

THE EARLY HISTORY OF SAWMILL ROAD, ROBINSONS BAY

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Until the access road was upgraded very recently, visitors to the Pavitt Cottage in Robinsons Bay turned off the sealed Robinsons Bay Valley Road into Sawmill Road, crossed an unseen culvert, and crunched to a halt outside the gate. Today the road is sealed, and a small bridge has replaced the culvert. On a slight rise up the driveway is the beautifully restored cottage, curiously offset from the present road frontage. Most houses we are familiar with are laid out with their front wall parallel to the street. The Pavitt Cottage, however, seems more closely aligned to the Valley Road than to Sawmill Road. Although we noticed its unusual orientation some years ago, we have only recently understood the reasons.

If you continue past the Pavitt Cottage, you cross the main stream on a sturdy bridge, noting the New Zealand Historic Places Trust information board indicating the site of the Robinsons Bay sawmill, the earliest in Canterbury. The road then climbs a hill to several other properties. It is lined by fences and hedgerows. Old fence posts at various locations along it suggest that it has been in existence since Robinsons Bay was first subdivided and cleared of forest. We now know that this is not the case, and that the Pavitt Cottage was probably constructed before the formation of Sawmill Road.

In brief, we have discovered that:-

1. The road reserve that would later be called Sawmill Road did not exist until the late 1850s, post-dating the sale of the first block of land in Robinsons Bay in 1841 by nearly two decades;
2. A formed public road in this position was not needed for the milling activities of the Pavitt Brothers, or of Thomas Jackson Hughes who set up the second sawmill in Robinsons Bay, or of George Saxton and Frederick Williams who followed Hughes in 1865; nor was a formed road required for the farming activities of George Saxton when he bought out Frederick Williams in 1882, since he owned all the parcels of land on either side; in fact, the road may have been little more than an internal farm track until after the subdivision and sale of the Saxton Estate in 1898;
3. After access became important for several new landowners in 1898, residents further up what was then called Branch Road petitioned the Roads Board for a footbridge over the stream; then in 1903 they applied for permission to erect swing gates across the road; there were no bridges for wheeled traffic built on this road until 1912;
4. The name Sawmill Road does not appear to have been used until the late 20th century.

The evidence for these conclusions is presented below, along with an important conclusion from this evidence concerning the Pavitt Brothers' understanding of the inland boundary of their land – RS (Rural Section) 579.

1. The Road Reserve

On 30 April, 1841, the Akaroa Police Magistrate Charles Barrington Robinson and his business partner William Watkins Wood of Luzon (Philippines) purchased 100 acres (more or less) in Robinsons Bay from the agent of the Nanto-Bordelaise Company. The deed of sale was not drawn up formally until 3 June, 1842. By then Robinson had built a house on the foreshore of the bay, beside the stream. The description of the 100-acre block leaves no doubt that Robinson and Wood intended to secure the whole frontage of the bay for themselves, along with the richly forested alluvial land behind it. Measurements defining the width of the frontage were calculated in feet and inches from the right and left banks of a watercourse flowing into the bay, 100 feet from High Water Mark (HWM). This was not the main stream visible today but a smaller watercourse draining the slope to the northwest of the bay. The inland extent of the block was probably calculated rather than measured on the ground, to give a total area of '100 acres more or less'. In the 1842 deed Robinson and Wood were also granted the 100 foot strip above HWM, but were warned that there could be no compensation from the Nanto-Bordelaise Company if the British Crown claimed a marine reserve. The Crown subsequently took the Queen's Chain (66 feet), now occupied by the main road to Akaroa. No provision was made for any road reserves in the 1842 deed.

In 1846, the Crown agreed to grant the failed Nanto-Bordelaise Company 30,000 acres, and issued new titles to those who had purchased land from the Company before this date, including Robinson and Wood. On the Crown Grant diagram for their block, issued belatedly in 1856, the only road reserve to be marked was on the foreshore (Fig. 1).



Fig. 1: Diagram supporting a "Grant of Land" – later to become known as RS 579. Crown Grant dated 20 April 1856. Reference #824 3D/132 (Canterbury Deeds Register Book).

On 5 June, 1854, Wood conveyed his share of the block to Robinson (Fig. 2a). Then on 20 October 1856, Robinson's sale to the Pavitt Brothers was recorded (Fig. 2b). Soon after, the block acquired a Rural Section designation of RS 579, which is recorded on the deed diagram for the mortgage on the property to R and G Rhodes on 21 January 1860 (reference #2545 7d/124 Canterbury Deeds Register Book). Before the Pavitt purchase was made, another land sale had taken place in Robinsons Bay. This was RS 255, bought from the Canterbury Association by Michael le Fleming about 1852. His ownership of the block entitled him to be on the Akaroa District Electoral Roll by July 1853 (*Lyttelton Times*, 9 July, 1853, p.4). In the Robinson to Wood conveyance diagram (5 June, 1854) a very narrow (25 feet) road reserve has been allowed between their block and that of le Fleming.

