

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:	Pat Duff	442-8626
Treasurer:	E C (Peter) Mills	442-7930
"Courier":	Duncan Wilson	442-7385
Trips:	Malcolm Boote	442-0004
	Cicely Morrison	442-1744

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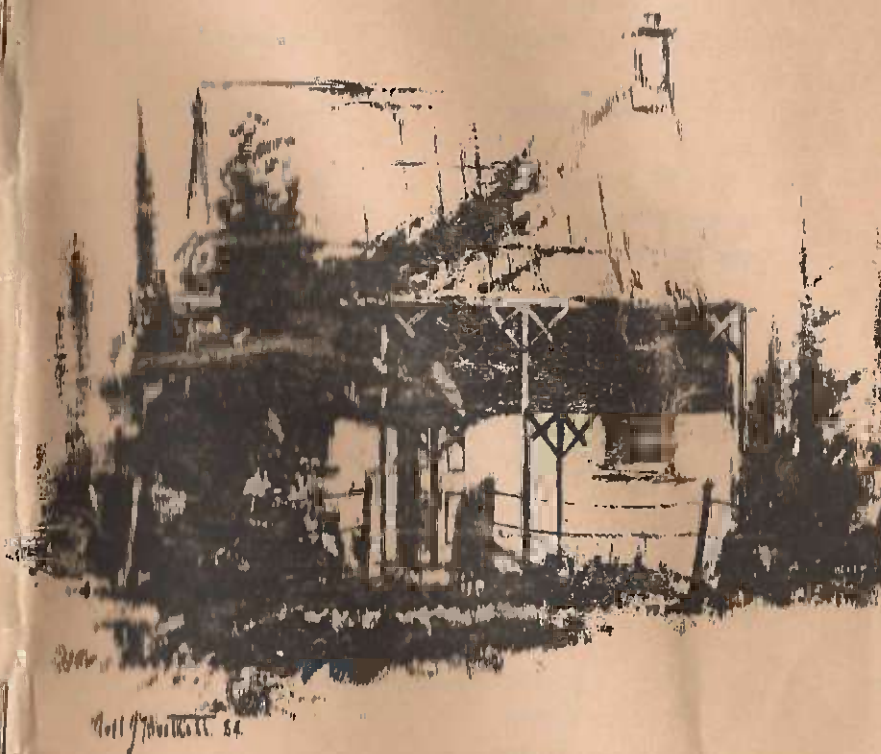
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All correspondence, accounts and subscription payments should be addressed to:

P.O. Box 132, Queenstown

The Queenstown Courier



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

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

The Queenstown Courier

The Official Publication of the
Queenstown and District Historical Society

Sixty Third Issue - Nov 1999

Officers of the Society

President:	Rupert Iles 25 Berkshire St, Atown	442-1976
Vice President:	Malcolm Boote (trips) Mooney Rd, RD 1, Qtown	442-0004
Past President:	Rex Austin 171 Fernhill Road, Qtown	442-8345
Secretary:	Pat Duff PO Box 2027, Wakatipu	442-8626
Treasurer:	E C (Peter) Mills 6 Panners Way, Qtown	442-7930

Committee:

Ray Clarkson (submissions)	442-3681	Ray Timmins (submissions)	442-8403
Joan Carswell (archives)	442-2938	Cicely Morrison (trips)	442-1744
Duncan Wilson (Courier)	442-7385	Margaret Templeton	442-8312
David Clarke (ex officio)	442-1824	Loris Mills	442 1122
Wendy Ellingham	442-0026	Karen Boulay	442-8564
John Heenan	442-1796	Roly Duff	448 8626
Mike Lynch	442 8812		

Annual Subscription	\$10.00 per person or family
Corporate Membership	\$50.00 per annum
Life membership	\$100.00 per person

The Courier is included in subscription.

All correspondence and accounts should be addressed to the Society's permanent address - P.O. Box 132, Queenstown

QUEENSTOWN HISTORICAL SOCIETY

ANNUAL REPORT

10TH NOVEMBER 1999

I commence this report by reminding you all of the 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.

In these respects we have had a very busy time.

During the year we have had several very instructive outings:

After bookings collapsed because of lack of support, a small group travelled independently to Oamaru at the time of their Heritage Week, stopping on the way at places of historical interest. Joining in, in Oamaru, was both informative and entertaining.

A wonderful afternoon on Lake Wakatipu with Neil Clayton talking about shipping on the Lake, supported by Phil and Judy Hunt and Ray Clarkson.

A most informative trip to Lawrence organised by Cicely Morrison with the support of the Lawrence Museum and Christine Cassels.

An instructive trip to Alexandra and the Fruitlands area hosted by their Historical Society. Thanks to Graham Anderson who facilitated the trip.

The enactment of 'Living History' in Queenstown was a highlight. A

It is appropriate at this point to record our appreciation to the Lakes District Museum for all the help with information and research given so generously.

We must also acknowledge the efforts of our small trip committee, Malcolm Boote and Cicely Morrison and all who so inspirationally assisted them in thought and deed.

Your Society will continue to seek out trips with worthwhile historical content. However, fresh ground is becoming increasingly difficult to find.

Our projects are progressing.

A small tile mural designed by Jan Morrison of Auckland is in the advanced stages of planning. This is to be placed as our contribution to the new premises of the Queenstown Public Library.

The second project of reproducing the 'Courier' or selected articles from it has not been as simple as it sounds. We now have the benefit of a scanner which has been purchased by the Queenstown Wakatipu Millenium Trust. The purchase of a Rom writer to put this information on hard disk is being supported by your society. The production of a book will be the natural follow on. Also copies of the disc could be available for sale in due course.

The 'Courier' continues to be published thanks to the sterling efforts of Duncan Wilson and all who contribute to it.

In other activities, Wendy Ellingham has enthusiastically headed a very small group of volunteers assisting Jill Hamel, an archaeologist, in recovering artefacts from the Church Street car park excavation.

The Society sponsored a panel in the latest exhibition at the Lake District Museum - *Always Plenty to Do - Women in the Wakatipu*

The stone side wall and buttress on one side of the Ballarat Street bridge was recently badly damaged by a truck. We are happy to report that the repairs have been satisfactorily completed. We were very appreciative of the engineer - Peter Hansby - of Imtech Ltd, inviting us to confer with him and the stonemason as to the nature of the intended work. A case of good communication and consultation.

