

Published by
Queenstown & District Historical Society (Inc.)
Queenstown

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:	Malcolm Boote	442 0004
Secretary:	Jocelyn Robertson	442 1468
Treasurer:	E. C. (Peter) Mills	442 7930
"Courier":	Duncan Wilson	442 7385
Trips:	Cicely Morrison	442 1744
	John Heenan	442 1796

Subscriptions.. ..

Subscriptions are shown on the back of cover page. Prompt payment would be appreciated.

Address.. ..

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

PO Box 132, Queenstown

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 & Districts Historical Society

Officers of the Society:

President: Malcolm Boote 442 0004
13 Shaw Street
Arrowtown

Vice President: Karen Boulay 442 8564
5 Huff Street
Queenstown

Past President: Rupert Iles 442 1976
25 Berkshire Street
Arrowtown

Secretary: Jocelyn Robertson 442 1468
45 Cotter Avenue
Arrowtown

Treasurer: E. C. (Peter) Mills 442 7930
5 Panners Way
Queenstown

Committee:

Ray Clarkson (submissions) 442 3681	Cleely Morrison (trips) 442 1744
Margaret Templeton 442 8312	John Haonan (trips) 442 1796
Duncan Wilson (Courier) 442 7385	Elizabeth McDonald 442 7487
Mike Lynch 442 8812	Cliff Broad 442 9083
Colin Wilson 442 9754	Geoff Bradley 442 8491

Annual Subscription	\$10 per person or family
Corporate Membership	\$50 per annum
Life Membership	\$100 per person

The Courier is included in the subscription.

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

PROPOSED FIELD TRIPS 2002 - 2003

- 17 November (Sunday) Clyde, including Museums.
- 8 December (Sunday) Christmas function,
Bannockburn.
- 27 January (Monday) Hawea and Luggate.
- 23 February (Sunday) Northern Southland Heritage
Trail.
- 23 March (Sunday) Tuatapere area, including
Bushman's Museum.
- 20 April (Sunday) Wakatipu District Cemeteries (half
day).
- Members will be advised of further details by phone,
fax or e-mail.

Front Cover:

T. S. S. Earnslaw returning to Queenstown Wharf after the
excursion to Kingston on 18 October 2002.

Queenstown and District Historical Society

PRESIDENT'S REPORT 2002

2002 has been a rebuilding year for the Society. We have achieved a level of contact that may not have seemed possible a year ago. Your Committee have met with QLDC Mayor and CEO together with Historic Places Trust staff, branch and Civic Corp planners. Meetings are held on a quarterly basis for update and exchange on heritage matters within the district.

The Society has not been successful in improving its legal status on planning matters. We are not considered affected parties under the Resource Management Act and consequently have no direct involvement with planners or Historic Places Trust staff. There is however an initiative to improve that situation following the appointment of a new HPT Southern Area Manager. During the year we received a negative response from the Minister of the Environment when the Society called for amendments to the appeal system within the Resource Management Act Amendment Bill.

In spite of these obstacles your planning sub committee has done an outstanding job, thanks to Ray Clarkson, Elizabeth McDonald and Karen Boulay. Submissions were made on most of the heritage developments within the area. Findings on the Ngai Tahu development have not yet been published, that will be left to the new committee to follow up. The new council have met their election promise and called public hearings on almost every submission within sensitive heritage areas.

The saga of Skippers Road continues. Deterioration of the ancient retaining walls and road is a major issue. The Society have made submissions to Transit, Transfund and the Minister of Conservation

requesting "Special Road" status which would provide the much needed funding to repair the damage to this important historic road. QLDC are to conduct a survey with a view to including this item in the 2003/4 annual plan.

Proposed alterations to the Kawarau Bridge winding gear to assist in flood alleviation and Transit's roading plans are well publicised. The Society have focussed, at various discussions, on the protected status of this totally unique structure, thought to be the only one of its kind remaining anywhere in the world. Discussions are ongoing and the Society will work to continue protection and avoid major changes.

Members of the Society have given assistance to Civic Corp in the update and correction plus addition of new items to the Inventory of Protected Features within the District Plan. It is hoped that the revised listings will offer added protection to heritage sites in the district long into the future.

One Mile Power House rescue

Another controversial event this year has been the rescue from demolition of the One Mile Powerhouse building by Karen Boulay and Mike Lynch assisted by Rebecca Reid of the HPT. Members can have no idea how close we came to losing another original gem of Queenstown heritage.

I find myself leading a group consisting of members from this Society, the local branch of HPT and council. We have prepared a very professional fully costed plan for restoration of the building. This includes reconstruction of the generating equipment. The Society have been gifted the original Pelton wheel, a generator of the right vintage plus switchgear and control gear. Other equipment is still required to complete a full display. I have been able to secure the services and support of Alan Blee of the Station Museum Clyde and John Timmins of the Early Settlers Museum together with Trustpower and many other groups, even in the North Island. Following a meeting at Pioneer Generation with the CEO Peter Dowling, two volumes dated April 1924 were donated from their archives. They consist of the drawings, layouts and specifications of

the original equipment installed at the **One Mile Powerhouse**. This gift has resolved one problem, as we did **not know** the precise layout of the equipment within the building. A major fund raising campaign has to be launched and restoration will take many months to complete after that. Although **QLDC** own the building and site, ownership will have to be secured within a trust or similar body.

