

1968 No. 3

The Queenstown Courier



"The QUEENSTOWN COURIER"

The Official Publication of the
QUEENSTOWN AND DISTRICT HISTORICAL SOCIETY

Third Issue - December 1968

Officers for 1968-69

President - Mr J. Grant

Secretary - Mrs H. H. J. Miller, 21 Hallenstein St.,

Treasurer - Mr H. H. J. Miller.

Committee - Mesdames J. D. Knowles, Dr McGeorge.

Annual Subscription: \$2.00

"Courier" - included.

We will welcome authentic information or anecdotes from the past which anyone would send us. We feel that as history is a continuing thing, contributions do not have to be from the too far distant past, - happenings of thirty or twenty years ago, or even less, can be of interest now, and recorded, will be of more interest in the future, should copies of the "Courier" survive.

The Secretary, whose address you will find above, is always pleased to receive contributions for the "Courier", and enrol new members to the Society.

Report of work undertaken in 1968

Three important projects are nearing completion and a great deal of preparation work for these has been necessary during the past year. The memorial plaque to Nicholas von Tunzelmann is ready for its placing in Mount Nicholas stone in the Queensstown Cemetery. The plaque is cast to commemorate the arrival of the first settlers.

Frank St Omer Memorial

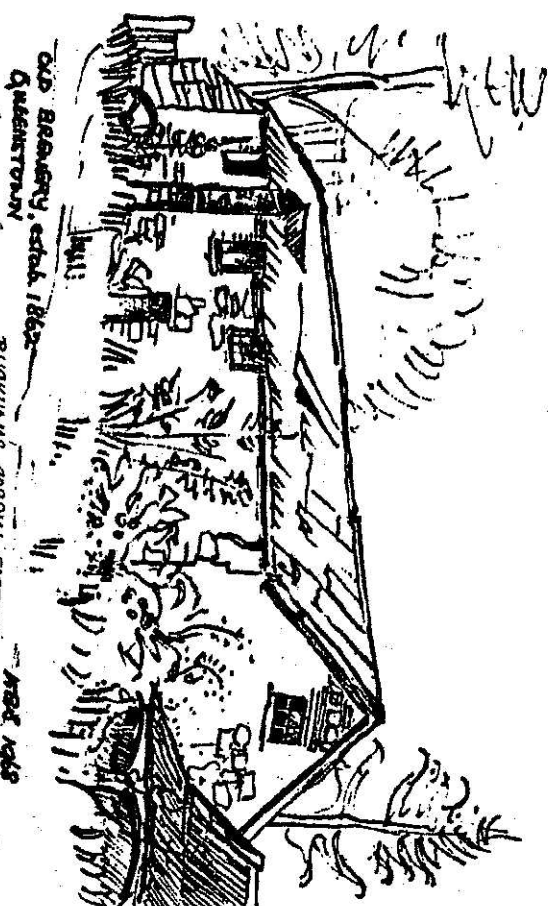
The Memorial to M. Frank St Omer has been delayed as it was decided that the proposed idea would not greatly add to the assets of this growing tourist centre, and second thoughts produced the proposal that something ambitious perhaps in bronze would be a feature which could attract people to the park. Some exciting proposals have been submitted by prominent sculptors, and when the representatives of the Borough and Society meet it is hoped that something really worthwhile will be decided on.

The Edith Cavell Bridge.

Edith Cavell Bridge

It was brought to the notice of the Society by the operator of the Shotover Jet Service that damage to the bridge had been sustained by vandals who had been hurling stones from it into the river.

On inspection it was found that a long stretch of the stone structure of the bridge, which was built in the eighteen seventies was in danger, owing to the top stones having been removed. Also a concrete plinth of the newer part of the bridge, built in 1918 had been broken by a large vehicle. The Lakes County Council have agreed to co-operate with the society in effecting the repairs, which all agree must be done before the holiday period. A stone mason has agreed to replace the stones if The Society collect those that are lying on the banks of the river. He will cut new ones from the surrounding area to finish the work, so that it is all in keeping with the original stone structure.



