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**The 'Dunedin' off the English Coast in 1875,
by Frederick Tudgay (1841-1921),
oil on canvas, 487 x 790mm.**

Hocken Collections - Uare Taoka o Hākena, University of Otago

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Cover painting: The emigrant ship 'Dunedin'

The 'Dunedin' is best known for carrying the first frozen meat from Port Chalmers to England in 1881.

However, she was built specifically as an emigrant ship, by Robert Duncan and Co in Glasgow, for the Albion (later the Shaw Savill & Albion Line), and designed to carry 400 passengers.

Her first trip to New Zealand was in 1874 under Captain Whitson, who sailed her from London to Lyttelton in 98 days. In 1875, he sailed from London to Auckland in 94 days. All seven of her voyages from London to New Zealand carrying emigrants were completed in under 100 days. Only one voyage (in 1876) required quarantine, at Port Chalmers.

Captain John Whitson remained her captain throughout the period she sailed with emigrants, and he was the original owner of the painting. He died in Oamaru in 1886.

In 1881, the 'Dunedin' was refitted with a refrigeration machine to carry frozen meat, and continued to do so until early 1890 when she disappeared in the vicinity of Cape Horn, presumably as a result of hitting an iceberg or coming to grief in a storm. (Source: Wikipedia)

There is a model of the 'Dunedin' in the Otago Museum.

‘Ingenuity, Industry and Quiet Enterprise’

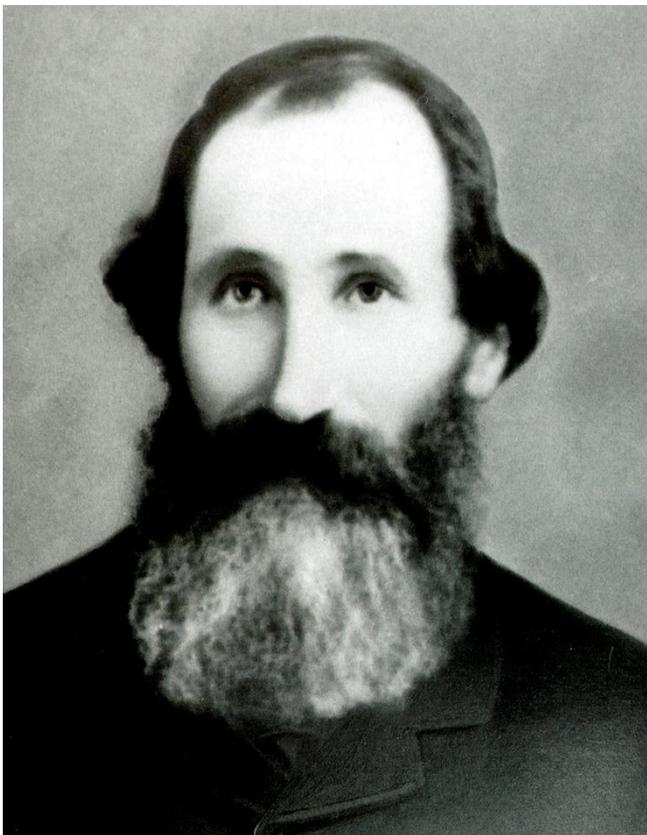
John Butel circa 1834-1903 and Peter Butel 1837-1912

By Pauline Lawrence

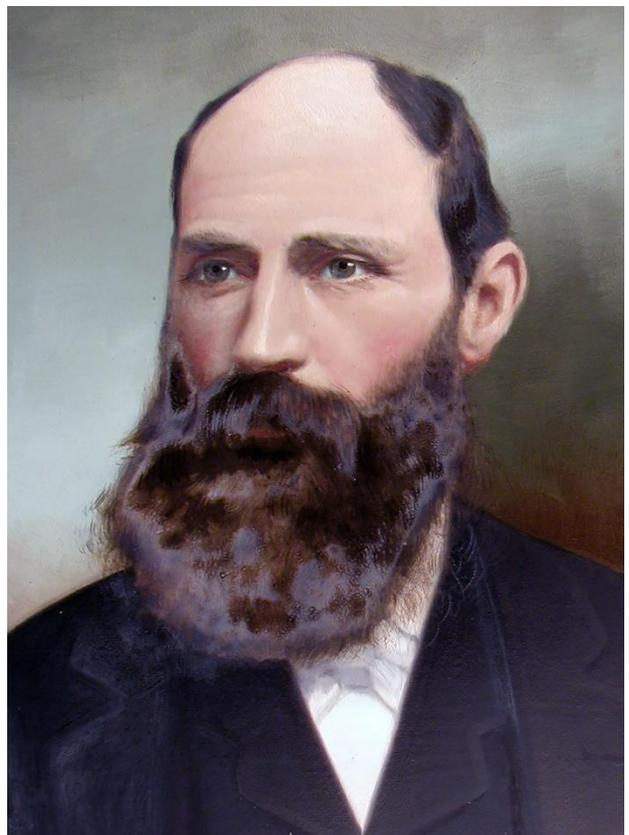
On 31 May 1877, the *Arrowtown Observer* noted that: *The Arrow district...now rejoices in the possession of the Champion Cabbage of New Zealand. This vegetable is of the ‘drumhead’ class... its diameter with the outside leaves upon it is 4½ feet, and the heart weighs 56 pounds.*

It was grown by Peter Butel, who with his brother, John, farmed the area which we now know as Millbrook Resort. But their talents went far beyond the growing of cabbages.

In 1872, a mere 10 years after their arrival in the district, the *Lake County Press* in an article entitled *The Arrow Flour Mills*, noted about them, *we are sure that the public will bear us out in saying that for ingenuity, industry, and quiet enterprise they have few compeers in the district.* The article recommended a visit to the farm, asserting that, *in no other part of New Zealand can better and more efficient management be seen, or so many mechanical appliances for assisting labor.* Cynthia Balfour comments that both men *were by nature, if not by training, born engineers.* Over the next forty years, numerous newspaper articles were to be written praising both men’s skills as farmers, engineers and inventors, as well as their contribution to the community.



John Butel (LDM EP0207)



Peter Butel (LDM EP0216)

Even their journey to reach the district had required tenacity, courage and some initiative. Sources indicate the brothers were born in Normandy, France. Little appears to be known of their early years. However, in an article in the *Otago Witness* in 1892, John recalled that, *as a lad he had to visit nearly every house in the village every day, and during part of the time the plague was raging and almost every house furnished one or more corpses*. This may have been an outbreak of cholera.

Sometime in the 1850s they moved to Jersey. Here, probably in St Heliers, they met Elias de la Perrelle who was to join them on a journey that ended in Arrowtown. Initially, they were press-ganged onto a ship bound for Boston. Here they jumped ship. They narrowly evaded the captain who was roaming the wharf, threatening to shoot any deserters. They made their way to California and then on to Melbourne where again they jumped ship. The details of the journey are sparse. One source mentions a journey to Alaska and California, while in the *Otago Witness* article referred to above, John recounted that a vessel he was on *was for some time anchored in the Rio de Janeiro harbour* and that another ship anchored there *lost three crews [crew members?] with yellow fever during their stay*.

After their arrival in Melbourne in 1858, the three men began working for the Governor of Victoria. John was employed as a cook and baker, Peter as a gardener, and Elias as a blacksmith. In 1861 John married Catherine Gorrie who also worked as cook for the Governor. They were to have five children, Catherine and John who were born in Melbourne, and George, Robert and Louisa born in Arrowtown.

