

THE QUEENSTOWN COURIER

WINTER 2016

Issue No.95



**Statue of Surveyor John Turnbull Thomson
Erected at Ranfurly in 2002. Sculptor:Don Paterson**

Contents

Masters of All they Surveyed by Rita L. Teele and Anne Maguire

- Page 3: Charles Barnes Shanks
Page 14: Richard Millet
Page 19: John Aitken Connell

Background to the 2016 Calendar

- Page 25: July: Doctor Thomson's gig at the Royal Oak Hotel, Arrowtown, c1900 by Denise Heckler
Page 27: August: Buckhams Brewery, Marine Parade, Queenstown, 1870s by Jim Veint
Page 28: September: Arrowtown Dramatic Society, 1897 by Marion Borrell
Page 30: October: Constructing the Macetown Road in the early 1880s by Fran O'Connor
Page 32: November: Climbing the Remarkables, 1899 by Anthony Mason
Page 35: December: Messing about on Queenstown Bay, 1950s by Marion Borrell

Page 37: **Dr Neil Clayton: Honorary Life Member by Marion Borrell**

Page 38: *Skippers – tragedy and triumph* by Danny Knudson

Cover Illustration

Beneath the statue is a plaque with this inscription

**JOHN TURNBULL THOMSON
CE, FRGS, 1821-1884
CHIEF SURVEYOR OF OTAGO (1856-1873)
SURVEYOR-GENERAL OF NEW ZEALAND (1876-1879)**

From 1856 to 1858 Thomson explored and surveyed large areas of the South Island, extending from Foveaux Strait on the south coast to as far north as Aoraki/Mount Cook.

In November 1857 he explored and mapped the Maniototo, naming many of its primary features, some after his homeland on the border of Scotland and England.

As Surveyor-General he laid the foundations for a uniform system of land surveying and mapping for New Zealand.

MASTERS OF ALL THEY SURVEYED

Part One: Surveyor Charles Barnes Shanks

Rita L. Teele and Anne Maguire

This series of three articles was made possible with help from many people: Jack Reid, John Alexander (Surveyor), Trish McCormack (Archives New Zealand, Wellington), Igor Drecki (University of Auckland), Steve Pritchard (LINZ, Christchurch), Chris Scott (Dunedin City Council archives), Janet Holm, Katie Pickles (U. Canterbury), Amy Coleman, Vivienne Cuff, Sharon Keith, Rosemary Creighton & Anne Jackman (Archives New Zealand, Dunedin), Louisa Macdonald (London Metropolitan Archives), Guy Roberts (Shanks family), Shirley Clark (Ranfurlly i-Site) Karen Craw (Hocken Library), Geraldine Dunwoodie, Marilyn Dodds & David Wilton (The Treasury, Thames), Kas McEntyre (CODC), Kim Mansel & Colin Buchanan (Masonic Lodges, Thames), Diane Morris (National Portrait Gallery Canberra), Emma Knowles (Toitū Otago Settlers Museum) Edna McKelvie (Mataura Museum), Jeffrey & Joanne Shanks, the late John Hall Jones, great-grandson of Chief Surveyor John Turnbull Thomson.

It was a conversation with Jack Reid at his home on Villiers Street in Arrowtown that was the genesis of this three-part series of articles. We were wondering how his street came by its French name. That conundrum led to the wider subject of why other streets in Arrowtown were named after English and Welsh counties.

Who “created” Arrowtown and who assigned the street names? Our historical quest took us from Arrowtown to Kingston, Frankton, and Queenstown, then across the Cardrona range to Pembroke (Wanaka), Gladstone (Hawea), Newcastle (Albert Town), Wakefield (now extinct), Cromwell, Clyde and Alexandra. In taking this virtual journey, we uncovered the stories of three government surveyors who worked in the area during the 1860s.

To begin we must find a young man, 16 years of age, who is disembarking from the *Southern Cross* at Port Chalmers, having travelled via Wellington from England. He will be entering the service of the Otago Provincial Government as a surveyor cadet, thereby coming under the wing of Chief Surveyor John Turnbull Thomson in Dunedin. It is 14 November 1857 and his name is Charles Barnes Shanks.

Shipping News.

ARRIVED.

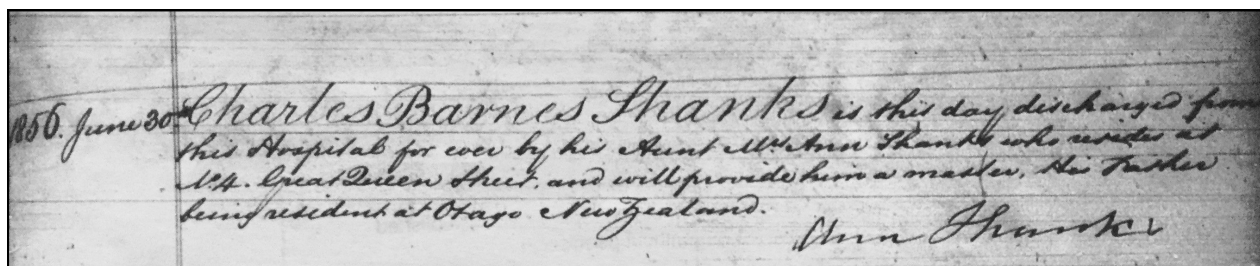
November 14.—Southern Cross, 591 tons, Charlton, from London via Wellington. Passengers—Rev. Mr. Stannard, Mrs. Stannard, Miss Stannard, Miss Moodie, Messrs. Stuart, Martelli, Morrison, Richardson, Charlton, and Shanks, and 16 in the steerage.

Otago Witness 21 November 1857

<http://www.paperspast.natlib.govt.nz>

C.B. Shanks, for that is his imprint on later official documents, was born in Glasgow, Scotland on 1 July 1841 to James and Eleanor Shanks. He was seven years old when his father applied, on grounds of poverty, to have Charles admitted to Christ's Hospital in London (1). The word "hospital" had the connotation of "shelter for the needy" when Christ's Hospital was established by Edward VI in 1553 as a school for orphaned or impoverished children. At the time of James Shanks's petition on behalf of his son, wealthy Robert How Shanks was a governor at the school and arranged the admission. Robert How Shanks just happened to be James Shanks's nephew (2)! Christ's Hospital was commonly called the Bluecoat School because blue was the colour of charity. Students at the school wore blue frock coats with yellow petticoats and yellow stockings. (Yellow was thought to provide protection against plague.) The school was famous for teaching mathematics and good penmanship.

Charles was admitted to the school in April 1849, before his eighth birthday, and discharged from Christ's Hospital on 30 June 1856, one day shy of his fifteenth birthday.



Copy of discharge entry, courtesy of London Metropolitan Archives

It was a surprise to find that Charles was discharged to his aunt's care and that his father was in Otago! It was another surprise to find a mini-history of his family— included with a photograph of his sister Harriet's embroidery sampler—featured on the website of Toitū Otago Settlers Museum (3)<http://collections.toituosm.com/objects/5200>

In the same year that Charles entered Christ's Hospital, his parents and seven children left Glasgow on the ship *Kelso* bound for Otago. Perhaps wealthy relatives supported the family's emigration. James Stuart Shanks was able to establish a farm in Upper Wakari that he called Rosemount. Harriet Shanks, the youngest of the children, was born there. James later took up land in Southland and with his older sons was a pioneer run-holder near Mataura.

Charles's history is missing from June 1856 until May 1857 when he boarded the *Southern Cross* at Gravesend to sail halfway across the world. He was not yet 16 years old. He may have been among the group of "London unemployed" as noted in the article from the *Wellington Independent* of 9 September 1857:

LOADING AT LONDON.

For Wellington.—*John M'Vicar.*

For Wellington and Canterbury.—*Ashburton.*

For Otago and Canterbury.—*Bowworth*

EMIGRATION OF THE LONDON UNEMPLOYED.—

The ship *Southern Cross* which left Gravesend on May 23rd for New Zealand, had on board a large number of emigrants, 89 of whom, at the invitation of the charterers, had been selected by Captain Neale Porter from the unemployed workman of London. Captain Porter visited the ship, just previous to her departure, and in a short speech which was loudly cheered, bade farewell to those who, through his kind exertions have been enabled to emigrate. The emigrants consist of 21 married couples, 17 single men, 2 single women, and 28 children, in all 89 souls, equal to 71 adults.

<http://www.paperspast.natlib.govt.nz>

Shortly after arriving in Dunedin he became a survey cadet in the service of the Province of Otago. In 1860 he qualified as a surveyor (4).

In 1861, the Chief Surveyor of Otago, John Turnbull Thomson, issued a pamphlet (5) that detailed the requirements for his staff:

APPRENTICE.

- 1. A healthy and vigorous constitution.*
- 2. Good eyesight for observing.*
- 3. Knowledge of Arithmetic.*
- 4. To write a neat legible hand.*
- 5. Taste for drawing.*

SECTION SURVEYOR.

- 1. All the above.*
- 2. Knowledge of Practical Geometry, Logarithms, and Plane Trigonometry.*
- 3. Knowledge of use and adjustment of Theodolite and also of Field Operations.*
- 4. Knowledge of Map construction*
- 5. Fair Draftsmanship*

The pamphlet also included instructions on performing and recording the survey itself. There was no mention of naming towns or roads. A handwritten addition to the pamphlet

provided a numbered list of requirements for each surveyor regarding attention to costs, expenditures, allowances, receipts and salary while in the field. Item #15 was written as follows:

The following is a list of articles allowed to Government Surveyors.

Beef or mutton and suet.

Potatoes

Flour

Pepper and Salt

Currants or Raisins (½ lb per man per week or ¼ lb. of each.)

Tea and Coffee

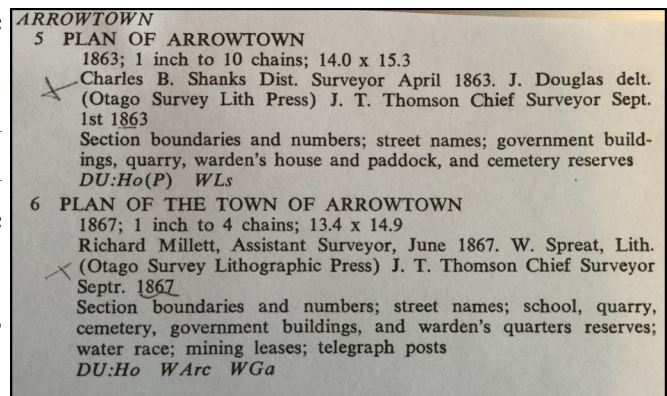
Sugar (not loaf)

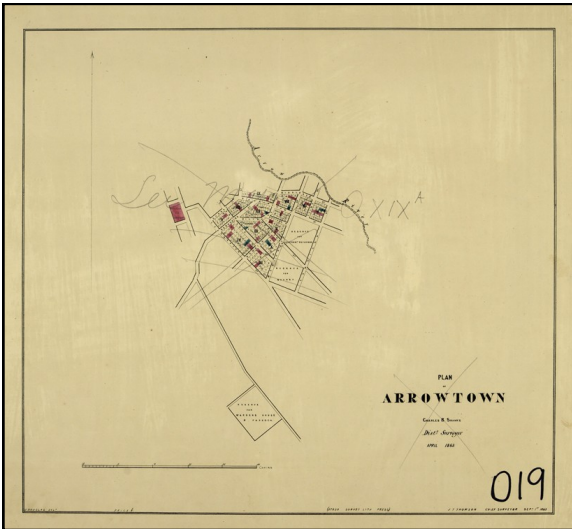
Carbonate of Soda and Tartaric Acid

Candles (for mapping only, their having been used for that purpose to be certified on the Act. in a note by the Surveyor)

John Turnbull Thomson also described his employees thus: *The Colonial Surveyor in these regions is clothed in fustian trousers and blue shirt, Panama hat, and stout hob-nailed shoes. He is not known from his chainman. If he smokes, it is through a 'cutty' pipe, and he puffs at that energetically. He has a hundred things about him: knives, needles, telescopes, matches, paper, ink, thread and buttons; these are stowed away in all corners of his dress; and then his 'swag' contains his tent-blankets, and change of clothes. These with his theodolite he carries on his back, and walks away through bogs, 'creeks', and scrubs, at the rate of 3 miles an hour. He cleans his shoes once a month with mutton drippings, and he lives on 'damper', salt junk, and oceans of tea. His fare is homely, but it is refreshing to see his voracity. His bed is on the ground, and he considers himself lucky if he gets into a bush where he can luxuriate in the warmth of a blazing fire. In this land of equality he shares bed and board with his men, but they are not of the common sort, for 'the service' is popular amongst the enterprising colonists and he has to pick. They are men that know their place and duty (6)."*

In 1863 C.B. Shanks, district surveyor at 21 years of age, arrived in the Wakatipu basin to survey four towns: Frankton, Arrowtown, Queenstown, and St. John's Town, (later renamed Kingston). We owe to the late John Hall Jones, great-grandson of J.T. Thomson, the clue to there having been an 1863 survey of Arrowtown. When contacted about this project, he sent the photocopied excerpt below from R.P. Hargreaves's book (7) that documents its existence.





