

The Queenstown Courier



Lake Wakatipu Mail

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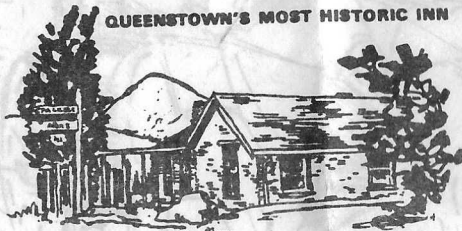
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QUEENSTOWN AND DISTRICT HISTORICAL SOCIETY

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Nineteenth Issue - July 1977

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Stories or material for articles for the 'Courier' will be welcome. Send to any of the above officers of the Society.

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@ Message from President ...

@ This issue contains two articles from Peter Chandler, recently
@ appointed member of the Otago Goldfields Park Board. We
@ congratulate him on his appointment, in the awareness that the
Board will play a vital role in the conservation of much of
the history of the Province, and that his great knowledge of
and love for the Wakatipu Goldfield in particular, will be of
inestimable value to the Board.

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THE STEAMERS OF LAKE WAKATIPU

Original typescript in McNab Room, Dunedin Public Library.

Author not known.

Anyone who's spent even a short time at Queenstown will have looked at the Lake Steamer moored at the jetty, and at the relics of mining days - scales, cradles, picks, gold pans and other what-have-yous of the early period. But I wonder if you've put two and two together and realised that the steamer is part of the same historic gold mining scene. No, the Earnslaw's not quite that old, though it's certainly getting on in years.

The first man to settle in the Queenstown district was W.G. Rees who established a sheep station where Queenstown is today early in 1861. Then within a few months, gold was discovered nearby. Miners made the long journey - as always - on their own sturdy legs and as their own beasts of burden. But some supply route had to be opened up to them and the nearest access at the time was to Kingston on the south of Wakatipu. So sailing craft very shortly were making the run from Kingston to the new gold-fields. The energies and incentives of the times were such that shortly afterwards three steamers which had been used as ferries on Otago Harbour were dismantled and transported overland to Kingston, a prodigious feat when you realise that they had to be hauled on bullock wagons across rivers such as the Clutha and Mataura.

The ferrying bonanza continued for some time, as well it might when freight rates were as high as £10 per ton for the 30-mile haul. But the lake wasn't without its dangers. The 'Wakatip' built locally at Pigeon Island suddenly sank in Queenstown Bay. The white pine cut locally hadn't really been a suitable ship building timber and her seams had opened. Twice steamers caught on the Queenstown Reef, and once the Victoria broke away from her moorings in the Frankton Arm and shot the Kawarau Falls.

Two other ships of some notoriety were built on the Lake, the paddle-wheeler 'Antrim' (launched in 1869) and the single screw vessel the 'Jane Williams', later re-named the 'Ben Lomond', was launched in 1872.

Both these vessels had unfortunate characteristics - the Antrim shot out sparks so fiercely from the 44 cords of wood used in her boiler that showers of them fell on the passengers and ruined their clothes, so a spark-arrester had to be fitted to the top of the funnel, making her look rather like a Trinity House light ship, and a corrugated iron canopy was fitted over the passenger deck. The sloping funnel and clipper bows of the Jane Williams made her a racy looking vessel, but having no keel or side keelsons she could roll her rails under when the lake was rough. One day she tipped a passenger into the lake but he was lucky in being saved. Most people who fall into the cold deep waters disappear and aren't seen again.

Eventually Kingston became connected to both Invercargill and Dunedin by rail, and with this stimulus to lake transport, a third vessel, the paddle steamer 'Mountaineer', the pride and joy of the newly formed Wakatip Steam Shipping Company, was launched at Kingston in 1879. The new steamer was soon in competition with The Antrim and the Jane Williams and a price war commenced, with the result that the new Company made a loss of £900 in its first year's trading. All the ships underwent changes of ownership and eventually a merger took place and fares increased. This increase, high freight charges, and a poor connection with trains which forced passengers to remain overnight at Kingston on the outward journey, caused the Lake County Council to approach the Government. The Premier, the formidable Richard Seddon, said that as the Company was being paid £600 a year to carry mail, he felt the Government could stipulate what the charges should be. Later he announced that the Government would get a boat of its own and run it on the lake. A petition of 410 signatures prodded King Dick Seddon into declaring that a new high-class vessel would be put into service. A further reason for the Government's action by the way lay in its interest in the increasing tourist trade.

