

No 2

1967

20 cents

The Queenstown Courier



Lake Wakatipu Mail

QUEENSTOWN LAKE WAKATIP 15 JULY 1879

COBB & CO.
COACHES.

ARTHUR'S
POINT
GOLD CO.
PROSPECTS

RED HON
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NOTICE

ANTHONY

Boarding and Day Schools,

*DOMINICAN CONVENT,
Queenstown, Wakatipu.*



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

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

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

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

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

TERMS ON APPLICATION.

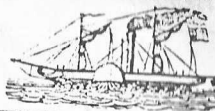
N.B.—This is the Institution in Otago which is truly a Sanatorium.

No Schools equal these for delicate children.

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. Trustworthy 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. WINC, 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.

Second Issue - August, 1967

Officers for 1967-68:

President - Mr Ian D. Daniel

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

Treasurer - Mr H.H.J. Miller.

Committee: Mesdames R.C. Thompson W. Minshull, J.D. Knowles
Messrs W.E. Robins, R. Kelly.

Annual Subscription: \$1.00 single, \$2.00 family.

"Courier" - 20c per copy.

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

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

Library Fighting Fund

The Treasurer has submitted the following Statement of Receipts and Expenditure during the campaign to save the Old Stone Library.

<u>Income</u>		<u>Expenditure</u>	
Donations	£160.12. -.	Public Notices and	
Sale of Pottery	10. 6. -.	Advertising	7.13. 9.
Raffles		Toll Calls, tele-	
(continuing)	2.13. -.	grams etc.	79.12. 6.
		Legal Expenses	72.12. 6.
		Stationery	3. 9. 3.
		Stamps	15. -. -.
		Architects Fees	21. 6. -.
	<u>£173.11. -.</u>		<u>£199.14. -.</u>

Nett Loss on battle - £26. 3. -.

Nett Gain - One significant step towards preservation of worthwhile stone buildings and retention of the unique charm of Queenstown.

Library and Reading Room, Queenstown (From the Report of the N.Z. Historic Places Trust for year ended 31 March 1967.)

"The Queenstown Borough Council had proposed to demolish the present Library and Reading Room to clear the way for a larger library building. The Queenstown and District Historical Society invoked the assistance of the Trust in pleading for the preservation of this building and on an undertaking from the Borough Council that the Council intended to accept the results of a ratepayers' referendum and preserve the stone building the Trust made a grant of £500 for repairs to and strengthening of the building. The Trust is aware that this is merely one isolated event in the larger question of the preservation of Otago's other historic or architecturally important buildings and streets and is now considering what it can do, directly or otherwise, to quicken the interest and to ensure that demolition of buildings of special merit does not occur without due consideration, and, if necessary, protest."

Essay Competition

The Queenstown and District Historic Society sponsored an Essay Competition among the children of the Queenstown D.H.S. in June 1965. This was won by Catherine Miller with Judith Anderson second, both in Form III. We take pleasure in reproducing the winning entry here and propose to print Judith's Essay in our next number.

The Antrim Arms Hotel.

There is nothing left of the old Antrim Arms Hotel which stood on the road between Queenstown and Frankton. Huge trees remind us that it was once the "cross roads" of the routes to the Arrow diggings, Queenstown and diggings in Central Otago. Added to this the steamers used to berth near and many goods were unloaded.

When the Antrim Arms was in its hey-day and there was only horse traffic, coaches, waggons, gigs etc they would draw up beside the old Antrim Arms and goods would be loaded and unloaded and passengers set down.

The mail was sorted in the bar and so as well as being a hotel it was also a public meeting place for a chat and meeting of friends. Miss Southberg (now in her eighties) recalls waiting there for the mail to arrive. Being a young girl she felt conspicuous going into the bar to get the Southberg mail.

Many waggoners used to travel out from Queenstown and tourists would be brought to see the beauty of the Kawarau Falls. No doubt they would stop for a breather at the hotel. Mr Dagg was the driver of the tourist horse-bus and would guide the visitors round. Mr Cosgrove drove out with the waggons in his younger days.

It is surprising to note the number of horse-drawn vehicles which travelled on this road. An old time-table which tells us full information about coaches arriving at the hotel and Queenstown from various parts shows that there were two trips a day to and from Arrowtown. This can be compared to the local bus service today. There were also long distance coaches arriving regularly. On Monday and Thursday the Pembroke (Wanaka) to Queenstown coach passed the hotel. This was via Cardrona and was a distance of forty six miles costing £1 single fare.