Financial Report presented by the treasurer at the Annual Meeting November 1968.

INCOME

Cash in Bank Oct 20, 1967	47.64
Subs	21.00
Donation by Mrs Irving for St Omer Memorial	20.00
Southland Savings Bank Donation	50.00
Lake County Donation	20.00
Von Tunzelmann Memorial	84.00
Donations for " "	4.40
Refunds	46.94
Courier Sales	1.17
Interest	2.00
Donations	

EXPENDITURE

Hire of Hall	4.00
Recording Tapes	5.72
Stamps	3.75
Sub. Historic Places Trust	2.00
K. Short (paper)	6.90
Southland Museum for Tawai Point Excavation	10.00
Fund John Swan	
Von Tunzelmann Plaque	106.15
Cash in bank	159.16

\$297.68

\$297.68

Since this balance sheet was presented at The Annual Meeting this years subscriptions which are now due have been coming in which show the finances to be in a healthy state. However, with the proposed work ahead of us which will require quite a lot of expenditure, we shall still need financial support from all those who believe in the value of the work we are doing.

Essay Competition

In the last issue we printed the winning essay for this competition. Here is the work of the second prize winner, Judith Anderson. It is with regret that we record her death during 1968.

INFORMATION

on tiring journey to High School

Given By
Miss Salmond
Queenstown

Going to High School in 1900.

High School 1900

Where? At Queensstown? Oh, no! There was no District High School in Queensstown before 1937. The nearest High School was in Invercargill so to the Girls High School there my parents sent me. I had to find board and lodgings in Invercargill for there were no hostels for girls or boys there until much later.

My mother used to say to me "You know you must get up at five o'clock to get your breakfast and be ready for the boat at 6 a.m. Sometimes it was the Ben Lomond that went to Kingston, but I liked the Antrim or the Mountaineer better that the old Ben, as she rolled too much.

In the winter time it was dark at 6 a.m. and a storm lantern swayed from a raft giving us light until dawn came before we reached Kingston about 8.30 a.m.

There was the slow goods train on the wharf at Kingston waiting for any passengers. How glad I was to hear the guards whistle and know we were on our way to Lumsden. There I had to get off and wait with my luggage for three and a half hours for the train that went to Invercargill. The slow train seemed to sit so long at all the stations and it was seven o'clock before we reached Invercargill. From the station I walked to my boarding place as taxis were not waiting for fares in those days.

When the first District High School opened in 1937 it was first held in the Parish Hall, later in the Borough Council Building and then in the present High School building which has recently been altered and extended.

The High School was first built by Turner Brothers in 1937 and it is interesting to note that the extensions have recently been completed by sons of the original contractors.

INFORMATION

Given By

Miss Salmond

Queenstown

Boer War

BOER WAR CELEBRATIONS IN QUEENSTOWN

The Boys and Girls of the Queenstown School in 1899 to 1902 knew all about the War in which Britain was fighting against the Transvaal Republic and Orange Free State, it was the Boer War.

Whenever in school we heard the church bells ringing and fire siren sounding we would drop our school work and out we would go to celebrate the latest victory. We knew very well the names of the British Generals - Lord Roberts, Kitchener, Buller and others and proudly wore their badges.

We lined up in a long procession and paraded through the town, down the One Mile, through the Park and back to school singing "Rule Britannia."

We then had to find the chairman of the School Committee and ask for a holiday for the rest of the day which, of course, he granted and passed round a tin of boiled lollies from his shop, so we celebrated the British Victory and sang "God Save the Queen".

THE MOUNTAINEER

Local residents of Queenstown have been puzzled by a merry whistle sound, a toot, toot, toot, toot sound, coming from Ballarat Street. This has been discovered to be the old whistle of The Mountaineer, one time paddle steamer on the lake. First registered in 1879.

Mountaineer Whistle

This whistle is connected to the compressor in a local garage. It is sounded at pub time to tell the "brother hood" to for gather.