Mr J.G. Ward, the then Minister of Railways, stated that it was useless to expect tourists to travel by rail to Kingston on cheap fares only to find the steamer charges so high. The Lake Wakatip Shipping Company had to reduce its fares because of this threat to place Government steamers on the lake, but better

services and substantially reduced fares ... to the tune of approx. 33¹/₃% ... were introduced to no avail.

Mr Ward announced that the Government would call tenders for a high class steamer. Negotiations started through the Agent General in London but members of the House of Representatives and local workers were indignant that such work should be done outside the Colony. There were many good tradesmen in New Zealand they claimed. The result of these protests was that local firms were to be given an opportunity to tender for the steamer. But the Government's first move took a different direction. On 31 October 1902, the local press announced that the Government had bought out the Lake Wakatipu Shipping Company for fifteen thousand pounds. Three days later, the Government became the official owner of the Lake Wakatipu steamer service.

Large reductions in fares and freight charges followed. For example, between Kingston and Queenstown, the fare was reduced to four shillings saloon, and two and six steerage. Return fares to head of lake were made ten shillings, and six and six respectively. That wasn't all for special weekend rail and steamer excursion fares were introduced.

The practice of Sunday excursions to the Head of Lake became the subject of petitions and of sermons in some churches even as far away as Balclutha. A numerous signed counter petition was presented at the same time. Which just goes to prove Governments can never win. But the steamers gave good service.

In those pre-radio days it was common practice to light signal fires to get the steamer to call at lakeside sheep stations. One fire meant that there was work to be done, two meant urgency, and three denoted a serious emergency such as a bad accident or death.

Meanwhile the Government did nothing more about the new steamer. Severe storms caused many unpleasant trips for the passengers in the Ben Lomond with her great capacity for rolling, and overcrowding didn't improve the service's popularity either. Frankly,

all three steamers, Antrim, Ben Lomond and Mountaineer were inadequate for the service expected of them. Harsh words were said about the administration and protests made on many occasions.

There were glad tidings in the local papers in the spring of 1910. The tidings told of the contract that was let to a Dunedin engineering firm for the building of a new steamer for the lake. Parts were made, then bolted together to see if they'd fit and then numbered and railed to Kingston where the twenty thousand pound steamer was assembled.

Launched without any special ceremony but named 'Earnslaw' the new steamer made her maiden voyage to Queenstown on Friday 18 October 1912. A musical welcome greeted her arrival and hundreds of locals flocked on board to have a good close look at the long awaited steamer.

To celebrate the occasion, a public holiday was declared for the next day and five hundred people travelled in the Earnslaw to the head of the lake.

Driven by two triple expansion engines powered by two locomotive type boilers, the Earnslaw could steam at her contract speed of fifteen knots.

During the 20's and 30's there were many combined rail and steamer excursions to Queenstown, some from as far away as Christchurch. On two occasions the Earnslaw acted as a royal yacht when the Royal Family visited the district. On the other hand, the steamers suffered a severe set-back when the road was opened up from Kingston to Frankton in 1936. NZR buses ran a through-service in opposition and from that time the steamers ran at a loss.

The Antrim had been dismantled in 1920, and in 1930 The Mountaineer was sold to Colonel McKenzie of Walter Peak Station as a house-boat for £35. By 1951 it was obvious the Ben Lomond was finished. She was stripped of anything saleable or useful and her hull sunk in Kingston Bay. She was the oldest vessel on 'Lloyd's Register of

Shipping' at the time - the purity of the lake water being responsible for this record of longevity.

The 54-year old Earnslaw still does a good job and carries crowds even today. How long she'll continue to do so is anybody's guess. The expanding tourist trade may prove to be the old steamer's salvation, perhaps to a new record of maritime longevity. The lakeside scene would certainly be poorer for her absence.

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BULLENDALE

(Also known as "The Reefs", or "Skippers Reefs")

by Peter Chandler

In a list of the many inaccessible places where gold was won in New Zealand, Bullendale must have a strong claim to inclusion. For nearly 40 years, this remote settlement was the scene of quartz-mining operations, carried on, winter and summer, in fairly primitive conditions. Most of the inward journey from Skippers Point lay up the bed of Skippers Creek, while prior to the construction of the Skippers Road, all the heavy machinery required, all tools, building materials, food and supplies for the inhabitants, had either to be packed on horseback, or sledged over the narrow track which connected with the road-end at Arthur's Point, distant over twenty miles.

