

*** THE QUIENSTOWN COURIER ***

The Official Publication of the

QUIENSTOWN & DISTRICT HISTORICAL SOCIETY (INC.)

Twenty-eighth Issue

MAY, 1982

of the Society :

: Roma McAndrew, 4 Anderson Heights, Queenstown

: Joan Carswell, 9 Robertson Street, Queenstown

: Roma McCurly, 66 Lake Esplanade, Queenstown

N. Clayton, P. C'Hagan, E. Salter, A. De La Mare, R. Rose,
M. Templeton, M. Hood, D. Oliver, J. Jardine, A. Hudson,
M. McDonald, J. Donaldson

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THE HUM OF THE THRESHING MILL ... contributed by Ron Gordon

The hum of the threshing Mill is forever silent. Its passing out, or its phasing out, has been so gradual that we have hardly realised it was going until it was gone. Those of my generation can well remember how the mellow autumn days were made more colourful by the hum of the Mill, which carried well on into the winter. I do not think any work can be more pleasant than to start - as I can so well remember doing in almost pitch dark in the morning - stack threshing in the winter, with the Mill humming to that beautiful rhythmic beat of the engine, and watch the dawn break - wait for the glow in the east to spread over the whole sky and, as the daylight took possession over the lantern, watch for the engine-driver to put the lantern out and hang it on the hook on the front of the engine.

These old Mills, with their crew of eleven, and in the early part of the season when stook-threshing, more, but eleven travelled with it, a community unto themselves. They loved to work to the hum of the Mill and the beat of the engine, and they enjoyed working in one another's company. But all that has now passed into the archives of history, and lives only in the memory of those of us who are growing old.

When the eleven men arrive there is very seldom a hut on the place where they all could be bedded down, and so a field bunk of straw was usually made in the barn. Many tales are told of the barns they camped in, with the hens cackling early and late just over the wall. The hens could not understand the candlelight and the tramping of men's feet as they were going to bed at night and getting up again in the morning. Many early farm buildings were made by placing two wheat stacks just about where the building was required. Then some trunks of big trees were taken from the bush for uprights. The uprights were dug into the ground and on top of them were the cross-poles, then the netting was put on. You virtually built a lean-to wire netting shed. Then, when the Mill threshed the wheat stack, the straw was built right over the whole structure, well to the back and high in the air, leaving an open-fronted shed. One story is told of when the Mill arrived, the men were bedded down in this open-fronted shed. The farmer, Tim Soper, had seen them all to bed that night and was about to walk out into the darkness, and said "Goodnight boys". The silence was broken as Tim was departing. One Chinaman amongst the gang called out "Shutta door Tim."

Early threshing in New Zealand was first done by flail and by horse-power, but I am going to review threshing of the various districts of

the Lake County. This task has been left far too long, as the men who could have told the stories, recounted the incidents and given so much valuable information are no longer with us, and a lot of valuable history has passed on with them.

The first plant in the Garston-Athol district was definitely Hansen Brothers' Plant at Garston, operated by George Hansen. It was an 8 h.p. Robey portable engine and a four foot Mill, that is the interior of the Mill was four foot wide. It was bought, new, in 1877, and unloaded off the Railway at Lowther (the railway did not go beyond Lowther at that time). It did five days threshing in its first season. About the third season, the Plant was covered for the night beside a partly threshed stack on their own property, when the stack and Mill caught fire. Arson was suspected, the motive being a love affair! Hansens then bought a 4'6" Marshall Mill. Again, when threshing on their own property, they had finished a Set and were shifting. They had yoked the horses in the engine and pulled it aside, while they yoked the team in the Mill. The horses in the engine bolted - out the gate to the road, and down the hill to what is called the Junction. There the engine capsized as the run-away team made the left turn. Hency Soper told me the story. He said "We were threshing from Muir-heads at Glenfallen Station and we could see Hansens threshing on their own property. When the engine capsized, we stopped the Plant and rushed over to see if we could be of any help. One horse had been dragged underneath the capsized engine, and had to be destroyed.