In May this year the Society celebrated the planting of a replacement Heritage Oak Tree on the **Frankton Walkway**. The site was chosen to have the greatest access to people on foot who can enjoy the view and surroundings by using the seat placed alongside. Thanks are due to Transit, QLDC and Lakes Contract Services in making this project possible. Bruce Hamilton unveiled a plaque recording the event. It is located on a rock alongside the new tree.

The Society were disappointed not to gain representation on the Wakatipu Heritage Advisory Committee and the Arrowtown Heritage Trust. We felt the objectives of the new bodies are very much in line with our own and the Societies local knowledge and experience could have been of benefit. However, Cliff Broad was appointed to the Wakatipu Trails Trust. The adoption of the Old Shotover Bridge as part of one of the trails could well mean a complete restoration. That project will gain this Society's support.

The Rees Prize for the best historical essay from pupils of participating secondary schools continues to be promoted. A monetary prize is offered to the pupil at each participating school whose work is judged the best.

Another successful programme of trips was organised by John Heenan, Wendy Ellingham and Cicely Morrison. Visits included the Crown Terrace, Glenorchy, Roxburgh and Moa Flat, the Nevis valley, a Queenstown walkabout and an evening on local archaeology by Peter Petchey. The Spring lunch was followed by an interesting digital presentation by Neil Clayton on 'Shipping on Lake Wakatipu'. In October many members enjoyed a splendid trip organised by Fiordland Travel to celebrate the 90th birthday of the T. S. S. Earnslaw.

We look forward to another exciting programme in the months to come.

During the year the Society's participation on the Museum board was clarified. Thanks are due to our representatives Jocelyn Robertson and Cicely Morrison.

We are pleased to welcome over twenty new members this year, too many to mention individually. This brings our membership to over 600. This support is a great tribute to the Society and the work done in the community. It is sad to report the death earlier this year of former Secretary Marie Dawson, she gave years of loyal service to the Society.

I would like to end with a special thank you for the splendid job done by the Treasurer Peter Mills, Secretary Jocelyn Robertson and of course to the whole Committee for their dedicated support of heritage in the district.

Rex Austin, former president and a valuable committee member will not be seeking re-election. We thank you Rex for years of service to the Society, good luck with the dinosaur hunting. Thanks also to Wendy Ellingham, good luck for the future

Last but by no means least I commend Duncan Wilson for two superb issues of the Courier. Members are encouraged to support our editor and contribute any articles of historic interest for future issues.

We look forward to another stimulating year in 2003

Malcolm Boote
7th November 2002

Law and order on the goldfields - Vincent Pyke- local government and Courts by A De La Mare

Democracy in the Gold Fields.

by Allan De La Mare

When gold was discovered in the Wakatipu late in 1862 the first of those in the field arrived before the government agencies reacted and for a brief period it was a case of every man for himself. This was a time marked by robbery with violence, claim jumping and similar activities whereby the criminal element acquired riches with little effort.

Luckily the period was brief as the Provincial Government had gained hard won experience in the last eighteen months and took the necessary steps to restore order. The police were not far behind the first miners and though few in numbers they had a settling effect on all those present. Following the police came representatives of the law in the form of a Resident Magistrate who was also Gold Fields Warden and his staff of a clerk, a bailiff and a gold receiver.

These few officials, living under the same hard conditions as the miners, had a tremendous task as the population soon exceeded ten thousand people. Mining claims and water rights generated disputes which had to be settled by the forces of law and order or finish up with violence.

One important figure was early in the scene. He was Vincent Pyke, Secretary of the Gold Fields, who had been appointed in May and given the responsibility of preparing regulations and implementing them. In a gold rush situation it was very much

a hands on job with many tough decisions to make.



Vincent Pyke - Secretary of the Gold Fields.

Probably the only person he could call on for guidance was the Resident Magistrate.

All the government officials carried out their duties efficiently and generally gave satisfaction to the public but their decisions were personal as communications were such that it was virtually impossible to consult with the government officials in Dunedin. There was one aspect missing in that there was no local government with

elected members who could be lobbied by the public to meet their wishes.

It was however the day of public meetings and this was an arena where the articulate could find a receptive audience as there were few other forms of entertainment. Some were experts at holding an audience and it was truly the day of what the Americans called the "stump orators". It was in similar circumstances that Richard Seddon had begun his political career in the gold field of Kumara and it was his capacity for public debate which led to his becoming a distinguished Premier.

Public meetings were an avenue for forming public opinion

which were in turn conveyed to the government and its officials. There were a number of cases in the early days of the rush where policy was decided or changed by public meetings or petitions.

