

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 :	W. REX AUSTIN	442 8345
SECRETARY :	RAY TIMMINS	442 8403
TREASURER :	PETER MILLS	442 7930
EDITOR :	DUNCAN WILSON	442 7385

Subscriptions.....

SUBSCRIPTIONS ARE SHOWN ON PAGE 1. PROMPT PAYMENT WOULD BE APPRECIATED. BUT OVERDUE SUBS WILL BE INDICATED BY A RED STICKER ON THE FRONT COVER OF THIS PUBLICATION.

Address.....

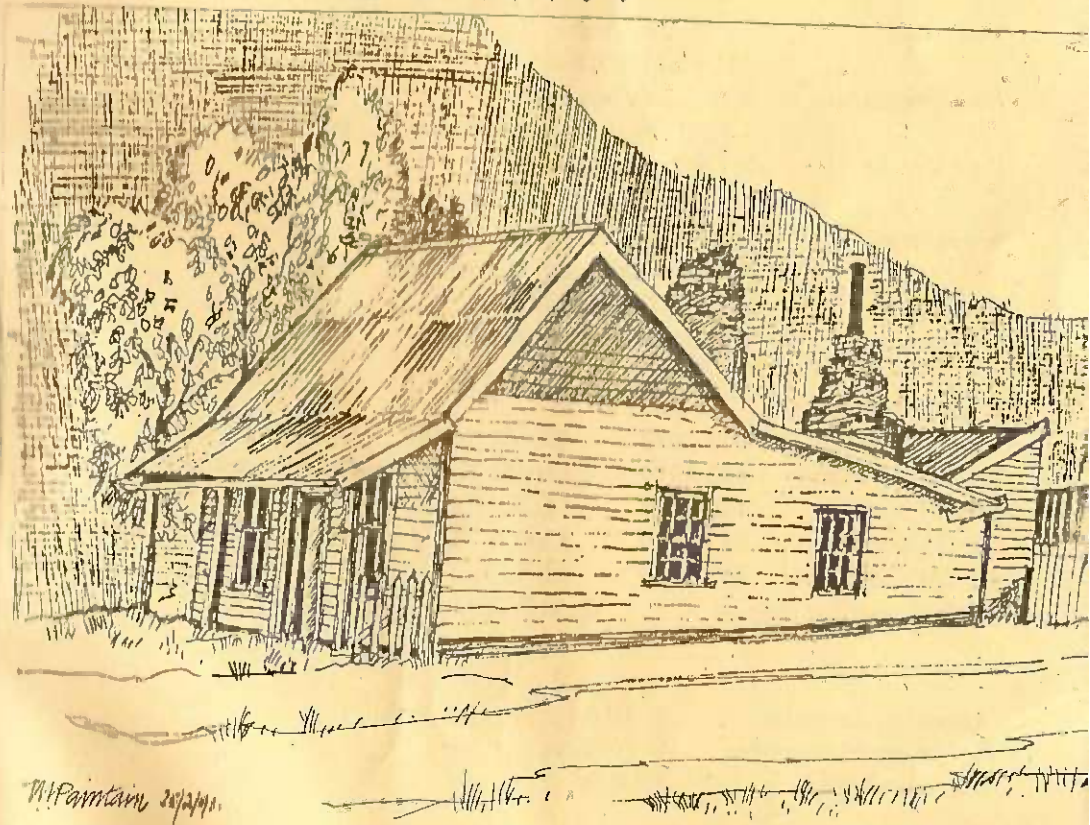
ALL CORRESPONDENCE, ACCOUNTS, AND SUBSCRIPTION PAYMENTS SHOULD BE ADDRESSED TO:

P.O. BOX 132, QUEENSTOWN

Cover: The Williams Cottage : from a sketch by
Thomas Paintain QSM, Northampton, England, on a visit to
Queenstown in February 1993

Issue No 58

The Queenstown Courier



The Official Publication of the
Queenstown & District Historical Society

The Queenstown Courier

The Official Publication of the
Queenstown & District Historical Society

Fifty-Eighth Issue - May 1997

Officers of the Society

President:	Mr W Rex Austin	
	171 Fernhill Road	442 8345
Vice President:	Mrs Cicely Morrison	
	7 Reid Crescent, Arrowtown	442 4744
Past President:	Mr R J Clarkson	
	36 Lake Avenue, Frankton	442 3681
Secretary:	Mr Ray R Timmins	
	57 Frankton Road, Queenstown	442 8403
Treasurer:	Mr E C (Peter) Mills	
	6 Panners Way, Queenstown	442 7930

Committee:

Miss J Carswell	442 2938	Mrs M Swan	442 8720
Mrs R McAndrew	442 8474	Mrs M Tompston	442 8312
Mr N Fuge	442 8391	Mr R M Rice	442 6567
Mr B Hamilton	442 1210	Miss M Dawson	442 9444
Mr LW Rogerson	442 1230	Mr R Ilon	442 1976
Mr D Clarke (ex officio)		Mr D B Wilson (Courier)	442 7385

Annual subscription	\$ 10.00 per person or family.
Corporate Membership	\$ 50.00 per annum.
Life Membership	\$100.00 per person.

The Courier is included in subscription.