In the fourth year of operation, Hansens had more than they could cope with, and George Johnstone came from Lumsden with an 8 h.p. Clayton & Shuttleworth portable engine and a 5ft C. & S. Mill. Johnstone had his own bullock teams to shift the Plant. The bullocks were grazed in a paddock near where the Mill was working, and when it was time to shift they were rounded up and yoked in to the Engine and the Mill, and the plant was shifted on to the next Set. At the end of his second season in the district, Johnstone sold his Plant to W.D. Soper, proprietor of the Garston Hotel. Soper had a family of thirteen sons, so it was no trouble for him to man the Mill! When Hansen brothers sold their Garston property, George Hansen took the Plant to the Arrowtown district, to become one of the early Mill owners there.

Robert Cunningham, who was the first settler in the Garston district, and previously been an engine-driver on the Victorian railways, and his love of the steam-engine seemed to lure him back to shovelling on the coal; so he bought a 4'6" Marshall Mill and an 8 h.p. Marshall engine.

Sopers' and Cunninghams' Mills continued to serve the district for many years.

Cunninghams' Marshall Mill was destroyed by fire on P. McNamee's property, and it was replaced with a 4'6" Clayton & Shuttleworth.

In the late 1890's, traction-engines were invented, and these proved a great success. They were powerful monsters, and to pull the Mill about now was a simple matter. About 1896, Cunningham bought an 8 h.p. single-cylinder Borrell engine. Besides threshing, he did a lot of carting with it, taking dredges and mining equipment over the mountain into the Nevis. When Cunningham's engine was making its way up the Nevis hill, pulling two trucks of dredging and mining equipment behind it, the engine could be heard all over the district.

The days of the Threshing Mill are over. The Header has replaced it. And so the curtain is drawn on an industry that served the farming community for the best part of a century.

Arcadia Peter Chandler

"ARCADIA" ... contributed by P.M. Chandler

The Society's recent visit to "Arcadia" prompted several questions on the ownership of this property. As a recent inquiry on the occupation of this land necessitated a search of titles, details are given below :-

		<u>Area</u> a. r. p.
C/T 51/41	Crown grant as from 30.4.1877 to James Whitbourn Secs. 21/23, Block II, Dart District. (Whitbourn was engaged in the timber business of J.W. Robertson and the McBrides. Whitbourn Glacier in the head of the Dart Valley, is named after him.) Transfer No. 9603 to Joseph Cyprian Fenn; reg'd 28.4.1881.	172-1-13
C/T 51/42	Crown grant as from 23.11.1877 to James Whitbourn Sec. 20, Block II, Dart District. Transferred, as above, to J.C. Fenn.	27-2-27

- C/T 65/154 Certificate in lieu of grant, issued 18.4.1883
to J.C. Fenn.
(Original purchaser J. Whitbourn, 7.4.1881.)
Secs. 12/14, Block II, Dart District 146-1-30
- C/T 65/155 Certificate in lieu of grant, issued 18.4.1883
to J.C. Fenn.
(Original purchaser Alex McBride, 7.4.1881.)
Secs. 5/7, Block II, Dart District. 133-3-08
- C/T 65/156 Certificate as above.
Secs. 11 & 26, Block II, Dart District. 66-0-32
- C/T 65/157 Certificate as above.
(Original purchase by Rob't McBride, 7.4.1881.)
Secs. 8/10, 27/8, Block II, Dart District. 199-3-38
- C/T 83/24 Certificate in lieu of grant, issued 5.7.1887
to John Grant, as from 29.4.1885.
Secs. 15/19, Block II, Dart District. 286-2-00
(The late Thos Kennett told me there were two
Grant brothers in partnership with J.C. Fenn.
They were Scotsmen, but eventually moved to the
North Island.)
Trans. No. 247C5 to J.C. Fenn, registered 1.11.1894.
- C/T 83/97 Certificate as above, issued 26.10.1887 to
J.C. Fenn.
(Original purchase by Edward Menlove, 3.6.1885.)
Secs. 3/4, Block II, Dart District. 104-2-25
(Menlove probably the owner of Windsor Park,
Enfield.)
- C/T 83/102 Certificate as above, issued to J.C. Fenn as
from 25.6.1885.
Secs. 1/2, Block II, Dart District. 114-0-00

These acquisitions gave Fenn 1,252 acres of freehold, with a frontage to Diamond Lake. In addition he leased 516 acres of Queenstown Borough endowment (1882-02), and Runs 346B-C, of 1,500 acres, and held a licence to run cattle in the Dart Valley. Tom Kennett said he was involved in

an attempt to graze cattle in the Rockburn, but this was abandoned as unprofitable.