This survey map is held in Wellington and is reproduced here with permission.

Arrowtown [Archives Reference: AAFV 997 103 OT19] Archives New Zealand

The Department of Internal Affairs Te Tari Taiwhenua

At the lower right corner of the lithograph is the survey date of April 1863 and C. B. Shanks's name as the surveyor. The survey map was created by J. Douglas of the Otago Survey lithographic press and dated 1 September 1863. It seems to be the only extant 1863 survey map of

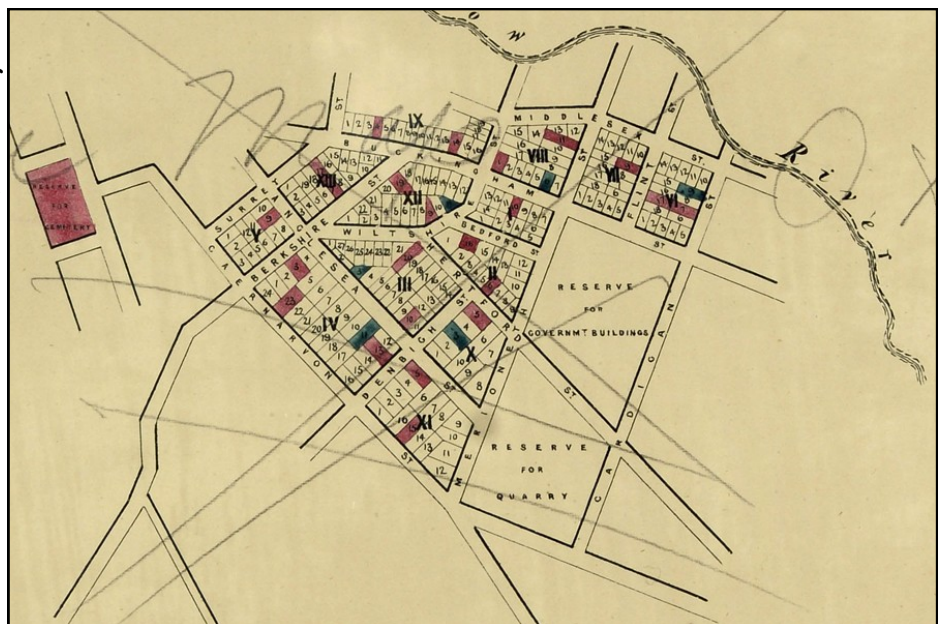
Arrowtown in the public domain. However, you will notice that there is a double "X" drawn across the survey map as well as across the label in the right lower quadrant. You can also appreciate in addition to the crosses, a scrawled note across the print as follows: See Map OXIX^A

Furthermore, as of this writing, field notes for Arrowtown, which are typically saved and filed by the surveyor at the time of the survey, are missing. They are not listed in the Otago register held by LINZ. Shanks's field book, held in the Dunedin office of Archives New Zealand, includes survey notes of Frankton, Queenstown and St. Johns Town (later named Kingston) but not of Arrowtown.

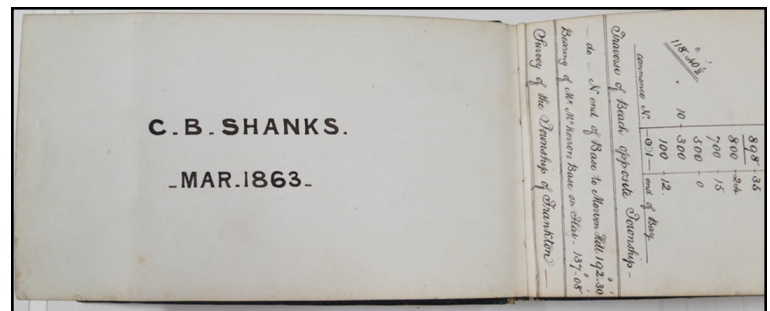
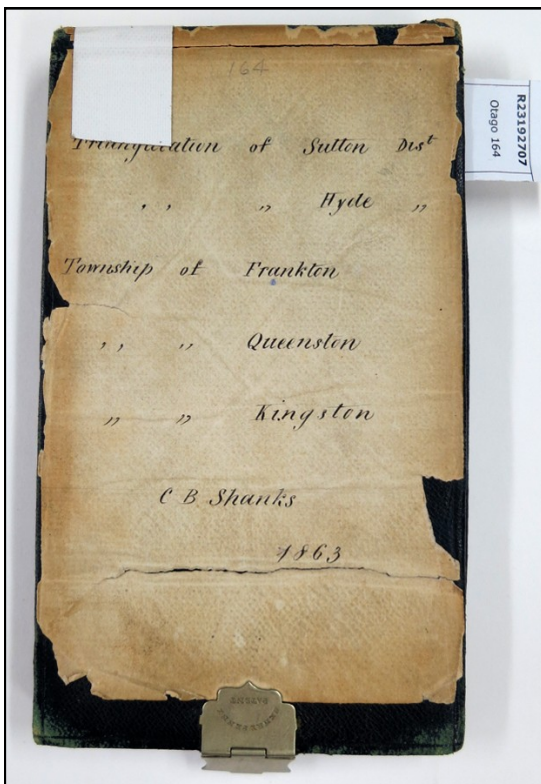
A magnified image of the lithographic print of Arrowtown's 1863 survey demonstrates the street names more clearly and shows blocks that are coloured in green and red. In his pamphlet, Thomson's instructions to surveyors were as follows: "Colour water prussian blue; roads, raw sienna; and bush, green, composed of prussian blue and raw sienna." Although the cemetery is coloured in red, we do not know what the other red and the green colours signified on this lithograph; at the time of the survey there were no permanent dwellings and most of the constantly shifting population lived in tents.

Arrowtown [Archives Reference: AAFV 997 103 OT19] Archives New Zealand

The Department of Internal Affairs Te Tari Taiwhenua. Used with permission.



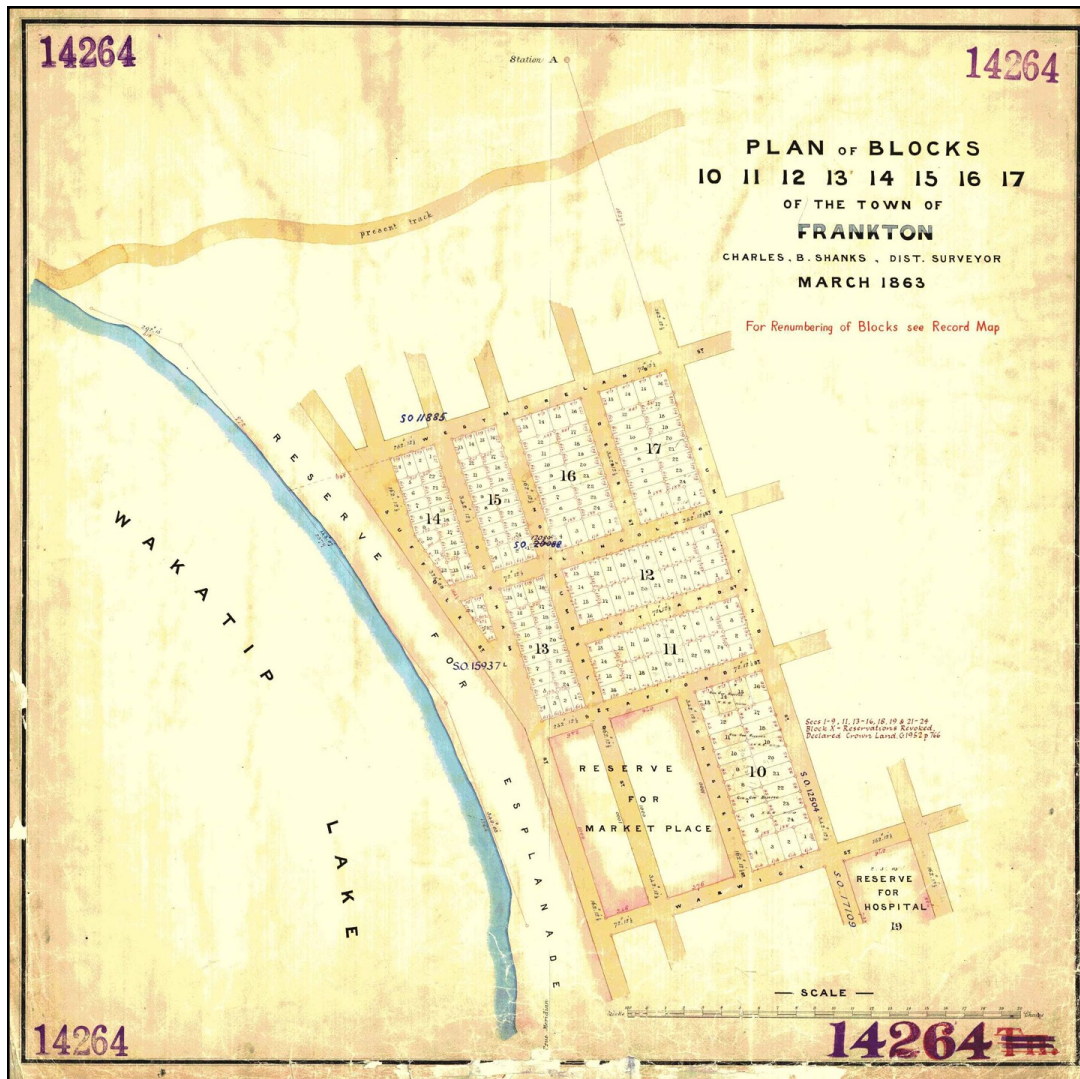
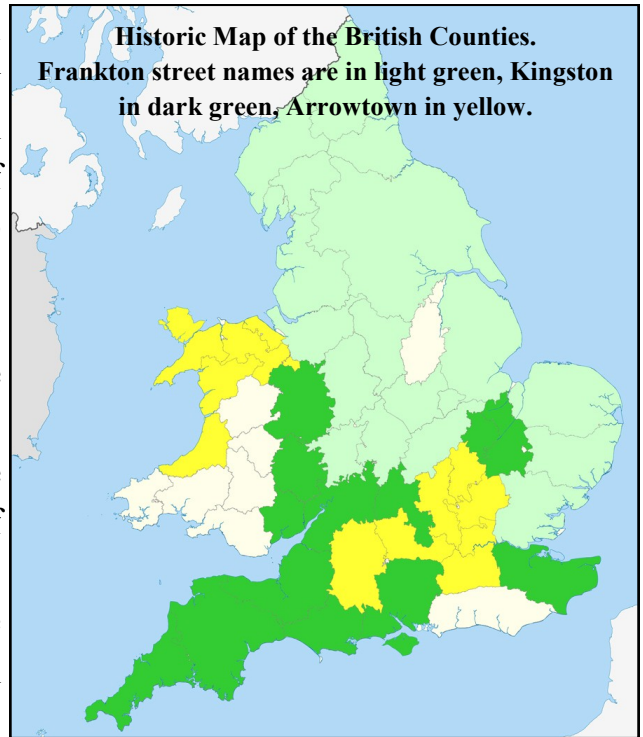
In the figures below, a piece of paper, written in a different hand from that of the surveyor, is taped on the front of C.B. Shanks's extant field book from 1863 and lists two triangulation surveys (done later, in 1864), Frankton, Queenston [sic] and Kingston. The writing on the paper on the outside of the book does not match the writing inside. (C.B. SHANKS MAR. 1863, is inside the front cover, and his signature is inside the back cover.) The first three pages of the field book have been cut out—were these the notes for Arrowtown? If so, they are out of order if the lithographic prints of each surveyed town are accurate in their dating: Frankton (March); Arrowtown (April); Queenstown (April); St Johns town (May).