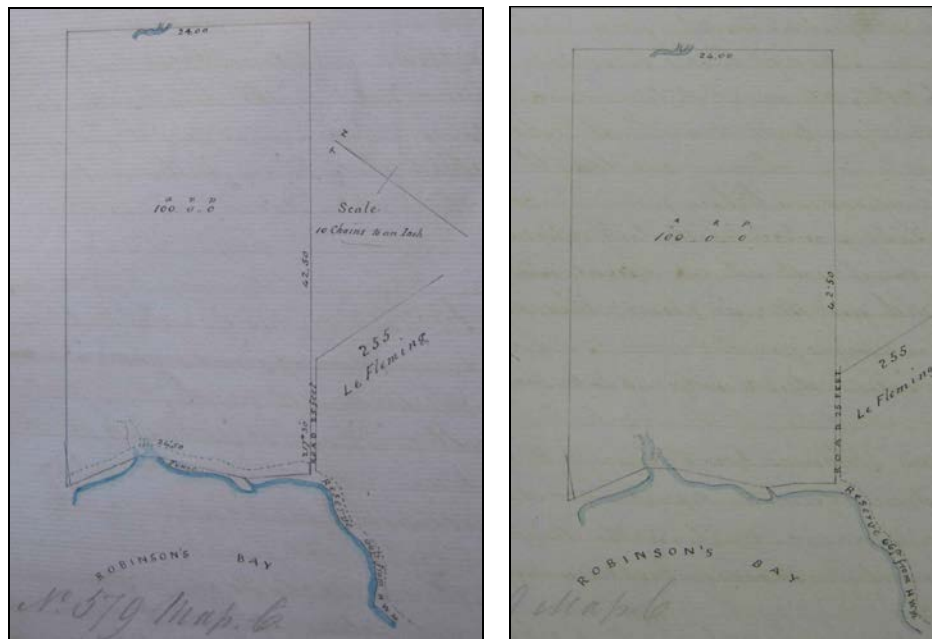


Fig. 2a and 2b: Diagrams supporting a "Conveyance of Land" – later to become known as RS 579. (2a - dated 5 June April 1854. Reference #823 3D/130; 2b – dated 20 October 1856. Reference #825 3D/133 (Canterbury Deeds Register Books).

In 1858 Barry's Bay sawyer, Joseph Humphrey Smith, applied for a 20-acre block RS 1248 just up valley of RS 579, in compensation for work done in Akaroa. Fronting the Okains Bay Road – now known as Robinsons Bay Valley Road - it was described as lying "about 4 chains N.E. of Section 579" (Waste Lands Board, 22 April, 1858). Why didn't it adjoin the Pavitts' block? The answer may be related to a land grant made to Richard Jackson Hughes, son of Thomas Hughes, in early 1859 (Waste Lands Board Minutes 24 February, 1859). This was RS 1763, a compensatory payment for road work. The Crown Grant diagram for RS 1763, not officially recorded until 1865, shows a road reserve for the first time along the northeastern boundary of RS 579. But as well as this, RS 1763 included a 'panhandle' joining it to the Okains Bay Road. This strip was 4 chains wide and was the land that separated the Pavitts' block RS 579 from RS 1248. It is possible that at the time of Smith's application, John Jenkins Peacock, the holder of the

pre-emptive right over the land surrounding the Pavitts, knew that Hughes would be applying for the inland sections RS 1763 and 1764 and wanted to secure a frontage on to Okains Bay Road. If a road reserve already ran beside the Pavitts' boundary, RS 1763 would have had access to Okains Bay Road without a need for the panhandle and RS 1248 could have been set 4 chains closer to the Pavitt's land. The following diagram (Fig. 3) depicts the three adjoining rural sections noted above.

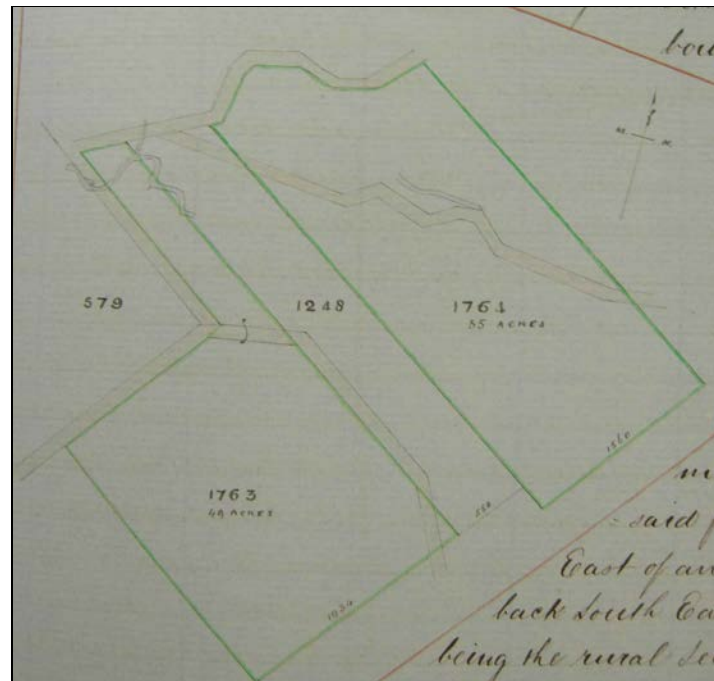


Fig. 3: Diagram supporting a "Conveyance of Land" – RS 1763 and RS 1764 dated 11 Feb 1861. Reference #3311 7D/592. (Canterbury Deeds Register Book).

2. Who benefited from the forming of Sawmill Road?

Whatever the explanation for the panhandle, the ownership of RS 1763 came with a privately-owned land corridor linking the sawmill site to the Okains Bay Road. There was nothing to be gained by Thomas Jackson Hughes (as the second mill owner in Robinsons Bay) from opening up the road reserve and requesting its formation as a public road. What Hughes needed was a well-graded road down the valley floor to the bay. The Pavitt Brothers had been able to take milled timber through their own section, and required no public roads, but they would not let Hughes use the same route without a substantial payment. This was the reason why Hughes lobbied hard for the extension of the public Okains Bay Road through RS 579, eventually opened in 1863.

Two copies are known of a painting of the sawmill and lower valley made around 1870, five years after Hughes' death - one reproduced by Jessie Mould (1991) and the other by Gordon Ogilvie (2007). A copy of the image from the Mould book is included as Figure 6 on page 8 (Mould 1991, p.7). In the painting a

straight track crosses the foreground, and probably represents the access route up the valley where it crossed RS 1764. This later became known as Robinsons Bay Valley Road until the subdivision of the Saxton Estate in 1898 led to the exchange or purchase of roads (formed and unformed) (*Akaroa Mail* 8 March, 1898), and the resiting of Robinsons Bay Valley Road to the north of the main valley stream. Remnants of this old road formation can still be identified today in the paddocks behind the Pavitt Cottage. Previously it had crossed the stream close to where this landscape was painted. Beyond the Pavitt Cottage in the painting another track appears to run from the mill to the corner of the Okains Bay Road. Whether it followed the road reserve or was situated on the panhandle cannot be determined.