The discovery of the extensive reef system is considered to have been facilitated by three floods in rapid succession in July 1863. These bared the outcrops in Murdock's Creek and on the adjacent hillsides. A prospecting claim was granted in December 1863, to 'Samuel Jones and party (4)'. Other names mentioned in connection with the discovery are Andrew Southberg, Alex Olsen, William Murdock and Peter Sorenson. An initial sample of four tons of stone yielded 78 ozs, while stone from the Ophir claim is reputed to have shown gold in one ounce slugs. A yield of this magnitude could hardly have been the result of secondary enrichment. It was most probably 'specimen', or hand-picked stone, but what is

certain, from an examination of subsequent battery returns, is that these values were not sustained at depth.

The regulations then in force allowed only 100 feet per holder of a Miner's Right, to be pegged along the line of a reef, so that in the face of competition it was difficult to secure a sufficiently large claim such as would justify the expense of putting mining machinery on it.

Apart from some rusting machinery, little now remains to mark the site of a settlement which once had upwards of 400 inhabitants. While it is approximately 5 miles (2 - 2½ hours walk) from Skippers Cemetery, it is advisable to allow a whole day for the trip, while an early start is necessary if extra time is to be spent in an examination of the old generating plant in the Left-hand Branch of Skippers Creek. (Strong shoes or gym boots are adequate footwear).

From Skippers Cemetery, follow the formed roadway down into Sawyer's Creek. Due to a recent rock-fall and surface scouring, this road is now barely passable by even a four-wheel drive vehicle. On the ascent to the north, pass the rock pillar known as Bourleau's Monument, and then the ruins of Sam Johnston's Otago Hotel. At Skippers Point, where a memorial cairn records the gold discovery in 1862, is the large sluicing claim which was first opened up by John Aspinall, who was a native of Blackburn, Lancashire. His original workings, as were those of other claim holders, were underground, the alluvium being blocked out and carried to Skippers Creek for washing. Eventually he acquired rights to the whole terrace and began hydraulic sluicing, using water brought by a race from Sawyer's Creek. His operations appear to have been profitable. John Aspinall was the patentee of 'Aspinall's Patent Riffle', for gold saving in hydraulic sluicing operations. The claim was worked until about 1918 by his family (John Aspinall having died in 1890), after which it came into the hands of William Gordon, who worked right back to the road edge, in the process sluicing away Aspinall's stone house which had been built originally by Julien Bourdeau. Gordon ceased work in 1937. One of his storage dams may be seen on the inside of the road, just before the memorial cairn is reached.

From Skippers Point there is a long, and finally steep, descent to the first crossing of Skippers Creek. (Vehicles should be left near the memorial cairn, or in a worked-out claim on the left, a few chains further on, as the last section down to Skippers Creek has become narrow, overgrown, and almost impossible to ascend.) Should the creek be high, a stockbridge downstream of the ford provides an alternative passage. The way to Bullendale now lies up Skippers Creek, crossing and re-crossing, with occasional detours to avoid bluffs, gorges or slips. Many people have made the mistake of following a well-defined track (visible from Skippers Point) on the north side of the creek, which makes back towards the Shotover River and after rounding Cape Horn Spur, leads to the old 'Nugget' quartz workings.

A few minutes walk up the creek bed, the disused 'Mt Aurum' station generating plant will be passed. Water supply was from a concrete dam built 1935 by Skippers Ltd, as part of a hydro-electric development to assist in working the company's claim at Maori Point. The initials, 'H.R.C.' scratched in the concrete at the north end of the dam, are of Harry Richmond Climie, consulting engineer for the installation and brother of the claim manager, Robert Climie. Harry Climie designed many small power plants for North Island boroughs, and was commissioner for the reconstruction of Napier after the earthquake of 1931. Under the Labour Government elected in 1935, he became director of State housing.

Above the dam, the valley opens out, and shortly an artificial channel ('Bordeau's Cut') will be reached. This was done so that the waters of Skippers Creek could be diverted and the old course worked for gold. Julien Bordeaux, a French-Canadian, was storekeeper at Skippers for over 50 years. To clear some of the long 'slates' which accumulated in his business, he would tender for road and other contracts, put some of his debtors to work, and with the payment he received on completion, would settle up some of their old debts and start afresh.

On either side of the valley, high-level terraces have been sluiced away to recover gold. Perhaps the most notable of these was

Mountain Terrace, first worked in 1863-4 by sluicing, later worked as a tunnel claim, and then re-worked 1936-42 as a sluicing claim, when a long steel flume was built to bring water from the Left-Hand Branch of Skippers Creek.