C.B. Shanks Field Book ABWN/D592/24967/5f-164 Archives New Zealand/Te Rua Mahara o te Kāwanatanga, Dunedin Regional Office. Used with permission.

When one tallies the street names from lithographic prints of Shanks's 1863 surveys of Frankton, Arrowtown and Kingston, it becomes apparent that all are names of English or Welsh counties that were in existence at the time. (Some ancient or historic British counties disappeared in the change to "administrative counties" in 1889.) If one refers to the historic map of British counties and assigns light green for counties used in street names for Frankton, yellow for Arrowtown and dark green for Kingston, all the English counties save Sussex and Nottinghamshire are included. We have no explanation why these counties were not used as street names in 1863. The five Welsh counties correspond to Caernarvon, Denbigh, Flint, Merioneth, and Anglesea Streets in Arrowtown. Excepting the five Welsh counties, Arrowtown streets were named for counties that were clustered around London.

Did Chief Surveyor John Turnbull Thomson, (who had already dispensed many Scottish names in his surveys of the South Island and Invercargill), open a book of county maps of the British Isles so as to select street names for the new towns? According to the field notes and lithographic prints, Frankton was the first town to be surveyed on Shanks's 1863 trip to the region. At that time, Frankton was destined to be the centre of local government. On the map of Frankton, the long central street is Northumberland Street. Is it just coincidence that Chief Surveyor John Turnbull Thomson was born in Northumberland?

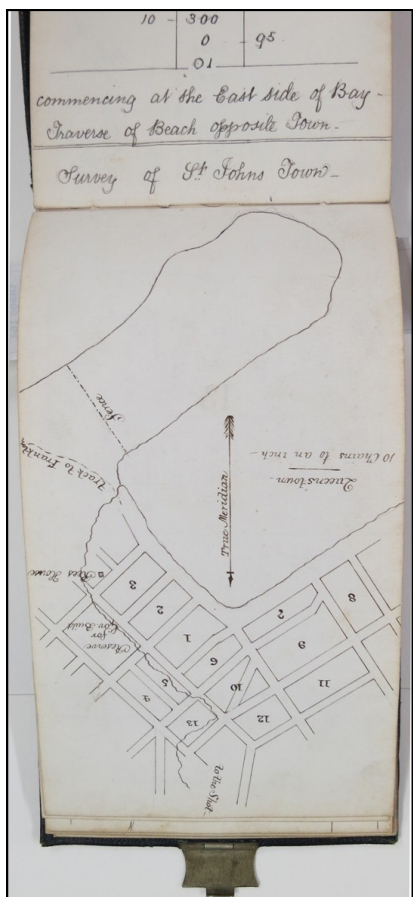


1863 Map of Frankton. S.O. 14264 QuickMaps

The “pig’s ear” on the map of the United Kingdom is the county of Anglesey. The spelling mistake that resulted in “Anglesea Street” in Arrowtown can be forgiven as Anglesey is an island, surrounded by the sea. But why were the predominantly northern counties of Wales chosen? Could there be a connection to Robert Pritchard who was the storekeeper in the township along the Arrow and who was a northern Welshman? Gilbert Rees, who had established his homestead beside Lake Wakatipu in 1860 was also Welsh but he came from Pembrokeshire, the “snout” of the pig!

Did the surveyors who returned to Dunedin after slogging through matagouri and speargrass have any input to naming the streets they had plotted? C.B. Shanks must have known about the Buckingham family and their manager Bully Hayes. All were present at the same time, in the same place, during the late summer and autumn of 1863. Mr Shanks might even have enjoyed their “entertainments” at The Provincial Hotel after a long day’s work. Could the Buckingham family, who shared a name with an English county, be part of an inside joke?

Shank’s field drawing of Queenstown contains a small gem. It is probably the first and possibly only map that shows William Rees’s house next to Horne Creek. He also marked the fence across the peninsula, now the botanic gardens. No street names are included. The survey of St Johns Town, (named after the Police Commissioner St. John Branigan, but later changed to Kingston) begins on the page after the field map of Queenstown.



**C.B. Shanks Field Book
 ABWN/D592/24967/5f-164
 Archives New Zealand/Te Rua
 Mahara o te Kāwanatanga,
 Dunedin Regional Office.
 Used with permission.**



Shanks's survey of Queenstown was of a small town, and streets had already been informally created and named by the early inhabitants who squatted on the land leased by Rees: Beach, Shotover, and Camp are examples. A lithographic print of Shanks's survey is not listed in the National Library. W.C. Wright, District Mining Surveyor, resurveyed the town in 1864. Buildings had been erected before the surveys of 1863 and 1864; therefore, the streets are of differing widths because of the prior placement of buildings in the heart of the town.



J. Spence provided a third survey of Queenstown, with Shanks and Wright also attributed, on the lithograph of a much larger town in 1872. “Northumberland” makes a second appearance as a street name.

It seems that the original 1863 survey of Arrowtown was also inadequate, for reasons unknown. Could the geography have changed too much in the floods of the winter of 1863? Were there mining interests that took up residence along the river and encroached on the then non-existent town? In the Otago Provincial Gazette of 6 November 1863 sections in Frankton, Queenstown and Kingston were offered for sale but there was no mention of sections for sale in Arrowtown. It was as if the town did not officially exist at the time.

And what happened to C.B. Shanks, pioneer surveyor?

He married Agnes Baillie Campbell in Dunedin on 20 October 1866, and thereafter the electoral rolls positioned the couple in the Roslyn and Caversham areas, i.e. close to Dunedin. We know from reports by John Turnbull Thomson from the survey office that he continued in employment as a surveyor. We also know that he was reunited with at least some of his family because there is a photograph of him with his mother Eleanor.



**Charles Barnes Shanks and his mother
Eleanor Shanks. Date uncertain.
Photograph courtesy of Jeffrey Shanks and
Janet Montgomery.**

Then, for reasons unknown, Charles and Agnes Shanks were in England from 1869-1871. Charles Shanks rejoined the New Zealand surveying service on his return. In October 1872 the couple had a son named Charles Augustus Shanks. By 1880 C.B. Shanks was in Christchurch working for the government in the District Land and Survey Office. He was identified as Surveyor in the Crown Lands office in 1886 when he had a most unusual experience for one in his position. He was involved as witness in the trial of Tom Hall who was being held for attempted murder. This was the first celebrity trial in New Zealand. It involved a wealthy family and the nephew of a former New Zealand Premier. As reported by the newspapers of the time, C.B. Shanks prepared a plan of the house, Woodlands, in Timaru, in which the alleged crime had taken place. He was amongst the first of many witnesses called in the trial that resulted in Thomas Hall being sent to jail for 20 years for the attempted poisoning of his wife.

C.B. Shanks was Acting Commissioner of Crown Lands in Christchurch by 1896 and Chief Draughtsman in Christchurch in 1901 until his retirement. The 28 August 1908 issue of the *Wanganui Chronicle* "Our London Letter" noted that "Mr and Mrs Charles B. Shanks have come over for the benefit of their health, and to see their son who has been in London for the last ten years...Mr Shanks has recently retired from the Lands and Survey Department of the New Zealand Service."

From that time onwards C.B. Shanks and his wife were domiciled in England and comfortable enough in terms of finances that Emily Dennis was listed in the 1911 census as their maid. There is no evidence that they returned to New Zealand.

Charles Barnes Shanks died at St. Leonards-On-Sea, England, in 1922. His great-grandson, Stewart J. Shanks, who married Susan Geray-Harris, came 16 years ago with their son, Perrin, to the Shanks family reunion in Maitua, New Zealand. Perrin Shanks has recently extended C.B. Shanks's lineage. Born in February 2016, his son, Joshua Patrick Shanks, is the great-great-great-grandson of Charles Barnes Shanks. Because his family is emigrating to Australia later this year, Joshua will have the opportunity to visit New Zealand and the towns his ancestor surveyed. But he'll have to grow up a little before he can walk in his ancestor's footsteps!

But when did Villiers Street get its name? In the next article we will introduce you to Richard Millett and his Arrowtown survey of 1867.

Sources

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5. J.T. Thomson *An Outline of the Principles and Details Connected with the Colonial Survey of the Province of Otago*. 1861 (Hocken Library, Dunedin)
6. J.T. Thomson. Extracts from a Journal kept during the performance of a Reconnaissance Survey of the Southern Districts of the Province of Otago. *New Zealand Journal of the Royal Geographical Society*, 1858, xxviii, pp. 298-329
7. R.P. Hargreaves. *Nineteenth Century Otago and Southland Town Plans*. University of Otago Press, Dunedin. 1968



Standish & Preece, photo.
MR. C. B. SHANKS.

Standish & Preece, photo.
MR. C. B. SHANKS.

Cyclopedia of New Zealand 1903 Vol. 3

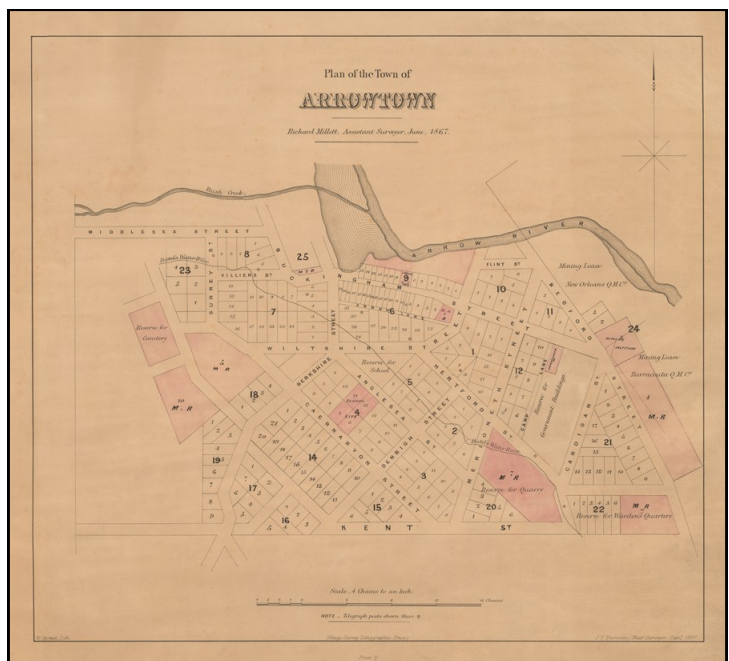
Part Two: Surveyor and Civil Engineer, Richard Millett

Rita L. Teele and Anne Maguire

Acknowledgements are included in the first article of this series.

It is 1867 and Arrowtown has been created a borough. Many have left the Wakatipu for the West Coast gold rush, but others remain still hoping to make it rich. Four years ago C.B. Shanks first surveyed Arrowtown; Richard Millett is redoing the survey under the aegis of Chief Surveyor John Turnbull Thomson. Why the original survey of 1863 was discarded, we have yet to discover. The floods of the winter of 1863 may have altered the topography enough that a complete overhaul of the town plan was needed. Perhaps the pegs used for delineating sections had all been disturbed or lost. The lithographic print of Millett's survey of 1867 shows that Arrowtown's streets, as surveyed by C.B. Shanks, have been moved or modified. A few new streets have been added, and among them is Villiers Street. It branches off Buckingham Street to meet Surrey Street. Reidhaven, built in 1866, now has a street address.

