

NOTICE!

ALL PERSONS found RABBITING with Dogs or Guns on our Run will be PROSECUTED.

BOYES BROS

Frankton, January 3rd, 1883.

Patronised by their Excellencies

Sir GEORGE GREY, Sir GEORGE BOWEN, Sir JAMES FERGUSON, Sir HERCULES G. ROBINSON, and Sir ARTHUR GORDON, late Governors of New Zealand.

V.  R.

Eichardt's Hotel,
QUEENSTOWN,

LAKE WAKATIP, NEW ZEALAND

This Hotel is situated on the margin of Queenstown Bay, and commands VIEWS OF THE MAGNIFICENT AND GRAND LAKE SCENERY!

PRIVATE APARTMENTS for Tourists and Families,

Important to the Travelling Public

THE undersigned begs to inform the Travelling Public (and especially Visitors to the Lakes from Dunedin and Invercargill) that he is now running a

DAILY COACH

Between

ARROWTOWN AND QUEENSTOWN;

Leaving Queenstown on the Return Journey as follows:

Monday, Wednesday, and Friday—Upon the arrival of Steamer with Invercargill Passengers;

Tuesday, Thursday, and Saturday—Upon the arrival of Steamer with Dunedin Passengers (via Waimea Plains).

Fares: Single Journey, 6s; Return, 7s 6d.

W. M'PHAIL,

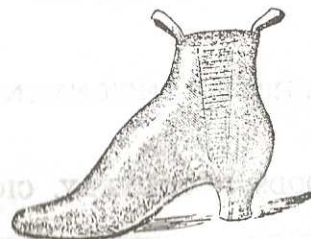
Proprietor.

HARP OF ERIN LIVERY AND BAIT STABLES,
BEACH STREET, QUEENSTOWN.

The above commodious Stables have been leased by and are under the personal management of GEORGE MULLIS, whose experience may be accepted as guarantee that every care and attention will be given.

Vehicles of every kind available for Tourists and others, with thoroughly quiet and staunch horses. Saddle horses can be had at all hours. Terms in this department very liberal.

GEORGE MULLIS,
Lessee.



HENRY FIELDING,
Ladies' and Gentlemen's
BOOT AND SHOE MAKER,
BUCKINGHAM STREET,
ARROWTOWN.

Boots and Shoes Made to Order at Six Hours' Notice!
Repairs Neatly and Promptly Executed.
Charges Moderate.

Wakatip Brewery

THE undersigned begs to thank the Inhabitants of the Wakatip District for the liberal support extended to him since commencing business as a Brewer and hopes to receive a continuance of the same.

J. R.'s Celebrated

- THE QUEENSTOWN COURIER -

The Official Publication of the
QUEENSTOWN AND DISTRICT HISTORICAL SOCIETY

ELEVENTH ISSUE - December 1974

Officers of the Society for 1973-74:

PRESIDENT - Mr Ian Daniel, 9 Weaver St., Queenstown.
SECRETARY - Mrs R. McCurdy, 66 Lake Esplanade, "
TREASURER - Mrs M. Templeton, 18 Hallenstein St., "
Assistant Secretary co-opted for Conference - Miss Helen Hinsén 4 Isle St, "
COMMITTEE - Dr Burns Watson, Mr J. Newman, Mrs W.P. McDonald,
Mrs A.M. Miller, Mr J.D. Grant (Museum Trust Rep.)
Mrs Robt. Hood, Mrs J.E. Reid.

Annual Subscription to the Society - \$2.00

"COURIER" - included in Subscription.

Price to non-members - 30 cents.

STORIES or MATERIAL FOR ARTICLES for "The Courier" will be welcome.
Send to any of the above officers of the Society.

MESSAGE FROM THE PRESIDENT.

It is with regret that we note the continued removal of historic material from the Macetown area. All possible lines of approach to Government departments have been pursued as far as possible and still the amount of protection is negligible. An attempt to arouse public opinion through the press has apparently failed. Any suggestions of methods of attacking the problem would be welcomed by the Committee.