The large house at Diamond Lake was built about 1907, by an Invercargill firm of builders. Tom Kennett said the use of timber milled at Paradise was a mistake, as it was not as durable as that milled on the sunny faces around Kinloch. (The name "Arcadia", comes from Arcadia, a district in Greece where the people were primitive in manners and given to music and dancing.)

J.C. Fenn sold his holding (Trans. No. 72753, reg'd 25.2.1920) to Alexander Reid, from Galloway, and lived in a hut (since destroyed) at the edge of the bush near the Jordan Stream. His death occurred in 1924. The grave in Queenstown Cemetery is marked by a substantial black stone.

(For Fenn's relationship to Mrs Wm Mason, of "Paradise", see :- John Stacpoole, "William Mason, The First N.Z. Architect"; O.V.P. 1971, pp 109, 115).

George and Mary Bowler

GEORGE and MARY BOWLER - old identities of the Wakatipu

George and Mary Bowler lived for many years in the original Bowler home which George's father built when he settled in the Arrow Junction.

The Bowler family arrived in Dunedin by the "Karnatic" in 1874, there being three sons from an earlier marriage and eight children from the second marriage; the first child of the second union was born on the voyage to New Zealand.

Mary Wilson went from her home at Clydevale to work for the Baird family at "Bendemere", Lake Hayes, and there she met George, who also worked for the Baird family for some time. George was a well-known blade shearer, shearing all around the district, at the same time milking a herd of dairy cows.

George had bought the farm from his family when he married Mary; they turned the house to face the sun and built on three bedrooms, a sunroom and a verandah. They did not have a family. George farmed and worked for Lees' "Threepwood" Station for a short time.

Mary drove their model T Ford car, often driving up the Crown Terrace road, taking and collecting her husband after shearing. She was a very

good cook, taking many prizes in the local Lake Hayes Show.

The Bowlers were active supporters of the Anglican Church where George was for many years Vicar's Warden.

In later years they were a familiar sight in Arrowtown, driving in their Morris car on a Friday, doing the shopping for old friends and themselves.

George Bowler died on 2nd May, 1977, aged 85. Mary, whose birthday is June 21, is now living at "Peacehaven" Invercargill, in her 99th year.

Cecil Peak - Peter Chandler

"CECIL PEAK" ... contributed by P.M. Chandler

(Brief notes to cover the Society's visit on 18 April, 1982)

Rain offered a rather inauspicious start to what turned out to be a most interesting visit to Cecil Peak Station. Forty six members of the society travelled by launch, "Cecil Peak", to view that part of the property which adjoins Colin's Bay, and look over work now in progress, which is planned to provide a working station with tourist facilities.

It was apparent from the layout and appearance of the area immediately adjoining the jetty, that the development, when completed, will provide a most attractive tourist facility.

Most members of the party, travelling either on foot, or by vehicle, viewed the century-old, original stone homestead, which lies well back from the lake. Mature trees of many species will hopefully be retained, to compliment the tranquil setting in which the house is situated.

A visit to the intake of water supply for the station's hydro-electric power plant, gave another opportunity to view the Colin's Bay settlement from a new angle.

Cecil Peak, formerly known as "Sunnyside", was established as a consolidated station by John Wither & Co., (John Wither, Isaac Hallenstein and Bendix Hallenstein) in 1874. Original settlers on the country, grazing sheep under licence from 1867, were :

- (1) Alexander MacIenzie ("Old Sandy"), based at Table Bay.
MacIenzie was later lessee of the "German Hill" block of Coronet

Peak; of "Greenland", at the Branches, Upper Shotover; farmed at Beach Bay for a few years and then acquired "Wyuna", at Glenorchy, where he died. He was an older brother of Hugh MacKenzie, of "Walter Peak".

