

RENOWNED 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.	..
TUESDAY ..	8.0 a.m.	1.0 p.m.	..	2.0 p.m.
WEDNESDAY ..	4.0 p.m.	8.0 p.m.	8.0 a.m.	12 noon.
THURSDAY ..	8.0 a.m.	1.0 p.m.
FRIDAY ..	4.0 p.m.	8.0 p.m.	8.0 a.m.	12 noon.
SATURDAY ..	{ 4.45 a.m. 9.10 a.m. }	1.0 p.m.

Passenger-fares between Kingston and Queenstown—Saloon, 7s. 6s.; Steerage, 5s. Distance, 25 miles; steaming-time, 2½ 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. Trust-worthy guides may be had at any of the hotels; also horses, buggies, and boats.

The steamers during the summer months run cheap excursion trips to the most noted and favourite spots on the shores of this grand lake, especially to Elfin 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 Rere 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 - - R. C. BRYANT.
" GLENORCHY - - H. BIRLEY.
" FRANKTON - - 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	12.40 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	7.50 p.m.
Leave Kingston, Tuesday, Thursday, and Saturday, at	7.30 a.m.
Arrive Dunedin	7.0 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.

"The QUEENSTOWN COURIER"

The Official Publication of the

QUEENSTOWN AND DISTRICT HISTORICAL SOCIETY

Fourth Issue - December 1969

Officers for 1969-70

President - Mr J. Grant
 Secretary - Mrs H.H.J. Miller, 21 Hallenstein St.
 Treasurer - Mrs J.D. Knowles, 27 Hallenstein St.
 Committee - Messrs Ian Daniel, Ron Gordon
 Dr Murray McGeorge, Mrs R. Skinner

Annual Subscription: \$2.00

"Courier" - included in Subscription.

We 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.

President's Annual Report - 1969

During the year the following projects have been tackled:

Repair of the Edith Cavell Bridge: Although a great deal of effort has been put in by the Committee, little real progress has been made. The stone-mason who promised to do the work left the district and all efforts to get someone else to undertake the work have failed. The concrete block was raised by members of the Committee, but as no crane was available to place it in position the job could not be finalised.

Ballarat Street Bridge: It seemed possible that this Bridge could be in danger of being removed, so letters were written to the Borough Engineer to ensure that this valuable piece of goldrush architecture is retained.

Memorial to Frank St Omer: Discussions are still being held on this project and many proposals have been put forward. It is hoped that some final solution will be carried out soon, and an agreement will be reached. A Committee has been set up comprised of representatives from other Groups in the town to assist the Society in this project.

Plaque in memory of Nicholas Von Tunzelmann to be set in the Queens-town Cemetery should be in place soon as, after many unfulfilled promises, the firm who usually does the Queenstown Cemetery work has been engaged to do the grave when the representative is next in Queenstown.

The 'Courier' (Third Issue) was brought out and sent to financial members. Spare copies were sold at the Old House by the Secretary to visitors, but further circulation is necessary, and assistance by members is sought. Concern is felt by the Committee that more active support is not forthcoming as regards contributions, and it is clear that the Society could make its work more widely known with bigger sales of the 'Courier'.

The T.S.S. Earnslaw. The Society has kept in touch with the Minister of Railways on the Earnslaw issue. It has made it clear that in the opinion of the Society and Queenstown people in general that, if the Steamer has to be withdrawn from service, it should be set up in Queenstown where it belongs and used for the benefit of the people of New Zealand, and should not be allowed to disappear from the Queenstown scene. The Secretary has been in touch with the Borough Council and the Historic Places Trust, both bodies have agreed to support this in principle.

The Old Stone Library. Correspondence with the Historic Places Trust has resulted in the Trust agreeing to place a plaque on the building recording the fact of its rescue from demolition. During the year the Queenstown Borough Council have renovated the interior of the building using mainly the finance directed to it from the Historic Places Trust through the Historical Society, and painted the exterior, and the Historic Places Trust have expressed their satisfaction at the work carried out. The Secretary visited the Trust in person during the year.

The National Geographic Board: Correspondence has been entered into with the Board regarding inaccurate place names and action appears likely.

This report shows that the work of the Society is of importance to the community, and support both financial and otherwise should be forthcoming. However membership is not high, and although 300 notices were sent out last year there were very few replies. Ideas have been put forward by the Committee to increase interest and support, one being the type of Annual Meeting we are holding, and it is hoped that these will result in an increased membership. The Committee is always open to suggestions and would welcome approach from interested people.