It should be mentioned that people living in Arrowtown in the latter part of the nineteenth and early twentieth century had no need of an address. Mail was delivered to the post office where it was collected by the town's inhabitants. There were no street signs until the mid-twentieth century. Before then, the local inhabitants knew where others lived in the town: across the road from their relatives or two houses down from someone else! As a child, Jack Reid did not remember any address other than Reidhaven. (That was because two John Reids were in the district and the mail was often picked up at the post office by the wrong person. Reidhaven was the differentiating address on the envelope.)



<http://ndhadeliver.natlib.govt.nz/content-aggregator/getIEs?system=ilsdb&id=159>
Source from LINZ. Crown Copyright reserved.

Someone—and it may well have been the Chief Surveyor—must have been aware that the first Duke of Buckingham was George Villiers, the favourite, and possibly the lover, of James I of England, and the darling of many ladies of the court. (George Villiers, Duke of Buckingham is said to have been the Georgie Porgie of the nursery rhyme.) Why not join Buckingham Street and Surrey Street with Villiers Street!

On 13 January 2015 John Hall Jones wrote: “All names of towns and streets have to be approved by the Chief Surveyor, in this case J.T. Thomson. But as a rule a name of a street that has been bestowed prior to the survey is generally accepted.” In an earlier telephone conversation he stated that the Provincial Government had final authority. Buried in the provincial papers there may be a record of committee meetings for naming streets and towns. Until 1867 the Chief Commissioner of Crown Lands was W.H. Cutten who was an ally of John Turnbull Thomson. During 1863 the superintendent was John Hyde Harris. Both he and W.H. Cutten were sons-in-law of William Cargill who had hired J.T. Thomson! During the busy years for the Provincial Government that followed the gold rushes in Otago perhaps a rubber stamp was more often used than not.

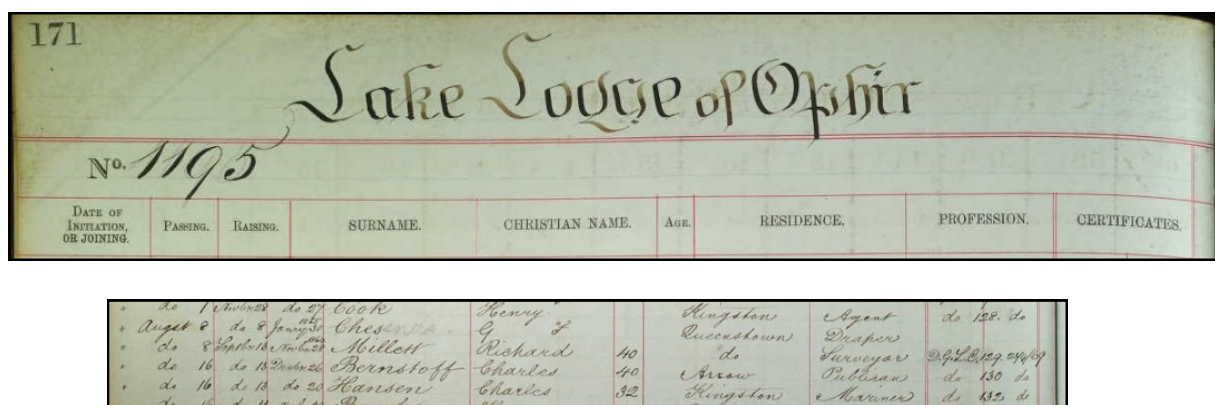
Arrowtown’s second surveyor, Richard Millett, was born in 1824 in County Tipperary, Ireland. He married Emily Mayne from County Cavan in 1850 and they emigrated to Australia. His son, Thomas Richard Millett, was born in Melbourne in 1859.

In November 1862 Richard Millett C.E. (civil engineer) was one of eight signatories on a letter to the Master of the Barque *William Ackers* that arrived at Port Chalmers from Geelong. The letter was published in the *Otago Daily Times* protesting in very civil tones the fact that eight of 70 horses had died in transit. (1) Emily Millett was not on the passenger list.

In May 1863 Richard Millett is listed in the newspaper as having unclaimed mail at the Dunedin Post Office. Could it have been from his wife Emily in Australia?

The *Otago Daily Times* 3 September 1863 announced the appointment of Richard Millett as assistant mining surveyor as gazetted by the Provincial Government.

More unclaimed mail addressed to Richard Millett was noted in the *Otago Daily Times* on 1 July 1864, but by this time, Richard Millett was already in the Wakatipu. He was 40 years old and a member of the Lake Lodge of Ophir. William Gilbert Rees was a fellow Mason.



United Grand Lodge of England Freemason Membership Registers, Ancestry.com

Millett was appointed assistant mining surveyor on the Wakatipu Goldfields in 1865 and was stationed at Queenstown. He performed the triangulation surveys of Kawarau and surrounding areas as well as surveys of mining leases and farms. By all accounts he

performed his job well, and was noted as a hard worker by those who wrote to the newspapers of the time.

In 1867 he performed the official cadastral survey of Arrowtown, but by the next year he had moved north. The newspaper *Daily Southern Cross* 19 November 1868 reported the appointment of Richard Millett Esq. to be a goldfield and mining surveyor for the Thames District.

There are tantalising entries in the shipping news of the *New Zealand Herald* 18 February 1869 and the *Evening Star* 28 September 1869 each of which includes a Mrs Millett and child travelling from Dunedin to the North Island:

CUSTOM HOUSE.—DUNEDIN.
THIS DAY.

—

ENTERED INWARDS.
Tairaroa, 51 tons, Tall, from Bluff, and Port Molyneux. J. B. Mudie, agent.

—

CLEARED OUTWARDS.
Wellington, 262 tons, Holmes, for Northern Ports. W. Sly, agent.
James Paxton, 60 tons, Greig, for Riverton. Master, agent.

—

PASSENGER LIST.
Per Wellington—Mrs Macgregor, Messrs E. Fox, J. Brebner, T. Brebner, Roberts, Duncan, Mr and Mrs Oliver, Stack, Sullivan, Mrs Millett and child, Jack, Crawford, Mack, Mrs Little, and M'Lean.

<http://www.paperspast.natlib.govt.nz>

ARRIVAL OF THE WELLINGTON.
The N.Z.S.N. Co.'s s.s. Wellington, Captain Holmes arrived in the Manukau yesterday morning, from Taranaki and the Southern ports, with general cargo and a number of passengers. We are indebted to Mr. Moss, purser, for full files of Southern papers, and the following report:—Left Otago at 2 p.m. on the 9th inst., arriving at Lyttelton at 9 a.m. on the 10th; left Lyttelton at 5.30 p.m. on the 10th, arriving at Wellington at 12.15 p.m. on the 11th; left Wellington at 12.30 p.m. on the 12th, arriving at Picton at 6 p.m. on the 12th; left Picton at 1 a.m. on the 13th, arriving at Nelson at 9 a.m. on the 13th; left Nelson at 10.30 a.m. on the 14th, arriving at Taranaki at 9.30 a.m. on the 15th; left Taranaki at 4.30 p.m. on the 15th, arriving at Uranui at 7 p.m. on the 15th; left Uranui at 9 a.m. on the 16th, arriving at Pariokariwa at 5 p.m. on the 16th; left Pariokariwa at 7.30 p.m. on the 16th, arriving at Manukau at 5.30 a.m. on the 17th, and at Onehunga at 12.30 p.m. on same day. From Otago to Nelson had light winds and fine weather; thence to Taranaki, strong south-east gales, with heavy sea; and from Taranaki to Manukau, light winds and fine weather.

PASSENGERS—Miss Lewis, Mrs. Millett and child, Mr. Wesley Turton, Mr. Nation, Mr. Small, Mr. Comiskey, Mr. James; and twelve in the steerage.

We have no proof that the two passengers highlighted in the articles were Emily Millett and Tom, Richard Millett's son. Even if that were the case, both lived in Australia thereafter.

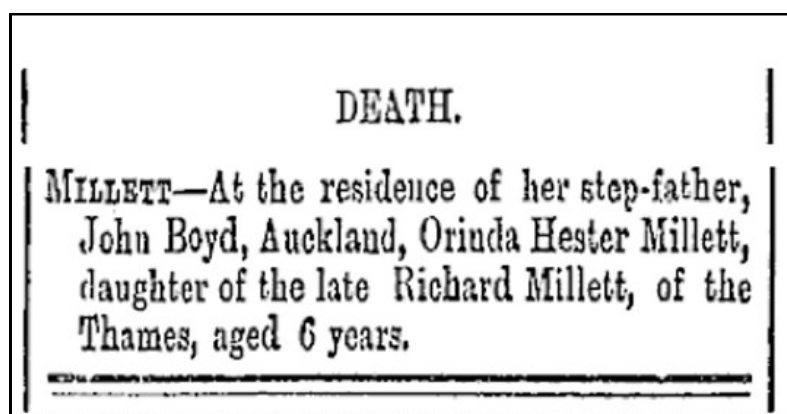
The next item from New Zealand records, <https://www.bdmonline.dia.govt.nz/> is the following document in which Richard Millett misrepresents himself as widower:

Intention to Marry Notice. Archives NZ Ref: BDM 20/15 1870 Shortland p.183/114. Dated 20 June: Richard MILLETT, widower, a Surveyor aged 44 years living at Shortland, length of residence 20 months, intends to marry Sarah Ann BLACKMORE aged 25 years living at Shortland, length of residence 12 months, at the Office of the Registrar, Shortland, The Thames. Registrar: Edward Henry PONTY (?)

Richard and Sarah Ann had four years of married life and a daughter together. On 14 February 1874 the Thames correspondent of the *New Zealand Herald* wrote of

“unfeigned regret that I have to record the sudden death of Richard Millett, Esq., C.E., who has been connected with the field since its opening, and whose name will ever be remembered with the public works that have been constructed. In his capacity as engineer to the Provincial Government, the Thames public are indebted for the water supply. The deceased was an early riser, and this morning he was seen strolling along the beach, and returned to his house about 7 a.m., when the *Advertiser* was brought. He took a chair and sat on the verandah, and a few minutes afterwards his wife went out, and noticed the inclination of his head. She at once noticed the pallor of countenance, and found life gradually ebbing away, and before assistance could be got he had expired.”

There is a sad postscript to the above obituary. Sarah Ann married John Boyd the year after Richard Millett had died. In 1877, the following notice appeared in the 28 November issue of the *Thames Advertiser*:



<http://www.paperspast.natlib.govt.nz>

But the story of Richard Millett is not yet ended. After her first husband's death, Emily Millett in Australia married Captain Robert George Augustus Pearce on 16 July 1874. Her son Tom assumed the surname of his step-father, and became a famous hero of the Victorian era.(2)

The *Loch Ard*, a steel-hulled sailing ship, left England in March 1878 bound for Melbourne with a cargo of luxury items as well as basic materials of cement, lead, copper and railway iron. The ship carried a crew of 37 and 17 passengers, although different sources cite other numbers. 19-year-old Tom Pearce was on board as an apprentice crewman. The Captain steered the boat too close to the cliffs of Victoria's west coast and could not maintain a course back out to sea. After the ship struck a reef extending from Mutton Bird Island, the masts and rigging collapsed and the lifeboat that was launched capsized. Tom Pearce clung to the overturned boat, drifted out to sea and then was pulled by the tide into Loch Ard Gorge where he found a cave in which to shelter. Eva Carmichael, an 18-year-old passenger, was swept overboard and clung for hours first to a chicken coop, then to a spar. Seeing Tom on the beach, she shouted for help. He dived in, dragged her to shore, and broke open a case of brandy that had

washed up on the beach so as to revive her with the alcohol. A few hours later, Tom climbed the cliff to look for help and after 3 ½ miles of walking found men from Glenample Station who summoned help and got the survivors back to the station.

Tom received a hero's welcome in Melbourne where he was presented with the gold medal of the Victorian Humane Society and a £1000 cheque for his bravery. The newspapers of the time were full of the story which went international; the *Otago Witness* devoted half a column to an interview between the reporter from the Melbourne *Argus* and Eva Carmichael. There was overwhelming pressure for the two young survivors to marry. After all, being on a beach together with a case of brandy was cause for Victorian concern! However, the romanticists had to bow to reality, and Eva, who had lost siblings and parents, returned to her grandmother in Ireland and later married into the Townshend family.