On the death of Thomas Jackson Hughes in 1865, his property in Robinsons Bay was purchased by George Saxton and Frederick Walter Williams who continued milling until 1877 (*Akaroa Mail* 25 May, 1877). They bought additional blocks, and as the land was cleared of timber, established a large farm of 2038 acres. Williams sold his share to Saxton when he left Robinsons Bay in 1882. In 1898 Saxton's Estate was subdivided into 19 lots most of which were sold to other residents of Robinsons Bay who were keen to enlarge their farms or become land-owners in their own right. A map of Road Board districts in the County of Akaroa in 1891 (Fig. 4) shows a network of paper roads running through Saxton's property, including one providing access to RS 1763, 1248, and 12200, at that time all owned by Saxton.

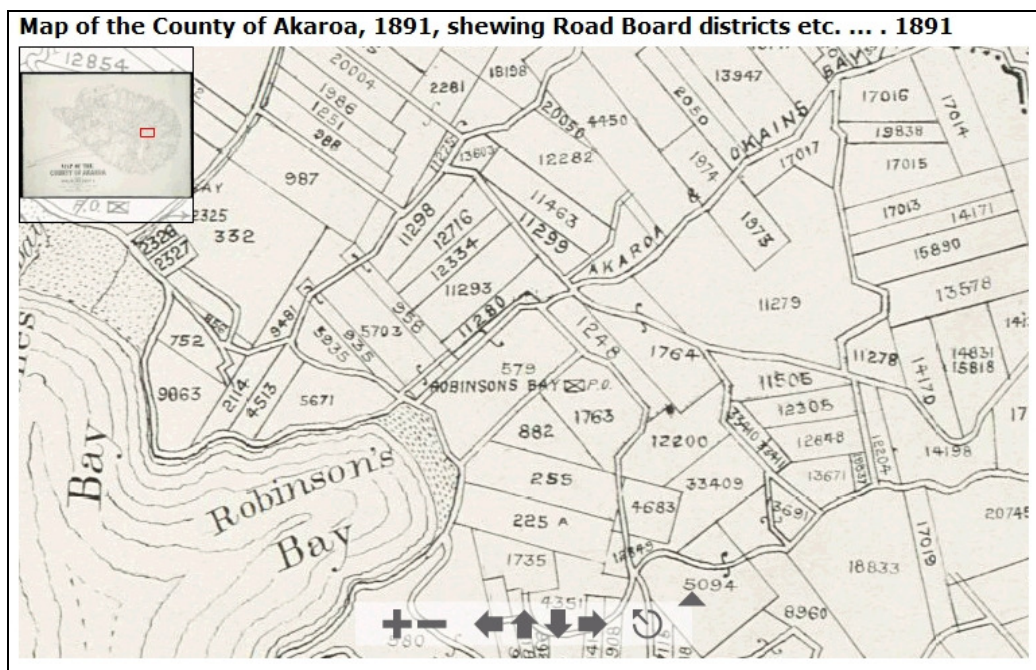


Fig. 4: Map of the County of Akaroa, 1891. (Christchurch City Libraries – Online - (<http://christchurchcitylibraries.com/Heritage/Maps/ATL-Acc-3147.asp>)

At the sale of the estate in 1898, Henry Hayward bought Lot 14D (11 acres), which was the northeastern strip of the former RS 579 (see Fig. 5). Here he built a dwelling close to Eric Ryder's current house. William Morgan bought the

adjoining 57-acre block up the slope (Lot 11), which included the old RS 1763 and portions of RS 1248 and RS 1764. Above him, Lot 10 (91 acres, including the old RS 12200 (40 acres)) was sold to William Dennis of Port Levy (*Akaroa Mail* 12 July, 1898, p.2).

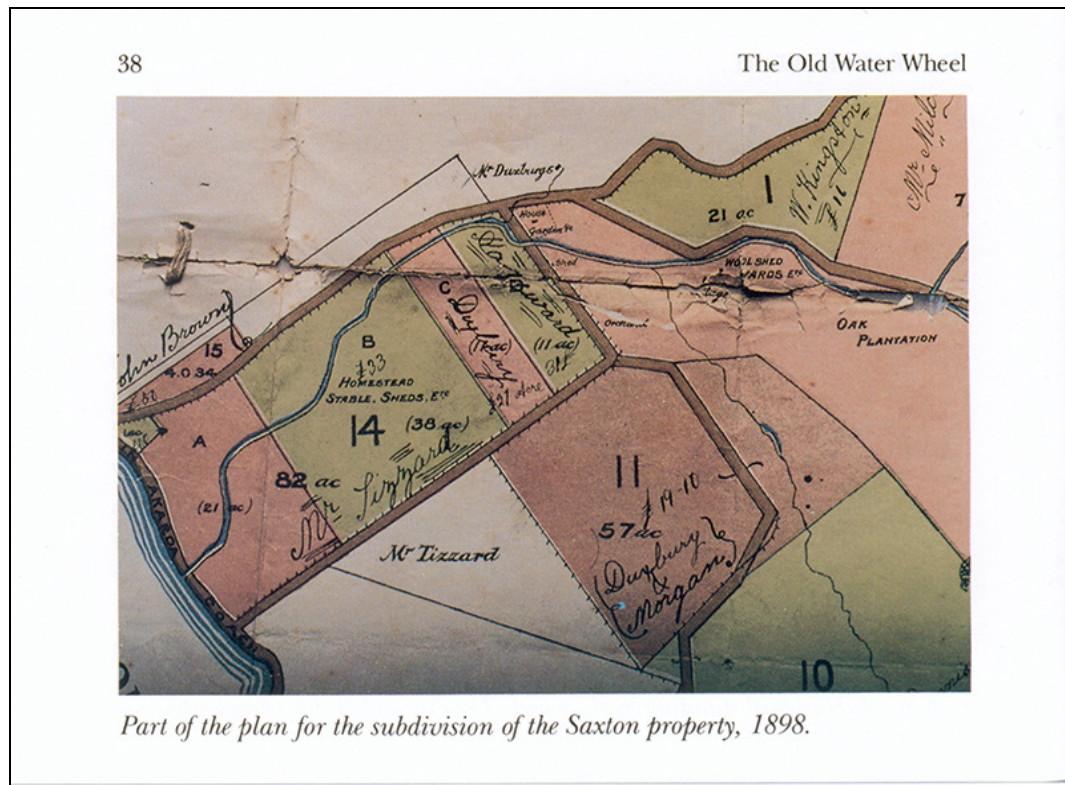


Fig. 5: Part of the Plan for the Subdivision of the Saxton Property, 1898
[from Mould (1991), p.38].

