

## Elections in the Wakatipu - Fergus and Hornsby

### ELECTION IN THE WAKATIPU ...

In the elections for the House of Representatives in July 1884 Mr J.T.M. Hornsby stood against the sitting member Mr T. Fergus for the Wakatipu seat. Mr Hornsby was of Irish extraction and from what we read of him was outspoken, controversial and his life was never dull. His election was typical of the man.

At the conclusion of a meeting at Cromwell the chairman, Mr Kellar said he was now prepared to move a hearty vote of thanks to Mr Hornsby for his address but added he considered Mr Hornsby was not a fit and proper person to represent Wakatipu as a member. Mr McKellar continued to criticize Mr Hornsby who of course could not resist the temptation to reply. The audience were witness to and probably entertained by an argument between the candidate and his chairman for the evening. Finally Mr Hornsby expressed a preference for the motion as against a vote of confidence and was obliged in the matter by the audience.

Later in the election campaign the bailiff seized the printing plant of the Lake County Press of which Mr Hornsby was both the owner and editor. This had an adverse effect on Mr Hornsby's campaign but he gained some sympathy by alleging the seizure was made for political reasons.

Mr Fergus was returned with a two for one majority over Mr Hornsby.

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### SKIPPER'S AMBULANCE ...

### Skippers Ambulance

In the May 1983 Courier was a short article about the provision of an ambulance specially built for serving the Skippers area before the road was put through. It finished up by saying it would be nice to report how many times it was used but its use and final fate was not known. In February we now know that it had its first journey to take a person to hospital and proved all that was claimed for it. It was handled by two men with speed when normally all hands in the district would have been involved for two days.

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In more recent times the public spirit shown by Mr Malaghan was repeated to Queenstown's benefit when a descendant gave a large sum towards the new library and to ensure the old building remained. As a result the library is named after the family. Malaghan Road under Coronet Peak is named after the Malaghan Hotel and Post Office which operated for many years in the area. The position is marked by a cairn erected by the family.

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MISS JESSIE MACKENZIE and WALTER PEAK ... Jessie McKenzie and Walter Peak

Those members who knew Miss MacKenzie will have been glad to hear of her passing recently. Miss MacKenzie who lived most of her life at Walter Peak had a wide knowledge of the Wakatipu area, and was a loyal and active member of the Society. Before her death she approved two small corrections to her article on page 9 of the November Courier. These are :-

Third line "Hugh Junior died 1971

Para. four Hugh married Mary MacDonell not MacDowel."

Further information has come to light concerning her articles and they follow under the headings "Death at Mt Nicholas" and "John Ambrose Kirke".

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DEATH AT MT NICHOLAS ...

In the November Courier Miss MacKenzie referred to the death of a woman at Mt Nicholas Station in suspicious circumstances (see page 7). The following information was extracted from the Southland Times.

Mrs Isabella McLauchlan died at Mt Nicholas on the 15th of September 1884 and at the subsequent inquest it was reported Mrs McLauchlan was a native of Ayrshire, Scotland, aged 33 and had been in New Zealand for twelve years. She and her husband had been employed for some six months at Mt Nicholas as married couple. The station manager Mr Nichol said Mrs McLauchlan seemed to be in good health at 5 pm on the day of her death and was preparing the evening meal.



Her husband came in shortly afterwards and a little later Nichol heard sobbing. McLauchlan went with his wife into their bedroom and about half an hour later came out to say his wife was dying. Soon after Nichol saw her, she had indeed died.

Doctor Douglas who made a postmortem examination said there was an excess of fat around the heart. He also said there was a bruise on the left side of the forehead which was apparently caused by falling against some blunt object or else by a blow from a fist. He was of the opinion the blow was not the cause of death and that she had died of fatty degeneration of the heart. The jury brought in a verdict accordingly.

This report though it merely confirms the information given by Miss MacKenzie fills in some of the detail and settles the name of the person and the date of death. Mrs McLauchlan was buried in the Queenstown cemetery by the Rev. D. Ross.

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JOHN AMBROSE KIRKE ...

John Ambrose Kirk

On page 5 of the November Courier Miss MacKenzie referred to the marriage of J.A. Kirke. The following report is extracted from The Southland Times.

Mr J.A. Kirke of Mararoa and Miss Isabella Pringle White second daughter of the late George Towry White, Loyola Villa, Oban, were married in St John's Episcopal Church, Oban by the Rev. J.B. MacDougall of Dunollie on the 30th of September 1884, in the presence of a large and distinguished company.

Shortly after their wedding Mr and Mrs Kirke returned to New Zealand in the Kaikoura.

It will be recalled that Kirke changed his name from Hodge and an advertisement in the Southland Times in 1884 before the wedding confirms when this change was made.