Early in 1863 a petition signed by several hundred miners on the Shotover sought better facilities for settling disputes. Parties to any dispute had to journey to Queenstown to appear before the Court and as the tracks were ill formed it took time to walk the distance, get a Court hearing, and return. Being absent made claim jumping a likely result. The miners wanted a Resident Magistrate and a Court established with police and other officials. The petition was successful as a Court with the appropriate staff was promptly established at Maori Point and tenders called for forming permanent tracks.

While miners were battling for their rights in the mountains the residents of Queenstown were joining forces to oppose a move to establish the seat of local government at Frankton, a more central venue for the police and other officials. The town people saw this move as a first step to Frankton becoming the business centre for the Wakatipu which would devalue their properties and the businesses they had established. Here too the matter was aired at public meetings and the opposition was so strong the officials quickly reversed their decision and a permanent Camp was established on the present police site in Camp Street in August 1863. The buildings erected at Frankton intended for the police became the local hospital.

Later in the same year the people of Queenstown had another

battle on their hands. The survey of the town was proceeding and the sale of sections announced. However the government discounted granting pre-emptive rights to those who had erected buildings and established businesses. The decision was obviously flawed as it was completely unfair to those who by virtue of arriving in the van of the rush and acquiring a site by squatting on a vacant patch and starting their business should now have to bid against others with no claim apart from greater wealth.

Once again angry men in public meetings held in hotels stirred up public opinion and the government did another U turn. Those who had valid claims to a section were granted pre-emptive rights based 10/-d per foot frontage and 12/6d for a corner section. The government officials were learning that public opinion generated in smoke filled bars and no doubt lubricated by strong drink had to be listened to.

In an endeavour to have some input into decisions affecting the area the Queenstown Improvement Committee was formed in October 1863. It was a voluntary organisation, relying on subscriptions, which would debate local issues and make representations to the Provincial Government. As it had no legal standing it was like a man-of-war without guns and its success depended on the enthusiasm of the members of the committee and the loyalty of the community.

Subscriptions were set at 1/-d per week for each business and the meetings were held weekly. It was democratic in

that the meetings were open to the public and it was decided that the rules of debate should be those of the House of Commons. One unusual rule adopted was to fine members who were absent from a meeting. Much time was spent in debating whether or not this rule should be enforced or waived.

The committee continued to operate, except for periods when it went into recess for want of enthusiasm, for some three years until local government was granted to Queenstown. Making suggestions without having to meet the costs involved made the committee a fertile field for all sorts of ideas and no doubt the Provincial Government was relieved when the Queenstown Borough Council was established and many of the problems raised could be dealt with locally.

Sequel:

The Queenstown Borough council had its first meeting in August 1866.

The Arrowtown Borough Council had its first meeting in April 1874.

The minute book of the Queenstown Improvement Committee has survived the years and is lodged in the Hocken Library.

Society excursion to Kingston - John Heenan

An Account of the Excursion to Kingston, and Beyond, to Celebrate the 90th Anniversary of the T. S. S. Earnslaw on 18th October 2002.

by John Heenan

The fifty tickets for the cruise that Real Journeys (formerly Fiordland Travel Ltd) allotted to the Historical Society were quickly taken up. Many enthusiastic members dressed in period costume to suit the occasion, as did many other passengers. The *Earnslaw* left the Queenstown wharf at 7 a.m. and an excellent breakfast was provided, setting the tone for a great trip.

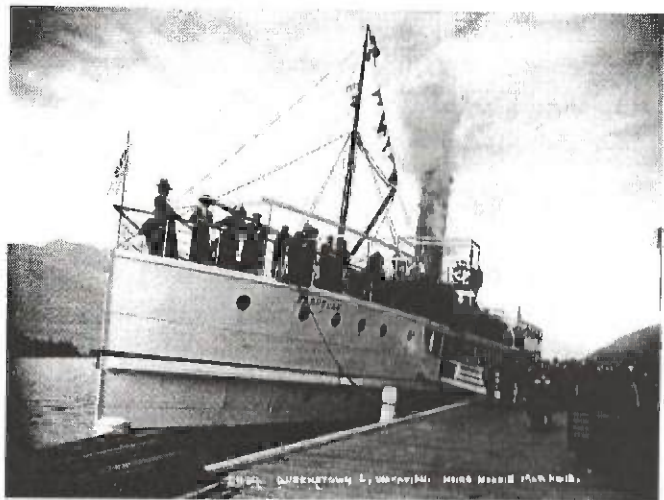
Queenstown Adelines, a quality singing group, produced first class 'barbershop quartet' performances during the trip and the Arrowtown Miners Band greeted the passengers on the wharf at Kingston with their really good brand of music and singing. The Kingston Flyer was waiting with steam up for the journey to Fairlight. The odd shower of rain, with only brief periods of sunshine through the clouds, did not mar the enjoyment of the large happy crowd.

On the Flyer's return to Kingston, we were met with a glass or two of champagne or wine served by correctly dressed waiters and waitresses on the wharf. On the return voyage to Queenstown lunch was served as the music and singing continued.