3. New landowners, new needs

According to the *Akaroa Mail* (4 October, 1898) less than three months after they purchased their land,

“Messrs Duxbury, Morgan and Hayward applied [to the Road Board] for two small footbridges over the creek in Robinsons Bay, as at present ladies and children found it difficult to cross. They could be built with some willows growing near, and the whole cost, including culvert, etc., would be about £9 10s, and Mr Hayward was prepared to do the work for that sum.”

The Engineer apparently agreed that this was a fair price because a photo of one of the footbridges beside the willows and the relict water wheel was reproduced by Jessie Mould (1991, p.21) and assigned a date of c.1900. Presumably the second footbridge was erected over the small stream flowing just to the north west of the Pavitt Cottage. Since footbridges wouldn't have been required if a vehicular bridge existed, we can be sure that carts and drays all used a ford to cross the valley stream beside the mill site.

On 3 January, 1903, four farmers including Hayward and Morgan placed an official notice in the *Akaroa Mail* that they would apply at the next meeting of the Akaroa and Wainui Road Board for permission to erect swing gates. Three of these would be on the road that ran through their properties—what we know as Sawmill Road—the fourth was high up on Robinsons Valley Road. The first gate was referred to in the public notice as Hayward's Gate, implying that it was already in place. The second gate was described as William Morgan's "gate No. 2 on Branch Road, off Robinsons Bay Valley Road, leading through part R.S. 1763, part 1764 and part 1248". The third gate was "gate No. 3 on Branch Road, leading through the Saxton Estate to lot 10 on sale plan of the Saxton Estate". There is no doubt that the road we call Sawmill Road was then officially known as Branch Road, and that the new owners of the land wanted to manage access in the interests of their farming operations. At that time the Public Works Act (1894 § 116) allowed swing gates to be erected across certain public roads or bridges in sparsely populated districts. Since some of the new subdivisions of the Saxton Estate included land on both sides of road reserves that might not have been internally fenced off, a swing gate across the road was an interim solution. Such gates were required to have a board with the words 'Public Road' in three inch high letters fixed to each side.

A road with three gates across it would not have carried a lot of traffic, and would not justify much expenditure from the Akaroa and Wainui Road Board. The photograph of the footbridge c.1900 shows rough grass on either side of the stream with no sign of metalling (Mould 1991, p.21). However, after Fred W. Williams and his brother Arthur (sons of Saxton's late partner) took over the running of Lot 9 of the Saxton Estate about 1911, lobbying for improvements to the road gathered strength. Their farm included the old panhandle of RS 1763, along with 1248, 1764 and further sections up the valley, amounting to 728 acres. Fred Williams moved into the Pavitt Cottage with his family, as confirmed by an account of a hare shooting party held at the invitation of Fred Williams on

"Messrs Williams Bros' valuable estate in the beautiful Robinsons Bay Valley.... Near Mr Williams' fine homestead is the old water-wheel built in the timber milling days for Messrs Saxton and Williams's saw mill."
(*Akaroa Mail* 29 August 1911)

In 1912 the Akaroa and Wainui Road Board received a petition from eight ratepayers requesting that "a bridge be erected over the creek leading to the petitioners' properties in the position of the present ford which approaches the dwelling of Mr H. Hayward" (*Akaroa Mail* 11 June, 1912). The Board's clerk reported that "Mr A. Williams had informed him that there were very large stones in the ford, and when the creek was in flood it was impossible to ford it". The following month Fred Williams attended the meeting with Henry Hayward and asked the Board to "build a bridge or at least two bridges just above his (the speaker's) house". ['Above' in this context must be read as 'up the road from'.] The chairman agreed it was a difficult place to cross and recommended two bridges (*Akaroa Mail* 16 July, 1912, p.2). He also noted "that the two streams converged just above [i.e. upstream of] Mr Williams' house, but an examination proved that it would be cheaper to put up two small bridges than one". At the Board's August meeting, after the other members had visited the site, all agreed

that two bridges were required, one with a 20 foot span and the other 12 feet (*Akaroa Mail* 13 August, 1912). The bridge over the main creek was completed by the time a photo was taken of two of the Williams children with Maisie Hewitt c. 1914 (Mould 1991, p.41). The photographer was looking down on the children even though he or she was downstream of them. The obvious explanation is that the photograph was taken while standing on the bridge.

Stream convergence sites and their significance

Close examination of the painting of Saxton and Williams' sawmill and the Pavitt Cottage (Mould 1991, p.7) shows that the side stream flowing down beside Kingston Hill joined the main valley watercourse just upstream from the Pavitt Cottage and mill building.