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## Queenstown Water Works Opening\_

OPENING OF QUEENSTOWN'S WATERWORKS - 10 NOVEMBER 1884 ...

At noon on that day the local brass band marched from their quarters to the Town Hall where several pieces were played before they lead off the procession of dignitaries to the spot in Beach Street where provision had been made for the opening ceremony.

Before turning on the water the Mayor Mr James Reid was presented with a gold pendant in the shape of a valve key by Mr Morrison on behalf of contractors Anderson and Morrison of Dunedin. After the Mayor had addressed the assembly Mr F.A. Daniels, Lake County Chairman read a copy of a testimonial presented by the Borough and citizens of Queenstown to the Mayor expressing thanks for his valuable services in conducting the affairs of the borough and in particular his work in bringing the water scheme to a successful conclusion. Only a copy was available as the engrossed testimonial had not arrived in time. With the testimonial came a purse of 50 sovereigns which was, by 1884 standards, a generous reward for his services.

The Ceremony was followed by a spectacular display by the Fire Brigade which must have given satisfaction to the property owners in the borough. Next it was all off to Eichardts Hotel for a sumptuous lunch and more speeches and finally a 21 gun salute was fired by M Battery N.Z.R.A. and a sports meeting wound up an important day in Queenstown's history.

The engineers for the scheme were Messrs Barr and Oliver and it was reported the water pressure was equal to 110 lbs per square inch. Another event of importance at the same time as the opening of the waterworks was the opening of the dray road over the Crown Range to Wanaka.

Some three years earlier when the Arrowtown citizens were enjoying their newly-completed water works the ratepayers of Queenstown by a poll turned down the raising of a loan to provide the same facilities for the borough. The disastrous fire which followed the act of arson by P. Waldemann in 1882 was a more compelling argument than all the words of those in favour of the scheme and did much to change attitudes and get the scheme started.

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ARSON ON THE ARROW ...

On the 27th of August 1884 John Henry Clifford Christie was charged with arson by wilfully and maliciously setting fire to a building at Soho Creek, Arrow River. The case was heard by Mr Justice Williams and a jury.

The Crown Prosecutor said the accused had owned the building at the junction of Soho and Billy Creeks which had been destroyed, until a short time before the fire, when he had sold it to one James Hamilton of Arrowtown, for £7. The accused had hired a horse from T. Patchett the owner of the Royal Oak Hotel Arrowtown and had been seen by C.D. Dagg and W. Reid riding at speed away from the area shortly after the fire was discovered.

Christie who did not appear to be represented by counsel (legal aid not having been thought of) said he had gone to the house to get a 3 gallon keg of whisky which he owned and had originally denied being near the house because he did not wish anyone to know about the whisky. His other explanations were generally confused and contradictory and it did not take the jury long to make up their minds and bring in a verdict of guilty. The judge sentenced Christie to seven years penal servitude which was a stiff penalty for destroying a building worth £7.

It is certain the judge was influenced in his verdict by the prisoner's record. He had been guilty and served time for several cases of larceny, one each of rape, horse stealing and escaping from gaol. Form indeed for a thirty-six year old. Christie had spent almost all of the last twenty years in gaol.

It is interesting to note that the sentence was the same as that given to P. Waldemann who in 1882 with a view to gaining the insurance money set fire in a crafty manner to his shop and as a result a substantial section of the Queenstown business area was destroyed which brought disaster and hardship to many people. To add to the interest Judge Williams presided at both trials.

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W.G. REES MEMORIAL HISTORY PRIZE - 1983 ...

The following essays are the winners of the W.G. Rees Memorial History Prize - 1983.

Chinese Miners of the Central Otago Goldfields

**Chinese Miners**

by : Terence Boylan  
James Hargest High School  
7 Form History

The re-discovery of the Cromwell Chinatown and the planned development of the Arrowtown Chinatown is of Historical Importance. This development of the towns should not be looked at without also looking at the people who lived there.

The Chinese came onto the Central Otago Goldfields in 1866, and increased to become 5% of Otago's population in 1867. Their arrival was due to the Dunedin Chamber of Commerce who were looking for people to replace the miners going to the West Coast. So in September 1865 the Chamber of Commerce made a resolution for the encouragement of Chinese to come to the Otago Goldfields. The Chinese had their own reasons for coming to New Zealand. Most of them came from the Canton Delta, an area that was torn by Civil War and poverty. This region also had contact with Europeans and the Peking Government had little influence over the people of this region. Chinese also came from the Australian Goldfields because they were promised protection from racial discrimination. This, however, was not to be.