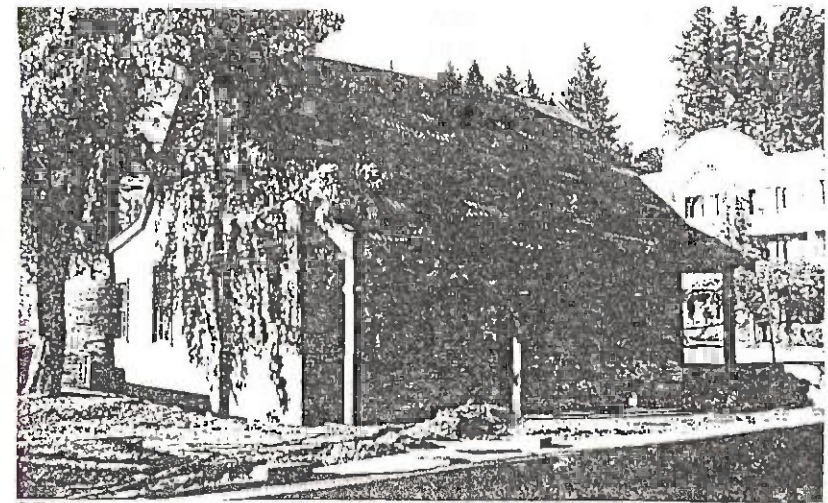
All correspondence and accounts should be addressed to the
Society's permanent address - P O Box 132, Queenstown

Editorial

In this issue an endeavour has been made to include articles of historical interest from the very old to the not so old, and the various contributors are thanked for their research and writing. One must always be reminded that 'history is in the making' and if a little effort is neglected, valuable stories on people, conditions, and places could well be lost for ever. Our members are therefore asked to consider making a contribution to this official publication.

Over the summer period another series of field trips were successfully undertaken, organised by Marie Dawson. Thanks Marie and all your commentators who made each trip an interesting historical experience rather than just a pleasant outing.

Ray Clarkson has reported in this issue on the restoration of the Williams Cottage. Ray and several others must be congratulated on their efforts to retain his valuable historic building. The same cannot be said with regard to the Archer Cottage which was sited next door on Marine Parade. Although considerable effort was made to retain this building, it was demolished and in its place is being built a replica, which cannot be regarded as a historic building. We can only 'thank' the Council and the developers for this deplorable outcome!



Williams Cottage - Ray Clarkson

The Williams Cottage

By Ray Clarkson

The restoration of the cottage is good news. Under the guidance of Jackie Gillies, conservation architect, Mark Stewart, Steve White and Bill Lydiate have been working for six months to restore the cottage. All the pro-arguments, submissions and appearances before the Council by individuals, our Society, the Queenstown Heritage Trust and the Historic Places Trust are now being realised. On site reports say that the job was not as formidable as expected. The cottage, considering its age, was in remarkably good condition. Those working on it have reported that it was a rewarding experience. It is expected to be completed by the end of June at which time David Clarke from the Lakes District Museum, with which the Williams Cottage will be associated, will set up the displays concerning the Williams family, shipping on the Lake, farming and goldmining and a retail area. It all sounds very promising and something that has been lacking in Queenstown for a long time.

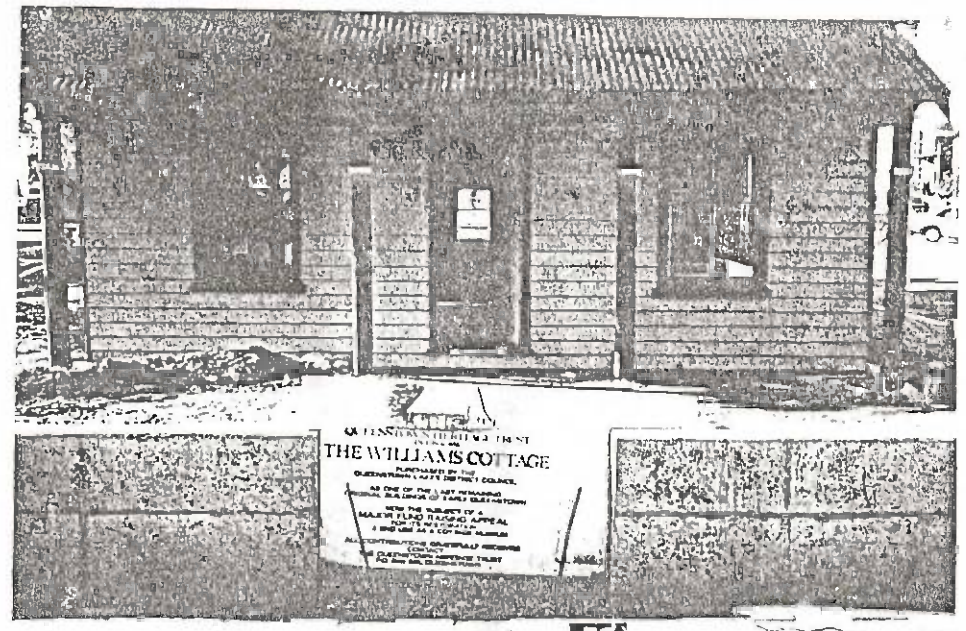
The Queenstown Heritage Trust is very pleased that Dame Catherine Tizard, Chairperson of the NZ Historic Places Trust, has said that she is very willing to attend the Ceremony and officially open the Cottage.

Our Society has always been very supportive of this project with financial contributions and assistance with fund raising schemes. In order to reduce expenses during the first year while the Cottage Museum starts up, we have offered to mind the desk and to accomplish this, volunteers who are prepared to give time are now being canvassed.

Winter hours are proposed: 10am. - 3pm.

Summer hours possibly 9am. - 7pm. (In two shifts)

Members who are willing to assist with this worthwhile task please contact Ray Clarkson, Ph.44 2368 for further information. Your assistance will be gratefully appreciated.



The Boyne Families of Queenstown and Gore

Boyne Families of
Queenstown
Sheila P Weedon

By Sheila P. Weedon
Lower Shotover Rd
R.D. Queenstown.

Robert Boyne and Alexander Boyne, sons of James Boyne and Janet Black of Falkirk, Stirlingshire, Scotland, pioneer settlers of Otago and Queenstown, shared along with others in the hardships of the early digging days. They arrived in Queenstown at the beginning of 1863. They and their families were held in high esteem, being respected members of the community where they maintained a keen interest in various organisations in Queenstown and Gore.

