sup>. Construction of the vessel was started in March 1868 and she was launched on 28<sup>th</sup> October of that year from the sawmill. She was taken to Queenstown, where her engines and boiler were fitted and her decking laid, before making her maiden voyage by steam on New Year's Day 1869.

The Antrim was used for transportation of cargo and sailed the route between Kingston and Queenstown. It was her success that led to the development of the Robertson's wharf and buildings at Beach Street in Queenstown. Meyer explains 'Before many lakeside settlers had wharves built it was common practice to take the vessel as close inshore to the finer shingle beach as possible and then place a few planks between the steamer and dry land to get people and goods ashore. The increased traffic when the Antrim was placed in service led to the erection of landing sheds and stores at Kingston and Queenstown and to the building of a new jetty at Queenstown by 1871'.<sup>32</sup> It was around this time that the jetty at Kinloch was built.

In the last couple of decades of the 19<sup>th</sup> century and the early years of the 20<sup>th</sup> century, it was the Mountaineer that was most associated with the Kinloch jetty. Between them, the Company's three steamers working from Queenstown, not only served the main routes to Kingston, Frankton and the Head of the Lake, but also called at many stopping places in-

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<sup>31</sup> R. J. Meyer (New Zealand Railways and Locomotive Society, 2<sup>nd</sup> Edition, Wellington, 1980) All Aboard – The ships and trains that served Lake Wakatipu.

<sup>32</sup> Ibid, pages 21/22

between – Greenstone, Pig and Pigeon Islands, Mount Nicholas, Elfin Bay, Mount Creighton, Walter Peak, Cecil Peak and Half Way Bay<sup>33</sup>. They carried cargo and passengers and it was the success of this lake transportation that fuelled the tourism industry for the Bryant family at Kinloch. Indeed, the 1894/5 edition of Wise's Directory gives R. C. Bryant as being the Lake Wakatipu Steam Shipping Company's agent at Kinloch<sup>34</sup>.

The Lake Wakatipu Steam Ship Company was formed in 1885 under the directorship of Edward Wing and the company prospered for many years. However, by 1900, people had begun to express dissatisfaction with the service provided by the Steam Ship Company and the government decided to step in. Captain Post was sent to Queenstown to make an offer for the business and assets of the company. When this was refused, an ultimatum was issued; either the company would sell-out to the government or the government would run a new service on the lake and put the Steam Ship Company out of business. In 1902, the company sold up to the government for \$15,000 and in November 1912, the government launched the T.S.S. Earnslaw on the lake. The steamer service was run by the New Zealand Railways Department and the Earnslaw ran a successful service to the jetty at Kinloch for many years.

The first known photograph of the Kinloch jetty is the picture above taken by Burton Bros. c.1873, however it is very distant and can be better seen in the 1874 photograph of the Kinloch Accommodation House (above). The following photographs give an indication of its later development.



**A crop of a photograph<sup>35</sup> taken in January 1883 of the Mountaineer at Kinloch Jetty. The jetty appears to be comprise a plain, rectangular deck, without railings, supported on 3 rows of single piles and a double row closest to the ship.**

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<sup>33</sup> Ibid, page 65

<sup>34</sup> Wise's New Zealand Post Office Directory 1894-5

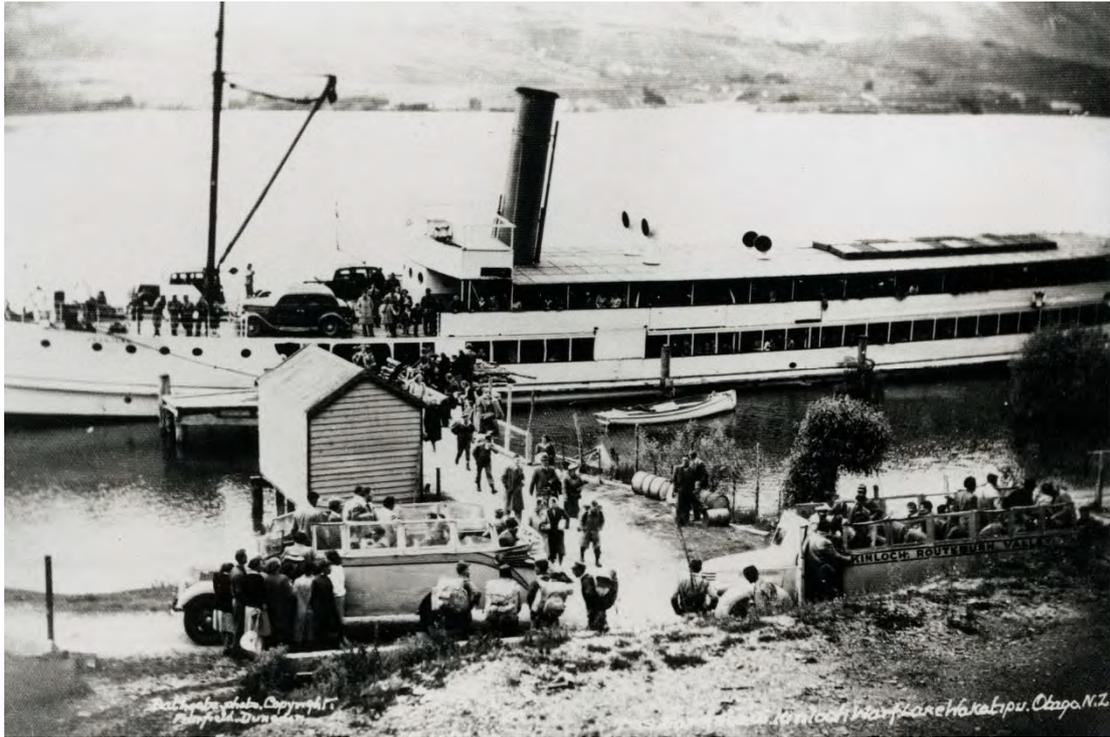
<sup>35</sup> [collections.tepapa.govt.nz/ObjectLightbox.aspx?oid=18008&irn=303692](https://collections.tepapa.govt.nz/ObjectLightbox.aspx?oid=18008&irn=303692)



**This very poor quality photograph appeared in the Otago Witness on 27<sup>th</sup> April 1904. The wharf building is clearly evident (ref: Kinloch, Otago Witness Photograph OW-1904-04-27).**



**An un-dated photograph of the Antrim pile-driving at the jetty with the wharf building clearly visible. Single rows of piles can be seen followed by two rows of double piles where the jetty has been extended out into the bay. The shape of the jetty closest to the ship has also changed (S13-090e Hocken Collections Claude Burgess coll. neg. P00-025-080).**



The Earnslaw at Kinloch (photograph un-dated, but the open-topped vehicles probably give a date in the 1920/30s). The wharf building is present and there are what appear to be steel girders for fence posts (S13-090c Hocken Collections/c/nE2129/35).



The Mountaineer at the jetty with the wharf building missing, but the deck closest to the shore is much wider than exists today. The photograph is un-dated but the Mountaineer was withdrawn from service in 1932 to become a house boat (S13-090a Hocken Collections, Wakatipu steamers & launches, "Mountaineer" at Kinloch, Album 57 p.13, Neg E531/9).



**The northside of the jetty today; the post in the foreground indicates its former width with the gap between it and the people being where the wharf building once stood (it is now on the shore adjacent). Truncated posts sticking up just above lake level appear to be the remains of the first jetty on the site.**



**The southside of the jetty today – the end furthest from the shore is T-shaped. Truncated piles can be seen rising through the surface of the lake as the water level is low.**



The remains of doubled-up piles probably dating to the first jetty of c.1873.



The wharf building with former opening blocked-up where the kayaks are and a new opening/sliding door in the west elevation.

In summary, the first jetty on the site (whose remains can still be seen in the water) dated from c. 1873 and remained until in service until at least the mid 1880s. The second (present) jetty dates from at least 1904 (probably the 1890s) and has undergone various alterations during the 20<sup>th</sup> century.

## **LANDSCAPE SUMMARY**

The lodge and jetty make a very substantial contribution to the landscape at Kinloch and to the wider area of the head of the lake. The lodge nestles into the forest above the Kinloch Road and there is a spatial quality to its setting that should not be interfered with or damaged by new development. Both structures are landmarks for crafts on the lake and observers from the opposite shore. The setting of the jetty on the shore of the lake has a romantic and picturesque quality that needs to be protected for public enjoyment and the appreciation of how the landscape at the head of the lake has been changed by the early settlers and the development of tourism in the District.

## **SOURCES**

Historic photographs of the jetty and ships are courtesy of Hocken Collection, Uare Taoka o Hakena, University of Otago.

McKenzie, Doreen (1973) *Road to Routeburn: The story of Kinloch, Lake Wakatipu*, John McIndoe

Reid, Rebecca (2005) Entry for Kinloch Lodge – Draft QLDC Heritage Register, pg 88

Otago Daily Times , Issue 110, 24 March 1862

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Otago Daily Times , Issue 435, 13 May 1863

Otago Daily Times , Issue 2240, 10 April 1869

Otago Witness , Issue 641, 12 March 1864

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Otago Witness , Issue 1183, 1 August 1874

Otago Witness , Issue 1353, 3 November 1877

Southland Times , Issue 1307, 13 September 1870

Southland Times , Issue 4972, 5 July 1884

Glenorchy School History – Sourced from <http://www.glenorchycommunity.co.nz/glenorchy-school/> - consulted 29<sup>th</sup> April 2013

NZ Electoral Rolls – Sourced from [www.ancestry.com.au](http://www.ancestry.com.au) – consulted 29<sup>th</sup> April 2013

The Boatshed, Slipway & old Ticket Office, Frankton', Conservation Plan, Jackie Gillies + Associates (February 2011)

**FILE NOTES**

N/A

**ADDITIONAL REFERENCES ATTACHED**

None

**ENTERED BY:**

**DATE ENTERED:**

**PHOTOS BY: Robin Miller**

**DATE TAKEN: May 2013**

## Appendix 3

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

**ITEM NUMBER:**



**NAME:** Marshall Cottage  
**LOCATION:** Strains road, Threepwood, Wakatipu Basin  
**GPS Point:** 44°59'14.56"S, 168°47'40.98"E  
**Constructed:** 1865-1881  
**Building Type/Use:** Residential dwelling  
**Materials:** Rubble/stacked Schist walls and corrugated iron clad roof  
**Style:** Colonial cottage  
**Architect:** None  
**Builder:** Unknown  
**NZHPT Register:** N/A  
**Valuation number:** 2907123753  
**Legal Description:** LOT 2 DP 21614  
**Condition:** Fair/good

<b>Heritage Assessment</b>	
Historic and Social Value -	<b>High</b>
Cultural and Spiritual Value -	<b>Moderate</b>
Architectural Value -	<b>Moderate</b>
Townscape/Contextual Value -	<b>Moderate</b>
Rarity and Representative Value -	<b>Moderate/High</b>
Technological Value -	<b>High/Moderate</b>
Archaeological Value -	<b>High</b>
<b>Overall Heritage Value -</b>	<b>Moderate</b>

## **DISTRICT PLAN STATUS**

This structure is a Category 3 item

## **SUMMARY OF SIGNIFICANCE**

### **Historic and Social**

The establishment of a farm on this site within a couple of years of the 1862 gold rush puts the Marshall family at the heart of the early settlement of the Wakatipu Basin. The farming business was built on the production of grain on the fertile, flat land between Arrowtown and Frankton, which was an essential industry for the growth of the local settlements.

The cottage, of 2 storey construction and good size, reflects the lifestyle of the family and their wealth. Their landholding increased in the early 1870s, before the family left New Zealand to join friends in America in 1881. The cottage has since been associated with a number of well-known, local families, including the McDowell family who lived there before they built the larger homestead at Threepwood. It is also associated with the Lee family, who played an important part of the development of the District in the first half of the 20<sup>th</sup> century.

Marshall Cottage is therefore considered to be representative of important developments in the local history and farming practices of its time.

### **Cultural and Spiritual**

The cottage has cultural significance for its association with early grain farming in the Wakatipu Basin and the later development of agriculture in the area throughout the 20<sup>th</sup> century. This importance is bolstered by the survival of other old farm buildings in the vicinity, which help create a picture of how an early farm in the Basin operated.

### **Architectural**

The cottage is of simple vernacular style and is built of traditional, local materials, but its two storey design, twin dormers and large casement windows make it particularly notable. These elements of the design are clearly evident in early photographs of the building and contribute to the character of the local area.

The building has however undergone considerable change from its original form including recladding of the roofs with corrugated iron, the insertion of roof lights, the application of cement render to all the elevations, the removal of the front veranda and opening up of part of the ground floor accommodation into a large living space.

### **Townscape and Contextual**

Whilst not highly prominent in the landscape, the cottage does form an important part of the lakeside environment and occupies an elevated position at its western end. It is visible from a distance, both from the road leading down to Lake Hayes and from the lake walkway. Together, this group of differing farm buildings at this end of the lake make a valuable contribution to the landscape.

## **Rarity and Representative**

In general terms, historic stone buildings are a threatened cultural heritage resource in the Wakatipu Basin and wider area. Such buildings are becoming increasingly rare and Marshall Cottage is of particular interest for its size and two-storey construction and for its potentially early construction in the District.

## **Technological**

Again, its size and two-storey construction give the cottage at least moderate technological significance. The reported presence of timber shingles under the corrugated iron would increase this significance, if confirmed by further investigation/opening-up.