For the Chinese it was a strange new world. This made them group together away from the European settlers. The Europeans resented the Chinese because of their strange culture. The opium smoking and gambling either Pakapoo or Fanton, which were later banned. Their Buddhist Religion was also frowned upon. So they built their own towns, as is seen in Cromwell and in Bush Creek, Arrowtown. Even in death, the Chinese were separated from the Europeans as the Cemetery at Queenstown bears witness. Except in the case of Ah Gum who died in 1937 whose grave is with the Europeans. Perhaps because he had converted to Christianity or attitudes may have changed. At the time of the Goldrush attitudes were anti Chinese.



Besides cultural differences, the poorer European miners were jealous of the Chinese because they were more highly efficient. In 1886 the Chinese claimed one sixth of all alluvial gold found. They worked over old tailings and recovered reasonable amounts of gold. This annoyed the European miners who were struggling to make a living. In 1871 the Arrow District Miners' Association started a petition to drive the Chinese miners out because they wanted the gold for themselves. Although the Chinese were not greedy, as in the case of the Tipperary Reef at Macetown where the Chinese only worked the loose gold and left the Europeans to mine the Reef. After 1881 the boom years for the Chinese miners had come to an end, so they had to find other ways to make a living.

With the decline of gold mining the Chinese started to move away and by 1921 75% of the New Zealand Chinese lived in the North Island. Those who stayed in the region mainly changed their way of living to market gardening, green grocers and laundries. Some made money in commercial business, such as Choie Sew Hoy who made his money with gold dredges at Big Beach and Tucker Beach on the Shotover River. There were some who carried on scratching out a living by mining, like a Chinaman named 'Sunday' who lived in the Arrow District. Eventually these miners ended their days in an Old Men's Home with no hope of returning to China with their fortunes. This had been the intention of all the miners, but only a few succeeded.

Chinese played an important part in Otago Gold Mining History and should not be forgotten.

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Chinese Section

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## Taranaki Maori Wars

Essay by : Simon Graham  
Wakatipu High School  
7th Form

"Let not the Pakehas be though the originators of the disturbance; it was the land that was the origin of it." (Matere te Whiwhi, 1860).

- (a) Is this a satisfactory explanation of the outbreak of war at Taranaki in 1860?

This explanation is satisfactory with concern to the basis of the conflict which caused the outbreak of war in 1860 and it in turn gave rise to a number of other issues that also had significance in the conflict. Beneath any friendship and understanding between Maori and settler underlying all their mutually advantageous relations, there lay the stubborn fact that they were rivals for the possession of land. To some extent as agriculturists, they competed directly for good arable land, but in general the ways in which they used the land were incompatible. The two ways of life - Maori and Pakeha could not indefinitely co-exist. The Maoris cultivated small areas while relying on the extensive forests for berries, birds and fernroot, while the settlers burned the forest and fern, then planted grass seed in the rich ashes. To the settlers land was money profit, but to the Maoris it was life itself and more.

Before 1840 there were very few Europeans in relation to the Maoris. Over the 1830's there was a steady increase of immigrants from Australia and by 1839 there was about 2000. Their land requirements were minimal and relations with the Maoris were, in general, friendly. But in the 1840's Wakefield's settlement schemes led to a flood of immigrants. The settlers had been promised large areas of good quality farmland, but they arrived to find there was little good farmland for sale and most of the land was owned by Maoris, unwilling to sell. The complications of this problem led almost directly to the outbreak of war in 1860.

In Taranaki as immigration fell to a trickle because of the native troubles, the general poverty and particularly the shortage of land, the settlers naturally became obsessed with the need for land. The sight of the rich coastal strip of the Waitara lying vacant, covered with weeds while they were obliged to undertake the expensive, time



consuming and heartbreaking task of clearing the heavily timbered and mountainous interior, excited their envy and anger. As the Taranaki Herald remarked in 1855. "The feeling generated in the mind of the actual settler, who is compelled to go miles back into the forest because he cannot obtain land, is one extremely unfavourable to continued peaceable relations with the natives and with the growth of European population and the increasing pressure for land, this feeling will become more bitter."

The sale of Maori land at the mouth of the Waitara to the Government by a small number of individuals against the wishes of their chief and tribe and the subsequent refusal by the Government to allow the chief, Wiremu Kingi to exercise his right to a voice in the land sales led directly to war in 1860.

There were other lesser factors - Gore-Browne's ignorance of Maori custom and lack of ability. Macleans lack of scrupulous impartiality as Native Secretary disastrously combined with his position as Chief Land Purchase Commissioner are indicative of the problems that arose - Maclean's position and theory of dealing with the Maoris amounted to doing what the settlers wanted. Indeed in fact Macleans underhand dealings were in reality only a stopgap between the early willing sales and the war and confiscation.