The Society is fortunate and it is indeed a measure of the respect in which we are held that we are asked to give opinions and make submissions on planning matters affecting historical buildings and artefacts.

We have a small group comprising Ray Timmins and Ray Clarkson who attend to these matters, reporting to the committee regularly.

However these arrangements can easily be subverted when with little thought of consultation transformers are placed in Church Street in front of Saint Peters Church, which is in a designated Heritage area. This is the result of planning and costings that are in the interest of commercial convenience. It now is a matter of money. Regrettably, despite our protestations, we have as yet not had any success in having the matter revisited. We are, however, using and exploring other avenues of procedure to have our views aired.

We must forever be vigilant or our historic heritage will be eroded.

I would like now to express my sincere thanks to a supportive and hard working committee and in doing so I say we can look forward to the challenges of a new year and a new millennium.

Rupert Iles

The Southern
Fiords - societies
cruise
Jean Malpas

THE SOUTHERN FIORDS

by Jean Malpas

(An Account of a journey by

Historical Society Members in September 1998)

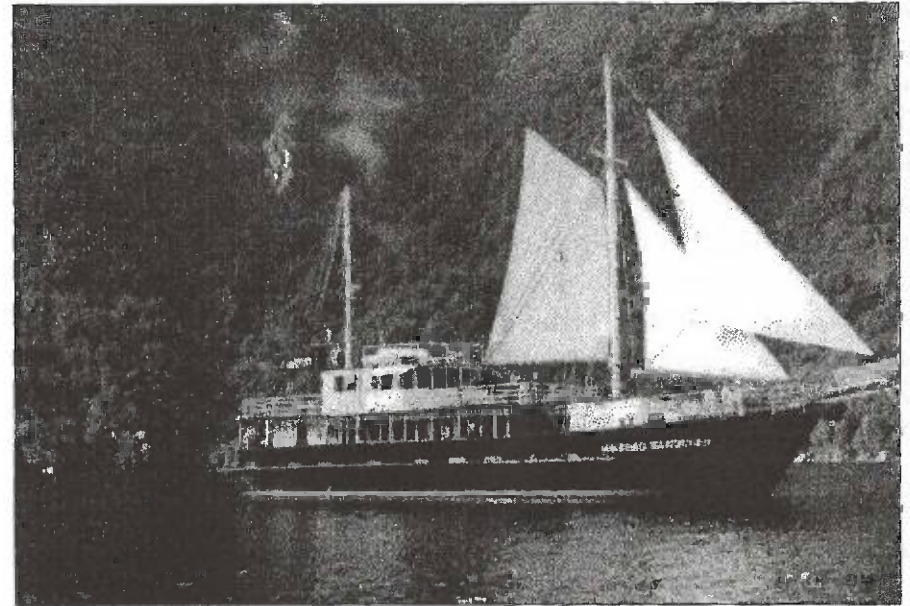
At the Society's AGM in 1997, our then President, Rex Austin, talked to members about a proposed cruise on the Milford Wanderer in September 1998 for six nights, cruising the Fiordland Sounds, retracing Captain Cook's voyages of discovery and visiting the many historic and industrial sites, as well as enjoying the natural beauty of this remote area.

There was no problem in getting 36 people to take all the available berths and anticipation was high when we travelled by bus to Manapouri on September 5th 1998.

Our first call was to the machine hall at the power station at West Arm - what history lies behind this extraordinary site and massive construction; we were able to read some of it, both at the machine hall and the visitors information centre, and of the people involved, from politicians to protesters to the men at the work face.

To reach the Milford Wanderer, anchored at the head of Long Sound, (Preservation Inlet - the most Southern Fiord) we had to take to the skies, which were now hidden by low clouds and steady rain. One of our group at least had never before flown by helicopter and wasn't too enthusiastic about this new experience especially as the weather was worsening. It was just as well the pilot knew the way, for helicopters don't seem to be fitted with windscreen wipers! However, he landed at the right spot, just as the heavens opened.

A stubcraft picked us up to take us to the ship, this was to be the first of many, many trips we were to take in this little runabout, it became second nature for us to don bright yellow lifejackets and pick up our numbered dog tags - we weren't always as conscientious about returning the tags, I'm afraid.....



The Milford Wanderer

No sooner had we found our cabins (four berth but only two people in each), investigated the showering facilities (great water pressure) and the steepness of the stairs than we were invited to avail ourselves of afternoon tea. From that time on, if we weren't out and about, sleeping or joining in entertainment, we seemed to be called constantly to sample food of vast quantities and wonderful quality.

We sailed down Long Sound and hove to overnight at Cuttle Cove, where we took on fresh water from a creek there, just as the sealers and whalers did. Cuttle Cove was known, even in 1809 as the safest anchorage in Preservation Inlet and in 1829 became the site of the first sizeable whaling station in the South Island. It was also the first documented purchase from Maoris in the South Island, the purchase price being 60 muskets and 1000lbs. each of gunpowder and musket balls, which helped considerably in the defeat by Tuhawaiki of Te Rauparah at Marlborough. Jonny Jones, along with Edwin Palmer, became an owner in 1835. But the whalers worked themselves out of a job and in 1838 the station was observed to be 'old and

deserted'. In 1968 John Hall-Jones was involved in suggesting and erecting a plaque at Cuttle Cove on a large rock on the beach, which commemorates the life of the whaling station.

From Cuttle Cove we followed the coastline further into Isthmus Sound and pulled into shore to visit the Tarawera mine and its extraordinary reclining brick chimney which follows the lie of the land, up a steep hillside for about 150ft. rising about 100 ft from the furnace to the square top. This furnace and chimney were built to process the ore - gold, silver, copper, etc mined from a mineral lode discovered there in 1895. A company was formed with a capital of \$25,000 a very large sum then - one of the Directors was William Todd of Invercargill, but the enterprise failed and all that remains of it now is this really remarkable and in some ways beautiful chimney - lasting memorial to the outstanding skills of a long gone master bricklayer.