ROBERT BOYNE, a woollen weaver of Alva, was born 17 April 1827 at Falkirk and died in Queenstown on 1 November 1908. He was married 9 December 1853 in Glasgow to Helen McCulloch born 9 March 1827 at Muthill, Perthshire and died Queenstown 22 October 1902, daughter

of William McCulloch and Kate McNiven.

By 1857, from a letter written by his older brother William, Bob was wearying very much to get out to his brother and sisters in Australia. They left Scotland with their two sons, James and William, on the "White Star" arriving in Melbourne in 1858. Settling first in Prahran and then St Kilda, suburbs of Melbourne close by other members of their family, Robert worked for the state Railway, then as goldminer and storekeeper. They added two more children to their family while in Melbourne: Catherine 1858, Robert 1861.

In 1861, like many others hearing of the gold discovery in Otago, Robert along with his brother Alex sailed on the "Alma" for Otago and Gabriels Gully. His wife and family followed on the "Aldinga" arriving in Otago in 1862 and staying in Dunedin for a few weeks before leaving for Gabriels Gully where they had a tent home at the bottom of the Blue Spur. The two brothers were quite successful at Gabriels, also trying their luck at the Dunstan, then arriving firstly at Arthurs Point for a short time and in Queenstown at the beginning of 1863. While still doing some goldmining both brothers immediately set up as storekeepers and remained so until their deaths.

Robert first set up his store in Beach St and his wife Helen and family joined him about May 1863. They travelled from Gabriels Gully in a wagon, driven by Mr Mather, crossing the Mataura River at the Longford continuing via the Waimea Plains and Dome Pass to Kingston. From there they sailed to Queenstown on the paddle steamer "Wakatipu". Son James recalls the beautiful bush, full of kakas and pigeons, and ducks swarming in all the bays. Before many years the bush had vanished in smoke up Queenstown chimneys!

In June 1863 they shifted store to Ballarat St, two doors above the Bank of New Zealand. It was a general store selling groceries, buying and selling gold, and later drapery. At first it was a large tent, with the front being used for business and the rear as the residence, an easy target for thieves, as one morning the tent had been slit by a knife and a quantity of items were taken, including a box of tobacco and tea. A wooden store followed and the stone store and home was built in September 1879 with a verandah being added in November 1886. The building remains today as the Supermarket in the mall. For a period in the early years a branch of the business was started at Arthurs Point and with no grocers cart to deliver orders son James acted as a human packhorse to do the deliveries.

Robert was a careful and successful merchant establishing a steady business and dying in comfortable circumstances. He had a wide interest in a variety of community organistaions. He was a member of the Borough Council for a period from 1 August 1874, chairman of the School Committee for many years and a prominent Oddfellow in the Manchester Unity "Loyal Lake Wakatipu Lodge," where he held the position of Lecture Master. Robert and Helen were active members of the Presbyterian Church especially in choir and Sunday School with Robert being inducted an elder in 1892. They were a very musical family, all being accomplished in both vocal, piano and violin, and often had gatherings of young folk at their home for evenings of music.

Three more children were added to their family in Queenstown. Janet Black 1863, Alexander 1865, and John McCulloch 1867. John died in 1881 aged 13 years of consumption. A well liked lad, he was a corporal in the Queenstown cadets and was accorded a military funeral with a procession of cadets, garrison band and mourners, with three volleys being fired over the grave following the service. Janet Boyne died at her brother William's home in Gore in 1908 of Graves disease. Although she suffered ill health for years, she was remembered by the Presbyterian Church for her great interest in the Choir, Sunday School, and occasionally playing the organ. Catherine Boyne married William Henderson in 1885 and lived in Dunedin. Robert Boyne (jnr) married Mary McCleod in 1884 being a postmaster lived in various places, mainly in the North Island. Alex Boyne (jnr), from the time he left school worked in his father's store and assumed control of the business at his father's death. Alex married Jane Davidson in Queenstown in 1898. He was a member of M battery Queenstown Rifle Volunteers. In his younger days he was a member of the Queenstown Cricket Club and in later years a member of the Wakatipu Bowling Club. He was a member of the School Committee, Wakatipu Horticultural Society, and took an interest in the Debating and Glee Clubs.

A man of many parts taking a prominent part in public affairs, James Boyne was born in Alva, 13 September 1854, and died at Gore 18 January 1934. He married Mary Anne Morgan, daughter of James Morgan and Hannah Whiting, 11 September 1895 at Gore. James's first taste of schooling was in Melbourne, but Blue Spur offered a carefree existence for James 8 years and William 6 yrs. With news of the Dunstan rush, Gabriels Gully was almost denuded of its male population. Previous to this the boys had been given a small cradle intended as a toy, but they soon made good use of it extracting gold from the abandoned claims. Every few days they sold small

amounts of gold and as a result of their mining activities they held places at the Gabriels Gully Jubilees and became members of the Gabriels Gully Association. His education continued in Queenstown, being the first enrolled pupil of the Queenstown School. With his education completed he joined the firm of Whittingham Bros and Weaver, where he worked till 1883. In that year James and his father Robert made a trip to Australia, and on his return to New Zealand he shifted to Gore in December of that year as manager of the Gore branch of Messrs MacGibbon & Co Ltd at Gordon (East Gore). His brother William, who had gone into business in Gore, persuaded James to join him as a partner in 1885. The business was originally a stationery and booksellers, with drapery department added. The brothers were the first agents in town for the Dresden Piano Co. later known as the Bristol Piano Co. James appeared to have done the majority of the piano sales and tuning. To whatever organisation he belonged he gave unflinching attention. His military career started in Queenstown as a member of M Battery Queenstown Rifle Volunteers. He joined 6 March 1873, was a Coy Sgt. in May 1873 and resigned as Lieutenant in 1883. Following his arrival in Gore he joined the newly formed Gore Rifle Volunteers on 23 June 1886 as a Lieutenant, to Captain 28 March 1893, to Major of No 2 Battalion Otago Rifle Volunteers 23 December 1895. He rose to the rank of Lieutenant Colonel 18 May 1906. He received a Long Service Medal in 1898. He gained distinction in rifle shooting. He had an unbroken record of 55 years in the Masonic Order. He was a member of the Lake Lodge Ophir in Queenstown, initiated 10 July 1878, where he held various offices including organist becoming Worshipful Master in 1883. On arrival in Gore he joined Lodge Harvey No 49 holding the offices of secretary (10 years) organist (18 years) auditor (3 years) treasurer (2 years) chaplain, senior warden, and Worshipful Master for 12 monthly periods.