The Steamer Mountaineer was a feature of the Lake in the heyday of Victorian Tourism, and was an impressive sight as she steamed round the park into Queenstown bay and anchored at the wharf outside Richards Hotel. She gave faithful service until 1932, and was finally sold for scrap to make into minesweepers and bren gun carriers in the second world war.

Her whistle lives on, a reminder of the days when visitors from over seas enjoyed a voyage with dinner on board in the dining saloon, with its elegant red plush decor, while the stokers below shovelled 1 1/2 tons of coal a day, to maintain the pressure of steam in the boilers of the old paddle steamer Mountaineer.

Buckhams Cordial Factory

Buckhams Wakatip Cordial Factory.

More than a Centuries Service to Queenstown.

It is unfortunately clear that these old stone buildings which have been part of Queenstown for so long will disappear quite soon when the final decision is made by the Government as to who shall take on the hotel interest of Richards. Here follows a brief history of the firm.

In the year 1862, W.L. Davis, a brewer from England and a Mr Surman, an American (Yank) Cordial Manufacturer, combined forces and established the "WAKATIP BREWERY" & "CORDIAL FACTORY". This partnership began in 1862 and became firmly established in 1863.

In the early seventy's W.L. Davis bought out the Americans interests and until the year 1881 controlled the business himself, when at this period he leased the business to a Mr. James Reid. It might be mentioned here, that W.L. Davis was much more interested in Gold-mining than he was in business. By this time the Davis Bros. had already made a fortune out of gold, having owned the World-Famous "INVINCIBLE MINE" in the Rees Valley. This fantastically rich mine contained as much as 11 oz of gold to the ton. Davis Bros. sold out for the sum of £10,000, a huge sum of money for those days. Even today prospectors are still searching for the lost reef, which cut out as suddenly as it had begun. From 1881 until his death in the early 1900's, W.L. Davis remained mining at Skippers. When Reid's lease came to an end, Charles Davis, a son of W.L. Davis, took over the business and ran it until the time of his fathers death. The Davis estate, which by this time had acquired many and varied interests, was then divided among the family. The Brewery and Cordial Factory then came into the hands of the three daughters, Mrs. H.C. Buckham (nee Davis) being one of them. Mr & Mrs H.C. Buckham immediately bought out the interests of the other two sisters.

Mr. & Mrs H.C. Buckham ran the Brewery and Cordial Factory until 1917, when owing to war conditions they decided to close the Brewery and carry on the Cordial Business. On his death in 1942 a son, A.H. Buckham, carried on the business until the return of another son, R.J. Buckham, from overseas, where he had been serving with the R.N.Z.A.F. in Europe.

The two brothers continued to run the business in partnership for a few years until R.J. Buckham took over the interests of his brother, and the business is now owned and operated by R.J. Buckham and his wife.

Nicholas Von Tunzelmann

Von Tunzelman

During the next few issues we propose to take the journey with the first pioneers which led them to the settlement of the Wakatip Area. The following is the account of the hazardous journey told in the first settlers own words. It is prefaced by comments from his sister.

Extract from Lake Wakatip Mail of 14 September, 1900.

To THE EDITOR, L.W.M.

SIR - A copy of your paper of August 3rd has been forwarded to me. As you have been misinformed in some details of the life of my lamented late brother whose full name, I may state is Paul Nicolai Balthasar Tunzelmann von Alderflug. I consider it prudent, in case of eventual complications which might arise, to send you a correct sketch of his life, etc. He was born in Revel, Esthonian where my father's regiment was at the time. My brother's birth and name was entered on the Roll on the Order of Teutonic Knights, which is kept in Arensburg, on the island of Osel, in the Gulf of Riga - the Ardikes of the Order having been removed there during the reign of Ch. XII. of Sweden, then our suzerain. He was born on August 24th (old style) in the year 1828. He was educated partly in Germany and partly at University College, London, and on coming of age, was naturalised in England, as were also the two younger brothers, each on coming of age. We three sisters are still living. Our brothers are now all departed, of which Nicolai was the eldest. As I am the only one cognisant of the whole of the details of our family history, both political and private, and, as after my death there would be great difficulty in establishing identities in the case of the descendants of my brothers, I consider it due to their families to make these corrections, and thus leave a record that may at some future time be of value. - I remain, etc.,

ELISE TUNZELMANN VON ALDERFLUG PICKETT.

