

THE LAKE COUNTY PRESS, JULY 20, 1883.

**MEDICAL HALL,
BUCKINGHAM STREET, ARROWTOWN.**

**EDSALL GRUBER,
Pharmaceutical Chemist and Registered Dentist.**

PURE DRUGS AND CHEMICALS.

PATENT AND PROPRIETARY MEDICINES.

A SUPERIOR CONSIGNMENT OF PERFUMERY JUST TO HAND.

FANCY GOODS. STATIONERY, CIGARETTES, CIGARS, TOBACCOS PIPES

**M. J. MALAGHAN,
WINE, SPIRIT, AND GENERAL MERCHANT,
QUEENSTOWN.**

24th January, 1883.

N.B.—It is specially requested that all parties indebted to MR. M. J. MALAGHAN do settle or make arrangements for the same forthwith, otherwise the accounts will be placed in the hands of his solicitor

M. J. MALAGHAN.

NOTICE!

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

BOYES BROS

Frankton, January 3rd, 1883.

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

V.  R.

Eichardt's Hotel,
QUEENSTOWN,

LAKE WAKATIP, NEW ZEALAND

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

PRIVATE APARTMENTS for Tourists
and Families,

Important to the Travelling Public

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

DAILY COACH

Between

ARROWTOWN AND QUEENSTOWN;
Leaving Queenstown on the Return
Journey as follows:

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

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

Fares: Single Journey, 6s.; Return, 10s. 6d.

W. MCNEIL,

Proprietor

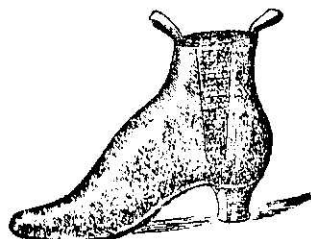
HARP OF ERIN LIVERY AND
BAIT STABLES,
BLACH STREET, QUEENSTOWN.

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

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

GEORGE MULLIS,

Lessee.



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

Boots and Shoes Made to Order at Six
Hours' Notice!

Repairs Neatly and Promptly Executed.
Charges Moderate.

Wakatip Brewery

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

J. R.'s Celebrated

"THE QUEENSTOWN COURIER"

The Official Publication of the
QUEENSTOWN AND DISTRICT HISTORICAL SOCIETY
Fifth Issue - December 1970

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 - Mr Ian Daniel, Mr Ron. Gordon
Dr Murray McGeorge, Mrs Roy Skinner.

Annual Subscription: \$2.00

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Price to public - Twenty Cents.

The Secretary is always pleased to receive contributions
for the 'Courier', and to enrol new members into the
Society.

President's Report

The year 1970 has been one of achievement, as some projects
which seemed to be almost impossible have been finalised.

I was fortunate in obtaining the assistance of a crane and driver
who was willing to tackle the lifting of the broken pier of the
Edith Cavell Bridge. This difficult task was at last completed,
and it is good to see the bridge intact. However the stone wall
at the far end of the bridge from the Arthur's Point Hotel is still
badly in need of repair, and it is still hoped that this will be
achieved one day.

The Committee decided to go ahead with the erection of the plaque
in memory of Nicholas Von Tunzleman. Some suitable stone was
found and two Committee members collected and transported it to
the Queenstown Cemetery where it was to be set up on the grave of
Nicholas Von Tunzleman. However between the time of depositing it
there and returning to set it up, the pieces of stone were stolen!
However nothing daunted the members set about finding yet another
piece of suitable stone and the plaque was set in place on it.
After which the members present took the opportunity to inspect the
cemetery and to do some cleaning of graves of historical interest.

The T.S.S. Earnslaw. In the last report some concern was felt over
the future of the 'Lady of the Lake'. It is good to be able to
say that at the time of writing the Manapouri-Doubtful Sound Company,
who have bought the steamer, are running her as a tourist attraction,

and have announced that they do not envisage converting her to diesel, as she is reputed to be the only coal burning steamer in the Southern Hemisphere. She has had an overhaul, and looks as splendid as ever as she steams into the bay each evening.

A most successful picnic was held at Skippers as reported on in full further on in this issue.

Support is being given this year in a small way to interests outside our own territory, and the Society has agreed to support the J.M. Sherrard Award sponsored by the Canterbury Historical Assn. for studies in New Zealand regional history, as this Society is keen to see all New Zealand become more aware of its responsibilities in this field.

In our own area endeavours have been made towards preservation of the age of steam. However an effort to acquire a Railway locomotive was dropped when the Minister of Transport announced the intention to keep the Kingston-Lumsden Line operating as a tourist feature.

A bid is being made for the steam engine from the "Ben Lomond".

A social evening at Bellbird Heights was well attended, and members showed great interest in the old pictures which were on display, and slides of historical architecture in England shown by Mrs Miller were very popular.