Tom Pearce did not give up his seafaring life. He married the sister of one of the lost crew on board the *Loch Ard* and became a ship's captain, last working for the Royal Mail Steam Packet Company. Buried in a Southampton grave (3), Tom Pearce died at the age of 49—at almost the exact age as his father, Arrowtown's second surveyor, Richard Millett C.E.

Sources

1. <http://paperspast.natlib.govt.nz/>
2. <http://www.flagstaffhill.com/history-queries/wreck-loch-ard/> accessed 20/03/2016
3. <http://www.standard.net.au/story/175945/tom-gets-a-heros-grave-at-last/> accessed 20/03/2016



Thomas Pearce c1878 by The Photographic Society of Victoria
Carte de visite albumen silver photograph
on yellow card with gold trim
Collection: National Portrait Gallery,
Canberra

Part Three: John Aitken Connell

Rita L. Teele and Anne Maguire

*With special thanks to Tim Connell, John Aitken Connell's great-great-grandson.
Other acknowledgements are included in the first article of this series.*

The following excerpt is from John Turnbull Thomson's book *Rambles with a Philosopher* which he wrote in 1867 under the pseudonym "An Otagonian".

"We had by this time arrived in front of an incipient hotel, called in colonial phraseology an accommodation house. Here (by the sign-board) travellers and horses were promised good accommodation. We dismounted and, giving our horses to our host, we entered the humble inn. Within there was great noise and merriment. Before a large, blazing fire sat a man playing a flageolet, and in the centre of the room several others were dancing to the tune. Bottles and glasses on the table betokened the stimulus of hilarity. As we entered, the party resumed their seats, the music stopped, and before many minutes were over our host (who was a single man) laid the table-cloth and placed supper before us. Inward circulation had soon its usual effect, and with satisfaction came the desire of acquaintanceship.

"The musician informed us that he belonged to that most useful class of pioneers—surveyors. He worked by contract at a shilling per acre, and to keep his men together where labour was so valuable, he took the hint of the Dunedin jailer and endeavoured to retain them about him by exercising his moral influence, and he found by experience that the strongest moral influence consisted in wine and music, so he made ample shift to have these always in store. He further informed us that, while he had all the responsibility, his earnings were somewhat less than one of his labourers....."

In the summer and autumn of 1863, at the same time that C.B. Shanks (profiled in Part One of this series) was diligently surveying Kingston, Frankton, Queenstown and Arrowtown, a man of similar age, John Aitken Connell, was surveying towns along the Manuherikia, Kawarau, and Clutha Rivers.



**John Aitken Connell. Photograph
courtesy of Tim Connell**

John Aitken Connell was born in Ayrshire Scotland. His family moved to Glasgow when his father was appointed to teach mathematics at the Glasgow High School. At 19 years of age, and possibly sponsored by a relative, J.A. Connell left Scotland for New Zealand. He arrived in Auckland on the sailing ship *The Excelsior* in 1859.(1) By January 1863 he was in partnership with Thomas Moodie, a Scot of similar age, who had been employed by ship-owners on the Clyde River before emigrating to New Zealand. Thomas Moodie worked for two mercantile businesses in Dunedin, and probably met John A. Connell in that city. By 1863 the two men were advertising themselves as surveyors and land agents.

C O N N E L L A N D M O O D I E
LAND AND ESTATE AGENTS AND
SURVEYORS.

Surveys, Engineering Works, and Mapping of every description executed.
 Loans on Mortgage negotiated.
 Land office business transacted, and every description of Land and Estate Agency attended to.
 Interests and Rents collected.
 Maps of all Government Lands in Otago kept for reference.

CONNELL & MOODIE,
 From their many years experience in Otago, and from having executed surveys in every part of the province are in a position to furnish reliable information regarding properties, whether pastoral, agricultural, or urban.
 Offices, above G. T. ICK, Draper,
PRINCES-STREET.

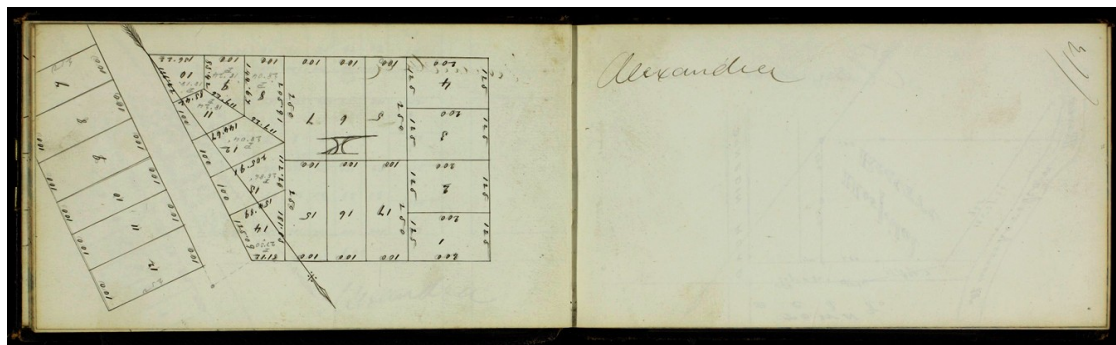
Otago Daily Times 3 January 1863. <http://www.paperspast.natlib.govt.nz>

Because of the gold-rush in Central Otago surveyors were desperately needed to establish the boundaries of mining claims and towns. Advertisements for surveyors were inserted into *Otago Provincial Gazettes* of 1863. It is likely that Chief Surveyor John Turnbull Thomson, hired John Aitken Connell to perform town surveys at the Dunstan because he was short of staff. Where Mr. Connell acquired his credentials and expertise in surveying is unknown, but it may have been in Scotland.

J.A. Connell surveyed the settlement then known as Manuherikia in March 1863. Could he have started on his journey from Dunedin with C.B. Shanks who went on further to survey the towns of Arrowtown, Frankton, Queenstown and St. Johns (later Kingston)? By 1863 Shanks had been on the "Middle Island" for five years; Connell was a newcomer from the North Island. It is tempting to think that Chief Surveyor Thomson might have sent these two young men together for the first part of the journey.

J.A. Connell's survey of Manuherikia, which would bear the name of a future British queen, coincided with the planned marriage of Princess Alexandra of Denmark and Edward Albert, Prince of Wales. Connell opened a new field book and began work in March. There is good evidence that the name Alexandra was bestowed on the town months after the survey was completed. From the beginning of 1863 the newspapers of

the colony had been abuzz with reports from England of preparations for the royal wedding, analysis of the ancestry of the Danish princess, her appearance, and her prenuptial meetings with Prince Edward. The wedding itself on 10 March 1863 was to be the celebrity event of the 1860s. But in the days when news had to arrive by ship, reports of the actual event had to await posted reports from England. The first wedding announcements in the New Zealand press were in May. Furthermore, on some pages of Connell's field book, "Alexandra" is written in pen but appears on the opposite page in reverse—as if each page of the field book had been hastily labelled, and then the page turned.



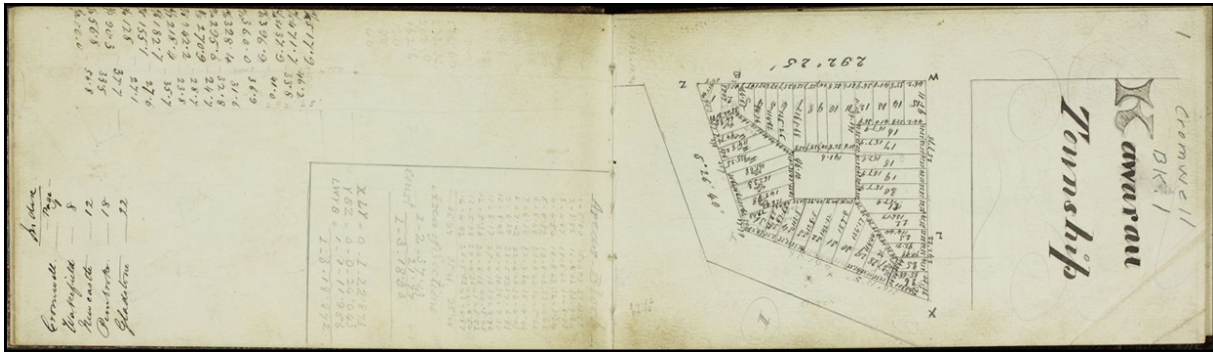
Two pages of Connell's field book, March 1863. Note the reversal of part of the word "Alexandra" on the survey. ABWN 24967 D592/4/O Archives New Zealand/Te Rua Mahara o te Kāwanatanga, Dunedin Regional Office. Used with permission.

After news of the marriage reached the colonies, public holidays and celebrations were scheduled throughout New Zealand. In Dunedin a public holiday in honour of the royal couple took place on 30 June. The planning committee of important men in the city included W.H. Cutten, Chief Commissioner of Crown Lands. He was an ally of John Turnbull Thomson and also the son-in-law of Captain William Cargill, the first superintendent of Otago, who had hired Thomson.

The first mention in the newspapers of "Alexandra" as a town name was in the *Otago Daily Times* 11 September 1863 when there was reference to a challenge issued to the Clyde Cricket club by the Alexandra Cricket Club. In October the same newspaper reported on a lecture given in support of the Alexandra Sunday School Fund.

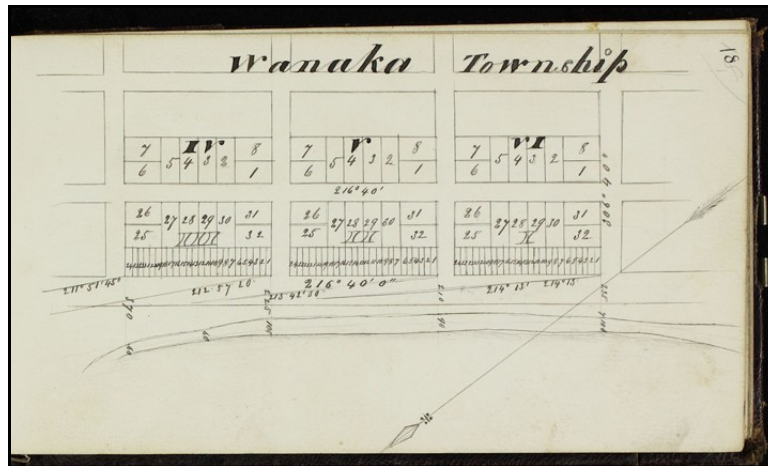
Clyde was surveyed by Connell but those plans were superseded by a survey completed in 1864 by Francis Howden. By that time a railway reserve had been added.

It has been written that John Aitken Connell was a North Irishman who gave Cromwell its name and its streets their Irish names. Other sources suggest that the name of the town was already bestowed before his survey and that he named the streets after Irish place names in protest. However, J.A. Connell was Scottish through and through, and from his second field book of 1863 he wrote 'Kawarau Township' on the first page which is shown below. Cromwell Bk 1 is written in pencil and the Index on the facing page would have been added at another date.



Connell's second field book, March 1863. ABWN 24967 D592/4/P Archives New Zealand/Te Rua Mahara o te Kāwanatanga, Dunedin Regional Office. Used with permission.

Furthermore, Wanaka Township as it was called at the time, not Pembroke, is the label for Connell's survey in his field book as shown in the image below. Wanaka reclaimed its original name in 1940.(2)



Connell's second field book, March 1863. ABWN 24967 D592/4/P Archives New Zealand/Te Rua Mahara o te Kāwanatanga, Dunedin Regional Office. Used with permission.

Taped to the cover of the field book is a piece of paper that lists the towns surveyed within: Cromwell, Wakefield, Newcastle (Albert Town), Pembroke (Wanaka) and Gladstone (Hawea). This list is written in a different hand and undoubtedly postdates the original surveys.

The surveyors used the name of each township, as known at the time, at the beginning of each series of field notes. When their assigned surveys were completed they returned with their field books to Dunedin and the chief surveyor's office.