Footnote: Regarding the present Earnslaw dispute, we would like to make it clear that our intervention is limited to trying to ensure that provision is made for the ultimate preservation of the vessel. The present conflict is between the N.Z.R. and private commercial enterprising and we feel is not in our province.

Annual Meeting

This Meeting was held on Saturday, November 8, at 8 p.m. in the Lounge of the Mountaineer Hotel and there was a good attendance which included several new members. After the business was concluded Mr Ron Gordon showed his outstanding collection of slides covering the historical background of the local area and of the Lakes District Centennial Celebrations. Supper and conversation ended the evening on a pleasantly sociable note.

Matters discussed and decisions reached at the Meeting were as follows:

That the St.Omer Memorial Committee should be convened as soon as possible.

The fate of the West Taieri Church had been brought to the notice of the Society and the Secretary was asked to get more information about this church and its historical and architectural merit before making any decision regarding any sort of assistance being given. The Secretary's action in sending a telegram to the Committee fighting to preserve Lakes Te Anau and Manapouri in their present natural state was endorsed.

Obituaries

Mr John William McChesney.

Mr McChesney died this year at the Frankton Hospital, aged 78. He was born in 1891 at the Junction Hotel, Arthurs Point, the second son of Mr and Mrs J. McChesney, and was educated at St Joseph's Convent. He farmed at Lowther from 1920-1938, and then managed Glenfalloch Station for a few years. He retired to Queenstown some twenty odd years ago where his colourful personality and sense of humour will long be remembered. St.Patrick's Day was always the highlight of his year, and he would appear suitably bedecked in green boots and hat, and with a prominent boutonniere of immense size. A most colourful and lively personality held in great affection in the community.

Mr Peter McKenzie.

Born in Queenstown in 1888, the son of Mr and Mrs Hugh McKenzie of Walter Peak Station, died in Christchurch in February, 1969. He served with the 1st N.Z.E.F. in the first World War and was Area Commander in the Wakatipu District Home Guard in the second World War. He was the last survivor of the three brothers who stayed in the district and operated Walter Peak and Mt.Nicholas Stations, and with him the association of the McKenzie family with Walter Peak Station, begun in 1880, came to an end in 1960.

Mr Albert Scheib

Died 9th September, 1969, in his 99th year.

See page ten.

The Trip to the Lake

Continuing the extract from the Lake Wakatip Mail, issues of September 21 and 28, 1900, entitled "Reminiscences and Troubles of a Wakatipian Pioneer", being 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.

" We started down a leading spur and succeeded in reaching the bottom of the mountain as it was getting so dark that we could not make out anything distinctly - except that there was a river - and the last part of the descent was so steep that we slid down ourselves and the horses were led. We crossed the Arrow River and camped, and were struck the next morning with the splendid grass all around us, our horses devouring it like green oats. We pushed on to Hayes Lake and next morning one of us went up a small hill to discover a track through the prickly scrub and speargrass - a practice one of us adopted every morning before starting.

We crossed the Shotover below the Sandhills at the Big Beach and reached the Kawarau River Falls which were a sight worth seeing. Here we found the remains of a sod wall near the beach, very old and covered with herbage, where the Maoris must have had a fight. We followed the beach round to Queenstown and camped in the present park where the big rocks are. We decided to leave the horses here - make a raft, as there was a great quantity of driftwood on the beach, and push up the Lake on it, as we could get the horses no further.

It took us some days to lash logs together with our tether ropes, and make bundles of koradies to lash to the sides to make it sufficiently buoyant to carry our blankets, tent and provisions. We also made small paddles like the Maoris use to propel the raft, but it was slow work, and took us four days to get to Bob's Cove, and two more to get back - a light breeze against us being in our favour back. We did not take the raft all the way to the Cove, however - the wind against us getting too strong - but left her at the 7-Mile and pushed up a spur towards Moke Lake, carrying a small tent, opossum rugs, and two days' provisions on our backs, as the country was covered with a dense growth of fern and scrub. On arriving at the top we found to our dismay that we had to go down again into the 12-Mile Creek through dense bush and up a spur on the other side of the creek leading to the summit above the cove where we could get a view of the Head of the Lake. Here Rees fell down a small precipice through leaning on two rotten saplings that gave way, and the accident might have resulted disastrously had he broken a leg, instead of spraining his knee only - the swag and the possum rug having broken his fall. He was in great pain. It was drizzling with rain, the fern very high and it was the hardest day's work I ever had in my life. Rees pushed on, however, and we arrived at the summit at about four o'clock, where another grand view opened up before us of the Head of the Lake. This was the end of our journey; Rees took observations and made a sketch. I was delighted, for I saw that there was sheep country on the other side of the Lake where the river, afterwards named after me by Mr McKerrow, was situated.

