

*Aims of the Society.....*

- (1) *That we use our power to advise, concerning the saving of historical aspects of the district.*
- (2) *Preservation of and education in all aspects of historical research and interest.*

**General Information.....**

President:	Rupert Iles	442-1976
Secretary:	Marie Dawson	442-9444
Treasurer:	E C (Peter) Mills	442-7930
Editor:	Duncan Wilson	442-7385
Trips:	Malcolm Boote	442-0004
	Cicely Morrison	442-1744

**Subscriptions.....**

Subscriptions are shown on page 3. Prompt payment would be appreciated, but overdue subs will be indicated by a red sticker on the front cover of this publication.

**Address.....**

All correspondence, accounts and subscription payments should be addressed to:

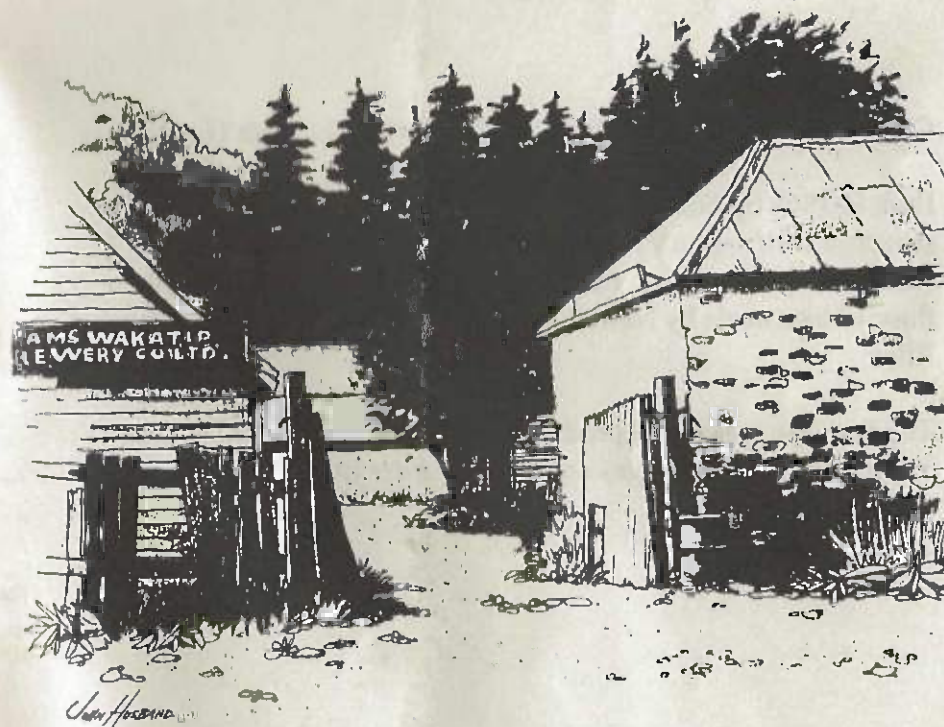
P.O. Box 132, Queenstown

*The Courier acknowledgement*

*This issue has been produced by staff at the Lakes District Museum.  
Their quality work is hereby acknowledged.*

*Cover: Buckham's Brewery, Queenstown  
by John Husband*

# The Queenstown Courier



*The Official Publication  
of the Queenstown & District  
Historical Society*

## Annual Report - 11<sup>th</sup> November 1998

Our Society seems to be gathering momentum - more members - more activity - a sturdy response to all our projects.

Today there is a very full and genuine recognition by the community that we play a visible and valuable role in the guardianship of historical aspects in this district. We have through our activity and our advocacy cultivated and developed an awareness of the importance of an historical perspective in both District and Regional planning.

Preserving history means more than fulfilling an immediate objective. This region is exceedingly rich in history and its preservation combined with our spectacular scenery offer a unique attractiveness to visitors from near and far. To keep these features in balance means that thoughtful preservation is an essential element.

Organised trips to view features and places of interest have developed into one of the strongest activities. This year we have excelled ourselves.

The year began with a most exciting and adventurous journey to Christchurch via Peel forest - overnight in that city - then across the Southern Alps in the Alpine Express down the West Coast visiting the White Heron colony on the way and then home via the Haast Pass. A well organised trip thoroughly enjoyed by all those who travelled.

The year ended with a travel project commemorating the 150th year of official settlement in Otago. Travelling up Lake Manopouri - a visit to the underground power station - then over the mountains by helicopter. Here the full compliment of thirty-six passengers spent seven wonderful days exploring Fiordland onboard the comfortable and well serviced Milford Wanderer. This journey included dozens of historical sights including the major places of interest associated with the visits of Captain James Cook more than two hundred years ago.

Between the Alpine Adventure and the Fiordland Experience were more than half a dozen visits to points of high interest nearer home. These included travelling across the Dunstan Trail, visits to old homesteads and sheep stations.

There were a number of visits to areas where early mining, especially gold, was of major interest. One memorable trip featured the fascinating world of historical bridges.