In 1861 Peter with two friends, Tom McEntyre and William Paterson, left Melbourne and travelled to Dunedin. From there they made a six-week journey on foot to Arrowtown. As they finally stood on the Crown Terrace surveying the valley below, William Paterson is believed to have commented, *In the near future the area in front of us will be covered in farms*. John, Catherine and their two children, along with Elias and his wife Helen, followed, arriving in Bluff in 1863. They travelled to the district by wagon, the journey taking two weeks. They were met by Peter at Kingston.

Like a number of the early settlers in the area, the brothers saw a future not in gold mining but in farming, supplying essential provisions to the miners and other settlers. At first they leased land, but the passing of the 1872 Otago Waste Land Act meant they were able to purchase the land. In 1863 John, along with William Paterson at Ayrburn, began experimenting with growing wheat and immediately began producing high quality crops that *exceeded all expectations*. This was despite the doubts of some in the area - in John's obituary the comment was made that he was *one of the first to break up and work the land, in spite of the predictions of wiseacres, who held that grain would never do in the Wakatipu, though potatoes might*.

Although initially they worked together, by the late 1870s they had agreed to farm separately. Records show that by 1881 John's 249-acre farm at Hayes Creek (known now as Mill Creek), next to Mill Farm, had a rateable value of £2605, while Peter's mill and 169 acres were valued at £3044. By 1891 John was farming 500 acres of freehold land as well as holding the lease for the Arrowtown Endowment of about 1000 acres. The land had cost them £1 an acre in 1873.

As well as developing the farm, the brothers also established a sawmill at Millers Flat below Coronet Peak. They milled native beech from Bush Creek, where they had cutting rights. A log chute on a saddle at the top of the Arrowtown Endowment transported the logs partway down the hill and from there they were taken by sledge to the mill.

By 1864 John and Peter had also constructed Arrowtown's first water-race. It started at Bush Creek and meandered through the town ending at a lagoon on the east of the town. Cynthia Balfour refers to an 1865 article in a local paper which stated that the brothers had *laid wooden service pipes to almost every dwelling in the town, each consumer being supplied with a perennial stream of about as much as will run through a half inch bore for the small charge of 1/- a week, and that it was worthy of adoption in many other places, the goldfields municipalities especially.* Prior to the water-race being built, Arrowtown residents had paid 2/6 per week for water delivered in barrels. It seems that not everyone understood the importance of clean water. In September 1864 Peter announced a £2 reward for identifying the person seen washing tripe in the race.

ARROW FLOUR MILLS.

THE UNDERSIGNED

BEG to inform the Inhabitants of the
Arrow, Queenstown, and surrounding
Districts, that their Mill being now in
good working order, they are prepared to
supply a sample of Flour unsurpassed for
Strength and Color in the Province, and
solicit a share of their patronage

Gristing at Current Rates.

BUTEL BROS.

Lake County Press
23 August 1872

The brothers built the Arrow Flour Mills on Hayes Creek, with the sawmill providing much of the timber. They had already built a dam, constructed a water-race and erected a waterwheel as a power source. Initially the water poured onto the top of the wheel, but later it was changed to the more efficient undershot system.

The 1872 *Lake County Press* article stated: *Water power here is made to perform no end of duties. It drives the flour mill, saw mill, chaffcutter, thrashing machine, churns butter, turns a lathe, and blows the fire for the blacksmith...in fact it would be hard to say what this valuable motive power is not used for by the Messrs Butel.*

Peter's key interest was the flour mill. The mill had two pairs of burr-stones (grinding stones) made from triangular blocks of French flint wedged to the centre and held by a steel frame. These were driven by the waterwheel. The mill was capable of putting through five tons of flour in 24 hours. Peter made sure he employed good millers, and this, along with the high quality of the wheat, meant the mill produced excellent flour.

P. BUTEL & CO.'S
FLOUR MILLS,
NEAR ARROWTOWN
Supply first-class
SILK-DRESSED FLOUR, BRAN AND
POLLARD.

An excellent sample of Flour guaranteed—
cannot be excelled in the Colony.

Having opened a trade connection in Invercargill and neighborhood, we are desirous of extending the same, and invite merchants and bakers to give our flour a trial. We can guarantee prompt delivery.

Intending buyers are requested to communicate direct.

P. BUTEL & CO.
Arrow, January 8th, 1880. 3972

Newspaper advertisements such as this referred to *first class silk-dressed flour*. After the wheat was ground, a dresser further separated bran from the flour, and the use of silk, rather than wool or cotton, as the fabric gave a higher quality product. The flour from the mill usually achieved prices £1 to £2 more than others. At the 1883 Dunedin Exhibition, Peter won first prize for flour. At Exhibitions in Melbourne and Sydney, he gained second and third prizes respectively. The mill was the smallest of the three in the area, but by 1886 it was processing 75% of the wheat grown here. By the early 1890s, grain growing declined in the district and the mill closed in 1902.

A wagon with an eight-horse team was used to deliver the flour. This included trips as far afield as St Bathans and Clyde which could take up to eight days. In 1892, Alex Hamilton, as a young eighteen-year-old teamster for Peter Butel, drove the first wagon load of flour (3 tons) to Skippers. Peter accompanied him on horseback, helping to get the wagon around tight corners. They met *several conveyances* on the road, and the sharpness of some of the turns meant that the leading horses could not be seen from the driver's seat. The success of the journey was used in the newspaper article about the journey to help emphasise the need for improvements to the road.



Bridget Butel née Flannery (LDM EP0215).

Peter and Bridget's Mill Farm

In 1872 Peter had married Bridget Flannery. Although they did not have any children, they were very active in the community. Cynthia Balfour records that Bridget and Mrs Mary Cotter were responsible for preparing the accommodation for Father H. Billiard who came to hold the first mass in Arrowtown, and she states: *What he thought of the grey blanket they had nailed up as a door, or the boiled dock leaves they used as cabbage, history does not relate.*

While Peter's business focused on the mill, he and Bridget became well known for their development of the grounds at Mill Farm. The *Otago Witness* in December 1883, commented: *Mr Butel has displayed considerable taste in laying out the grounds. There is a willow and poplar plantation along the race which gives the place a homely feeling. The orchard, or more correctly speaking, the orchards, contain some of the choicest fruit trees in the Island, and the forest and ornamental trees on the homesteading are nearly all of Mr Butel's own rearing. Being compelled a short time ago to thin out his nursery and grounds, he sold by auction about 2000 assorted trees. Three to four acres were planted in trees, which included hazelnuts, Oregon pine, ash and elm as well as other rarer varieties.*

By 1875 hatching of trout ova was being done successfully in the district, and the mill race was described in the *Otago Witness* as *the very best of hatching places with some of the young fish four inches long, and as stout as a man's middle finger.*

Peter and Bridget made a trip to France and the Channel Islands and it is possible that they returned with a selection of plant cuttings. In one article Peter had indicated that he wished to bring back some suitable apple trees so that he could make cider. It has been suggested that he may later have made wine from cuttings he brought back. Several vines grew near the family home. He had bottling equipment under the mill, and bottles of wine were there long after his death.

There were some setbacks. In August 1883 a fire broke out overnight in the smoke house. Peter had been smoking bacon and hams and, when finished, he believed that he had left everything safe. Unfortunately, the fire destroyed the building and most of the contents. Peter estimated he had lost a ton of bacon and hams. In 1898 the stable at Mill Farm caught fire. Three horses valued at £30 each were lost, along with all the harness and other equipment. Peter estimated his loss at £300. In both cases he was not insured.