On Monday, Wednesday and Friday the coach went from Queenstown to Roxburgh via the Arrow, ninety two miles. Single fare £2.

On Tuesday, Thursday and Saturday the coach travelled on

to Lawrence. H. Craig and Co., Queenstown ran the coaches and their headquarters was Eichardts.

In an old guide book of 1889 visitors are advised to a "Fortnight at the Lakes" to visit Pembroke by coach. If they obeyed, they would also visit the Antrim Arms.

With all this horse traffic a stable was necessary, just as a garage is today. The stable of the old hotel was close by for this reason. It was built of stone and was used to house and feed the horses. Inside the building on the side nearest the lake, there were stalls, each with a manger which was filled from the loft above. There was water in a big trough on the other side of the road, kept filled by a mountain stream. Outside the door was a big tree stump where the big waggon wheels could be repaired, as well as any other wheels that came to grief.

There is still a recess in the stone wall where the gear for repairing and cleaning the harness was stored. Recently a horse shoe was dug up near the doorway. This must have belonged to a horse of these times.

As motor traffic began to invade the area, the people of Queenstown were afraid that it would cause accidents with so many horse drawn vehicles on the road. This meant that meantime a law had to be passed which prevented any motor vehicles to travel past the Antrim Arms into Queenstown. This caused many people to stay the night at the hotel and travel on into Queenstown by coach or other horse drawn vehicles. Among these were the parents of Mrs Jardine of the Remarkables Station. They had their first night of their honeymoon at the Antrim Arms and then travelled into Queenstown to catch the steamer to Kingston. Smart people overcame the rule of no motor vehicles to propel themselves along this road by attaching a horse to the car and driving into Queenstown that way. Gradually Queenstown had to accept that the motor car was going to replace the horse and the rule was changed. Once the cars hurried on into Queenstown and the diggers left the mines around the Arrow, the old hotel was no longer needed and was pulled down. The old picket fence is still to be seen on the Grant's farm, but as far as is known there is nothing else in existence, except for the lamp which lit late comers at the door and is still supposed to be preserved.

The old stable was no longer useful after the horses left the roads, and it remained a derelict reminder of the hey-day of the Antrim Arms. It has been renovated now and is in fine

fettle, housing a collection of interesting old relics of those good old days when the Antrim Arms stood on the Frankton Road.

Information collected from - Miss Southberg
Mrs Jardine
Mr Hansen.

SHIPPING TLES FROM LAKE WAKATIPU

A 36 Hour Day for the 'Earnslaw' in the '30's

This day started as usual, the The T.S.S. "Earnslaw" setting off on its scheduled run up the lake. On board were a number of stock buyers and drovers all set to buy sheep at Glenorchy. It was particularly dirty weather, and it was after dark when the boat arrived back at Queenstown, and the order went out that the sheep were to be left aboard for the night, and would be taken on to Kingston the next day. The stock buyers were very hostile to this idea, they wanted to carry on to Kingston and unload the sheep there that night, and finally after considerable argument the Officer in Charge in Queenstown was persuaded into agreeing to this course, and the crew were given time off for a meal before setting off again.

They arrived at Kingston between 10 and 11p.m., and a very dirty night it was, blizzard conditions, with the snow driving level. Nevertheless unloading of the sheep went forward. On such a night Kingston people were mostly indoors, though there was one fellow about who volunteered to lend a hand - he was a locally well known character with an insatiable thirst. Poor fellow, his thirst was quenched for good that night, for at some stage, without anyone aboard knowing a thing about it, he must have fallen over board, and was drowned.

The storm had not eased at all when the unloading was finished, and after several unsuccessful attempts had been made to get away from the Wharfe it was decided to remain tied up for the night, and at about six in the morning the Earnslaw did get away successfully.

Meantime, when it was discovered in the morning that the boat was not berthed in Queenstown, there was some consternation and as soon as the telephone exchanges opened contact was made with the Stationmaster at Kingston. 'No, the Earnslaw was not at Kingston, nor had she been there as far as he knew.