In the next few months preparations for the Third Annual Conference of the N.Z. Federation of Historical Societies will require the active support of all members. A number of local members have already indicated their willingness, but more support in the form of registration and word of mouth advertising is needed. Out-of-town members can help by reminding their local Societies of the importance of the Federation. Although registration has been limited so far, I am sure the major North Is. Societies will be represented. Our major aim must be to bring the smaller South Is. Societies into the Federation since this will probably be the last conference to be held in the South Island for some years. Therefore I appeal to everyone to "sell" the Conference as the most interesting and important occurrence of history for 1974.

Ian L. Daniel
President.

THE PRESIDENT'S ANNUAL REPORT as presented to the Annual General Meeting, November 7th, 1973.

I have much pleasure in presenting the President's report for the year ending November 1973.

The main work of the year has been to strive for some satisfactory solution to the vandalism in the Macetown area and beyond, resulting in the destruction of valuable mining machinery. This society has consistently tried through the Mines Department and the Lands and Survey Department to protect this important part of New Zealand's historical heritage. A top level meeting with the Minister of Lands and all other officers connected with the proposal to form a Goldfields National Park which would result in the protection of the machinery, was held after the Society had prepared submissions jointly with the Lakes County Museum Trust. Detailed maps, information, historical facts and other data has been carefully collected and I am indebted to member Keith Grant for his untiring efforts in this field. The result so far has been unsatisfactory as far as this Society is concerned as the area suggested by the Lands and Survey Department does not protect the most valuable machinery in question.

The Society has made known its views to all concerned. A file of all these matters is held by the Society and is available for members to peruse. Although we do not claim any connection with it we are pleased to record a detailed and accurate History of the area is in the hands of the printer which will greatly enhance the historical significance of the area for visitors.

The Conference of the Federation of New Zealand Historical Societies was held in Wellington. This society was represented by two members, Mr Ian Daniel and Mrs Beth Knowles. Queenstown was selected as the venue for the next conference, which is to be held on April 19th, 1974, the weekend after Easter. It is essential that all members assist with this and I am sure members will support the new President with arrangements and with duties at the time. We have selected as Treasurer for the conference Mrs M. Templeton.

Our outing this year was to Glenorchy and I would like to record my gratitude to Mr and Mrs Knowles for their efforts in arranging the trip, and also to all the speakers and those who assisted. It was enjoyed by everyone.

The Historical map is under way and we hope to have a map of Queens-town with interesting historical spots which will serve as a walking guide for visitors, on the back will be a map of the immediate district with similar marked spots for motorists. This map will be ready for the conference.

Couriers have been published throughout the year and it is hoped to have a limited edition out for Christmas.

Assistance has been given to school parties and other people on historical matters through the year.

The plaques have been finalised and another under consideration. The Chinese Plaque is to be set in the Chinese garden once the trees at the back are cleared. The plaque recording the Maori name of Queenstown Hill has just been received. The plaque recording the memorial to Rees is being designed.

The Society contributed to the protection of the area round the Keri Keri stone store and now have a small stake in the land.

Some attempt has been made to persuade the A.A. to include Maori names on sign posts, but there are difficulties to overcome if this is to be achieved.

I regret that we haven't had the social parties that were suggested at the last Annual Meeting and would like to offer to have a Wine and Cheese Party on the patio at our home, and recommend the idea of having a similar party in Arrowtown.

I record with personal regret the loss of two members, Mr Charles Brasch and Mr Lindsay McCurdy. They both made significant contributions and their loss will be keenly felt by the Society.

A tape recorder has been purchased and we can now tape reminiscences of people who knew the district in the good old days.

In closing I would like to thank all of you who have supported me during the past year. The secretary, committee members, the Courier typist and others. I will not be seeking re-election, but will continue to put effort into carrying out the aims of the Society.

I look forward with you to another rewarding year.

A.M. Miller
President.

PERSONAL MESSAGE from Mrs A.M. Miller.

As retiring President I would like to convey to all members and friends my thanks for their support for the Society's work during my time of office. Having become a foundation member in 1965, and held one or other of the offices since 1966, I have seen the Society achieve a great deal for the benefit of visitors and residents of the Wakatipu District. Striving for recognition of the importance of the remnants of our Golden Past, we have had to struggle to achieve our aims and objects against what has sometimes seemed impossible odds. When the Society was founded environmental matters, historical and otherwise, were deemed of little importance. Fortunately now a growing awareness has made our work more popular, but constant effort must be maintained if we are to continue to achieve results in face of the tremendous development of our modern tourist industry. It has been shown that history can play a vital part in interesting the visitor, so we should be able to work in harmony with the industry, and make our contribution.