High freight costs were also an ongoing problem. In 1886 sending a case of fruit to Dunedin cost more than it did to send one from Melbourne to Dunedin. By the mid-

1880s Peter was also expressing concerns about the lack of money being invested in local enterprises, that farmland used for cropping was beginning to show signs of exhaustion, and the costs to farmers in trying to deal with the growing rabbit problem.

It would appear that Peter was one of the first to have electricity in the Arrowtown district. He managed to get a generator from the Bullendale mine which he ran off the waterwheel. His great nephew said, *his house was lighted long before our house*. The *Lake Wakatipu Mail* reported in 1897 that *Mr Peter Butel, who recently made an offer to supply Arrowtown with electric light, on very reasonable conditions, is preparing plans of the town and intends to bring the matter before the Borough Council*. The council did not accept his offer, and power was not available to residents until 1945.

Peter made innovative use of electric lights to deal with garden pests. In 1899 the *Nelson Evening Mail* reported that *Peter has a large arc light in the garden. The codlin moth and other nocturnal insects find the light fascinating and sacrifice themselves upon it in thousands. This plan of dealing with the pest has proved very destructive*.



Peter and Bridget's farm was available for community events such as picnics in summer and skating in winter. In February 1900, *the grand general picnic arranged by the Catholic school authorities* was held on the grounds which were described as *one of the beauty spots of the district where everything combines to make a holiday or life generally happy and pleasant with the waterwheel, the mill itself, the garden, the hothouse, plantations of gum trees, and of rarer trees, and to all must be added the kindness and attention of the owners*. A cold winter in 1903 meant that for locals some of the best skating was to be found at the Butels' dam. At times 30 to 40 skaters of varying expertise, plus many onlookers, could be found there.

In 1908 Peter retired. He kept his 10-acre homestead block and leased Mill Farm for 5 years to Michael Feehly. Peter died in 1912. Once the lease expired, the land was transferred to Peter's nephews. Bridget lived at Mill Farm until her death in 1930.

John and Catherine's farm

When the brothers split their businesses, John developed Hayes Creek Farm, adjoining Mill Farm. He purchased Elias de la Perrelle's farm after his death, as well as John Ogilvie's after he fell off a dray-load of sheaves and broke his neck.

John built a stone house for the family on the south bank of Hayes Creek. Cynthia Balfour notes that both brothers laid out their homesteads and farm buildings in the French style around a quadrangle. An article in the *Otago Witness* 1883 described in detail the developments at Hayes Creek Farm. The writer, commenting on the house noted: *The kitchen and dining rooms are spacious and comfortable, common to the farm houses of Northern Europe only, and speak of the practical good sense of Mrs Butel, while in the sitting room and parlour her taste has very pleasing results.* Catherine had proper bread ovens in her kitchen and baked bread every day.

The article praised the *marvellous* transformation of the land over the previous few years, stating that *some good crops of wheat, barley, and oats have been taken off it*, and that about 300 acres was being laid down in grass for dairying and meat growing. It also noted John's *extraordinary amount of mechanical talent with everything, including all machinery on the farm, from a watch or a sewing machine to a plough, being repaired by himself.* The farm buildings included machine sheds, chaff-house, smithy and stables. Equipment included two McCormick reapers and binders, a steam threshing-machine, a steam chaff-cutter, a Wolseley's shearing machine and several sowing machines. One of these John had adapted from sowing turnip seed to sowing grass seed. He also invented some gate-fasteners allowing him to open and close gates without getting off his horse.



The threshing mill and stationary engine (LDM EL3016)

Cynthia Balfour notes that John had invested in the steam threshing machine and chaff cutter about the time the flour mill was built. It was possibly the first steam engine and threshing mill in the district. John had imported it from Holland. It then took three weeks to haul it from Dunedin to Arrowtown, over the Rock and Pillar Range and up the

Kawarau Gorge. The mill was used extensively around the district, even going to Macetown. There was always danger of fire with the threshing machine. In March 1876 when the machine was being used at Fox's farm near the Shotover, sparks from the machine set a straw stack and the machine on fire. One worker was unable to escape the fire and was burned to death.

The dairy on the farm was the domain of Catherine who was well-known for the quality of the butter she produced. Her fresh butter could fetch 5s per pound and often needed to be ordered well in advance and then often sold only as a favour. Again, innovation was part of the dairy production. In 1886 the *Lake County Press* noted: *Mr John Butel has recently introduced a novelty into the district in the shape of a cream separator.* The success of the separator was demonstrated to the reporter by Catherine. She 'attempted to set' some of the separated milk to show whether there was still any cream in it, *but there was not the semblance of cream, nor was there even a skin on the dishes.* The separated cream, on the other hand, increased the yield of butter which was also of a better and more uniform quality. Another notable feature was an aerial tramway which carried the milk from the byre to the separator house.



Catherine Butel née Gorrie (LDM EP0208)

John died in January 1903, just a few months after he had transferred his land to his oldest son; Catherine survived him by another 20 years.

The *Otago Witness* had commented in 1883 that *there can be no doubt but that Mr and Mrs Butel are the kind of settlers which go to make a Colony wealthy and prosperous.*

Further Reading: *Queenstown Courier Issue 106, 202,1* contains an article about Mill Farm in the 1970s by John Heenan, 'The Heenan Family's Time at Mill Farm'.

Sources and Acknowledgements

Newspapers accessed from www.paperspast.natlib.nz: *Arrowtown Observer*, *Lake County Press* and *Otago Witness*.

Lakes District Museum

Cynthia Balfour, *From Farmland to Fairways, A History of Millbrook*

Millbrook Resort, *The History of Millbrook Resort*

Gioachimo and Anna Maria Lafranchi

By Graeme Clark

From Switzerland to Cardrona



After travelling from poverty-stricken Switzerland in the 1850s looking for riches in Australia, Gioachimo and Anna Maria met and married in Victoria. They moved to Macetown then to Cardrona where they settled and had mining interests, ran a hotel called the All Nations Hotel and were well known for their hospitality.

Gioachimo Lafranchi was born in Coglio, Ticino, Switzerland on 19 June 1831. He was the 8th of 11 children. His parents were Antonio Lafranchi (butcher and innkeeper) and Maria Lafranchi (née Tognazzi). Gioachimo, as spelt in Coglio Parish Records, had been spelt in many different ways over the years, even in legal documents. Gioachimo, Giovachimo and Geaochimo were the most commonly used and he was also called Joseph and Joachim.

Gioachimo and his eldest brother Giovanni Giacomo left Switzerland in 1854 for Liverpool, where they boarded the sailing ship *Mobile*. After three months, the ship arrived in Australia. They headed to Wombat Creek (renamed Daylesford), on the Victorian Goldfields to meet their elder brother Bonaventura who had emigrated a year earlier. Both of Gioachimo's brothers returned home to Switzerland within a couple of years.

Anna Maria Lafranchi (née Zala) was born in Brusio, Graubünden, Switzerland on 26 February 1835. Her parents were Pietro Zala (farmer) and Anna Zala (née Tognina). Anna Maria travelled with family on the sailing ship *Marco Polo* in 1859 heading to the Victorian Goldfields. She met Gioachimo in Australia and they married there in 1861. Gioachimo's occupation when they had their first child, Alfred Lafranchi in 1865, was noted as a storekeeper.

Gioachimo came to Macetown in the late 1860s. Anna Maria and Alfred followed soon after in early 1870 on the *Omoe* to Port Chalmers and on to Macetown.