In concluding a successful year I would like to thank all members for their continued support, and to say how much we would like to see some new members. The work of the Society is of great importance to the community and must be continued with the utmost vigour.

Jan. A. Grant
President.

Obituary

We wish to record the death of Mr Harry Sew Hoy on August 16,

Mr Sew Hoy has long been a respected resident of Queenstown, a lay reader of the Anglican Church, and a past Borough Councillor. His forbears pioneered Gold Dredging in the Shotover and no the name is of importance in the history of the Wakatipu district.

Golden Wedding

We wish to congratulate Mr and Mrs J.B. Hamilton on the occasion of their Golden Wedding earlier this year.

In our next issue of the 'Courier' we will be featuring an article compiled from material given by Mr Hamilton, and dealing with the history of Hamilton House which was established by his mother.

A Picnic Trip to Skippers

A very good muster of members and friends of the Historical Society entered the buses bound for Skippers. The majority of Committee members were able to be present and were gratified to find such interest in the outing. Elliott's Tours provided the transport with drivers who had an intimate knowledge of the area to be visited. Quite a cavalcade of private cars followed the buses as they travelled the old goldminers' trail from Queenstown to Skippers, and explanations and stories of the early days of the goldrush were told. Being a perfect sunny day in Autumn it was also ideal for photography, and some stops were made along the way for items of historical interest to be pointed out, and the breathtaking views admired.

Mr Peter Chandler who has devoted many years to research into Skippers history had travelled from Invercargill to be on hand to impart his specialized knowledge of the area. At different points of interest he gave detailed explanations of what took place in goldrush times, and the different people who had worked and lived there.

Lunch was spread out for all near the charred ruin of Bourdeau's trading post. It is unfortunate that this old wooden building was recently burnt, for it was a link with one of the most intriguing characters of the area, Julien Bourdeau. He was a native of Montreal, and in partnership with Michele Philipini, was storekeeper at Skippers from 1863 to 1886. Many tales are told of Bourdeau's perseverance and fortitude as he drove his pack-horses with their burdens of supplies so necessary to the isolated miners. He was renowned for his strength and toughness, and it was said that he did not do up his shirt until the icicles rattled on the tails of his horses!!!

After the lunch some of the party inspected the Cemetery, which, though somewhat neglected, members found to be full of historical interest.

Other members of the party took a more strenuous walk over the gully to the old Sainsbury Claim, now owned by Mr Roy Skinner who accompanied the party. There are many old articles from pioneering days still in the house which were examined by the party with interest.

It was noted that the Bridge over the Shotover River which is one of the most spectacular in New Zealand was very much in need of a coat of paint, and some concern was expressed for its future, as it did not appear that much maintenance had been done for some time. (Later assurances from a member of the Lake County Council indicated that he thought our fears were groundless, as he believed it was not long since the Bridge had been painted, though he was not sure of the date).

The return trip was just as lovely as the one going in. The shadows were lengthening and the autumn colours were at the height of their glory. Everyone agreed that it had been a superb day from all aspects. So much historical knowledge had been gained, and this combined with the grandeur of the scenery, and the pleasant company, made it a day for all to remember with enjoyment.

The Origin of the name 'Skippers'.

The very name 'SKIPPER' always invokes some questions and comments, and as with so many long accepted place names, there are two or three versions as to how it was named. It has been generally accepted that Skippers was named after CAPTAIN GRAY, Master of S.S. Victory, which was wrecked near the Otago harbour entrance in 1861. However historians have challenged this, and Mr Peter Chandler has spent some time checking statements and researching archives to try to find the true facts. He has kindly made the results of his researches available, and it from his report that the following information has been culled.

" The Master of the vessel wrecked at Wickliffe Bay, July 3, 1861, was JAMES TOOGOOD, not CAPTAIN GRAY. James Toogood, Master of the S.S. Victory discovered gold bearing quartz.

There were two Captains named 'GAY' in Otago waters. In 1862 CAPTAIN T. GAY commanded the 'Maid of Yarra'. In 1875-77 Captain GEORGE GAY commanded the 'Kate Brain', which was lost with all hands in April 1877. The daughter of Captain Goe. Gay was still living in Dunedin in 1967.

" To add to the confusion a statement was made in about 1908 by W.H.S. Roberts, a prolific writer on Otago history, that Skippers was named in 1886 after CAPTAIN GAY of the ill fated Victory. Roberts statement was challenged at the time, and in a book, 'Place Names of Early History of Otago and Southland', published in 1913, Roberts changed his statement to "some say it attained its name from CAPTAIN GAY of the unfortunate 'Victory'." That the name 'Skippers' was in use before 1886 can be readily established, so it would appear that this was hearsay rather than fact.