His keenness and willingness to serve continued to benefit his other interests. His long association with the IOOF Manchester Unity Lodge dated from 5 November 1874 when he joined the Lake Wakatipu Lodge where he held various offices and was secretary for 8 years. On his arrival in Gore in 1884 he joined the newly formed branch of the IOOF again holding various offices including Lecture Master and Treasurer for 44 years. Ultimately he became Grand Master of the Invercargill District in 1889.

He delivered one of the first lectures at the newly formed Gore Literacy and Debating Society. He was associated with the Gore Competitions Society for a period of 20 years as a vice-president. He was devoted to the Presbyterian Church for many years, as a manager from 1887,

an elder from 1906, a teacher and Sunday School superintendent (also conducting the choir for a period) and remained a member to the end. He was involved in the Temperance Union and the Band of Hope. His wife Mary Anne Morgan was born in Blaenavon, Monmouth, Wales. She was educated at Blue Spur. She gained her matriculation and E examinations, coming 3rd in New Zealand, working for it as a pupil teacher at the Blue Spur School. In January 1886 she was appointed Mistress at the East Gore School where she remained until her marriage. She was an accomplished singer often in demand, and an untiring worker in the Presbyterian Church. She also took part in the Women's Franchise Movement.

James and Mary had 4 children: Helen McCulloch 1897, Thomas Morgan 1899, Robert Black 1902 who died in infancy, and William Alexander 1907 who was intellectually handicapped.

William Boyne of Gore was born Alva, Stirlingshire, Scotland, 3 September 1856 and died 21 August 1937 at Gore. He was married on 26 May 1886 at Moeraki, Otago, to Louisa Maria Odell Prain. They had 4 children: Mary Helen 1888 single, Robert Prain 1890 single, James McCulloch 1892, Jane Ann (Jean) 1895. Like his brother James, he was educated in Queenstown and moved to Gore in 1883, being amongst the first to open a shop in the town on the western bank side of the Mataura River. He was joined in the business by his brother James in 1885. He was a member of the Manchester Unity Lake Wakatipu Lodge, held various offices, and was a Grand Master. He was chairman of the East Gore School Committee for many years and a member of the Gordon Domain Board. His main interest was the Presbyterian Church to which he gave more than 53 years service. While in Queenstown he was involved as Sunday School Superintendent and choir. He joined the East Gore Church in August 1884, was ordained an elder in August 1896, and elected to the position of Session Clerk in 1905. He received the General Assembly's long service diploma for 32 years continuous service as a Sunday school teacher. He was a member of Gore & District Early Settlers Assn and member of the Gabriels Gully Assn.

Following his education William's son, Prain, joined in the family business. Following James Boyne's death the drapery section was sold leaving the book and stationery business being run by William and Prain. Following Prain's death in 1952 his sister Jean McDonald conducted the business till it was sold to Miss Dorothy Smith and Mr Ross Smith in 1955.

Another well known Gore member of the family was James McCulloch Boyne (Jim), son of William and Louisa, who was a highly respected teacher among the hundreds of pupils he taught. He was educated

at East Gore School and from there went to Southland Boys' High. He continued his studies at the University of Otago where he completed a Master of Arts degree. His first teaching was at Palmerston North High School. When war broke out in 1914 he enlisted for service in the 1st NZEF. He was commissioned in New Zealand and sailed with the Fifteenth Reinforcements with the rank of Lieutenant. He saw service in France with the Otago Infantry Brigade, a member of the 1st and 4th Battalion. Following the war he spent a period at the University of London. His first teaching post following the war was at John McGlashan College Dunedin where he taught for a short period, then joining the staff of the Gore High School in January 1921. His natural ability was recognised and he became a senior master the following year. He continued in this position until 1944 when he entered Dunedin Hospital for a serious operation. His condition did not improve so he resigned his position in 1946 and remained in Dunedin Hospital where he died in 1949. He fought his illness with great cheerfulness and strength of mind. He read while confined to his bed and took up needlework to while away the hours, producing some beautiful work, which was displayed with work of other patients in a bay at the Dunedin Winter Show.

In his youth he was an outstanding athlete. At Southland Boys High he was a member of the First Fifteen and continued with the game at University. He was a member of the University Athletic team four times showing most promise in hammer throwing and shotput. While at Gore High School took up the position of coach to the football teams, was representative of the school for many years in the Eastern Southland Rugby Sub-Union and gave excellent service to the district. Later Jim became an enthusiastic golfer playing many years with the Gore Golf Club. One of his main hobbies was gardening, specialising in roses. He was a member of the Gore RSA, a member of Lodge Harvey for some years, and a member of the Gore Club. His ability as a teacher was widely recognised having a rare ability to impart knowledge. He specialised in teaching English, History, and Languages, mainly Latin. A firm disciplinarian, he rarely needed to resort to corporal punishment and gained the highest respect of his pupils. Jim was married in 1921 to Lucie Marion Love Sawers, and they had a daughter, Patricia Marion Prain.