## **Archaeological**

The cottage and its environs have the potential to provide important archaeological information and physical evidence to improve understanding and knowledge of the early settlement of Otago. There are the remains of a former stone structure adjacent to the cottage and another elevated building platform, which could yield archaeological information. The cottage itself would also have had an outside WC and probably a series of rubbish pits, together with garden features, such as flower beds, paths and fences - evidence of all of which may remain in the surrounding ground.

## **DESCRIPTION**

Marshall Cottage is the original dwelling for the farm that was established on this site by 1864 and is the predecessor to Threepwood Homestead; the later farmhouse built in 1909. It is a detached, stone cottage of roughly rectangular shape situated in an elevated position on a terrace above the southern end of Lake Hayes. The front of the cottage has an easterly orientation with attractive views across the lake. Structures in the locality include some of the cottage's former historic farm buildings, such as stables, and the Threepwood Homestead building itself (reference no. 70 in the Inventory of Protected Features).

For a dwelling of this nature, the cottage is of a good size, which indicates the wealth and permanency with which it was conceived. It has a reasonably steep pitched roof with two gabled dormer windows facing east and a low lean-to at the rear. The walls are of rubble/stacked schist and have been finished post-construction with cement render on chicken wire. The dormers are now faced with Cedar weatherboards. The windows are timber casements and there are timber French doors to the east elevation.

It is understood<sup>1</sup> that prior to the 1980s alterations, the present living room with spiral staircase was arranged as two rooms. These two rooms, together with the kitchen and bedrooms, would have given the main cottage at least 5 rooms. Today, despite the internal modifications, the cottage retains historic features, including a schist chimney stack (with back to back fireplaces at ground floor level)) and timber window linings. The windows are believed to have always been of casement design, when most buildings of similar age had sliding sashes. In early photographs, the east elevation had a timber and corrugated iron roofed veranda, but this no longer exists.

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<sup>1</sup> Personal communication – Gillian McLeod (May 2013)

Particular architectural features of the cottage include the gabled main structure with the two small, gabled dormers to the east roof slope and the many tall windows that provide good light to the interior and views of the lake. It has also been reported in the past that at least some timber shingles remain on roof slopes beneath the corrugated iron claddings<sup>2</sup>.

In the garden on the north side of the cottage are a stone wall and short chimney stack (used in recent years as a BBQ). The age and provenance of these structures are unknown, but they are said to have existed for a long time<sup>3</sup>. They sit on a levelled platform with an east/west longitudinal orientation and may relate to an early outbuilding belonging to the cottage or even an earlier dwelling on the site.

## HISTORY<sup>4</sup>

The exact date of construction of Marshall Cottage is unclear. The 1864 survey records that there was a farm on the site by that year and the accompanying notes by the Surveyor G. M. Barr show two buildings there. A subsequent topographical sketch of the Shotover District, prepared in 1865, shows three buildings on the site; most likely the first two are the implement shed and stone stables that still stand today to the north of Marshall Cottage and, possibly, the third is Marshall Cottage itself.

The 1866 electoral roll provides evidence that William Teal Marshall was farming 128 acres, freehold, at 'Haye's Lake' in that year. At that point, he called the property 'Meadow Bank Farm', and records indicate he lived there with his wife, Mary Marshall, and at least 8 children. William Marshall is therefore most likely to be the builder of the woolshed, stables and the cottage and had probably been on the land for a few years by this stage.

In 1872 Marshall was granted additional land bordering the lake (back-dated to 1871), including the parcel of land where the stone cottage stands today. However, the Marshall family left the Arrow for New Mexico in September 1881 taking with them Mary Marshall's son from her first marriage and his family. The farm was advertised for auction in the Otago Daily Times of 21<sup>st</sup> January 1882 and the description of it given seems to relate well to the dwelling that exists today as being a "five-roomed stone residence" with "barns, stable, woolsheds, cowshed, and everything required for carrying on farming operations".<sup>5</sup>

John Butement, a major run-holder from Glenorchy, bought the farm prior to auction in February 1882. He also acquired much of the surrounding land, which increased the size of the property to 905 acres. Butement renamed the property 'Avalon', and made it his home in the district. He had plans drawn up for a homestead to be built by the lake, but these never came to fruition. Butement's landholdings were threatened by the government's plans to break up the larger estates and he got into financial difficulties due to the drop in wool prices and the growing problem of rabbit infestation of grazing land. He tried to sell up, but couldn't find a buyer and he eventually relinquished the land to the New Zealand Loan and Mercantile Co. Ltd before leaving the District in June 1888. 'Avalon' remained in the hands of the loan company until 1896.

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<sup>2</sup> Personal communication - Roger Norton (May 2013) and Jackie Gillies + Associates. November 2008. Conservation report – Marshall Cottage, Lake Hayes.

<sup>3</sup> Personal communication – Paddy Strain (May 2013).

<sup>4</sup> Jackie Gillies + Associates. August 2005. Conservation plan – Threepwood Homestead

<sup>5</sup> Otago Daily Times , Issue 6224, 21 January 1882, Page 4

In May 1896, business partners and brothers-in-law, William Reid and Robert McDowell purchased the farm and land. The pair made at least two other purchases in the area besides the Lake Hayes farm – in 1902 they bought the Wakatipu Flour Mill, and in 1905 the mill at Luggate. In their 700 acres around Lake Hayes, Reid established another mill at the opposite end of the lake to 'Avalon' and he and his family settled there in 1905.

The McDowell family moved onto the Lake Hayes property while Robert McDowell was the manager there. They lived in the stone cottage by the lake for many years, which is noteworthy when one considers that the McDowells had 12 children (with 7 already born by the time they shifted to the lake). The family recalls the upper rooms in the stone house being used as bedrooms, with 4 to a bed, while the boys slept in the lean-to at the back of the cottage.<sup>6</sup> Their work on the farm was seen as more important than attending school. The family moved out of the cottage and into the new homestead, now known as 'Threepwood', when it was built in 1909.

McDowell was a well-known member of the Arrowtown community, as was his partner William Reid. McDowell served on the Arrowtown Hospital Committee and was a member of the Frankton Hospital Trust, as well as being heavily involved with the local Presbyterian church. Reid was a founding member of the Lake County A & P Society, and served on the Lake County Council for 28 years. He was also an active participant in church affairs.

In May 1910, Reid and McDowell dissolved their partnership and ownership of the farm passed solely to McDowell. Later that year, in November, McDowell sold the farm to Robert Lee, who named it 'Threepwood' after his birthplace, Threepwood Hall in Northumberland, England. Lee was a miner and had become managing director of the New Zealand Coal and Oil Company in 1902. He had helped establish the Castle Hill Coal Mine near Kaitangata and was the first to mine sheelite commercially at Glenorchy. Lee set about installing an extensive irrigation system on the property and, in just over a year, 1300 feet of pipes and a flume half a mile long were in place. The water was sourced from a creek on the Remarkables and piped over the Kawarau River to Threepwood. However, Lee died shortly after the scheme was finished and the farm was taken over by his son, Leo Lee.

Leo Lee also became a well-known local figure. He served on the Lake County Council for 24 years and filled the role of chairman for 10 of those years. He was president of the Lake County A & P Society from 1914 to 1933, and was the People's Warden of the Anglican Church for 14 years. In 1934 Lee retired to Queenstown, leaving the farm in the hands of a manager until it was sold on in 1938 to Eric and Mary Strain, of Dunedin.

The Strains developed Threepwood and were quick to embrace new farming technologies, such as the tractor and electric shearing machines. The family lived in the homestead built by Robert McDowell and it is likely that Marshall Cottage provided additional accommodation for, say, a manager. In 1958 John Strain, Eric and Mary's son, took over the farm. He and his wife Paddy, and their 3 sons Tony, Martin and Sam, lived in a new house on the farm until the death of his parents. They then moved to the homestead, but Paddy returned to the newer house after John's death in 1979. John significantly increased the irrigation (which was now part of the Arrow Irrigation Scheme network) and the infrastructure of the property. He was also a well-known member of the local community, being heavily involved with the Lake County A & P Society.

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<sup>6</sup> Personal communication between Jennie Henderson and Evelyn Weir, April 2005.

After the death of John Strain in 1979, his son Tony managed the farm on behalf of a trust for several years. The farm was then leased out. In the 1980s, Martin Strain and his wife lived in the Marshall Cottage for a number of years and refurbished it during that time. This part of the farm was later subdivided and sold off.

In summary, the cottage may date from as early as c.1865. The reference in the 1882 sale particulars to a five-roomed stone residence certainly suggests it had been built by this time and the cottage is readily recognisable in a photograph of the lake taken c. 1885. The presence of timber shingles under the current corrugated iron roof claddings, if confirmed, would indicate a probable construction date in the 1860s.

## **LANDSCAPE SUMMARY**

A two-storey cottage on a raised terrace at the western end of the lake, which appears to have been designed to enjoy the beauty of the views, rather than the more-subsistence related need for orientation of the front elevation and veranda to the north.

Historical photographs show it to have had many surrounding trees earlier in its life.

## **SOURCES**

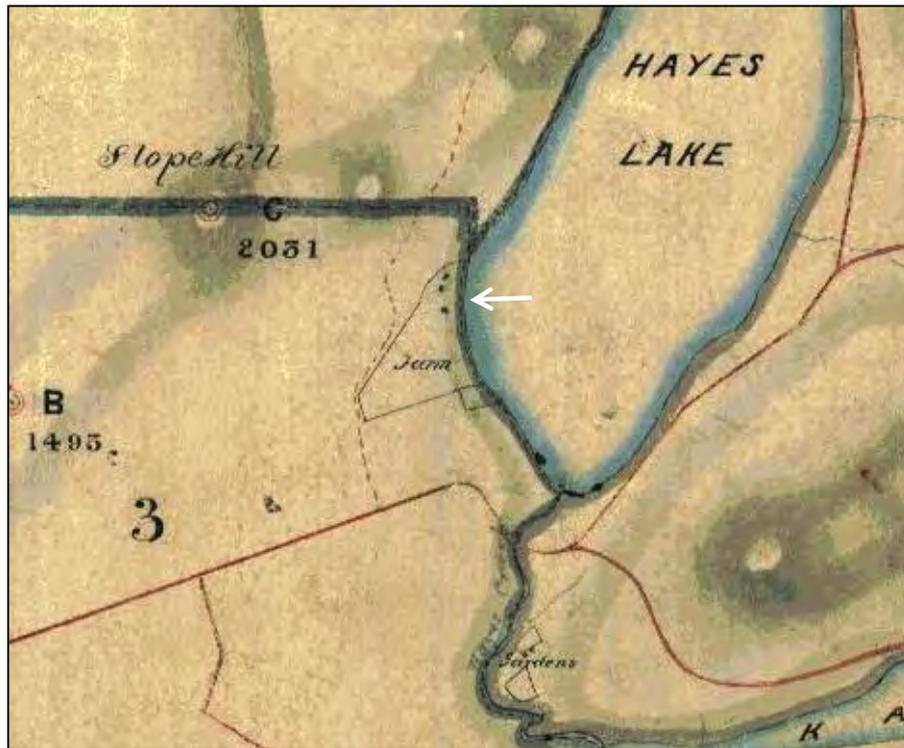
Jackie Gillies + Associates. November 2008. Conservation report – Marshall Cottage, Lake Hayes.

Jackie Gillies + Associates. August 2005. Conservation plan – Threepwood Homestead, including 'History of Threepwood' prepared by Jennie Henderson.

## **FILE NOTES**

N/A

**ADDITIONAL REFERENCES ATTACHED**



Dating to May 1865, this survey plan shows three buildings, whose locations seem to accord with the still-surviving stables, implement shed and Marshall Cottage. (Survey: LINZ SO 1489)



Dating to c. 1885, this photograph was taken from the other side of Lake Hayes and is slightly unclear. However the detail above shows Marshall Cottage with its distinctive domers situated in its own curtilage. (photograph: Te Papa Archives O.004714)



Marshall Cottage showing the McDowell family in front, May 1905. (Photograph courtesy of Evelyn Weir).



The building platform to the north of the cottage (arrowed) is more noticeable from nearer the lake, down the slope. The stone wall and chimney can be seen at the back of the platform.

**ENTERED BY:**

**PHOTOS BY: Andrew Winter**

**DATE ENTERED:**

**DATE TAKEN: May 2013**

## Appendix 3

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
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- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

**ITEM NUMBER:**



**NAME:** Miller's Flat church

**LOCATION:** Roman's Lane, Arrowtown

**GPS Point:** 44°56'19 S 168°50'05 E

**Constructed:** 1871

**Building Type/Use:** Small timber church

**Materials:** Timber & corrugated steel

**Style:** Colonial

**Architect:** None

**Builder:** Not known

**NZHPT Register:** N/A

**Valuation number:** 2918217100

**Legal Description:** Part Section 3 Block X  
Town of Arrowtown

**Condition:** Good

<b>Heritage Assessment</b>	
Historic and Social Value -	<b>High</b>
Cultural and Spiritual Value -	<b>High</b>
Architectural Value -	<b>Moderate</b>
Townscape/Contextual Value -	<b>Moderate</b>
Rarity and Representative Value -	<b>Moderate</b>
Technological Value -	<b>Moderate</b>
Archaeological Value -	<b>Low</b>
<b>Overall Heritage Value -</b>	<b>Moderate</b>

## **DISTRICT PLAN STATUS**

This structure is a Category 3 item

## **SUMMARY OF SIGNIFICANCE**

### **Historic and Social**

The church dates from 1871 and is therefore a relatively early building for the District. It has a fascinating history of relocation and reuse (it is now on its fourth site) and has connections with many early and longstanding families in the area.