5

No, there were no sheep in the Kingston yards either'.....
Panic!..... and great relief when she steamed out of the snow
at the beacon at the entrance to Queenstown Bay about 8a.m.
Again the crew were given time for a meal at home, before getting
away again for that day's run - to Kingston! and when they
arrived back again at about six that night some of the crew had
done a good 36 hour tour of duty with no extra pay.

The sheep, of course, were well down the road South by
the time the Kingston Stationmaster got up, and the reason
for the Buyers insistence on getting them to Kingston and
unloaded in spite of the weather subsequently leaked out.
There were far more sheep on board than were officially
listed on the loading ticket, and the bad weather played right
into the hands of the Buyers and such of the crew who were
aware of the fiddle, for the Stationmaster was well known as
a most meticulous servant of the N.Z.R., and had he been about
all those sheep would have been counted off against the
loading docket!

Only in a place miles away from officialdom could such
a thing happen, and in those days Queenstown was such a place.

Extract from a letter dated 1883 from an early tourist
in Queenstown to a friend.

"The 'Mountaineer' starts at 7 a.m., but we get a square
meal on board as on shore, my only complaint being that the
Scottish Engineer takes all the porridge. My three
companions were very miserable however, one lady was quite
sick, and there was no brandy on board to give her.

Wretched "Good Templar", owner of the Mountaineer, why
should you cause people to abuse thee.

(Presumably the 'abuse' was for the lack of brandy,
not the lack of porridge.)

We plan to print a series of 'Shipping Tales' in future
numbers of the 'Courier'.

ENTERTAINMENT IN QUEENSTOWN

In the days of the gold rush entertainment was an important aspect in the lives of the miners. Hotels were used as theatres, for it was in the hotels that the miners inevitably forgathered.

The Golden Age Hotel secured the services of Mr Jim Hull, the celebrated local Irish singer, who was always popular with his many compatriots in the town. He was accompanied by Mr Wright on the violin, and Mr Morgan the Welsh Harpist.

The best light entertainment was at the Theatre Royal, where it is said that - "Thatcher and Madame Vitelli kept their audiences in gales of laughter".

The British Lion Hotel and Theatre is reported to have been kept - "by a very decent coloured man named Jones".

The Athanaeum Hall, later the Town Hall, and now the Embassy Theatre, was built in 1872. It was used for a variety of occasions, including concerts and dances. The shareholders were Mr W. Warren, Mr Geisow and Mr Anderson, and their combined initials were engraved into the windows, the design being about ten inches high.

Silent pictures were first shown in Queenstown and Arrowtown about 1911 or 1912. They were projected three times a week, the appropriate music being played throughout the picture by Mrs Fowler. Mr Fowler installed his own generating plant in both cases. The one in Queenstown being in a small room at the back of the stage at the Town Hall. An attendant was required to keep an eye on it. The projector was housed in a small flat iron cabinet on the ground floor under the gallery. Mr Fowler sold out on the 9th June, 1913, when Mr H. Tomkies took over. During the time that he was in charge of the pictures Miss Renee Powell, now Mrs I. Norris, provided pianoforte accompaniment. The charge for this entertainment was 1/6d for a seat upstairs in the small gallery, and 1/- for downstairs. Children were allowed in for 6d.

The exciting era of the Talkies started in Queenstown between 1928 and 1930.

From very early times the famous Queenstown Brass Band added to the town's amusement and enjoyment. For many years it was led by Francois St. Omer, who was an outstanding player on the Cornet. The strains of 'The Rosary' and other such items could be heard coming from the Lake side on Sunday mornings as he practised.

GOLD REPORT

from

"The Geology of the Queenstown Subdivision 1909"

by James Park.

Quartz Mining; The lodes of Macetown and Skipper's occur in the same zone of mica schist, and belong to the same type of replacement lode, as the reefs at Bendigo and Carrick Range in the Cromwell District. The lodes at Bendigo alone have yielded gold to the value of some three-quarters of a million sterling. The Premier and Tipperary mines at Macetown and the Phoenix Mine at Bullendale have produced a large amount of gold; while we have still before us the Shotover Consolidated which, through various vicissitudes and adverse circumstances, has been a going concern for nearly thirty years.

Gold-bearing Lodes in Macetown District. There are numerous gold-bearing lodes within the watershed of the Arrow River. They vary from a few inches up to many feet wide, and all contain gold in greater or lesser quantity.