Nelson, Sept. 1. 1900.

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Lake Wakatip Mail - August 3, 1900. Death notice.

DEATH

Von Tunzelmann. - On Tuesday, 31st July, at the Frankton Hospital, Nicholas E. Von Tunzelmann, Native of Poland, aged 76 years.

Extract from the Lake Wakatip Mail of September 21, 1900.
(In two parts: the second being in the Mail of September 28)

"Reminiscences and Troubles of a Wakatipian Pioneer."

..... a rough sketch of the discovery of the Lakes district by the late W.G. Rees and Paul Nicolai Balthasar Tunzelmann von Alderflug (Mr N.B. Von Tunzelmann), from the pen of the latter.

THE TRIP TO THE LAKE

On arriving in Dunedin, for the purpose of looking for a sheep country, near the end of the year 1860, I heard that a party was forming, there to explore the West Coast and interior, and, being anxious to join the party, was told that Mr W.G. Rees and Mr Hopkinson, an old runholder at Waikouaiti, were to be leaders, and having been introduced to Mr Rees, he kindly agreed to let me join the party.

After making the necessary preparations - getting horses, etc. we started from the Commercial Stables one afternoon, a crowd of people hurrying and wishing us success. The road at that time went over the mountain by Cherry Farm (Jones' place) to Waikouaiti - Oamaru to the Waitaki. At Oamaru we all assembled from different parts - a party of seven with fifteen horses, each leading a horse, and a man to help look after them.

Well, we travelled up the Waitaki, stopping at the different stations, where we were hospitably received, and made for the Lindis where Mr McLeans station was situated. Here we got a final supply of provisions, - particularly of salt, which, being heavy, we did not want to overload the horses with. Mr McLean also sent a shepherd with us to show us the track over the mountain (the road to the Lindis Pass not having been discovered at that time) and we arrived safely at the Hawea river, where our first troubles commenced.

We met a young fellow from Wilkins, the farthest inland station then known, who offered to put us across the Hawea river. He rode in front, telling us to drive the pack horses in the river after him and keep them together. I thought it very foolish, but had no voice in the matter, and, as soon as the horses got into deep water and the strong water reached the packs they were all carried off their legs and went down the stream - one belonging to Mr Low being drowned, although Low and Rees galloped along the bank and made unsuccessful attempts to save it.

I, seeing the loose tether attached to my own mare floating past me, made a spring, clutched the rope, and, holding on with all my strength, the mare swung round to the shore, and, the others following her, we succeeded in saving them. After the excitement was over a bit it was decided to take the packs off the horses and drive them across, we succeeded and got to Wilkin's Station all right, where we had to spread out the contents of the packs tents, blankets and provisions, and dry them the best way we could. Here Mr Rees' brother, John Gilbert, was drowned while taking cattle across the river to the station.

We stopped here some days to recruit and get the final necessities but found, to our regret, that they had no salt, and it was the last station we should pass.

Well we started up the valley of the Cardrona, passed Roys at Wanaka, and after travelling for two days it was decided to pass up a leading spur of a big mountain towards the west. We started next morning (foolishly dragging the pack horses with us), and after a weary climb nearly the whole day, we arrived on the summit about four o'clock in the afternoon, to find that it was an isolated hill, the descent on the other side being steeper than the spur we had climbed, and we saw peak after peak and deep valleys as far as the eye could reach. Well, we all laid down to rest, and let our horses browse. After taking observations, we started back down the hill again at about five o'clock, and arrived about midnight, fortunately by moonlight, at the camping place in the morning.

Next day we rested and had a grand council of war, Rees came to me and told me the rest had all made up their minds to return, that he meant to push on, and asked me if I felt inclined to join him, which I agreed to do.

The next day the rest of the party started on their way back, and Rees went up the mountain again as he had dropped his chronometer the day before, but although away all day he did not find it.