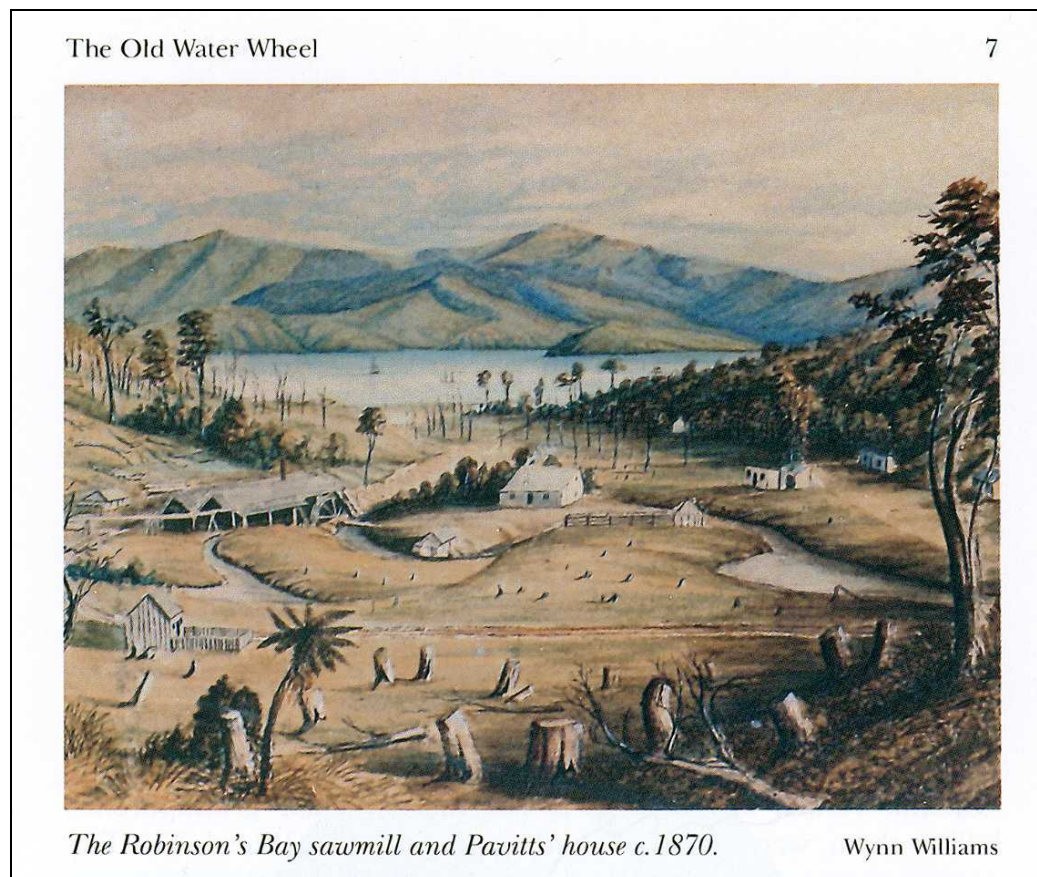


Fig. 6: The Robinson's Bay sawmill and Pavitts' house c. 1870. Wynn Williams [from Mould (1991), p.7]

The confluence is clearly marked on the Crown Grant Diagram (1865) for RS 1763 as lying on the boundary of RS 1763 with RS 1248 (Fig. 7a and 7b).

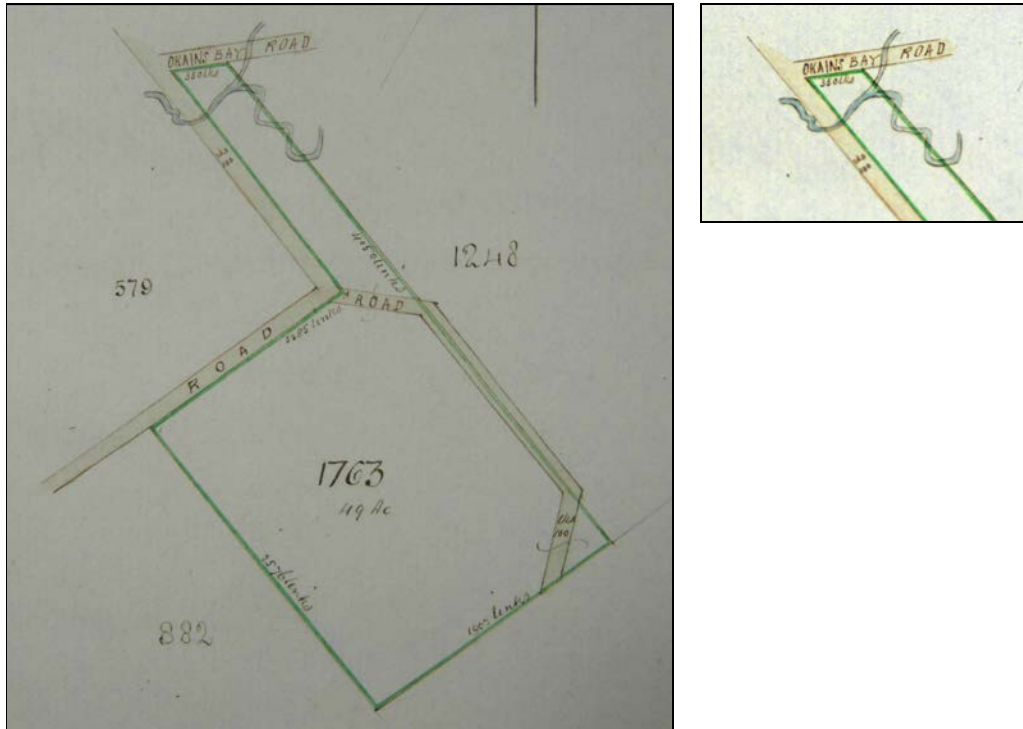


Fig. 7a and 7b: Diagram supporting a “Grant of Land” – known as RS 1763. Crown Grant dated 3 April 1865. Reference #27488 48D/177. (Canterbury Deeds Register Book).

Since the Pavitt Cottage was constructed on what became RS 1763, this diagram confirms that the cottage lay downstream of the confluence. From the 1912 bridge petition, we now know that although the confluence was still above the cottage, water also flowed down a side channel that in 1898 required a separate footbridge, and in 1912 a second road bridge. That channel is not evident on the 1870 painting, and is not shown on a cadastral map drawn in 1889 (Pigeon Bay Survey District, NZMS 13, CB 81) that places the convergence in RS 1764.

Though we do not know when that channel formed, and whether it was a result of the mill activities and local deforestation, it now carries all the water from the side stream and the convergence with the main valley stream is now located in the paddock across the road from (or below) the Pavitt Cottage – currently within Lot 14D DP 1410.

The following images (Figures 8 and 9) show the present day confluence of the streams.