I would like to see the membership continue to grow and I would ask you to endeavour to encourage others to join. As one of the few Societies which has gone from strength to strength we can be proud of our record of service to the community.

DONATION TO THE KERIKERI STONE STORE AREA.

As reported in the President's Report, our Society has donated a small sum of money to The Society for the Preservation of the Kerikeri Stone Store Area. This Society plans to develop the site around the country's first Mission Station into a park belonging to the nation. This well known stone store was completed in 1835 and was the Mission Headquarters, it is used today for a store and a Museum. Nearby is Kemp House which is the oldest wooden building in New Zealand, built by the Rev. John Butler it was bought by the Kemp family in 1832.

To save the area from subdivision the six acre site was bought by the Society for the Preservation of the Kerikeri Store Area for \$58,000. We have a certificate to say we have a stake in this land.

Mrs James Flint

EARLY SETTLERS IN THE WAKATIPU.

SHORT EXTRACT from an interview with MRS FLINT, who came out from England with Mr and Mrs Rees, the first settlers in the Wakatipu District. They left Home in 1860 in the boat 'Cecilia', which took them 84 days.

"Had you no one whom you knew on board with you, Mrs Flint?"

"Well yes. You see I came with Mr and Mrs Rees and their little one or two, we went to Invercargill to get to Queenstown in the whale boat. I may say that while Mr and Mrs Rees were at Invercargill the babe became very ill and we lost it." (Mrs Flint's husband was already in New Zealand.)

"How long is it since you had seen or heard from your husband?"

"Oh my! It was a very long time. Three whole months and never a sight of him nor a word. You must know that there was no way of sending word, I did not know whether he was alive or dead, well or ill. I knew nothing. Should I meet him or would he not even have heard I was coming. It was an anxious time indeed. When I saw him on the jetty I was overjoyed, nothing else seemed to matter."

She sat for a few minutes as she met again that young husband who had waved to her as he stood on the jetty forty five years before.

"Tell us some of the recollections of Queenstown and the district."

"I should not know where to begin," she said, "you see there was no other place for me for a long spell of years. My eldest son, William Wakatipu Flint was born in Queenstown, he was the first white child born in the Wakatipu. One little thing I mind was bumping all the way from Kingston to Invercargill in a cart. We got stuck up by the Rivers and slept all night in the cart."

"Your farm was between Arrowtown and Frankton Arm wasn't it?"

"Yes it was away out on the flat. We had two or three miles to go to church. The minister was a Mr Ross, he was there at Frankton for many years."

"Was there a choir?"

"Well we had no instrument of any kind and I led the singing for eight years."

GLENORCHY MINING

Glenorchy Minning

Period of the 2nd World War, 1940-45

Contributed by Mr Jim E. Reid,
Queenstown.

At the outbreak of World War Two a few local miners were working at Scheelite Mining in a small way. During the first year of hostilities Glenorchy was visited by the Minister of Mines, Paddy Webb, and the Minister of Works, Bob Semple, of the first Labour Government. Their visit was followed up by the Under Secretary of Mines and their Chief Engineer, with the local Inspector of Mines from Dunedin.

As a result of these visits the Paradise Mine at Paradise, and the Glenorchy Mine at Mt Juda were taken over by the Mines Department. All this was at the request of the British Government which needed tungsten for armament.

I was at this time one of a party of four working the Paradise Mine, and we were given the option of taking part of the Paradise Mine on tribute or working for the Mines Department. We took the Mines Dept. job and I went to the Glenorchy Mine as a Shift Boss, as my home was in the village, and the other three stayed at Paradise.

The Mine Manager, Ted Collier, a gold miner who was ill with miners Phthisis, was sent from Reefton to manage both mines. Ted was a decent old chap, very ill, and had never seen scheelite in his life. Several other miners, some manpowered, were also sent from various places and from Reefton, only one settling in the district afterwards - Jim Robinson now of Brunswick St., Queenstown.