Macetown – hotel, mining and community

In Macetown, Gioachimo owned the Welcome Hotel [renamed Macetown Hotel in 1881]. He was involved in several goldmining claims and was in partnership with people like the Resta brothers, to whom he later sold the Welcome Hotel.

Anna Maria and Gioachimo were involved in the community. Gioachimo was elected onto the school committee and the Welcome Hotel hosted many community events. One such event was the anniversary of Scottish poet Robert Burns, where the guests were more musical than poetic and therefore sang songs until parting company at the break of dawn. On the 1871 athletic sports day, after the ‘catching the greasy pig’ competition, Gioachimo catered a substantial and hearty supper.

Their second child Enrico Lafranchi was born in 1872. The Lafranchis hosted a farewell supper for their customers when they sold the Welcome Hotel in 1873. “Mr and Mrs Lafranchi have been well patronised by the miners since they started and considerable regret is expressed at the intention of leaving the district.” (*Lake County Press*, March 1873)

After leaving Macetown, Gioachimo invested £2000 in 1877 with The All Nations Quartz Mining Company and four years later another £2000 with the reconstructed New All Nations Gold Mining Company in Macetown.

Settling in Cardrona 1873

Anna Maria and Gioachimo and their two children moved from Macetown over the hill to Cardrona, where they erected the All Nations Hotel.

‘A public invitation. Mr and Mrs Lafranchi have much pleasure in announcing to their friends and the public generally of Cardrona, Arrowtown, and Macetown, that they have now completed the erection of their house at Cardrona, styled the All Nations Hotel and further, that to celebrate the opening of which a free ball and supper will be provided on Friday evening the 28th of November, ensuing. No expense will be spared to ensure the pleasure and comfort of everyone. A free and hearty invitation is given to all.’ (*Lake County Press*, November 1873)

However, the Ball was postponed until 5th December ‘... the necessity for which has arisen from the occurrence of a fatal accident to one of their children.’ (*Cromwell Argus*, December 1873) Enrico Lafranchi died on 15 November. ‘A child of Mr Lafranchi hotelkeeper, Cardrona, fell and broke its neck. The child, which was 16 months old, was climbing upon a chair unobserved by its parents when it overbalanced itself, fell upon its head and died almost immediately.’ (*The Evening Star*, December 1873)

Their third and fourth children, Enrica (Ettie) (1874) and Albert (1879), were born in Cardrona.

1878 devastating floods in the Lake County

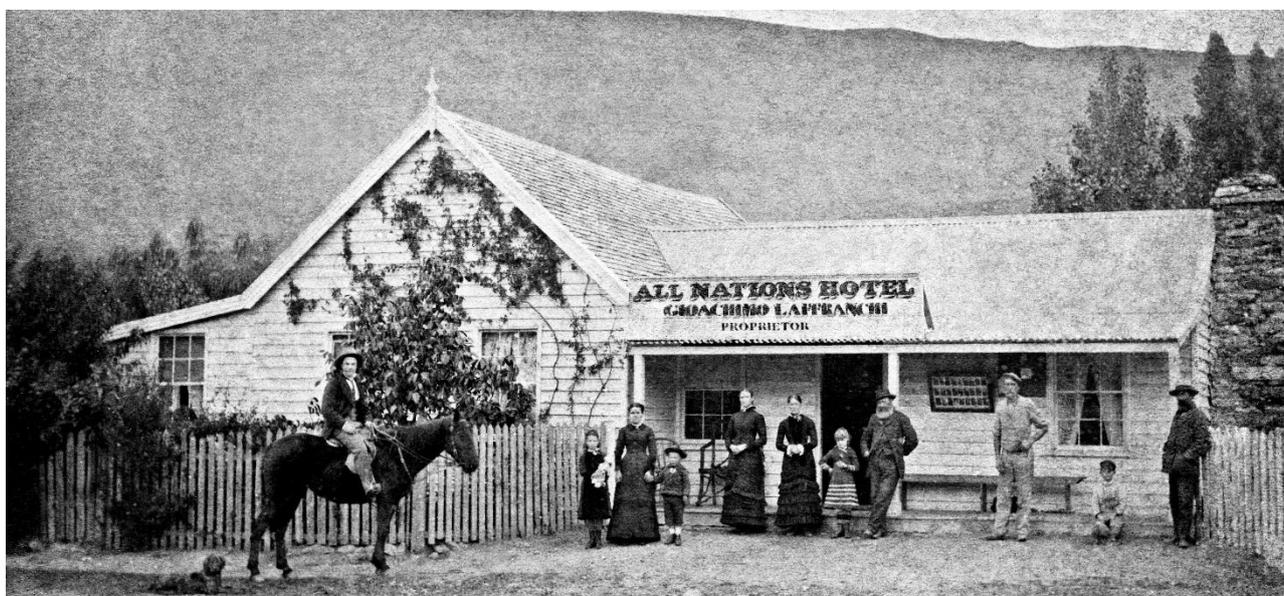
In June 1878 a holiday was declared because of the new 100ft deep pumping shaft for The Try Again Company. Anna Maria performed a christening ceremony for it. Three months later in September the floods came.

There were two floods three days apart which were catastrophic and had a devastating effect on mines and the Cardrona township. Many mines were damaged beyond repair and buildings were undermined. This included the All Nations Hotel as mentioned in the *Otago Witness* October 1878:

‘Mr Lafranchi’s All Nations Hotel canted to such an extent that when the spirits were deprived of their perpendicularity, they refused to stop on the shelves. And an old toper informed me that in order to obtain a sixpen’orth [sixpence worth], you are required to take the glass into your hand while filling it, for when leaving it on the counter it would not hold a fair nobbler on account of its slant.’

The year before the flood, Gioachimo had made improvements on the hotel estimated at £500. Cardrona was a busy mining community with up to four hotels in its heyday. After the floods, the All Nations Hotel was the only hotel in Cardrona open some years. In these years, Gioachimo would apply for a bush license at a reduced rate instead of a general license as there was no other hotel within sixteen miles.

Busy and well liked All Nations Hotel



Alfred Lafranchi (on horse); Enrica (Ettie), Anna Maria and Albert; three unidentified people (two women and a girl); Gioachimo leaning on post; Mr Jones and two unidentified people (boy and man). (Photo: J. McEachen ca 1883)

Note that the signage on the hotel has ‘Laffranchi’ spelt with two ff’s. In Switzerland, Lafranchi was usually spelt with a single f. Gioachimo’s legal documents, headstone and most of the newspaper entries also support Lafranchi with a single f.

The All Nations Hotel advertised over the years, like this one in the *Lake County Press* in 1883.

**All Nations Hotel, Cardrona.
G. Lafranchi. Proprietor.
Good Accommodation for Travellers.
The Best Liquors procurable kept in stock.
Good Stabling.**

Most alcohol at this time was imported and had to be carted inland. Beer was bulky and did not travel well. The high alcohol content relative to volume of spirits and fortified wines made them the drink of miners.

The All Nations Hotel held events, balls and farewells for people leaving the district. In 1874 on St Patrick's Day, they held a supper and ball for 130 people, which was a perfect success in every way. In January 1886 a complimentary banquet was held for Mr George Hassing, a well-known school teacher, who was entertained by his numerous friends at the hotel. Old English sports day and other events had very enticing programmes with activities like running, jumping, quoiting and handicap pigeon shooting. These were all part of drawing in the punters. Many kind words were written about Lafranchi's hospitality over the years.