The Macetown lodes have so far proved the most productive. They occur in two distinct systems - namely, the Tipperary system, which runs from Scanlon's Gully to Sawyer's Creek, where it is known as the Premier line of lodes; and the Sunrise system, that crops out on Advance Peak at an altitude of some 5,000 ft. above the sea.

The most extensively worked lodes are the Premier and Tipperary mines. Next in order come the Gladstone, Homeward Bound, All Nations, Victor Emmanuel, Maryborough, Garibaldi, Sunrise, Golden Treasure, Balsh's, Hamilton and O'Neill's, and Anderson's.

Warden Stratford reports that the reefs at Macetown were first tested about the year 1876. Three lines of reef were first worked - namely (1) the Homeward Bound line, (2) the Maryborough, and (3) the Advance Peak line.

The Homeward Bound line was opened in 1876 by Messrs Raven and Barclay, who won 551 oz. of gold from 542 tons of stone while opening up.

The Maryborough was opened up in February, 1876, and from 5 tons of stone 23.5 oz. of gold was obtained.

The All Nations line is parallel to the Maryborough, about 5 chains to the southward. From a leader between

these two lines 345 tons of quartz yielded 39 ozs of gold.

With regard to the Main Lode line, there appear to be three parallel lodes here trending north west. Several rich leaders radiate from these lodes, as high as 5 ozs of gold per ton having been obtained from them. Development work was carried on, and in 1878 a public crushing plant was erected and quartz crushed from various reefs. Eighty tons of quartz from the Gladstone mine yielded 304 ozs of retorted gold; 50 tons from the Tipperary yielded 127 ozs.

In 1884 the main road from Arrowtown was opened for traffic. During 1888-89 the Sunrise Lease G old Mining Company was the only mine at work. British capital was introduced in 1890 and new companies were formed with varying success. The Tipperary Company was reformed in 1892 and worked until 1903. The Premier Sunrise continued operations until 1905, but the available stone was stoped out, and considerable prospecting failed to open up a new ore-body.

MATERNITY NURSING

In the very earliest days in the district many women must have given birth to their children either unaided, or helped only by their husbands or anyone who happened to be within call. However as the community grew particular women stood out as experts in this branch of nursing, and were on call at all times. To these women midwifery was more of a vocation than a profession, they were untrained in the modern sense, but they added experience to an instinct and love of the work, which added up to great efficiency. They worked in the homes - which meant that they would often be called out to considerable distances, in all weathers and at all times, and they would never refuse a call.

Two of the best known of these women were Mrs Macalister and Mrs Cockburn. Of the latter her grand-daughter, Miss Mary Salmond, tells how a child would come knocking at the door on a stormy winter night with the message, "Mum wants you". She would light her hurricane lamp, collect her bag, and probably a blanket to wrap the new born babe in, if the call was to one of the many very poor and ill-equipped households there were in those days, and set off on foot. She was very proud of the fact that she had never lost a mother or child, and when legislation was passed about 1905 that only certificated midwives could attend births she was most upset,

and particularly heart-broken when she could not deliver her daughter's last child because of this law.

The first three bedroom Maternity Hospital was opened by Granny Philp in Athol Street. She had lived first in Arrowtown where she worked with Doctors Dutton and Thompson at the hospital there, and when she moved to Queenstown she was to work with Doctors Douglas, Watt, Stewart and Anderson, sometimes helping at the Frankton Hospital. She was still nursing in the 1930's.

In the 1920's Mrs Fix started a Home at Hallenstoin Street, (now No. 14, and still occupied, though its days are numbered). After she sold this house she moved away from Queenstown, and a Mrs McFarlane - later Mrs Wm. Thompson - opened a superior Nursing Home in Stanley Street on the hill. When this was burnt down she moved to 'Tutuila' at the top of Ballarat St.

In 1930 Mrs Geo. Chalmers opened up a three bed Maternity Hospital, plus a nursing and surgical wing, in "Strathcona", Malagan Street. Due to ill health she closed her hospital in 1944, but during these fourteen years she delivered about three hundred babies, and the Government paid her a subsidy of £100 a year for her work.

After Mrs Chalmers the Southland Hospital Board took over, operating first at 'Tutuila' for just short of a year, and then for 16 months at 14 Park Street, until the present Maternity Hospital was opened in April, 1947.