One feature has put its stamp on 1998 and outlined future prospects if carefully handled. We have made a great deal of money. Several factors have combined to make this possible. Our membership was extremely successful in promoting and buying our book, Land of the Mountain and the Flood.

This provided a financial base to which was added an accumulating surplus from our trips plus some very substantial donations. The result has been that more than \$15,000 has been donated to the Lakes District Museum. This assisted the purchase of a range of equipment. One of the most valuable uses to which the equipment has been put is to compile a database of information. This includes full newspaper coverage of life and events reaching back to the earliest days of publishing. Students from every walk of life, from primary schools to university graduates will be able to tap into this font of knowledge. Because of the accuracy of these records, families can trace the earliest involvement of ancestors in great detail.

It is a fact that as long as these records survive, the longer they remain accessible, the more valuable they will become. I regard this advance in recording and storage of early personal records our greatest achievement over the last three years.

There are two separate matters worthy of mention. Firstly our Society has made a donation to the Williams Cottage. This is to commemorate the work and life of Roma McAndrew a most gifted lady our Society was honoured to call a dear friend. The second was a donation also. This to aid the publication of a book by Julia Bradshaw - "Miners in the Clouds", which is a fine historical record of the history of the mining of Scheelite and the people involved in that industry near Glenorchy.

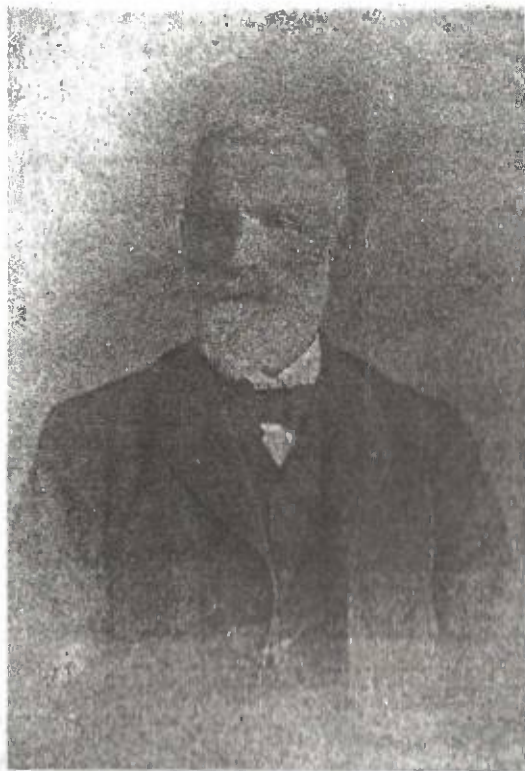
Tonight we are bestowing Honorary Life Membership on two of our most respected past presidents. Both have served this Society with distinction and both continue this involvement which goes back many years. They have been tireless workers. Their research, advice, knowledge, steady

counsel and down to earth good sense has been exceedingly valuable to me during these last three years. On behalf of all our members may I offer our warmest congratulations to Duncan Wilson and Ray Clarkson.

Tonight completes the three years I have had the honour to be your president. I've learned a very great deal. I am grateful for the sense and co-operation of three years of hard working committee members. Thank you all for your loyalty, your efforts and support. Tonight we have a new President, new officers and a new committee.

We can all look forward towards the new millennium with confidence and a developing maturity in matters Historical.

Rex Austin



Thomas Hicks, 1827-1911. Reproduced from the  
Cyclopedia of Otago and Southland, 1906.

Thomas Hicks -gold miner - Alan de La Mare

## THOMAS HICKS

1827-1911.

By Allan De La Mare

Thomas Hicks made his mark in the settlement of the Wakatipu. He was one of those who followed the classical gold trail to California, Victoria and Otago.

Hicks was born in Cornwall. His father, also Thomas, was a farmer. His schooling was short and he took up farm work at the age of nine. After some eight years in this occupation he had three years in mining.

In 1849 he left Plymouth on the ship David Malcolm bound for Adelaide. In January 1850 he followed the lure of gold to California. After two years without striking it rich he returned to Australia where he mined first at Turon in New South Wales, then at the Ovens and McIvor diggings in Victoria. In 1853 he was on the Ballarat goldfield but after three years left, "dead broke". He then took up bush work until the gold discoveries in Otago drew him to Port Chalmers in February 1862.

Hicks mined in several localities, Lawrence, Nokomai, Nevis and Cromwell and at last fortune smiled on him. He shifted to the Arrow in December 1862 when the rush was at its height and settled in Queenstown in February 1863.

With some capital in hand he joined a syndicate J.W. Robertson and Co to mill timber at the Greenstone River at the Head of the Lake. The members of the syndicate were quick to realise that timber would be in great demand in treeless Queenstown and the mill would be a lucrative venture. And so it proved to be. The syndicate consisted of J.W. Robertson, who was the first Mayor of Queenstown, Hicks and two brothers Dan and Frank McBride. Another member was a cousin of the McBrides, named John. John Patterson and James Whitbourne were also members for some of the life of the syndicate. Machinery for the mill was purchased in Victoria and the mill was powered by a 30 foot water wheel.