The street names of all of the above towns were predominantly Irish, typically from coastal towns, counties or landmarks but from both southern and northern Ireland. There is one street name that stands out. Was John Street (in the now extinct Wakefield) a nod to Thomson's contract surveyor, John Aitken Connell or to the chief surveyor himself?

John Turnbull Thomson had already named many places and geographic features on his own surveys. His inclusion of “Bluff Town” as the title of his survey map of that town had been met with disapproval from the then superintendent of the province, William Cargill. The town had been renamed “Campbelltown” on Cargill’s order—but not without a comment by Thomson that he had been ordered to do so. (3) Therefore, without a paper trail that is yet to be uncovered, if it exists, we surmise that the responsibility for naming towns and streets began in the chief surveyor’s office in Dunedin. The question remains of the role played by the Commissioner of Crown Lands, the Provincial Council and the Superintendent at the time.

Following the surveys of 1863, J.A. Connell seems to have been more involved in selling land than surveying it, but he likely did both. And he and Moodie together were the first full-time stockbrokers in New Zealand, helping establish the first New Zealand stock exchange in 1867. (<http://www.teara.govt.nz/en/stock-market>)

By 1868, the partners were also in the business of lending money. J.A. Connell married Mary Monica Jones in Dunedin on 1 February 1871 and together they had nine children. In 1884 Connell and Moodie amalgamated their company with that of Gillies, Street and Hislop and created “The Perpetual Trustees, Estate and Agency Company of New Zealand Limited”. A two-year sojourn in Melbourne Australia followed before the Connell family moved back to New Zealand and settled in Auckland. J.A. Connell founded the New Zealand Political Association in 1887 and stood for Parliament that same year. He was a colourful figure on the stumps but was unsuccessful at winning a seat. (<http://www.paperspast.natlib.govt.nz>) In 1881, back on the government payroll as a surveyor, and after financial setbacks, he was found dead from a gunshot wound, with a small revolver recently discharged close at hand. He was 51 years of age.

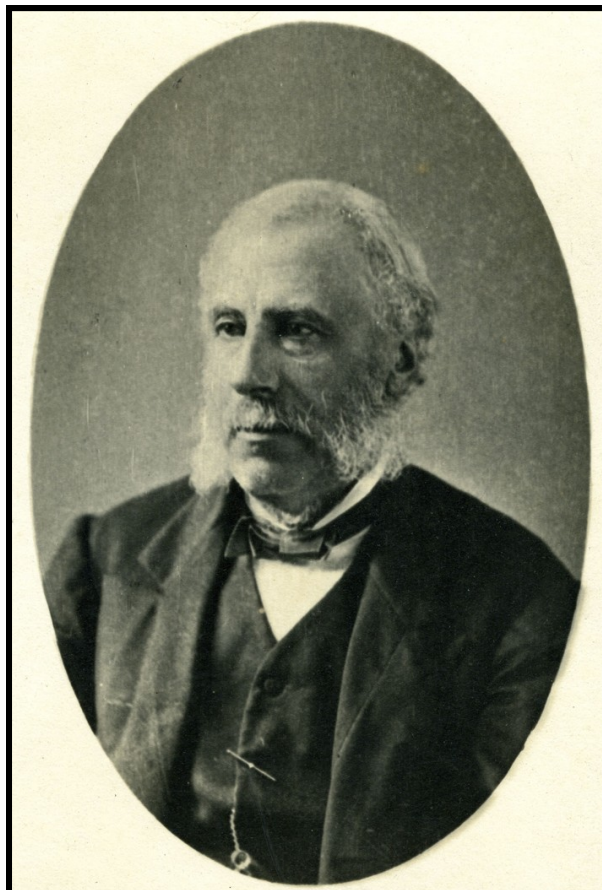
We would like to complete this series of three articles with a tribute to Chief Surveyor John Turnbull Thomson whose commemorative statue is on the cover of this *Courier*. It is fortunate for posterity that his great-grandson, John Hall Jones, wrote several books about his life and his accomplishments. In tracing the lives of the first surveyors in the Lakes District, we realised that Thomson’s influence extended far beyond his own work. His fingerprints—real and metaphorical—are all over the original survey maps and field books of Otago that are resting in the national archives and libraries. J.M. Smith described John Turnbull Thomson thus: “A very austere stand-off man, who would rather intimidate a young man who was going up for examination than try to encourage him, but a very terror for accuracy and all things right.” But there’s a generosity of spirit evident in much of his writing—an example of which begins this chapter. And the puckish sense of humour that accompanies many of the names of towns and streets likely emanated from the Chief Surveyor’s office. We have alluded to the connection of

Villiers Street with Buckingham Street in Arrowtown in Part One of this series. Isle Street in Queenstown is parallel with Man Street: Isle of Man seems a likely quirky origin for the two names. With Thomson's experience at engineering lighthouses, it is likely that Fastnet Street in Alexandra and Inniscort Street in Cromwell are Thomson's nod to the lighthouses of Cork and Mayo respectively. It is difficult to believe that the Superintendent and his Provincial Council came up with those names—not to mention other street names that are rocks or islands hazardous to shipping: Skird, also known as Skerd, (Alexandra) is in Galway Bay; Helwick (Pembroke/Wanaka) is a hazardous bank in Bristol Channel that is famous for its ship wrecks; "An Tuscar "(Newcastle/Albert Town) is a group of dangerous rocks plus lighthouse in County Wexford.

There may be papers or letters from the gold-rush era that document the process of naming towns and streets, but we have not unearthed them. We may never know if Cromwell was named after the famous Oliver (or Thomas, advisor to Henry VIII) or if it harks back to its original old northern English name place: bent or crooked + spring or stream. It may be a lucky coincidence: the name of "Cromwell" does seem to suit the town that sits on a bend in the river!

Sources

1. <https://issuu.com/bigtimeproductions/docs/connellfamilytreebook/> accessed 17/3/2016
2. <http://www.lakewanaka.co.nz/new-zealand/early-wanaka-history/> accessed 17/3/2016
3. John Hall Jones. *John Turnbull Thomson First Surveyor-General of New Zealand*. John McIndoe Publisher. 1994



**John Turnbull Thomson, Collection of
Toitū Otago Settlers Museum
Used with permission.**

BACKGROUND TO THE 2016 CALENDAR

July to December: From Talks Given at the Launch

July: Buckingham Street, Arrowtown about 1903

By Denise Heckler

This is a wintry street scene with light snow on the ground and hills and very bare trees in the background. The Royal Oak Hotel is one of the dominant features. There is also a group of men standing under the veranda, hands in pockets, watching proceedings accompanied by the usual dogs, as the local doctor, Doctor John Bell Thomson, pulls up in front in his gig.



Dr John Bell Thomson (or Jack as he was often called), was born in 1868 and grew up in Dunedin where he attended Otago Boys' High School. After two successful years at Otago University he decided to study medicine and in 1889 chose to travel to Edinburgh to achieve this rather than continue studying at Otago because of his strong family connections with Scotland. During his time there he met his future wife Isabella Thomson, the sister of a close student friend Thomas, who lived in Glasgow. John returned to New Zealand upon completing his degree in 1893 and practised in Balclutha until his marriage to Isabella in Dunedin in September 1894, and it was after his

marriage that he accepted the position as Superintendent of the Arrow District Hospital (below) in late 1894.



A substantial house was being

built by the Southland Hospital Board close to the hospital. He and his new wife were the first residents and remained there until they left in July 1914. During this time they both participated in community organisations, and John in cricket.

His position as the Arrowtown doctor covered an area extending to Macetown, Skippers, Gibbston, the Cardrona Valley and Arthurs Point. The nature of his work meant that he needed to travel some rugged roads and tracks on horseback or on foot to outlying sheep stations and isolated mining claims.

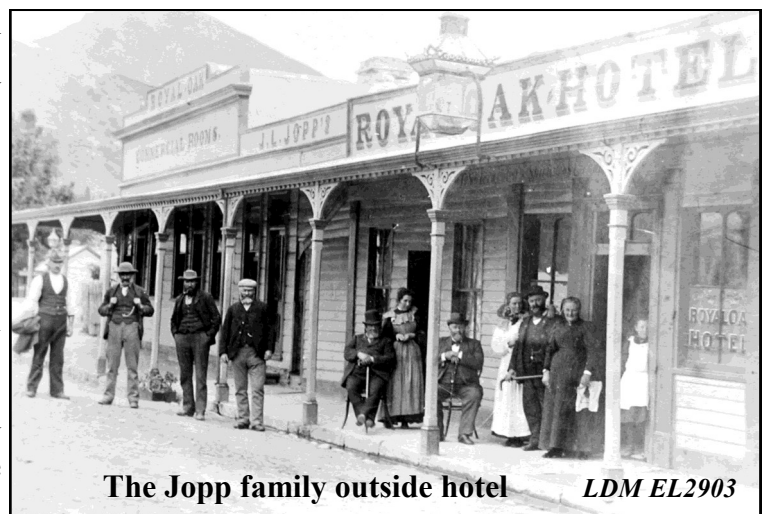
The photo shows of one of his easier modes of transport - a gig drawn by Dulcie, carrying the doctor and possibly his elder son also called John/Jack born in 1897, and possibly his daughter Isabel who was born in 1901. It has been suggested that the boy could be the son of the bank manager, but we are not sure. Another son, James, was born in 1904.

Dulcie was 15-16 hands high and a bit of a character. She was quite capable of putting on a hang- dog look when she was attached to the buggy because she actually preferred the gig and let it be known! She was a faithful horse who took the doctor on many calls on cold days and nights, and she was quite capable of finding her own way home. There was an incident, however, when Dulcie blotted her copybook. This occurred in 1901 when John took her all the way to Dunedin, which was a journey by boat and train, as part of a group of Wakatipu Rifles who were going to escort on horseback the future King George V on his tour through the streets. Dulcie decided the night before that she didn't like city life. She 'did a runner' and couldn't be found in time, much to John's disappointment. However, she was always very much loved by the family and community, and in her later days she was retired to graze in peace.

In 1914 Dr Thomson left Arrowtown to take up a position as Medical Officer for Schools in Auckland, but unfortunately his health prevented him from continuing in this position, and he and his family returned to Dunedin where he died in February 1915 at the age of just 47 years.

The original Royal Oak Hotel, which was built by William Welsh in 1863, was quite a makeshift affair as many of the buildings were at that time, and it was briefly the home of the first Arrowtown School which was built in its precinct. By the time the Jopp family purchased the hotel in 1885 it had become an extensive weatherboard building with a large stable across the road.

John Jopp was born near Aberdeen and upon his arrival in New Zealand became one of the early wagoners carrying supplies to the gold fields. With that connection he soon set his sights on the hotel business, becoming the licensee of the Royal Oak Hotel until his death in 1907. During that time a veranda was added and many improvements were made to the interior. The Jopp family were



The Jopp family outside hotel *LDM EL2903*

well known for their hospitality, and their hotel was a much favoured overnight stay for travellers and for gold-miners when they ventured into town for a weekend.

John was a first-rate host and he also took a prominent position in local affairs including being on the Arrowtown Borough Council and the Arrow Hospital Committee. He was a generous supporter of many causes, and is remembered for donating a bullock which was roasted whole as part of the celebrations to mark the occasion of Queen Victoria's Jubilee in 1897. These celebrations were on the June photo. The Jopp family's connection with the hotel continued until 1930.

This street is so typical of this era when Arrowtown was acquiring permanency as a town with its own identity that was shifting from gold-mining to an established rural settlement providing for both the townspeople and the outlying community. John Jopp and Doctor John Thomson along with their families played their part in the evolving identity of Arrowtown.

Sources

Rainey, Patricia, *John Bell Thomson, M.B.Ch.M – a tribute*, Heretaunga, Upper Hutt, 2003

Queenstown Courier Issue 64, 2000, p.11

August: Buckhams Brewery, Queenstown

By Jim Veint

My father Lloyd, who made this oil painting in 1994, didn't really start painting until he was 60. As well as doing landscapes and animals, particularly deer, he copied old photos and was able to remember extra details which he added, such as colours, and names over shop doorways.