Passing travellers helped Anna Maria and Gioachimo keep their already good reputation for treating their customers as honoured guests, with comments like these from the newspapers in the 1880s:

'A trip round the Lake County ... I dismounted at the door of the All Nations Hotel and received a cordial welcome from mine host Lafranchi, whom I found to be as genial and obliging as ever. ... I should like to say a few words of the accommodation afforded at Mr Lafranchi's hotel. In an outlandish place one does not expect to be able to sigh to think he still has found his warmest welcome at an inn, nor does one reckon to get an elaborate bill of fare put before him when sitting down to the table; and for these reasons it is very gratifying to be able to say that though the exterior of the house is old and somewhat weather-beaten, the interior is wondrous neat and clean, while the attention of the hostess, the food and the sleeping accommodation are each and all excellent.' (*Lake County Press*, February 1883)

'Cardrona ... After refreshing the inner man and tapering off with a glass of toddy and a pipe, the courteous lady of the house conducted us to our bedroom, and we confess that a more inviting little domicile in respect to taste, comfort and cleanliness could scarcely be conceived.' (*Cromwell Argus*, April 1884)

'A trip of pleasure... We found ourselves in front of the comfortable little All Nations Hotel where we are welcomed by the unassuming, obliging, and pleasant host and hostess Mr and Mrs Lafranchi. Here the traveller may drink and let his cattle drink also and while the horses are feeding, may partake of the good things which are always provided by Mrs Lafranchi no matter how unsuspectedly you may arrive. ... If humble in exterior and interior, it is tidy and clean and the food excellent and what could anyone wish for other than these.'" (*Lake County Press*, February 1885)

'We are soon in front of the "Hotel of All Nations," and ordering our dinner from Monsieur Gioachimo Lafranchi, the landlord and sole proprietor. Our friend Lafranchi is an old inhabitant, and rather a pleasing fellow. ... Mrs Lafranchi had not been idle, and while we were discussing the dinner she had prepared we were surprised to hear "Ehren on the Rhine" sung in an adjoining room... the owner of the soprano voice was a young servant girl.' (*Otago Witness*, May 1885)

Retirement from the All Nations Hotel in 1887

Anna Maria and Gioachimo retired from the hotel business in December 1887. They thanked everyone for the kind and generous support shown to the All Nations Hotel over the years [1873-1887]. They sold the All Nations Hotel to Mrs Knowles who had the hotel until it burnt down in August 1895. It was not rebuilt.

After selling the All Nations Hotel, Gioachimo went into several mining partnerships with his son Alfred and other well-known miners in Cardrona. Mining was hard work and took capital, which meant that it was more beneficial to partner up. As the saying goes ‘many hands make light work’ and a fair bit of luck helped too.

Gioachimo’s Accident and Death in 1889

Gioachimo was travelling with his son Alfred from Cardrona to Arrowtown when his horse shied as a roadman shovelled gravel into ruts in the road at the Crown Terrace. This caused him to fall onto a stone. He was taken to the Royal Oak Hotel, Arrowtown, with his ribs very badly fractured, besides other injuries. Congestion of the lungs set in which caused his death a few days later on 17 November 1889. He was 58 years of age. His death cast quite a gloom over the community.

Gioachimo was considered an indifferent horseman. He didn’t have a lot of luck with horses, and had already escaped death once before, at Cardrona’s annual horse race in 1875 when a horse bolted, striking him violently and rendering him unconscious for some time.

Gioachimo had some 30 acres of government lease land at Cardrona that was going to be cancelled and opened up for mining. That is why Gioachimo and his son Alfred were heading to Arrowtown to attend the Wardens Court, when his horse shied and caused his death.

Wardens Court – Court Appearances were common

There were court appearances involving Lafranchi and Cotter (*Cromwell Argus*, 1875).

- A court case: ‘... Lafranchi [plaintiff] vs Cotter to attain damages for loss sustained through being prevented forcibly from fencing and a piece of ground adjoining the plaintiff’s hotel. ... The case occupied the court for 4 or 5 hours. ... A verdict was given to the plaintiff.’
- ‘Cotter vs Lafranchi caused considerable interest. Nearly all the European miners on the creek made a half-holiday of it, and the court was quite crowded.’ The judge looked at the ground, pegs, boundaries and other evidence. ‘[It] conclusively proved that neither plaintiff nor defendant ever had a right or property title to the site in question. ... After a most patient hearing, which lasted till near midnight, the case was dismissed with costs. The verdict was hailed with quite an outburst of applause, which of course was instantly suppressed.’

Scurr and Morrow proceeded against their partners, Mrs A.M. Lafranchi and Mr Alfred Lafranchi (*Otago Daily Times*, March 1895):

‘A mining partnership case from Cardrona, the field singularly prolific in mining litigation, occupied the court for 5 hours. Two miners, Messrs D. Scurr and G. Morrow, proceeded against their partners, Mrs A.M. Lafranchi and Mr Alfred Lafranchi, her son, claiming sole possession of a dam and branch race, and also £84 for labour lost, and £50 for alleged damages to the former’s claim, and an injunction on cause of complaint.

‘Mr M Allister, of Invercargill appeared for complainants, and Mr Wesley Turton, of Queenstown, for defendants. Counsel succeeded by manipulating a great number of witnesses and an equally great number of acts in statutes, in producing a wonderful hash of complication of what was in reality a very plain case. After a patient hearing, Mr Warden Wood gave judgement for complainants, with professional fees 3 pound 3 shillings and Court costs of 1 pound 2 shillings, the two parties to pay their own Witnesses.

‘No damages were allowed, but complainants were decreed sole owners of the dam and branch race, and the injunction was granted. To a listener to the case and to the fearfully involved arguments of counsel the question cannot fail to present itself, “What will become of mining partnerships when the old world wardens are removed from the bench and new trained ones take their places?”’

1900 to 1919 The Lafranchi Dredge



The applications for special dredging claims were granted in February 1900 to Anna Maria Lafranchi. This started the Lafranchi dredge with the advertising of shares in the Lafranchi Freehold Gold Dredging Company. Anna Maria and Alfred were involved from the start, with Albert becoming part owner later, when the Lafranchi Brothers owned it. The dredge was the first in Central Otago to be driven by O’Brien’s patent water power, and became the last and longest running dredge in Cardrona Valley.

The dredge was in a couple of paddocks for all its life, floating on a man-made pond at Tuohys Gully. While the pond is gone, a hundred years later there are still remains from the Lafranchi dredge lying around at Tuohys Gully, e.g. buckets and pipes.

The dredge operated from 1902 to 1916, sank twice and had four owners:

- Lafranchi Freehold Gold Dredging Company, 1900 to 1903
- New Lafranchi Freehold Gold Dredging Company, 1903 to 1905
- Tuohy's Creek Gold Dredging Company, 1905 to 1907
- Lafranchi Brothers, 1907 to 1919.

The fact that the Lafranchi brothers ran the dredge for so long, indicates that the brothers made a living from it. Most dredges went bust within a very short time, if they got going at all. With breakdowns and in winter severe frosts and snow, the dredge had periods of lying idle. On the land at Tuohys Gully near Anna Maria and Alfred's houses there was a smithy, a butcher's shop and a few livestock to be looked after. Alfred, being a blacksmith, was very handy for repairing the dredge. The brothers, like all gold miners, always hoped to strike it big. It is thought that the ground contained large rocks, which damaged machinery and made it difficult to reach payable gold.