" Roberts stated that GAY was of the 'Victory', the implication being that he was 'Master of -', but as stated already, the Master was JAMES TOOGOOD. It should be noted at this stage that Ingram and Wheatley gave the name of the Master of the ill-fated 'Kate Brain' as GRAY, but Otago Port Records held by the Hocken Library give GAY as the name on the several occasions the vessel was in Otago Harbour.

" Prior to the publication of Roberts' book it was generally accepted that Skippers was named after MALCOLM DUNCAN. Herries Beattie, whose father took part in the Shotover Rush of 1862-63, states in his book, 'Otago Place Names', the following:

In 1862 four men, one of them Long Jack McQuilkin, under Skipper Duncan, once Master of a schooner on the American coast, came over the ranges from Fox's and found gold in a creek two miles above where it joins the Shotover. That creek is the famous 'Skippers'.

The four men have been identified as the afore mentioned Malcolm, Duncan, John McQuilkin, George Michael Starkey, and James Hazlett, (all but the latter were from Antrim in Northern Ireland, while Hazlett was from Londonderry). In an interview in 1965 Mr Edgar Hazlett said he recalled the dispute over Roberts' statement that Skippers was named after Captain Gay, as his father was still alive at the time, and Malcolm Duncan's eldest son, Captain F.J.

Duncan was then on the pilot staff at Otago Heads.

" MALCOLM DUNCAN is stated to have commanded the schooner 'Marion' on the American Coast, but enquiries in the U.S.A. have produced little beyond the record in the U.S. Archives of the naturalization of a seaman named MALCOLM DUNCAN (native of Ireland), at Philadelphia in 1857. Masters Certificates were not then issued by a Federal Authority, and the Commander of a schooner may not have required possession of a Masters Certificate.

" To make things even more confused the late H.A. Glasson published the 'Golden Cobweb' in 1957. This history of the Otago Goldfields was compiled from the files of the Otago Daily Times. He attributes the naming to a DAN McALLISTER, known as 'The Skipper'.

It appears that Mr Chandler did not receive much satisfaction when he queried Mr Glasson's candidate in the light of all the facts which he had been able to verify from documents, files, records etc. However in the course of his research into the matter of the naming of the famous 'Skippers' some very interesting material has become available, though I am not sure if we are any further forward in establishing the identity of the Skipper in question!

Skippers Cemetery

RECORD OF THE SKIPPER'S POINT CEMETERY

commencing from the 1st October, 1881

The entries of all deaths and burials prior to the above date are authentic.

Dates given are generally the date of burial, and marked 'b'. Where known the date of death is given, marked 'd'. Age is marked 'a'.

Trustees on the above mentioned 1st October, 1881:

Samuel Johnston
William Caldwell
Robert Johnston
John Henderson, Secretary
Egbert Sainsbury

Church of England:

Thomas Goodwin, (d) July 4th. (b) July 8th, 1881. (a) 58 years
Licensee of "Diggers' Rest" Hotel, Maori Point;
Drowned in the Shotover River.

William Williams (b) October 22nd, 1873. (a) 38 years
Born - St. Keverne, Cornwall.

Thomas Clements. No date.

John and James Mitchell. Father & son, (a) 46 & 15 years.
(d) May 13th, 1885. Killed in an explosion at
Phoenix Mine, Bullendale.

William Sheapard (sic.), 1871

John Aspinall. (d) May 20th, 1890. (a) 54.
Native of Blackburn, Lancashire
Miner; sluiced away a large area of Skippers Point.

Elizabeth Aspinall, (Infant), (d) April 13th, 1884. (a) 18 months.

John Thomas. 1875 or 1876.

John Readpath (sic.) No date.

Ellen Henrietta Sainsbury. (d) 20th July, 1882. (a) 12 years.

Edward Fisher March 15th, 1884. Miner and packer in Skippers Creek. Native of Wolverhampton. Shot himself when drunk.

John Martin. 1888

John Tripp. (d) September 12th, 1885. (a) 30 years.
Killed in dynamite explosion with Cornelius Nolan.

Thos. Barrett. August 23rd, 1887

James Stephenson. (d) March 20th, 1896. (b) 22nd March, 1896.
(a) 65 years. Native of Atwick, Yorkshire.

Robert Stephenson August 5th, 1896. (a) 70 years.
Native of Atwick, Yorkshire.

Joshua Copley. March 16th, 1902. (Miner)

Richard Stephens Trip. (d) 9th Aug. 1904. (b) 14th Aug. 1904. (a) 53.
(Manager of "Nugget" mine at Upper Shotover.

John Pulter (or Poulter) 11th February, 1908. (a) 73 years
(Miner)

Robert Johnston (should be Johnson) 9th September, 1908.
(Miner, sluiced at Pleasant Creek Terrace for about 20 years; one of Cemetery Trustees and in 80's was correspondent for "Lake Wakatip Mail")

Benjamin Rogers. (d) 26th July, (b) 28th July, 1912. (a) 66 years
(Miner, hut chimney still stands at Jenkins Tce.)