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### Taieri River - Highway to the Goldfields

#### TAIERI RIVER - HIGHWAY TO THE GOLDFIELDS OF CENTRAL OTAGO ...

The following article was written by the late W.A. Taylor and first appeared in 1948. Mr Taylor was an historian of note and an expert on Banks Peninsula and the Macris of the South Island.

The gold discoveries in Central Otago during the 'sixties drew thousands of fortune-seekers into the web and a very large percentage of these went to "El Dorado" by way of the Taieri river, Lake Waihola and the Tokomairiro Plains. The writer's father-in-law, who arrived in Otago as first mate of the brig Louisa (Captain Renouf) of the island of Jersey, in 1850, foresook the sea for a period on the goldfields. The Clarendon estate of Horseshoe Bush, on the south side of Lake Waihola, afforded many a good weekend break from newspaper work, and it is an escape for one's feelings to write of the areas mentioned in this narrative which once were

known so well.

At the Taieri Mouth on Moturata (Taieri Mouth Island) in the 'thirties stood a whaling station. The Dublin Packet (Captain Wells, master) on June 9, 1839, was wrecked at Taieri Mouth. The schooner owned by the Weller brothers, of Otakou, will be remembered by students of Banks Peninsula history as having visited, in 1837, Captain George Hempleman's whaling station at Peraki.

By 1843 the Taieri Mouth whaling station was noted by Dr Shortland as being on its decline. When Tuckett and Monro were exploring land for the Otago Settlement they visited Moturata and Tommy Clasland was then in control. Good roads and very much needed bridges did not appear on the Taieri Plain until about 1857. Explorers or those persons wishing to take up land in South Otago had perforce to make use of the Lower Taieri river as a highway by means of very small vessels.

Perhaps the earliest man to realise as asset in the Taieri river was Captain Joseph. In a small schooner he conveyed from Dunedin to Clarendon both passengers and cargo, and when needed, up Scroggs creek to Allanton, just south of Mosgiel. Captain Joseph died at Taieri Mouth on July 10, 1913.

When the famous Gabriel's Gully rush at Lawrence surged into being, a small steamer, the Betsy Douglas, with Captain Malcolm as master, was put on the Dunedin-Taieri run in July, 1862. She was the first steam vessel built in Otago, and was launched on July 14, 1862.

The grandfather of Alexander Sligo, a well-known Dunedin figure of today, was responsible for the venture. It may interest Canterbury people to know that after service around Otago Harbour in 1863, the Betsy Douglas eventually made herself useful running passengers and cargo from Lyttelton to Akaroa.

The schooner Spec, 15 tons, owned by Messrs Stewart and Simpson, was one of the earliest of the trading ships on the Taieri river. However, before the sea-river trade ceased, vessels up to 100 tons were plying from Dunedin to Lake Waihora at Clarendon. In January 1862, a pilot station was established on Taieri Mouth Island with pilot Fullerton in charge. T.C. Irving succeeded him in 1863. By 1865 the need for a pilot station had so much lessened that the buildings were sold to Captain Joseph for removal. Moturata Island covers 17 acres and at its highest point is 300 feet.



The bar at Taieri Mouth has seen several wrecks, although not so many, happily, as the Avon-Heathcote bar at Sumner, near Christchurch. Many of the wrecks at both places would not have occurred if the several masters had avoided undue risks. The schooner Salopian (Captain Beveridge) was wrecked on Taieri Bar in November, 1861; the ketch Huon in December, 1861; the s.s. Planet (Captain Swan) in March, 1863. The cutters Knappy Annie, and J. Campbell were also on the disaster list. The following are some of the vessels which in the 'sixties used the Taieri waterway in addition to those aforementioned: s.s. Guiding Star, s.s. Lady of the Lake, s.s. Ada, s.s. Rainbow, s.s. Midlothian, s.s. Lyttelton, s.s. Pride of Huon, s.s. Pryde, s.s. Margaret and s.s. Clarendon. In addition to these steam vessels there were the schooners, ketches and cutters, Canterbury, Pioneer, Flying Squirrel, Ann Jones, Sattelitel, Fanny, Hope, Merrimac, Bluebell, Vision and Alabaster.

At Clarendon, in 1862, a wharf was erected by Robert Bell at a cost of £450, and its keeper was Alexander Webb.

Quite a number of fatalities have taken place up to the present time on the Taieri river, in the main fishermen at Taieri Mouth and boating parties higher up. When the writer left Dunedin in 1919 for Christchurch there was resting on the north side of Waihola township the hulk of an early trader amid raupo. A look round the place in 1946 showed no sign of the old relic. Fortunately a photograph of the hulk taken in 1919 is still in good condition.

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