

The Official Publication of the  
QUEENSTOWN & DISTRICT HISTORICAL SOCIETY (INC.)

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Thirtieth Issue - November 1982

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Officers of the Society :

PRESIDENT : Mrs Roma McAndrew, 4 Anderson Heights, Queenstown

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TREASURER : Mrs Rona McCurdy, 66 Lake Esplanade, Queenstown

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C. Geary, M. Hood, A. Hudson, M. McDonald, D. Oliver,  
M. Terpleton

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Annual General Meeting

The Annual General Meeting was held recently. The venue was the lounge deck of the Earnslaw. After the meeting slides of early lake shipping were shown on the upper deck by Mr N. Clayton. There was a very good attendance and those present had an opportunity to inspect the reconstruction work carried out by Fiordland Travel over the winter period.

During the meeting Mrs Hudson was thanked for her work in organising day trips to places of historical interest. The support of the trips proved their popularity.

Notice of motion was given to amend the constitution to make provision for the office of Vice-President. The amendment which will come before the next Annual General meeting for consideration reads :-

Clause 12 Officers -

Add sub-clause (b) The Vice-President who shall exercise all the powers of the President in his/her absence.

Amend sub-clause 12 (b), (c), (d), to be (c), (d), (e), respectively.

\*\* EDWARD McCAFFREY, STONEMASON - A Sequel

Last issue of the Courier contained a short report on Edward McCaffrey and his use of the sandstone from the 12-mile for gravestones, etc. The report was based on newspaper articles appearing in 1881.

Early in 1882 McCaffrey died of complications after contracting a cold at the Christchurch Exhibition where no doubt he had exhibited samples of his work. McCaffrey who was described as the discoverer and owner of the fine freestone quarries at the 12-mile was aged 40 at the time of his death and left no family.

It is a great pity he died at such an early age because had he lived many more examples of his fine workmanship would have survived to enrich the area.

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\*\* ANNUAL SUBSCRIPTIONS -

Annual subscriptions for 1982/83 are now due.

\$4.00 per family or \$3.00 for one person (Courier included in the subscription). Receipts for subscriptions will not be sent out.

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\*\* COURIER - Back copies

Back copies of the Courier are available.

Those available are :- 5, 10, 11, 12, 13, 15, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28.

For Index of Courier up to No. 26, see Courier No. 26.

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**\*\* PRESIDENT'S REPORT - A.G.M. QUEENSTOWN & DISTRICT HISTORICAL SOCIETY. October 20, 1982.**

This year has been one of action for our Society. In October we took a trip by boat to Bobs Cove to see the remains of the Lime Kilns that Neville Ritchie, the Archaeologist, wanted to survey. A trip over the lake was also made to look at a ruin the other side. The Society gave the Library a large book called "Southern New Zealand" in November; that month also saw the repair of Green Gates hut (behind Coronet Peak), which had two sheets of roofing iron missing. A combination of people worked together - Bob Rose donated the roofing iron, Alpine Helicopters flew it in and dropped it by the hut. Members of the Historical Society and the Tramping Club walked in and together with Hans Arnsted's carpentry knowledge and Graeme Tanner's roofing nails, the hut was repaired.

Miss Freda Stuckey, our Secretary, moved away and Miss Joan Carswell stepped in to take her place. In January, for the Summer Festival, we ran our (new yearly) Visitors' tour of the district, to Arrowtown via Coronet Peak and back via Lake Hayes, Ron Gordon commentating. Neil Clayton also conducted his historical walk of Queenstown, and slides were shown in the Memorial Hall. February saw us journeying to see Fairlight Station and the district around, compered by Ron Gordon again. The Society also gave Neville Ritchie \$250 towards his survey of the Lime Kilns at Bobs Cove. His findings were used to show a Tribunal that it was not desirable for a holiday complex to be built in such a way that its proximity would restrict public access to the kilns. March saw the "Earnslaw's" 70th birthday; a party was held on board, a birthday cake was cut and the ship was given a painting. Thirteen members who formerly worked on the ship were given a cruise to Mt. Nicholas. A Bus trip to Arcadia House, near Glenorchy, was much enjoyed, and a further journey from Paradise to Hinaman's Bluff where lunch was eaten. In April the Society took to the water again and went over to Cecil Peak to inspect the buildings there, and much appreciated being shown around. The most recent trip was to Morven Hills Station, where members had a most interesting time looking around the old Station buildings.

The Society has helped Ted Sturt with his research into data on Tutuila House, on which he is working to restore. It asked the Otago Regional Committee of the Historic Places Trust for improved classification for Tutuila, the "Earnslaw", Arcadia House and the Masonic Lodge building. It also made representations to the local authorities' Planning Committees for improved designations to protect many buildings in the District Scheme. The Society was invited to make submissions, which it has done. The Otago Regional Committee has also asked to help retain the character of the Spence House in Earl Street, which has been bought by an American who will use it for a holiday house, and who hopes to restore it. The Arrowtown Council mistakenly gave building permission for the Stables at Arrowtown to be built around in such a way it can't be seen. In doing that it was acting against it's own District Scheme and has been told by the Historic Places Trust that it's actions are illegal.

The Society has kept a close watch on the "Earnslaw" during its refit to make sure it kept to its original construction as close as possible while at the same time improving it so that it will remain economical to run for many years to come.

Finally, Mr John Grant of Frankton has made available the original plans of the first Queenstown Jetty, the first Lower Shotover Bridge and an old house belonging to W. Turton in Queenstown. The Hocken Library has these at the moment, to make copies of them.