Mrs Jane (Mary?) Lambie. 7th October, 1912.
(Wife of Andrew Lambie, owner of Mt. Aurum Station.

Andrew Lambie (Infant) 7th January, 1913.

Mrs Alfred Smith. 11th February, 1913

Alfred Smith, 1915. (miner, lived and worked at Smith's Terrace opposite mouth of Skippers Creek.)

Mrs Mignonette Florence Macnicol. August 30th, 1918. (a) 45.
(Daughter of preceding. Wife of C. Macnicol)

PRESBYTERIAN:

John Cameron. June 24th, 1882. (Born Manuel Bridge, Stirlingshire, Scotland)

Peter Taylor. Dec. 18th, 1971 (?). (d) 28th Dec. 1871, (a) 59 yrs.

John Gamell (or Gemmell?) Sept. 29th, 1891. (d. August 28th, 1891, (a) 49 years)

John Bell. April 9th, 1892.

Robert Duncan. (d) August 19th, 1871. (a) 42 years
(Native of Nairnshire, Scotland)

Gordon Smith. 1872.

Samuel Johnston (b) 23rd April, 1896. (d) 21 April, 1896
(a) 62 years. (Licensee of "Otago" Hotel, Skippers Point; native of Belfast, Nth. Ire)

(James Johnston, son of Samuel, was frozen to death at Klondyke, 8th Feb., 1903, (a) 41 years.)

Robert Andrew Johnston Jnr.
(d) 13th Jan, (b) 15th Jan. 1908. (a) 36 yrs.

David Broadfoot. 6th December, 1896.

William Low } Nov. 7th, 1900. (Miners; both drowned
James Allen Scott } while trying to clear blockage from tunnel in Skippers Sluicing Co.'s tail-race at Londonderry Terrace.)

David Scott. Dec. 19th, 1900.

Otto Strohle. 16th July, 1906. (d) 21st June, 1906. (a) 61 yrs.
(Miner; native of Sweden; worked for many years at "Strohle's Flat", Upper Shotover.

Mrs Mary Johnston. 3rd June, 1908. (d) 1st June. (a) 29 years.

George Robinson (sic.) (Robertson?). 15th March, 1910. (a) 74 yrs.
(Miner; age pensioner. Fell into old workings at Londonderry Tc., died of injuries and exposure)

William McLeod (d) 1st April, (b) 3rd April, 1913. (a) 82 years.
Miner; worked for many years at Sloan's Flat (McLeod's) Upper Shotover.

Mrs William McLeod. (d) 16th July, (b) 18th July, 1915. (a) 77 years.
Irish. Wife of above; went to Sloan's Flat about 1863 and made her first trip out for the opening of the Skippers Bridge in March, 1901.

Alexander Hamilton. 8th May, 1913. Baker for Cotter Bros; fell over bank above Skippers Creek and broke his neck.

Mrs Samuel Johnston. (d) 11 Dec. (b) 13th Dec. 1919. (a) 85 years.
(Eliza Jane) (Wife of Samuel Johnston, "Otago" Hotel)

Arthur Campbell 19th January, 1926. (Miner and rabbitier; from Glenorchy; Campbell's Tce at The Branches bears his name.)

Colin Macnicol. 3rd April, 1928. (a) 74 years. Native of Glasgow.
Miner and roadman.

Wesleyan:

William Watkins, 1871

Edith Griffith. June, 1887. (Mrs Edward Griffiths" on cemetery pl

Roman Catholic:

Mrs John McDougall, 1872

Mrs McPherson June 25th, 1870. (Wife of first owner of "Mt. Aurum" Station.)

Peter Callahan May 17th, 1882
 Cornelius Nolan (d) Sept. 12th, 1885. (Killed in dynamite explosion with John Tripp)
 Peter Lynch. (b) January 18th, 1886. (d) 15 Jan.) Maori Point
 Mrs Peter Lynch March 25th, 1894 (d) 23 Mar.) Hotel
 James Carlan ?
 James Jephson 3rd December, 1900
 Julien Bordeaux 11th September, 1916 (or Jules) (Storekeeper at Skippers; French-Canadian, of Montreal)

Chinese

Ah Quay

Hoy Yow

It is believed that several other Chinese were buried in the Cemetery, but that the bodies were exhumed for return to the homeland either in the 1890's or in the "Ventnor" shipment of 1902.

This Record was researched and compiled by Mr Peter Chandler.

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 Balthazar Tunzelmann von Alderflug, (Mr N.B. von Tunzelmann), from the pen of the latter.

" Narrow Escape - Wild Dogs.

" When we reached the raft we embarked hurriedly as, the fire being driven down the lake by a steady breeze, we feared it would pass us and reach before us the peninsula (where the park now is) and where our horses had been hobbled.