The timber business prospered and in 1868 the syndicate decided to build a vessel to carry their products to Queenstown. A slipway was built at the Greenstone Mill and from a design by a local resident, built by local carpenters and using local red beech and totara came the P.S. Antrim. Launched on 28 October 1868 it was sailed to Queenstown where the engines and boiler

were installed and it had its first voyage under steam on New Years Day 1869. The Antrim was 82 feet in length with a speed of 8 knots. Until it was converted to coal burning it was wood fired and had an almost insatiable appetite for fire-wood. It also had a capacity to shower sparks in large quantities from the funnel. Thomas Hicks took over as skipper of the Antrim and from then was always known as Captain and was described as a Master Mariner. It would be interesting to know how it was decided which one of the syndicate should be captain of their vessel. Could it be that at smoko one day they drew straws for the job and Hicks lost or more likely won, as being skipper of the Antrim would be easier than bush cutting.

The syndicate branched out into other activities including owning wharves, warehouses, the Brunswick Flour Mill at Frankton and farms in the area. At one stage they intended erecting a woollen mill at the One Mile but sold their water right as the stream was needed for Queenstown's first water supply

Hicks took a prominent part in public affairs. He was a member of the Wakatipu Hospital and Queenstown Cemetery Trusts and a member of the Masonic Lodge. He took a leading part in St Peter's Anglican church and his benefactions to the church were many and generous.

Hicks married Ellen McBride in 1871 thus becoming related by marriage with his partner J.W. Robertson who married Ellen's sister, Mary. He sold his interest in the syndicate and retired in January 1883 and died in December 1911. His wife died in 1901. There was no issue.

Thomas Hicks left a will which bequeathed £1,500 to the Anglican Parish towards a new church in stone or concrete, the work to commence within 21 years or the money was to revert to the beneficiaries. This was a sting in the tail because the beneficiaries were all of the Catholic faith and in those un-enlightened times the prospect of the money reverting to them was not inviting.

St Peter's church, which had started life early in 1863 as a crude wooden building, only to lose its roof in the big gale of June, had been extended sev-

eral times and generally refined and was now an adequate place of worship with sufficient accommodation to meet the needs of the congregation. Because of this and with a lead time of 21 years the parish invested the money and left decision making to the future.

A further complication to decision making occurred in 1921 when Lewis Hotop, who had been a chemist in Queenstown for 50 years and was a dedicated member of St Peters, offered two sections in Stanley Street to the church at a favourable figure. The site now occupied by St Andrew's Presbyterian church contained a woodlot, one of several Hotop had planted in the area. The offer was accepted and now a decision had to be made as to where the new church was to be built. In 1924 after much thought and debate it was decided a new church would be built on the present site and the sections in Stanley Street were sold to eventually provide a magnificent site for St Andrew's church.

In 1926 plans for a new church were approved but it was not until March 1932 that a tender was accepted less than 12 months within the 21 year time span set by the will.

The tender price was £2862 plus £70 to shift the old Vicarage from its site on the corner of Camp and Earl Streets to its present position nearer the lake. A further £458 was required to recondition the Vicarage which after almost 130 years still serves the parish.

Thanks to Thomas Hick's generosity and to two other bequests, one of £100 from the first Vicar, the Rev Richard Coffee and another of £300 from A.D. Lubecki who operated a cordial factory in Queenstown in its early days the church was opened and consecrated debt free in the depths of the depression.

## The Routeburn and Greenstone Routes to Martins Bay

### THE ROUTEBURN & GREENSTONE

#### A sequence of events

*(Prepared by the Editor for the Routeburn Walk Limited Guides)*

Prior to the 1800's these valleys were traversed by the Maori in search of Greenstone and probably the Moa.

[Greenstone was much valued and its main sources were at Anita Bay near Milford Sound, in the Routeburn valley at the head of Lake Wakatipu and further north up the West Coast. By 1500AD, it is known, Maori tribes had discovered the Routeburn greenstone and parties from the Martin's Bay settlement, which flourished between 1650 and 1800 were among those to traverse either the Routeburn or Greenstone Valley to this source.]