A number of old timers were on board, and so there were stories told of the times when people were completely dependent on lake shipping for their transport needs before roads were

constructed. Lloyd Veint told of how stock pens were set up on the decks to carry 1200 lambs per trip. Cattle, horses, and machinery were also regularly transported. Lloyd was owner of Arcadia Station for many years and nearly all produce and supplies were carried by the *Earnslaw* before the road to Glenorchy was opened in the mid-sixties. About 1954 Lloyd and contractor Darrell McGregor had a large pile of fence posts waiting at Glenorchy for transport to the rail head at Kingston. The pile was so large that it was considered a hazard in the event of children climbing the logs. Walter Shearer, Superintendent of Railways in Queenstown suggested a special trip to move all the posts at once, and so the *Earnslaw* was hired for a total cost of £25!

The cruise ended back at the Queenstown wharf at 2 p.m. A great way to celebrate the 90th Anniversary of "The Lady of the Lake". Real Journeys Sales Manager, Tony McQuilkin and staff were congratulated for the well organised function. In reply, Tony said "It just shows what you can achieve if you get up early in the morning."



The maiden voyage of the *Earnslaw* 18th October, 1912.

Nurse Elizabeth (Stella) Poole - Nurse in the Wakatipu District

Nurse Elizabeth (Stella) Poole

(A story written on part of Miss Poole's working life. She was assisted with the writing by Irene Adamson. Miss Poole died at Lakes District Hospital on 26 March 2002.)

I read somewhere recently that there has been more knowledge gained in the last 25 years than in the last two or three centuries and it has been my privilege to work during these rapidly developing years.

Thinking back, there had been a tradition of nursing in my family and I am the fourth generation of nurses since the family arrived in New Zealand.

My general training was done at the Southland hospital when it was sited in Dee Street during the Depression and training conditions then differed greatly from those of today.

When War broke out in 1939, I volunteered and subsequently served in Egypt and Italy.

It was wonderful experience and I think it was there that I became interested in preventive medicine.

I had read about the number of soldiers who died of sickness in the First World War, but, because of preventive injections, I did not nurse one case of tetanus during the Second War.

I was involved with nursing very sick patients in a surgical ward when penicillin became available.

It was given by injection at three-hourly intervals which was not popular with the patients, but with highly effective results.

On returning to New Zealand, I undertook the Post graduate course on Public Health in Wellington and the Plunket course at Dunedin before joining the Health Department in Invercargill in 1948.

My predecessor was Miss Richardson, a well-known nurse who worked as a school nurse with the Education Department then the Health Department.

When she left, I remember her saying that the working conditions were improving because when she first started, there were not any cars and she had to travel by train to Riverton and Orepuki.

On her Winton trips, she had a bicycle and cycled across to Browns to see that school. It was so cold in the winter, she said, that the guard invited her into his van to sit by the heater. Those were pioneering days.

In 1952, I went to England and did Public Health work for a year at Banbury, Oxfordshire.

On my return, the Roxburgh Hydro was in need of a nurse, so I went there, later, doing my midwifery training at St Helen's in Wellington.

I was sent to Reefton, but as it was a long way from home, I was keen to return south and was pleased when the position at Queenstown became available [in May 1958].

A lady I was speaking to, told me when she found I was coming to Queenstown, that she had been a teacher to a family at Halfway Bay.

The arrangements for her arrival were that she was to leave the bus opposite the Halfway Bay station and light a fire so they could see the smoke and cross the Kingston Arm of the lake by launch to pick her up.

I will be going to Halfway Bay next week by barge but think it would be more exciting to be sending a smoke signal.

Communications have played a vital part in the work of the area because during my first years at Queenstown, the Kingston - Queenstown lake road was being widened and sealed and I was soon initiated into the hazards of this major operation.

On the first journey I had to be helped past a huge rock and pushed through mud, with a number of men stationed there to do the pushing.

A small holiday place had been reserved for me at Queenstown, and as trucks could not get down the road and the steamer was not running, no wood or coal could be transported. It was the end of May, right into winter.

I wrote to the Department telling of the difficulty in getting accommodation and the result of this was the building of the present clinic which has proved to be a wonderful place in a delightful area.

Until 1965, my district covered Te Anau and it was during those years we had the Polio Vaccine campaigns.

However the anxiety was centred mainly on the condition of the roads as there was always work going on near the Devil's Staircase on the Kingston lake road which involved many waits while rock was blasted and moved away and with my car nearly always being the first one to tackle the road in the rough.

One time I could not get through and had to stay the night at Kingston because the road had completely fallen away at the Staircase Bluff. Many people were held up because they had gone to Invercargill to see the rugby match between France and the All Blacks - again I was the first car over the newly formed road.

On another occasion there was a gale, similar to last year's storm in Canterbury. I was travelling back to Queenstown from Five Rivers and trees were broken like matchsticks and are still visible on the ground near Parawa.

On arrival at Lake Wakatipu, the surface was whipped up into water spouts, while at the Staircase, I could not see the road for a cloud of dust, out of which emerged a bulldozer and driver.