I was pleased to find it must be the spot that I had an application for in Dunedin before we started, and we made downhill again, arriving at Bob's Cove about midnight - so tired that I did things mechanically, half unconscious. We swallowed some food and lay down to rest and slept till the middle of the next day, and never was rest more needed or enjoyed.

We set fire to the fern at the beach the next morning and started on our return journey. After reaching the raft we embarked, a light breeze favouring us and fanning the fire, which formed a solid line of flame from the beach to the summit of the range - also a grand sight I shall never forget.

(to be continued.)

William and Bert Oxenbridge*****

The Oxenbridge Family

About 1902 William and Bert Oxenbridge, both married men with families, came from Australia for a holiday which was spent with their brother at Invercargill, and also prospecting for gold on the Shotover River at Arthurs Point.

Hearing tales of the wealth in the river from all the old miners, they took back to their brothers and relations who had a brick making business at Tisbury near Invercargill, the idea of drying the river bed by a tunnel. Being gamblers the thought of quick fortune got them going on the biggest gamble for gold on the Shotover. They sent Bert and his nephew Victor to start things going. Neither had had much experience in this kind of work and after about three months Bert went back to Australia, and another brother Ned took over. With a team of four - Victor, Ned, W. King and Bill Newick - they pushed things along. Seven hundred feet is a long way to drive a 15' x 15' tunnel in hard rock, so after about two years they sold the brick works at Invercargill and all the Oxenbridges, their brothers-in-law, Sands and Fillerys, migrated to Queenstown and worked three shifts. Working without a theodolite, they broke through at the spot intended but were a foot too high and couldn't take all the water, so the only thing to do was to block it up and take some more out. Now to block up a hole with half the Shotover racing through it was a problem. No beach to work from and solid cliff going straight up. They got a boat, drove spikes in the rock and made a scaffold, and from there drilled holes and put in hundreds of plugs of gelignite. It must have been some blast! The cliff fell across the tunnel blocking it completely. It didn't take long then to lower the floor and all was ready to blast the channel. Their cash and run out by this time and they had to issue shares. Anyone owning shares could get a wonderful price for them. The last shot was fired and they had done the job, and the water was pouring through the tunnel and a large part of the river bed was dry. The first paddock they took out yielded six hundred ounces of gold and shares flew up. However luck wasn't with them. From then on they struck hard rock bottom that wouldn't hold gold.

That was the finish. The company went into liquidation and the family drifted away. It had been a wonderful gamble. Things could have gone another way and made a fortune for them. However it didn't dampen their spirits. They all lived to big-ages and were always ready to entertain anyone with their experiences. I was talking to Ned only a few weeks before he died and he looked at me and said, "Teddy, if I was young again, I would still be a miner. I would get that gold out of Moke Creek". Victor and he had decided the only way to get it out

was to blast the side away and push the stream over, leaving the original creek bed dry for working.

I have written this from tales told by those who worked on the tunnel. I was too young to take part in it at the time. These old timers are all gone now, leaving behind them these tales handed down, a tunnel, an old engine which they dragged around the beach by manpower, and iron spikes still in the rocks at the mouth of the tunnel which formed part of the scaffold when they had the big blast.

Contributed by - E.G. Oxenbridge
Hoon Hay Valley
Christchurch.

Edith Cavell Bridge

The Edith Cavell Bridge

Mr Geoffrey Thornton of Wellington, who has made some study of old bridges throughout New Zealand, contributed this information on the Edith Cavell Bridge at Arthurs Point.

" As one who is interested in buildings, structures, and reminders of early New Zealand I am always pleased to see local societies being formed to foster a sense of history and to try and conserve the best of what is left.