ALEXANDER BOYNE was born Falkirk, Stirlingshire, Scotland, 5 January 1837 and died Queenstown 17 May 1901 aged 64 years. He was educated in Alva and Edinburgh and became a woollen shawl weaver. He emigrated at age 19 on the "Marco Polo" arriving Melbourne December.

1856. He was goldmining at the Ovens gold field, and worked for the government railway survey for two years. Following this, he was goldmining at Castlemaine, Ballarat, and several other sites. In 1861 with the news of the goldrush at Gabriels Gully, he came to New Zealand with his brother Robert, as mentioned previously. His goldmining appeared to be quite successful, and in 1862 he was at Wetherstons. Later in the year the brothers turned their attention to the Dunstan, but returned to Wetherstons and Gabriels before departing for Arthurs Point and Queenstown at the beginning of 1863. He immediately started storekeeping on the corner of Church and Camp Streets where the Pizza Hut is today, buying the land at the first Queenstown Land Sale in 1864. At the same time he was also goldmining at Arthurs Point. Following this he went to Invercargill and took up the carpentry trade. In Dunedin on 23 June 1868 he married Mary Dawson from his home town in Stirlingshire. He returned to Queenstown in 1871, where he continued his business as a carpenter and timber merchant in a small way at his Church St property. His business gradually enlarged, purchasing, in addition to his extensive woodware factory in Marine Parade, the old Bank of New Zealand in Ballarat St in 1875, which he converted to an ironmongers and crockery shop. This shop later had a top floor and verandah added, and remains today in 1996, little changed, as the Moa Bar in the Mall. About 1888 this enterprising gentleman built a fine furniture shop on the opposite side of the road.

He also took an interest in various community activities. He was a member of the Masonic Lodge to which he was initiated in March 1881. He held various offices: Inner Guard, Organist, Senior Deacon, Junior Warden, and he resigned in January 1892. He was a member of the IOOF Manchester Unity where he was treasurer for many years. He was a member of the Borough Council for 5 years representing the South Ward, being elected to office in July 1877. Alex and Mary were active members of the Presbyterian Church, in the choir and Sunday School. Alex became a manager in 1878, treasurer in 1879, an elder in 1885, and resigned in 1891. Alex and Mary had no family, and she predeceased him by 5 years, dying 4 February 1896, aged 60 years. Her funeral was upset by a fire at Mr A. McBride's home in Stanley Street. Due to the delay in reporting and the many volunteers present at the funeral, the fire had a good hold, and the house was pretty well gutted by the time it came under control.

Alex remarried Caroline Stait in Dunedin on 1 June 1897. They had a daughter Mary born 4 December 1897 who lived only a few hours. Alex died aged 64 years 1 May 1901 at Queenstown. Following Alex's death, his

business was run by his widow Caroline.

The Boyne Brothers were always very correct, and wore bowler hats. An old family friend had everlasting memories of when, on his way to school, he used to see the Boyne Brothers arriving at their shop from different directions. One Mr Boyne would raise his hat to the other and say "Good morning, Mr Boyne", and the other would do likewise, and then they would proceed into the shop together!

Bibliography:

Birth, Death, and Marriage Certificates
Obituary notices
Diaries of James and William Boyne
Herries Beattie's Vol 3 Pioneer Recollections
Shipping lists
Queenstown Borough Council Minutes (Hocken Library)
Minutes of the Queenstown Lake Lodge Ophir

(Editor's note: Sheila Weedon is granddaughter of James Boyne and great-granddaughter of Robert Boyne)

The Road to Glenorchy - Darrell McGregor *The Road to Glenorchy*

By Darrell McGregor

It would be difficult to say when a road to Glenorchy was first looked at seriously, but often while cruising up and down the lake on the *Ben Lomond* or the *Earnslaw* the subject would arise with some expert opinion coming forth as to where the alignment would or should go. Bennetts Bluff and Bobs Cove were undoubtedly two key points that were slowing any more towards a start being made.

Glenorchy already had quite a few miles of reasonably good gravel roads built in the very early days, but it wasn't until about 1950 that a bridge

and approaches were built over the Bucklerburn by Brian Aitken and Jimmy Robinson, most miners having to use the ford or foot bridge to get to the Mt Juda road and up to the mines. This road was also heading towards Queenstown.

Road Demanded: I remember going to a Glenorchy Progress League meeting which had apparently written to the Lake County Council almost demanding a road. The reply from the Council I have always thought was a gem. In a very persuasive way the Council moved the subject away from roading to convincing the meeting that what was required in Glenorchy was a first-class aerodrome. Up till now planes were landing in the commonage, which was fast becoming a swamp. This letter won the day, and the airport was built by Ernie Dickie, who was the successful tenderer, and also a half owner of the Glenorchy Hotel at the time.

Five Bob Each Way: Another small contract came out for the road to the aerodrome of about a mile in length. This went through the paddock at Wyuna Station on a new alignment away from the road that branched off to Mt Juda and continued on from where the approaches had been started for the Bucklerburn. This had, once again, moved a road another three quarters of a mile closer to Queenstown. About this time, 1955, talk of a road was really gathering momentum - some for, some against. I think it would possibly have been a case of five bob each way. The crew of the *Earnslaw* certainly didn't seem pleased with the prospect, with some saying that Glenorchy would lose that uniqueness which made it so special. But Councillor T.J. (Tommy) Thomson, who had not long been voted on to the Lake County Greenstone Riding, was taking every opportunity to make it known that a complete road was essential. After quite a bit of lobbying, with considerable emphasis on the fact that the scheelite miners could carry out the roading during the winter months, a contractor was called early in 1957 for a section of about two and a half miles, including a rock bluff of about 8,000 cubic yards. Norrie Groves and myself were the successful tenderers.

