



Heritage Trail



Northern Southland Heritage Trail

(He Ara Manatūnga a Raki a Tonga)

Between the Domes

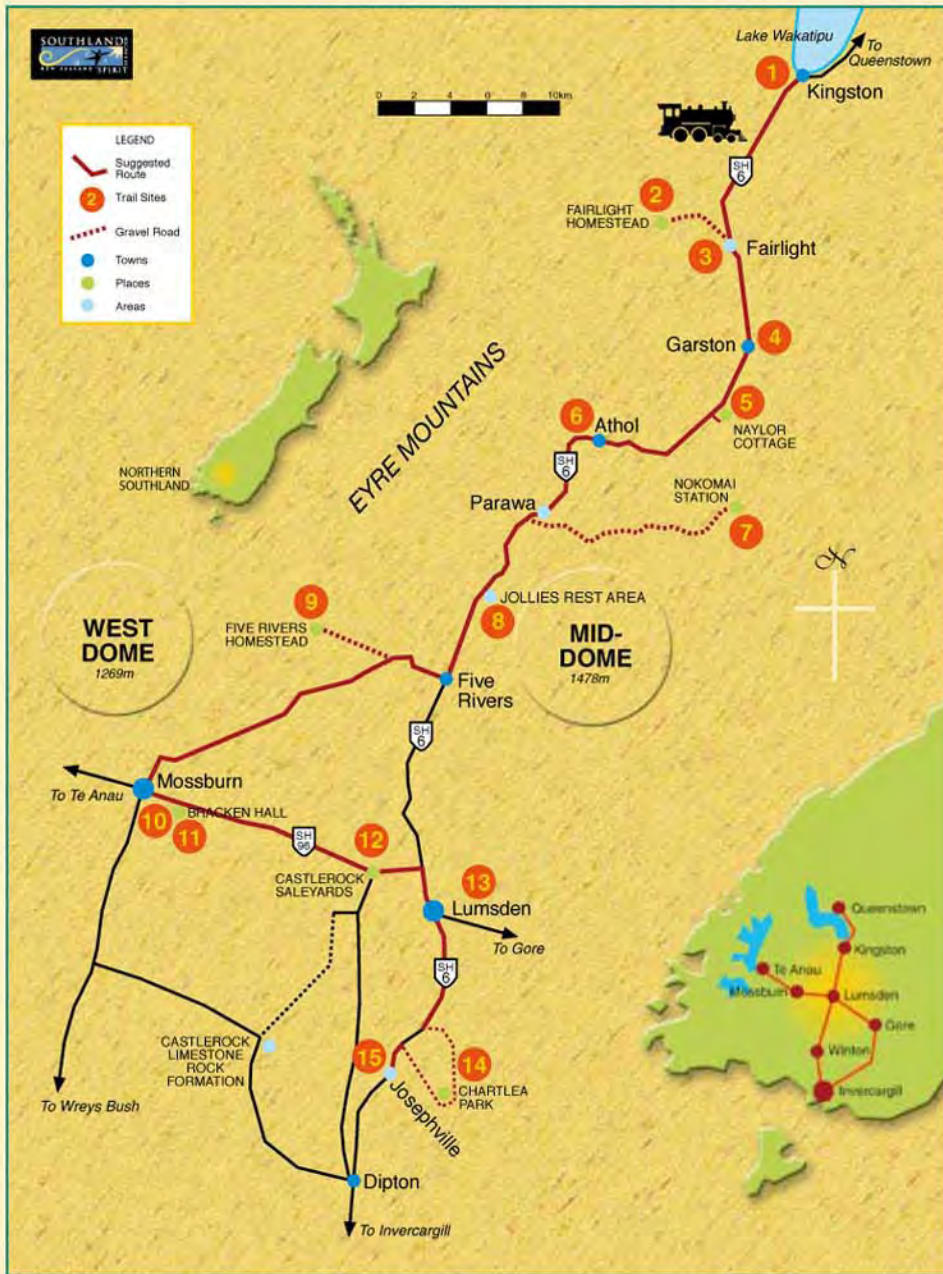


WEST DOME



MID-DOME

the Real
Discover  New Zealand



WELCOME TO THE NORTHERN SOUTHLAND HERITAGE TRAIL

Welcome... Haere mai... Traveller to Northern Southland – a wonderful expanse of plains, crossed by numerous rivers and surrounded by hills and majestic mountains. 15 sites marked with Heritage Trail signs feature on our Historic journey, covering the area between Kingston and the Josephville Hill.

Spanning a distance of 110 km, the trail sites are able to be travelled in any order. This will enable you to explore this area with ease.