I am sorry to hear that the Edith Cavell Bridge is getting knocked about. It is a very fine example of relatively early reinforced concrete arch design, and rather small in comparison with the Grafton Bridge in Auckland which preceded it by some years. However, it is somewhat unusual in the manner in which the struts support the deck from the arch. It was, I believe, designed by F.W. Furkert who was then Inspecting Engineer of the Public Works Dept. and later Engineer-in-Chief.

To support the timber boxing while the concrete was being poured the earlier timber trestle truss bridge, built in 1875, was left in place. When the concrete work was completed the old bridge was removed. The present bridge is of 108' span and 90' above the river.

I understand the name Edith Cavell has been adopted locally, though the unofficial attempts by an ardent admirer of Nurse Cavell to have the bridge officially named in this manner at the opening ceremony were unsuccessful.

There doesn't seem to be any further information I can give you I regret to say. This bridge should be kept if at all possible - we have a habit of destroying too many structures because of seeming obsolescence and some effort in preservation or conservation. "

Eichardts hotel

Richardts Hotel

At this time the fate of the historic Eichardts Hotel hangs in the balance, the Government having agreed to allow private enterprise to erect a suitable luxury hotel in Queenstown, and the decision on the site is about to be taken.

Richardts was once the Queen's Arms and was Mr Rees's hastily converted wool shed. How Captain Richardt came to buy, and build the gracious edifice later known as Eichardts is an interesting story.

Captain Richardt was a prussian, and his occupation was a ginger pop manufacturer in Arrowtown. He took a ticket in a lottery for a Golden Nugget, but, not having the opportunity to buy the ticket himself, he asked a friend to buy it for him, and it won. The friend, being only human, claimed the prize was his, but Captain Richardt contested this in the Court, and won the case. He realised there would be a demand for hotel accomodation of quality, and decided to build a much more palatial hotel than the grog shop and shanties which were everywhere in Queenstown and Arrowtown. An architect was commissioned to plan the hotel, and a gracious stone building was the result. It became the leading hotel in the Colony, and in eighteen eighty nine it boasted seventy bedrooms lit by electricity, and the hand painted wallpaper and fine appointments were admired by many overseas visitors who arrived or departed from its door by Cobb & Co. Coach.

Captain Eichardt set and maintained high standards in his Hotel, and a deal of credit for this must be given to his wife who supervised the housekeeping with meticulous care, ran a garden and kept poultry for the hotel table, and took particular care in seeing to the comfort of her guests. After her husband died in 1882 she continued to run the Hotel until her own death ten years later, and during this time she saw to it that any clients who had overimbibed were given a cooling-off period in a special room set aside for the purpose, before they set off, which became known to these troublesome gentlemen as the 'Stone Jug'.

Mrs Murchison, the wife of a later Proprietor, also ruled her domain firmly, and was equally respected by her guests. One of her most popular habits was meeting the women passengers on their return from the Skippers trip, somewhat shattered by that exciting drive, with a bottle of brandy and some glasses ready in her hands.

The Eichardts Hotel tradition of high class service and accomodation should not be forgotten among the rough and boisterous legends of the hostelrys and grog-shops which are more commonly conjured up in stories of the early gold-mining days of the district.

Goldfield Snippets

Goldfield Snippets

A description by William Grummett, Goldbuyer for the Bank of N.Z. of the first Wardens Court set up in Queenstown early in 1863.

"A stately pile of calico 18 feet by 12 feet with walls five feet high and with no windows, the door alone admitting air and light. On an earthen floor stood a plain deal table, while the Bench was represented by a wooden form."

Newspaper Reports:

1872. "The usual escort last week took down from Queenstown 2492 czs of gold, from the Arrow 1887 ozs. An improvement might be made in the means of transit by the use of a substantial cart or light waggon and good horses instead of the present disgraceful apologies."

1863. "Such was the multitude of horses and scarcity of feed in 1863 in the district, that Warden J.N. Wood, rather than buy oats at Two Pounds a Bushel or pay Two Pounds a day for horse hire, walked to Arrowtown for the Court, starting at 4 a.m. he got to Shotover Ferry for breakfast and had his tea there on the return journey, twenty six miles in all."

Shipping tales

SHIPPING TALES FROM LAKE WAKATIPU

Kingston Day for the 'Ben Lomond'

In the days when the N.Z. Railways operated two boats on Lake Wakatipu there would be happenings and mishaps which would involve them both, with nobody very pleased perhaps. This incident occurred when both the 'Ben Lomond' and the 'Earnslaw' plied the Lake early in 1936.