### **Cultural and Spiritual**

The building is a symbol of the early Free Church settlers who brought their spiritual beliefs and practices from Scotland to Otago. It is also associated with the religious worship of early families in the Speargrass Flat area of the District and later with the Sunday School and hall activities of St. John's at Arrowtown.

### **Architectural**

The building has value for the traditional, simple design and functional form associated with early religious buildings of this nature, including the plain, gabled roof, the square-headed sash windows and the primary, single-cell space.

### **Townscape and Contextual**

Reocated adjacent to the Arrowtown Cottages and with a frontage to Roman's Lane, the style of the building is in keeping with the low key and historic nature of this part of Arrowtown. It is important however that it is recognised as a recent addition.

### **Rarity and Representative**

In terms of the Western cultural heritage conservation good practice, the uprooting of historic buildings from their original site is generally frowned upon and should only be undertaken as a last resort. However, in New Zealand the concept of relocation and reuse is more widely accepted. In the case of the Miller's Flat church the multiple relocation of the building is indicative of the esteem in which it has been held by the local church community for well over 100 years and the building is representative as an example of the shift in cultural heritage traditions that can be found in this country.

Historic buildings of this type and age are also a diminishing resource in the District and such structures therefore have increasing rarity value.

### **Technological**

The church has some technological value for its early design and the traditional materials that remain.

## Archaeological

Given that it has been divorced from its original site, the building itself is considered to have low archaeological value, although more generally the area around it is likely to have high archaeological significance.

## DESCRIPTION

The subject building is a simple gable-fronted timber-frame church with projecting porch. Internally, it is a three-bay single-cell space, clad in painted shiplap weatherboards, with a pitched corrugated iron roof (when built). Window openings are square-headed throughout and retain original multi pane sliding sash windows and original glass panes.

The church was moved in 2011 from St. John's, Arrowtown to its present location and was repaired and refurbished at that time. Works included reinstatement of one gable end wall (with new wall framing, internal linings, door and weatherboards), the closing up of an existing glass door (not original) in the west wall and the reinstatement of a window in its place, and the construction of a new north gable extension to provide a kitchenette and WC.

The church was originally constructed at Miller's Flat beneath Coronet peak. The first congregation was derived from members of the Free Church of Scotland. This congregation included the Matheson family, who were amongst some of the first farmers to settle in this part of the District and who originated from the Isle of Skye, where the Free Church ('free' from state interference) had been denied the right to purchase land upon which to build a church.<sup>1</sup> The style of the church is indicative of its Scottish evangelical/Presbyterian origins; it is simple in design and form, has plain detailing of elements such as windows (functional square-headed sashes) and minimal decorative features.

## HISTORY

The following is largely based upon information in 'Mountain Parish 1869-1990'<sup>2</sup>.

On 5<sup>th</sup> March 1870, the residents of Miller's Flat (below Coronet Peak) held a meeting to find a site for the erection of a church and local residents, Lewis Miller, Murdock Matheson, William Scott, James Hamilton, Charles Skelton, Roderick Matheson and Peter Hansen were tasked with purchasing land and building a church. Later that year, in October, this committee chose an acre site belonging to John Scott and another 12 months after that the church was officially opened by a tea meeting on 9<sup>th</sup> October 1871. This celebration was recorded in the Lake Wakatip Mail. The church cost £143 to build.

Initially, Sunday services alternated between Miller's Flat and Frankton, but even by 1886 the number of services had been reduced to once a month due to families moving from the area due to the difficult financial climate of the time. It wasn't until 1950 however that the population shift became so acute that services terminated completely and the church was relocated by November of that year, to a second site that formed part of the Thurlby Domain farm at Speargrass Flat.

Many local families attended the services at this new location, including family names such as Little, Brown, Reid, Gordon, Allan, Grant, Clingin, Dennison and Hansen, but social

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<sup>1</sup> DG & JS Jardine (1990), p.68

<sup>2</sup> DG & JS Jardine (1990), p.68-71

circumstances were to change again in the second half of the 1950s. The congregation became depleted once again and the last service at Speargrass Flat was held on 18<sup>th</sup> August 1957.

A new lease of life began for the church on 2<sup>nd</sup> September 1959, when it was gifted to the Arrowtown parish and the church was moved (using a truck provided by Willis Shaw<sup>3</sup>) to St. John's, Arrowtown to be used as a Sunday School and Church Hall. At this time, the front wall was removed along with a portion of the NE wall of St. John's Vestry and both were joined together. One window to the northwest elevation was also removed and a door inserted in its place. The original porch was taken off and sat in the grounds of the Church for use as a garden shed.

In 2010, a new hall and meeting rooms were constructed at St. John's and the former Miller's Flat church moved once again – this time to its present location at Roman's Lane, where it has been repaired and is currently in use as offices.

## **LANDSCAPE SUMMARY**

The church is now located at the rear of the 'Arrowtown Cottages' Heritage Precinct on Berkshire street. It has some landscape/contextual value, particularly in terms of the views along Roman's Lane, although it should be recognised as a recently introduced historic building.

## **SOURCES**

Mountain Parish 1869-1990, DG & JS Jardine 1990, SN Brown and Taieri Print, Mosgiel

St. John's Presbyterian church, updated conservation report (May 2008), Jackie Gillies + Associates

Lakes District Museum

## **FILE NOTES**

N/A

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<sup>3</sup> DG & JS Jardine (1990), p.96

**ADDITIONAL REFERENCES ATTACHED**



Two photographs showing Miller's Flat church being moved from Spearglass Flat to St. John's, Arrowtown in 1959 – photographs courtesy of Lakes District Museum (EL5637 & EL5638).





Miller's Flat church in use as a Sunday School and Hall at St. John's, Arrowtown – photograph taken by Jackie Gillies + Associates 2008.



On the move again – Miller's Flat church on the way to the Roman's Lane site – photograph taken by Jackie Gillies + Associates June 2010.

**ENTERED BY:**

**DATE ENTERED:**

**PHOTOS BY: Robin Miller**

**DATE TAKEN: April 2013**

## Appendix 3

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

**ITEM NUMBER:**



**NAME:** Old Butchery, Tuohy's Gully, Lower Village

**LOCATION:** Cardrona

**GPS Point:** 44°52'19.68"S, 169° 1'10.20"E

**Constructed:** 1879 - 1899

**Building Type/Use:** Butchery

**Materials:** Timber/stone/iron

**Style:** Colonial

**Architect:** None

**Builder:** Unknown

**NZHPT Register:** N/A

**Valuation number:** 2906120806

**Legal Description:** Part Section 3  
Block I Cardrona SD

**Condition:** Dilapidated

**Heritage Assessment**

Historic and Social Value -	<b>High</b>
Cultural and Spiritual Value -	<b>Moderate</b>
Architectural Value -	<b>Moderate</b>
Townscape/Contextual Value -	<b>High</b>
Rarity and Representative Value -	<b>High</b>
Technological Value -	<b>High</b>
Archaeological Value -	<b>High</b>
<b>Overall Heritage Value -</b>	<b>High</b>

## **DISTRICT PLAN STATUS**

This structure is a Category 2 item

## **SUMMARY OF SIGNIFICANCE**

### **Historic and Social**

The Old Butchery has historic and social significance for its 1880s/1890s origins and for its connections with the butchery trade that was established in Cardrona to supply the miners, inhabitants and travellers passing through. Whilst the names of the butcher(s) have not been confirmed, the building has potential associations with some of the most well-known, early townspeople, possibly Thomas Tuohy, the Cotters, Robert McDougall and the Lafranchi and Scurr families. Future research may provide more information.

### **Cultural and Spiritual**

The building is located on the historic principal route between Dunstan and Arrowtown and is said to have been used by Maori before the settlers arrived. As well as being essential for access, the area became valuable for the gold found there and hence a second settlement grew up below the upper Cardrona village. The Old Butchery has cultural heritage value as a surviving symbol of the importance of this part of Cardrona to human activities in the area and of the contribution played by butchers, store-keepers and the like to those activities that ensured the settlement and early development of Otago.

### **Architectural**

The building has significance for its typical early settler form of architecture – simple, low-key and functional in design and form. The variety of openings in the building is of architectural interest, as are the cellar and flue at the rear. Although in deteriorating condition, it is reasonably intact.

### **Townscape and Contextual**

The building has value for the role it plays in defining the old road/route through this part of the gully and it provides an important focal point in the landscape for visitors and passers-by.

### **Rarity and Representative**

Today there are few physical, above ground remains of the lower village and hence the Old Butchery building has very high scarcity value.

The stone-lined cellar is a feature of particular rarity in the District and in the greater region.

### **Technological**

The building has the potential, with detailed recording and interpretation, to provide information on not only constructional techniques of the period, but also of the operation of a butchery in the late 19<sup>th</sup> century.

## Archaeological

The history and description of the building below give an indication of the human activities associated with the area in the immediate vicinity of the butchery. The building and its site have the potential to yield archaeological information of great interest to the local community and wider district and region.

## DESCRIPTION

The old butchery is a small, rectangular timber-framed building with a stone-lined basement, or cellar, at the rear. The front elevation faces roughly in an easterly direction on to the original Tuohy's Gully Road. The elevation is finished with a vertical, timber board and batten cladding and has a central door (vertical plank) with 6-light casement windows on each side. The roof is shallow-pitched and clad with corrugated iron over timber sarking boards. The base of the elevation has also been covered with iron, probably to help protect it from water running from the eaves. There is a stone threshold step in front of the door.

The south gable is also clad with vertical boards and battens, save for horizontally laid weatherboards to the apex of the gable itself. The wall has a central opening with horizontally-boarded, sliding shutter. The north gable is similar, but with the window smaller, fixed and offset from the centre line. Half of the rear wall is boarded to match the rest of the building and the other half is open. Behind the boarded section of wall, there is a stone-lined cellar with exterior steps on the north side. The walls of the cellar are raised slightly above ground level and the structure has a virtually flat timber and corrugated iron roof over most of it. The cellar once contained Mrs La Franchi's elderberry wine<sup>1</sup>. Historic damage to the cellar has occurred from large trees that have grown up close to it (and which have been since been cut down). Against the north wall of the building is a timber-lined flue.

Internally, the building was full of stored items, making inspection very difficult. The date of 'June 12<sup>th</sup> 1899' was found on the back of the door.

The date of construction of the building is difficult to determine due to the lack of primary evidence in this part of Cardrona. A date range can however be indicated by the fact that the lower village was only established in 1870 and was very badly affected by flooding in 1878 with many of the buildings and structures swept away. The building is therefore likely to have its origins after this date. It was however present on the site by 1899 at the latest (see the May 1899 Survey referred to below – which suggests the 1899 date on the back of the door is also authentic).

## HISTORY

The Cardrona Valley was the corridor to the Wakatipu gold-digging sites from the Dunstan<sup>2</sup> and a trail followed an old Maori route from Roaring Meg through Tuohy's Gully to the Valley as access was problematical via Gibbston and the Nevis Bluff.

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<sup>1</sup> Personnal communication with Tim Scurr – May 2013

<sup>2</sup> Miller FWG. Golden Days of Lake County. Third Edition. 1962. Whitcombe and Tombs Ltd.

In 1863 a canvas town was laid out at Cardrona, but these structures were quickly replaced by more permanent buildings of timber and iron. Gold was found above the township, but then greater prospects for mining became apparent, in 1865, a mile or so below the township and a boom began. However, most of the miners quickly departed when the West Coast gold rush began in 1867, although Chinese miners moved in behind them.

In the late 1860s, gold was struck in a flat below the main village and two large claims were set up; the Empire and the Banner of War. It was at this point that the lower village/township sprung up and a hotel, store and homes were built. Unfortunately, the lower township was never laid out by survey and therefore records of it and the buildings there are scant.

A 1870 survey (dated 22<sup>nd</sup> December 1870) of the Tuoy's Gully area (see 'Additional References' below) shows the land on which the butchery stands as being held by Thomas Tuohy. The only building in the locality (and which is some distance from the butchery site) is a hut. The survey plan also shows another parcel of land to the west of the butchery site with number '2' ascribed to it. The name underneath in brackets is Cotter.

Wise's Directory for 1875-6 records 4 butchers at Cardrona – Tuohy T, Tushy T. Kerrin Jno and Cotter Patrick.

In 1878, the Cardrona Valley and Tuohy's Gully creek were flooded causing many buildings and structures to be swept away. Southern Pacific Archaeological Research<sup>3</sup> note that the worst damage to the Cardrona mining industry 'was on Butchers' Flat, near the lower township'.

Reference to the early title for the land on which the butchery building sits provides some interesting information, although the writing on the title is very difficult to read. Although Thomas Tuohy is shown on the 1870 Survey as holding the land, the title confirms his ownership when it was granted in 1884 (or possibly 1885). It records the land as being transferred to Robert McDougall 'the Younger' in August 1889 and then the next day being transferred to Gioacchino Lafranchi.

The next survey of the Tuoy's Gully area (Section 18 and part Section 3 Blk 1 Cardrona District) was undertaken in May 1899 for Anna Maria Lafranchi (see 'Additional References' below). It shows the gully road as having a thorn hedge and in the vicinity of the butchery building, there is a house with a rectangular fence line around it, 3 buildings in a line along the road to the south of the house and 2 (more widely spaced apart) buildings on the other side of road. Conversion of the old measurements on the survey plan to metric and their application to a present day map of the site shows the butchery building stands exactly on the site of the first structure (of the 3 in a line along the road) next to the house.