We then pushed up the Cardrona next morning, and about the middle of the day, seeing a good leading spur of range, which Rees then and there named the Crown Range, on account of the summit resembling a crown, we arrived on the top, and you may imagine our delight and surprise when we beheld the magnificent Panarama presented to our view from that point of the lake below us and of the surrounding Mountains (Sir James Hector tried to find a copy of that view Rees had taken when I saw him in Wellington last year to give to me, but could not find it, one of the finest sights in the world.)

We started down a leading spur and succeeded in reaching the bottom of the mountain. End of Part 1.

In the next instalment we hear how our pioneers explored the Lake Wakatipu and Rees meets with an accident at the head of the lake.

The Early Establishment of Industry in The Wakatipu District

The following advertisement appeared in the Lake Wakatipu Mail on Saturday January 14th 1866.

Notice to all Agriculturists.

We, the undersigned intend erecting a flour mill in the district immediately upon being granted a suitable site by the Government, and we hope to have the same in working order for next seasons crop.

Queenstown 1st September 1865.
Robertson and Hallenstein.

Clearly it took a long time to get this declaration published

Robertson and Hallenstein Flour Mill

It was not until August 17th 1867 that a report appeared of the completed mill.

The following is an extract from the Otago Witness of that date.

We recently noticed the erection of a flour mill by Messrs Robertson and Hallenstein, at Frankton, in the Wakatipu district. It appears from the Wakatipu Mail that such interest was felt in the establishment of a new and important industry, that, notwithstanding inclement weather, about 150 persons assembled on the day of opening and christening the mill as the Brunswick Flour Mill. A champagne luncheon was provided on the occasion by the proprietors, and speeches were delivered, congratulating them and the district upon the commencement of such an enterprise. The health of the proprietors was proposed by Mr Lowther Broad, R.M. and Mr Hallenstein, in responding said: "When he first conceived the idea of a mill, very few farms were in existence; but he felt sure that the beautiful country around them would not be long waste if only a stimulus was given to induce cultivation. Mr Robertson was of the same opinion as himself, and they embarked in the under-taking. He was sure the prospect of a mill had already worked beneficially, and if anyone who was familiar with the district two years ago, were to take a ride through it now, it must be evident that the country had prospered wonderfully. The area of cultivated land had increased enormously, and had become the home of hundreds of families."

Mr Robertson made similar reference to the prospects of the district - "He was certain there was not a locality in the Colony of New Zealand that had greater natural advantages, or held out greater inducements in that direction than the Wakatipu. Their very isolated position was an advantage for while they were over 100 miles from the nearest seaport that could supply them, they were also placed in the centre of an immense gold-bearing district, whose resources are only partially developed, and whose population, though only numbering a few hundred, must soon count as many thousands; and other lands, not being so well adapted for farming purposes as the Frankton and Arrow Flats, their neighbors must not truly look to them for supplies. Besides, by the completion of the main trunk line of road they should be in a position to compete with Dunedin for the supply of the lower Goldfields." The mill contains four storeys; the wheel is an under-shot one, sixteen feet in diameter; and the machinery, which was supplied by Messrs Fulton and Shaw, of Melbourne, is described as of the very best description, with the latest improvements.

Some stone work, all that is now remaining of the mill can still be seen on the banks of the Kawarau River near the Kawarau Bridge.

Present day affairs

The appearance on the Water front of the launch "Lion" recently reminded residents of her part in a drama involving the elderly "Ben Lomond" The "Ben" as she was affectionally known, ran aground in 1945, on a soft clay bank at Rat Point. The launches "Muratai" and "Lion" went to her rescue, but were unable to pull her off until

some of the passengers and cargo were unloaded. Finally, she freed herself, and it was found she had sustained no structural damage.

It is understood that the 'Lion' launch is to be done up, and will once again ply between Queenstown and Walter Peak.

Reminiscences of an Eighty year old on returning to Queenstown. Long ago local residents were very put out to find that their carefully hoarded winter fire wood was mysteriously disappearing, and try as they would they could not catch the culprit. Finally one decided it was time to teach the offender a lesson so he placed a stick of gelignite among his pile of logs.