It was a day for the 'Ben' to do the Kingston run, where she picked up a load of drainage pipes for the new Kingston-Queenstown Highway being built along the side of the Lake. They were to be dropped on the beach about two miles from Kingston. There were, of course, no wharfage facilities, but it should have been no trouble for the 'Ben' to run up in the shallows and off-load her cargo. Unfortunately the spot chosen was where a patch of blue pug ran under the lake from the hill, and the poor little 'Ben' became most horribly and inextricably stuck, and no amount of manoeuvring, gentle or otherwise, would get her off. By this time it was early evening, and when it became quite apparent that there she was and there she stayed, the Captain and some of the crew took the life-boat and rowed back to Kingston, with the intention of ringing Queenstown and calling out the 'Earnslaw' to give aid.

Unfortunately the Station-master was a stickler for correct inter-Departmental procedure, and was quite adamant that the matter should be reported to Dunedin Office before calling out the 'Earnslaw'. Captain Munro was quite a character and not at all keen on departmental red-tape - particularly when it would obviously tie up a packet of trouble. In fact, generally speaking, the personnel on the boats behaved as a race apart and a law to themselves, and doubtless the Stationmaster had never quite approved of them and their ways, and saw this as an opportunity for a little disciplinary action. Anyway the good Captain's persuasion deteriorated into some colourful basic language, uttered in his very distinctive gravelly voice, and the row was a mighty one, but the advantage was with the Stationmaster who controlled the phone, and the call went to Dunedin first, and then to Queenstown, and the Captain and crew rowed back to the stranded 'Ben Lomond'.

It was around midnight when the 'Earnslaw' turned up, and only one sharp tug was required to free the little 'Ben'. Then of course the race was on, the 'Ben' warrendy with full steam up and took off smartly to see how far up the lake she could get before the 'Earnslaw' passed her, but the crew and officers on the 'Earnslaw' were a bit riled at being called out at night, and the 'Black Squad' in the engine room were equally prepared with full steam up, and passed the 'Ben' somewhat derisively within half a mile - doing something very near the seventeen and a half knots which she had turned on in her trials away back in 1912.

PRESENT DAY JOTTINGS

Chinese grave clearance

The Queenstown Cemetery has been greatly improved by some tidying up over the past year, and the Reserves Department of the Queenstown Borough Council have cleared away a great deal of dense undergrowth, broom and blackberry.

The Historical Society assisted at a working bee with clearance around graves. However much work remains to be done, and of course regrowth is constant.

A very fine stone wall which was completely covered with broom and blackberry is now exposed to view. It is understood that this wall was originally built foot by foot as finance became available.

The area which was the Chinese section of the Cemetery had for years been badly overgrown with broom, but has lately been cleared, and once it has been finally tidied up it seems to be the intention to turn it into a pleasant garden in memory of the Chinese who were buried in Queenstown and remain unrecorded. There is a pleasant view from the area and it would be a most suitable spot for such development.

Skippers

It is hoped to hold a picnic in at Skippers sometime in the Autumn of 1970. We plan to give people information on points of interest, perhaps explore some of the mining areas, and generally try to foster some interest in the work of the Society. Anyway it should be a pleasant outing, as Skippers in the Autumn is quite one of the loveliest places in the district.

West Taieri Church

The proposed West Taieri Church Building Trust have written to us, thanking us for our interest in this project. At present they are endeavouring to gain control of this building, and until they do so there is nothing anyone can do to assist them. It is a most unusual and attractive piece of architecture, and we wish them every success in their efforts to preserve it.

Albert Scheib

Mr ALBERT SCHEIB was born at Gibston and went to school in Arrowtown. He spent his early years working in the district before going to the Klondike during the gold rush, and his experiences there remained vividly in his mind for the rest of his life. While there he contracted scurvy, as did so many, and when this was complicated by a lung infection he was advised to go home. He intended this to be only a temporary visit, however while home he married and settled down in the district and never returned to the Klondike. For some years he mined, for gold, and for coal at Dipton, and later went farming.

Until a very few years ago he kept up a most magnificent garden, a large area around his house in Stanley Street, Queenstown, which would have been a credit to a very much younger man, and was always ready to reminisce about his Klondike adventures. A truly remarkable man, his life spanning most of the district's hundred years of settlement.

The President, Secretary and Committee, thank members everywhere for their continued support and extend to them the compliments of the Season 1969/70.

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