During the First World War, prices for materials and transport were very high, labour was difficult to find and in November 1916 Albert's name came up in the military service ballot. He went overseas in 1917. The Government had a wartime embargo on the export of gold, making gold in New Zealand nearly half the price of the world market. A fixed low price for gold compounded the problems caused by rising costs. It must have been thought unviable to refloat the dredge and fix it up when it sank in 1916. Times were very tough.

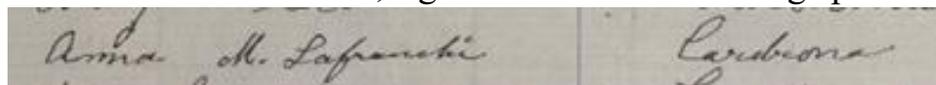
Anna Maria Lafranchi had an active life till her death in 1924

In addition to being a wife and raising her children, Anna Maria Lafranchi was involved in running the Welcome Hotel (Macetown) and the All Nations Hotel (Cardrona) and was involved in many mining partnerships.

Anna Maria carried on Gioachimo's mining interests after his death, along with their son Alfred. Her mining interests grew over the years. 'Alfred and his mother Anna Maria Lafranchi were partners providing financial resources in many mining operations at this time in Cardrona.' (O'Callaghan, 2012)

She was active in the community. G.M. Hassing's memory log mentioned two ladies as Good Samaritans especially noticeable in cases of accidents, sickness or distress of any kind: Anna Maria Lafranchi and Elizabeth O'Callaghan. Elizabeth O'Callaghan (née Leebody) was the first white woman in Arrowtown. Her daughter Elizabeth Barry O'Callaghan married Alfred Lafranchi.

Anna Maria, along with other Cardrona women, signed the women's suffrage petition in 1893.

A photograph of a handwritten document, likely a suffrage petition. The text is written in cursive ink. On the left, the name 'Anna M. Lafranchi' is written. On the right, the name 'Cardrona' is written.

Five years later in 1898, she became naturalised by taking the oath of allegiance to Her Majesty Queen Victoria.



Photo circa 1893. Standing: Albert & Alfred. Sitting: Enrica (Ettie) & Anna Maria

Anna Maria lived to experience:

- Alfred's marriage to Elizabeth Barry O'Callaghan 1893
- The birth of Alfred and Elizabeth's three daughters, Valarie 1894, Sylvia 1896 and Elizabeth (Lil) 1898
- Enrica's (Ettie's) marriage to Jim Paterson 1901 [In 1926 Ettie and Jim acquired the Cardrona Hotel, which was owned until Jim's death in 1961.]
- Albert's marriage to Margaret (Jane) Rose (née Torrie) 1923 and them moving to Gore.

Aged 89 years, Anna Maria Lafranchi died on 17 May 1924, at her residence at Cardrona. Almost every resident of the district attended her funeral.



Anna Maria's Zala family at Cardrona

Anna Maria's brother Michele Zala and their brother or cousin Albert were mining in Cardrona. In September 1900, Albert at age 59 years old and Michele at age 69 years old, applied for Memorial of Naturalisation to become New Zealand citizens. Albert had resided in New Zealand for 8 years and Michele for 13 years.

Michele Zala died at Arrowtown hospital 1915 aged 83 years. A well-known resident of Cardrona, highly respected, well liked and unmarried, with Anna Maria Lafranchi being his only relative in New Zealand. Michele is buried in Arrowtown Cemetery.

Albert Zala returned to Switzerland before 1915. He was thought to have contracted the flu at a port of call or from another passenger on the way. He reached a hospital in Switzerland and died not making it to his hometown.

The Lafranchi headstone in Cardrona Cemetery
(Photo: Kirsten Jensen 2020)

The Author

Graeme Clark is Gioachimo and Anna Maria's great-great-grandson. He is grateful for the help from his daughter Silvia Jensen-Clark, his wife Kirsten Jensen and his brother Hayden Lafranchi Clark.

Selective sources

Information & photos: Graeme Clark, Hayden Clark, Ray O'Callaghan and Tim Scurr.
 Hassing, G. M. (1930) *The Memory Log of G. M. Hassing*
 Hearn, T.J. and Hargreaves, R.P. (1985) *The Speculator's Dream - Gold Dredging in Southern New Zealand*
 O'Callaghan, R. (2012) *Cardrona – 150 years in the Valley of Gold*

Various public records, including:

- Collections: Archives New Zealand; The National Library of New Zealand; The Hocken Collections at the University of Otago
- Birth, death and marriage certificates and wills and probate records
- Lakes District Museum in Arrowtown
- Papers Past <https://paperspast.natlib.govt.nz/>
- Ministry for Culture and Heritage: <https://nzhistory.govt.nz/suffragist/anna-m-lafranchi>

Scandinavian Immigration and ‘Little Denmark’ at Arrow Junction

Compiled by Marion Borrell

The area around Arrow Junction and Whitechapel was nicknamed ‘Little Denmark’ because a number of Danish families settled there in the early 1870s. There were the Jespersens, Neilsons, Jansens and Poulsons. (Spellings of their names differ in some sources.)

The context of their arrival contrasts with that of most of the settlers in the 1860s and 1870s who had come ‘under their own steam’ (or ‘sail’) on account of the goldrush, including those in the articles in this issue. The Little Denmark settlers on the other hand were assisted immigrants.

Background: Following the Land Wars of the 1860s, the New Zealand economy was in a bad way, and there were low levels of immigration. In 1870 Sir Julius Vogel, the Colonial Treasurer and later Prime Minister, announced a bold plan of borrowing to finance development schemes, and encouraging large-scale immigration of 20,000 migrants each year. Besides recruiting in Great Britain, agents went to the Scandinavian countries as their people were deemed to be very desirable workers for New Zealand. In particular, agricultural labourers and single women were sought. The Provincial Superintendents put in their requests.

There were already numbers of Scandinavians on the goldfields – estimated to be about 500 – including some local people such as Andrew Southberg (Anders Söderberg), and Erick Olsen who were discoverers of the Skippers quartz reefs and founders of the Scandinavian Gold Company.

In 1870 New Zealand’s Agent-General in London (the chief government representative) was Dr Isaac Featherston. He toured Norway, Sweden and Denmark, promising free passage, 10 acres of land and guaranteed employment to prospective immigrants. It was as a result of this recruiting that the towns of Norsewood and Dannevirke in the Manawatū region were established.

The six thousand migrants were to be selected carefully from rural areas. (*Otago Witness* 20 January 1872). The passage money paid by the government was £10 for each man and £14 for each single woman. The migrants were described as ‘all young and active people ... equal to any kind of manual labour.’

The New Zealand press took a keen interest in Dr Featherston’s recruiting drive as ‘the Government have formally declared that unless they succeed in introducing large numbers of immigrants, their whole scheme of colonisation must prove a failure.’ (*Otago Daily Times*, 21 March 1872) Consequently, some newspapers were loud in their criticisms when problems arose.

Quarantine facilities – or rather, the lack of them – caused anger and distress. The first ship, the ‘England’, sailed from London in 1871 with about 100 mainly Scandinavian emigrants, but on the voyage to Wellington thirteen children and three adults died from smallpox and diarrhoea. A later enquiry revealed that the pre-departure health checks had not been properly carried out. Indeed, from the start, the journey seems to have been mismanaged. It was reported that when the mainly Scandinavian passengers boarded the

ship in London they were ‘in the most horribly dirty and wretched condition, having been huddled together like cattle, and treated in the worst possible manner, on their voyage to London.’ Another account in the Wellington newspaper, *The Independent*, describes ‘a large number of men, women, and children were exposed on the deck of the steamer for several days to the fearful discomforts of a passage across the North Sea in the depth of winter. . . . Is it any wonder that under such circumstances disease would break out amongst them?’