During the past year, the Society has done much to make people aware of what is around to see, what is worth retaining, and has striven hard, by legal means, to retain the historic character of the district.

ROMA McANDREW  
President

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\*\* VERMIN EXTERMINATION - Contributed by W.W. Baillie  
Invercargill

An early single relation of mine came to seek his fortune at Gabriel's Gully. Whether he succeeded or not is unknown, but like many others decided to settle on the land in the Tokomairiro District.

He purchased a few acres outside Milton and contented himself milking a few cows and working his small holding. The house had a timber frame and a galvanized iron exterior, but within it was spartan yet functional for a bachelor. He always tended a good garden with a closely trimmed box hedge running either side of a gravel path to the front entrance.

Flooring was what mother nature had provided and after years of trampling to and fro had assumed a compact texture. A cousin of my father's was asked down for the school holidays, and in due course settled into the irregular routine of his bachelor uncle. But like all well-managed establishments, certain periodic chores had to be performed.

After dinner one day, the table was pushed to one side and the tablecloth shaken into the middle of the floor. Further tit-bits were added till the guest wondered what was afoot. Next to his consternation a shotgun was produced and a series of powder - wads - shot poured down its throat. All were safely rammed home and a cap attached. The old fellow turned and went out through the front door and down the garden path. At about 15 paces he about faced and lay down on the shingle path with a bewildered nephew only too pleased to be at least behind the old man.

Are enough the clientele began to appear. After weeks of safe breeding, a generation had grown up oblivious of the fate before them and were over enthused at the windfall in front of them. Soon the old man reckoned he had as many as the charge could handle. So gently squeezing the trigger the contents were discharged down the garden path and into the room. Dust billowed everywhere and the report at close quarters was like that of a field piece. Still it was too early to advance, so a pipe was stuffed and lit, while the dust was given time to settle. That night not a mouse stirred, extermination had been complete - at least for a month or two.

And the nephew later became the Chief Accountant on the N.Z. Railways and a street bears the name of the uncle.

\* BOBS COVE - Twelve Mile Creek Archaeological and Historic Sites Survey

by: Neville A. Ritchie  
Archaeologist  
NZ Historic Places Trust  
c/o Clutha Valley Development  
Cromwell

## 1.0. Background and Objectives

An archaeological survey of Bobs Cove and parts of the 12 Mile Catchment was undertaken in January 1982. The work was carried out for and funded by the Lands and Survey Department with support from the NZ Historic Places Trust. I gratefully acknowledge the assistance of the Invercargill and District Historical Society which generously provided a supplementary grant.

A report of the fieldwork was published in September 1982. This article is a précis of the report and the recommendations about future management, promotion and preservation of the historical resource.

The information from the survey forms one aspect of the background research for management plans of Bobs Cove and the 12 Mile Catchment shortly to be initiated by the Lands and Survey Department.

The primary objectives of the survey were to:

- Make an inventory of the archaeological and historic sites in the two areas.
- Offer suggestions for the management and interpretation of the sites in both areas.

The surveyed areas at Bobs Cove are reserves under the jurisdiction of the Lands and Survey Department. The 12 Mile Catchment is Crown leasehold land forming part of the Mt Creighton Station. Part of the catchment is presently under consideration for reserve status.

Although the report is primarily designed to assist the Lands and Survey Department in its management of Bobs Cove and the 12 Mile Catchment, it is also a public document in that anyone is welcome to comment on either historical matters or the recommendations about the areas in question.

## 2.0 Prehistory and History

For convenience, Bobs Cove and the 12 Mile Catchment are discussed separately. The following historical resumes are provided to place the recorded sites in a chronological perspective.

### 2.1 Prehistory of the Bobs Cove Area

From the point of view of its potential resources and shelter, Bobs Cove would seem to be an attractive and logical stopping place for Maori parties traversing the northern arm of Lake Wakatipu. However, only one Maori site (S132/3), a possible oven (at GR 432655) is recorded, (Ritchie 1980). The site was reported in 1968, but the location was never field checked. In the interim, the area has been cultivated and the site destroyed. In addition to the oven, several unverified reports of Maori artefact finds in the cove have been reported over the years. During this survey, a nephrite adze found at nearby Wilson Bay was recorded (S132/51).

The author has recently contacted Mr W. Warburton, who reported the Maori oven site (S132/3) in 1968. The following description was provided. "The oven consisted of a circular depression with burnt stones stacked around it. The depression was 2.5 metres in diameter and relatively shallow." From these details it is difficult to positively ascertain whether the structure was a Maori oven.

### 2.2. Bobs Cove - Cove Flat : An Historical Resume

Bobs Cove (also formerly known as Fortune's Cove) is named after Bob Fortune who was employed by William Rees. Fortune sailed and maintained Ree's whaleboat which was used for the conveyance of men, stock and supplies from the homestead in Queenstown Bay to various destinations around Lake Wakatipu. The cove is one of the few sheltered moorings on the north arm of the lake. Fortune regularly sheltered in the cove during gales and gradually it became associated with his name (Duncan 1969:21).

The cove has been the scene of three major activities in the historic era - pastoral farming on the Cove Flat, recreational visiting and a short lived lime-burning industry of which substantial structural remains still survive. These are described later. In addition,

wood cutting, primarily for firewood, has been an intermittent activity around the shoreline of the cove and adjacent areas.