I was very pleased I had not gone to Glenorchy by steamer that day, because I am not a good sailor.

Another outstanding incident on the lake road occurred when I became sandwiched between two massive earth-moving machines and unaware as to whether their drivers could see me for the dust. The whole scene reminded me of something from Dante's *Inferno*.

If the weather was too bad, a radio report would advise people that the polio clinic would be held the following week, but, sometimes, as was the case once at Te Anau, the second week was worse, but the clinic was held just the same.

While proceeding through Mossburn, I was advised to get chains, but there were none available to fit the car so I followed another vehicle with chains.

That day there were from eight to ten accidents on a particularly slippery part of the road coming down a hill near a bridge.

I managed to get back to Queenstown in time to show a film on Rescue Breathing, but I always declare I was snow-blind.

A big compensation was the people's spirit, they would come long distances over the winter roads to get the polio vaccine for their children.

The 1968 winter was particularly cold with most of the gum trees along the lake killed. I was reminded of this recently when a bus driver told tourists on the way to Glenorchy about its severity.

Not all winters are so cold, but I have had the glass in the zip in the clinic break even although the heater was on. However, the cold is soon

QUEENSTOWN AND DISTRICT HISTORICAL SOCIETY

Statement of Receipts and Payments for the Year Ended 30 September 2002

2001	Receipts	2002	2001	Payments	2002
----	-----	-----	----	-----	----
10730	Bank Balances Fwd	16057.74			
2775	Subscriptions	3840.25	95	Subscriptions	95.00
150	Donations	285.00	650	Grants and Donations	750.00
				Postage and Tolls	67.50
			79	Advertising	
5432	Timber sales		452	Printing, Stationery, Typing	393.80
			63	P.O. Box	62.50
0	Sales of Couriers		1611	Couriers	2008.59
909	Trips	385.62	0	Trips	
15	Luncheon		0	Luncheon	8.24
			142	AGM Expenses	246.81
24	Sundry		1418	Lawyer	
636	Interest	864.21	0	Oak Tree	1349.90
			104	Sundry	232.75
			16058	Bank Balances Closing	16217.73
-----		-----	-----		-----
20670		21432.82	20670		21432.82

Bank Balances @ 30 Sep 2002

Current Account	1148.14
Term Deposit Westpa	9209.19
Term Deposit Westpa	4418.36
Term Deposit Bldg S	1442.04

	16217.73

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 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 2002.

D. Warrington BCom CA

forgotten when spring sunshine returns.

When work started at West Arm a nurse was appointed at Te Anau and I was asked to take the Wanaka area.

This proved to be very interesting, and with better weather, although heavy frosts have made travelling dangerous at times through the Kawarau Gorge.

There used to be a big number of Correspondence School children and I would join in when they had a meeting day to check their health.

A few years ago a small school was opened at Makarora, which took most of those pupils.

Just as the Devil's Staircase gave problems to the south, so the Nevis Bluff was troublesome in the Kawarau Gorge, where falls of rock often closed the road, making it necessary to make the return trip to Makarora via the Crown Range route, sometimes in winter.

It has been worthwhile visiting the Makarora school even although small, as we found one of our most interesting cases there.

Before the Queenstown-Glenorchy road was opened in 1962, I travelled to the Head of the Lake by steamer, *Earnslaw*, calling at the stations on the way.

The Captain let me use his cabin so the mothers could come on board to have their children seen and immunising done.

At one time I used to go ashore and attend to the children in the lakeside woolshed but that took more time.

It was always an enjoyable event to go to Glenorchy and at first I used a room in the old hotel, but when that was burned down I held a clinic in the library. Now I use a school room.

Since 1968, I have travelled on the Glenorchy road during various degrees of reconstruction, but now I go by bus.

Arrowtown has also improved.

The first time I went there after joining the District, I found the clinic was held in an old hall, since demolished.

The people had not expected a clinic that day so no one came and I had to walk up and down to keep from freezing to death.

Later the clinics were held in the fire station and the firemen's hats were a great attraction to the pre-school children.

Now there is a very good clinic in the Centennial Hall which is also used by the local doctor, making a better service for Arrowtown people.

There is one lady still living there who remembers her father bringing diphtheria cases down from Macetown to a small hospital at Arrowtown.

The history is very interesting and much better these days to know diphtheria can be prevented.

I always tried to meet the needs of the people in outlying areas and would make special appointments for them which led to some interesting incidents.

Sometimes I would wait a long time then have to go to see somebody else so would leave a note on the door advising the time of return.

One mother lived on a very narrow road and the neighbouring farmer had decided to move cattle that day so they could not pass.

The road to Crown Terrace used to be bad and steep with about eight hairpin bends, and when covered in snow was an amazing experience

and quite a relief to return safely.

Even the Fernhill road is chilling in mid-winter and people were very considerate and would ring and advise if the road was too bad for me to go up.

Arranging clinics was a matter of intuition.