Miller refers to various personalities connected with the early days of Cardrona<sup>4</sup>, including those connected with the Gin and Raspberry mining claim saying "Charles Hedditch, later captain of the first vessel on Lake Wanaka, the Theodore, and Theodore Russell, after whom the vessel was named, were among the proprietors, and John and Patrick Kerin who, with Thomas and Andrew Tuohy and Tim and Pat Cotter, combined butchering and dairying with mining, also had an interest. On the 14<sup>th</sup> December 1899, the Otago Witness carried the obituary of Timothy Cotter saying "The deceased was one of the earliest arrivals on

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<sup>3</sup> Southern Pacific Archaeological Research. Archaeological assessment of the Cardrona Rural Visitor Zone for QLDC. January 2007.

<sup>4</sup> Miller FWG. Golden Days of Lake County. Third Edition. 1962. Whitcombe and Tombs Ltd. Page 184.

Cardrona, where he was engaged in the butchery and stock-raising business, afterwards store-keeping there." The 1870 Survey mentioned earlier includes the name 'Cotter' as holding land in the lower village area.

Miller also tells of Robert McDougall describing him as "perhaps the most outstanding personality in the history of the Cardrona."<sup>5</sup> He notes that McDougall arrived at Cardrona in 1871 and that "Many stories are told of his help to the early miners, a great number of whom arrived on foot with little or no money. McDougall would always supply them with food and equipment with which to make a start, and many of the old miners had Robert McDougall to thank for their start in life." After a few years, McDougall moved on to Wanaka, where he became a Justice of the Peace, a district member of Lake County Council and the first chairman of Wanaka Islands Domain Board.

The Lafranchi family were Swiss and opened the All Nations Hotel in the lower village at Cardrona in 1873. Gioacchimo was married to Anna Maria and they had a number of sons, including Alfred and Albert<sup>6</sup>. The family were well-known in the area and one of the sons worked a dredge in the lower section of Tuoy's Gully.

Another of the important local families connected with the site is the Scurr family, who still own the property today and whose origins in Cardrona date back to the 1880s<sup>7</sup>.

## **LANDSCAPE SUMMARY**

Although there is no road through Tuohy's Gully nowadays, trees that lined the route can still be seen and the old butchery building delineates the former road frontage at this point on the route.

The building itself sits surrounded by old machinery and materials. Most of the other historic structures in the area have been lost now and hence the Old Butchery is a focal point in the local landscape and a key feature of interest that hints at the long history of the gully and how the landscape has changed.

## **SOURCES**

Miller FWG. Golden Days of Lake County. Third Edition. 1962. Whitcombe and Tombs Ltd.

Southern Pacific Archaeological Research. Archaeological assessment of the Cardrona Rural Visitor Zone for QLDC. January 2007.

## **FILE NOTES**

N/A

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<sup>5</sup> Ibid. Page 182

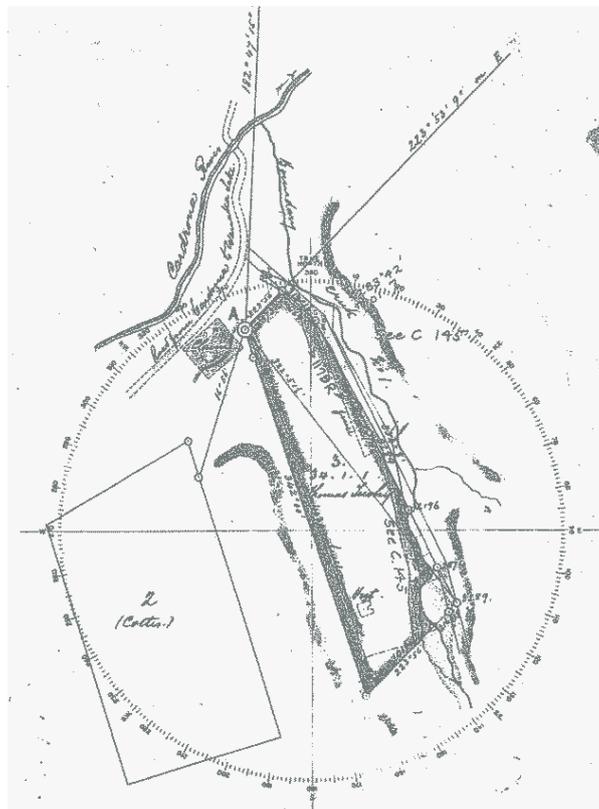
<sup>6</sup> <http://natlib.govt.nz/headings?page=6&text=la>

<sup>7</sup> Personal communication with Tim Scurr, May 2013.

## ADDITIONAL REFERENCES ATTACHED

Otago Witness 28 November 1889, Page 24 (courtesy of <http://freepages.genealogy.rootsweb.ancestry.com/~nzbound/macetown.htm>)

Lake Wanaka. Alberttown, November 25. It is with feelings of the most profound regret that I have to record the death of Mr Gioachemo [pronounced Joe-Ah-Keemo Lafranchi, of Cardrona, and which cast quite a gloom over the community. Mr and Mrs Lafranchi, till the last year, had kept the All Nations Hotel at Cardrona during the last 15 years, and previous to that a hotel at Macetown for a number of years. During this time Mr and Mrs Lafranchi had gained golden opinions from all. Their customers were treated like honoured guests, and had consequently a pore than usually friendly feeling for their host. Mr Lafranchi held some 30 odd, acres of land at Cardrona, under lease from the Government, and steps were taken to have it cancelled and thrown open for mining purposes. While proceeding to Arrow in connection therewith, his horse shied at the roadman and threw him to the ground, causing certain injuries, the precise nature of which are somewhat conflicting, but the shock to the system was no doubt the main cause of death, as Mr Lafranchi was upwards of 60 years of age. The funeral took place at Cardrona and was attended by a remarkably large number of mourners, representing Queenstown and Hawea Flat and intermediate places. The Rev. Father Bourke of Arrowtown conducted the obsequies, which impressed the mourners with the solemn fact that in the midst of life we in death." Mr and Mrs Lafranchi are natives of the Canton Grisons in Switzerland. Mr Lafranchi leaves a widow and three of a family who promise to win from all those who know them the same golden opinions that their father won before them.



**Figure 1 The 1870 Survey with Thomas Tuoy's name on the section within which the Old Butchery sits and the name 'Cotter' shown on neighbouring land.**



Figure 2 A crop of the 1899 Survey showing a line of three buildings below the house site shown towards the northern end of the surveyed area.

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Andrew Winter

DATE TAKEN: May 2013

## Appendix 3

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

**ITEM NUMBER:**



The old house site is in the vicinity of the trees and the land on the other side.

**NAME:** Old House site  
**LOCATION:** Oxford Street, Kingston  
**GPS Point:** 45 20 11.87 S, 168 43 3.44 E  
**Constructed:** 1877 - 1913  
**Building Type/Use:** Archaeological site  
**Materials:** N/A  
**Style:** N/A  
**Architect:** N/A  
**Builder:** N/A  
**NZHPT Register:** N/A  
**NZAA Ref:** F42/232  
**Valuation number:** 2913127000

<b>Heritage Assessment</b>	
Historic and Social Value -	<b>N/A</b>
Cultural and Spiritual Value -	<b>N/A</b>
Architectural Value -	<b>N/A</b>
Townscape/Contextual Value -	<b>N/A</b>
Rarity and Representative Value -	<b>N/A</b>
Technological Value -	<b>N/A</b>
Archaeological Value -	<b>High</b>
<b>Overall Heritage Value -</b>	<b>N/A</b>

**Legal Description:**      **Section 12 Block I  
Kingston SD**

**Condition:**              **N/A**

## **DISTRICT PLAN STATUS**

The District Plan status of this archaeological site is considered to be Category 3.

## **SUMMARY OF ARCHAEOLOGICAL SIGNIFICANCE**

The archaeological value of the site is likely to be in buried features which have not been destroyed by subsequent development. There seem to be no buildings of 19<sup>th</sup> century date currently on the site, but archaeological features are likely to be buried and may provide evidence of the former buildings and other associated features such as rubbish pits and longdrops.

The site has the potential to provide knowledge of about the development of the Kingston and about one of its early families.

## **DESCRIPTION**

The site adjoins the railway line at the end of Oxford Street. It presently comprises the site of a relatively modern house with adjoining paddocks.

## **HISTORY**

Kingston was first known as 'St John's' after St. John Branigan, who was the Commissioner of Police for Otago and a highly influential man in the early 1860s. His entry in the Dictionary of New Zealand Biography reports:

"Within a year [of August 1862] Branigan's fame had become legendary; his force, popularly known as 'Branigan's Troopers', was 'universally admitted to be one of the best, not only in these Colonies, but in the world'. It was often said that the 'orderly state' of the Otago region compared to goldfields and their hinterlands in other countries, was largely due to his 'able superintendence' of the force which he had brought to such a 'pitch of excellence'. A key town on the gold escort route to the Wakatipu fields was named St John's (later renamed Kingston) after him."<sup>1</sup>

There was the possibility of the settlement of Fox's (now Arrowtown) becoming Kingston, but the name was bestowed on 'St John's' instead and the town was surveyed in 1863. The

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<sup>1</sup> <http://www.teara.govt.nz/en/biographies/1b29/branigan-st-joan>

surveyed sections were on the west of Oxford Street with a cemetery reserve on the east side of the town and an educational reserve to the south (where the first school was later built).<sup>2</sup>

The town became an important shipping centre on the lake and is said, at its height in 1863-64), to have had ten hotels, two banks, a police station, a butcher's shop and several stores.<sup>3</sup> The town's prosperity declined sharply after the gold rushes, but its location ensured that it continued as a settlement throughout the 1860s and 1870s.

The Invercargill to Kingston branch railway opened in 1878, reinvigorating the town, and the development of shipping on the lake maintained Kingston as a centre of trade and tourism.

The following appears in Jill Hamel's entry for NZAA F42/232:

"An old house site on Section 12 is marked by very large trees, which include a large walnut, an English oak, white birches, radiata pines, macrocarpas and Lawson's cypresses. There are six of the latter, set close together in a line typical of an old hedge which has been allowed to grow. They are at right angles to four of the large macrocarpas and enclose a space sufficient for a small house and now occupied by a large modern hen house. There are large Lombardy poplars and some smaller American poplars. The radiata pines are over 35m high and also likely to be old. None of the trees appear to have been pruned for timber, and alongside of Kingston Creek form an attractive curtilage for a house. This may have been where W S Trotter lived before moving to his Allen river homestead. In 1948 the McCaughans, Glen Nevis Run, bought the block from an elderly labourer, Wattie Thomas, for family use."

No date is given for the house, but the earliest reference to the Trotter family in Paperspast is an advertisement in the Southland Times on 30<sup>th</sup> November 1877 for the sale of a freehold farm, which is described as being 'adjoining the properties of Messrs. Trotter and Butson'.

The house is later recorded on the 1913 Survey of the town with a surrounding border of trees set within a rectangular fence line (see 'Additional references' below).

## **LANDSCAPE SUMMARY**

The historic trees on the site have landscape value and assist in locating and defining the historic nature of the site.

## **SOURCES**

Hamel J. Archaeological sites on Kingston Township development. Report to Queenstown Lakes District Council. March 2007.

Petchey P. Southern Archaeology. Kingston Heritage Report. 2007.

<http://paperspast.natlib.govt.nz/cgi-bin/paperspast>

NZAA.

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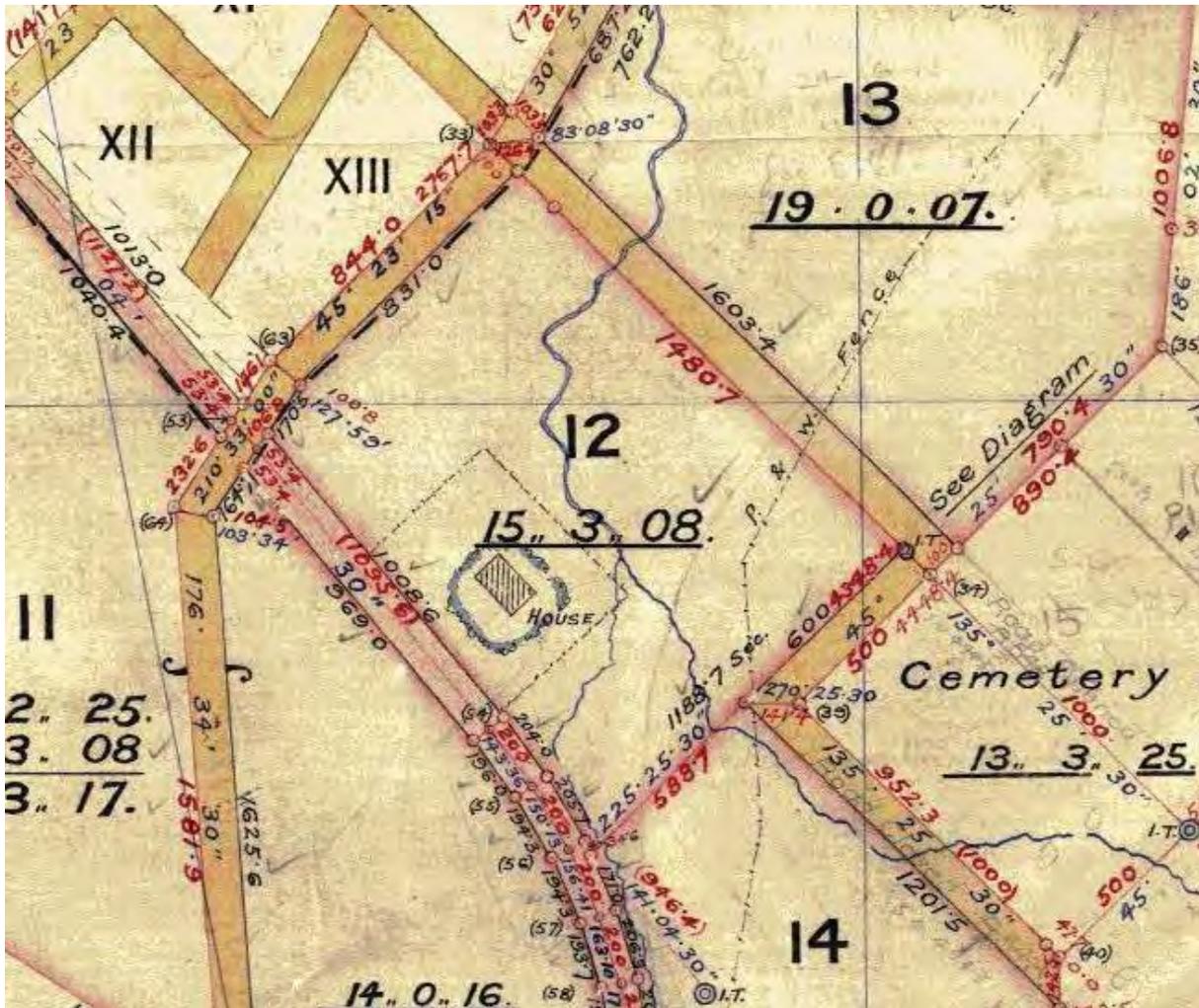
<sup>2</sup> Petchey P. Southern Archaeology. Kingston Heritage Report. 2007. Page 5

<sup>3</sup> Ibid.