Pakeha pioneers came to this region in the mid 1850s to break in the land by cutting down and burning the bush to create farm land. Building basic dwellings first, they later established homesteads, many of which still stand today. Prior to this, Maori came to the plains for hunting and fishing or passed through on pounamu (greenstone) expeditions into Fiordland or their ventures further north.

The Dome Mountains (West, Mid and East Domes) were significant features on the Northern Southland horizon. Maori used them as navigation guides, while surveyor J. T. Thomson, who was responsible for the reconnaissance survey of the area in the late 1850s, used them as observation points.

In later years, many of the larger runs were split up into smaller units. With the railway coming through to Kingston in 1878, it marked the real birth of the area, bringing prosperity to the district by ways of employment and the opening up of further land tracts for habitation and farming.

Today Northern Southland is a haven for tourists, providing a variety of stimulating activities for the traveller – from heritage sites and history, to home stays and outdoor activities, amidst spectacular scenery and delightful townships.

I. Kingston

Prior to the arrival of the Europeans in the late 1800s, Kingston was once the site of a large Maori settlement. After 1878, the town grew rapidly as it became a major freight and service centre. Existing transportation gradually began to be replaced by trains and Kingston became the connecting point between the “2 steams” – the lake steam ships and the railway.

Originally named St John after St John Branigan – the Commissioner of Police – this was eventually changed to Georgetown, then later Kingston, and is reputed to have been given this title by Irish miners after Kingston in Ireland. Ironically most streets in Kingston are in fact named after English towns and counties.

We ask that you please respect the privacy of families who have allowed their homes to be part of this trail. You are more than welcome to request to view these homes. Please contact the owners – details in italics beneath relevant sites – to make arrangements.

Distances between Sites

Kingston–Fairlight	12km
Fairlight–Garston	7km
Garston–Naylor House	5km
Naylor House–Athol	8.5km
Athol–Nokomai turnoff	6km
Nokomai turnoff–Jollies	4.5km
Jollies–Selbie Road	10.5km
Selbie Road–Mossburn	17.5km
Mossburn–Castlerock	14.5km
Castlerock–Lumsden	6km
Lumsden–Chartlea Park	12.5km
Chartlea Park–Josephville	6km



The passing down of memories is the strongest link in the bridge that binds us together as people.

A project of the Northern Southland Development Trust with support from Bracken Hall, Castlerock Run, Chartlea Park, Nokomai Station and...



GLACIAL MORAINE

As you drive south from Kingston take notice of the dips and rises of the road. This is the bed of an ancient river whose banks were formed out of giant boulders.

Lake Wakatipu and its melting ice once drained through here as well as at the current lake outlet at Frankton. The flow of this river was stopped by a gravel fan deposited under Lorn Peak perhaps 14-18,000 years ago.



2. Fairlight Run and Homestead

(2km to bridge)

Formerly named Bucurochi, this 30,000 acre run (no. 352) was purchased in 1860 and renamed "Fairlight" by the famous Captain John Howell after his birth place on England's Sussex coast, from where he had set out to sea on whaling ships. Howell commissioned the construction of a Georgian style homestead which stands today.

"Fairlight" was farmed successfully by Howell with the assistance of predominantly Maori staff. Success in farming came firstly with cattle, then sheep, until affected by the rabbit invasion of the 1870s.



3. Fairlight Railway Terminus

Pre 1876, Fairlight was a staging site for horse transport. Known as "The Ten Mile" (generally the distance between staging sites), this was where travellers either changed horses or rested for the night on their way through to Kingston, often making use of a hotel that was situated here.

Originally the road they travelled more or less took a line from Garston, fording the river there and at Fairlight, following the base of the hills. When the railway line was built in the 1870s, it took a route similar to this road, as the contour of the country was easy and there was ample water available.



4. Garston

The Garston district, established in 1858, consisted originally of two large sheep stations, Glenquoich and Greenvale. Gold was first discovered in the area in 1862 in the Nevis goldfields north-east of Garston. In 1876, the land was surveyed into farms, many of which were settled by former goldminers. Nowadays, farming remains the predominant occupation of the valley.

Renowned as the "Most Inland Village" in New Zealand, Garston was named after a suburb of Liverpool in England.

In its younger days, the township thrived, boasting a railway station and numerous services.

The first hotel in Garston, owned by W. D. Soper, was built of stone about 1876. This was later replaced by a large 2-storeyed wooden building in 1912, but burnt down in 1935 to be replaced eventually by



the present hotel in 1939. The stables and loft to the north of the hotel date from the 1870s, and have had many roles in their lifetime, including being used as a garage, and as an agency for the South British Insurance Company.