From Tarawera we crossed the inlet to Te Oneroa, the site of the morning star goldmine, operating before 1895. The township was surveyed in 1897 and two of its three streets were named McKenzie and Holloway, after the men who discovered the reef - in its day, Te Oneroa boasted stores, school, boarding houses and even in 1899 when gold returns were falling, 53 men were working in the mine. Today, all that remains are piles that once supported the wharf, the tumult of machinery and life replaced by silence - even the birds seem to have deserted the area - we were told they fight a losing battle against predators.

From Te Oneroa, we moved on to Cromarty - a township that was established as a centre for the Golden Mine site, and also became a sawmilling centre, supplying wood for pit props, mining buildings, tramways and houses. Rex Austin tells me that his great grandfather, John Austin had a sawmill there in partnership with James Warren. It was here we saw heavy machinery still standing - festooned with ferns, creepers and regenerating bush - so much expense and exertion expended bringing this machinery to Cromarty when gold was there for the taking, but not worth

salvaging when the mine closed down. A Great Great Grandfather of Rex lived for a time in a cave on Secretary Island, facing Thompson Sound, around 1850-60. We called at Cemetery Island to see William Docherty's grave - now marked by a plaque from Tuatapere Lions Club - Docherty was a prospector who lived in Dusky Bay for 20 or so years, on and off, and who, when he died at Cromarty, was escorted to his last resting place by 8 to 10 boats, laden with diggers - one of the diggers read the Church of England burial service over his body - "the group of hardy diggers in their time worn garments crowding around to pay their last marks of respect to one who had done so much to make the West Coast and its beautiful Sounds known to the outside world."

Around 1890, 900 people lived and worked in Preservation Inlet.

This, our first day, was a revelation to me - so much beauty, so much history, kept alive by those who have a great love of the area - even if some visible signs have disappeared for ever.

Our next day's adventure was very different - we had stayed off Cromarty overnight and from there we took off for the beginning of the Puysegur Point track, leading to the lighthouse, which first operated in 1879.

The weather was variable but not unpleasant, the track rather boggy in places - its condition is not so critical now as it was since the light has been automated. It was lovely walking through the bush - ferns, flax, lancewood, big dracophyllum bushes abounded, together with tiny hebe seedlings and huge bushes of olearia angustifolia, laden with buds, just one or two flowers - they would be a magnificent sight when in full bloom. We were quite sheltered and Coal Island could be seen quite clearly, but between it and us there were big seas, spume, boiling waves; the sea colours were spectacular and we could see a big hole formed in the cliff at the point of the Island where the sea was battering the rocks in fine style. But when we reached the open ground leading to the lighthouse we suddenly felt the huge impact of the wind - enough to blow us sideways, and the

closer we got to the lighthouse, the more fierce the wind became - it was interesting that on this barren open area there were large hebe bushes, but nothing else - a great place for blowing away morning cobwebs!

On our return journey we experienced BIG winds and the seas were even more furious - we saw a yacht battling its way to Bluff we were told - it was a case of now you see it, now you don't because of the mountainous waves. We had a head wind against us back to the landing site, where we had time to look at four grave sites, surrounded by picket fences, and the old store, now used as a shelter, which we were very glad of, since the Milford Wanderer was a long way off, trying to find a spot to anchor, and big squalls were coming up. We read all the graffiti in the shelter - plus an April 1998 edition of the Southland Times, which had a very interesting article about Arcadia at Glenorchy! We made ourselves as comfortable as possible on wrecks of armchairs and saggy bedwires and wondered if we would have to make use of them. After some time, when the Stabicraft managed to get to us, there was a degree of urgency in getting us aboard - big swells starting - the Stabicraft had to make three journeys instead of the usual two - it was manned by all three men from the ship, leaving just the two women to look after it. It was quite exciting, really; we had every confidence in the crew.

Life got even more exciting later in the day, when we were making for the open sea via Gulches Head and Ballehy Reef - we were ploughing through huge swells - 6m plus waves, and going round Gulches Head and keeping away from the reef we were side on to the waves and the boat rolled and creaked and groaned, but after seeing Olive Hutchins calmly playing bridge, I felt no need for concern - some of us were a little ill but were cossetted by the crew. We missed out on afternoon tea, as everything movable had been moved out of harm's way, but missing one meal was no hardship. It was just a wild, wild day, but we eventually reached the calm of eastern Passage and hove to off Little Island. (chalky

inlet). On Tuesday we were bound for Dusky Bay but Peter, our Captain voiced some doubts about the weather - seas were still very high - we would plunge into the depths and then creak our way back to the crests - Peter kept reducing power to lessen the impact of the troughs; we travelled for about one and a half hours at very slow speed through very powerful seas and got just beyond Landing Bay, near Cape Providence when we had to turn back, the open seas were just too mountainous. We sailed back to Little Island and then continued on into Edwardson Sound, almost to its end. Such calm, the sea as smooth as silk - incredible that there should be such extremes within so small a distance. The bush here was so beautiful - lots of rimu and rata and snow on the tops. It was my own fault that I didn't get to visit the wreck of the 'Stella' off North Point.

Peter told us that evening the ship would be taking off at 6 am the following morning and suggested we remain in our bunks until about 9 am as he wanted to get to Dusky Bay and would be going at full speed through very rough seas to get to its calm waters, and breakfast would become brunch!

As promised, the ship did start at 6 am on Wednesday and what a terrible racket - I'll swear the generator and engine were just through the wall from my bunk - lots of pitching, tossing, rolling - I kept my eyes shut and ears plugged. It seems the ship went well out to sea before heading into Dusky Bay - waves were still between 5-7 metres, but not as vicious as the previous day, although I heard later that some of the people in the front cabins levitated during this dash!

Dusky Bay was discovered and named by Cook in 1770, although it was not until 1773, during his second voyage to the area, that he sailed the Resolution into the Sound.

We marvelled at Dusky Bay's Beauty - Cook saw it as a place with good anchorage, fresh water, fresh meat and respite after 117 days at sea and sailing 10980 nautical miles (12627 land miles or 20313 km) without sighting land.