FILE NOTES

N/A

ADDITIONAL REFERENCES ATTACHED



Crop of the 1913 Survey (S0 4175) showing the old house site with surrounding trees (courtesy of LINZ).

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Andrew Winter

DATE TAKEN: May 2013

## Appendix 3

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

**ITEM NUMBER: 406**



**Photo 1 The turntable with circular perimeter wall of stone in the Kingston station yard/depot**



**Photo 2 The water tank in the Kingston station yard/depot**



**Photo 3 The crane partially visible behind the locomotive in the foreground**

**NAME:** Railway turntable, water tank and crane

**LOCATION:** Kingston station yard/depot

**GPS Point:** 45°19'52" S 168°42'47" E

**Constructed:** Various dates

**Type/Use:** Railway yard operations

**Builders:** New Zealand Railways

**NZHPT Register:** N/A

**Valuation numbers:** 2913104205

**Legal Description:** Lots 1 & 6 DP 306647

**Condition:** Uninspected – appear in deteriorating condition at distance

<b>Heritage Assessment</b>	
Historic and Social Value -	Medium
Cultural and Spiritual Value -	Low
Architectural Value -	Medium/ Low
Townscape/Contextual Value -	Medium/ Low
Rarity and Representative Value -	High
Technological Value -	Medium
Archaeological Value -	N/A
<b>Overall Heritage Value</b>	<b>- Medium</b>

## **DISTRICT PLAN STATUS**

The turntable and water tank have a current status of Category 1 in the District Plan and the crane is unlisted.

The outcome of this assessment is that these items are considered to have the following District Plan status:

Turntable - Category 2

Water tank – Category 2

Crane – Category 3

The turntable and water tank have been reduced in status as, whilst no other examples in the District are known, they are 20th century replacements of the original items. The turntable is not the original one for the station, nor is it in the original location. The water tank is a late 1920s replacement of an earlier tank.

## **SUMMARY OF SIGNIFICANCE**

The assessment of heritage values (above) and this summary of significance is based upon heritage assessment information from The Rail Heritage Trust of New Zealand. The Trust holds details about the history and national survival rate of items such as these and its opinions have then been modified, where necessary, to reflect the significance of the items to the Queenstown Lakes District.

### **Historic and Social**

The turntable and water tank have a long-standing historic and social connection, albeit a 20th century one, with the railway at Kingston and represent its earlier history when it was conventional railway rather than a tourist attraction.

The crane has lesser historic and social value as it is a relative new-comer to Lumdsen and Kingston, although it does have a longer history of use elsewhere in the region.

All are generally held in high esteem locally.

### **Cultural and Spiritual**

The items have some cultural value as a representation of an earlier way of life for the town when it was the end of the line and was a crucial outpost in the trade between Dunedin/Invercargill and the Wakatipu Basin.

### **Architectural**

Architecturally, the water tank is a strong and prominent feature of the character of the station and its surroundings. To a lesser extent the same can be said for the turntable. All three are representative of early 20th century NZR designs.

Without close inspection and further investigation regarding any modifications it cannot be said for certain but the water tank and turntable would appear to be reasonably intact and authentic in comparison to NZR standard drawings. A lot of the crane was concealed from view and closer examination will be necessary before its authenticity can be assessed in any way.

## **Townscape and Contextual**

The water tank is considered to have high townscape/contextual value locally. The turntable is less prominent, but is still important in defining the character of the railway yard and this part of Kingston.

The crane helps define the character of the area, but is small and moveable and therefore has a still lesser townscape/contextual value.

## **Rarity/scarcity and Representative**

Information from the Rail Heritage Trust of New Zealand indicates that, nationally, there are many surviving examples of the turntable, several of the water tank and several of the cranes. Within the Queenstown Lakes District Council area, no other examples of all of these items are known and therefore they are considered to have high rarity/scarcity value locally.

## **Technological**

All three items are considered to have medium value as being representative of early 20th century NZR technology.

## **Archaeological**

All three items are not considered to have significant archaeological value.

## **DESCRIPTION**

### The turntable

A 55 ft. diameter cast iron rotating table built upon a concrete foundation and piles and surrounded by a stone-lined wall to prevent the table pocket from filling with shingle.

### The water tank

A 6000 gallon capacity timber water storage tank originally designed to be made of Kauri with flooring and staves of Totara (preferably) and stand timbers and floor joists of Australian hardwood. The tank has external steel hoops and a steel access ladder.

### The crane

A moveable steel air-operated crane on wheels with a concrete block counter-weight on a timber frame. According to Miller<sup>1</sup> the original colour scheme would have been natural grey for the timber and red oxide for all the metalwork.

## **HISTORY**

The Southland Times<sup>2</sup> described the opening of the Bluff – Kingston railway on the 10th July 1878 saying *“About 15 years ago certain enterprising spirits projected a line of railway to unite the Bluff with the great gold yielding districts of the interior ranges. After many ebbs and flows in its tide of progress, this work, great certainly in the lapse of time taken to carry it through, and great it will undoubtedly be in its results on the prosperity of this southern country, was formally opened yesterday. The event was celebrated by a free trip from*

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<sup>1</sup> Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 29

<sup>2</sup> OPENING OF THE BLUFF AND KINGSTON (LAKE WAKATIPU) RAILWAY. Southland Times , Issue 3145, 11 July 1878, Page 2

*Invercargill to the Lake, and also by an entertainment given by Messrs Topham and Angus, the contractors for the last section of the line."*

Dunedin merchants quickly realised that Southland was gaining a trade monopoly with the Wakatipu and formed a company, known as the Waimea Plains Railway Company Ltd, to construct a line between Gore and Lumsden to reduce the distance between Dunedin and the Lake. This was completed on 24th May 1880. Not long after, a dispute arose when the Government decided to reduce services on the Invercargill – Kingston line and many felt Dunedin had been given the upper hand in the competition for trade with the Wakatipu Basin.

The Government took over the Waimea Plains line in November 1886 and the name of the "Kingston Flyer" originated shortly after that due to the speed of the small Yankee "K" Class locomotives on the line which usually operated on the Waimea Plains with 3 or 4 cars and a van<sup>3</sup>.

### The turntable

Being the end of the line, Kingston station needed a turntable; the original one – a 50 foot table – was located between the present station building and the wharf shed, close to the present Te Kere Haka walkway over an area of marshy ground. Examination of NZR records held at Archives New Zealand indicates that the original turntable was problematic to use due to silt (pug clay) seeping in from the marshy ground. In 1896, the Resident Engineer in Dunedin referred to the problem being "greatly aggravated by the arrangements made some years ago by the occupier of the hotel for obtaining a supply of water. The arrangement is indicated on [the] attached sketch".<sup>4</sup> The sketch with the letter shows a freehand line leading from a creek to the lake (being the hotel's supply) running near the rear of the marshy ground and presumably this was leaking additional water into the marshy ground which was then discharging with the slope of the ground towards the lake and into the turntable pit.

Problems seem to have continued through until the early 1920s. A NZR memorandum dated 19th September 1922 to the District Engineer at Invercargill states "Considerable difficulty is being experienced at this station. It is very seldom that Driver and Fireman can manage to turn their engine on their own and it is a common sight to see four or five men turning the turntable before the operation is completed. I am bringing this matter under notice as I consider the time taken is excessive and that the cause of the trouble may be some structural weakness which if not attended to promptly may cause serious trouble and inconvenience."

A latter report dated 13th October 1926 determined the problem to be a structural issue saying " the foundation is on [clay] pug, and trouble is experienced owing to the circular rail moving towards the lake. The foundation is piled." The remedy was to move the turntable to a new location and note is made of tables in the area being lengthened to 55 feet, but the report concluded that 'As Ab engines are not at present authorised to run on [the] Waimea Branch the provision of a 55 ft. turntable at Kingston does not appear urgent.' However, a further memorandum in November 1926 indicates that a decision had been made to place a 55 ft. table at Kingston with the 'cheapest location .....[being]...on the engine shed extension beyond the shed [in order to] save [the] cost of yard alterations.'<sup>5</sup> Photograph 4 is of a plan with accompanied NZR file 239-13 showing the location of the existing 50 ft. turntable and the position of a new 55 ft. table near the engine shed in what is today is the present location of the turntable in the station yard/depot.

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<sup>3</sup> Miller FWG, *The Story of the Kingston Flyer*, Invercargill, Whitcoulls, 1975, page 11

<sup>4</sup> Archives New Zealand: Record R7261322 'Right to connect pipe to Department's water supply at Kingston' 1896 – 1981

<sup>5</sup> Ibid

A 55ft. turntable was ordered from NZR Addington and the installation work was completed on 8th February 1927 with considerable care being taken to support the turntable on piles and a concrete block, to provide good drainage and to build a stone wall around it stopping shingle from entering the well beneath the table.<sup>6</sup>

A copy of the NZR 'standard drawing' for the 55 ft. cast iron turntable & foundations is shown on page 26 of 'The Story of the Kingston Flyer'.<sup>7</sup> The design was signed by the Chief Engineer for Government Railways on 17th October 1902. It includes standard details of the concrete foundations and for the sump and drain in the bottom of the turntable pocket.

### The water tank

'The Story of the Kingston Flyer' also includes a standard drawing for the "Water tank & stand – 60,000 gallon capacity"[assumed to be 6,000 gallons].<sup>8</sup> A water tank of this capacity was essential for 'watering' the Ab engines. According to NZR correspondence<sup>9</sup>, prior to 1927, the station was served by a 2000 gallon tank, which was sufficient for the 'ordinary service engine'. A memorandum from the District Engineer to the Foreman of Works at Invercargill dated 17th February 1927 states "On 22nd March, three 'Ab' class engines will require water at Kingston.....as the present tank capacity is only 2000 gallons temporary storage will be necessary. Please arrange to shift the 6/400 gallon tanks and stand from Kamahi Bank to Kingston, and erect them in the vicinity of the engine shed, at sufficient height to enable 'Ab' engines to water." The purpose of the stay by the three Ab engines on that day was the Royal visit.

In March 1927, the District Engineer recommended replacing the 2000 gallon tank at the station with a larger one in order that a reserve of water was held for fire safety reasons. Installation of this tank was completed on 17th October 1927.<sup>10</sup>

This tank seems to have remained in place and was utilised when the 'new' Kingston Flyer was in operation in the 1970s. When this tourist service ran into difficulties and the train was moved to Bluff in 1979, the tank was destined for demolition on the 18th December 1979, but it was saved by a local group who picketed the tank and challenged its destruction.<sup>11</sup>

### The crane

The following information on the crane is taken from the QLDC Heritage Register (Working Document) September 2005 "This coal crane was constructed pre-1919 for the purpose of coaling up the steam locomotives. It was originally based at the Balclutha railway yards and was moved to Lumsden in 1971 when the Kingston Flyer was revived and continued as a

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<sup>6</sup> Kingston Railway turntable, QLDC Heritage Register (Working Document) Septe

mber 2005

<sup>7</sup> Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 26

<sup>8</sup> Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 27

<sup>9</sup> Archives New Zealand: Record R7261322 'Right to connect pipe to Department's water supply at Kingston' 1896 – 1981

<sup>10</sup> Kingston Railway water vat, QLDC Heritage Register (Working Document) September 2005/Archives New Zealand, Dunedin NZR Record DABB D452/74a 239/8

<sup>11</sup> Brailsford B & Mitchell D, The Kingston Flyer – a traveller's companion, Footprint Press (Christchurch), 1986 page 22

passenger and freight train from Lumsden to Kingston in an attempt to keep alive the steam powered railway. The size of the locos meant that coal was able to be loaded by the Lumsden crane to carry enough to get from Lumsden to Kingston and back again. Therefore Kingston did not require a coal crane until 1982 when the run was shortened as a tourist operation and the Kingston Flyer excursions went only as far as Fairlight."<sup>12</sup>

'The Story of the Kingston Flyer' includes drawings of the 'NZR prototype air-operated coal crane' supplied courtesy of The New Zealand Model Railway Guild Inc.<sup>13</sup>

## **LANDSCAPE SUMMARY**

These elements of the Kingston railway yard/depot are considered to be important landmarks in the town signifying its rail heritage past and are also visual elements of the local landscape. The coal crane, however, is considered to have the least landscape importance due to its moveable nature and much shorter time at Kingston than the water tank and turntable.