Work started cleaning out and re-timbering numerous levels, and any place where there was a possibility of obtaining scheelite ore quickly. Quite a staff was soon built up and six houses at Glenorchy township were built. The present schoolhouse was the Managers, and others housed the Office Clerk, District Nurse, Paradise Shift Boss, Diesel Engineer and Blacksmith. A Mines Office and store were also erected. These buildings were removed after the war, except two, the schoolhouse, and one sold privately. At Campbelltown, about a mile nearer the mine a two street village was erected on the flat in front of the present cottages, and housed both married miners and single men. Paradise Mine had their camp (mostly single men) and cookshop right at the mine. There is now no sign that these buildings ever existed;

Glenorchy Motors ran a bus to the mine at Glenorchy, just a truck with a tilt on the back and seats down each side. It left Glenorchy at 7.30 and picked up the miners at the Bucklerburn bridge, which at that time was several hundred yards nearer the lake from their village.

The Battery Manager was Ernie Gaskell, very experienced in the treatment of scheelite ores as he had been with the old Glenorchy Coy since before the 1st World War. Ernest Cecil Gaskell was an Englishman who, on arrival in this country went straight to Glenorchy, where he obtained employment in the Battery. After the outbreak of the 1st World War he returned to England and served with the British Forces in France, during which time he was decorated for bravery. After the war he returned to Glenorchy where he remained for the rest of his life, working in the scheelite industry, and during periods of market depression he followed rabbiting etc. It is of interest to note that all the years he was in New Zealand he worked only at Glenorchy. He never married and

meant for him.

Tom McMillan, the District Inspector of Mines, was very religious and also very strict, and his favourite saying was, "Laddie, you have only one neck". The men knew when he was about, but everyone respected him and he was known throughout the field as "Uncle Tom".

Tom Thomson, (now at Earnslaw Stn.) and his brother Jack were the surveyors and did a great job.

Tom Smart was the Office Clerk, and very good. Unfortunately a few years later he died, leaving a young family of five.

Amongst the numerous student truckers who had periods in the mine during vacations many are now doctors and scientists in different parts of the world. By and large the miners and their families were a fairly happy lot and no trouble worth mentioning seemed to occur. The Mines Department very heavily subsidised a hall, which was used for all social needs, and is still in use today.

At the end of the war all operations ceased, and unfortunately for Glenorchy all equipment, both surface and underground, was taken away and mining generally was dead again for a few years. Practically everyone had to leave the area as there was not other work in Glenorchy.

It is of interest to note that, with all types of men working underground for the few years of the war, no serious accidents occurred, except one premature explosion at Paradise, caused by boring into misfired gelignite, when two men were injured. This lack of accidents was mainly due to management policy of not having inexperienced men working on their own.

As industry got under way again in European centres there was renewed demand for tungsten, but as everything had been removed, and the eyes thoroughly picked out of any developed ore, not much was produced from the mines which still belonged to the Mines Department, but several small groups in their own claims on the higher country made good money. Gradually the field became practically deserted until the A.C.I. Co. started prospecting operations a few years ago, but that is another story.

COME to the CONFERENCE

Meet and discuss matters of Historical Interest with people from all over New Zealand, Learn what other Societies are doing.

COMPLETE AND INCLUSIVE CONFERENCE FEE \$42
(Includes accommodation, Official Dinner, Registration Fee, outings, lectures, lunches, morning & afternoon teas, etc)

FEE EXCLUDING ACCOMMODATION \$15

FEE EXCLUDING ACCOMMODATION and OFFICIAL DINNER \$12

The Conference starts on Friday, April 19th at Trans Hotel, Queenstown, with registrations taken from 3 pm on, followed by the Official Dinner at 6 pm, and the Official Opening at 8 pm.

Saturday there are full and varied programmes planned from which all should find enjoyments and interest.

PARADISE HOUSE

paradise House

Browsing through some of the old Visitors Books from the early days of "Paradise House" has been fascinating, and it is amazing how many tourists visited there during the last decades of last century and the early years of this one, when Mr and Mrs Aitken were hosts of renown. Many came from England, some from the U.S.A., and scores from Australia, as well as from all over N.Z. The comments are unanimous in praising the hospitality and the cuisine, which seemed to quite compensate those few guests unfortunate enough to strike consistent bad weather. However the majority were lucky, and were spellbound by the magnificence of the scenery, and delighted with the various trips, particularly with that to the Harris Saddle. Every now and then someone was moved to write rather more than the usual brief remark, and some burst into verse, but the following 'story' is the gem of them all. A search does not yield the true name of the author, but undoubtedly he was a practised literary gentleman, as the story, written in an artistic and distinctive hand, flows over eight pages with scarcely a correction.