The first pastoral use of the flat area at the head of the cove is difficult to positively ascertain. It seems feasible, however, that a Mr Few who arrived in the Wakatipu region with a mob of cattle in 1861, not long after Ree's had established himself, grazed the Cove Flat (Duncan 1969:16). Although Few's stay in the Wakatipu area was very brief, it seems likely that the 12 Mile Creek was originally named after him. On many maps the creek is named as Few's Creek or the 12 Mile Creek. It would appear that the name Few's Creek gradually went out of vogue after the miners arrived. About the same time Duncan (ibid:22) records that he camped overnight at the Cove en route to the head of the Lake with a mob of sheep to establish Rees' outstation.

A bridle track was soon established to convey stock and supplies between Queenstown and the settlements at the head of the Lake. Later, the track was maintained primarily to service the telephone line to Glenorchy. The trail has been obliterated over much of its length by slips, the formation of the road and heavy vegetation growth, but some sections still exist, notably near Bobs Cove. The possibility of re-opening a section of the old bridle trail as a walkway is discussed in the Conclusions and Recommendations Section.

In the 1870's the Bobs Cove area was surveyed into small pastoral holdings. Several of these blocks were taken up, but there is now little trace of the early homestead sites, for example, those of George Beer and Thomas Kirkpatrick who lived at Bobs Cove from 1874-81. Presumably the clearing of the remaining forest cover on the flat commenced at this time, possibly supplying fuel for the Lime burning industry which was established in the cove about the same time.

During the twentieth century few people have lived for prolonged periods at the cove and the pastoral land has deteriorated and become overgrown in places with introduced scrub and stands of eucalypt trees. In the mid 1970's Dr P. Farry established a new home and a small deer farm on the Lakeward side and eastern end of the flat.

From the earliest days of settlement around Lake Wakatipu, Bobs Cove has been recognised as one of the picturesque gems of the Lake. Some of the first scenic photographs of the cove were taken by the photographers of the American Transit of Venus expedition which visited the cove area in 1876. Understandably it became a favourite recreation

location with regular stop-overs and picnic excursions serviced by the Lake steamers and Queenstown Launch fleet (Meyer 1980). In particular the Launches operated by Mr H. Tomkies have a long and close association with the cove. Although, the recreational aspect of the cove's history is historically important, only a few small jetty piles on the north side of the cove, and stone hearths where the Launch masters boiled the billy, survive as reminders of the hundreds of tourists who have visited the cove over the years.

Tourist visitation to Bobs Cove has dropped significantly in recent years. A number of factors have contributed to this situation. The opening of the Queenstown-Glenorchy Road has meant that whereas Bobs Cove was formerly a good half day excursion, it is now only a few minutes drive from Queenstown. Now most travellers drive by without stopping en route to the head of the Lake. Concomitant with the decline in visitors to Bobs Cove has been the rise of a myriad of tourist attractions in and around Queenstown, consequently there is less desire to visit the cove. Furthermore the open sheltered picnic areas at the cove had been neglected and are now overgrown with bracken and hawthorn.

Undoubtedly, the major human impact on the quiet environs of the Cove occurred with the commencement of lime quarrying and associated activities such as wood cutting to fuel the lime kilns. The exact date that lime was first quarried and burnt at Bobs Cove is unknown, but as far as can be ascertained from Lands Department survey plans the quarry reserve was surveyed off in 1874. Firm historical information is first available in 1880. On the 2 April 1880, the Wakatipu Line Co. Ltd published an informative prospectus in the Lake Wakatipu Mail. This stated that the company was formed for the purpose of purchasing the Limestone Quarries near Few's Creek (i.e. the 12 Mile), then in the possession of Mr E. Eldred (Ezra Eldred). The purchase involved two five acre leases, adjoining, and a freehold section of ten acres (adjoining the leased sections) upon which was erected a substantial stone dwelling house. In addition, the company also acquired two kilns of a carrying capacity of 1000 bushels, all the working plant, sheds and a jetty. The kilns were described as being located on the shore of the Lake and the jetty commanded a depth of 14 feet of water. The company also stressed the ready availability of freestone (sandstone) for building purposes, abundant timber and the likelihood of a major coal seam being found in the vicinity.

The longevity of the Wakatipu Lime Co is presently unknown but it appears to have ceased operations before the turn of the century. The recent survey indicated there are the remains of at least seven kilns around the Cove. Presumably some of these additional kilns were built by Wakatipu Lime after 1880.

Mortar made from Bobs Cove limestone was used in many of the stone buildings in Queenstown, notably the Courthouse, the Library and the County Building. It was also cut and shaped for use as street kerbing. The water trough (memorial to Mr Robert Lee) on the Ladies Mile near Lake Hayes was also made from the stone (Reid 1970:14).

At about the same time that the Wakatipu Lime Co was acquiring Eldred's assets at Bobs Cove, Edward McCaffrey was reported in the Lake Wakatipu Mail to be quarrying freestone (sandstone) at the Cove for monumental purposes. Little is known about this venture, but the Mail records that in 1881 a dispute developed between McCaffrey and the Lakes County Council over whether McCaffrey had donated or expected to be paid for a commemorative slab installed in the Kawarau suspension bridge (opened in January 1881). An article on the opening of the bridge (L.W.M. 8/1/1881) records that some of the mortar used in the construction was made with lime from Lake Wakatipu (almost certainly that from Bobs Cove). It was described as 'proving of excellent quality'.

The terminating dates of the various mining activities at Bobs Cove are presently unknown. Although it is doubtful that quarrying was still underway, it is interesting to note that a 1905 timetable for the Lake steamers lists the 5 Mile, 7 Mile, Closeburn, 12 Mile, Lime Kilns and Bobs Cove as being regular stopping places (Meyer 1980:96).