When the ship arrived at Wellington flying the yellow flag of disease, it was an emergency involving the harbourmaster, Provincial Surgeon, Provincial Secretary, Mayor and Secretary of Customs who all set out by boat to meet it and instruct the captain – from a safe upwind position. It was ordered to anchor off Somes Island in the harbour, and fresh provisions were sent out.

Despite the Government recruiting thousands of immigrants, always at risk of disease, no quarantine facilities had been built on the island. The passengers had to remain on board as the weather was too bad even to shift them to tents on land. The next morning ‘some 40 tradesmen, taken away from their regular work...were sent amidst pelting rain, to erect two buildings, each 50 ft by 30 ft, and fitted with bunks...’ The work was completed within several days and the passengers were disembarked. To prevent direct communication between the ship and island and shore, a guard of the Armed Constabulary was stationed on the island.’ This was MIQ 1870s-style.

The quarantine facilities in the Otago Harbour also weren’t ready when the first Scandinavian immigrants arrived on the ‘Palmerston’ in December 1872 bringing a Danish family, the Neilsons, who came to Arrow Junction. Their experience is recounted in the next article.

The *Otago Daily Times* was scathing (14 December 1872):

‘The miserable muddling for which the General Government are notorious, received its crowning illustration last week when the ships ‘Charles McAusland’ and ‘Palmerston’ arrived from Europe with several hundred immigrants as well as, unfortunately, disease on board. For months it has been known that these shiploads of people were coming, and common humanity, to say nothing of worldly wisdom, ought to have led to preparations being made for their reception in case of disease having made its appearance among them. . . . Nevertheless, no effort was made by the General Government to see that the contract for the erection of quarantine buildings was rigidly complied with as to time. Instead of that, they have paid no attention to the matter; and the consequence is that the buildings are not yet fit to house even a dog. . . .The immigrants, too, will take care to let their friends know how they have been treated, and New Zealand will get a name for ill-treating those who trust to the promises of its agents by emigrating to the Colony, under the belief that preparation for their accommodation exists there.’

Sources

Te Ara Encyclopedia of New Zealand online: <https://teara.govt.nz/en>

PapersPast, especially the Wellington papers, the *Evening Post* and the *Wellington Independent*, and the *Otago Daily Times*: www.paperspast.natlib.govt.nz

The Danish Settlers at ‘Little Denmark’

These excerpts come from an *Otago Witness* opinion piece (10 December 1886) the thesis of which is that small farms are a more efficient use of land. Besides Graus Neilson, the writer interviewed Niels Poulsen, Neil Christian Jansen and Andrew Jespersen. (The names are spelt differently in various sources.)

SMALL FARMING v. LARGE ESTATES.

**A MOST INTERESTING CLASS OF SET-
TLERS THE EXISTENCE OF WHOM
IS NOT GENERALLY KNOWN.**

**WHAT A HANDFUL OF DANISH SETTLERS ARE
DOING IN THE WAKATIPU DISTRICT.**

‘In small farms, where the owner or tiller looks after everything himself, waste of both material and labour is reduced to a minimum. By the term ‘small farms’ holdings of from one acre up to 50 of good land, and of 70 acres of inferior land, are meant. There are a number of small settlers in this district living with their families on bits of land which average mostly from six to 10 or 12 acres, and there are several who hold even one acre only and make a good living. Of course, these holdings do not occupy the whole time of the owners, as they take any odd jobs at day labour whenever and wherever procurable, the wives during the absence of their husbands looking after the farm and what livestock they may possess.... They are almost exclusively Danes, and it may be added that they count among the happiest families in the district, and from whom no complaints of any kind are ever heard except when during quiet seasons work is scarce, and they are without employment of some kind or another....

‘They have to compete with their more opulent neighbours in the matter of grain-growing, and they do so successfully, although they labour under the great disadvantage of having to do the reaping, harvesting, and threshing by hand labour, and frequently at spare moments, for during harvest time the men are busy working for their richer neighbours, and the greater part of the work of harvesting their own crops devolves upon the wives and children who are old enough and hale to work. ...

‘MR GROSS NIELSON [sic] farms 10 acres, six of which are held at a rental of £1 per annum from a neighbouring settler. The whole of the 10 acres is under oats. The livestock kept consists of a horse, two cows, and several pigs. Wheat also is grown occasionally, and every year the greater portion of the land is under crop. No vegetables are raised except for home consumption.... Mr Nielson is quite content with his lot, but could wish for a little more land. If he could get, say, 50 acres of an average quality, or 70 acres of lighter soil, he would look for no more, as that quantity would keep him fully occupied, and make him independent of looking for work elsewhere than on his

farm.... Mr Nielson therefore suggests that a number of adjoining neighbours should club together to assist each other with fencing and breaking up the land, buy the necessary implements, horses &c. in a system of co-operation until each settler could buy a complete outfit for his farm. The little colony of small settlers, of whom Mr Nielson is one, was founded upon this system, which is still in active operation amongst them, so that he speaks from practical experience, and is not drawing upon Utopian ideas in making the suggestion.

‘It is, of course, a self-understood thing that in every direction strict economy should be practised, and no waste of any kind permitted, and these principles, aided by a thorough knowledge of farming and unflagging industry, lead to results which are perhaps little dreamt of by those who have not seen similar works carried out.’



Graus Neilson driving a wagon on Frankton Road (*Lakes District Museum EL0792*)

Niels Poulson and Andrew Jespersen each had six acres. C Jansen had four acres, and considered that his way of living was vastly superior to what it was in the old country, and his position was in every respect improved by the change he made in selecting Otago as his home.

The journalist noted that the *Otago Witness* was found in their houses, having not many more intelligent and eager readers than these very men, who being thus kept posted up in the news of the day, can take an intelligent and rational share in any conversation touching passing events. Especial attention is directed to that portion of the *Witness* devoted of agriculture, and the articles appearing in this division are not only carefully read, but earnestly discussed amongst them, and closely scanned.

The article concludes: ‘It will thus be seen that though these families lead an active, or, if you like, laborious life, it is a vast improvement upon the existence of Hodge [a colloquial term for a farm labourer] on Great Britain and the Continent.’

From Denmark to the Arrow: Anna Catherine Neilson, 1847 – 1892

By Marion Patton

Marion was Anna's great-great-granddaughter. She wrote this monologue and presented it at 'People from Our Past' at the Arrowtown Cemetery in 2013. It is published with the permission of her family.

Some changes have been made in light of newly-discovered information.

I am Anna Catherine Neilson, sometimes called Annie.

I was born in Hassing, north-west Jutland, Denmark in 1847, with the maiden name of Sorensen. At 21, I married a fellow Dane, Graus Neilson, in the Lutheran Church in Hurup.



Anna and Graus Neilson (*Lakes District Museum EP0184*)



The church at Hurup as it is today – virtually unchanged. (*From the church website*)

In 1871, we heard about New Zealand's assisted immigration scheme, and applied to join. With our little daughter Inger and baby son Neils we travelled to Hamburg in July 1872 and boarded the ship 'Palmerston' for the voyage to Dunedin. The other passengers were mainly Scandinavian people like us. We were the first group to go to Dunedin.

Unfortunately, there was typhoid and scarlatina¹ on board. Our two precious children died.² We wondered often whether we should have embarked on such a long journey leaving our family behind, but there was no turning back.