THE PARADISE OPOSSUM

A Story founded on Facts - The foundation may be missing but the superstructure is palpable.

The opossum is a marsupial quadrupede, a native of Australasia. When full grown he measures, from the tip of his nose to the insertion of his tail from twelve to eighteen inches - according to length, and by the same rule he weighs from four to six lbs. His coat is very furry, and his tail, which is some eighteen inches long, is used for suspending the body of its proprietor from small twigs and branches. When you first view the 'possum you see nothing but fur - don't let that deceive you, for you have the writer's assurance that he is armed with a very capable set of teeth and claws much resembling a No 1 darning needle. In the far back blocks of his native wilds he is known to prefer the leaf of the peppermint gum for a subsistence: but as civilisation encroaches he very early discovers and prefers the products of the kitchen garden, orchard and the corn field. He is very fond of carrots, cabbage, corn cobs and apples. I once caught one by the tail on an apple tree: I held on for a time, but let go when he began to hold on. In my hurried and excited impatience to detach him I freely admit the use of very improper language. Once detached he struck an arrows course for a very tall tree, with a straight smooth bole up which he hurried without the least assistance till he came to the first branch along which he ran for nine or ten feet then peered down on me with a surprised and curious attention. I tried to coax him down with a bunch of carrots and a corn cob but without effect. To induce a 'possum to descend a tree many coaxing devices have been resorted to, but nothing yet has been discovered with such a persuasive influence as the contents of a shot cartridge. His habits are nocturnal, the gloom of night alone tempts him forth. After raiding the orchard, kitchen garden or corn field and satisfying his physical wants he then turns and devotes his attention to his sentimental wants. In pursuit of these he may be frequently heard during the night, perhaps on your roof, giving forth a peculiar, stifled and alarmingly dismal amorous

grunt or pur. To anyone nervously disposed the sound of this creatures amours exercises a distressing, dismal and melancholy effect.

The late Mr William Mason was the original selector of this charming spot, and it was during his residence here that the Acclimatisation Society conceived the idea of stocking the primeval forests hereabouts with the Apossum, with the possibility of creating the fur industry in the district. It is some fourteen years ago since the original stock, seven in number, were secured in the Southland forests. They were of the black, or Tasmanian variety whose fur is of the highest value. Mr Mason, in liberating them in the pretty birch forest at the back of Eden Grove bid them go forth, multiply and replenish the earth adjacent hereto - they have discharged the duties of the office pertaining to that injunction with a sacred reverence. For years thereafter there was nothing seen or heard of them but this did not efface the memory of their liberation, the residents continued to peer through the forest foliage with watchful expectation. Finally their vigilance was rewarded by the sight of one, very soon others were seen; later on some were, very unfortunately, caught in rabbit traps, but these were carefully liberated again without much injury.

Observation as to their means of subsistence in their new home soon discovered a preference to the Grape fern (*Todea Superba*) which is now nearly depleted. The broad-leaf affords him a favourite meal, and other forms of vegetation have been found to attract his attention - the products of Mr Aitkin's kitchen garden and fruit orchard, for instance. I am credibly informed by Mr Aitkin and others that they are now fairly abundant.

Towards the close of a recent tourist season, which ran well into Autumn, a party of lady tourists arrived here to enjoy the beauties and charms of this lovely district. One was a maiden lady of very uncertain age with a disposition curious but timid. She had read something about the opossum but had never seen or heard one. Learning that they were plentiful in the forest adjacent curiosity induced her to pass a good part of her time in peering through the forest foliage. Mr Aitken noticing her peering soon discovered the cause and advised her that the habit of the opossum was purely nocturnal - he was never seen in the day time.