Alas his little scheme was all too effective and the whole town suffered for a loud report was heard as the back of the bakers oven blew out. There was no bread for anyone for a week.

"S. S. EARNSLAW"

S S Earnslaw

The news that the Minister of Transport is to visit Queenstown to discuss proposals with regard to the future of The Earnslaw is being met with some reserve. There are few people who are indifferent to the fate of the Lady of the Lake for visitors and local residents have grown fond of the dignified vessel, and her beauty, as well as her usefulness. She has never failed to run, which is a great achievement on such a rough and treacherous lake. It will take a very versatile replacement to fulfil the needs of the lakeshore community. To the connoisseur of vintage vessels she is a gem indeed. Many have travelled from overseas to have the privilege of stepping aboard. As time goes on this value can only increase, for there is more and more interest being taken in the past, for it is now emerging as history. New Zealand History, which we are now beginning to take pride in. Doubtless Mr Gordon cannot concern himself with such intrinsic value, but must concentrate on the fact that the steamer is an extension of the railway network, and as such he expects to obtain revenue from her. This was not the original intention when the Government after constant pressure from residents of the area let a tender for the building of a new steamer, which was to replace the collection of undependable boats known in the jeering fashion as the Wakatipu Navy. The Earnslaw was finally launched after some delays in 1912 and made a tremendous difference to the comfort of passengers who travelled to and from Queenstown by steamer and train. This was of course the most popular way of leaving and entering the area and provided what was required, a much needed service for the district. The outcome of the meeting will be of great significance to the area, and to the primary industry which is in now developing at such a rate. The Visitor Industry. We have a unique asset in the Earnslaw which, with certain modern interventions could be a grand attraction. The question is, can private enterprise handle this and should not the tourist Department have made a bid for its control? Who has put in tenders? Are any acceptable?

All these burning questions will have to wait until the Minister acquaints us with his decision.

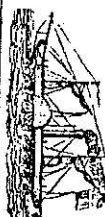
Advertisements.

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REOWNED LAKE WAKATIPU.

The Lake Wakatipu Steam Shipping Company, Ltd.

TIME-TABLE



FOR 1890.

DAY OF WEEK.	Leaves Queenstown for Kingston.	Leaves Kingston for Queenstown.	Leaves Queenstown for Head of Lake.	Leaves Head of Lake for Queenstown.
MONDAY ..	4.0 p.m.	8.0 p.m.	10.0 a.m.	2.0 p.m.
TUESDAY ..	8.0 a.m.	1.0 p.m.	8.0 a.m.	12 noon.
WEDNESDAY ..	4.0 p.m.	8.0 p.m.	8.0 a.m.	12 noon.
THURSDAY ..	8.0 a.m.	1.0 p.m.	8.0 a.m.	12 noon.
FRIDAY ..	4.0 p.m.	8.0 p.m.	8.0 a.m.	12 noon.
SATURDAY ..	4.45 a.m.	1.0 p.m.

Passenger-fares between Kingston and Queenstown—Saloon, 7s. 6s.; Steerage, 5s. Distance, 25 miles; steaming-time, 2 1/2 hours. Summer Season Return-tickets—Saloon, 12s. 6d.; Steerage, 7s. 6d.

Fares between Head of Lake and Queenstown—Saloon: Single, 10s.; return, 15s. Steerage: Single, 7s. 6d.; return, 11s. Distance, 33 miles; time of steaming, 3 hours. Return-tickets will be available for six weeks.

Tourists are strongly advised to visit the Head of the Lake, and to stay at least a week at Kinloch or Glenorchy, where there is ample and comfortable hotel accommodation, thus giving themselves time to see the wonderful glaciers, waterfalls, minor lakes, and other magnificent scenery which abounds in the locality. Trustworthy guides may be had at any of the hotels, also horses, buggies, and boats. The steamer during the summer months runs cheap excursion trips to the most noted and favorite spots on the shores of this grand lake, especially to the Bay, where lovers of Nature may enjoy a delightful hour's stroll in a lovely valley through a magnificent and picturesque bush to the romantic shores of Fern Lake, where a scene of surpassing beauty bursts on the view—a beautiful sheet of water, nestling among the mountains, which are thickly clothed with forest to the water's edge, the snow-capped peaks of the Humboldt Range in the distance enhancing the loveliness of the scene.