The forks of Skippers Creek, where both streams issue from narrow gorges, should be reached about two hours after leaving Skippers. The Right-Hand Branch leads to Bullendale. Shortly after entering the gorge, there is a short passage where the track has been hewn from solid rock to allow traffic to pass the narrow gut at Roaring Meg. Here may be studied the processes which have cut most of the narrow gorges in this country. Continuous pot-holing and fluting, aided by the abrasive action of water-borne pebbles and sand, are still actively at work cutting but another gorge as the stream re-grades its bed.

As far as can be established, 'Roaring Meg' was a cannon in Derry Castle, Ireland, famous for the loud report of its discharge, and thus was probably well known to the Irishmen who formed a large part of the mining fraternity. At Roaring Meg may be seen parts of the intake of the Skippers Sluicing Co's pipe-line, the water being taken down to work the company's claim at Burke's, Londonderry, and Pleasant Creek Terraces. The pipe-line was built by an Australian company in 1892-93, but when they became victims of the banking 'crash' in 1894, ownership passed to the promoters of the Skippers Company.

The Creek bed is followed once more to Old Man Creek, named from the prominent Old Man Rock on the ridge at its head. Past here, the valley opens out once more to shingle flats, while directly ahead, the glistening bluffs of Prince of Wales peak rise to 5645'. It is only a few minutes' walk to Bullendale, passing on the way the site of 'Reefers' Arms Hotel'. A small slip must be negotiated to reach the quartz battery at the junction of Murdock's Creek with Skippers Creek, 2100' above sea level.

The quartz reefs which were worked at Bullendale form part of an extensive fissure system which extends from Glenorchy in the west to Macetown and the Arrow River in the east. While some rich

patches of reef were worked, the average value of stone processed at the battery was seldom over one ounce of gold to the ton. The cost of 'dead work', even at the low rates of wages which then prevailed, plus the overheads incidental to the conduct of any business, meant that there was little or nothing left to pay dividends.

George Francis Bullen, after whom the settlement was named, is stated to have been a native of Crewkerne, Somerset. With two brothers, he emigrated to Australia after the discovery of gold in Victoria, where they made money by packing clothing and general merchandise to the diggings and eventually founding a large drapery store in Melbourne.

The discovery of gold in New Zealand brought George, and one of his brothers, Frederick, to Otago. By May 1863, they were advertising in the 'Lake Wakatip Mail':

F. & G.F. Bullen,

Sebastopol Store,

Queenstown, Arrow and Cnr Princes

and Rattray Streets, Dunedin,

& 131 & 133 Russell St. Melbourne

J.M. Sherrard ('Kaikoura', p.121) says they also owned stores in Hokitika and Greymouth, after further gold discoveries had led a stream of diggers to Westland in 1865. They also freeholded 6,000 acres in Pomahaka and Clutha districts, which in the later ownership of the N.Z. and Australian Land Co. Ltd, became part of the 'Clydevale Estate'.

Possibly because of the decline of the goldfields trade, (though family tradition states that G.F. Bullen's health was a prime motivation), they disposed of their Melbourne business to a younger brother, the Queenstown and Arrowtown stores to Isaac Hallenstein & Co. of Melbourne, and their Greymouth and Hokitika stores to Simon Isaacs. An advertisement in 'Lake Wakatip Mail'

on 27.4.1864, notified a sale of stock, due to closing of country branches. They appear to have retained the Dunedin business for some time and the name 'Bullen's Corner' stuck to the site, long after they had ceased to have any interest in it.

In November 1866, F. and G.F. Bullen bought the Kahutara run, Kaikoura, on these terms:

Leasehold of run	£2,800
Freehold (7,700 acs)	5,390
Improvements and rolling stock	105
8 tons wire, 6 bullocks, dray, bows, yokes, chains	140
16 mares and geldings @ £15	240
9,000 sheep, more or less @ 12/-	5,400
	£14,075

In 1868, they bought the Greenhills run for £13,084, without stock. This was a rough property where wild pigs at times outnumbered sheep. In the early 90's, their flock on all their holdings totalled 70,000 sheep. Frederick Bullen retired to England in 1883. George Bullen continued to reside at 'The Elms', Kaikoura, until 1907, when he sold out to a syndicate for £210,000. He retired to Christchurch and died 11 July 1912, aged 80.