However, we were lucky enough to be in time, and, having loaded the horses, we made haste to reach the Shotover, and crossed the river just in time to camp. Here we saw some wild dogs - a bitch with some big pups - and, Rees following them, managed to shoot one while I took on the horses. That night I shall never forget, the whole country behind us was a mass of fire - the roaring noises, smoke and flame gave one an idea of what the infernal regions are often supposed to be.

Towards morning rain fell heavily and put the fire out, while a fog caused the smoke to settle down so densely that we could not see many chains in front of us. However, as we were nearly out of provisions, having only some oatmeal and cheese crumbs left, we mixed them in a panikin together and not being able to light a fire, stirred the mixture in some cold water and swallowed it. We travelled all that day slowly - scarcely being able to see

before us - and in the evening, to our surprise, came to a place where somebody had evidently camped. Having seen no trace of human beings, before, we wondered at first who it could be, but when looking about us in the fog, we gradually discovered that it was the camping place left in the morning, we having evidently travelled right round a hill on the bank of the Kawarau River.

We camped here again, next morning, the fog having lifted although a drizzling rain was falling, we made up the Crown Range. Rees rode all the way - his knees being very painful - and we were very glad to reach Wilkins Station (now Lawrence), where, having been given up as lost, we were received very hospitably, and were very glad to get rest and some decent food, of which we partook, I, at least, too heartily, so that I fell ill and the pain increased day by day to such an extent that, by the time we reached the neighbourhood of Waikouiti I had to get off the horse and roll on the ground in agony until the paroxysm of pain passed off. That night at some settler's house I should have died had it not been for Rees, who gave me large doses of opium and applied hot flannels.

Being better in the morning we proceeded on our way, slowly - Rees in pain all the time with his sprained knee, and I suffering internally. Everywhere the people were astonished to hear of the fine inland sea we had discovered, and in Dunedin Rees handed in a sketch at the Land Office, which appeared in the maps afterwards. Here Rees introduced me to Mr Cowan, who, in partnership with Mr Macandrew, had drun on the Hokonui.

As I had to find a road to the Lake from Invercargill, having seen the country under offer to me from the Queenstown side, I travelled with Mr Cowan to Invercargill and there McNab joined us.

Dr Menzies addressed a large meeting there on separation of the two provinces.

Next day we three started up country stopping at the different stations, such as Steward's on the Matarau, Chalmers' at the Hokonui, thence to McNab's, and on to McKellars and across to Cowan's, where I had to wait for a chance of a guide up country. In a few days a young man arrived from Invercargill with a petition for signature re separation, and he undertook to show me the way as far as he was going - Dalzell's cattle station (near Burwood), where we experienced the agony of Dalzell's 'grid-iron' as it was then called - a species of ladder covered with tussock and blankets and laid horizontally asbeds, one on each side of the fireplace."

(End of extract from Mail of 21 Sept: The next instalment will be taken from the Mail of the 28 th Sept, 1900)

Library

QUEENSTOWN LIBRARY

The New Zealand Historic Places Trust instructed its Research Office to endeavour to establish the date of construction of the Queenstown Library Building, and the following report is the result of this research:

Sources of Information:

I have had to rely solely on newspaper references. I had hoped to find the dates recorded somewhere in National Archives, for though the library was originally a private building in a sense, being erected by a committee of the subscribers, the Otago Provincial Government provided the site and part of the finance. Furthermore the library has an interior wall in common with the Queenstown courthouse which is, of course, Crown property.

The courthouse was under construction from November 1875 to September 1876 and its progress is well documented in Otago Provincial Government records. But there is no mention there of how the library was faring on the other side of the party wall. Justice Department records seem to have no reference either.

Of the various regional histories I consulted only one referred, and that in an oblique way, to the date of the library. F.A.P. Mackenzie in 'The Sparkling Waters of Wakatipu' says that the first meeting of the Lake County Council, on 4 January, 1877, took place in the Athenaeum, in Queenstown. The Athenaeum was a common contemporary name for the library. However, as contemporary newspaper reports on the Council meeting say it took place in the courthouse I had to disregard this date.

Newspaper References:

I examined the Lake Wakatipu Mail, Cromwell Argus, Arrow Observer, Dunstan Times, Otago Daily Times, Illustrated N.Z. Herald and some issues of the Otago Evening Star, Southland News and Southland Times for what seemed to be the relevant period, late 1875 to early 1877. I found references indicating that construction started prior to June 1876, continued through the remainder of that year and was completed early in 1877. I shall summarise this evidence then discuss the probable date of commencement, for which I could find no specific references.

On 21 March 1876 the Queenstown correspondent of the Cromwell Argus wrote: "Our Courthouse and Athenaeum are being erected in a most substantial style and will reflect great credit on the architect and inspector of works as well as the contractors." I do not think this proves that the library had started, as the two structures, being contiguous and of similar design, might be referred to as one building.