First Sod Turned: There was an official turning of the first sod by Tom Bryant and planting of trees on each side of the road by two of Glenorchy's oldest identities at the time, Mrs Koch and Mrs Elliot. Two school children also planted trees.

It was quite strange building a road from the other end! All the machinery had to be transported up the lake on the *Earnslaw*. Norrie already had a David Brown 50 tractor, but decided that a larger one was required, so purchased an Allis Chalmers HD11 with angle blade. This machine weighed 11 tons and had to be stripped down to seven tons.

the *Earnslaw*, up the ramp the Railways had built specially for the job, the machine was hardly recognisable, with no blade, drawbar, bonnet, trackguards, seat, radiator, cowling and even the grouser plates were missing. I ordered a new seven ton Bedford and an Air Pumps 175 compressor. Otago Motors, of Dunedin, where the truck was purchased, seemed to be very concerned how payment was going to be made. The subject was brought up several times, so when it came time to take delivery, I went round to the Post Office and drew out 18 one hundred pound notes. The money was held firmly as I moved my way round to Otago Motors and when it was handed over the manager said "Where did you get those?" I said "Just a bit of loose change I had lying around."

We went round to Andrews and Beaven and picked up the compressor and headed up through Central. Contract Cultivation were reconstructing a section of the road and it became barely negotiable as it was teaming with rain - it was about 11 o'clock at night. We just sneaked through and made Queenstown about 4 o'clock in the morning. The lake was quite high, which made the ramp pretty steep. I thought that the compressor would be winched on but Skipper Alec Munroe waved me up the ramp. Not a pleasant feeling, with everyone appearing to move in different directions at once!

Drilling Started: The Allis Chalmers dozer no sooner got going than a camshaft bearing packed up because of an assembly fault. This involved pulling the engine down to the last nut and bolt. The David Brown was able to punch a track down to the bluff where a start was made drilling. One area just short of the bluffs turned into a sea of glacial silt, so the grade had to be lifted about 10 feet. On one occasion after drilling for about a fortnight we decided to let the whole lot go in one blast. I think half Glenorchy arrived down to watch. We waited till the *Earnlaw* left Glenorchy and went over to Kinloch, and when it was right opposite, heading for Queenstown, about a mile out, I pushed the plunger. It certainly gave her a bit of a rock!

Burn Off: We were clearing along the top batten about 5 o'clock one evening when a lawyer bush and a bit of bracken got in the road. I thought a bit of a burn wont do any harm here, and at once the flames shot about 30 feet in the air and up the face with a mighty roar. We gathered firefighters from around the district and by this time the fire had already travelled about one and a half miles back toward Glenorchy. Just when I thought the landowner would be giving me a tuneup, he stands back and says "Let it go boys. I've been wanting this patch burned for years". So at 11-30 that night we all headed home.



TURNING THE FIRST SOD

Culvert pipes were another item that had to be shipped, there being quite a few large diameter ones required in some of the gullies. Bob Stasson, the local publican (having purchased it from Law and Dickie) spent some time making a movie of progress on the road. On one occasion while in readiness to take a movie of spreading gravel, the tail door jammed, and the truck reared up to the point where it just about went over backwards. When the wheels hit the gravel everything on the floor hit the roof. I thought that the movie would be worth seeing, but Bob had got such a fright he forgot to press the button, and instead came over to see if I was OK.

Nothing Left: Just as we were breaking out the Queenstown end of the Bluff, we heard a bit of a rumble, and a mighty slip had broken away at the Glenorchy end, carrying beech trees and enormous chunks into the lake. We had to climb around above it to get home. Luckily there was nothing left in its path. Here again the grade of the road had to be lifted after several weeks of blasting any loose boulders on the face, bearing the smaller ones down.

A new bridge across the Rees River was now on the agenda and tenders were being taken for the approach work. The old bridge was in such bad repair that this work had taken a priority over a further contract on the Glenorchy Road. We were again successful on the Rees River bridge approaches, for the tendered sum of 6867 pounds. There were 17,500 yards of borrow to fill and by building ramps we were able to doze the gravel straight on to the truck. Meehan Bros were the bridge builders. It was carried out with one five yard truck and one dozer. Nine hundred yards was the best day, grossing the truck 159 pounds for the day when the going hire rate for a truck was about 12 pounds.

The following year a further mile was constructed and extended for another mile under the same contract. Another contract was called, and this time John (Jack) Gaudion was successful. Part of this section was surveyed through a particularly swampy area and we had envisaged a lot of fill being necessary to build our way through. While we waited to see what was going to happen, when John got into the bottomless swamp and turned his dozer uphill and half a mile through shingle was back on course again, and that is where the road remains today.

Bennetts Bluff: I took the compressor down to Creighton about this time, and Robert Key and I punched a track through Bennetts Bluff. It was so steep an air leg had to be used practically all the way, the Bluff being barely negotiable on foot. The wind here was quite incredible and on a couple of occasions we had to abandon the place. On completion we had a track barely

eight feet wide. At this point I left Glenorchy and carried out a contract on the Kingston Road, having first spent a few months drilling rock for Bill Butson opposite Halfway Bay, this being the first section to be widened on the Kingston Road.

Norrie did one further contract beyond what John Gaudion constructed. There was still no indication of the road being tackled from the Queenstown end. During the next couple of years money for the road appeared to dry up, but then a big break arrived - a grant to blast through the Bobs Cove Bluffs and the section through the bush. D.H. Robinson Ltd, from Balclutha, were the successful tenderers, and employed about eight drillers. They got behind time, but this was mainly due to trying to do the main Staircase Bluffs at the same time. The Labour Department were getting a bit irate about a few things at one stage and arriving at Bobs Cove one wet day, came on one of the drillers crouched over with water running down his neck. "Where's the smoko hut?" asks the Labour Officer. "I'm sitting right under the bastard," exclaimed the driller.