- 1860 Charles Cameron and party reached the headwaters of the Routeburn North Branch, exploring a route to the West Coast.
- 1861 David McKellar and George Gunn explored the territory west of Lake Wakatipu in search of 'Run' country.
- 1863 Patrick Q Caples examined both the Greenstone and Routeburn valleys for a possible road route to the West Coast from Queenstown.
- 1864 Dr James Hector, Geologist/Explorer considered a road was practical, but a survey later disproved this.
- 1865 James McKerrow, Otago Surveyor, initiated the forming of a bridal track over the Harris Saddle. By 1871 £3000 had been spent on the 20kms on the eastern side of the Saddle, but after Hector reported great quantities of snow on the Saddle, the grant for the work was cancelled.
- 1870 The Martin's Bay settlement went ahead, but by 1873 it was realised that a road over the Harris Saddle was impracticable.
- 1880s The Routeburn became known for its tourist potential. Richard C Bryant bought land at Kinloch in 1870, and established the Glacier Hotel. A son, Harry Bryant, started guiding tourists from the hotel to the Harris Saddle, firstly on horseback to the Routeburn Flats, then on foot to the Saddle.
- 1903 The Tourist Department liberated 8 red deer in the Routeburn.
- 1912 Thomas McKenzie (Minister of Tourism) allocated funds for repairs to the Track and two bridges in the lower Routeburn and a hut on the Flats. Harry Birley of Glenorchy was then employed as a guide, and also commissioned to investigate the continuance of the walk above the bushline between the Harris Saddle and Lake Howden.
- 1913 Public Works Department began construction of the track, with two gangs, one at each end of the track.
- 1914 The Howden-McKenzie section was completed, but work was halted with the announcement of World War One.
- 1915 Fiordland National Park was gazetted.
- 1926 The Cook family began sawmilling in the Lower Routeburn.
- 1929 Harry Bryant began operating a Bus Service from Kinloch to the Routeburn and later, in 1953, built a road-end lodge.
- 1963 Two school children on a school tramp, perished on the Hollyford face of the track, which prompted the N.Z.A.C. and F.M.C. to instigate the establishment of more shelters. McKenzie Hut constructed.
- 1964 Mount Aspiring National Park was gazetted.
- 1967 Routeburn Falls Hut, (20 bunks), was built.
- 1968 A Guided Walks hut was also constructed at the Falls and a shelter for emergencies on the Harris Saddle.
- 1969 Jim Gilkison (A retired Accountant from Dunedin and a N.Z.A.C. member started the Guided Walk Company).
- 1976 The Routeburn Flats hut (M.A.N.P.) with 20 Bunks was built to replace the old Tourist Department huts.
- 1978 A new Lake McKenzie hut (F.N.P.) was built to replace the original 1963 hut.
- 1992 The Harris Saddle emergency shelter was replaced, and the track over the Saddle re-aligned to minimise the traffic damage on this fragile area.
- 1994 All bridges and hundreds of metres of track between the Glenorchy road-end and the Falls Hut were replaced due to considerable flood damage.

## ROUTEburn AND HEAD OF THE LAKE

### Place Names

By the Editor

Alfred (Mt)	Named by Simpson & MacAusland after Alfred Duncan the first resident of Glenorchy, who was W.G.Rees' shepherd at the head of the Lake.
Amphion (Mt)	By Joseph Cyprian Fenn
Arcadia (Paradise)	Guest House built by Joseph Cyprian Fenn in 1906-7. Fenn was a scholar from England and died in Queenstown in 1923. Arcadia was a district in Greece, conceived by Poets as a land of rustic simplicity and bliss.
Bonpland (Mt)	Named by James McKerrow. Amie Bonpland was a French Botanist & explorer. The highest point in Humboldt Mountains.
Bryant Glacier.	Glacier on east face of Mt Bonpland, named after the Bryant family of Kinloch.
Caples River	After Patrick Quirk Caples, who explored the Greenstone, Hollyford, & Dart Valleys in 1863.
Chaos (Mt)	Named by James McKerrow, (Greek mythology)
Conical Hill	North of Harris Saddle. A descriptive name.
Dart River	Named after the Dart River in Devon, England by W G Rees, possibly while on a boat voyage to the head of the lake in 1860.
Diamond Lake	Named by W G Rees in 1860 for its beauty and sparkling waters.
Earland Falls	Named in about 1930 after Sydney Earland of Queenstown who was a member of a Press party that walked the Howden/Routeburn track soon after its completion. A small lake at its source was named

Lake Roberts after K C Roberts who first observed it from the summit of Mt Crosscut in the Upper Hollyford Valley.

Earnslaw (Mt)	Named by Surveyor J T Thomson, whose father came from the village of Earnslaw in Berwickshire. Highest Mountain of the Forbes Range, between the Rees & Dart River valleys. First ascent of East Peak by Harry Birley and Fred Muir on 16 March 1890
Elfin Bay	Earlier known as Sandfly Bay. Named because of the elfin green colour of the water.
Emily Pass & Peak.	At the head of Lake McKenzie, was named after Mrs Emily Forsyth, who was the first woman to cross the Pass in 1914 with guide Jock Edgar.
Erebus (Mt)	By James McKerrow (Greek Mythology)
Glenorchy	Surveyed in 1864 by G M Barr, as the Township at Bucklerburn, at head of Lake Wakatipu, but subsequently changed to Glenorchy probably from Argyle, Scotland, as are the original street names.
Harris Saddle & Lake.	Named by Patrick Quirk Caples, after the Superintendent of Otago, John Hyde Harris.
Hollyford Valley	Named by P Q Caples (in 1863) after his birthplace in County Limerick, Ireland.
Howden, Lake	Greenstone Valley. Named after the Surveyor Francis Howden who, in 1865, reported unfavourably on the possibility of a road through to Martins Bay.
Jean Batten Peak.	Ailsa Mountains, between Greenstone and Caples Valleys. Named after the famous aviatrix.
Kinloch	Probably named by Scottish settlers because of the similarity to Kinloch in Scotland. Surveyed by A D Wilson in 1870.