After dropping anchor at Cascade Cove we took to our trusty little Stabicraft and headed for Pigeon Island where we walked through the bush to the remains of Richard Henry's house, who lived on the Island from 1894 until 1909. Henry had spent all these years endeavouring to save from extinction by predators the many relocated flightless birds, but he left in despair in 1909 after finding a weasel on Resolution Island. Around the house there were still glass negatives to be seen. Henry produced some of the first bird photographs in New Zealand. Further on we saw the remains of his kiwi cage, where palings still stand, but thick with moss. On to Facile Harbour where we saw the final resting place of the East Indiaman "Endeavour" the story of which is too lengthy and complicated to be included here - we saw in the clear water Sydney sandstones which would have been ballast, as well as some planks. They have rested there since October 1795. And in the crystal clear water lapping the shore lived fascinating seaweed of different colours, some like strings of beads, plus bull kelp. In the afternoon we visited Astronomers Point and Pickersgill Harbour - named by Cook after one of his lieutenants. Our approach to them was wonderful, young seals frolicking and diving in the clear water, young and old sunning themselves on the rocks lining the shore, appearing not to be the least disturbed by our intrusion into their domain. We saw the bronze plaque installed by the Begg Brothers in 1963, commemorating the mooring of the Resolution there from 27th March to 28th April 1773, then walked along and up the boardwalk, passing fascinating mosses and ferns, until we saw waist high stumps of rimu trees at the top of Astronomers Point. These were cut down by William Wales, the navigation expert journeying with Cook to assist the scientists in their calculations and to fix accurately the geographical position of Dusky Bay and New Zealand. What a lovely day, as usual our guide and mentor, Ron Peacock told us so much, fielded all our questions with patience and kept us entertained with his dry humour. Without him a lot of us would not have had any knowledge of what an historic place we were privileged to be visiting. In the evening Ron presented slides and gave us an

interesting talk about the wild life in the area. Some of our group were keen fishers, and any time they had free they could be seen dangling a line, and in next to no time came up with all sorts - shark, dog fish, red and blue cod etc. But not enough alas to provide us with a fresh fish meal.

We stayed overnight at Cascade Cove, where Cook for the first time met a Maori family and on Thursday we travelled further into Dusky Sound, sailing into Sportsman Cove at Cooper Island. Ron told us this area had the largest quantity of rimu in Fiordland it was easy to see where the painter Jonathon White gets his inspiration, the sky was a purple grey, which seemed to emphasise the colours of the bush, whilst one lone gannet wheeled and swooped against this dramatic landscape.

We were making our way from Dusky sound through the Acheron Passage, past Breaksea sound to the open sea, making a side trip into Broughton Arm where we saw evidence of tree avalanches and most interesting rock formations. We were told that it would be pretty rough again after we rounded into the open sea, so some of us retired below to ride out much rolling, bucketing and plunging for over two hours, others went up to the bridge, those with strong stomachs and desire to witness the spectacular seas. In captain Peters domain, the bridge, he had a number of publications and books on the area, the one of most interest was a photocopy of Cook's original journal written by him in 1772 - 73. There were also many books in the saloon which covered the whole spectrum of the area, flora, fauna, insects, geology, history, people. One book was the history of the Dore family of Manapouri, the detail and information of this family was extraordinary. After sailing up the coast we turned into Doubtful Sound, through to Bradshaw Sound and its farthest point at Precipice Cove, where we hove to on this our last night. This was a night for celebrating what had been a truly awesome six days, and tomorrow was yet to come, great company, wonderful staff, superlative meals, extraordinary weather (to some of us anyway). To cap it all off, we had a hat party, an uproarious success, what creativity and lateral thinking - King Neptune was a most appropriate winner. On Friday we were to sail from Bradshaw Sound into Malaspina Reach and thence Deep Cove. Malaspina Reach was named after an Italian who commanded two Spanish ships - they were the first Europeans to enter the Sound, in

Edward James Iles
Raymond Timmins

EDWARD JAMES ILES
By Raymond R Timmins

Well known for his association with many mining projects in what he always referred to as the Clutha Basin, Mr Iles was born in Wellington in 1883. He was educated at Kaikorai School, Dunedin, Otago Boys High School, and Otago University and he was an Associate of the Otago School of Mines.

During his student days he had practical experience at Kaitangata, Granity, sluicing in Otago and Quartz-crushing at Reefton.

At the age of 23 he was an instructor at the Thames School of Mines and later a Mine Manager. In 1911 he returned to Otago.

He was involved in converting, due to water shortage, the water powered stamp mills in the Carrick Range to steam drive leaving there in 1917.

1923 saw him successful in dropping a pier into the Kawarau River to form the headworks of what was to become the Cromwell Development Company, where two previous attempts had failed.

In 1924 he was Engineer to the Kawarau Gold Mining Company on their project to dam the river at the outlet from Lake Wakatipu in an attempt to dewater the river for gold recovery. While this was not successful, in fairness the total scheme, never completed, called for the damming of the Shotover and Arrow Rivers also.

His Engineering Practice continued in Otago until his retirement to Gisborne where he died 7th August 1960. In retirement his letters show a lively and knowledgeable interest in farming, comparing practices in the two areas and forever pushing for water schemes in the Clutha Basin.

Albert Eichardt
A De La Mare

ALBERT EICHARDT
by Alan De La Mare

The success of Albert and Julia Eichardt in establishing their hotel on Queenstown's waterfront and building up an international reputation are well known. That all was not straight sailing is shown by a report in the Wakatip Mail in September 1880 giving details of Alberts indebtedness and the action taken as an arranging debtor to enter into a legal deed of composition with his creditors. Presumably the deed of composition gave him the opportunity to trade out of his indebtedness by paying off his creditors pro rate and avoiding bankruptcy. At a subsequent meeting his creditors assented to the deed.