In earlier years Garston had a ski-field and a skating rink - with many people travelling considerable distances to pursue their interests in these sports.

5. Naylor House

This stone house was the Homestead for a 1000 acre farm owned by Jonas Naylor and his son Fredrick. Built with the help of a Chinese labourer in 1880, the house became the home of Frederick, his wife Isabella, and their family of 9. Although originally much larger, with wooden sections attached, these were demolished many years ago. There was also a grass tennis court and many out-buildings near the house.

The site has a well for the house water supply. Dug by hand to a depth of 7 metres, it was lined with flat stones and is still in use today.

The Wellingtonia and Oak trees, now 40m tall, were planted in 1880 by Naylor when he



built the house, and are registered historical trees.

Before the Naylor family arrived in the 1870s, this site was a coaching relay station called "Armstrongs" - the coach ran between Kingston and Invercargill in the 1860s and 1870s, and horses were changed at these stations.

Most of this farm still remains in the Naylor family today.

6. Athol

Until the arrival of the railway on 28 January 1878, Athol's connection to the "outside world", had been difficult. Named after Harry Athol who owned the first hotel there, Athol, which is situated alongside the Mataura River, is reputed to provide the best Brown Trout fishing ground in the world.

While predominantly a farming area, it is increasingly supporting a guiding and hospitality industry.

Between 1991 and 1993, with the support of Department of Conservation volunteers, tutors and local families, a length of dry stone walling was erected in the township. The aim was to highlight a technique used by goldminers and farmers in earlier days. In the Athol area, these walls were mainly built by miners to support water races and for small buildings.



7. Nokomai Station (12 km off S.H.6)

One of Southland's largest sheep stations, Nokomai's fame grew in 1862 when gold was discovered by James Lamb.

As many as 2000 miners poured into the area, establishing the township of Nokomai, which was to become one of Southland's leading towns. Many miners were to seek their fortune, supporting the 4 hotels, 3 grocery shops, branches of banks and a doctor. For 3 years, a weekly hand-written newspaper was also published.

In the mid 1980s, under prospecting licence 31-890, L&M Mining began exploration in the Nokomai valley. Large alluvial gold reserves were identified and a joint venture between the current landowners and L&M Mining began in 1991, using open-cast methods with full land restoration achieved on completion.

A large walnut tree, listed on the notable tree register, is visible alongside a restored section of the original Nokomai station homestead which was built in 1872. Behind this building stands an old baker's oven and the dairy.

Nokomai Station: Brian and Ann Hore (03) 248 8837



8. The Jollies

The "Jolly Waggoner Hotel", on the southern side of the slope leading to the summit of Dome Pass, was an accommodation house built at this junction for travellers coming from Dunedin, Invercargill and Riverton.

The challenge of the steady climb over Dome Pass, ensured this became a popular resting place, providing a 30-acre paddock for horses, a blacksmith, and much fun and revelry for the travellers. Many were said to co-ordinate their journey, just so they could spend a night there!

*"The Jollies Hotel is remembered so well
By the gold-seeker who prospered and spent
In days lang syne, with music so fine
And the dusty waggoner who came and went"*

– "Early Days in Southland"
reprinted from *The Southland Times*,
16 November 1934.

In later years, the original route name "Dome Pass" was renamed "The Jollies" after the hotel.

A cairn erected just south of here, and on the opposite side of the road to where the hotel was sited, commemorates the great endurance of pioneers who had passed through here.



9. Five Rivers Homestead

(5 km along Selbie Road)

Johnny Jones, the whaler, purchased the Five Rivers run in 1859 from Arthur Hogue.

While records state that construction of the homestead began during Jones's ownership, it is believed that Hogue started the original building, using triple brick manufactured on the property.

Baltic pine which had been used as ballast on his whaling ships, was used for the floors. Other timber for the building was sawn by hand on the property.

On completion in 1861, of what was to be the first section of the house, Jones sold the property to William Wentworth. In later

years an additional wing was added, bringing the total number of rooms to 16 – this included 9 bedrooms, a schoolroom, and a billiard room.

There are also buildings of further historical significance on this site. Nearby is a two-roomed brick cottage which was erected using the leftover bricks from the completed Homestead, as well as stables and a woolshed.

Five Rivers Homestead: Wallace and Esta Drummond (03) 248 7441

10. Bracken Hall

Once the "Social Centre" of the district, this building – the former Mossburn Hall – was largely used for a variety of community activities. Erected in 1908, through the sale of 250 £1 shares to members of the community, it has since been replaced by a community centre which was opened in January 1982.