It definitely started before 1 June however, as is shown by a press report of a court case, Miller v Clark, which was heard on that day. 'Mr Miller', said the Lake Wakatipu Mail 'is the Government clerk of works and until recently had charge of the Athenaeum building as well as the Courthouse. Mr Burwell, architect, relieved him of this duty last week but he (Miller) contended that he had a right to see certain attached works to the Courthouse property built in by the defendant (Clark) who is sub-contractor for the building of the Athenaeum. The defendant (Clark) denied he had any right to be there and that his presence near the only doorway in the building was an obstruction to work being properly carried on. A dispute arose between the parties..... the throwing upon Miller of a bucket of lime was not denied.'

More seemly evidence of activity was a progress payment of £100 passed by the Library Committee at its meeting on 12 June.

On at least 4 occasions between July and December 1876 the building

was mentioned in the press in terms indicating it was still under construction. The last report, on 26 December, stated it would soon be finished. On 10 January there was a report of a small fire in the library, but this apparently referred to the temporary library premises, not the new building, as one person was reported to have 'rushed downstairs'. This could not have been done in the existing library which is one-storied. On 23 January the library was again referred to as 'drawing towards completion'.

A concert to celebrate the opening of the building was held on 17 March. On 14 May the Library Committee passed an account for the carriage of books and a vote of thanks to those who had helped transfer them to the new building. In July, at the annual general meeting, they congratulated subscribers on the acquisition of 'the handsome and commodious building to which the Library has lately been removed'.

Commencement Date:

The evidence at the court case, particularly the reference to obstructing the only entrance, suggests that the building was fairly well advanced by the last week in May when the quarrel took place. I doubt, however, that it was begun as early as 1875 for the following reasons:-

1. On 17 November, 24 November and 9 December it was mentioned in the press that the building had not been started.

2. The contract was probably not signed until after Christmas. On Christmas Day there was an emergency meeting of the Library Committee because the contractor, Mr Campbell, had threatened to withdraw 'in consequence of the difficulty of putting floors into the Court-house hall, the greater portion of which was already erected.' Mr Burwell was called in to sort things out and it was at the next meeting, 10 January, that the signing of the contract was reported.

3. In January, February, March and April the Committee talked about laying a foundation stone. Nothing further was recorded and I understand from Mrs A.M. Miller that there is no foundation stone in the building or at least none recognisable as such. (Mrs Miller is, or was, secretary of the Queenstown and District Historical Society and was very active in the campaign to save the library from demolition. She is now chairman of the Borough Council's Hall and Library Committee).

Conclusion:

The Queenstown Borough Council have been asked to confirm that the building has been used continuously as a library and to advise what information they have on the date of construction. They have not yet replied. I would suggest that unless they supply some contradictory evidence the date 1876-77 be adopted. It is conceivable that Mr Campbell did some preliminary work on the site between 10 December and 31 December 1875 but it is unlikely in the extreme that the Library Committee would be discussing the laying of a foundation stone 4 months later if the work had begun in earnest. In all probability nothing was done until after 10 April - the date when the Committee instructed its secretary to confer with the contractor 'as to securing a suitable place for laying the foundation stone'.

SHIPPING TALES FROM LAKE WAKATIPU

The Shearing Gang Takes a Day Off.

They picked a good day for it too!

The old Ben Lomond was on the Head run that day, and had about 20 passengers from Queenstown for the usual tourist runs, Paradise and Routeburn, connecting with the buses at Glenorchy and Kinloch.

There was a big gang of shearers at Mt Nicholas, Australians, self contained, with cooks etc. The boss was a young man the dead spit of Snowy Baker. Never heard of him? Have you heard of Douglas Fairbanks? well Snowy Baker was the Australian Fairbanks, bushranger, shootin' and bangin' and the likes. And don't interrupt or I will never get done telling you. Well, the whole gang, about twenty, I guess, had decided to taste the Glenorchy beer, and before our lines were made fast, they were pouring aboard. They were a jolly crowd and there was much laughing and talking, or shouting rather, and a bit of singing.

By the time that we reached Glenorchy, about 12.15, they had really worked up a thirst. On the start of the return trip, of course they held us up, for quite a while, but the boss was on the ball and we soon had the all clear. The skipper's cabin was below deck forward, below and aft of the crew's space, and both rooms were soon full of the rowdy blighters, topping up on what they already had, and like elastic bags, they managed.

After leaving Kinloch, the brew was working, and how! After a drunken argument on the forward deck, a fight developed, and Sandy Burns, the mate, sent all the other passengers aft, out of harms way, and told them to stay there. The crew were enjoying the fun as much as the gang was, and the skipper, Alec Munro, was getting in and trying to keep the fighting within due bounds. Sandy surprised me with the calm way he went in to grab any bottle thrower and threaten him with hell-fire and brimstone and a punch on the nose. One old boy really was enjoying himself, and when he got tired throwing punches he would withdraw, have a couple of puffs and a spit, and start refred into the next round.