## **SOURCES**

Archives New Zealand, Dunedin: Record R7261322 'Right to connect pipe to Department's water supply at Kingston' 1896 – 1981

Kingston coal crane, QLDC Heritage Register (Working Document) September 2005

Archives New Zealand, Dunedin NZR Record DABB D452/74a 239/8

Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975

Brailsford B & Mitchell D, The Kingston Flyer – a traveller's companion, Footprint Press (Christchurch), 1986

## **FILE NOTES**

N/A

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<sup>12</sup> Kingston coal crane, QLDC Heritage Register (Working Document) September 2005/Pers comm. Russell Glendinning

<sup>13</sup> Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 29

ADDITIONAL REFERENCES ATTACHED

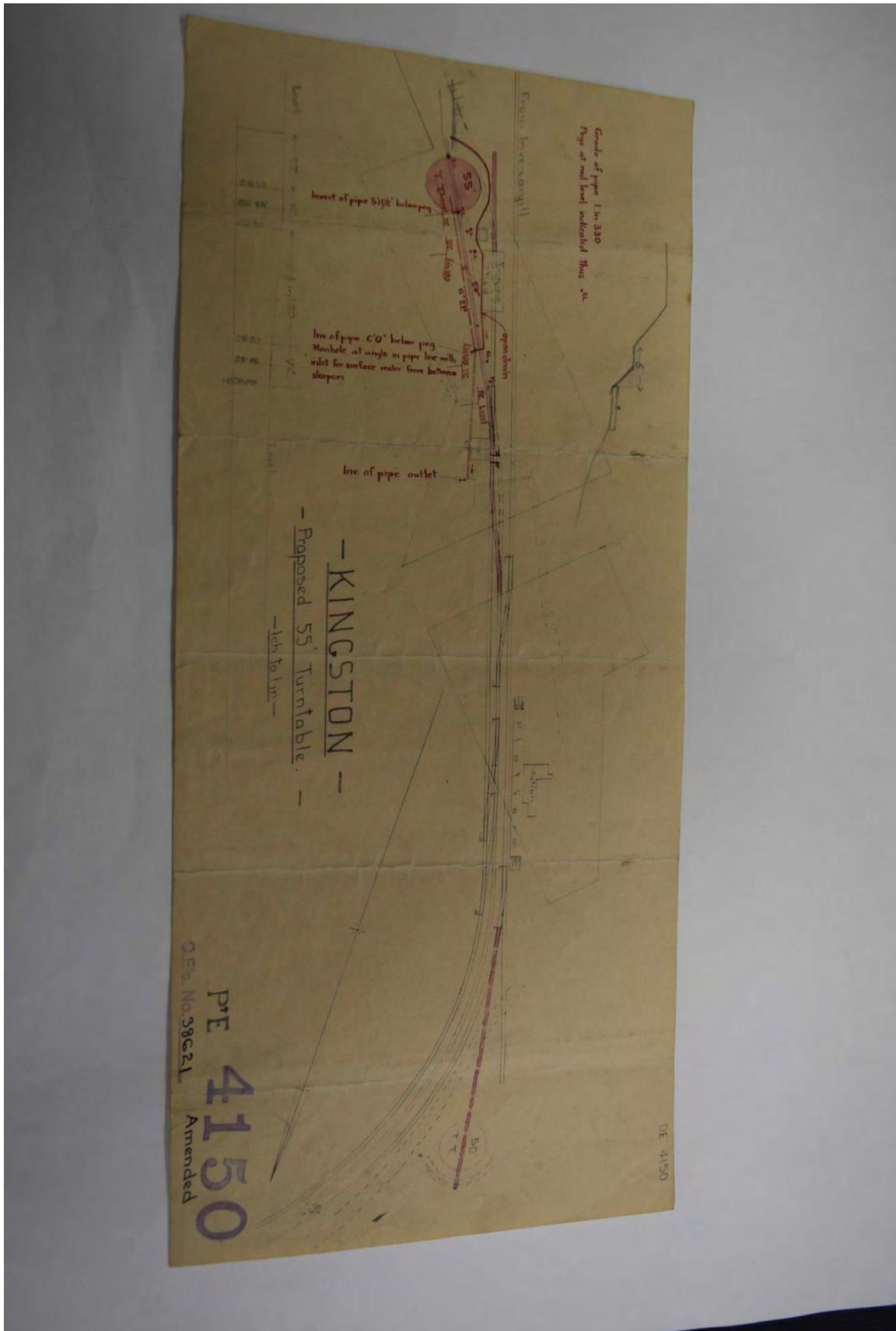


Photo 4 A plan dated 1926 that accompanies NZR file 239-13

**ENTERED BY:**

**PHOTOS BY: Robin Miller**

**DATE ENTERED:**

**DATE TAKEN: August 2014**

## Appendix

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.

- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

**ITEM NUMBER:**



**NAME:** Shanahan's Cottage

**LOCATION:** Arrowtown Golf Course (11<sup>th</sup> hole), Centennial Avenue, Arrowtown

**GPS Point:** 44°57'33.76"S, 168°51'2.98"E

**Constructed:** c. 1874/5

**Building Type/Use:** Stone ruin

**Materials:** Rubble/stacked Schist walls

**Style:** Colonial cottage

**Architect:** None

**Builder:** John & Daniel Shanahan

**NZHPT Register:** N/A

**Valuation number:** 2918400500

**Legal Description:** Sec 3,  
Blk XXXII Tn of Arrowtown

**Condition:** Dilapidated

Heritage Assessment	
Historic and Social Value -	<b>High</b>
Cultural and Spiritual Value -	<b>Moderate</b>
Architectural Value -	<b>Low</b>
Townscape/Contextual Value -	<b>High</b>
Rarity and Representative Value -	<b>Moderate</b>
Technological Value -	<b>Moderate</b>
Archaeological Value -	<b>High</b>
<b>Overall Heritage Value -</b>	<b>Moderate</b>

## **DISTRICT PLAN STATUS**

This structure is a Category 3 item

## **SUMMARY OF SIGNIFICANCE**

### **Historic and Social**

Shanahan's Cottage is associated with an early settler family whose members have not only contributed to local history, but who have also played highly important roles in national history and, in the case of two of the members, international history.

The cottage ruins have the potential to provide knowledge and public education regarding regional and national histories. It is clearly held in high esteem by many in the local community.

### **Cultural and Spiritual**

Although now in ruins, the cottage has cultural heritage value as an example of how early settler families in the District lived and how they built their homes using locally available materials and the building skills they had brought with them. It appears to have been of traditional two-room size and to have had a large fireplace and chimney on one gable end.

### **Architectural**

The cottage is of simple, local vernacular style and is built of traditional, local Schist. The remaining stonework is generally of good quality and the size and detailing of the fireplace (with its timber bressumer over) are of interest from a traditional construction point of view.

Although none of the roof remains, it is interesting to note that it seems to have originally had a thatch covering.

### **Townscape and Contextual**

The ruin has a 'romantic' air and is a feature of considerable landscape value on the golf course. It adds an element of surprise and intrigue to the course and is visible from the nearby highway part-hidden amongst the trees. The Arrowtown Golf Club has recognised this importance and the ruin's cultural heritage significance in naming one of the adjacent fairways after the family and using an image of the ruins as its emblem.

### **Rarity and Representative**

In general terms, historic stone buildings are a threatened cultural heritage resource in the Wakatipu Basin and wider area. What makes Shanahan's Cottage particularly special is that there are relatively few structures in the District that survive as stone ruins. It is representative of the traditional form of vernacular dwelling for the District – two rooms beneath a low, gabled roof.

### **Technological**

The building has significance for its traditional rubble/stacked Schist masonry bedded in earth mortar. The fireplace utilises a timber bressumer (despite the fire risk) rather than a

stone one, which is symptomatic of the difficulty in obtaining large stones locally for use as beams and lintels.

## **Archaeological**

The cottage and its environs have the potential to provide important archaeological information and physical evidence to improve understanding and knowledge of the early settlement of the District. The cottage would have had an outside WC and probably a series of rubbish pits, together with garden features, such as flower beds, paths and fences - evidence of all of which may remain in the surrounding ground and which may yield archaeological evidence.

## **DESCRIPTION**

Shanahan's Cottage is a picturesque stone ruin located adjacent to the 11<sup>th</sup> fairway at Arrowtown Golf Course. It was originally designed with a gabled roof, on a (roughly) east-west axis, which historical records suggest had a thatch cladding.

The cottage comprises the standing remains of rubble/stacked Schist walls (approximately 18 inches thick) with discernible openings for a door and two windows in the northeast facing elevation. At the east end of the cottage, there is a fireplace with truncated chimney stack above and a moulded, timber bressumer (lintel) over the opening; the latter has been clad with galvanised iron sheeting to give it some fire protection. The hearth and remaining window sills retain their flat stone finishes.

The walls peter out towards the original west end of the cottage and are now solely delineated by piled up stones. The ground inside the building is rough with a few stones strewn around, but it is possible that a stone/cobble floor or rammed earth floor exists below.

Some repair works have been carried out to consolidate the top of the truncated chimney, although these have been done in cement mortar, which is not an ideal material for this form of masonry.

## **HISTORY**

The first Shanahans in the District were the brothers, John & Daniel, and John's wife Ellen, from the village of Shanagolden, County Limerick in Ireland. The Arrowtown Burial Book has the brothers arriving in the District some 15 years before John's death in August 1890, which would be about 1875<sup>1</sup>.

John and his wife, Ellen had 6 children; the eldest 3 of which – John, Patrick and Daniel - were born before they came to New Zealand, probably in Ireland. The stone building which now sits between the 10<sup>th</sup> and 11<sup>th</sup> fairways at Arrowtown Golf Club was probably built at this time, although its first mention is not until 1878, when John Shanahan was noted as residing in a 'stone house with a thatched roof, two rooms, value £7' on Arrow Flat, in the Electoral Roll of that year.<sup>2</sup> A family history notes that John was a 'stonemason by trade'<sup>3</sup>, although it is

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<sup>1</sup> Arrowtown Burial Book

<sup>2</sup> New Zealand Electoral Roll information

likely that apart from building his own house and possibly one other at Arrow Flat, he did not trade as such.

### Significant Family Members

Although the Shanahan family was not as prominent or wealthy as some of the more well-known Arrowtown settlers, they have nevertheless made a significant impact on both New Zealand and International history.

**Ellen Shanahan** was the mother of six Shanahan children, at least three of which were born in the stone cottage at the (now) Arrowtown golf club. It is also possible, according to a report in the *Otago Witness*, that she was, in 1890, the '*first woman in the colony who exercised the new privilege conferred by the new act [Criminal Evidence Act, 1889] in the way of empowering a wife to give evidence on behalf of her husband in a criminal case*'.<sup>4</sup>

**Patrick Shanahan** was born in Limerick, Ireland in 1867 as the eldest of the six brothers and came to live at Arrowtown with his parents in the mid-1870s. After finishing school, he briefly worked as a miner. His obituary<sup>5</sup> states that he left New Zealand and joined the British Army in Egypt or the Sudan. It also states that he returned briefly to Arrowtown, before leaving the country again, this time for the United States where he enlisted in the US Navy on 26<sup>th</sup> August 1890<sup>6</sup>. He was one of only twelve foreign-born personnel to be awarded the Medal of Honor, the USA's highest military honour during the Philippine-American war when, on board the U.S.S. Alliance on 28<sup>th</sup> May 1899, he displayed heroism in rescuing William Steven, his quartermaster, from drowning (in shark-infested waters, according to his obituary).

Patrick also served in the US Navy during the Great War, laying mines in the North Sea.<sup>7</sup> In 1922, having achieved the rank of Lieutenant, he retired to live in Brooklyn, New York, with his wife. He died in December 1937. He was assigned a plot in Arlington National Cemetery, Virginia, where America buries its war veterans.

### **John Jnr and Daniel Jnr**

Although the second eldest child, born in Limerick, John Jnr took on the role of settler and farmer on his father's death. Born in 1870, he was responsible for paying rates as early as 17 or 18 years of age, according to the 1887-88 Arrowtown Rates book.<sup>8</sup> After his father's death in 1890 it appears that he became more invested in mining, although taking up land appears to have occupied him into the second decade of the 20<sup>th</sup> century; he was noted in the *Otago Daily Times* as being the leaseholder of land at Arrow Flat in 1914.<sup>9</sup>

Daniel, the third eldest appears to have also remained in the District to farm and mine. It is mentioned in the *Otago Daily Times* of 25<sup>th</sup> November 1914 that his residence was 'burgariously entered' and about £50 of gold and notes taken. This however is likely to have been a cottage at Arrow Flat farther down river, in Block XXXV Arrowtown. This cottage was probably built by Daniel Snr (Daniel Jnr's uncle) after 1888.

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<sup>3</sup> Information supplied by Salmond Reed, gathered in the mid-1990s

<sup>4</sup> *Otago Witness*, Issue 1976, 3 October 1889, Page 16

<sup>5</sup> Undated article clipping from Shanahan family history file – Lakes District Museum.

<sup>6</sup> Information from the National Personnel Records Center, St. Louis Missouri, dated 30<sup>th</sup> April, 1973 – Letter held at Lakes District Museum

<sup>7</sup> Undated article clipping from Shanahan family history file – Lakes District Museum.