- (2) Robert McMarran, who held the "Island Face", or north face of Cecil Peak. After a checkered career as a stock dealer, run-holder and farmer, McMarran died at Becks, Central Otago.
- (3) James McKinlay, another Scot, who named his licence area, "Sunnyside", a name retained by John Wither & Co. when they bought his interests in 1871. James and his brother David (4), were from the hanark coal fields, near Glasgow.
- (4) David McKinlay, brother of James. Ran sheep in the Lochy. Acquired a run in 1874, but sold out and moved to the Shotover country, with which he remained identified for the rest of his life, latterly in "Ben Lomond".

The depasturing licences remained in operation until 1874, in which year John Wither and the Hallensteins secured the whole of Cecil Peak and the Bayonet Peaks, from Table Bay to Halfway Bay, thus establishing the station which has retained substantially unchanged boundaries until the present day.

The present run includes Runs 1, 2A, Pt 3, 4 and 7 (Wakatipu Depasturing District), totalling 32,350 acres of Crown leasehold, and 813 acres of freehold. In its heyday, the station was looked on as one of the best favoured properties in the Wakatipu district, with an abundance of sunny winter grazing, from which occasional falls of snow, at lower levels, cleared very quickly.

It was, perhaps, ironical that John Wither was a passenger to New Zealand in the "Helenslee", on board which was a shipment of rabbits that were destined to multiply and cause, by their rapid increase and destruction of pasture, such devastation on the Lake country runs from mid 1870's onward.

By 1876, John Wither & Co. had 14,000 sheep on "Sunnyside". The "Big Snow" of 1878 caused a loss of over 3,000 sheep and a reduction in the weight of the wool clip of over 7 tons. While rabbit infestation was severe, the flock was held for many years at about 7,000 sheep.

In 1882 John Wither bought Isaac Hallenstein's share in the venture,

while Bendix Hallenstien withdrew in 1897, when the partnership became John Wither & Sons - John Wither, Anthony John Wither and James Alexander Wither.

In 1906 (John Wither having retired to Dunedin in 1903), the property was sold to H.D. Ware, an Englishman, who maintained a large domestic establishment. It is interesting to note from station diaries, that up until John Wither's retirement, Christmas Day was regarded as an ordinary working day. Being a Scot, he observed New Year's Day as a holiday, and dismissed the other as "the English Church holiday".

The outbreak of war in 1914, saw Ware return to England, where he held rank as a reserve officer in a county regiment. In 1915, "Sunnyside" was sold to R.C. Gillies, of Oamaru, for whom Saxton (father of the All Black) acted as manager.

Later owners were :

- | | |
|-----------|---|
| 1917-1921 | Hugh Maude Reeves
Leopold George Dyke Acland |
| 1921-1947 | Leopold George Dyke Acland alone, with Jack Olsen as first manager. |

It was during Acland's ownership that the run was re-named "Cecil Peak"; partly because of confusion with another property called "Sunnyside", on the Waiau, but also because Acland, as a resident of Christchurch, was frequently chaffed over the fact that the city's principal mental hospital was also "Sunnyside".

In 1948, Acland sold to Alex Burnett, who had taken over management from Jack Olsen. (It was in Burnett's time that the Crown imposed a stock limitation of 7,000 sheep on the leasehold).

In 1960, Alex Burnett sold to F.J. ("Popeye") Lucas. From 1963, greater emphasis was placed on tourist development. In 1975, following a mortgagee's sale and an action in the Supreme Court, "Cecil Peak" passed to the mortgagee, Alexander Dawson Inc., of U.S.A. The transfer was contested by the Crown, which offered \$340,000 - the amount due under the mortgage. Dawsons countered with a claim for \$450,000, but were eventually able to obtain title.

Emphasis was placed on returning the property to full working order, so that it now carries over 7,000 sheep, cattle and deer.

Construction work involved the establishment of a hydro-electric plant,

the erection of new tourist accommodation, a new woolshed and staff quarters. The old woolshed and shearers' quarters have been restored and work is now under way to return the stone homestead to its original condition.

It will be interesting to watch development of the property, both as a pastoral run and as a tourist centre.