My mother was Muriel Buckham, one of six girls and two boys. Her grandfather (my great-grandfather and also John Heenan's grandfather) was William Lovell Davis from southern England.

William and his brother James arrived in Queenstown at the start of the gold-rush, and although they were miners, William started a brewery. By 1871 the malt-house was complete and operational. In 1881 Charles Davis (who I assume was a brother) took over the management, while William and James started the very successful Invincible Mine in the Rees Valley near Glenorchy.

William Davis owned the whole block of land between Brisbane Street, Park Street and Frankton Arm. He built a solid stone house and the stone stables which are still standing on Brisbane Street. His land was later compulsorily acquired by the Government and was occupied by the Forestry and Agricultural Departments and the



Painting by Lloyd Veint

weather station for many years. About 30 years ago descendants of William Davis were offered the first opportunity to buy property back (at market rates) and my aunt bought one house.

My grandmother Daisy Davis was the daughter of William. She was born at Skippers and lived at the Invincible Mine from the age of four. William sold the mine but continued to manage it. He died in 1908 and left the brewery business to his children. Daisy married Harry Buckham. In 1909 they bought out the rest of the family and took over the business. In 1917 because of the war they closed the brewery but continued the soft drink manufacturing.

The Buildings and Garden: Kiln tiles for the malt-house (1871) were made by Newell and Co at Frankton Jetty Kilns and were laid in the loft. Grain was stored upstairs while the stables and a cow byre were on the ground floor. There was the soft drink manufacturing area, and the building next to it had a loading-out area with a raised floor.

The cottage was built in 1874 and was the first house in Queenstown to have hot and cold running water. I remember the water filter above the sink in the kitchen.

I've been told that the water they used for the brewery came from Bush Creek, along Gorge Road. Quality was always a very important factor for my mother and my grandmother. I guess it was a family thing.

My grandfather Harry had a wonderful orchard and garden in that corner of Queenstown Bay which had a very favourable microclimate. He grew most fruits – raspberries, blackcurrants, mulberry trees, Chinese gooseberries (kiwifruit), gooseberries, a lemon tree and an enormous cherry plum tree.

In 1962 the Buckham family celebrated the centennial of the ancestors' arrival here. In 1970 the business was sold.

September: Arrowtown Dramatic Society 1897

By Marion Borrell

The Arrowtown Dramatic Society was formed in the 1890s. Before that there had been professional performers during the gold-rush years based in the hotels, the best known being the Buckingham family who owned the Provincial Hotel. These days were short-lived, however. As the rush moved on and the community settled down, entertainment changed to become amateur and charitable. There were concerts, balls and bazaars to raise



funds for the social services the district needed, such as the Arrow District Hospital.

In the mid-1890s a group of the keenest entertainers founded the dramatic society. One report in 1896, for example, describes a concert and dance in aid of St Patrick's School. This was held in the original Athenaeum Hall which was 'packed to the door'. There were songs, both comic and romantic, piano playing, and a play, followed by a dance. It raised £19 for the school, and no doubt provided much pleasure for the audience and performers.

The Dramatic Society received a boost with the arrival of a new postmaster, John Algie, and his wife Agnes who were very keen actors. The Society staged plays in the Athenaeum Hall, and also at Macetown.

The play shown in the calendar was probably performed in 1897. No details about it are known, so we can spend September guessing what the plot was. Look for the usual suspects - the vivacious heroine, the honest country bloke, the dandy, the protective father – and work out who ended up with whom. That's my grandfather George White relaxing at the front, and he ended up in real life with another member of the Dramatic Society, my grandmother, who was probably helping backstage.

Here's another photo of the same play showing Agnes Algie and her husband John who seems to have the role of the protective father. The young man in danger of being skewered is a Mr D. Graham.



As often happens, the shows didn't always run smoothly, but they still had to go on. An example was *Phyllis, the Farmer's Daughter*. It was an 'operatic cantata' – we would call it a musical –

which had more than its share of difficulties: Agnes Algie who was to play Phyllis became ill the night before, and Mrs Mayo the accompanist suddenly had to take her part; most of the cast had severe colds; the ring-in accompanist had had little time to practise; and the stage was rather small for the number of actors and the chorus. Yet the reporter for the *Lake Wakatip Mail* declared: 'I can safely say that a better played cantata has never before been presented to an Arrow audience Arrowtown ought to feel proud that it possesses such talented people. The scenery, made by Mr Algie, was very good indeed, representing an old-fashioned farmhouse covered in ivy.' The reporter was so enthusiastic that he wrote a detailed summary of the plot and the songs. The climax is a thunderstorm during which Douglas, the country bumpkin who is in love with Phyllis, rescues his rival, a city gent named Chapleigh, from a dreadful accident.

(Good on you, Douglas!) Chapleigh then decides he's had enough of country life as, he says, the fishing isn't any good, and he departs. This leaves Phyllis and Douglas to sort themselves out (Aw!) and gain her father's consent. The chorus brings the show to an end singing (you guessed it) 'Wedding Bells.'

Sources:

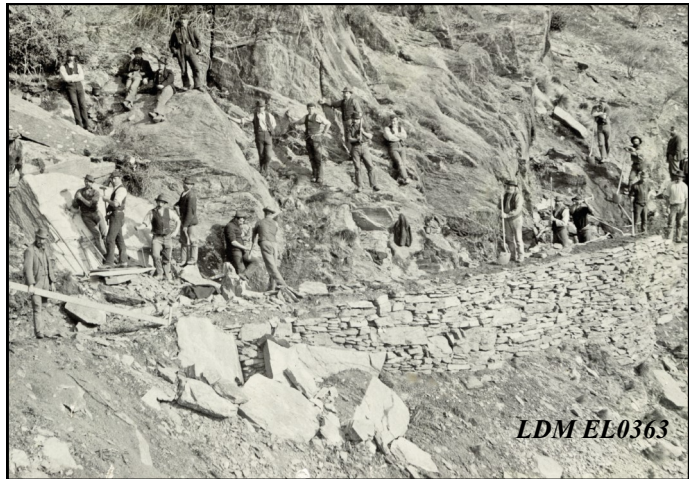
Lake Wakatip Mail accessed at www.paperspast.natlib.govt.nz

Photos from an album belonging to the Algie family, lodged in the Lakes District Museum

October: Macetown Road Under Construction

By Fran O'Connor

The Macetown area was rich in gold, but access was very difficult. At first there was a precarious foot track up the river. In 1864 the Big Hill bridle track was formed over the 1000-metre high saddle, but the trip from Arrowtown took a whole day and freight costs were extremely high. The track was narrow and dangerous, and often impassable in the winter.



After this there was a rough road built by private enterprise, but it could not carry the equipment, machinery and wood that were needed by the gold-mining companies.

In 1884 after years of lobbying and three years of construction, the 15-kilometre Macetown Road was completed, and the journey from Arrowtown by buggy took only one and a half hours.

Before the road was built many arguments took place between Government and Council over as to what use the road was going to be. Some said it was a waste of money because there wasn't enough gold coming out of the area to warrant a road. Each time it seemed that a decision was close, the money was diverted for different road.

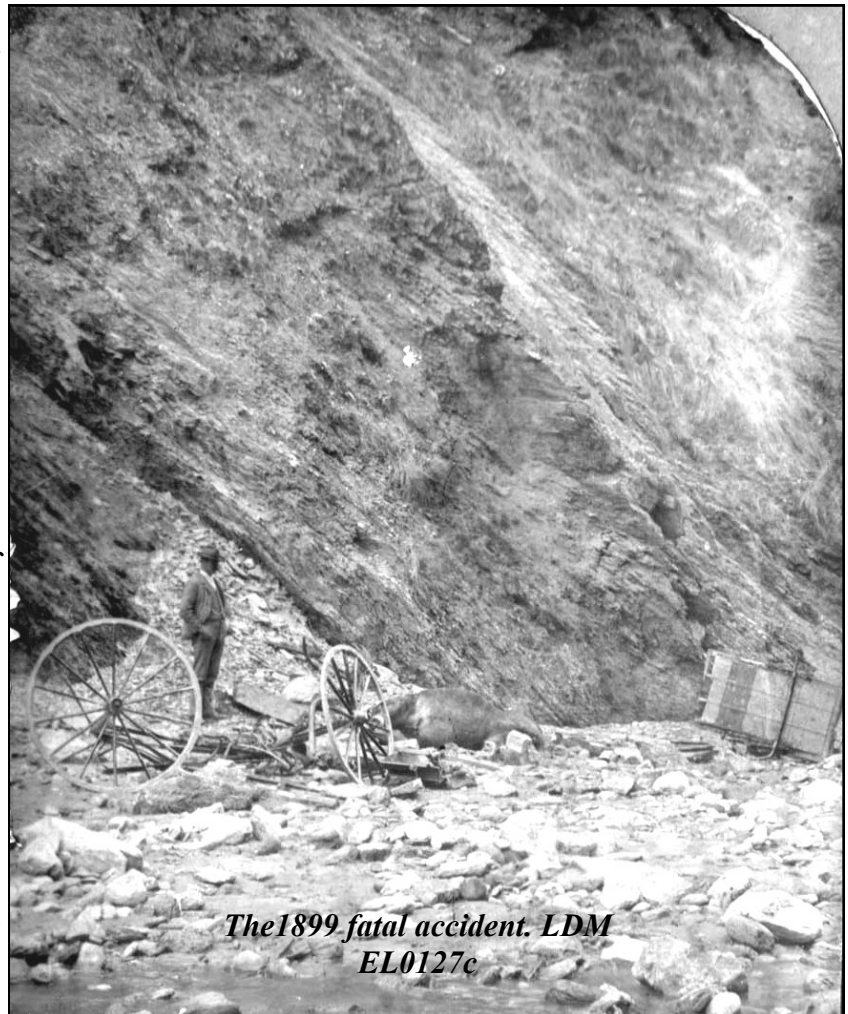
Eventually, after persistent lobbying of people in high places, the road was started. One of the first tenders was advertised in 1876. As it was built in stages, there were often advertisements in the *Otago Witness* seeking contractors for certain sections. In places stone retaining walls were built, some of them above steep drops. That they are still standing to this day is a testament to the skill and efforts of the road-builders. Construction went on for a long time, and then of course with successive floods washing

out parts of the road, it had to be rebuilt. When a slip closed the road, the people living in Macetown placed drays on each side of the slip and manhandled all the goods across.

With so many river crossings and drop-offs, snowfalls and thick ice on the road and in the river in winter, and rain causing slips, there were bound to be accidents.

One of these occurred in 1899 when a Mrs Hood and her grandchild were returning to Macetown in a buggy. The horse shied at the sight of a sheep which had been left hog-tied on the road, and the buggy went over a 400-foot drop, causing the death of the woman and child, but the driver managed to jump free.

The road received a lot of criticism over the years, and in 1891 it was described as being makeshift. However, proof to the contrary was shown when John Baker, a carter, transported two tons of machinery for the Sunrise Battery on a wagon with six horses, with three horses abreast.



*The 1899 fatal accident. LDM
EL0127c*

My own experience of driving tourists in a vehicle with four wheels and 4WD is much safer than the experience of the early users. Yet many times I have come across slips, some of which I managed to get around or over, but sometimes I had to turn back, returning later that day with shovels.

The ice and snow on the road can cause problems. Once, by the second gate, the whole river was frozen from side to side, and even with chains on we made a very spectacular try at ice-skating in a Landrover. Another time I broke through an ice shelf on the road and was stuck totally for a time. Another problem was floods, and I do wonder how the pioneers coped with the volume and speed of the water at those times.

It is a road that definitely commands a lot of respect, but driving on it is an incredible experience, especially where the stone walls are. It is an amazing road, as our passengers quickly realise. So travelling on horseback in the early days or towing a cart or gig, must have been a mission.

In the early 1880's
They built the Macetown Road
To try and help the miners
Carry up their loads.

The track was there already
But needed to be refined
So that the horses and the drays
Could follow up the line.

The Council of the day
Decided to say no
Until all the locals
Persuaded them so.

The road was then built
But not finished for a while
As horses lost their footing
And cascaded down the side

Some people died
And some horses as well
And have left us with a history
That we need to tell.