<sup>8</sup> Information from the Lakes District Museum

<sup>9</sup> *Otago Daily Times*, Issue 16021, 13 March 1914, Page 3

**Denis Shanahan** was the first of the brothers to be born in the cottage at Arrowtown in 1876. His army records state that he served in the 2<sup>nd</sup> Boar War for about 1½ years between 1901 and 1902.<sup>10</sup> During the Great War, he served as a Private with the Wellington Regiment on the Western Front. He was lucky that his arrival at the Front occurred only ten days after the withdrawal of New Zealand forces from the Battle of the Somme<sup>11</sup>, in which there were upwards of 600,000 casualties on the British side alone. This said, he was still wounded within 10 days of his arrival. Although the nature of this wound is not known, it necessitated a stay in hospital for over 6 months. His discharge in March of 1918 was due, in part, to hereditary varicose veins which rendered him unfit for service.<sup>12</sup> It appears that Denis returned to the Arrowtown area after the war; he is listed on the 1935 Electoral Roll as a miner at Coopers Terrace, Arrowtown.<sup>13</sup> Denis died in November 1959.

**Thomas Shanahan** was the second of the Shanahan children to be born in the cottage in 1879, after his brother Denis<sup>14</sup> and before the last of the Shanahan brothers, Stephen. At the age of 20 or 21, he volunteered to serve in the Boar War as a representative of the District, along with two others.<sup>15</sup> It appears that a contest was held and that Thomas was selected on the basis of his riding and shooting ability.<sup>16</sup> The District paid for Trooper Shanahan's equipment, a bridle and saddle, and his fare to Dunedin. After his return, he was offered the chance to re-enlist, at the rank of sergeant, but declined and instead joined the New Zealand Police in 1902.<sup>17</sup>

He became a mounted constable in Dunedin,<sup>18</sup> later becoming a sergeant in Dunedin in 1916. His career took him to almost every city in the South Island and, briefly, also to Auckland. He was promoted to Superintendent of Police at Christchurch in 1942.<sup>19</sup> He retired in 1944, and died in Gisbourne in 1965.<sup>20</sup>

Thomas was the father of three other notable New Zealanders. Michael Shanahan (OBE) had practiced law in Auckland, having served in the NZRAF between 1942 and 1946. He was awarded the OBE for community services in 1987.

Foss Shanahan, born at Alexandra in 1910, rose through the ranks of the Civil Service to become Assistant Secretary to the War Cabinet and Secretary of the Chiefs of Staff Committee in 1943 and, after the war, was a member of New Zealand's delegation to the United Nations General Assembly in 1949.<sup>21</sup>

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<sup>10</sup> SHANAHAN, Denis - SA3210, 8287, WWI 14165 – Army – Military Personnel files – Archives New Zealand ([http://archway.archives.govt.nz/StreamgateProxy/fileStream?ie\\_pid=IE10425331&file\\_pid=FL10425532](http://archway.archives.govt.nz/StreamgateProxy/fileStream?ie_pid=IE10425331&file_pid=FL10425532)) consulted 6<sup>th</sup> Amy 2013

<sup>11</sup> Cunningham, Treadwell & Hanna (1928) *The Wellington Regiment (NZE) 1914 – 1919*, Ferguson & Osborn, Limited, page 124

<sup>12</sup> *Ibid*

<sup>13</sup> New Zealand Electoral Roll information

<sup>14</sup> Pers. Comm. Michael A. Shanahan in a letter to the Lakes District Museum 9<sup>th</sup> May 1994

<sup>15</sup> Otago Daily Times, Issue 11661, 19 February 1900, Page 5

<sup>16</sup> Pers. Comm. Michael A. Shanahan in a letter to the Arrowtown Golf Club, June 1994 – Letter held at the Lakes District Museum

<sup>17</sup> *Ibid*.

<sup>18</sup> Information supplied by Salmond Reed, gathered in the mid-1990s

<sup>19</sup> Information from Police National Headquarters, Wellington – letter held at the Lakes District Museum

<sup>20</sup> Information from the Lakes District Museum

<sup>21</sup> Ian McGibbon. 'Shanahan, Foss - Shanahan, Foss', from the Dictionary of New Zealand Biography. Te Ara - the Encyclopedia of New Zealand, updated 30-Oct-2012

John Shanahan, born in 1924, became a keen swimmer and New Zealand and Australian Champion at Breaststroke. He represented New Zealand in the 1950 Commonwealth Games.<sup>22</sup>

### **LANDSCAPE SUMMARY**

The ruin has a strong romantic and 'picturesque' quality for the local landscape and is visible from the nearby highway.

### **SOURCES**

Salmond Reed Architects Ltd, Auckland

Lakes District Museum

### **FILE NOTES**

N/A

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<sup>22</sup> Information from the Lakes District Museum

ADDITIONAL REFERENCES ATTACHED



Patrick Shanahan's gravestone at Arlington Nation Cemetery, Virginia, USA. Image from <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=7881312> – consulted 6<sup>th</sup> May 2013

**ENTERED BY:**

**DATE ENTERED:**

**PHOTOS BY: Andrew Winter**

**DATE TAKEN: May 2013**

## Appendix 3

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

**ITEM NUMBER:**



**NAME:** Stone Cottage  
**LOCATION:** 253 Centennial Avenue, Arrowtown  
**GPS Point:** 44°57'54.36"S, 168°51'11.03"E  
**Constructed:** c. 1887 – 1890s  
**Building Type/Use:** Colonial cottage  
**Materials:** Rubble/stacked Schist and iron/steel  
**Style:** Colonial cottage  
**Architect:** None  
**Builder:** John & Daniel Shanahan  
**NZHPT Register:** N/A  
**Valuation number:** 2907130002  
**Legal Description:** Section 5 SO 445725  
**Condition:** Not assessed

<b>Heritage Assessment</b>	
Historic and Social Value -	<b>High</b>
Cultural and Spiritual Value -	<b>Moderate</b>
Architectural Value -	<b>Moderate</b>
Townscape/Contextual Value -	<b>High</b>
Rarity and Representative Value -	<b>Moderate</b>
Technological Value -	<b>Moderate</b>
Archaeological Value -	<b>High</b>
<b>Overall Heritage Value -</b>	<b>Moderate</b>

## **DISTRICT PLAN STATUS**

This structure is a Category 3 item.

No close inspection of the cottage has been made.

## **SUMMARY OF SIGNIFICANCE**

### **Historic and Social**

The stone cottage is associated with the Shanahans, an early settler family whose descendants have contributed to local, national and international history. It was built for Daniel Shanahan with a likely construction date of the late 1880s or early 1890s.

### **Cultural and Spiritual**

The cottage has cultural heritage value as an example of how late 19<sup>th</sup> century settler families in the District lived and the construction materials and techniques they employed.

### **Architectural**

The cottage is a simple, vernacular building of stacked/rubble Schist and a gabled roof clad with corrugated iron. The visible external elevations suggest that it has a high degree of originality/authenticity remaining. Architectural features of interest include the stone walls with weathered plaster/render finish, rectangular stone chimney, flat stone lintels and sills, 6 light casement windows and centrally-placed entrance door.

### **Townscape and Contextual**

Although not visible from the road, the cottage can be seen from the adjoining cycle and walking path and is a strong feature of historical interest in the local landscape.

### **Rarity and Representative**

In general terms, historic stone buildings are a threatened cultural heritage resource in the District and wider area. The stone cottage is representative of the traditional form of late 19<sup>th</sup> century vernacular dwelling for the District and, externally at least, it appears quite original in terms of form and scale.

### **Technological**

The building has significance for its traditional rubble/stacked Schist masonry, which has the weathered remains of a render/plaster and limewash or whitewash finish. Long flat stones have been used for lintels to the front elevation and for sills. The methods of construction in the cottage may potentially aid understanding of traditional building crafts in the District.

### **Archaeological**

The cottage itself stands alone in a clear lawn area of land to the southeast of a modern house. It is likely that all of the domestic paraphernalia of a cottage site, the outhouses, toilets, rubbish pits, garden fence lines and the suchlike have been cleared from the site within the last 40 or 50 years to create a cottage-garden feature, subservient to the main

house. However, there was domestic activity from the 1880s onwards, perhaps with a hiatus between 1914 and 1934. Subsurface features will almost certainly remain below the ground.

It is also possible that archaeology relating to the water race on the site (possibly dating from the 1860s and shown on the 1878 survey) may remain.

## **DESCRIPTION**

This is a small rectangular stone cottage that stands on its own in the grounds of a larger, modern house. A part of the flat site upon which the cottage stands seems to have been created by a revetted, stacked stone wall, which runs from the south-eastern boundary in a curve towards the back of the property (the extent could not be ascertained).

Viewed from the cycle path, the cottage has a central entrance with timber, four-panel door and windows on either side. All these openings have flat, stone lintels with the windows and door deeply recessed. The windows also have flat stone sills and there is a flat threshold stone to the door.

The stacked/rubble Schist stonework appears to have been built to a good standard incorporating some long, flat quoins and other bond stones. Some areas are finished with an external render/plaster and the cottage has been decorated with a lime or whitewash.

The roof slopes are clad with corrugated iron and above one gable is a squat stone chimney. Windows are fitted with 6 light casements likely to retain historic plain glass.

In all, the cottage appears externally to have a high level of historical authenticity.

## **HISTORY**

The first Shanahans in the District were the brothers John & Daniel and John's wife Ellen, from the village of Shanagolden, County Limerick in Ireland. The Arrowtown Burial Book has the brothers arriving in the District some 15 years before John's death in August 1890, which would be about 1875<sup>1</sup>.

John and his wife, Ellen had 6 children; the eldest 3 of which – John, Patrick and Daniel - were born before they came to New Zealand, probably in Ireland. A family history notes that John was a 'stonemason by trade' and that he built his own cottage and possibly one other at Arrow Flat. However, although it is mentioned in the Lakes District Museum Archives that John 'helped to build some of the arch approaches' to local bridges, there is no primary historical evidence to support this.

The stone cottage at 253 Centennial Avenue was probably built by the John and Daniel Shanahan as a place for Daniel to live, away from John and Ellen's rapidly growing family. However, the construction of Daniel's cottage on Section 2, Block XXXV Arrowtown (the 19<sup>th</sup> century legal definition of the 253 Centennial Avenue site) won't have occurred until after 1887. A survey of the Arrowtown Extension area (SO 14023) was undertaken in 1878 and is a particularly detailed survey, showing water races, fence lines and building footprints. For

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<sup>1</sup> Arrowtown Burial Book

example, John and Ellen's farm is shown in Block XXXII, to the north; however, no buildings are shown to exist on Sec 2 Block XXXV. There is a water race running across the section towards the Arrow River, but this is likely to have existed from the early-1860s, when the first concentration of alluvial mining along the Arrow occurred.

The first Certificate of Title available for the site (OT85/23) is a deed for lease and dates to July 1887 in Daniel Shanahan's name. This ties in well with the Rates information held by the Lakes District Museum,<sup>2</sup> which shows Daniel paying rates on the ~4 acres of Section 2. This Rates information also describes Section 2 as a *Paddock*.

John Shanahan died in 1890.<sup>3</sup> If he was the builder of the cottage at 253 Centennial Avenue, then it must have been built after 1887 and before 1890.

Daniel Shanahan died at the age of 81 in 1912.<sup>4</sup> He appears to have died childless and probably never married. A history of the Shanahan family, held by the Lakes District Museum, indicates that his nephew, Daniel Jnr, organised his burial and it is very likely that Daniel Jnr inherited the cottage site from his uncle; a newspaper report<sup>5</sup> from 1914 documents the 'burglarious' entry of Daniel Shanahan's cottage ('close to the residence of his mother') and a sum of about £50 in notes and gold taken. This incident, however, took place *after* May of 1914, when the Certificate of Title for the land (OT85/23) suggests that the lease was forfeited due to non-payment of rates. Daniel Junior disappears from the historical record after November 1914; it is likely that he left the District.

The land does not appear to have been re-leased until 20 years later. The next Certificate of Title dates to 1934 and is in the name of Ernest Baker, a labourer. The lease existed in this name until the late 1980s, when Ernest Baker died, aged 77,<sup>6</sup> and his executors took on the lease. The freehold title for the land was issued in 1992 (OT14B/982) to Victor and Alison Baker. Victor was presumably a descendant of Ernest Baker. By 2011, the cottage site had been transferred to its current owners.<sup>7</sup>

John Shanahan's descendants have not only contributed to local history, but who have also played highly important roles in national history and, in the case of two of the members, international history. For further information, see the assessment for 'Shanahan's Cottage', Arrowtown Golf Course.

## LANDSCAPE SUMMARY

Small, low-key settler cottages and homesteads are an important element of the Central Otago landscape. They add scale, texture and historical interest. Even if not visible from major thoroughfares and public areas, they are important for the glimpses of the past that they provide when they do appear in view. The subject stone cottage is integral to the local landscape on the outskirts of the town and provides a feature of interest along the cycle and walking path.