EM Mc Caffrey - Stone Mason - A De La Mare

E.M. McCaffrey, Stone Mason or Sculptor ... contributed by
A. De La Mare

When the Governor of New Zealand Sir Arthur Hamilton Gordon visited Queenstown in 1881 he inspected the workshop of Mr E.M. McCaffrey where he admired a memorial stone wrought in 12 Mile sandstone. He indicated he considered Mr McCaffrey's work well deserved the awards of merit he had received for exhibits entered in trade exhibitions in Sydney and Melbourne earlier. No doubt Mr McCaffrey appreciated the free advertising he received on this occasion.

Later in the year Mr McCaffrey was awarded a prize at the Dunedin Industrial Exhibition for plainly dressed limestone and for limestone treated by his own patent process. The report indicated the limestone came from a large quarry on the shores of Lake Wakatipu.

Several examples of Mr McCaffrey's work can still be seen today. A number of headstones in the Queenstown cemetery bear his name as mason and the stone marking Thomas Malaghan's grave is a good example. Mr McCaffrey's name also appears on the commemorative stones covering the opening of two important bridges in the area. Firstly on the second bridge over the Shotover at Arthurs Point in 1875 where Mr McCaffrey is shown as Foreman Mason. The second is on the suspension bridge on the Kawarau near Chards Road opened in 1880 where Mr McCaffrey is shown as SCP tr. As this is presumably an abbreviation for sculptor and Mr McCaffrey cut both the stones it might appear he had decided to elevate himself. The real reason probably is that on the Shotover bridge he acted as stone mason whereas on the Kawarau bridge another stone mason carried out the stone work and Mr McCaffrey merely cut the commemorative stone.

All the examples are in the same material, a sandstone similar to Oamaru stone but darker in colour. Could there be a future in opening

up the quarry once more to provide a local product for building purposes with character and perhaps cheaper than other forms of building material?

"ARROW ADVENTURE" - taken from an Article written in 1959 by Mary McCurdy (now Thomson)

- a glimpse into the life
of the late Jim Thompson,
of Billy Creek and
Arrowtown.

Jim Thompson of Billy Creek - Arrow River

".....by nightfall, the rest of the party would be camping in Macetown among the ruins of the old goldmining township, but I must be back in town next morning, so at Billy Creek I had to leave them and turn back.

Away back in the 1860's, this valley throbbed with life, and miners wrestled with the elements to get a few ounces of the precious golden mineral from the riverbed. Now, piles of stones, and the odd old stone wall surrounded by a few trees is all that is left to show where the miners lived and toiled.

As I meandered along, I caught sight of a narrow track beetling up the side of a small gully across the river. Curiosity killed the cat, they say, but if it applied to humans I wouldn't be here to tell my story. Anyway, across the river I waded, and BR-RRR, was it cold! Up this sheep or goat track I trudged, and I was just thinking it was time I turned back when perched high above the stream and surrounded by old wildblown willows, emerged an old hut. Of course I couldn't turn back now! Probably years since anyone lived here, I mused - then, to my surprise, a black cat scurried from under the hut. Remembering that black cats are lucky, I plucked up my courage and went on. The door was padlocked, and along the rickety old verandah was a neat pile of kindling wood. Through the window I glimpsed an old back stove, and, by the bunk - a portable radio!

Down the track again, and I was almost back to the main valley when I saw an old man coming up towards me. He greeted me cheerfully and we chatted a while, then I accepted his invitation back up the hill for the inevitable "cuppa". He wore old "bushman" togs and rubber boots, and slung on his back were two sugar-bag swags. It was fairly steep

going and by the time we got to his hut he was breathing hard and perspiration was running down his forehead. No wonder, he was no chicken, must be three times my age, I thought - and those bags looked heavy.

As he bustled around lighting the old stove, he talked. "It's a long time since I had a visitor here: I'm so far away, and I haven't got many friends". He said he went to Arrowtown every Friday for his supplies, and stayed the night with his mother, "She's 87 y'know, and lives by herself".

Then he opened the sugar-bag swags, and out came his week's rations - bread, two loaves of it, butter, rice, prunes, condensed milk, bacon, salt, sausages, not forgetting the Weekly News.