Park (1909) in his detailed geological treatise makes no mention of quarrying or former quarrying operations at the Cove, other than recording the positions of two kilns and two huts on the lakeward side of the promontory (ibid:65). He did, however, state that the Bobs Cove sedimentary rocks, ie the limestone, sandstone, marl. and inferred coal reserves had tremendous potential for agricultural, cement making and building purposes (ibid:99-101). Why limestone quarrying at Bobs Cove finally ended is not known, but it would appear to have been for economic reasons or lack of demand rather than the exhaustion of the limestone deposit. Possibly, the soft limestone found at the south-eastern end of Lake Hayes was better suited and cheaper for its primary usage - agricultural lime (refer Park 1909:97).

After the quarrying activities at the cove ended, permanent settlement at the cove gradually declined and eventually ceased. Intermittently since about 1870 trees have been cut down around the cove primarily for firwood, some of the wood probably serving as fuel for the lime kilns. During the twentieth century, the quarrying scars have healed, stands of eucalypt trees and other introduced vegetation have become established and the cove developed in popularity as a recreational picnic area.

Over the years the cove had often served as a port in a storm. Only one vessel is known to have been wrecked in the Cove. About 1870 the "Royal Albert" broke away from her moorings in the Cove and was abandoned where she went around. Some time later her remains were blown up in order to salvage the copper sheathing (Miller 1973:209).

### 2.3 Prehistory of the 12 Mile Catchment, Lake Wakatipu

There are no recorded prehistoric sites or reports of artefact finds in the 12 Mile Catchment. Two suggestions are offered to account for this situation. Studies have shown that the impoverished undergrowth in beech forest (as opposed to podocarp forest), attract few of the large nectar and insect eating birds generally sought after by the Maoris, although on the other hand beech forest appears to have been a favoured habitat of the kakapo (Leach 1969:33). In addition the steep slopes and dense forest probably precluded easy access.

Despite these factors, the former indented bay at the mouth of the Creek would have afforded a good landing place and shelter during squally weather, however, any evidence of prehistoric camps in the Creek mouth is likely to have been obliterated by freshets or buried under many metres of mining debris.

### 2.4 A Resume of Historical Events in the 12 Mile Catchment

Like the Bobs Cove area, no definitive account of events in the 12 Mile Catchment has been produced yet. When a history of the 12 Mile is compiled it will primarily consist of a study of 120 years of alluvial mining, because few other activities have left their mark.

The creek was originally called Few's Creek, (the probable explanation for this was outlined in the Bobs Cove historic resume), but by the 1870's 'the 12 Mile' (the over-estimated distance from Queenstown)

had become the accepted name for the watershed. Incidentally, depression era miners knew the west branch as Few's Creek, and referred only to the main mining locale, ie the right branch as the 12 Mile (Warburton pers.comm). The adoption of specific names for each creek would avoid confusion.

The first miners who won gold from the gravels of the 12 Mile are unknown. However, it is likely that the gravels of the creek, along with that of most of the other creeks bordering Lake Wakatipu had been well sampled by the end of 1863. After 1866, Chinese miners moved into the area in increasing numbers, and established themselves in the creeks along the north shore of the lake, including the 12 Mile.

The easiest access to the creek was by the Lake steamers which stopped on their regular runs to the head of the lake. The fares were advertised in the Lake Wakatip Mail. (Meyer (1980:24) had access to the ledgers for the steamer 'Ben Lomond' (formerly the Jane Williams) launched at Queenstown on 10/2/1872. One entry states that 20 Chinese were taken to the 12 Mile Creek for fifty shillings, a further 3 shillings being charged for four sacks of rice in their possession.

Two main types of terrain were worked in the 12 Mile. The gravels of the creek bed and the thick deposits of outwash gravels on terraces above the creeks. Understandably, the easily won creek-bed gold was sought first, but later (c. 1870) ground and hydraulic mining were brought into play. The workings, with their associated races, dams and stone revetted tailraces have left substantial and enduring marks on the 12 Mile Creek landscape. The sites are described in the following section.

Mining in the 12 Mile was concentrated in the lower 5km of the creek and its tributaries. Park (1909) depicts these areas as 'old workings' suggesting that most of the mining had been completed by that date. However, mining continued in the 12 Mile until the outbreak of World War Two. Relatively little mining was undertaken in the west branch of the 12 Mile (known variously as Few's Creek and Maori Gully), and because of time limitations it was not examined during the survey. George Reid operated a sluicing claim there c 1900-1903. He referred to the area as Maori Gully (P. Chandler pers.comm). Photographs in the Arrowtown Museum depict sluicing on 'The Maori Gully claim' (EL 1216-18).

Despite the numbers of miners who have worked in the 12 Mile over the years, there are relatively few structural remains of their habitations.

In the thirty years since large scale mining terminated secondary vegetation and scrub have encroached, to soften the lines of the sluicings and overgrown the former habitation sites. The area has now become an attractive and interesting recreational location. Until relatively recently goats and deer were abundant in the catchment and were hunted by shooting parties. Now the picturesque valley is quiet, primarily visited by trampers and those interested in the old mining sites (not always with commendable intentions).

### 3.00 The Recorded Sites

A total of 45 sites (15 in Bobs Cove, 30 in the 12 Mile) were recorded during the survey. In the following discussion the main sites are briefly described.

#### 3.1 Bobs Cove - Site Analysis

The most significant historical remains at Bobs Cove are the vestiges of the nineteenth century lime quarrying and burning industry. These sites can be divided into two groups. (a) those associated with actual extraction and processing viz the quarry, lime kilns, trackways, jetties (and sheds?). (b) those associated with the accommodation of the lime workers eg the stone house and huts.