QUEENSTOWN AND DISTRICT HISTORICAL SOCIETY

Statement of Receipts and Payments for the Year Ended 30 September 1998

1997	Receipts	1998	Payments	1998
7108	Bank Balances Fwd	15886.48		
2941	Subscriptions	3140.00	Subscriptions	45.00
3200	Donations	581.08	Grants and Donations	15117.89
			Postage & Tolls	139.96
1000	Grant from Trustbank	0.00	Printing & Stationery	322.60
0	NZ Lottery Board Grant	6000.00	Room Hire	0.00
			Post Office Box	0.00
0	Sales of Couriers	0.00	Couriers	1851.78
6534	Trips	0.00	Trips	0.00
1254	Luncheon	1344.00	Luncheon	1396.75
5964	Book Income	2101.12	Prizes	100.00
188	Sundry	52.50		
407	Interest	1049.43		
28595		30154.61		261.50
				10919.13
				30154.61

Bank Balances @ 30 Sep 1998

Auditor's Statement

Current Account 80.19  
 Term Deposit Westpac 3039.08  
 Term Deposit Westpac 6640.66  
 Term Deposit Bldg Soc: 1159.20  
 10919.13

I have examined the financial records of the Society which in my opinion have been properly kept. I have obtained the information and explanations required, in common with other similar organisations, control over income and sundry donations prior to its being recorded is limited, and there are no practicable audit procedures to determine the effect of this limited control. In my opinion the financial statements presented above give a true and fair view of the financial activities of the Queenstown and District Historical Society for the year ended 30 September 1998.

D. Warrington BCom CA

1997

1997

Payments	1998
Travel Payments	32544.34
Bank Balances Closing	2287.99
	34832.33

QUEENSTOWN AND DISTRICT HISTORICAL SOCIETY  
TRAVEL TRUST ACCOUNT

Statement of Receipts and Payments for the Year Ended 30 September 1998

Receipts	1998
Bank Balances Fwd	0.00
Travel Receipts	34832.33
	34832.33

McKellar, Lake	At the head of the McKellar branch of the Greenstone River. Named after David McKellar who in 1861 (with George Gunn) followed this valley to its head to discover the Hollyford Valley.
McKenzie, Lake	Named by guide Harry Birley of Glenorchy, who acting on instructions from Sir Thomas McKenzie, found a high-level route between Harris Saddle and Lake Howden. He discovered the Lake in 1909.
Minos (Mt)	By Joseph C Fenn
Momus (Mt)	By James McKerrow (Greek mythology)
Niobe (Mt)	By Joseph C Fenn
Nox (Mt)	By James McKerrow (Greek mythology)
Ocean Peak	South of Harris Saddle. Named because the Tasman Sea can be seen from its summit.
Paradise	Named because of the large numbers of Paradise Ducks found there. Originally called Paradise Flat.
Pluto (Mt)	By James McKerrow (Greek mythology)
Posidon (Mt)	By Joseph C Fenn
Rees River	Flows into the head of Lake Wakatipu at Glenorchy. Named after William Gilbert Rees, the first runholder east of the lake.
Rere Lake	Believed to have been named by early shearers. Rere means waterfall.
Routeburn	Named by James McKerrow, presumed to be named after Routeburn near Kilmarnock, Scotland. This in turn is a contraction of Rout Dane Burn, from a skirmish after the battle of Largs 1263. Earlier names were Wild Dog Creek, and 'Western of Caples'
Somnus (Mt)	By James McKerrow (Greek mythology)
Xenicus (Mt)	By Peter Child (about 1981)

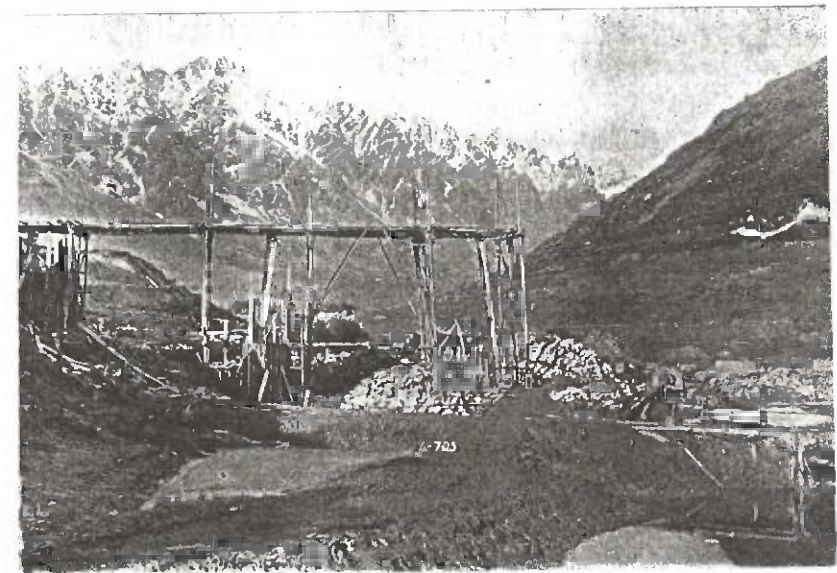
## The Kawarau Falls Bridge - Raymond Timmins

### The Kawarau Falls Bridge

by Raymond R Timmins

Following on from Ray Clarkson's history of the Kawarau Falls Dam in issue 56, some further information has become available. At the Wardens Court Hearings before construction began the question of the security of the dam and especially the gates, was an important item. The fear of failure and the consequent downstream flood was a major concern.