November: Climbing the Remarkables, 1899

By Anthony Mason

Recently I was at an event where the guest speaker, a world-leading international affairs academic, stated, '**History shapes, while geography defines**'. In the development of countries and communities, history and geography are the two sides of the same coin.

The geography of our region has given us certain advantages, for instance access to snow allowing a potential ski industry, and the gorgeous landscapes, and a lake which I've always thought was awfully convenient because without it I can't think where we'd keep the *Earnslaw*. But our geography has also



given us certain challenges, such as, perhaps, the inability to find a car-park downtown. But it is our shared, ongoing history which has determined - and continues to determine - as every day we lay down the history of this district's future - which of the potentialities are realised. And the linking factor between the geography and history is the people living here and the communities we form. In this captivating photo we clearly see these ideas.

In the distance we recognise the geography, those ridgelines and hillside silhouettes, as our own, as the ones that still surround us. In the middle-distance we recognise the Frankton Flats which in those days were used to generate gold from the cropping of grain. We see the buildings, structures, and rectangular grain-fields of Arranmore Farm, which at this time would have been growing wheat and barley to be milled at the Brunswick Flour Mill at Kawarau Falls. The area was marvellously suited for grain crops which regularly won international awards for quality. They produced up to 100 bushels per acre, roughly twice as much as the national norm. Arranmore Farm was founded by Frank McBride in 1866. His farm was so successful that he became known locally as 'The Barley King'. I can't help but think that this area might have developed an interesting reputation if, at the time, someone had thought to introduce the Barley King to the Hops Queen. That potential missed, it's nonetheless fitting, given Arranmore's contribution to the golden age of grain, that it rests on what is now Airport land - this time the flat geography offering a potential that the airport makes use of to generate the tourist gold of our current age.

In the foreground of the photo we recognise both the geology and the botany. The schist and greywacke boulders of the sharp-edged line of mountains that all have recognised as Remarkable, and the low alpine scrub and tussock that give our mountainsides their unique colour and texture.

We also see here the ongoing shaping of history, brought about by the combined accumulation of the everyday efforts of the people we see in this photograph, of the people around them, of the people before them, and of those since.

Amongst those efforts we see, for instance, the cluster of buildings in the trees, which were the Lakes District Hospital. The first hospital on this site opened in 1863 in response to the hazardous frontier conditions on the goldfields. The superintendent was Dr James Douglas, a Scottish doctor who arrived in the district at the age of only 26 and for the first 18 months lived and worked in a tent on the beach; and who would go on to become the very definition of 'a pillar of the community', practising medicine here for 49 years.

Another shaping of history whose consequences are passed down to us: perhaps we can just make out faintly here where the two roads meet a few dozen horse-drawn vehicles queued up waiting to enter the roundabout. Or perhaps that's just my eyes playing tricks.

Of course we also see the people themselves, paused for a breather at a spot somewhere near the route of the present road, above Windy Point.

The first record we have of the Remarkables being scaled is of T.R.Hackett, a government geologist, reaching the summit in 1864. For him it would have been work, but for this party of climbers from Arrowtown it was recreation.

These people have climbed this far up the flank of the Remarkables, and yes they will climb further - all in shirt and tie, in sunbonnet and full-length dress. I'm tempted to suggest that the most extraordinary scale of some of the bonnets allowed them to be used as some early form of climbing helmet, but I can find no evidence to back up that theory. Not shown is one other individual even more heroic in his climbing kit: the photographer whose efforts have given us this glimpse into our own past, and who, in addition to no doubt being attired similarly attired to those shown, would also have been carrying a luggage-sized camera and solid wooden tripod.

And this wasn't a short day trip or afternoon jaunt. These folks will have set off from Arrowtown the day before. Here they are seen at the beginning of their trip. This was clearly a close-knit group, not only climbing together, but also we see faces in this photograph which are also



in the photo of the Arrowtown Dramatic Society on the cover of the calendar.

Even getting to the base of the mountain would have been involved a journey from Arrowtown, somewhere crossing the river and setting up camp for the night.



Here we see them at their overnight campsite, which reminds us that this far they had also carried heavy canvas tents, pre-aluminium cooking utensils, and overnight gear.

They would have had an early start to scale the mountain - and scale it they did. A later photo in the series shows them in the snow coming down the scree towards to Lake Alta, perhaps now welcoming the warmth of their heavy clothes.

And here at Lake Alta itself - again, the familiar geography and skyline telling us that these photos couldn't have been taken anywhere but here.

These are simply photos that a keen enthusiast took while hiking with friends. But more, it is a window into our past, and also a reminder that, just as with these people, our present is the history of this community's future. When that future community looks back at us, they will recognise our geography just as we did, but I wonder what they will make of us, of



the history that we're building that will have shaped their community, and perhaps most importantly, what will they think of our hats?

Sources:

Queenstown Courier articles accessed from www.queenstownhistoricalsociety.org.nz

December : Messing About on Queenstown Bay

By Marion Borrell

In *Wind in the Willows* Ratty declares, 'There is nothing ... half so much worth doing as simply messing about in boats. ... In or out of them, it doesn't matter.'

And people have been doing that here for a long time, and swimming and sunbathing too. That's why in 1911 the Borough Council built the Coronation Bath-house, or as we would call it, changing cubicles and shelter, which is out of sight, alas, behind the willows. I wish I could find a good photo of it in its early years. We can just see the diving platform which some of you may recall.

December's photo captures those long hot summers of the 1950s (They were, weren't they?) when the district was a playground for holiday-makers especially from Southland



and Otago. It was the era of cribbies, and caravans, and canvas tents in municipal camping grounds.

The rowing boats could be hired from beside the Steamer Wharf. Margaret Templeton and her husband Irvine owned them for several years from 1954 with up to 12 clinker-built boats. The Templetons also had two boats with in-board motors for fishing trips, and they hired out fishing-rods and bicycles.

To return to the photo, in the distance we note that a water-skier has just taken off from the shore. It was this detail that helped establish the date as the 1950s because that's when the first water-skiing took place here.

As for the people, these happy holiday-makers are very like the young visitors we see every day at Queenstown Bay - apart, that is, from the dresses, the hairstyles and that striped blazer - and the absent of lifejackets.

Let's hope we'll be enjoying this scene at the end of the year during a glorious 1950s-style summer.

Source about the Templetons' business: *Queenstown Courier* Issue 78, 2008, p.10

Neil Clayton: Honorary Life Member

By Marion Borrell

At a Special General Meeting in April 2015 it was unanimously agreed that Neil be awarded Honorary Life Membership in recognition of his services to the Society and to the preservation of Wakatipu heritage. It was during the preparation of *Heritage Alive – Queenstown and District Historical Society 1865-2015* by Danny Knudson that we realised that he had never been acknowledged for his energetic and longstanding efforts.

Neil was elected President in December 1975, on the understanding that it was for one year only; however, his term lasted for 51 months, and he remained on the committee until 1984. His family had been Queenstown residents from 1871. He was a teacher at Queenstown Primary School with great enthusiasm for local history, and he contributed well-researched articles to the *Courier*.

During his years as president Neil had a large committee which worked well as a team. One notable achievement was construction of the William Rees Memorial in the Gardens. The preservation of historical sites and artefacts throughout the district became a major concern, and Neil was always a formidable advocate. Efforts were made to save the malt-house at Buckham's Brewery from demolition. The Society did its best to convince the Queenstown Borough Council to list the malt-house for protection, but to no avail. The Society referred the case to the Ombudsman whose report no doubt alerted the councillors and staff to their public duty regarding heritage and proper process. When the *TSS Earnslaw* was being withdrawn from service, Neil took a school group on the last sailing to Kinloch – a memorable trip for the children.

After leaving Queenstown, Neil became Deputy Principal of Arthur St School in Dunedin, and completed his PhD in environmental history. He became a member of the Professional Historians' Association of NZ/Aotearoa and the American Society for Environmental History. He has maintained strong links with Queenstown, and was one of the Guardians of Queenstown Gardens.



**Neil Clayton as Society President
1975-80**

***Skippers: triumph & tragedy* by Danny Knudson**

120 people attended the launch at the Lakes District Museum on 16 April 2016. Author Danny Knudson thanked the many people who generously shared their memories or provided illustrations including outstanding paintings in what became a collaborative community project over a number of years.

The book will be classified as a history, but it is not an academic discussion. It is anchored on the people who lived at Skippers from its inception after the discovery of abundant gold late in 1862.

Three historical aspects are featured in the book. First is the contribution of women as wives, mothers, home-makers and workers. A second feature is the importance of farming. Once the initial gold-rush passed after about four years of frenzied activity, farming resumed throughout the Shotover valley. The third emphasis is on children, their adventurous spirit, their schooling, successes, failures, fun and devilment.

Several characters emerged as strong personalities and these are described to help readers appreciate how the townships evolved. The settlements were Skippers, where miners at first found easy wealth but later struggled; Maori Point, the toughest town in the west; Bullendale, a gold town, a cold town, dependent on its quartz-crushing mine; and The Branches where successive farmers have nurtured their animals and the land. These were communities where residents faced dangers, loneliness, hunger, summer heat and winter cold in an unforgiving environment.

Skippers: triumph and tragedy tells about the bold, the gold, the cold, and stories of old in a district which can boast the richest history imaginable. The tourists' adventure playground of today was once the scene of hard work, wealth, poverty, excitement, disappointment, self-reliance and neighbourly help. Read about, admire, but don't necessarily envy the amazing pioneers of Skippers.

The book is published jointly by Danny Knudson, the Lakes District Museum and the Queenstown and District Historical Society.





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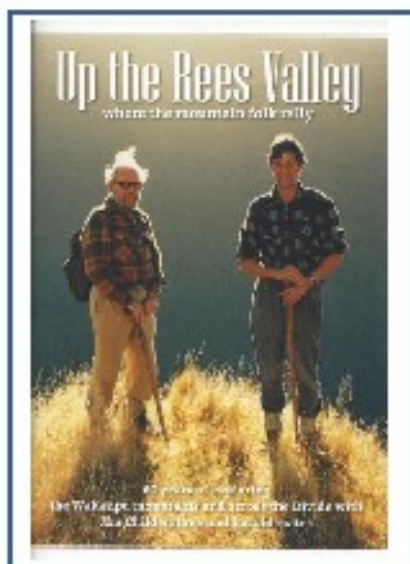
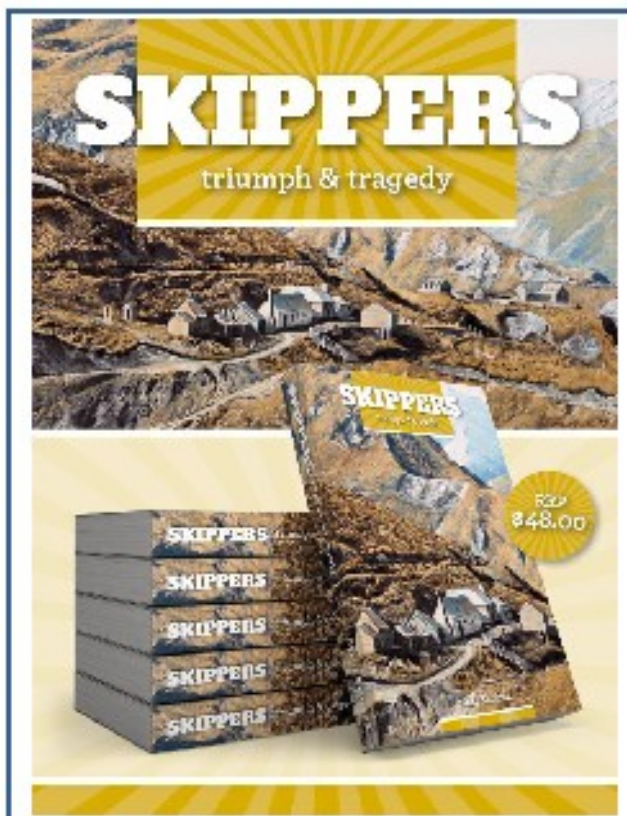
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