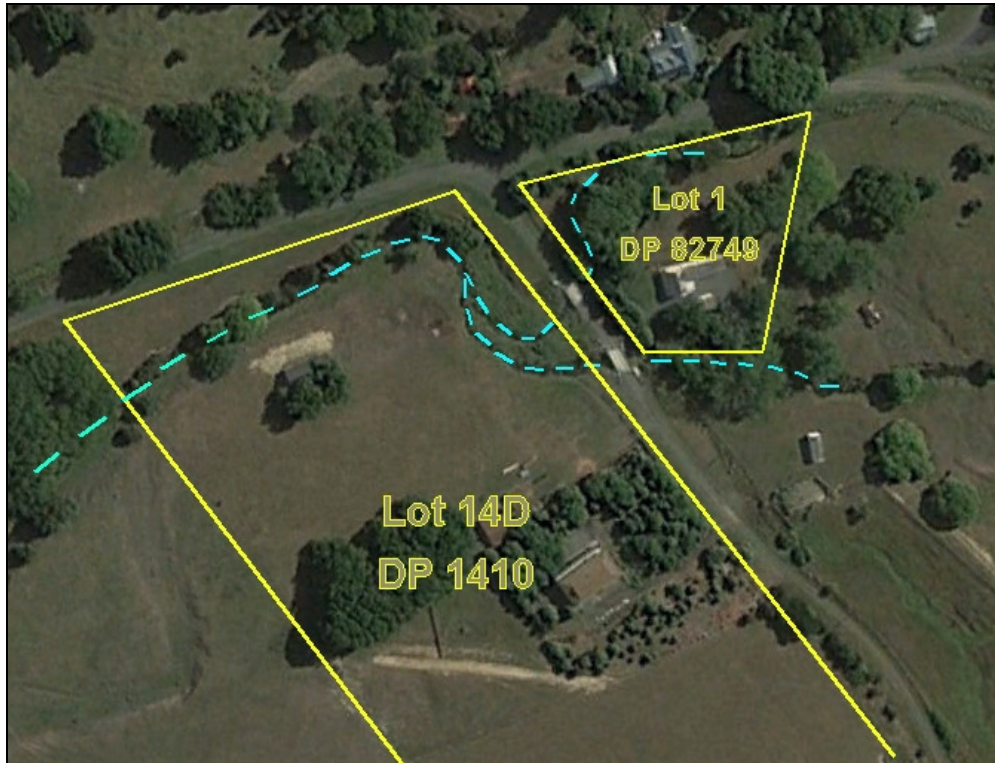


Fig. 8: Enhanced aerial image of the present day confluence of the streams (in blue) southwest of Sawmill Road (opposite the Pavitt Cottage within Lot 1 DP 82749). Google Earth 2011.



Fig. 9: Present day confluence of the streams southwest of Sawmill Road (opposite the Pavitt Cottage). Google Earth “street view”.

Given the present position of the convergence, our initial examination – which took place several years ago - of the 1854 Wood to Robinson conveyance

diagram (Fig. 2a) and the 1856 Crown Grant to Robinson (Fig. 1) for what became the Pavitt's RS 579, did not raise any anomalies. Both of these diagrams showed a stream convergence on the inland boundary of RS 579, roughly where it occurs today. The convergence was clearly a defining factor for that boundary, just as another watercourse provided the origin point for the measurements of the block boundary on the waterfront. Stream courses were only depicted on these diagrams where they served as boundary guides, but were not often included within the formal text of the descriptive boundary.

Work on the history of Sawmill Road has now provided evidence from independent sources (1860s deed diagrams, paintings and newspaper reports) that the main convergence was upstream of the Pavitt Cottage. In siting the mill cottage just downstream of the convergence, the Pavitts were following the only available plans that existed for their section, which indicated that the convergence marked their inland boundary. They believed on the basis of the Crown Grant diagram that it would be safe to build both mill and cottage downstream of that convergence. Only when RS 1763 was surveyed on the ground was it discovered that the stream convergence lay on the boundary of RS 1763 with RS 1248, and not on its boundary with RS 579. The Pavitts' only mistake was not to have a surveyor measure their section dimensions before they built the mill cottage. They had been misled by the stream confluence marked on the 1850s diagrams.

4. When was the name Sawmill Road applied?

As yet we cannot answer that question definitively. It is not recorded in the on-line copies of the *Akaroa Mail* up to 1920, nor was it used in Jessie Mould's booklet on *The Old Water Wheel* (1991). Telephone books from the mid-1970s and mid-1980s provided no road address for the Williams Brothers who then lived in the Pavitt Cottage. However by 1995 two other households are listed as resident in Sawmill Road. It is possible that the unveiling of the Historic Places Trust notice board in 1987 led to the official renaming of this road.

The case of Sawmill Road needs to be viewed as part of a broader picture. From an historical perspective, the importance of roading in the new colony of New Zealand was recognised at an early stage when the population began to grow. Early legislation dealing wholly with making and repair of roads provided for the formation of local boards of Highway Commissioners (Public Roads and Works Ordinance 1845).

The terms "road" or highway" were carried over from English law, and used in New Zealand to generally refer to formed passageways in public use. However, a road or highway need not necessarily be formed or maintained.

In "Roading Law as it Applies to Unformed Roads", Hayes (2007 p.1) ably summarises the situation in colonial New Zealand:

... almost all roads when first legally constituted were unformed.
This was inevitable in a pioneering society where the settlers'

demand for services, surveying, and access and title to land outstripped the capacity of both central government and the provincial governments to provide for these needs.

In the era of provincial government (1854–1876) the demand for land was such that the standards originally set for settlement, which were meagre enough, had to be loosened further so that settlement would not be held back. Crown land was subdivided on paper plans rather than plans of survey executed on the ground. A system of sale before survey was introduced. And, as most of the good land was taken up by the settlers, paper roads rather than surveyed roads laid out on the ground were also permitted as part of the subdivisional explosion.

Land would have come to be road in those early days by formalising an existing carriageway, bridlepath or footpath by the Chief Surveyor of the Province; or by reservation in Crown Grants. A Crown Grant would identify land to be reserved for road in conjunction with the roading maps of the Chief Surveyor of the Province.

Today, in general terms, the process for the creation of roads involves full survey and legal definition of the parcel, allowing for the dedication of the road as part of the Local Authority's responsibility (or the Crown's in the case of State Highways). Roads are now part of the design within subdivision developments, or in terms of the local, regional or national roading networks, able to be created by taking of land for road under the Public Works Act.