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<sup>2</sup> Information from the Lakes District Museum

<sup>3</sup> Arrowtown Burial book

<sup>4</sup> QLDC Cemeteries Information

<sup>5</sup> Otago Daily Times, Issue 16240, 25 November 1914, Page 6

<sup>6</sup> QLDC Cemeteries Information

<sup>7</sup> Certificate of Title: 567174

## **SOURCES**

Lakes District Museum

LINZ

QLDC

Salmond Reed Architects

## **FILE NOTES**

N/A

## **ADDITIONAL REFERENCES ATTACHED**



**ENTERED BY:**

**DATE ENTERED:**

**PHOTOS BY: Andrew Winter**

**DATE TAKEN: May 2013**

## Appendix 3

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

**ITEM NUMBER:**



**NAME:** Threepwood stables

**LOCATION:** Strains Road, Threepwood, Wakatipu Basin

**GPS Point:** 44°59'12.39"S, 168°47'40.81"E

**Constructed:** circa.1865

**Building Type/Use:** Agricultural

**Materials:** Timber/stacked Schist/  
corrugated iron

**Style:** Stables with first floor loft

**Architect:** None

**Builder:** Unknown

**NZHPT Register:** N/A

**Valuation number:** 2907123751

**Legal Description:** LOT 2 DP 21614

**Condition:** Poor

<b>Heritage Assessment</b>	
Historic and Social Value -	<b>High</b>
Cultural and Spiritual Value -	<b>Moderate</b>
Architectural Value -	<b>High</b>
Townscape/Contextual Value -	<b>High</b>
Rarity and Representative Value -	<b>High</b>
Technological Value -	<b>High</b>
Archaeological Value -	<b>High</b>
<b>Overall Heritage Value -</b>	<b>High</b>

## **DISTRICT PLAN STATUS**

This structure is a Category 2 item.

This building has not been reinspected. Information given is based upon the sources provided at the end of this report.

## **SUMMARY OF SIGNIFICANCE**

### **Historic and Social**

The establishment of a farm on this site within a couple of years of the 1862 gold rush puts the Marshall family at the heart of the early settlement of the Wakatipu Basin. The farming business was built on the production of grain on the fertile, flat land between Arrowtown and Frankton, which was an essential industry for the growth of the local settlements.

The stables are of substantial, stone construction reflecting the lifestyle of the family and their wealth. Their landholding increased in the early 1870s, before the family left New Zealand to join friends in America in 1881. The farm buildings at this end of the lake have since been associated with a number of well-known, local families, including the McDowell family who lived at Marshall Cottage (close by) before they built the larger homestead at Threepwood. The buildings are also associated with the Lee family, who played an important part of the development of the District in the first half of the 20<sup>th</sup> century.

The stables are therefore considered to be representative of important developments in the local history and farming practices of its time.

### **Cultural and Spiritual**

The stables have cultural significance for their association with early grain farming in the Wakatipu Basin and the later development of agriculture in the area throughout the 20<sup>th</sup> century.

### **Architectural**

The stable building has high architectural interest for its substantial, rectangular and gabled form. It is built into the hillside, has a loft within the roof space (with access from the hillside above) and the remains of eight stalls on the ground floor. There are window and door openings in the front wall at ground floor level, windows in the gables on the first floor, shutters to ground floor windows and sheet iron linings within the loft.

### **Townscape and Contextual**

The building is quite prominent in the landscape at this end of the lake and is visible from the highway and from the lake walkway. Together with Marshall Cottage and the Threepwood woolshed, this group of differing farm buildings make a valuable contribution to the local landscape.

### **Rarity and Representative**

In general terms, historic stone buildings are a threatened cultural heritage resource in the Wakatipu Basin and wider area. Such buildings are becoming increasingly rare in the District

and the stables are of particular interest for their size, early construction and surviving internal and external features.

### **Technological**

The stables have technological value as a very early farm building in the District. The building has been modified to accommodate changing agricultural needs; the most significant of these being the partial loss of the timber stalls and the opening up of the front wall for storage of agricultural machinery as technologies developed from horse-power to mechanical power.

The interior of the stables, including the remaining stalls, the window shutters/louvres and the cobbled-stone floor provide information about how early stables were arranged and operated.

### **Archaeological**

The building and the surrounding site, including the site occupied by the nearby implement shed, have the potential to provide important archaeological information and physical evidence to improve understanding and knowledge of the early settlement of Otago and of early farming practices.

## **DESCRIPTION<sup>1</sup>**

The stable building is of stacked stone with a corrugated iron roof and is built into the hill behind it to a height of approximately 1m. It comprises a ground floor with remains of eight timber stalls with mangers, partitions and substantial posts, and an upper floor with access at the rear to the hill behind.

### External Features

The walls of the building are in traditional, good quality, stacked schist stone with mud mortar. Stones of considerable size have been used in the walls, particularly at the corners and at the eaves. Remnants of a weathering coat of lime plaster remain although this has washed or weathered away up to approximately 1 metre from the ground and approaching the eaves. Two large stones project from the north western corner of the building, but their purpose is not known.

The building has four original windows and two original doors. Both the ground floor windows have wooden shutters rather than glass with pierced ventilators in the shape of a cross and fixed wooden louvres below. It appears that the upper level window facing east was originally similar, but the louvres are above and the lower part has been crudely glazed. The upper level window facing the Homestead is covered in chicken-wire but may have been glazed originally and fixed shut. A large opening has been crudely made on the front elevation, possibly for access of machinery.

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<sup>1</sup> Jackie Gillies + Associates. August 2005. Conservation plan – Threepwood Homestead

## Internal Features

The internal walls of the lower level appear to have been finished in lime plaster but only a small area remains.

A small window on the western gable has been filled in at an early stage, but is still visible with its sill and timber lintel still in place. A stone fireplace with stone lintel has also been filled in adjacent to this window. A tiny remnant of newspaper survives attached to the underside of the main lateral beam at the western end of the stable.

The floor to the rest of the stables was originally cobbled with large glacial pebbles and some small areas are still visible. Most of the floor is concealed beneath a build-up of mud, stones and rubbish. There are also remnants of a timber t&g floor at the southern end of the building.

The upper floor is of exposed t&g boards, 150x25mm thick, on 150x50mm timber joists built into the full thickness of the stone wall. These are supported on a 200x200mm beam at mid-span running the length of the building. This beam was originally supported on seven posts of the same dimension forming the eight stalls. The beam and every other post are carefully chamfered and the posts are morticed into the beam above. Remains of three stalls survive at the centre of the building with typical rails, panelling, saddle brackets and timber-framed mangers.

A timber boxed grain chute runs from the upper floor into a large oil drum below on the eastern wall, with another in hessian adjacent to it.

The upper floor is curiously lined with flat steel sheet, fixed with timber battens over the stone half-height walls. This is continued up to the underside of the corrugated roofing and into the window reveals. The thoroughness of the undertaking - in and out of the corrugations of the roofing iron and right into the window reveals - suggests that this was an attempt to control ingress of vermin to the hay loft.

The roof is framed with 75x50mm rafters and collar-ties at approximately 900mm centres with purlins supporting the iron roofing. The flat steel sheet is fixed with 75x25mm battens, vertically and horizontally over the steel.

The access to this upper floor from the exterior is crudely framed with the roofing iron lapped and folded around it. One jamb of the original door frame survives, although the head is rotten and hanging down. The original door is thought to have been of timber t&g ledged, with iron strap hinges and latch set remaining intact.

A manhole to the floor below is located near the western end of the floor, boarded over at present.

## **HISTORY<sup>2</sup>**

The 1864 survey records that there was a farm on the site by that year and the accompanying notes by the Surveyor G. M. Barr show two buildings there. A subsequent topographical sketch of the Shotover District, prepared in 1865, shows three buildings on the

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<sup>2</sup> Jackie Gillies + Associates. August 2005. Conservation plan – Threepwood Homestead

site; most likely the first/upper of the three is the stone stables that still stand today to the north of Marshall Cottage and, possibly, the third/lower of the three is Marshall Cottage itself.

The 1866 electoral roll provides evidence that William Teal Marshall was farming 128 acres, freehold, at 'Haye's Lake' in that year. At that point, he called the property 'Meadow Bank Farm', and records indicate he lived there with his wife, Mary Marshall, and at least 8 children. William Marshall is therefore most likely to be the builder of the woolshed, stables and the cottage and had probably been on the land for a few years by this stage.

In 1872 Marshall was granted additional land bordering the lake (back-dated to 1871), including the parcel of land where the stone cottage stands today. However, the Marshall family left the Arrow for New Mexico in September 1881 taking with them Mary Marshall's son from her first marriage and his family. The farm was advertised for auction in the Otago Daily Times of 21<sup>st</sup> January 1882 and the description of it given seems to relate well to the dwelling that exists today as being a "five-roomed stone residence" with "barns, stable, woolsheds, cowshed, and everything required for carrying on farming operations".<sup>3</sup>

John Butement, a major run-holder from Glenorchy, bought the farm prior to auction in February 1882. He also acquired much of the surrounding land, which increased the size of the property to 905 acres. Butement renamed the property 'Avalon', and made it his home in the district. He had plans drawn up for a homestead to be built by the lake, but these never came to fruition. Butement's landholdings were threatened by the government's plans to break up the larger estates and he got into financial difficulties due to the drop in wool prices and the growing problem of rabbit infestation of grazing land. He tried to sell up, but couldn't find a buyer and he eventually relinquished the land to the New Zealand Loan and Mercantile Co. Ltd before leaving the District in June 1888. 'Avalon' remained in the hands of the loan company until 1896.

In May 1896, business partners and brothers-in-law, William Reid and Robert McDowell purchased the farm and land. The pair made at least two other purchases in the area besides the Lake Hayes farm – in 1902 they bought the Wakatipu Flour Mill, and in 1905 the mill at Luggate. In their 700 acres around Lake Hayes, Reid established another mill at the opposite end of the lake to 'Avalon' and he and his family settled there in 1905.

The McDowell family moved onto the Lake Hayes property while Robert McDowell was the manager there. They lived in the stone cottage by the lake for many years, which is noteworthy when one considers that the McDowells had 12 children (with 7 already born by the time they shifted to the lake). The family recalls the upper rooms in the stone house being used as bedrooms, with 4 to a bed, while the boys slept in the lean-to at the back of the cottage.<sup>4</sup> Their work on the farm was seen as more important than attending school. The family moved out of the cottage and into the new homestead, now known as 'Threepwood', when it was built in 1909.

McDowell was a well-known member of the Arrowtown community, as was his partner William Reid. McDowell served on the Arrowtown Hospital Committee and was a member of the Frankton Hospital Trust, as well as being heavily involved with the local Presbyterian church. Reid was a founding member of the Lake County A & P Society, and served on the Lake County Council for 28 years. He was also an active participant in church affairs.

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<sup>3</sup> Otago Daily Times , Issue 6224, 21 January 1882, Page 4

<sup>4</sup> Personal communication between Jennie Henderson and Evelyn Weir, April 2005.

In May 1910, Reid and McDowell dissolved their partnership and ownership of the farm passed solely to McDowell. Later that year, in November, McDowell sold the farm to Robert Lee, who named it 'Threepwood' after his birthplace, Threepwood Hall in Northumberland, England. Lee was a miner and had become managing director of the New Zealand Coal and Oil Company in 1902. He had helped establish the Castle Hill Coal Mine near Kaitangata and was the first to mine sheelite commercially at Glenorchy. Lee set about installing an extensive irrigation system on the property and, in just over a year, 1300 feet of pipes and a flume half a mile long were in place. The water was sourced from a creek on the Remarkables and piped over the Kawarau River to Threepwood. However, Lee died shortly after the scheme was finished and the farm was taken over by his son, Leo Lee.

Leo Lee also became a well-known local figure. He served on the Lake County Council for 24 years and filled the role of chairman for 10 of those years. He was president of the Lake County A & P Society from 1914 to 1933, and was the People's Warden of the Anglican Church for 14 years. In 1934 Lee retired to Queenstown, leaving the farm in the hands of a manager until it was sold on in 1938 to Eric and Mary Strain, of Dunedin.

The Strains developed Threepwood and were quick to embrace new farming technologies, such as the tractor and electric shearing machines. The family lived in the homestead built by Robert McDowell and it is likely that Marshall Cottage provided additional accommodation for, say, a manager. In 1958 John Strain, Eric and Mary's son, took over the farm. He and his wife Paddy, and their 3 sons Tony, Martin and Sam, lived in a new house on the farm until the death of his parents. They then moved to the homestead, but Paddy returned to the newer house after John's death in 1979. John significantly increased the irrigation (which was now part of the Arrow Irrigation Scheme network) and the infrastructure of the property. He was also a well-known member of the local community, being heavily involved with the Lake County A & P Society.

After the death of John Strain in 1979, his son Tony managed the farm on behalf of a trust for several years. The farm was then leased out. In the 1980s, Martin Strain and his wife lived in the Marshall Cottage for a number of years and refurbished it during that time. This part of the farm was later subdivided and sold off.

In summary, from the 1865 survey plan, it would appear that the stables were one of the first buildings at this end of the lake and they may, potentially, date back to as early as 1862. The photograph below taken in 1885 shows them quite clearly and it is interesting to note that there is another building on the left – possibly parts of this latter building may still survive in the machinery/implement shed that remains adjacent to the stables today.

## **LANDSCAPE SUMMARY**

The stables nestle into the rising ground at this end of the lake and are a feature of value and interest in the local landscape. They are visible from the other side of the lake, the highway there and from the lake walkway. They are an important textural and historical element that help define the edge of the lake and the beginning of the Threepwood farm site.





Dating to c. 1885, this photograph was taken from the other side of Lake Hayes. It shows the stables with another building (to the left) where the implement shed stands today. (photograph: Te Papa Archives O.004714)

**ENTERED BY:**

**DATE ENTERED:**

**PHOTOS BY: Jackie Gillies + Associates**

**DATE TAKEN: February 2011**

## Appendix 3

### CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

#### 1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

#### 2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

#### 3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

#### 4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

#### 5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

#### 6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

#### 7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.