The moon was nearing her first quarter and the ladies feeling a little disappointed decided to bravely penetrate the forest gloom that very night. They entered its shades when the darkness was far advanced. For a time the party kept fairly compact, but the want of success, eagerness and curiosity soon induced the maid to wander a considerable distance from her companions. She had just reached a spot where the birch foliage was close and compact and the under gloom profound. She stopped short, she fancied she heard a cracking above, fancy was superceded by certainty; then followed a scurry with a chorus of dismal and weird gruntings of a party of amorous 'possums. The maid was spellbound and terror stricken, but finally summoned courage and strength enough to scream aloud for assistance and make a terrified rush for the out-skirts of the forest. Her companions rushed to her assistance and guided by the sound of the rapid rustling through the forest gloom they followed the timid one but did not catch up till she arrived at Eden Grove and just as she was falling into the arms of Mrs Aitken in a fainting condition. She looked very ill and as white as the snows of Barnslaw. A little stimulant was administered, this had a reviving effect but in no way dispelled her fears, - it seemed

rather to intensify them.

When she recovered sufficient coherency she explained in terrified terms the cause of her appeals for assistance. She stoutly maintained that it was no opossum that she saw or heard: its terrifying moans were too suggestive to admit of any other interpretation than -

The horned man from below
Wearing breeches of blue
With a hole behind for
His tail to come through.

She declared that she saw,
Through the gloom of the night,
His three pronged fork
And she took such a fright.

She hurried inside
Went pale and looked sad
Then swooned on the sofa
And she felt very bad.

Aitken chafed at the fuss
And in spite to deride
He mumbled out softly
"She'll ne'er be a bride."

She was hurried to bed
But she got no repose
Though muffled in terror
Well under the clothes.

Just at this stage
A fit of the blues
Sieved upon Aitken,
Who dreaded the news

This maiden might spread
Far and near and wide,
Of demons and goblins:
Which made him decide

To encourage her wishes
To hurry away,
And this maiden departed
The very next day.

In fearing the future,
And weighing the cost,
Aitken dubbed the departed
The "Paradise Lost".

The marvellous multiplying progress of the opossum during the past fourteen years justifies the hopes of the residents hereabouts that the district will yet derive great benefit from the collection and preparation of its furs. It is predicted the opossum will displace the rabbit. - Fancy already sees, through the mists of the near future, the furring industry in full swing; the tannery erected, the tall stack emitting its business signal; and the furs rolling in. In my minds eye I already see Mr Aitken as the Fur King of the district, robed in his furs and presenting a full sized magnificent black fur

rug, the product of the new industry, to the successful competitor of "Storys founded on Fact". The writer of this story, whose confidence and conceit has a wide range, already feels the flowing warmth of the coveted prize as he closes it comfortably about his person. - I may here state that in the absence of the rug, it is fortunate the writer is capable of such warm and comforting fancies - he needs them. While he writes the thermometer outside in front only registers 17° Fahrenheit or 15° of frost. - If the writer's fancies have such a comforting effect in such a temperature what may be expected from such a rug as the Paradise Opossum is capable of affording?

Tomatis Vatinis

July 16th 1902.

TSS Earnslaw

THE T.S.S. 'EARNSLAW' OF LAKE WAKATIPU

By Mr Thos. Davidson

Engineer for the Lake Steamer Service from 1930-1960.

Named after the mountain at the head of Lake Wakatipu, and registered in Dunedin, Twin Screw Steamer 'Earnslaw' is small, even tiny, compared to most of the ships you hear about. But, as Professor Einstein neatly said, "importance and size are matters of relativity," and as she, with two other even smaller vessels, occupied most of my time for thirty years, to me she was important, and she was big.

She was built and engined in Dunedin, and launched in 1912. H. McCrae was the naval architect, John McGregor the builder, but it was John McGregor Junior who designed the engines and boilers. He loved the job, and for many years took a real interest in the 'Earnslaw'. At this time, and for many years after, John McGregor Jnr was the top man in the southern hemisphere in the designing, casting, machining, and the balancing of ships propellers, and it must have knocked him when the Railways Department (who had bought out the private owners of the Wakatipu Steamer Service) decided to replace his four bladed, cast iron props, with three bladed, phosphor bronze, polished props. But John was right, the bronze ones of greater pitch were a curse, and were scrapped. The trouble was, and still is, that the Earnslaw was designed to run at about 17 knots, but there is not enough coal in Southland for that, and her economical speed is twelve to thirteen knots. This requires the throttles to be closed well down, a very poor practice for a steam engine, when the benefit of high pressure steam is lost. All the bigger pitched props did was to scoff more coal, and the cure was to reduce the diameters of the cylinders. So back went John McGregor's propellers. The present props have been cast from his patterns.