A review of the survey records for Robinsons Bay area has identified that sections of the roading network have been legally created in the following date order (Table 1):

<i>Plan Reference</i>	<i>Date</i>		<i>Surveyor</i>	<i>Road (current name)</i>	<i>Map ref. (see below)</i>
	<i>year</i>	<i>month</i>		<i>(may no longer be in use; are tracks only; or not formed)</i>	
Proc 1860	c1850		n/a	Chch-Akaroa Road (SH75)	Aa
SO 384	1856		not stated	no longer in use	B-C
SO 2479	1878	Dec	A. Seaton	Okains Bay Road / Summit Road	H-I-J
SO 2781	1880	Feb	M. McNicol	Summit Road	I-Y
SO 2781	1880	Feb	M. McNicol	Okains Bay Road / Cottons Road	I-Z, Y-Z
SO 600	1880	Oct	J.S. Welch	Okains Bay Road	E-G
SO 2944	1882	Mar	A.Houghton	Okains Bay Road / Summit Road / Un-named Road	G-H, J-K-W, P-R
SO 4368	1885	Oct	J.S. Welch	Kingstons Hill Road (Upper Portion)	K-L
A 6538	1890	Mar	L.A.Slater	Tizzards Road (mid section)	M-O
A 8227	1897	Dec	E.Coombes	Un-named Road	M-F
A 8198	1898	Feb	E.McIntyre	Robinsons Bay Valley Road / Chch-Akaroa Road (SH75)	B-M, B-A
DP 1410	1898	Aug	W.D.Wilkins	Kingstons Hill Road / Robinsons Bay Valley Road / Sawmill Road	M-Ab, M-W, M-N, M-P

DP 3153	1911	Feb	T.W. Wilkins	Okains Bay Road	D-E, C-E
SO 7258	1940	Mar	A.D.McLaren	Chch-Akaroa Road (SH75)	Aa-B
DP 16571	1952	May	J.M.Grant	Un-named Road	P-Q
DP 44564	1980	May	J.L. Williams	Tizzards Road	M-O
DP 74397	1996	Sep	W.F.Lawson	Bells Road	T-U-V
DP 81321	1999	May	C.A.Fox	Un-named road	R-S

Table 1: Survey office plans of roads in the Robinsons Bay area.

The general location and extent of these roads are depicted on the following annotated cadastral record plot. The original Pavitt land RS 579 is superimposed on this plot for reference. The blue circles are trig stations, which would have been used and connected to by all surveys in the vicinity.

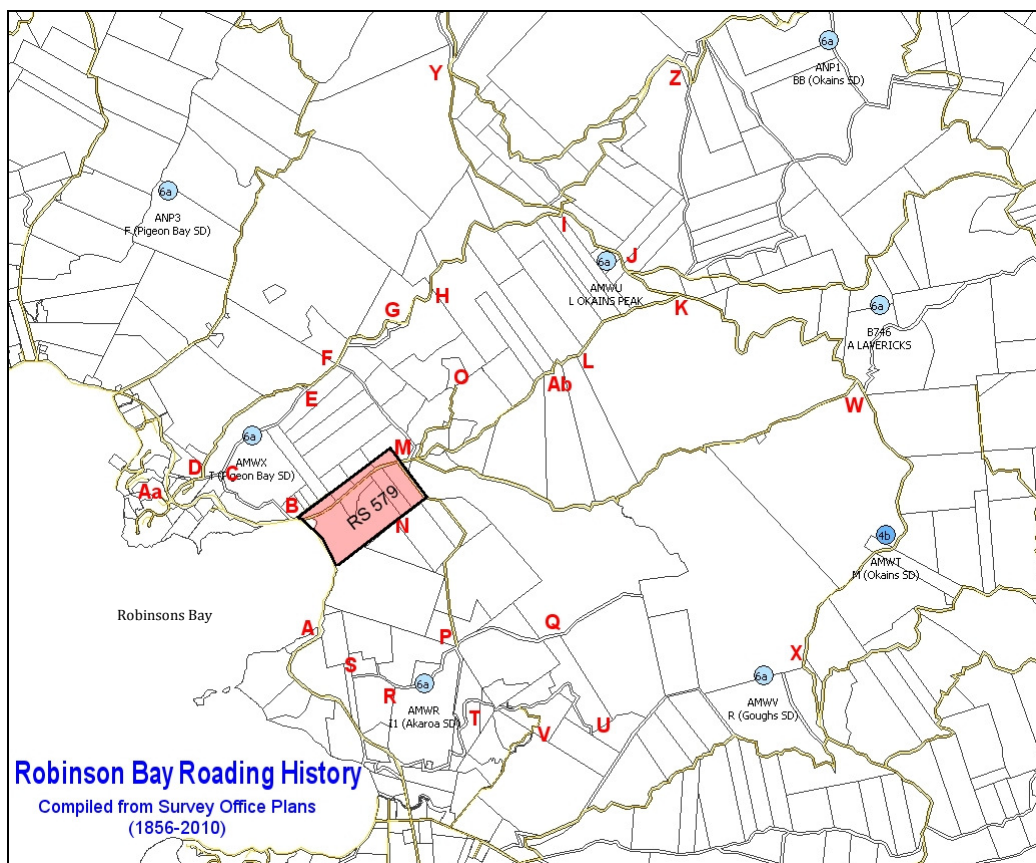


Fig. 10: Locations of Survey office plans of roads in the Robinsons Bay area.

Today's roading network is very similar to the colonial times. The earliest available topographical map dates from September 1878 and depicts a roading pattern that largely still exists today. The main road around the Akaroa Harbour is in existence, as is the Summit Road and most of the road lines up the ridges to the Summit Road.

Of interest in Robinsons Bay, is the route that heads up the valley, before a left turn of roughly 90° northwest to join the Okains Bay Road. This 'corner' is at the current intersection of Robinsons Bay Valley Road, Kingstons Hill Road and

Tizzards Road just beyond the cottage. There is still a legal road in this position, but it is no longer in use as a road - the 1 chain width is still mainly fenced and can be seen from just behind Pavitt Cottage. Also of interest, is that there is definitely no indication of Sawmill Road (or a road in that general location) in existence in 1878.

A portion of the 1878 topographical map is shown as Fig. 11. Although the mapping accuracy of the features shown may not be spatially precise, all features depicted would have existed at the time of survey – circa 1875. In other words, the extent of the roading network, streams and rivers and dwellings (depicted as small black squares) represents what was actually there. The features shown as double circles with an adjacent letter are the trigonometrical stations established for this mapping and later used for boundary definition surveys. These trig stations are still in existence today.