He told me to call him Jim, and over cups of steaming hot condensed-milk tea I learned he had been brought up in Macetown but had lived on this hillside by himself for the last 17 years, winter and summer. His uncle had built the place back in 1911 when this had been quite a settlement - "The Shamrock" it was called, quite rich in gold.

Then he insisted I go out and see "his workings up the creek". It looked like a staircase to me, made of big slabs of stone, covered with gravel. He pointed out his water-race coming round the hillside, and explained how he washed the dirt down the staircase and caught the gold in the "mats" at the bottom. He also showed me where he dug out peat which he'd discovered a couple of years before, "a stroke of luck" he said. "Before that, I had to get coal up from Arrowtown as there's not much wood around here. I'd get them to dump it on the Macetown road and I'd have to carry it up myself". He'd never had a horse. He said it wouldn't be worth it as he'd have to cart food in for it.

As we walked further up the hill, I asked him what the big holes in the opposite hill were. They looked like big rabbit-burrows to me. He explained "I'm prospecting for a gold-bearing quartz reef which I'm sure is in that hill". Although he'd gone in 20 or 30 yards and at different levels, he hadn't struck it yet. "But one of these days I'll find it", he smiled.

Now we had come to the top of the tussocky ridge. Behind us was Jim's place and straight ahead, towering above us, was Mount Soho with its first coat of winter snow, the Arrow river and the track to Macetown at our feet, and Adventure Peak away in the distance. Jim pointed out the gully to our left where there had once been a Danish camp, away

back before 1911. A little further on, he showed me a big Earth Dam, edged with willows, which his uncle had made, now empty.

Then back down the hill to Jim's hut we went. Time was getting on and I still had four or five miles to walk back to Arrowtown. As I went back down the track, Jim's parting words echoed in my ears "Come back some time, I don't have many visitors up here".

Perhaps some day I will go back, back up Hayes Gully to the Shamrock claim. Though the hut may be empty and the old black stove cold, the unchanging hills will still be there guarding, perhaps forever, the secret of Jim's golden reef."

Gibbston Bequest - Anne Cook *****

Gibbston History

GIBBSTON BEQUEST - sent in by Anne Cook, Gibbston, R.D.1, Cromwell

A bequest has been made to the Lakes District Museum for the purpose of setting up a Gibbston Display. The bequest, expected to amount to several thousand dollars, was made last year by Mrs Bessie Jackson, (late of Oamaru) who originated from Gibbston.

Gibbston, the area between Twin bridges and the Victoria bridge, is a fertile-looking valley on the south side of the Kawarau river. In the early days, when the road (or rather, track) from Arrowtown to Cromwell was on the north side of the river, the valley was known as "Tucker Flat". Once the settlers arrived, it became Gibbston, named after one of the first hotel-keepers. A new road was made on the south side of the river, through the valley, more or less where the present road is today. Two Punts were used to cross the river - one situated just below the Victoria Bridge and the other past the old Chard homestead.

Gibbston was prominent primarily for its gold, then coal, and later farming for which the land is used today. It boasted three hotels, and a school, but no Church, although the School was used for this purpose. Today, the traffic thunders through Gibbston along the near straight road, glad to be relieved for a time of the twisting confines of the Kawarau Gorge. Few realise they've passed through Gibbston, let alone the wealth of history this little valley holds.

Bessie Jackson, who made the Bequest to the Museum, was a Kinross. She was a daughter of Thomas Kinross, who was the Postmaster at Gibbston for sixty years. She was the youngest of nine children (four girls, five boys) all of whom attended Gibbston School, the two oldest

girls starting in 1885 when the school opened. Bessie was enrolled in 1903.

Thomas Kinross came to the diggings in the 1860's, and started a Store and Bakery about 1868 or 1870, with Mr James Leslie. He returned to Britain to marry, and in his absence a new Store and Post Office was built by Mr Leslie. Mr and Mrs Kinross came back to Gibbston to settle and lived in the new wooden Post Office, where they raised their large family. This building served, not only as a Post Office, but also as a Bank, Store, Butchery and Bakery. It was also a Coach Point, so refreshments were served to thirsty travellers.