His debts were large and varied and the list of creditors read like a Who's Who of those in business in Queenstown and further afield. They were, with occupation where known:

M Malaghan	Merchant	52.6.6
J W Robertson & Co	Saw Miller	374.12.9
E Monson	Butcher	44.11.7
W G Donne	Butcher	19.13.5
Joseph Van der Walde	Merchant	7.16.10
John O'Meara		20.0.0.
Morgan O'Meara		141.9.0
F St Omer	Baker	6.14.0
William Warren	Printer	49.8.3
Town Hall Coy		29.3.4
Withingham Bros	Merchant	198.12.3
Thos Betts	Merchant	38.2.10
John Hare		26.4.3
W Turton	Solicitor	40.0.0
Horatio Wragge		15.9.0
Guthrie Larnach	Merchants	143.8.6
R Wilson & Co	Merchants	89.1.9
Arthur Ford	Upholsterer	22.16.0
Louis de Beer	Merchant	38.8.4
P Waldmann	Grocer	3.14.6

1295.13.1

A formidable total. It is interesting that the last creditor listed is the man who, less than two years later, set Queenstown on fire with an act of arson which went wrong.

Albert died in 1882 with Julia carrying on the business and in 1886 extending the hotel with a large addition. For her to do so seems to indicate the finances of the hotel were once more under control.

QUEENSTOWN AND DISTRICT HISTORICAL SOCIETY
Statement of Receipts and Payments for the Year Ended 30 September 1999

1998	Receipts	1999
15886	Bank Balance Fwd	10919.13
3140	Subscriptions	3720.35
581	Donations	195.00
0	Grant from Trustbank	0.00
6000	Grant from QLDC (Book)	0.00
0	Sales of Couriers	0.00
0	Trips	0.00
1344	Luncheon	1596.00
2101	Book Income	0.00
53	Sundry	273.15
1049	Interest	583.36
		<hr/>
30155		17286.99
		<hr/>
1998	Payments	1999
95	Subscriptions	95.00
15118	Grants and donations	0.00
140	Postage and tolls	54.63
0	Advertising	0.00
323	Printing, stationary, typing	598.90
105	PO Box	115.00
1852	Couriers	1844.40
0	Trips	0.00
1397	Luncheon	1556.10
100	Prizes	50.00
0	Gifts and Vouchers	651.30
107	Sundry	164.65
10919	Bank Balances Closing	12157.01
		<hr/>
30155		17286.99

Bank Balances @ 30 Sept 1999

Current Account	751.42
Term Deposit Westpac T	10168.34
Term Deposit Building Socy	1237.25

QUEENSTOWN AND DISTRICT HISTORICAL SOCIETY
TRAVEL TRUST ACCOUNT

Statement of Receipts and Payments for Year Ended 30 September 1999

1998	Receipts	1999
0	Bank Balances Forward	2287.99
34832	Travel Receipts Interest	5092.39
		45.39
		<hr/>
34832		7425.77
		<hr/>
1998	Payments	1999
		<hr/>
32544	Travel Payments	4648.69
0	Copying	6.30
0	Bank Charges	7.25
2288	Bank Balances Closing	2763.53
		<hr/>
34832		7425.77

Bank Balances @ 30 Sept 1999

Current Account	2763.53
	<hr/>
	2763.53

Auditor's Statement:

I have examined the financial records of the Society which, in my opinion, have been properly kept. I have obtained the information and explanations I required. In common with other similar organisations, control over income and sundry donations prior to its being recorded is limited, and there are no practical 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 1999.

GUESTS AND TRAVEL AT EICHARDTS

by Raymond R. Timmins



A rather topical shot of Eichardt's Tavern in the flood of 1878

Situated on the beach front where the Rees whale boat landed supplies for the miners and some passengers, with the town wharf to be built adjacent, the Queens Arms (later Eichardts) was ideally suited to become the travel centre of Queenstown. As coach services began they also used Eichardts as their depot and with the start of the Cobb and Co services such visitors as Sir George Grey were delivered to the door, (the visitors book with Governor Grey's the first signature has been lost).

By 1897 Cobb and Co were running their services right through to Queenstown three times a week, which saved a transfer between their service and that of McDougals coach. The Queenstown booking office for this service was at Eichardts.

Mr Fred Denham who drove the Cromwell to Queenstown sector for some 5 years described Albert Eichardt as "a fine military looking man, some 6 feet 2 inches in height, and a splendid business man- courteous and straight forward. After leaving the Antrim Arms (at Frankton), the

coach horses, scenting the termination of their journey, would freshen up, and as the outskirts of Queenstown appeared, arrive at a spanking pace, and pull up at the door of the Queens Arms on time." The four horse team was especially picked for this trip and Eichardt kept a 40 acre grass paddock where the teams were turned out. Clergymen were given free lodging and their horses a free feed of chaff. In 1864 whiskey sold for four and six at Eichardts. Whisky at some other places (inferior?) sold for three and six. Albert Eichardt knew that goldfield hotels sprouted and died and he needed a firm foundation of sound comfortable buildings and good service and therefore rebuilt in solid stone work with private apartments - blue and green rooms, each with a piano and much as today, when visitors arrive by plane and motor coach, visitors went to the windows to watch the swaying red coach arrive from the Dunstan.

Some visitors arrived by coach to Kingston and then up the lake by steamer, as did Anthony Trollope the novelist arriving by night to be met by lantern on the wharf and to find Julia Eichardt at the door to welcome him. Poor Trollope, his overland trip in mid winter had been a disaster and he wrote of a horrible trip with appalling food and accommodation and of having to push the coach up hills. He was apparently so overcome during his stay at Eichardts where the menu, prepared by a Chinese cook included, as well as chops, trout cutlets and scotch baps. Eichardts kept a garden at the Shotover, presumably near the horse paddock for fresh produce for the table.

In the Alpine Journal of 1895, Malcome Ross, later to become president of the New Zealand Alpine Club wrote "some years ago, I forget the exact date, he was walking on the lake shore and gazing at the sombre *massif* of the Remarkables, and the bare rocks of Triple Cone, he had a sudden impulse to climb it. "I started on a preliminary exploration in the pantry of Eichardts very excellent hotel". The narrative continues with an account of a perhaps foolhardy final assault which failed and a return to Queenstown. It continues :

“ Some years afterwards my brother and I with B - returning from our first ascent of Earnslaw and having a day in Queenstown eyed Double Cone - the summit was reached, a first ascent, at 5pm. In Easter 1895 there were two unclimbed peaks and we again made tracks for the Remarkables where we proposed to camp out in order to get an early start. On arrival at Queenstown, however, on a wild and stormy night we were seized with a sudden desire to sample the comfort of Eichardt's excellent hotel”. There follows an account of the climb in the worst weather with several dangerous episodes. “I swore that I would never climb the Remarkables again”.