Engineer E J Iles was well aware of this and also of the other serious problem with control gates in that with the weight of water pressing on them they were very hard to raise or lower. Iles knew that when Sir William Willcocks was designing the Aswam dam for the Nile, he examined all the appliances for controlling the water in use on the continent of Europe. The system which was considered the only one suitable was the Stoney Roller Sluice. He wrote to England to obtain information on this system. There arrived by mail, tracings and drawings of both the Aswam Dam and the control systems used on the Madras Irrigation Canals and on River Moo in India.



The Kawarau Falls Bridge under construction in 1925.  
Photo from Greg and Jo St Baker



While working on the Madras project Robert Stoney designed a free running gate on rollers in a loose slot with a cunning seal held in place by the water pressure. These sluice gates could be raised or lowered by one man with a winch and would not jamb, (a more complete detail of operation can be found in The Otago Daily Times, September 12th, 1923 ).

Iles then contacted the engineering firm of Ransomes and Rapier in England who held the patent rights to the system and the gates were made at their Waterside Works in Ipswich. Ransomes and Rapier were perhaps best known at that time in New Zealand for their "steam shovels" used on major construction sites. A feature of these gates was the lack of maintenance required and 70 years later they still work efficiently.

R E Offer, in his book "Walls for Water " (page 15), says that this may have been the first occasion the Stoney Rollers were used in New Zealand but that similar gates were being installed at Mangahao Power Station at about the same time. As Iles made the original enquiries and all of his design work had to be approved by Public Works Engineer Mr F W Furket ( see the Edith Cavell Bridge issue 56 Queenstown Courier) who was also overseeing the Mangahao work, it can be safely assumed that Mr Iles was the first in New Zealand to use the Stoney Rollers.

The Stoney Roller was superseded by other designs as it was said to have high sill wear in fast flowing water. A report on the Kawarau site in 1950 said that there was very little sill wear and no excessive wear is apparent today.

Thomas Tobin -Tobins Track -

## OPENING OF CAIRN COMMEMORATING THE LIFE OF THOMAS TOBIN 1831-1882

Sunday the 1st November 1998

By Philip Maurice James, B.A., L.L.B, Christchurch

[Rupert Iles writes: The recent gathering of the descendants of the Tobin Family at the cairn on Tobin's Track (Arrowtown) was a remarkable and moving occasion. Not only were they remembering the history of their family but they were creating new history by all being together. Poems were read by two members of the family and the following address was read by Philip James. At the conclusion of the event, local people were introduced. The cairn is a few hundred metres up the track from the new bridge over the Arrow, and it is only a short distance from the site of the Tobin home.]

We gather here this day to commemorate the life and work of Thomas Tobin and his family. It should be emphasised that Thomas Tobin's life and work is probably little different from other early pioneers in this area and the cairn is recognition of not only his life but also the lives of other pioneers who like him civilised the area by building roads and bridges, making the community what it is today.

Thomas Tobin was born in Inniscully, Ireland in 1831. He came to the Arrowtown area via the Victorian Goldfields. On the 23<sup>rd</sup> September 1865 at Macetown, some 12 or 13 kilometres up the river from Arrowtown, he married Letitia Nash. Letitia Nash had come to New Zealand alone at the age of 16 years. Taking into account her age at the time and the distance she travelled, that of itself, is a remarkable feat. She at first stayed with her sister in Dunedin and then travelled by horse to the goldfields where she began to work in a haberdashery shop, McDougals Store at Macetown. Before this trip she had apparently never ridden a horse before. It was while she was working at the shop that she met Thomas Tobin, a miner in the area, and they married.

From that union, 8 children were produced and perhaps typical for the time and in particular, no doubt arising from the numerous rivers in the area, three of those eight children were to die by drowning.

Thomas Tobin himself died when he was aged 51. By this stage he had moved to Arrowtown where he erected a home right behind where this memorial cairn is sited. Before moving to the home on Tobin's Track, three of the children had been born in Macetown. The further five were born in this house and all eight children and their parents lived here for a number of years while Thomas Tobin built the road now known as Tobin's Track to facilitate the link between Arrowtown and Wanaka.



Thomas Tobin, miner and roadbuilder

As was his habit, he apparently used to like standing by his front gate after completion of a hard days work and talk to other passers-by. On a July day in 1881 he repeated the habit and apparently, because of having worked hard and not having clothed himself adequately in the winter air, caught a chill from which thereafter, he shortly died, as stated at the age of 51. His widow lived until she was aged 87 and is now buried in the Arrowtown cemetery.