Obviously, the tempo was increasing, and it appeared to me that reinforcements would be required. The engine room was below decks amidships, and when standing on the footplate my chin was about level with the main deck, and the present view was disturbing. Time to prepare, I thought, and sorted out a couple of good spanners. The one I favoured, a three quarter seven eighth, about 14 inches long, shiny with use, looked about right, but still, it had the look of something that might go through the shell rather than bounce off, a worrying thought. Then I thought that the poker, a hefty piece of steel about seven feet long, heated red hot at the business end, would make an ideal weapon with which to repel boarders.

Things came to a head when a black haired coot, swishing an old fashioned razor in wide circles, cleared the deck.

This was beyond a joke, but this was where the boss proved himself. In a flash he was up on deck, and had Blackie by the throat against the wall six feet from me, and was talking to him

Shipping Tales

like an Australian uncle. That finished the fun. Sandy bundled Blackie aft among the ordinary passengers, much to their alarm, because a number had been hanging over the sides to get a squint at what had been going on up forward.

At Elfin Bay, Blackie was put ashore, and told to walk home - to Nicholas, and if you have seen that shore line you could well be sorry for him. I never found out how he managed but he must have. He would have had to do more than four miles per gallon though!

What, you don't believe it? Well, you ask Bob Hood, for he saw more than I did. How he did not run the old tub ashore I don't know, for he was at the wheel.

Thank goodness, the spanners - nor the poker - were not needed.

Epilogue.

In those days, the Mt Nicholas flock was shorn with the blade, and though the owners did have the equipment for machine shearing, they had discontinued its use on the grounds that they took the wool off too close, to the detriment of the health of the sheep. Through this shearing took longer, and the blade gangs came from Australia for the big sheep runs. The owners just handed the job over to the gang boss, who had with him men for all jobs connected with shearing, and he really was boss, able to handle men and sheep with skill.

This gang that we have been talking about was a good one and was here several times. They were on good relations with the business people of Queenstown, so that a day for cricket, followed by a dance in Queenstown, was a natural. Then, of course, there had to be a return game at Nicholas, where the shearers turned on a splendid feast as well. To cap it the Aussies turned on a concert in the old Garrison Hall, and it was a great show, with singing, stories, instrumental items, yodelling, and best of all, a stockwhip item, where the actor took the ash from the cigarettes of several of the gang smoking on the stage.

Snowy Baker, as I like to call him, was a wonderful advertisement for his country, and a hero to many young people in Queenstown.

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Acknowledgment: This story was contributed by Mr Tom Davidson, for many years Engineer on the vessels sailing the waters of Lake Wakatipu.

Anecdote: 'Hoppy Bill and the Mouse.'

Hoppy Bill was a character who tended Archer's Cows. Every afternoon he would drive the cows from their pasture down to Archer's, which was right by Buckham's Brewery, where there was always a mug of beer waiting for Hoppy, which he downed in one long swallow. Well, one day the brewery lads planned to upset the ritual, they dropped a dead mouse into the mug, and stood back anticipating a laugh. The beer went down without a pause as usual, and Hoppy put down the mug. "Aah", he said contentedly, "that was a deevil of a big 'op" and stomped off to tend his cows.

BOB'S COVE LIMESTONE QUARRY

In a remote pioneer settlement such as the Wakatipu district it seems inevitable that local needs would be met by local industries wherever possible, and for building it would have been very much more convenient to use materials obtainable close at hand than to import them. So sawmilling was developed at the head of the Lake, a brickworks was established by Mr Hales, using a local deposit of clay, and the abundance of local stone was used for everything from rough miners' huts to more permanent homes, hotels, shops and civic buildings. Most of this local stone was only suitable for use with mortar in building up walls and chimneys, and something more solid was required for lintels and doorsteps, and right to hand there was a supply of such stone.

The hill to the east of Bob's Cove has a great seam of limestone running up out of the lake to its crest. Until the '70s this area was owned by one Ezra Eldred who, so far as we know, did nothing much with it. Then Mr Henry Burrowes (or Burrows) acquired it and began to operate a quarry, and close by, and near the lake shore, can still be seen the ruins of the three kilns, built of stone, where he burnt the limestone for use in mortar. This burnt lime was shipped to Queenstown, and sometimes when the lake is low, or the light is right, the remains of stone walls can be seen beneath the water tracing the outline of a small harbour, and some piles which are all that is left of the jetty which served this industry, which must have been a flourishing one for some years.