Mr Kinross bought gold from the miners and used Gold Scales given to him by the Bank of New Zealand. He was a well-educated man, with a legal mind, and if any of the miners had problems they came to him for advice. He drew up many of the miners' Wills and was often left their small pieces of land in lieu of payment for food and clothing. In this way he acquired many Titles of land, and slowly built up a small farm.

Bessie Kinross first married Mr Arthur Thompson of Thompsons' Crossing, near Winton, Southland. The couple were married in Arrowtown by the Presbyterian Minister, the Rev. Monty Jackson, who was later to become her second husband some time after the death of Mr Thompson.

On a visit to Gibbston, the Rev. Jackson was watching Bill and Dave Reid blade shearing. It was a hot day, and they were making hard work of it. One of the men jokingly asked the Reverend Jackson if he would like to try his hand. He replied that he would if he had some suitable working trousers. A pair were produced and he set to and showed them how it was done, shearing two sheep to their one. Both men were amazed. Neither had known that the Rev. Jackson had gone shearing for a season or two to put himself through College!

The couple shifted to Oamaru, and Bessie Jackson lived there until her death in 1981. Her former home at Gibbston is still there, now a part of Waitiri Station.

A plea is being made to residents of Gibbston, and to anyone who has connections with the area, for material for the Gibbston Display, - old relics, photographs, maps, information on families, anything at all that would contribute to a Display would be very warmly received. The Museum is virtually starting from scratch as it has very little from the area.

It is proposed that the Display will occupy a part of the new, yet unopened wing of the Museum. The Bequest will enable the Wing to be opened up, and plans are underway for an accessway from Buckingham Street (soon to be built).

Although it will be some time before the new Wing is ready to house the display, it is necessary to start collecting material now. From this pool of resources a Display will be created.

If you can help in any way, either with material or with names of former residents, please contact Mr John Donaldson, the Director of the Museum, at Arrowtown 824.

Gold Mining at Macetown

A De La Mare

GOLD MINING AT MACETOWN

... contributed by A. De La Mare

The substantial relics of quartz mining near Macetown raises questions about the area which cannot always be answered by the histories written to date. In 1881 the Southland Times had a very active correspondent in the Lakes District to whom we are indebted for some details not previously published elsewhere.

The reefs were first opened up about 1876 but because of the expense and difficulty of transport full scale operations did not start until about the end of the decade. In 1881 some 200 men were employed in quartz mining in the area but because of the weather operations were restricted to a season of about eight months. In the 1881 season only three main mines were operating and their returns for the year were :-

		<u>Stone</u>	<u>Gold</u>
Homeward Bound	Dec.	430 tons	286 ozs
	Mar.	334	235
	June	210	170
Gladstone	Dec.	140	316
	Mar.	140	184
	June	220	330
Tipperary	Dec.	-	280
	Mar.	-	248
	June	-	348 (est)

It was indicated that the Gladstone was getting good stone and the returns confirm this but the mine was difficult to work and all the crushing could be done by a 5 head battery.

While these mines were in full production work was proceeding on several others to bring them into operation. These were the Ladye Fayre, Defiance, Garibaldi, Maryborough, Premier and Caledonian. The All Nations which had ceased to operate because of some difficulty was also becoming operative again. This company is described as putting in a new low level tunnel so as to have 300 feet of 'backs' or reef overhead which could be taken out by the quick and cheap method of overhead stopping.

In the 1881 season there were two problems which affected every company. Firstly it was a very dry summer and a lack of water affected the operation of the batteries. The main problem was one of transport. The mountain track was the only means of access and despite competition between packers and carters the cost of carting goods from Arrowtown to Macetown was £2 per ton. Drays drawn by three horses could only carry from 14 cwts to 1 ton because of the steep grades. There were demands for the county council to spend £2000 to improve the track which the government would subsidize £1 for £1, but some four years were to go by before the river road was completed. No doubt the county was still recovering from the losses of the big flood of 1878.

At the same time quartz mining was going on in other areas. The Mount Arum Company on the Shotover was getting small returns but sufficient to cover expenses. The Gallant Tipperary on the same line was getting half an ounce of gold to the ton and Southby and Co. at Skippers were getting out paying stone. Further afield the Invincible Mine in the Rees Valley was showing so much promise that the owners were negotiating for crushing machinery. On the Dart there was a rush of Chinese. Fifty were engaged in mining and earning £3-4 per week with room for up to 500. No doubt Chinamans Bluff a well known point on the Dart River was named at this time. The Moke Creek Copper Co. had started operating with eight men under manager H. Pierce and other adjoining claims had been taken up.