Easter 1886 again saw a party assembled on the Gore to Queenstown Train for an ascent of Triple Cone. “We intended to go as far as Kawarau Falls and camp for the night. The train was two hours late in arriving at Queenstown and again the gleaming lights of Eichardts hotel and the kindly welcome of host Philip (William Philip was the proprietor for three years between 1893 and 1896) proved too tempting for our feeble natures, and we came to a sudden anchorage.

After the opening of the rail to Kingston, the coach service languished, most visitors preferring to use the train and then the steamer up the lake, where once again Eichardt's at the end of the town wharf was well placed to greet them.

The Mount Cook Company, having established a successful motor coach business from the train at Timaru to the Hermitage at Mt Cook from their depot at Fairlie, were concerned that to travel their tourists on to the Southern Lakes they had to return them to Timaru, then by train to Invercargill and again train and steamer to Queenstown, a journey of at least three days.

They used a Darracq 40 hp service car to go from Mt Cook to Wanaka over the Lindis pass (975Km) which involved at least 5 crossings of the Lindis river which was always changing and could rise 4 to 6 metres in a flash flood. There were a few bridges designed for horse travel, one with an approach so sharp that the cars had to shunt back and forward several times to make the turn. In 1911 R L Wigley pioneered the first car trip from Wanaka to Queenstown over the Crown Range, the highest public road in New Zealand (1067m). On this stage of the journey the cars had to cross the Cardrona River 29 times eventually delivering passengers to Eichardts, their Queen-

stown depot. The company built a garage over the road from Eichardts on a site they only recently vacated. By 1934 the company ran a same day service from Christchurch to Queenstown.

The County Council originally placed many restrictions on motor vehicles soon removed except for the Frankton Road which was deemed too dangerous for cars which stopped at the Antrim Arms Hotel, to have a team of horses pull the car to Queenstown. It is told that once around the corner the team was paid off and the car proceeded under its own power. Whatever the truth of this, once in Queenstown, the cars were considered safe and carried on to Eichardts under their own power. The cars were not popular with all and one was attacked by the local blacksmith.

The route to Queenstown was known internationally as “The Grand Motor Tour” and the subject of a New Zealand Department of Tourist and Health resorts publication of that name written by William Lawson and published in 1918.

The Mt Cook Company purchased Eichardts in 1936 and ran it until 1951 when, needing capital for skifield expansion, they sold to the Buckham Bros. To further develop the Coronet Skifield in 1947 the company, with the help of Hamilton (of jet boat fame) installed a ski-tow and graphic are the descriptions of reluctantly leaving Eichardts early in the morning for a days work in severe weather and the relief of returning - cold, hungry and thirsty - to the warmth of Eichardts, only to have to be moving again before daylight.

The Mobil NZ Travel guide contains the following:

In a walk around Queenstown it gives a history of Eichardts and records that during the 1878 flood the barman continued to serve drinks while water was lapping the top of the bar.

Sources :

The Mount Cook Way by Harry Wigley

The NZ Alpine Journal 1896/96

Otago Coaching Days by McNab

The Lake Wakatip Mail

Tavern in the Town by James McNeish

ARROWTOWN

The reasons for settling and the effects

Ben Andrew

(Wakatipu High School - Queenstown Historical Society,
W G Rees Memorial Prize 1998)

“Gold”. While being the foremost and primary reason for settling Arrowtown, it was neither the first, nor the last. While gold initiated the settlement, the opportunities arising with the booming goldrush in a young country were more vast and widely scoped than one would expect. While many miners came in search of their fortunes in “all that glitters”, others came for family and business opportunities. The rapid growth and constant change in the structure of society between 1860 and the mid 1870’s would prove to be almost as varied as the reasons for coming..

When William Rees tramped into the Crown Range in 1860 he was met with a landscape that was well suited to that of a stock run and hence the first use for the land at the Arrow by Europeans was sheep farming. Rees set up his homestead at the head of Lake Wakatipu and ran his farm in relative isolation and “*undisturbed possession for almost two years*” (1).

However, as time went by, goldminers were gradually working their way up the rivers and gorges from the coast, and in August of 1862, the discovery of gold in Dunstan and ensuing Dunstan goldrush would mean that, inevitably, the Arrow river and its gold would soon be discovered. While the miner that actually discovered gold in the Arrow is disputed, the official discoverer is William Fox. The gold, found in vast quantities was kept a secret by the prospective parties, consisting of approximately forty men, and by Rees, who wanted to maintain his run without the added *hassle of the problems a mining community would bring*(2).

1. Millar, F.W.G. - *Golden Days of Lakes County*. Otago Centennial Historical Publications 1949. Page 27.

2. Clarke, David. Interview. August 1998.
22

While the secret was kept long enough to make all of the first miners very wealthy, the secret was soon out and the rush for gold was on.

Gold was initially very easy to obtain, and the huge quantities of it that were found in the Arrow meant that as many as *three to four thousand people would flock to the Wakatipu District per week* (3). The ease with which the gold could be found and the vast quantities of it were very impressive. In a letter to a friend in 1862, John Wildridge wrote “*I am making my pile fast this is the riches river in the world*” (4). The monetary gain was indeed, very attractive. In Fox’s case he had made *40 pounds in two weeks* (5). The opportunity to “get rich quick” was a reality with “*many earning more in a day than they had previously made in a year*” (6).

But while the Arrow was proving to hoard vast amounts of gold, there were many negative effects created by the huge and sudden population increase on the riverside of the Arrow, now known as Foxes. The initial and largest problem was lack of food. Transport to and from Dunstan, more than 50 kilometres away, was both difficult and time consuming, and while Rees did relent and sell the basic food requirements, such as flour, they were sold at a very expensive price. It was clear that shops supplying food and other necessary tools such as picks and spades, would be needed as soon as possible.