The majority of the kilns and associated sites are located near the quarry on the lakeward side of the peninsula, however, the most substantial kiln (S132/35) is sited within the cove itself. It was probably built there because the anchorage is more sheltered.

All the kilns are on the terrace adjacent to the lakeshore. In view of the terrain this was the obvious position to build them, but it also facilitated the loading of vessels alongside. In the water, beside the three kilns (S132/40), there are the remains of rubble breakwaters which sheltered the jetty.

Each kiln was built into or in front of a steep bank to enable top loading. In several locations between the kilns there are remnant sections of benching upon which it is believed light weight rail track was laid to facilitate the movement of laden carts of limestone from the quarry to the kilns, and from the kilns to the jetties. Unfortunately, because of the density of the bracken it was impossible

to follow these tracks from their starting point to where they terminated. It was apparent, however, that the alignment of the tracks has been obscured in many places by slumping.

A major inclined track (S132/44) was located. It extends from the clearing on the top of the saddle on the Cove peninsula to above the kiln sites (S132/34 and 40) on the lakeward side. The steepness of this track suggests it was a foot or dray access track.

The Lime quarry (S132/39) consists of a 30 metre long trench cut up slope into the narrow limestone outcrop, above the group of three kilns (S132/40). The trench is three metres wide. Heavy vegetation, including mature eucalypt trees growing in the quarry trench made it difficult to thoroughly examine the outcrop area. Besides the main cutting, small areas below it also appear to have been worked.

The kilns show interesting differences in construction although they all appear to have been worked on the same general principle, ie top loading, with extraction of the burnt lime and wood ash through an arched opening or flue on the lower side. All the kilns are brick lined, except the three kilns comprising site S132/40. The absence of firebricks in these kilns may indicate that they were the first to be built. Initially firebricks may not have been available, considered necessary, or omitted as a cost saving measure or for constructional expedience. Possibly excessive maintenance may have been required on the unlined kilns, compelling the operators to line the latter ones. No grates were found in the kilns, but several metal grates were scattered around the kiln site (S132/34).

It was initially planned to undertake detailed comparisons of the various kilns, in an effort to determine their relative antiquity and shared features or differences. However, this study was precluded because of the density of vegetation around most of the kilns. More detailed inspection may reveal that the fire bricks from the apparently unlined kilns were salvaged and re-used.

The kilns vary considerably in their external dimensions but there appears to be some consistency in the character of those with brick lined internal chambers. They centre around 1.6m in diameter. Again, the unlined kilns differ. It was judged from the remaining walls that they were of larger capacity with internal dimensions in the order of 2.3 metres.

The exterior of the kilns were constructed of rough hewn limestone or schist blocks, or a combination of both materials. The external stonework seems to have had little bearing on whether the kilns were brick lined, as some of the kilns of both stone types were lined.

Little is left of the former hut sites adjacent to the kilns, other than flat platforms and scatters of glass and tins. These huts may have served as accommodation for workers, but are more likely to have been shelters or storage sheds used in conjunction with the kilns.

Only one positively identified dwelling was located, a substantial house (S132/37), measuring 8 x 4 metres, of quarried limestone blocks, located on the lakeward side of the peninsula. The house is believed to be that of Ezra Eldred who operated the quarry before 1880, prior to its purchase by the Lake Wakatip Lime Co.

The lack of visible evidence of habitations associated with the kilns is puzzling. Other hut sites may be hidden in the vegetation, but more likely the head of the cove or the pastoral sections on the cove flat would have afforded more sheltered and suitable land for housing. The remnants of a water race (S132/48) at the head of the cove is believed to have served as a domestic supply for huts established there. Following the survey, the author was told (Shorts pers.comm) of other hut sites near the head of the cove. These sites have either been destroyed or are within the dense stands of manuka and hawthorn covering the eastern end of the cove.

The old Queenstown-Glenorchy bridge trail runs along the northwestern side of the cove. This old trail was formerly the only overland link between the two communities. A 1.5km section of the trail with several fine hewn schist revetments is still negotiable around the side of the cove. Its suitability as a walking track in the recommendations discussion.

Little structural remains survive to attest to the past popularity of Bobs Cove as a recreation spot. Consequently, the old tourist launch jetty piles (S132/41) on the northwest side of the cove warrant mention as a remnant of this former major usage of the cove.

### 3.2 Analysis of Sites in the 12 Mile

The recorded sites in the 12 mile represent the physical remains of c.100 years of alluvial gold mining activity.

Three main types of working can be defined:

(a) Creek Bed Workings: Consisting of ground sluice tailings stacked in linear mounds, frequently retained by stacked stone walls, between which channels have been created leading down to a tailrace. Typically these sites are located along the sides of the creek, the width of the creek-side terrace effectively confining the extent of the mining operation. In some instances, eg S132/79, steep faces behind the tailings have been sluiced, but generally these operations were restricted to the stream margins. Many areas were worked or reworked by this method eg S132/54 during the Depression because only simple hand tools were required (Warburton pers.comm).

Water for these operations was usually drawn from a nearby tributary and conveyed to the mining locations in the main creek by races. Remaining portions of these races eg S132/70 and 78 are often in good condition, but there are numerous sections which have slumped or where fluming formerly bypassed steep faces. These breaks and numerous wind felled trees often make the races difficult to follow through the beech forest.

(b) The other major type of alluvial mining evidence has resulted from hydraulic sluicing operations (ground, hydraulic and elevating) in the deep outwash gravel deposits. Generally these workings would post-date those along the creek margins, and required considerably more capital for pipes and equipment. These operations left large circular or elongate depressions scoured within the terrace gravels and resulted in the formation of an extensive delta deposit at the mouth of the 12 Mile.