Even as recently as this and under the direction of the Hospital Board, there were improvisations. One mother recalls the move from Park St. to the new Hospital with amusement. There were two mothers and no ambulance, and six men came into the ward, picked up one mattress with the first mother aboard and proceeded to carry her out. She objected to being carried out feet first. The men thought this was a great joke, but obligingly turned her round. They were very cheerful with the second Mum too, and tried to kid her about its being the first time she had ever been carried by six men, but when she retorted that 'it wouldn't be the last time, would it?' - also quite cheerfully - they went into quite a taking, and told her not to say things like that, which was very inconsistent of them. Outside they were carried down the garden path onto the road and heaved, mattress and all, onto the back of a Transport Truck with a large open ended canvas canopy, and away they went. A group of bowlers at the Park gates looked most startled when they looked up to see a couple of pink and blue bed-jacketed women waving to them from where they were leaning luxuriously

on their pillows against the back of the cab. At their destination the ladies decided that a joke could be carried too far, and they weren't going to be hauled out on their mattresses. The matron had not come out to supervise, so they demanded to be carried between a mere two men each, and with blankets draped round them that was how they entered the shining, new, very up-to-date Maternity Hospital!

PRESENT DAY AFFAIRS.

The demolition of one of the old homes of Queenstown has been watched with regret by many people. This house, situated on the corner of Shotover Street and Beach Street opposite the Earnslaw Wharf, was built by Edward T. Wing, son of the well known Captain Wing who commanded Tuckett's Survey Ship the "Deborah", which surveyed the Otago coast line to prepare the way for the Otago settlement.

Captain Edward Wing, having followed a seafarers life for twenty years, and having become a Master Mariner, settled in Queenstown and became Managing Director of the Lake Wakatip Steamship Company. He was elected to the Queenstown Borough Council in 1886, and served as Chairman of the Wakatip District Hospital for some time. He was a Past Master of the Masonic Order, and Lay Reader of the Church of England.

When the iron roofing of his house was removed for demolition a roof of hand cut beech shingles was found intact beneath. This was cut away in suitable sections and local Museum Curators were able to acquire them for display. The Historical Society recorded the roof photographically.

DECIMAL CURRENCY.

When the change over from L.S.D. to Decimal Currency was made, history repeated itself in the modern idiom. The new Currency was brought into the town under Armed Escort, but the Gold Coach was replaced by an Express Delivery Truck, and the mounted escort by armed detectives in two cars which preceded and followed the truck. The whole operation passed off quietly and almost unnoticed, which would surely not be the case when the Gold Coach arrived at or departed from Eichardt's in the early days.

PRESBYTERIAN CHURCH CENTENNIAL

The Presbyterian Church will celebrate its Centennial in September of this year. During the celebrations the foundation stone for the new church in Queenstown will be laid.

The Historical Society has been asked by the New Zealand Historic Places Trust to arrange for a photographic record of the old Church to be made, as its interior is of particular architectural interest, and it is to be sold for removal or demolition to help pay for the new building.

CEMETERY REGISTER

The Society has been given a copy of the Queenstown Cemetery Register dating from 1871 to 1911, and also a plan of the Cemetery. These have been prepared by Mr Fred Barnes.

These documents are a great contribution to the recording of local history as the originals are in very poor condition and are practically illegible, and we are grateful to Mr Barnes for the time and trouble it must have taken making these copies.

This Register is most interesting to look through, names which are familiar to this day in the district appear, some of them very early on. The places where people died are scattered over a very wide area of the district, and the causes of death are often very puzzling.

COROMANDEL - WE SALUTE YOU!

"Old Courthouse, Coromandel - When the Coromandel County Council proposed to alter the old Magistrate's Courtroom now used as County offices by adding partitions and a second floor the Trust gave its support to the preservationists and pleaded with the County Council to reconsider its plans. The Trust was delighted to learn that the Council has since managed to make other arrangements that will leave the room undisturbed."

N.Z. Historic Places Trust Report.

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QUEENSTOWN & DISTRICT HISTORICAL SOCIETY

QUEENSTOWN

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- (1) THAT WE USE OUR POWER TO ADVISE, CONCERNING
THE SAVING OF HISTORICAL ASPECTS OF THE DISTRICT.
- (2) PRESERVATION AND EDUCATION IN ALL ASPECTS OF
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Cover by DOUGLAS BADCOCK

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