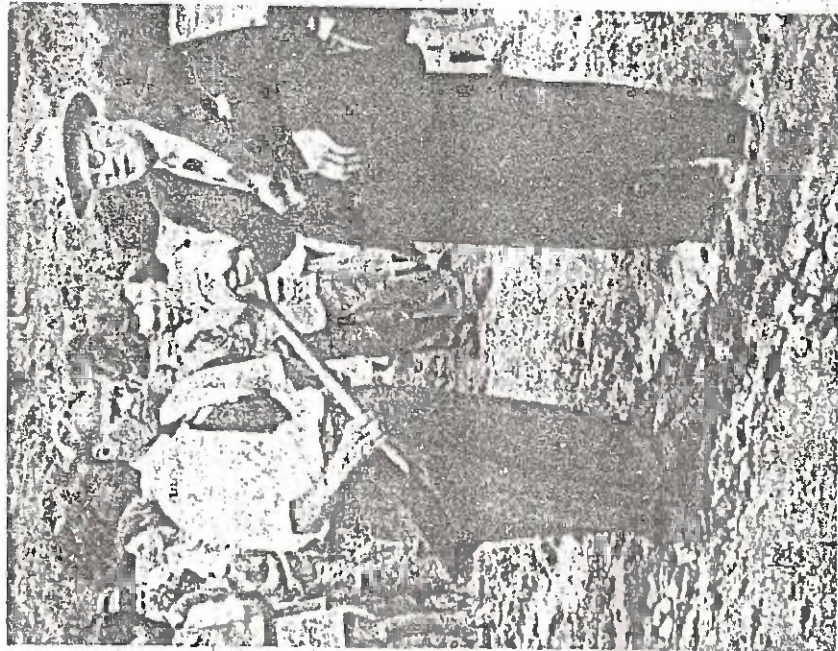
Final Push for the Centennial: Ivan Smith and his father did a rock section at Geordies Creek, Glenorchy side of Creighton, and widened out the Bennetts Bluff by contract. By now it was getting near centennial year, and Tommy Thomson was going to get access to Glenorchy or bust. With the assistance of the locals raising some money and putting their shoulders to the wheel, Ivan's Cat D6 was employed to join up some of the broken links along the chain. We had carried out extensive earthworks (about 50,000 cubic yards) at the 12-mile, and filled and culverted the gullies at Lake Dispute. (This section was reconstructed for a second time about five years ago, this time involving about 40,000 cubic metres)

The official party made Glenorchy for the centennial via four-wheel drive vehicles, absolutely covered in dust.

From that time on, there have been widening or realigning contracts with every section, except four, involving our plant. Other contractors to carry out work there were J.C. Anderson Ltd, on Five Mile Bluffs and approaches to the new Buckleburn Bridge, Meehan Bros, who constructed the bridge, and L.D. Collins, who reconstructed the hill section at Closeburn about 14 years ago. The Double Gullies proved a problem, as after laying and bedding 150 feet of 36 inch diameter pipes, they completely collapsed due to an error in calculation, which led to the wrong class of pipe being laid. A 32 foot long pipe on the hard ground was the answer, the bottom one lasting long enough to get our 50 foot deep fill in place without getting flooded out by the creek



Rees River Bridge (south end). Tommy Thomson (top right).



Norrie Groves (left) hands the shovel to Tom Bryant and work on the Glenorchy Road can begin!

Council Threat: A section on the Glenorchy side of Creighton also proved a problem. This part of the road had seen many cattle bogged on the drives from the head of the lake. We were having difficulty keeping the road open, and all at once, without warning, we received a letter to say that if the road wasn't kept open the Council would carry out the contract with its own forces. Well, we never had so much machinery on a job. Two elevating motorscrapers carting gravel continuously, two 25 ton bulldozers, compressors, a 15 ton Champion grader, and two seven ton trucks were camped practically on the job.

But reprieve was at hand. Having a look through the specifications, there it was. *"The contractor, on notifying the County Clerk, shall advertise the closing of the road if it is found necessary"*. We handed a note to the Clerk, who undoubtedly had heard of the lead up to the events. He had a wry smile, and said "Shall be done".

There were no further problems. The last section of road to be widened this year, just beyond Sunshine Bay, was first constructed to 20 feet width in 1964, being a section of road that led to Closeburn and being as far as the road went, although there was also a road into Moke Lake.

It seems appropriate now, on this 125th centennial, that all widening is complete, and also that the last section to be constructed to full width should be at the Queenstown end, keeping the plan to build from Glenorchy intact for 32 years!