The old hall lay idle until October 1993 when it was reborn as "Bracken Hall Gift Shop" through the vision and commitment of 5 ladies of the area. Many features of the original hall still remain, evident in the flooring, stage and fittings still used throughout.

11. Mossburn

The Mossburn area was first taken up by runholders in the 1850s, following in the footsteps of surveyors. By 1867, an accommodation house was in place, then stores and hotels began to make their mark, with a post office established in 1883 and a school in 1887.



The Mossburn township was also to become the final terminus for a railway line (namely the "Lumsden Mararoa Line"). It took seven years for the 10 miles and 39 chain track to be completed from Lumsden to Mossburn (1880-1887), but this was as far as it was to go. The passenger service was discontinued in 1937, although freight was transported until 1983, being kept in use largely for the Manapouri Power Scheme project. In 1987, the line was eventually pulled up and sold for scrap.



Threshing Fescue

This district now caters for a diverse farming community. Renowned as the "Deer Capital of New Zealand", with the first registered wild deer breeders, it is also recognised as the "home" of Chewings fescue, a grass seed used world-wide in the mid-1900s and still grown and used in New Zealand today.

Mossburn is also acknowledged as the gateway to a variety of tourism opportunities.



12. Castlerock

The Castlerock Station, after which this area is named, was originally a leasehold property of approximately 60,000 acres, before becoming freehold in 1877. The owner of the run (Number 181), Matthew Holmes, along with his manager Thomas Barnhill, was to play a significant role in the development of the property.

During the coaching and wagoning days, Castlerock or Holmesdale as it was then called, was an important centre.

Named in honour of the Hon. Matthew Holmes, a former owner of the Castlerock station and a Member of the Legislative Council, it was bounded by Keown's Road to the south, and by the present saleyard's road to the east.

Once the railway's influence was felt, the nearby township of Lumsden grew rapidly, virtually heralding the death of Holmesdale/Castlerock. Many of the businesses which had relied on the income generated by travellers fording the river nearby, were moved and re-established across the Oreti River at Lumsden. Several street names still remain in place today as a reminder of this town's past existence.

13. Lumsden

It was the coming of the railway in 1876 that *made* Lumsden. Prior to that, the only building on the site of the present township was a shepherd's hut; the land around this covered with an abundance of matagouri, flax and toi toi.

Soon after the completion of the railway, a township was surveyed and buildings began to be erected around the railway station.

Originally named "The Elbow", by the surveyor, J. T. Thomson, because of the sudden turn made by the Oreti River from an easterly to southerly flow, it was renamed Lumsden to avoid confusion with the nearby "Elbow district" (Castlerock). The letter outlining the confusion had been written by Mr George Lumsden, the then Mayor of Invercargill and a member of the Otago Provincial Council.

Over the years, the growth of Lumsden has been steady, with changes in the population's needs reflected in the changes in businesses. Gone are the watchmakers, general merchants, boot makers and barbers, and in their place have come service stations, specialised grocers, and mercantile firms to supply goods for the farmers.

14. Chartlea Park

In its heyday, the Chartlea Park Homestead was the hub of an estate that comprised 8559 acres. In 1920 the land was auctioned and subdivided into 16 farms. Further subdivision to the home block reduced the size down to its present 550 acres.

The homestead itself dates from 1896, and was built by Mr Owen Kelly from Gore for Walter Mary Hailes. Considerable extensions were made to the house in 1906, more than doubling the size of it. Many original features still adorn the house – the ceilings being a mixture of pressed tin in the more formal and "newer" areas, and tongue and groove timber being predominant in the other rooms. The front entrance – door and glass panels – is original.

Reaching a height of over 40 metres, the ancient gum tree, a major feature of the site, is reputed to be almost as old as the homestead itself.

Chartlea Park Homestead: Ken and Trish MacKenzie (03) 201 6442



15. Josephville

The beauty and tranquillity of the Northern Southland area can be viewed from here – the summit of the Josephville hill and the Southern gateway to Northern Southland.

The view stretches from Mossburn to the West, Lumsden to the North, across to the Waimea Plains and Mandeville to the East, while the Oreti River meanders lazily from its headwaters in the Eyre Mountains, to its outlet at Invercargill.

The name Josephville dates from the 19th century and is named in honour of the Australian millionaire Joseph Clarke who eventually settled on this land at the base of the hill. An area to the south of the Josephville, the Caroline Valley, is named after Joseph Clarke's wife Caroline.



Protect the environment for your own sake, for the sake of those who come after you, and for the environment itself.

Toitu te whenua (leave the land undisturbed)