FIRST-CLASS MEALS OR OTHER REFRESHMENTS CAN BE HAD ON BOARD STEAMERS.

A STEAMER MAY BE CHARTERED ANY DAY EXCEPT SUNDAY.

AGENT AT KINLOCH

CLENORCHY .. R. C. BRYANT.
FRANKTON .. H. BRILEY.
" .. J. W. ROBERTSON.
E. T. WING, Managing Director.

RAILWAY TRAINS.—To and from Lake Wakatipu.

Leave INVERCARGILL, Tuesday, Thursday, and Saturday, at ..	6.40 a.m.
Arrive Kingston ..	13.40 p.m.
Leave Kingston ..	1.40 p.m.
Arrive Invercargill ..	7.50 a.m.
Leave DUNEDIN, Monday, Wednesday, and Friday, at ..	8.15 a.m.
Arrive Kingston, Tuesday, Thursday, and Saturday, at ..	7.50 p.m.
Leave Kingston, Tuesday, Thursday, and Saturday, at ..	7.30 p.m.
Arrive Dunedin ..	7.10 p.m.

N.B.—Passengers intending to go to Dunedin by Tuesday's and Thursday's trains will require to leave Queenstown for Kingston on previous Monday and Wednesday afternoons, at 4 p.m.

H. CRAIG & CO., COACH PROPRIETORS

AND

LIVERY-STABLE-KEEPERS.

Head Office: Peel Street, Lawrence.
Branch Office: Eichardt's, Queenstown.

MAIL LINE OF COACHES

FROM

LAWRENCE TO QUEENSTOWN,

AND

PALMERSTON TO CLYDE,

AND INTERMEDIATE PLACES. SEE TIME-TABLE, PAGES 64, 65.

COMMERCIAL TRAVELLERS AND TOURISTS

Supplied with Conveyances of every Description
from Queenstown, Palmerston,
or Lawrence.

SPECIAL COACHES

PROVIDED FOR PARTIES,

TO ENABLE THEM TO VISIT ANY PART OF THE PROVINCE,

WITH

CAREFUL DRIVERS, and at REASONABLE CHARGES.

→ **LAKE + WAKATIPU** ←

AND

SOUTHERN GLACIERS OF NEW ZEALAND.

Eichardt's Hotel

IS SITUATED ON THE MARGIN OF

QUEENSTOWN BAY,

AND COMMANDS

Views of the Grand and Magnificent Lake Scenery.

*The above Hotel, which contains 70 Rooms, is built entirely of
Stone, and lighted by Electricity, and is acknowledged
by its numerous Patrons to be one of the most
Comfortable Hotels in the Colony.*

REASONABLE ARRANGEMENTS CAN BE MADE FOR
THE ACCOMMODATION OF FAMILIES.

8 A PORTER MEETS EVERY STEAMER.

Advertisements.

Boarding and Day Schools,

DOMINICAN CONVENT,
Queenstoen, Wakatipu.



This institution is delightfully situated on an eminence overlooking beautiful Wakatipu. The climate is perfect. The pure, bracing, mountain air is a true healer of delicate lungs. No more charming or healthy situation could have been chosen, in which to combine Physical with Mental culture.

The course of instruction in the High School embraces all the requirements of a liberal and accomplished education. The Schools of Music and Art have sent forth pupils who have carried away the laurels from their city competitors.

The Kindergarten is presided over by an experienced Kindergärtnerin, and is always crowded with bright little faces.

The Primary School follows the Government Syllabus, and is under Government Inspection. No State aid.

Private pupils in Music and Art are received at hours convenient to them.

TERMS ON APPLICATION.

*N.B.—This is the Institution in Otago which is truly a Sanatorium.
No Schools equal these for delicate children.*