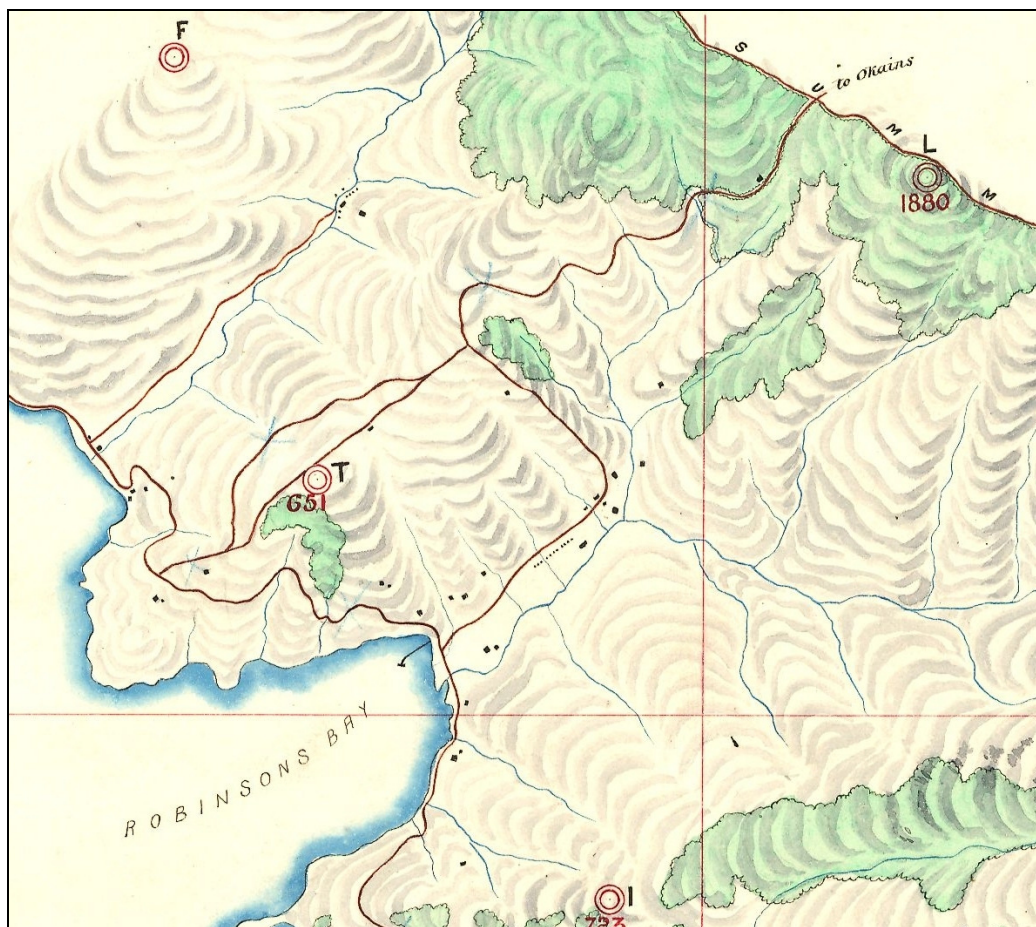


Fig. 11: Topo 40P - Topographical Plan of the Pigeon Bay, Okains, Goughs, and Akaroa Survey Districts. J.S Welch – Assistant Surveyor [LINZ Historical Topo Series]

The topo map above can be contrasted with a modern topo map series (NZMS260), that depicts all of the same, and more features. An example follows as Fig. 12.

The trig points are common to both maps and are represented on the modern map as spot heights. Trig “F” is the spot height 330 north west of Pipers Valley Road; trig “L” is the spot height 573 (Okains Peak) near Summit Road; and trig “I” is the spot height 221 approximately midway between the Christchurch Akaroa Road and Bells Road. Trig “T” is not depicted as a spot height.

The modern mapping series is spatially accurate, with cartographic mapping techniques able to precisely plot roads, streams, buildings and contours. On these modern maps, formed roads and tracks are shown in various ways, differentiating them as sealed, unsealed, 4WD tracks or walking tracks. Refer to the key on any topo map to identify the differences.



Fig. 12: NZMS260 N36 (part) 1998. [LINZ Topo Series]

Conclusion

What started as a straightforward enquiry into the early history of a familiar road has taken us on a complex but intriguing journey. Sawmill Road was not formed as a public road until the beginning of the 20th century and did not acquire this name until near the end of the 20th century. The history of this road has proved to be intimately linked to the history of the land blocks beside it, and we found that it existed on paper before it was surveyed on the ground, and long before it was formed.

While researching the road we became aware that there had been significant changes in the water courses that currently flow beneath the Sawmill Road bridges. The convergence marked on the earliest deed diagrams would have

been inserted as a guide to the position of the inland boundary of Robinson-Wood block, then heavily timbered, and this would have been made known to the Pavitt Brothers when they purchased the block. With this understanding they sited their mill and mill cottage just downstream of the convergence of the main stream and side stream flowing from Kingston's Hill, on what they believed to be their land. In other words they thought the convergence shown on the Robinson diagram was the main convergence in that part of the valley. When new blocks were created upstream for Richard Jackson Hughes, the stream courses were finally surveyed and the main convergence was shown to lie not on the Pavitts' boundary but further up the valley. The c.1870 painting and the newspaper accounts from the turn of the century revealed that the convergence remained in this position till at least 1912. Today the old course of the side stream from Kingston Hill is marked by the grass-covered depression behind the cottage, and the side stream now flows down an incised channel to the west of the cottage, joining the main stream just below Sawmill Road. We conclude from this investigation that neither streams nor roads can be counted on to stay in the same place, and that it is very important to research their history.

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References:

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Metric Equivalents:

Areas:

2038 acres = 824.7493 hectares

100 acres = 40.4686 hectares = approx. a rectangle of 1000m x 400m

57 acres = 23.0671 hectares

20 acres = 8.0937 hectares = approx. a rectangle of 400m x 200m

Distances:

4 chains = 80.47 metres

1 chain = 20.12 metres [standard road reserve width]

66 feet = 20.12 metres

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