This last winter I cancelled one on account of the weather then the sun shone brightly for the rest of the day and all day I felt sorry I had cancelled it, so I thought, "I hope it snows", and sure enough it did snow all night, and Dr would not have been able to get back if she had come.

It has been interesting to note the improvements in the administration of the polio vaccine.

Initially, we gave it by injection using glass syringes involving an evening's work to boil them and find the two parts with corresponding number to have them ready for sterilizing.

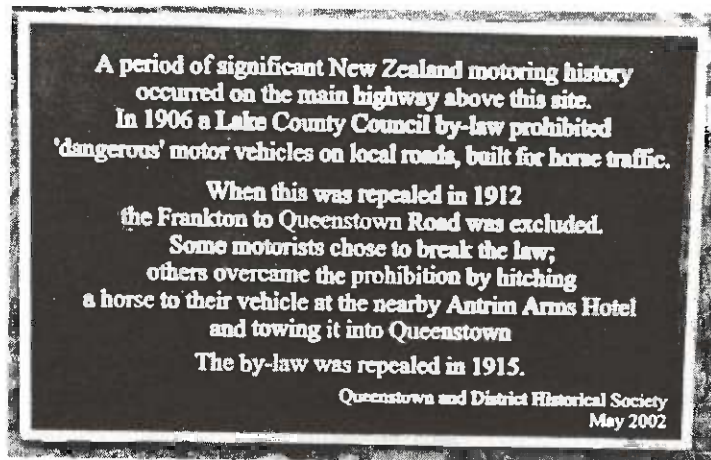
The disposable equipment was great help during the Rubella vaccine campaign.

Motoring in the Wakatipu in the early 20th Century

by Malcolm Boote

An opportunity was taken to place a second plaque on the rock on the Frankton walkway, which marks the site of the replacement for the Heritage Oak Tree (see Courier Number 68). This plaque commemorates the early days of the motor car in this region. The Society have for some time wished to record these events, how timely it seems when reintroduction of the by-law could well solve current town centre parking problems.

The plaque reads:-



The arrival of the motor car in the district was not met with open arms. This was horse country and the motor car threw the council of the day into chaos. The roads were all dray roads, designed for slow moving horse and pedestrian traffic. The 1906 by-laws were created to restrict motor traffic for the

safety of horse transport. The repeal of this by-law in 1912 meant that the motor car was here to stay, although restrictions remained on the Frankton to Queenstown Road plus the Skippers Road, Dan O'Connell's Road and Tobins Track. Pressure from local ratepayers and car owners slowly wore down the local councillors, common sense prevailed and in 1915 the law was relaxed. Restrictions remained on the Skippers Road where motorists could only use the road between 7 p.m. and 8 a.m. These restrictions were finally removed in 1926.

In researching these events, we were given help by the Lakes District Museum staff and with their permission print stories about the early days of motoring in the Wakatipu. They are recorded in oral history archives and Speaking of Change.

FROM THE HOOF TO THE MOTOCAR

"I lived really from the horse and dray to the moon landing in my lifetime. When I was young there were very few cars around. If you went from here [Frankton] to Arrowtown without getting a puncture, you'd done pretty well. the roads were rough, and you must remember with all the horse traffic, there was all these nails on the road. You had to allow for a puncture."

JOE SCHEIB

"They used to growl about getting on the lock, driving [wagons] on the zig zags to the Crown Terrace. The polers or shafters had to pull the wagon round, and if the leader

pulled it round too quickly the front wheels would go under the wagon and lock. They had to take the leaders round the back, and hook them onto the back of the wagon, and pull it backwards to get out of this trouble."

BOB JENKINS

"There weren't cars allowed on any roads because of the wagons and people on gigs and horses. They eventually allowed them to come to Frankton between certain times, morning and night, but the Arthur's Point Road was closed for years."

DAISY COLLINGS

"Jack McBride of Kawarau Falls station was one of the first people with a motor car and he would drive in to Queenstown, and he was in the court nearly all the time."

MARGARET MACDONALD

"We arranged to take the trip to Skippers with old Bordeau [the packer]. The back of the coach had no covering, it was just stuffed full of mail bags and all sorts of oddments. We got to Arthur's Point, and over the bridge came a motor car, and of course the horses were so astonished and shocked at the sight of a motor car, they started to rear back and jump, and they swung practically onto the stone parapet. Bordeau was so old he couldn't restrain them, all he could say was 'Charlie Dobb' and 'Dobb and Charlie'."

AGNES ELLIOT

"The first car in Glenorchy belonged to Mr Adam Hume, he had this Model T Ford. When it chugged into the township,

the place was loaded up with gigs and spring carts, drays, buggies and horse back riders. Absolute mayhem broke loose. There were quite a few humorous and expensive performances. Mr Hume collected the publican and a few other folk and decided to have a run to Paradise. It had been said that at least a week or ten days after the trip, you couldn't find an animal within two paddocks of the road for the whole distance."

FERGIE HEFFERNAN

"My brother (Jack Dagg) had the first taxi. He bought a black Dodge with his gratuity money for £400. Many a time they'd get Jack out of bed to take them home from the pictures to Kawarau Falls, and all round the country, and I know he used to put his clothes on over his pyjamas."