Two sites typify this form of mining; S132/50, sited 300 metres above the Glenorchy Road Bridge and S132/63, a canyon-like depression sited c.4km further upstream.

Site S132/50 is a large basin-shaped depression, measuring 180 x 100 metres, which has been excavated by hydraulic sluicing and hydraulic elevating (refer Ritchie 1981 for explanations of these mining processes). Water for this venture was conveyed to the site by a pipeline from Lake Dispute (Warburton pers.comm). The spoil was discharged through two short stone lined tailraces into the 12 Mile Creek. The site is readily accessible from the Glenorchy Road but is becoming overgrown. An unworked 'island' in the middle of the claim enables a good overview.

Site S132/63 is worthy of special mention because it has created a visually interesting area which has become the focal point of visitation to the area (Plate 5). The sluicings form a picturesque open area surrounded by beech forest. The extent of the workings is 500 x 150 metres with the slopes of the depression being up to 50 metres high. Mining here continued until about the end of World War One, but probably began in the 1870's. Jack Walsh worked the claim after 1900 (Warburton pers.comm). The small amount of tailings in the canyon indicates that most of the disaggregated material was of a fine nature and was carried downstream.

The historical significance and the visitor appeal of the sluiced area is heightened by the proximity of several associated sites. At the lower end of the canyon the gravel-bearing sluice water entered a 150 metre long, 2 metres deep stone lined tailrace (S132/61), within which the gold was recovered. From here the water plummeted over a 30 metre bank down to the 12 Mile. Immediately above the southwest side of the tailrace, there is the remains of a miners camp (S132/60), consisting of several hut platforms and scatters of artefactual debris.

At the upper end of the sluice canyon, a tailrace tunnel (S132/68) has been cut through the schist rock. The tunnel is 24 metres long, 1 metre wide and 10 metres high. It was excavated using hammer and drill and black powder (Warburton pers.comm). The tunnel may have been started well before the turn of the century and deepened as the workings in the gravel deposit progressed, so that the sluice water would continue to flow into the tunnel and away from the site. Jack Walsh who worked this area after 1900 used this tunnel (Warburton pers.comm).

About 150 metres to the northwest of the sluice canyon, on the true right bank of the 12 Mile, Sam Summer's hut, the dwelling of a former 12 Mile gold prospector is located. The hut which is still in private ownership, is a recognised feature in the valley. Up the slope to the west of Summer's hut there are the remnants of a Chinese miner's camp (S132/65) evidenced by the existence of fossickers pits and artefact scatters. At least two huts are evident from the remains of chimneys, but artefact scatters near the edge of the sluice-canyon suggest that other abandoned Chinese dwellings may have been sluiced away. The Chinese sites were probably occupied quite early (c.1870-1885), ie they predate the large scale sluicing operation (S132/63).

The hydraulic sluicing of the gravel terrace at the S132/63 site, necessitated the impoundment of water at a height above the workings sufficient to provide adequate water pressure. Consequently, a large dam (S133/66) with a retaining wall 3 metres high was constructed above the terrace. Water was conveyed to the dam by a high level race from the 12 Mile. In addition there are two lower level races. These pass near the Chinese hut sites (S132/65), and were probably built by the Chinese and used for ground sluicing in the area of tailings (S132/72) near Sam Summer's hut.

(c) Near the mouth of the 12 Mile Creek, the gold leads were found to dip steeply towards Bobs Cove. The terraces here were initially worked by ground sluicing and later by tunnelling by Ned Oxenbridge. They were reworked during the Depression of the 1930's (Warburton pers.comm). Tunnelling enabled the deep leads to be worked, but these ventures were eventually abandoned because all the paydirt had to be brought out to the creek to be washed. Very little visual evidence remains of this aspect of mining in the 12 Mile, but some drives are still visible, eg S132/81, a secondary drive excavated by Ned Oxenbridge in the bank adjacent to the small parking area beside the Glenorchy Road bridge over the 12 Mile.

Other mining sites in the 12 Mile are small and access is often difficult in the forested environment. They include the sparse remains of individual miners huts, some dating from the depression era eg S132/53; shallow prospecting pits, drives into hillsides eg S132/56 and S132/74; the latter a seemingly worthless effort into hard schist rock; and remnants of the Chinese wing dams (S132/67). In many creek beds in Central Otago, the vertically placed alignments of schist slabs of which the Chinese wing dams were composed have survived many freshets and remain virtually unmodified (Ritchie 1981:68). However, those surviving in the 12 Mile are generally in poor condition.

Mining in any hilly terrain necessitated formed tracks on which mining materials and supplies were conveyed. Remnants of these tracks (S132/64, S132/80) are visible in several places in the 12 Mile valley, but there are numerous slumped sections, attributed to the removal of the forest cover and sluicing undercutting the base of the steep slopes which the tracks traverse.

trail' from the Glenorchy Road, across the head of the Cove to the promontory, with a circuit (and side tracks if necessary) around the various features. Such a walkway would be able to use sections of the graded tracks and benches established by the limeworkers.

(d) Restoration and Maintenance: There are the remains of seven kilns at Bobs Cove. Of these one is substantially intact, five are semi-complete and could be reconstructed or stabilised in their present condition, whilst the seventh is now evidenced only by a base structure (this is the kiln situated at the head of the cove). If the site were to be developed for the public in the manner suggested, some repair and restoration work would need to be undertaken, but this work could be spread over a number of years. It should be noted that as most, if not all the sites predate 1882 they are protected under the Historic Places Act 1980, consequently any modifications would require the approval of the NZ Historic Places Trust.