3. De La Mare, AJ *Early Queenstown, A Brief History*. Lakes District Museum. Page 13

4. *Ibid*. Page 11

5. Millar, F.W.G, *Op Cit*. page 34

6. De La Mare, A.J. *Op Cit* Page 15

7. Clarke, David. *Op Cit*

With the value of gold and the lack of sufficient policing, crime quickly became rampant. Theft and fights were common while there were frequent complaints of being beaten out of claims by jumpers (8), while at night the township was wrought with screaming and fighting (9). The goldrush, while offering miners the opportunity to get rich quick, had also presented criminals with similar prospects. In short, the effect of the sudden population boom of Fox's, was a general lack of law and order and an urgent need of an effective police force.

To add to these problems was the serious issue of *health and hygiene* (10). The miners worked long hours in cold water and had a "*diet consisting of mainly flour, tea, salt and oatmeal*"(11). These conditions led the way for various health problems like scurvy and pneumonia. It was clear that another serious effect of the new community was a pressing need for health services.

The badly laid out canvas town grew steadily as the gold continued to flow, and as the population increased, living conditions began to improve. Some attempts were made to solve the problems that had arisen. *Horses were restricted to out of town areas and the deaths due to lung disease urged the authorities to warn the population to prepare for the rigours of winter*(12).

With the growth of the settlement came many more opportunities. Following quickly behind the miners came the merchants, hotel keepers, bankers and tradesmen that supplied the miner's needs. Following closely behind them came the essential services such as doctors and lawyers.

8. Millar F.W.G. *Golden Days of the Lakes County*, Otago Centennial Publications 1949, page 39

9. *Ibid.* Page 39

10. De La Mare, A.J. *Early Queenstown, A Brief History*. Lakes District Museum 1996, page 20

11. *Ibid.* Page 17

12. *Ibid.* Page 21

"In a few months, the town, though primitive, unsanitary and generally lacking in comfort or refinement, was operating successfully and fulfilling the needs of the thousands drawn by the lure of gold" (13). The new businesses thrived as the prospects for entrepreneurs, opportunities to become wealthy not only came from gold, but from business as well. By the end of 1863, the *Bank of New Zealand had an Arrowtown gold buying branch while the four hotels, The Evening Star, The Morning Star, Golden Age and The Royal Oak* (14) flourished in a community where liquor was a common feature of every day life. The hotels and shops brought more job and career opportunities. Examples of labour intensive jobs such as *sewing calico for buildings, blacksmithing, baking and packing flour* (15) illustrated the needs of the growing community as well as the employment it created, while jobs such as *entertaining in the local hotels illustrated definite social growth* (16).

As the constant influx of mainly single men continued, it became clear that there was a *need, or desire for wives and women* (17). The hoteliers, seeing this as a chance to make money, employed women from other towns and cities to come to Arrowtown to work as barmaids and dancing girls. Prostitution did occur, even if to a small extent, "*the small proportion of women folk partly accounted for this social evil*" (18). Many women came directly from the *crowded conditions of Europe to find better marriage and family opportunities within the New Zealand goldfields* (19). From their arrival they were courted by the predominantly male population and as a result, the majority of the working women lasted less than a week in their respective jobs before they were married. The choice to come to New Zealand in search of a better life resulted in *many underage women marrying much older men* (20).

13. *Ibid.* Page 19

14. Millar, F.W.G. *Op Cit* Page 87

15. *Ibid.* Page 41

16. *Ibid.* Page 41

17. Clarke, David. *Interview*, August 1998

18. Heinz, William F. *New Zealand's Last Gold Rush*. A.H. & A.W. Reed Ltd. 1977 Page 61

19. Clarke, David. *Interview*. August 1998

20. *Lakes District Museum Archives, Anglican Marriage Records 1869-1905*

As the more women were constantly married off, the demand for more women to entertain in the bars continued, but was finally satisfied by the end of the year. However, this too was to have negative effects. The sudden drop off in employment opportunities for women resulted in hardship. This is best illustrated in the "*Hannah Taylor*" destitution case (21). Hannah Taylor was found in a very weak and ill condition, in a tent at the side of the Arrow. Her employer had left town and she had become ill due to lack of food as she had not been able to find another job. The need for women was now more or less filled and the opportunities that had arisen for women with the Arrow goldrush fell dramatically.

The policing problem is often thought to never have been completely solved. The number of policemen was much too small to police the population of Arrowtown as effectively as possible. *While Sergeant major Bracken did make a huge difference to the amount and seriousness of crimes upon his arrival in 1862, there was still a lawless element* (22). *There was no gaol until 1876* (23) when the goldrush was almost forgotten and *while the policemen were dedicated and influential there was a constant shortage in police numbers not to mention police supplies such as tents and copies of statutes* (24). As a result, crime was to remain a small but significant part of early Arrowtown.

The discovery of gold resulted in the sale of the sections at the Arrow and Rees had his pastoral lease revoked. The use of land for pasture was for the time being, over. The survey of the now highly prized sections in Arrowtown was completed in January 1864 and due to the opposition towards the provincial government's decision not to grant pre-emptive rights, the community was successful in reverting this judgement. The price of each section varied from *6 pounds to 30 pounds* (25) and helped to pay Rees 10,000 pounds in compensation for the revocation of his land. Needless to say, the sections were sold very quickly.

21. Millar, F.W.G. *Golden Days of the Lakes County. Otago centennial Historical Publications* 1949. Page 43
22. *Ibid.* Page 44
23. *Ibid.* Page 44
24. De La Mare, A.J. *Early Queenstown, A Brief History Lakes District Museum* 1996 Page 46
25. *Lakes District Museum Archives. Arrowtown Historical Buildings Research*

"As the years went by, Arrowtown became less and less of a goldfields town and more of a centre of community life"(26).