While quartz mining in the Wakatipu area produced much gold it was not on the scale of other areas as the following figures for 1880 illustrate.

	<u>Tons of Stone</u>	<u>Ounces of Gold</u>
Coromandel	1296	3190
Thames	33017	59575
Reefton	28062	18090

Havelock (1 alb.)	320	105
Clyde	6743	4197
Arrow	4615	4317
Skippers	660	220
Hindon	350	640

Scoles v Davis- A De La MareLITIGATION IN THE WAKATIPU ... contributed by A. De La Mare

The decision in the case Scoles v Davis handed down in the District Court in Invercargill in August 1881 ended a dispute which without doubt must have been the main topic of conversation for many months. Although the court case settled the matter legally it is unlikely to have stopped the discussion and side-taking which a dispute of this nature would have generated in a small community.

Scoles was a wealthy man, one of the pioneers of the district and owner of two hotels in Arrowtown plus two farms in the Millers Flat area and other properties. It is interesting to speculate as to whether it was he who tunnelled through solid rock to divert the Arrow river in search of gold and if so how successful the venture was. In 1879 Scoles, in conversation with Davis the proprietor of the brewery in Queenstown, had discussed the growing of barley locally to make malt for brewing. As a result of this discussion it was arranged Scoles would grow barley which Davis would purchase at current rates and Davis sold him the seed required for the crop.

The barley was grown in 1880 and after inspection by Davis he agreed to buy at four shillings a bushel provided Scoles would stack the crop till June 1880. The barley was threshed in June 1880 and when Davis was asked to take delivery he suggested two loads be placed in Williams and Archers store and the rest in the old malt house at Arthurs Point. Before delivery was completed Davis raised objections to the quality of the grain and refused to complete the purchase.

A simple little disagreement which should have been capable of some compromise but none was forthcoming and the parties were irreconcilable. It is easy to understand the matter would be on everybodys lips and even more so when it was learned a case for damages against Davis for over £230 was to be taken.

It was heard by Mr Justice Ward in Invercargill on the 27th of July

1881 and after many witnesses were examined the case was adjourned at the request of Scoles counsel. The case came forward on the 25th of August and after further evidence the Judge found for Davis on the grounds no agreement existed and the quality of the grain was not up to standard. At least a dozen witnesses were called and the legal costs and the other expenses of the case must have exceeded the sum sought by way of damages.

Scoles moved out of the district soon after the case which probably helped to have the matter forgotten but at the time it must have been a cause celebre.

Storm on Lake Wakatipu - A De La Mare

STORM ON THE WAKATIPU ... contributed by A. De La Mare

It is hard to imagine a storm on Lake Wakatipu bad enough to affect lake steamers but several are described in Meyer's "All Aboard."

One which is not described happened in May 1881 involving the Jane Williams. This vessel was built of iron, eighty-two feet long with a gross weight of 46 tons and was quite a sizeable ship. However it was not equipped with side keelsons and had a tendency to roll which may have contributed to the effect of the storm.

The vessel left Kingston in the evening with a considerable cargo as well as a number of passengers, and headed into a fierce north-wester. Progress was extremely slow and five miles from Kingston some of the sugar in the hold shifted affecting the stability of the vessel. In the wind and seas the vessel was in danger of sinking and at one stage was almost driven on the rocks. The struggle to save the vessel went on for some hours and it finally limped back to Kingston in the morning with some very shaken passengers on board.

The Jane Williams was renamed the Ben Lomond in 1886 and survived this storm and other mishaps and trials over a long period. When it was withdrawn from service in 1951 it was 80 years old.

The Society's activities recently have included a conducted walk around Queenstown, a coach tour to places of historic interest in the Wakatipu. Coach trips to Fairlie Mt, Arcadia and beyond. Launch trip to Limestone relics at Cecil Peak and Bob's Cove. Launch trip to Cecil Peak.