No specific development concept or track proposal is offered. It is considered that it would be premature to draw up such a plan before the vegetation obscuring the historic features is cleared. Specific restoration techniques could then be assessed too.

On-site interpretation would be needed to outline the history of the kiln complex, and explain the processes of quarrying, burning, transportation and the end uses of the limestone. Archaeological excavations of the associated building sites would reveal additional information about the life style of the lime workers.

(e) Bridle Trail: It is suggested that the portion of the old Glenorchy-Queenstown bridle trail traversing the northwest shore of the cove could be reinstated as a walkway as far as White Point. The trail, whilst not directly associated with the lime kilns, was contemporary, and is an interesting site in its own right. Several high stone revetments along the benched track could be featured, as well as the establishment of a small notice near the old tourist jetty piles to highlight another important aspect of the cove in the past. The trail also affords excellent views of the head of the cove and the promontory.

With active management and co-ordinated planning, the historic features of Bobs Cove can be restored and interpreted to add an interesting human element to the recognised scenic charms of the Cove. The proposed resort development on the Cove Flat may destroy the

tranquility of the Cove, but so long as access is maintained, it need detract only marginally from the development and public enjoyment of the historic resource in the Cove.

#### 4.2 The 12 Mile Catchment - Recommendations

The 12 Mile Catchment is a totally different environment from that found around Bobs Cove. It is a wooded area, largely mountain beech, in steeper country, with the creek running in a gorge for much of its length. The catchment has considerable scenic and historic values and is currently under consideration for reserve status. The valley is used for low density recreational purposes, formerly deer and goat shooting, but in more recent years mostly tramping and day hiking trips. There is a recognised tramping track from the Glenorchy Road with alternative egress via Lake Dispute or Moke Lake. The route and some of the historic sites therein have been described in a recent publication on walks in the Wakatipu district (Lawrence and Johns 1980:12).

The significant sites have been described and are only mentioned here with regard to specific management suggestions. The nature of the area, the site types and their distribution affords totally different site management options compared with those in Bobs Cove.

The 12 Mile Catchment is worthy of promotion as a recreational area, and some of the sites should be considered for inclusion in the Otago Goldfields Park. Any on-site interpretation, however, should be low key and unobtrusive so that the tranquil forested valley remains much as it is at present.

Undoubtedly, the large sluice canyon complex (S132/67) is the main point of visitor interest. This area of man-made landscape 'comes' unexpectedly upon the casual visitor. It is surprisingly beautiful, an open canyon-like space surrounded by the encroaching beech forest. From an historical interpretation point of view, the complex is completed by the presence of several excellent associated sites including the dam, water races, stone lined tailrace, another tailrace tunnel cut through solid rock, Chinese and European miners huts and Sam Summer's hut, a still used former prospector's dwelling. The overall complex will be put forward for registration under the Historic Places Act 1980.

The complex could be made the focus of a (historic) walkway through the valley, by minimal upgrading of the existing tramping track. Such a development could be organised at four levels:

- (a) as a day return hiking trip from the Glenorchy Road.
- (b) as a through trip returning to the Glenorchy Road via Lake Dispute.
- (c) as a through trip via Moke Lake, out to the Moke Lake Road.
- (d) as one section of a future inter-goldfields tramping track system.

To my knowledge, the last proposal has not been mooted before. It is suggested that undeveloped but signposted trails, where possible following the early miners routes, should be established between some of the Central Otago goldfield sites administered by the Otago Goldfield Park. Sections of such a track system in the Wakatipu district could include a track from the Glenorchy Road via the 12 Mile to Lake Dispute and Moke Lake, thence via the Moonlight to Skippers, thence via Deep Creek or Sandhill Creek to the Macetown area. The objective would be to create a medium difficulty tramping track with several points of historic interest en route. It is suggested that on-site interpretation should be minimal and unobtrusive.

Returning to the 12 Mile, one other area could be developed for its historic-visitor interest. The large sluice basin (S132/50) is within easy walking distance of the Glenorchy Road bridge (300 metres). Here there is a vegetation control problem, with steadily encroaching gorse being well established. The gorse also obscures overviews of the sluice workings from the present tramping track. Formerly a pipeline conveyed water from Lake Dispute to these workings for hydraulic elevating. The route of the pipeline was not surveyed, but future investigations may reveal that the pipe-bench could be adapted as a round trip walking track via Lake Dispute back to the start of the 12 Mile Creek track.

Below the Glenorchy Road bridge, there are remnants of early mine drives excavated in an effort to follow the main gold lead in the 12 Mile. Although these sites have attracted many visitors over the years, it is considered that their promotion is not desirable in view of the possible dangers they present.

To conclude, the 12 Mile Catchment has a different atmosphere from most mining areas in Central Otago because of its forested nature.

Its relative proximity to Queenstown (c.14km), its scenic qualities and the considerable visitor appeal of the sites there, makes the area stand out for future management and promotion in the public interest. It is urged, however, that the "unmodified" nature of the area should be retained as far as possible, and that on-site interpretation should be minimal. Furthermore, the topography of the valley and its features make it ideal for the establishment of a walkway, possibly as a link in a longer chain.

### 5.0 Acknowledgements

Several persons to whom I am indebted contributed information assimilated into this report. I would especially like to thank Mr Neil Clayton (Queenstown and District Historical Society), Mr David McDonald (Hocken Library), Mr Peter Chandler (Historian), Mr Alan Short (Queenstown) and Mr W. Warburton (Macandrew Bay).