The late Dr J.D. Salmond informed me some years ago, that George Bullen had been an early and substantial benefactor to Knox College, Dunedin.

(The next instalment will cover George Bullen's involvement in the Scandinavian (later Phoenix) Mine.)

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THE 'COLONEL'S HOUSE', WALTER PEAK

by Miss Jessie MacKenzie, daughter of Col. Peter MacKenzie

The destruction of the 'Colonel's House' at Walter Peak by fire on the 15 April last is tragic for the owners and the many people who have visited the station. The late Colonel Peter MacKenzie was my father and I was brought up in that house and lived in it for many years. It has occurred to me something of the history of this house should be preserved, because if I don't do it now this history may be lost forever.

The original house was built in 1907 for my father and mother, who were married in Fiji in February 1908. The house was built by a Queenstown carpenter named George Bisset and was a present from my grandfather to his son Peter. It consisted of four bedrooms (one became our nursery), a living room, long passage, kitchen and bathroom. There was the 'green' room; 'white' room, 'blue' room - I remember our nursery with its three little beds, a bedside table at each with a little brass lamp on each with round white globes which burnt dimly all night. When my father returned from the war, additions were added and other improvements, maids room, storerooms, laundry, with verandahs along side and back and a concrete courtyard in the centre, and concrete and stonework in the front of the house and front verandah. These improvements were made about 1917.

In 1924 a drawing room was built on the west end, and as my father and mother entertained and had many people to stay on the Station, and after 1928, other members of the family came to stay for quite long periods, when the Catholic Presbytery was for sale in 1934, my father bought it for a modest sum, had it cut into sections and transported across the lake where it was modified and re-erected at the east end of the original house.

There were two single bedrooms and two double bedrooms in this wing, a little hall and bathroom and right along the front, facing the lake, a long glassed-in sun verandah. The walls of the rooms were plastered and fire ceilings put in. We were allowed to choose the colours. I chose a soft shade of green for my room with carpet to

match and fine muslin curtains of white and green. My sister Phyllis's room was next to mine, but entered from the hall. She chose pale lavender. The hall and guests room were tinted in pale primrose, and beyond this was my mother's room which was in soft blues and white. This room had a long window which opened out on to the back garden. Off the hall the bathroom was in white and blue enamel and all bedrooms had H & C water laid on. The long sun verandah had a dark green wood flooring and the furniture was in a fine cane, table and chairs and swinging seats, and all the windows along the front had full length curtains in a nice green linen fabric, these covered the length of the verandah. The house was spacious, elegant and comfortable.

The gardens and grounds were landscaped by various people but mainly by an English professional gardener named Collins in 1913. He remained on the station for many years, and it was Collins who landscaped the Ardmere House gardens and planted the orchards at Walter Peak (which now no longer exist). There was also a very large vegetable garden. My mother too, took a great interest in the garden and grounds. She was responsible for planting the flowering cherries along the lake frontage and near the wharf. Also the Rowans and other flowering trees and shrubs. My mother died in 1937. The second world war broke out, my father married again, and my sister Phyllis and I went to live at Ardmere House with our aunt, the late Margaret Ann MacKenzie, my father lived on in his house and spent 68 years of his life there, and so it became known as 'The Colonel's House'. And now all that remains is a heap of ashes and the memories, memories of all the people who lived in that place, the characters both good and bad, the joys, the sadnesses, the visitors and all the things that happened there seem like 'an unsubstantial pageant faded' and it seems somehow relevant to quote one of Profero's last speeches in 'The Tempest' - and of the long procession of tourists passing through those doors in more recent years. I wonder what my father would have thought of it all!

So, to conclude, from the Tempest ...

'Our revels now are ended. These our actors as
 I foretold you were all spirit and are melted
 into air, into thin air.
 And, like the baseless fabrics of this vision
 The cloud capped towers, the gorgeous palaces
 The solemn temples, the great globe itself
 yea, all which it inherit shall dissolve
 and, like this unsubstantial pageant faded
 Leave not a rack behind, we are such stuff
 as dreams are made of and our little life is
 rounded with sleep'

That picturesque old house has gone forever, and I think of my
 father, the Colonel, who loved it so much, and I feel sad.

(Miss MacKenzie is now a resident of Cromwell. Ed.)