The Earnslaw is 160 feet long, has a 24 foot beam, and draws 7 feet. She is twin-screwed and has two engines and boilers. The two boilers that supply steam to the engines are known as

locomotive-marine boilers, and is the loco design adapted to shallow draft vessels for quick steaming. On the Earnslaw the steam is superheated in two nests of curved pipes situated at the base of the funnel and directly in the path of the hot gases coming through the smoke tubes. They are remarkably rugged, and with a drop of only 10 pounds psi for appearance sake after fifty-nine years. This type of boiler was used in early gun-boats and the Clyde paddle steamers, before water tube boilers became the fashion.

The engines are the standard marine up-and-downers, developing 450 ihp together at 145 rpm, driving her at thirteen knots, her economical speed. She did seventeen and a half knots on her trials, but devoured our soft Southland coal at an enormous rate. At thirteen knots she does eleven miles to the ton. But as she lies banked at night the consumption goes up somewhat, so that her average annual amount used is 1,200 tons for 12,000 miles. She has jet condensing handled by an independent Edwards air pump, steam steering, one steam winch, two capstans, carries either 1,200 sheep or passengers, though her ticket is now for only 1,150 passengers. One duck-shooting season's opening day she carried thirteen cars and one motorcycle, plus the usual passengers and cargo, and often 60 head of cattle would be carried in addition to the passengers.

Well, that is the machine. Why is it that men still love her? To me she has dignity, poise, and is of good appearance. She has quiet power, far more than she needs to do her regulation thirteen knots, and she has beautiful smoke coming out of her red and black funnel, setting off the white hull.

She has personality too. Like a cow, she tucks her stern into the wind, and some skippers have learned to deal with this the hard way. It is the same down below - no new engineer has got through his first few days without one or other of the engines sticking on the top dead centre, and left the skipper on the bridge wondering if the engineer has gone to sleep. But in fact he is finding the virtues of the Admiralty all round reversing gear, also the hard way.

By the way, she has no return telegraph, and the knowing skipper, after ringing down for full astern, both engines, keeps an ear cocked for the distinctive sound of the stuttering exhaust of the reversing engines, and starts growing grey hairs when there seems to be no response. And so engineer and skipper soon get to know each other, and both become part of a team. Of course, a skipper who gives a lot of unnecessary orders - and there have been some - is a source of annoyance to the black squad, and if he listens hard he will hear a voice coming up the engineroom ventilators saying, "When you make up your mind, we'll give it to you."

She has survived many adventures. She has run aground many times, and once a pleasure launch that was moored across the end of the wharf got inadvertently cut in half. But no matter who was to blame for a mishap the skipper was bound to appear at the engineroom door and inquire of the three innocent upturned faces of the black devils down below, "What the clickety click were you castiron baths DOING back there?" The firemen and the deckhands got their share too. But they were all part of the team, and passing the buck was part of the game.

All in all, it was a great life. Just imagine it - playing trains with boats; with good pay, seldom; good food, sometime; lots of fun, mostly; and lots of work, always. And so the old girl claimed a lot of our waking hours, and a lot of our fickle affections.

The old hands who ran her, and who are still about, look back on the days when the Lake Steamer Service was a continuation of the railway system from Kingston, days when the Earnslaw had real dignity, and was the lifeline for the sheep runs round the lake, and a source of joy to thousands of holidaymakers and tourists. Now with the roads and bridges being built around the Lake her cargo carrying days are all but over, and she is mostly used for short pleasure cruises. But with the care she is receiving now, plus a little bit of luck, she will give joy to thousands more, even though, as boats go, she is an ancient - and expensive - lady, a relic of the past.

Lakeside Wharves

THE LAKESIDE WHARVES

The following is an excerpt from a report compiled by Mr J. Powell, an ex-Inspector of the Railways Dept., which was requested by the Lakes County Council 1940, in order to clarify the situation regarding the responsibility for the maintenance of these jetties. Culled from the "Lake Wakatipu Mail" of March 19th, 1940.