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\*\* GARSTON DISTRICT -

Contributed by Ron Gordon

The Garston district is a peaceful valley in the upper reaches of the Mataura river. Being a valley floor 300-350 metres above sea level with high mountains all around it, it has a hot, dry summer and the winters are cold and severe. It is a valley of rich loam formation, which grows good grain and brassica crop, and being loam it does not dry out quickly, so is affected by only the severest of droughts. Evidence of Maori occupation is sparse, being limited to one small Pa, at the northwest corner of the Trotters' Plain. The Maoris were known to have migrated from the northern part of this island to the southern coast, but their route was from the Waitaki plain, via the Hindis Pass, across the natural bridge above Cromwell, then via the Nevis Valley and the Nokomai Valley and down the Mataura river to the coast. The first white men to be escorted to the area were taken that way, and so by-passed the upper Mataura. So much has been written about the early Maoris that there's no need to go further into their history in this publication.

The two early squatters in the area were William Cameron and W.S. Trotter. William Cameron took up the Glenquoich Run in 1858. He was a kinsman of Donald Cameron who settled on his Run called Glenfalloch, in the Nokomai Valley. The Camerons came from the Nevis in Scotland, so it is not difficult to see how the "Nevis" as we call it, the valley, the mountain and the mining area, got its name.

W.S. Trotter was a native of Caithness in Scotland. Trotter and Cameron took up their untamed land, rich in native bluegrass, flats covered to a large extent in matagouri, teatree and speargrass, and with fairly dense cutty-grass in every hollow. Native quail, maori hen, kaka, and many native birds were plentiful. In 1860 Cameron sold Glenquoich to William Rogers, who only held the property for two years. He was drowned in a boating accident on Lake Wakatipu in 1862. In 1864, Joseph Rogers took over the property from the Estate of his brother. As far as the Garston areas were concerned, the boundary between Glenquoich and Greenvale, the surveyed boundary was the present boundary between Blockmore and the Nevis Road block of Glenfalloch, the boundary between T. McNamee and Ken Gordon, and thence the road to the river. But this boundary was never really fenced in early times. Scotts Creek was accepted as the boundary, and the boundary-keeper was stationed where the silver poplars or aspen poplars now grow, up near the foot of the Nevis road. There,

on the sunny side of the rock bluff, on what is now T. McNamee's Hill, is where one, Donald Williamson, a boundary-keeper for Glenquoich and Greenvale, had his hut. There he lived and there he planted what is known today as 'Donald Williamson's poplars'. The northern block of Glenquoich was called Bacurochi and the name was also given to the mountain which forms a large part of the western horizon in the valley. In 1862, Captain Howell bought the Bacurochi Run from William Cameron, but he changed its name to Fairlight. The mountain is still Bacurochi. In 1878 the valley had a very severe winter and the snow on the Trotters' Plain was just over 900 millimetres deep, and the stations lost heavily, in some cases half their flock. As a result Fairlight abandoned a lot of the higher country up the Mataura and west of the Roberts, right through to the Lockie River. One Donald McLeod, who had worked on a Run in the Nevis, and had a lot of wages due to him, saw no hope for the property or the wages, so he mustered the surviving stock - a mob of a hundred or two sheep, a bullock, a mare and a foal and a cow and a calf, and with his horse, set out for the abandoned part of Fairlight. He named his run "Canaird" after his birthplace in Scotland, and I can hear my Uncle telling the story of seeing the mob come down the starlight block of Lorne Peak, near to the edge of the bush on Diggers Creek and down to the site of the present Dog Trials Course, and across the valley leading to his new Station. When Donald McLeod was in the Nevis, he was walking beneath a bluff one evening when a startled cow above took off, sending a shower of stones down upon him. That was the last he remembered - one stone hit him on the head and knocked him unconscious. One of Donald's dogs arrived at the door of a hut in Whitton's Creek where some miners were having tea. He barked and proceeded to lead them to follow him. He led them not far up the creek to where Donald was lying unconscious. They took him home to bed, and in a few days he was out and among his sheep again but doubtless he had a sore head. Donald was a little odd from then on, as a result of the accident, but only in a kindly way. He was an instinctive shepherd, and loved his sheep. The valley now had Greenvale, Fairlight and Canaird Station and a large portion was in Glenquoich with its homestead in Athol. Such was the tranquil state of the whole district until gold was discovered in adjacent areas in 1860-1862.

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# Lake Excursion on the Wakatipu - A De La Mare

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## \*\* LAKES EXCURSION -

Contributed by A.J.D.

From the very earliest days the beauty of the Wakatipu has drawn visitors to the area. The completion of the rail link to Kingston in 1878 made access fast and comfortable for the times and opened up the areas as never before.

Rail and steamer excursions were organised and one is recorded in the weekend 10/12th February 1883, from Invercargill. The special train left Invercargill at 4pm on the Saturday arriving at Kingston at 8.10 where it was met by the Mountaineer.

In keeping with the times there was no organised activity for the excursionists on the Sunday. However, the opening of the new Dominican Convent in Queenstown by Bishop Moran was an important event in the town and drew many of the visitors. The procession from the church to the new house headed by the Queenstown Brass Band was a highlight of the occasion.

After the quiet of Sunday, Monday was a day of activity and a test of stamina. The Mountaineer left Queenstown at 7am for the Head of the Lake and three hours were spent at Kinloch and Glenorchy while some excursionists made visits to Paradise and the Routeburn Valley. The steamer returned to Kingston via Queenstown and the train left at 7.20pm to bring the weary travellers home to Invercargill at 11.30pm.

The weekend though exhausting was enjoyed by all. The cost was a modest 15/- first class or 10/- second class by rail and 12/6 for the steamer.

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