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WAKATIPU DISTRICT PLACE NAMES

(Compiled by Peter M. Chandler, recently appointed 'Historian' on
 Goldfield Park Board)

As time and space permit, a series of articles will be published
 on the origin of Wakatipu place-names. An arrangement in groups
 may seem desirable, under such headings as names bestowed by W.G.
 Rees and later runholders, names given by gold miners, and names
 given by surveyors and others, but it is considered that a strict
 alphabetical system will facilitate reference.

Each named feature will be located by a grid reference, derived
 from NZMS 1 topographical maps, followed by such information as
 earliest known usage, name giver (where known), origin of name and
 whether any local alternative or replacement name exists.

Some streams are known to have had three or four alternative
 names, but this is rare among hills, peaks and other prominent
 features. The total number of names to be considered, derived
 from parts of sheets S114, S123 and S132, amounts to over 700.

Advance Peak ... Ref. S123/658953; height 5,700ft. In his dairy, under date 10 March, 1863, James McKerrow (a surveyor, whose name will recur many times in these notes) recorded that he went from '12-Mile Rush' (later Macetown) up the diggers' track to Upper Shotover, from where he followed along the ridge to a high peak at the head of the Arrow River (possible Mt Hyde).

Advance Peak, as viewed from Macetown, is really the end of a lateral spur of the Harris Mountains. Contrary to popular belief, it is not visible from Skippers. Several quartz reefs outcrop near the summit. An appropriately-named mining company, the Sunrise, was formed in the 1880's to work these reefs.

I consider that the name was given by McKerrow on his 1863 survey, from the advanced position it occupies in relation to the main mountain chain. Vanguard Peak to the south, and Mt Repulse to the north indicate another example of the 'McKerrow systematics'.

Advance Creek ... Ref. S123/657928 (Not named on NZMS 1)
Probably named by Professor James Park in 1905. No local name is known, or is 'Advance Creek' in use locally. The topographical map which accompanies Park's geological Bulletin of Queenstown subdivision, shows several stream names which have never entered into local use. The origin of the name is presumably the adjoining Advance Peak.

Alabama Beach ... Ref. S123/542835
The proximity of Yankee Creek and Horace Greeley Slip suggest that an American among the early miners was responsible for all three names. 'Lake Wakatip Mail', 28.10.1863, mentions 'the Alabama claim, which latter averages about 40 ozs to the paddock.'

The name is found at the diggings at Heathcote and Sandhurst, Victoria. It may commemorate the 'Alabama', a warship built in Britain for the Confederate states at the time of the American Civil war. Her subsequent depredations on Federal shipping were the cause of much friction between Britain and the U.S. Government, finally resolved by arbitration. The 'Alabama' was sunk by the U.S.S. 'Kearsarge' off Cherbourg, 19 June 1864.

Mt. Alaska ... Ref. S123/378895; height 6,425ft.

Probably named by Harry Birley, of Glenorchy, as his 'Alaska Scheelite Syndicate' worked here before 1914, and the name is not known to have been in use before that time. (Also known locally as 'The Dome')

Alexandra Creek ... Ref. S123/536007 (Not named on NZMS 1)

Named in 1860's after Alexandra of Denmark, who married Edward VII (then Prince of Wales) in 1863. Earliest known use is in a gazette notice (Otago Prov.Gaz., 24.11.1869, p.221) notifying cancellation of a lease held by M.J. Malaghan and R. Burns, 'Alexandra Coy', Prince of Wales Reef, Skippers Creek.

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MOUNTAINEER HOTEL SNIPPET

From the Queenstown Review of July 1967, just a decade ago, we reprint the following:

'Mountaineer Hotel Changes Hands

The historic Mountaineer Hotel, has been bought by Mr Jock Boyd. The two story building was built in 1885 on the site of the Prince of Wales Hotel. The hotel was built for Mrs M.J. Malaghan, widow of the late M. Malaghan, by Mr Edwin Foord, of Arrowtown, who also built the Lake County building.'

Followers of the continuing saga of Queenstown will know that this month, July 1977, it was announced that Mr Boyd had bought Eichardt's Hotel, which traces its history back to 1862.

Also from the Queenstown Review of July 1967:

Demolition of Early Queenstown Home

This week, one of the early homes of Queenstown is being demolished. The house, situated on the corner of Beach and Shotover streets, was built and owned for many years by Captain Wing. Captain Wing was one of the directors of the Wakatip Steamship Co. It is of particular interest that the house has the original Beechwood shingles under the iron roof. Mr Ron Inder, when approached stated there could still be a number of houses that had the original shingle roofs under their present iron covering.

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