While the Arrow was the centre of one of the *largest goldrushes ever to occur in Otago* (27), the gold would not last forever. As the miners began to depart in the late 1860's due to the decline in gold and the West Coast goldrush, the retailers and Arrowtown authorities became *concerned over the impending loss of revenue* (28). Effectively, the solution to this problem was thought to be the Chinese miners. The Otago Provincial Council appealed to the Chinese miners in Victoria, Australia and to a lesser extent, in China itself, to come and mine the Arrow. (29). Like many of the women and men escaping from an increasingly crowded and polluted Europe, the Chinese had a *mad rush of emigration due to the gross social disorder and break down of administration in their home territories*'(30) and a vast majority of the Chinese entering the Arrow goldfields came from the peasantry. However, the attitudes and mining conditions that the Chinese were met with were less than was expected. The Chinese were allowed only to re-mine the tailings that had already been mined by Europeans. *The Chinese aroused European opposition everywhere and were regarded as intruders, competitors from a proficient but very different race* (31). The Chinese were treated poorly, New Zealand employers demanded less work with less pay but the Chinese remained undiscouraged.

In 1878, as many as *400 Chinese were working the Arrow* (32), either as miners or in business ventures such as Ah Lum's store *supplying the Chinese with traditional supplies such as rice, tea and opium* (33).

26. Millar, F.W.G. *Op Cit* Page 88
27. Millar, F.W.G. *Golden Days of the Lakes County. Otago Centennial Publications* 1949. Page 30
28. Clarke, David. *Interview, August 1998*
29. *Ibid.*
30. Ng James, *Windows on a Chinese Past. Otago Heritage Books* 1993. Page 87
31. *Ibid.* Page 85
32. *Author unknown. Outlook. 14 April 1906. Page 13*
33. *D.O.C Arrowtown Chinese Village Placards*

Inevitably the effect of the exploitation of the gold in the Arrow was that not enough gold was being found to warrant the labour and most Chinese returned to China while many Europeans moved on in search of better prospects.

By the mid 1870's the goldrush was over and the local economy was once again dependent on agriculture.

The reasons for settling Arrowtown were numerous. Gold, while initially bringing miners, was responsible for the flow on effect which would offer a much broader scope of opportunities. From family, to business, to prospecting, the reasons for settling Arrowtown had their various effects economically, physically and socially. In less than twenty years a community was born from gold. The impacts of the growth and social patterns of the young community were both positive and negative and would prove to evolve, well into the future.

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Clark McConachy - A DeLa Mare
CLARK MCCONACHY 1895-1980

By Allan De La Mare

He was born at Glenorchy and achieved world wide fame as a billiard player. Clark McConchy was born in April 1895, his father Peter being a storekeeper born in Victoria and his mother Frances who hailed from Buckinghamshire, England.

It is not known where Clark honed his skills as a billiard player but in his day every town, however small, had a billiard saloon even in a remote settlement like Bullendale. It was the place where men met to pass the time playing billiards and snooker, socialising together and it was generally the place where you could find the local bookie. In Clark's day the hotels probably provided the billiard tables and there were three hotels in a very small town.

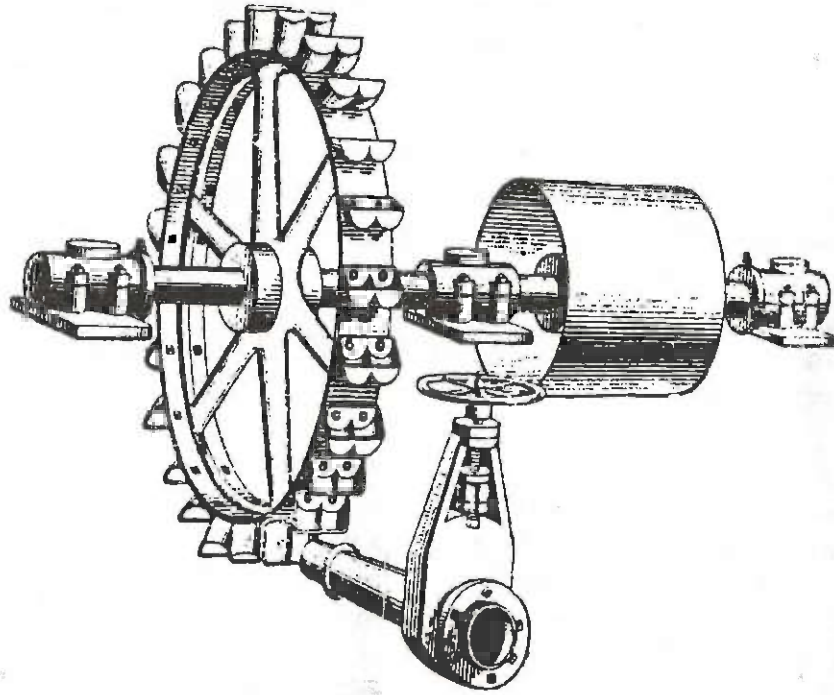
In 1915 as a 20 year old Clark won the New Zealand title which he held until he gave up playing fifty years later. His greatest achievement was winning the world championship in 1951 and holding the title for 17 years. He is the first player to make consecutive breaks of more than 1000 on two visits to the table and scored a break of 1927 against the Australian Walter Lindrum. On two occasions Clark reached the finals of the world snooker championships.

In 1964 he was awarded the MBE for his community services to charity. He retired in 1965 and died in 1980.

The Pelton Wheel

By Raymond R Timmins

The Pelton Wheel - Raymond Timmins



This was developed by an American Engineer, Lester Pelton. A high velocity jet of water plays on a series of buckets mounted around the rim of a wheel. The Pelton wheel is an impulse turbine turned by the power of the water. Patented in 1881 they were being manufactured in New Zealand by A and G Price from 1884 and were a popular and efficient source of mechanical energy. Although more efficient water turbines exist the Pelton wheel is still much used because of its simple and cheap construction

QUEENSTOWN AND DISTRICT HISTORICAL SOCIETY

FIELD TRIPS 1999/2000

November 21st Sunday pm.

Members Open Day at the new Library. Talk by present and former Librarians.

December 12th, Sunday 12 noon

Christmas BBQ lunch at Yacht Club - Kelvin Heights. View the Antrim engine and maybe a trip on the Lion.

January 17th, Monday, all day

Visit and walkabout Ophir, tour of the "Valleys".

February 20th, Sunday pm

Arrowtown walkabout - A Living History of Arrowtown personalities.

March 26th, Sunday, all day

Tour of the Lindis, Morven areas

April 17th, Monday

Crown Terrace - History of people and farming etc and story of the Crown Range Road.