Fortune still did not favour the remaining Tobin children and their mother and a few years after his death the house on the hillside behind us now burnt to the ground. The family then shifted to a cottage in Merioneth Street in Arrowtown which is still standing today virtually in its original

state.

Of the eight children there are some interesting stories to relate. The oldest, Martin, was born in 1866. After his father's death he emulated his father by working on Tobin's Track for some years. In 1894 he married Selina Callaghan and fathered two daughters and a son. He was drowned in a mining accident in a tunnel at Skippers Point in 1900, aged 34. As the welfare state had not yet eventuated his widow was forced to take work which she did in boarding houses and hotels where she could provide living accommodation for her children, with the son often doing odd jobs at the same establishment. Contact was lost with this branch of the family for some years until recently when a seventh generation member of that family, Glenis Neal formerly resident of Auckland but now residing in Brisbane, contacted the family historian Tom Duffy through information provided by the Lakes District Museum in Arrowtown.

The second child, Thomas, was born in 1868. He drowned on the 26<sup>th</sup> January 1885 at Whitechapel in the Arrow River, slightly downstream from where we now stand. The circumstances of his drowning were unusual in that he was in the company of a friend by the name of Fox who had somewhat of a gambling instinct. He wagered Thomas Tobin Jnr that he couldn't retrieve something from a pool in the river. Thomas Jnr took up the challenge and drowned.

The next child, Patrick, was born in 1870 and died on the 4<sup>th</sup> September 1941. He never married and in due course become editor of the Lake County Press in Arrowtown. His photograph graces the wall of the Arrowtown Museum. His niece, Ellen Duffy, who is with us today was present in Arrowtown on the day of his death and she and Patrick's younger sister, Annie, had been put on the bus by him for a day out in Queenstown earlier on the day of his death. On returning to Arrowtown from Queenstown in the bus they were met by someone at the Feeley Farm on the Lake Hayes Road and informed that he had dropped dead (dressed immaculately in a top hat and frock coat) in Buckingham Street, Arrowtown that morning not long after having put them on the bus.

The fourth child born was Kitty born on the 27<sup>th</sup> August 1871. She died in the Little Sisters of the Poor Rest Home, Andersons Bay in 1942, never

having married.

The fifth child, Mary, was born on the 1<sup>st</sup> May 1873. At the age of 13 she was drowned in the Arrow River at the bottom of the track. After falling into the river in somewhat unusual circumstances, her body was swept away down the Arrow into the Kawarau and was later located at Bannockburn near Cromwell.

The sixth child was Annie who was born on 15<sup>th</sup> May 1874 and died on the 2<sup>nd</sup> April 1951. She married Robert McClintock and had 3 sons, Bob, Jack and Dib. One son and two daughters-in-law of Jack's are down from Auckland and are with us today. Annie, although only 7 years older than Letitia adopted somewhat of a mothering role towards Letitia.

The seventh child was Andy who was born on the 30<sup>th</sup> November 1876. Andy never married and died on the 29<sup>th</sup> October 1955 also at the Little Sisters of the Poor in Andersons Bay, Dunedin.

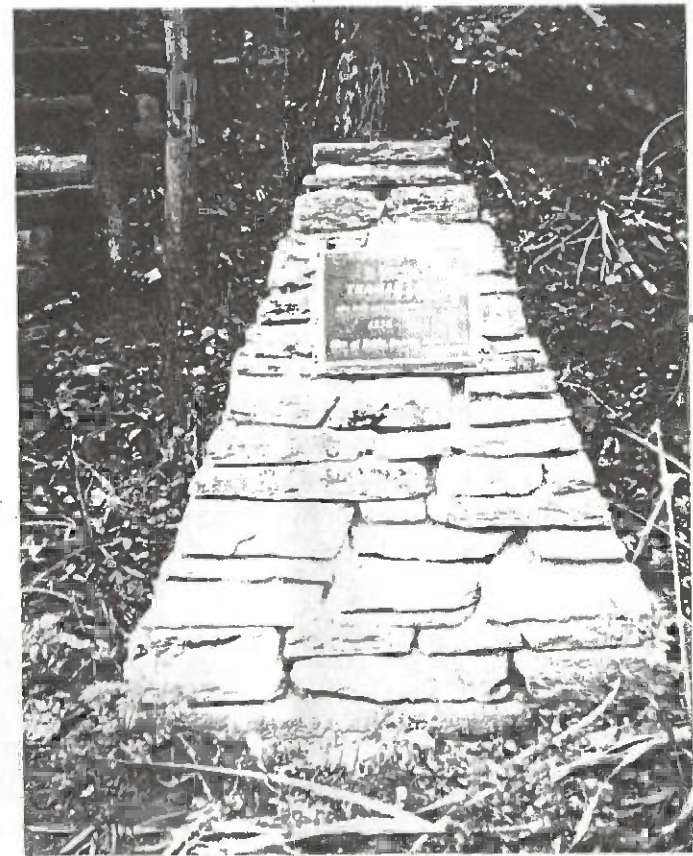
The eighth and youngest child was Letitia who was born on the 23<sup>rd</sup> February 1881. She died at Greymouth on the 3<sup>rd</sup> May 1925. She married William Herbert Duffy and mothered 8 children who survived infancy. Five of those children and numerous grandchildren, including myself, are here today to see the unveiling of this cairn. The eldest surviving child, Tom Duffy, has been the driving force behind the delving into the history of the family and keeping the records which have provided the background to this address. Without Tom's sense of history and his willingness to chronicle and record details picked up over the years coupled with his intense interest in the family and its history this event would probably not have been possible.