BARBARA LEWIS

"My father had a 1929 baby Austin. In 1950 my younger sister Dorothy Hamilton and I learnt to drive. The roads round here then were all metal, very corrugated. I well remember teaching my sister to drive. This particular night we were coming home down Cornwall street and I'm growling at her to change down, and she's roaring 'you didn't show me how,' and just then, a draught horse walked out onto the road, it reared up and we drove under its front feet. She's never seen it yet."

JIM WILCOX

Copyright for the quotes retained by the Lakes District Museum.

References:-

"Golden Days of Lake County" F. W. G. Miller.

"Wakatipu's Golden Years" Alan De La Mare.

Book Review

From Meetings to Mountains

by Irene Adamson

Reviewed by Elizabeth Clarkson

There could be few people in the district who do not know of the long journalism career of Irene Adamson. From the mid-1950's she was reporting events for the Southland Times and eventually fill 90 scrapbooks with her cuttings. Her enterprise in publishing "From Meetings to Mountains" has resulted in a valuable and very readable collection of reports from this huge collection.

The range of topics is vast as Irene was required as reporter to attend meetings of almost every organisation from the Lakes District Council to the Noxious Animals Advisory Committee.

If the range of material is vast, so is the geographical area she was required to cover. The development of Martin's Bay, the opening of the Haast highway the establishment of tracks and trails and the growth of the aviation industry are all told with anecdotes and tales of the identities involved. Jean Batten was Tex Smith's favourite passenger we are told, while Popeye Lucas

after his famous war exploits settled at Cecil Peak and with his wife Lorie provided hospitality to tourists. Parker Mudge planted a N. Z. flag at the North Pole, flew for Mt. Cook Airlines for eleven years and achieved some remarkable feats of exploration and climbing.

Road and water transport were important to Queenstown in its rapid growth to an important tourist centre. We read the story of the establishment of the Glenorchy road, a considerable engineering feat, and the account of J. B. (Ian) Hamilton's foresight in acquiring the land for the chalet (now Skyline) at Bob's Peak and the formation of the road there. Horace Tomkies was prominent in water transport with his *Muratai I* and *II*, followed by the *Moana* while Frank Haworth's *Meteor* must have provided pleasant trips for many tourists.

From the successful Centennial celebrations of 1962 to the development of the skifields now encircling Queenstown "From Meetings to Mountains" is a story of enterprise, initiative, hard work, dedication and growth. Whatever your interest in this district you will find it covered here in Irene's varied reports. The photographs of both personalities and places add considerably to this attractive book.

One Rock Built Queenstown's Post Office

from an article in the Otago Daily Times, April 2002

Poor Queenstown. Its growing pains go on for ever. Now it's the turn of the Post Office, Ngai Tahu Property having been given permission to demolish it. Though the building - formally opened 64 years ago - has some qualities, it has never made much of a structural impression on me, and I wouldn't weep over its loss. Its uniqueness lies not so much in its finished appearance as in its original construction. What we remember of that now is due largely to an article Gwen Wales wrote 25 years ago, and I give the gist of it here.



The Invercargill architect Edmund Wilson who designed it in 1937 was an active Anglican probably well aware that a few Anglicans had collected lakeside stone with which to build

their new church. One sometimes reads that the post office is constructed of the "unique green schist stone" found in the Wakatipu area. Quite the opposite. Mr Wilson was determined to use greywacke and his leading stonemason, John Rutledge, was given the job of finding it.

Fossicking around the Botanical Gardens, his attention was drawn to a huge boulder hull down in the water and the size of a house, and on chipping away the lichen he found it was indeed greywacke. With the harbourmaster's permission, and taking care to close off the gardens during operation, Mr Rutledge and his mate Bill Smoothy gradually blasted the boulder to pieces and carted the stone off in lorry-loads. While Mr Rutledge began laying the stone, Mr Smoothy plugged on with sledge-hammer and explosives, providing a steady supply of rock for the next three or four months. Stewart Island sand was shipped to Bluff, railed to Kingston, then sent by lake steamer to Queenstown to provide the special white pointing.

So, even if the post office itself is eventually demolished, let's hope Queenstown re-uses the constituent rock. If it can't be appropriately recycled, perhaps it could be returned to the gardens and reshaped into a useful special feature, with a noticeboard telling visitors its curious history.

Members Please Note:

Subscriptions should be paid to
The Treasurer
P. O. Box 132
Queenstown

and if members do not receive an
account in the 'Courier' your
membership is fully paid up.

Also, please advise the President or
any committee member of an e-mail
address, or fax number.

From Kai to Cuisine

A history of food and beverages in the Lakes District



- * Recipes from top chefs
- * Food & Wine matches

Only at
**Lakes District Museum,
Arrowtown**

In association with Real Journeys; Gibbston Valley Wines; Two Paddocks; St. Moritz - lombardi.bar.restaurant.tree; Memories of Hong Kong; Gantley's Restaurant; Millbrook Resort; Skyline Gondola, Restaurant & Luge; Chard Farm Vineyard; Peregrine Wines; The Southern Trust; Queenstown and Districts Historical Society; Creative Communities Scheme.