Mortar made from the lime from Mr Burrowes kilns was used in many of the stone buildings in Queenstown, notably the Courthouse and Library, and the County Building. Doorsteps made from blocks of the Bob's Cove stone can still be seen in some of these buildings, usually hollowed out with the wear and tear of many years, as well as in some of the older shops and Hotels in Balclutha and Rees Streets. It was also cut and shaped for use as kerbing on the streets, but of course this has gone now, though pieces of it have been used as an edging to the garden around the Administration Building at the Municipal Camping ground, - soon to be demolished.

One of the most notable uses to which the dressed stone was put is the Water-trough Memorial to Robert Lee, situated near Lake Hayes, on the stretch of road known as the Ladies' Mile. Mr Lee was a partner of Geo. and Jas. Reid in a scheelite mining business, and it was Mr Geo. Reid who arranged for this stone to be used in the Memorial to his friend. Mr Reid had acquired the quarry land in about 1908 from Mr Ed Monson (butcher) and Mr Pat McCarthy (licensee of the Mountaineer) who had owned it jointly after Mr Burrowes. None of these later owners worked the quarry or developed the land in any way, and its present owner is Mr Geo. Reid's son, Mr Jim Reid.

We thank Mr Jim Reid for supplying the information for this article on an almost forgotten facet of pioneering industry.

The LOCAL RAILWAY

During the recent Royal Visit the Queen expressed to the Minister of Transport, Mr Gordon, a hope that her younger children might have the opportunity of riding on a steam drawn train. Railway enthusiasts all over the country too have been hoping that, after the present changeover to diesel from steam, there could be left one line running the old exciting steam locomotives.

The Queenstown and District Historical Society realised that the early goldrush history was tied up with the era of steam, goods for the Queenstown diggings being conveyed by train to Winton and thereafter transported by waggon to Kingston in 1870.

In 1875 three 10 ton 0-6-0 saddle tank locomotives, and twelve six-shell carriages were ordered for the passenger service which was soon to go right through to Kingston. When the great day came for the opening the Queenstown Borough Council and the Lake County Council declared a public holiday. Some two hundred people travelled from Queenstown down the lake to Kingston on the 'Jane Williams', and a special train ran from Invercargill comprising three engines and twenty two carriages, carrying 1200 people.

Because of these ties of steam with the early history the Society wrote to the Railways Department and asked if it might have a steam engine when they became redundant, which it hoped to set up for the benefit of the public. However before negotiations could be finalised the Minister of Railways announced it was the intention of the Department to keep open the Kingston railway as a tourist attraction, and retain the steam locomotives pulling reconditioned old fashioned carriages.

This Society was delighted with this plan, and obviously the possession of a steam engine by the Society would be unwarranted under these new circumstances, so the application was withdrawn, and a letter of congratulation was sent to the General Manager of Railways. The implementing of this scheme is eagerly looked forward to, and with the present indications of an upsurge in Tourism the venture should be a great success.

Ladies Fashion

THE LADIES

Fashion and Society Notes

All sorts of plaids and indescribable checks are extremely fashionable.

Round gathered bodies are very popular again this season, and so are puffed sleeves.

The newest fans are of flat feathers, in all shades, with a bird's head in one corner.

Plain velvet has become reinstated in favour, and will be very fashionable in the winter.

Plain lower skirts, with no trimming beyond a pleating or ruche round the bottom, bid fair to be quite a feature of the season's styles.

Flowers are extensively worn, muffs, collars, etc., being composed entirely of them. The deep mazarin collars worn with low bodies have at home developed into floral fichus which cover the shoulders and hang down in front with two long ends.

If you see a beautiful girl coming along with a richly lined parasol swung over her shoulder, you will not say that it is not possible for people to carry around their background with them. The lining of parasols, if selected with taste, is known to bring out all the beauties, not only of the complexion, but of the hair and eyes, and the girls are smart enough to take advantage of anything that heightens their beauty. There is shrimp pink for brunettes, and a Nile green for blondes. It requires much thought and time for a young lady to decide just what colour will make her appear best at all times - when she is flushed and when she is full; but when she sits under the shade that suits her she has a sense of happiness that repays all trouble. It is the fashion now to wear flowers upon the parasol corresponding with the caresse or those upon the chapeau. The more bluff the parasol the more it is in fashion. Spanish and Oriental laces are used in abundance to trim them. All sorts of odd handles are to be seen. They are of cherry and ash, or twisted willow, in simple crutch or straight stick fashion. Those of wangee wood are twined to form true love knots, or made to swing to and fro so that they may be a screen for a coquette's smiles. Some of the handles have a champagne cork for a tip, and the cork looks as natural as though it had recently been wired loose from a bottle of Pomeroy Sec. There are also unique boxwood handles that have knobs formed of the nana root in its natural shape. Calla lilies in artificial form and clusters of pale pink crush roses are attached to the parasol.

With such snippets and articles as these, culled from overseas papers, English and American, the local Newspapers kept their feminine readers au fait with fashion. The above is from the Lake County Press, December 8, 1882.

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