Our arrival in Dunedin was delayed because of the disease, and the ship was put in quarantine. We were unloaded onto barges fitted with sleeping compartments. We were taken to Spit Beach and the barges were run up on the beach so that we could go ashore and walk about while we waited for about ten days. The sick people were put in tents to keep them apart from us. It was a disappointing arrival.

When we reached Dunedin at last, we stayed at immigration barracks in the town until Graus was offered work as a farm labourer and we came to the Arrow Junction. Close by us at Whitechapel some of our friends, other Danish families, settled too, which made us feel more at home, although mixing with the larger community was difficult. We had to learn to speak English, and never did lose our European accent. People mispronounced our names, and misspelt them – even on official documents!

In 1874, we had a new son we named Neil, then three daughters, Ann Catherine, Sarah and Alice. Four other children died here: Emily at 19 months in a fire, Edward at 31 days, Gransena at six months, and Hannah at two days. I could not have managed my grief without my good friends in our Danish community.



Graus worked for the Lake County Council as a labourer and surface-man, forming roads in the Arrowtown Riding. He also worked on blasting, forming and maintaining the Nevis Bluff road.

Graus outside Eichardt's Hotel.
(LDM EP1387)

¹ Scarlatina or scarlet fever is a type of streptococcus infection which was a leading cause of death in children before antibiotics were invented.

² These deaths are not recorded on the available passenger list, but the family is sure that there were deaths. Inger doesn't appear in any references at Arrowtown, and the son named Neil who grew up there was born in 1874. Presumably he was named after his brother who had died.



Our house, 'Scheib Cottage' as it is now known.



This is my grave in the Arrowtown cemetery where I was buried in 1892. I died at the age of forty-five with kidney failure from Nephritis. At the time of my passing, I had four living children – a son aged 17, and three daughters aged 14, 13, and 9 years old.

The family after my death



Neil (right) and a fellow axeman

Some years later, our son Neil, married Agnes Bowler who lived nearby, and they had three children, one named Violet who grew up to have children, one who was stillborn, and one who died aged three years. Neil built a wooden cottage in Arrow Junction over the road from the stone cottage where Graus and I had been living.

Violet became an unconventional young woman. She had one of those new-fangled cars, and drove herself! She was perhaps the first person, and

certainly the first woman to drive around the Devil's Staircase after the official party at the opening of the road. She used to give demonstrations of the fitting of new tyres on cars.

Our second child to live to adulthood was Ann Catherine (named after me, of course) who lived with her husband, George Summers, and their family in a cottage they built in Suffolk Street, Arrowtown. The cottage is still there today

Sarah married Patrick Cosgrove, and Alice married William Jolly. Both moved out of the district.

Graus lived a further 35 years after my death. When he retired, he was presented with a certificate and a bonus of 5 pounds as a recognition of his 'long and faithful service, which was always faithfully and diligently carried out.'

In the later years he was blind, and Nessie, our great-grand-daughter, would go during the school lunch-time break to escort him from Summers Cottage, where in his old age he was living with our eldest daughter, to a friend's house where he would spend the afternoon. After school Nessie would collect him and bring him home. He died of heart failure at 85.

Little did I know that there would be, to this date, seven generations of my family who would live in this district, and that five of those generations would attend school in the area.

Sources:

Family documents

Passenger list of the Palmerston from www.freepages.rootsweb.com

Otago Daily Times and *Lake County Press* from www.paperspast.natlib.govt.nz

A diary of the Palmerston's voyage by Christen Christensen, a Danish passenger, can be found at www.polesdownsouth.org.nz/project/immigrant-ship-palmerston. Under the passenger list, click on the article in *The Bruce Herald*.

Honorary Membership for David Clarke

Director of the Lakes District Museum since 1989

The award was unanimously agreed at the Society's AGM in November 2021, to acknowledge our appreciation for David's commitment to the preservation of the heritage of the Wakatipu basin and his support for the Historical Society.

For the last 33 years he has been an ex-officio member of the Historical Society. During this time, he has enabled board members to access any resources at the Museum for research, presentations and historical writing including for the *Queenstown Courier*, and has willingly shared his knowledge.

Over the years he has shown great perseverance in bringing about the restoration of the Buckingham Street 'Miners' Cottages', the Arrowtown Gaol and the Williams Cottage in Queenstown, and the retention of the Arrowtown Postmaster's House and Post Office.

Most recently, he has been the visionary, fundraiser and overseer of the project to restore and seismically strengthen the Museum's stable and Bank of New Zealand buildings. Photos of the project are on the next pages.

In a wider context, he spearheaded the Arrowtown Planning Charettes 1994 -2003 which were instrumental in establishing a vital plan for the protection of the heritage of the town.



Photo: David Wethey

Restoration and Seismic Strengthening of the Bank of New Zealand Building at Lakes District Museum - a 3.5 million dollar project

Photographic diary by Jo Boyd



22 February 2021: Project begins. Note the roofline as it was.



David Clarke (right) explains to Mayor Jim Boulton, Kirsten Gibbs (Heritage Architect), Robin Miller (Director of Origin Consultants), Hon Stuart Nash (Minister for Economic and Regional Development) (Photo: David Wethey)



Top floor showing two fireplaces hidden since the mid-1950s



March 2021: Drilling down through the walls to insert 7-metre steel rods



March 2021: Revealed when mid-1950s corrugated iron is removed.
Note the birds-nest in the corner.



June 2021: Steel beams are installed on the corners and around the top of the walls,
and as crossbeams.



Meanwhile, designs for new displays are being planned:
Jane Peasey, Sally Papps, David Clarke and Jo Boyd



April 2022: With scaffolding being removed, the restored façade, chimneys and pediments are revealed.

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Essential Local Biography

A Sheep in My Eye

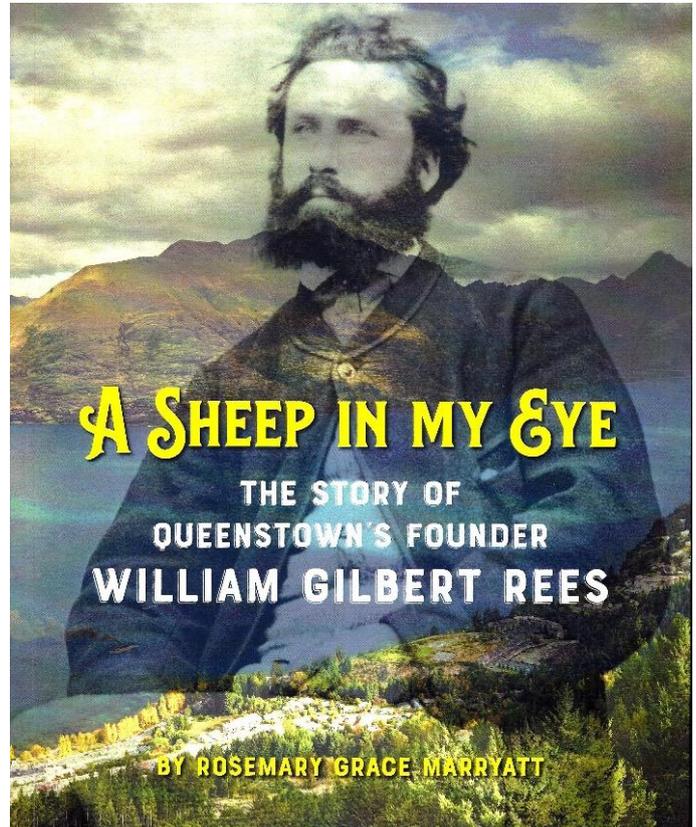
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