"Sunday" a chinese gold miner by Alex Boyne

'Sunday' one of the best

by Alex Boyne

originally published in the Otago Daily Times on 19 September, 1970

(contributed by Brian Bailey)

I was very interested in a recent article (June 20 [1970]) by Mr J. B. Thomson, on Sir Joseph Ward's visit to Arrowtown, and Queenstown in 1908, and in particular the behaviour of the Chinese, Sunday, at the banquet.

I knew Sunday very well and can picture him at that banquet. He would be really wound up to go and would regard the whole proceedings as a huge joke, which it probably was anyway.

My earliest recollection is of Sunday coming down the street in Queenstown waving an umbrella and singing "Way Down upon de Swanee Ribber," in English first and then in Chinese.

One of the old-timers of the district told me that Sunday held the record for the biggest "shout" ever made in a Queenstown hotel. When the gold fever was at its height, it was the custom among the miners when a man made a rich "strike" to "shout" champagne for whatever crowd might be at the pub of their choice.

Having got a crowd of willing drinkers, the man who was "shouting" would order the barman to kick the lid off a case of champagne, and he had to do exactly that. If he was not prepared to kick it off, they would go to another pub.

Once the lid was off, the next order usually was to put the champagne into a bucket and they would drink it from there, preferably with pannikins.

When Sunday made his "strike" and decided to "kick-um lid off," the crowd must have been extra large because it cost him £25. The fact that

a Chinese was "shouting" may have drawn a larger crowd. It would be quite a novelty, at that time anyway.

BIG FIGHT

Another distinction Sunday had was having taken part in the fight at Big Beach below Arthur's Point, when two rival parties of Chinese had a dispute over water rights and fought a pitched battle with knives, stones and pickhandles.

Sunday said: "We had one welly big man on our side. Him wear number nine moleskin trouser. Him had a pickhandle."

Asked if any got killed, he said: "Oh yes, two or tree go down the river."

At the time that he was telling about the night, he and I were sleeping in the same hut.

One night I was startled out of a sound sleep by Sunday shrieking in Chinese. It was bright moonlight and I could see him sitting up in his bunk. He had stopped yelling by then, having wakened himself up. He must have been fighting that old battle again in his dreams. It sounded like it anyway.

I had often wondered about his name. It is not Chinese. He explained it to me one day. He called it his "Englishman" name. When he came to the gold fields he was only a lad about 16. Nicknames were fashionable among the miners and they soon found one for the Chinese boy. They called him Sunday, and Sunday he remained for the rest of his days. He said his "Chinee" name was Wong Keong.

But as well as his "Englishman" name and his "Chinee" name he had a "Scotchman" name. He had a great admiration for Scotsmen even to the extent of saying that he was one and calling himself "Sandy McPherson." He became quite well known as "Sandy McPherson." Farmers paying him by cheque would make it payable to "Sandy McPherson" and letters addressed to him in that way reached him safely.

I once heard a Scottie say something to him in Gaelic - having him on - but Sunday had the last word. "No good talkee Chinee to me Jock," he said. "Me Scotchman."

A LESSON

For many years he lived in a hut near the turn-off to Coronet Peak station. On his occasional visits to Arrowtown or Queenstown he would bring home a drop of the doings if funds permitted.

After one such trip he anticipated a visit from a character who was camped not far away. He filled a whisky bottle with cold tea and put it in a prominent place. The visitor arrived. He eyed the bottle. "You likum dink Peter," asks Sunday. "Thanks, don't mind if I do," says Peter. He poured a generous nip. The look of disgust on his face when he tasted the drink must have been worth seeing, but Sunday said innocently, "Welly solly, no whisky Peter, you likum cold tea; cold tea welly good."

He played this trick on a man whom he thought was sponging on him, but I also saw him deal quite differently with a man who returned to a back country station on the verge of the D. T.'s.

Most of the men on the place were away and only Sunday and I were there. The man went to bed but could not sleep because every time he closed his eyes he saw things running up and down the walls. He hadn't brought any liquor with him, but Sunday always kept a supply of "Painkiller." He took a bottle from his pocket and at regular intervals he would go across from his garden and give the patient a drink. Being 91% proof spirit, it kept the demons at bay till the boss returned and took over.

Sunday was an old man at this time and felt that he would not have many more years left. He was quite convinced that when he died it would be in the month of July because that was the coldest part of the winter and he thought a person's resistance was at its lowest. When he

got past July safely he considered he was set for another year anyway. He often used to remark "Six by two, welly good"; meaning a grave. he didn't seem worried about it though.

He ended his days in an old people's home, but he wasn't very happy there. He said there was "too muchee bath-um."

Poor old Sunday, he was one of the very last of the old Chinese, and one of the most likeable.



Sunday and Arthur Johnson at the Lake Hayes show in 1930.