"The first wharf was built by the Lake County Council on March 10th, 1879 at Half Way Bay. The contractor was T. Luckie and the cost £102 17s. Then on the 6th June, 1881, £10 was voted to repair Mt. Nicholas jetty which was only a small jetty built of small round Red Birch piles and rough split decking. The Wakatipu Steam Shipping Co. owned the wharf at Kinloch when they had the sawmill there, and it was built by this company. This wharf was purchased by the Lake County Council from this company on October 2nd, 1882, for £125. On the 9th June, 1884, extensions to this wharf were applied for by the Lake County Council. A contract was let on the 2nd February, 1885 for £68 5s. The Glenorchy wharf was not in existence till 1885, there being no road from Glenorchy to Paradise till the Run was cut up. The jetty they had for loading the wool was only a small one built of small red birch piles and rough timber decking. This was about 20ft in length and was built by the then owner of the station, Mr Butement.

The steamer landed the passengers on the Spit between the two rivers till the new road was made. On October 5th, 1885, a tender was let to build a new wharf for £150. - the actual cost was £163 17s. All steamers had to pay £5 per year and sailing craft, £2 10s for the privilege of using the wharves; in the year 1887 this was reduced to £2 10s for steamers and to £1 10s for sailing craft. On August 5th, 1889, £10 was voted for repairs to Mt. Nicholas jetty, the cost being £21 of which the station owner found the balance.

The jetty at Mt Creighton was built by the station owners at their own expense and was only a small one of 20ft built of round timber from the bush. It sufficed till the Government made some improvements later on and the station owner gave the blue gum piles free of cost. The Lake County Council never expended any money on this wharf. In the early days the steamers had trestles put down and planks laid on those when there was wool to load. The wharf at Cecil Peak was built under a Government grant of £100; the station owner at that time supplied the beams and decking at his own expense. The wool was loaded for years with trestles and planks from the shore. The Elfin Bay wharf was built by the Government. The Greenstone wharf was built under a grant of £100. The station owner supplied all the piles, beams and decking. When the Government purchased the Lake Steamers in 1904 they took over all the wharves at a cost of £100."

Mr Powell was present at the meeting and stated that it was only in the early days that the Lake County Council assumed responsibility for the upkeep of some of the smaller jetties. In 1904 after the Government acquired the steamer services it took over all the jetties and a chain of beaches.

The Council declined to undergo any expense in the circumstances.

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The New Zealand Federation of Historical Societies' Annual Conference

THE WEEKEND AFTER EASTER

APRIL 19th, 20th, 21st 1974

REGISTRATION: Mrs I. Templeton, 18 Hallenstein St, Queenstown.

Season's Greetings

1973~4

Financial Statement for period from November 15th, 1972
to October 31st, 1973.

(Date of end of Financial Year now fixed by Minute as October 31st)

RECEIPTS		EXPENDITURE	
Balance in hand as at 12.11.1972	\$318.74	Donations: Presb. Lounge \$ 6.00 Keri Keri Store \$10.00	\$ 16.00
Subscriptions	122.40	Typing & Xeroxing	18.46
Donation - S.S.B.	20.00	Stationery	29.65
Courier Sales	61.80	Petty Cash & Postage	26.71
Courier Advertising	10.00	Copy Service - Couriers	54.20
Glenorchy Trip fares	75.00	Subs: Fed of Hist. Setys \$10.00 Hist. Places Trust \$ 2.00	12.00
Interest S.S.B.	9.37	Advertising	10.75
		Glenorchy trip fares	65.00
		Catering	1.48
		Tape Recorder Insurance	3.06
		Cheque Book	.50
		Credit Balance S.S.B. 31.10.73	379.50
	<u>\$617.31.</u>		<u>\$617.31</u>
Balance carried forward			\$379.50
Less unrepresented cheques:			
Copy Services - Courier No 10 (Cheque 2382)	\$39.82		
Flaque - Queenstown Hill (Cheque 2383)	93.70		
Stationery (Cheque 2384)	2.10		135.62
		Credit Balance	<u>\$243.88</u>
A.M. Miller President		B.C. Knowles Treasurer	7.11.73

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