Tom in chronicling the history has been helped over the years by the support of wife Kit blessed with a very good memory and an ability to recall events, dates and family connections. The other members of the family here with us today; Phil Duffy from Hokitika, Sister Lucy Duffy from Christchurch, Sister Ellen Duffy from Dunedin and the youngest member of the family, Sheila Fauth from Greymouth.

The driving force behind and the catalyst in enabling this event to occur to-

day has been the redoubtable Annabel O'Meara. Without her enthusiasm and drive the cairn would never have eventuated. Annabel obviously has an enthusiasm which cannot be resisted which is partly evidenced in the recently constructed new bridge at the bottom of the track.

On behalf of the family I would also like to thank the Queenstown Historical Society and their members, the Lakes District Museum for providing information on the history of the family and other interested townspeople. Particular thanks is due to Doug Frew who, as a result of the grant enabling the cairn to be built, built the splendid cairn.



The new cairn which commemorates Thomas Tobin and his work.

## A SEQUEL TO THE BIG FIRE IN 1882

by Allan De La Mare

Recently I had a ring from a woman who lives in Hawkes Bay who wanted to know if I had any knowledge of Philip Waldmann. I told her everybody who had read Queenstown's history knew about Waldmann and his botched arson in 1882 which burnt down a substantial block of the business area.

She turned out to be Philip Waldmann's great grand-daughter who had only recently started to track down her family history and had now found that her ancestor was known chiefly for an arson which went very wrong.

I told her the Waldmann home still existed though greatly extended and modernised and she was very grateful to be shown over the house by its present owner, Kirsty Sharpe. From this chance encounter I learned some details about Waldmann about whom nothing was known after the police took him from Queenstown to face the law in Dunedin.

Phillip was born in Germany about 1844 and was married to Rebecca Meadon in London on 17 June 1873. They must have arrived in Queenstown soon after because their first child, also Philip, was born in Queenstown in March 1874. This child died of dysentery in March 1875 and was buried in the Queenstown cemetery.

When Rebecca left Queenstown a week before the fire she took with her the family silver and some other valuables and four of her children, leaving the oldest, aged six, with his father. She was pregnant at the time and the seventh child was born in Dunedin leaving her with five young children and without support. She must have suffered great hardship until her husband was eventually released.

On his release the family lived for a short time in Wellington and then settled on a 200 acre farm at Pongaroa in the Hawkes Bay. Here the couple had three more children. Philip Waldmann died there, aged 80, in June 1924

A time Waldmann was never likely to forget was the day he was brought back to Queenstown to face a Lower Court trial. As the boat steamed into Queenstown Bay he would have been able to see the devastation his action had caused. This would no doubt have caused him extreme remorse. But what

was waiting on the wharf would probably have struck him with terror. It was a large crowd, all angry and some extremely angry. George Woodrow, a baker, whose shop had been destroyed and who was a good Methodist and normally a man of peace, was armed with a big stick with which he intended to beat up Waldmann.

The police managed to protect their prisoner and later in the Court House he faced a fire inquest or inquisition before C.C. Boyes the Coroner and a jury of 14. The Court heard evidence from many witnesses over a two day hearing and at the end the jury found Waldmann had feloniously and maliciously set fire to his business premises in Ballarat Street. Waldmann was remanded in custody for trial in the Supreme Court at Dunedin where he was convicted and sentenced to seven years in gaol.

Though guilty of a very serious offence Waldmann and one match crystallised public opinion and a water supply and a fire brigade which the residents had been debating for years quickly materialised.



The scene of devastation after the fire lit by Waldmann in 1882. Waldmann's shop and eight other businesses in Ballarat Street were destroyed.

QUEENSTOWN & DISTRICT HISTORICAL SOCIETY

FIELD TRIPS 1998/99

**December 13th, Sunday lunchtime**

*Christmas B.B.Q. Lunch at the Yacht Club, Kelvin Heights.  
With a talk on "Shipping on Lake Wakatipu."*

**January 18th, Monday afternoon**

*Lake Wakatipu Cruise.  
Commentary "Settlers around the Lake."*

**February 22nd, Monday all day**

*Visit to Lawrence and Gabriel's Gully*

**March 21st, Sunday afternoon**

*Coach Tour of Queenstown.  
Commentary on "People, Business and Buildings of Old Queenstown."*

**April 19th, Monday afternoon**

*Tour of "Local Area."*



A farewell party at Macetown c1910.