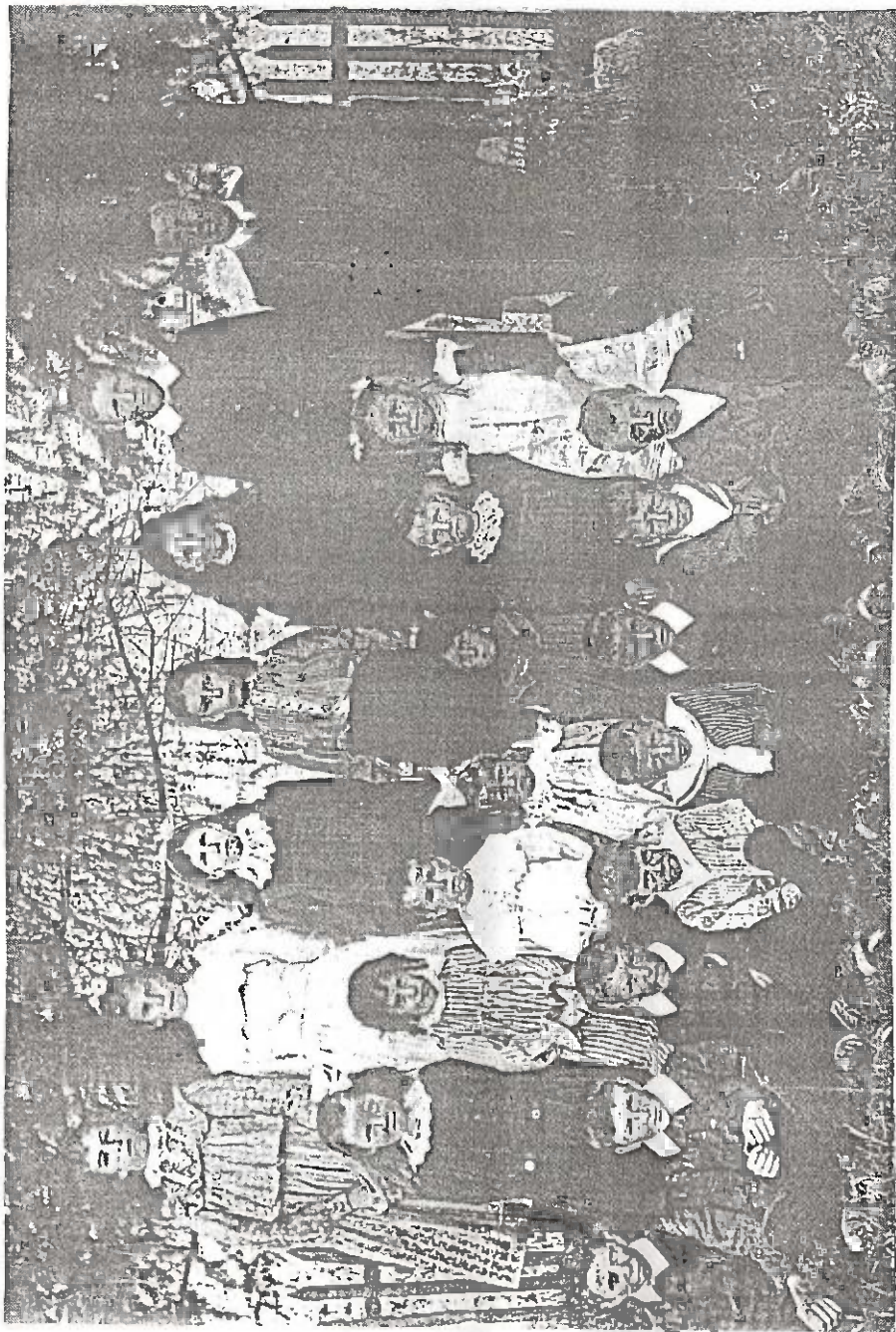
From Overseas

In 1996 I received an enquiry from:

Mr P F North of Exeter, England.

who had family connections with Bullendale and Skippers, and wondered if our Society was still in existence. We assured him that it was, and subsequently Mr Paul Franklyn North forwarded a bank cheque to become a Life Member!

Paul's Mother was born at Bullendale on 18 March 1897, the eldest daughter of William and Edith Johnston (see In Memoriam notice). Paul was born at Blackball (nr Greymouth) in 1929, and lived for some time in



*Pupils and teacher of the school at Skippers (circa 1910)
Helen Johnston (extreme left - back row), mother of Paul Franklyn North,
and her sister Grace (second from left), now 97 years old*

the early 1930's on the Chatham Islands. Perhaps we will learn more about his family history when he visits Queenstown with Mrs North early in 1998.

In Memoriam

In memory of my beloved Mother, Helen Harriet North (nee Johnston), born 18 March 1897 at Bullendale near Skippers.

Died at Nottingham, England 1968.

She was the eldest child of William and Edith Johnston and granddaughter of Samuel Johnston who kept the Otago Hotel at Skippers.

Paul Franklyn North.
20 Moon Ridge
Newport Park
Tops ham Road
Exeter EX2 7EW
ENGLAND.

The Olive- A taste of History - Rex Austin

The Olive : A Taste Of History

By Rex Austin

When Palaeoanthropologist Donald Johnson unearthed the bones of "Lucy" the most famous specimen of AUSTRALOPITHECUS - AFARENSIS (early human) that was dated about 3.4 million years old, the pollen samples in the surrounding soils and volcanic ash at Hodan at the head of the Rift Valley in Ethiopia, showed that she and her family roamed in a country covered in thickets of Olive trees and Juniper bushes. That is the very first positive dating of Olives that I am aware of.

The Olive tree as a commercial entity originated in Mesopotamia (Iraq) and there have been vessels (AMPHORA) salvaged from those regions containing olive oil dating back 4000 years before the birth of Christ. It has been a commodity of trade for centuries.

Most ancient stories contain references to it and oil from olives appears to be the only oil available in those days.

Consider the term "Boiled in Oil"; a fate suffered by thieves and traitors - not the most pleasant way to expire.

For a very long period it was considered only fit for lamps and so became the singular early means of light. When the Genie popped out of Aladdin's lamp he was probably covered in olive oil.

Gradually multiple uses were found when it was thought beneficial to both sexes, hairdressing, facial creams, perfume carrier, for dressing wounds. In the Bible, the woman of ill-repute who Jesus said to 'be without sin' anointed Jesus' feet with oil. Terms of anointing or being anointed constantly appear in Biblical texts. The Garden of Gethsemane was, and still is, a grove of olive trees east of Jerusalem at the foot of the Mount of Olives. In early Egyptian times young maidens were prepared for marriage by being rubbed in olive oil spiced with Thyme and Mer. It was also placed in some burial sites to ease the passage into the next world.

This oil was one of the basic trading commodities from the earliest recorded times. Ships manifests recording large shipments were constantly on the move around the Mediterranean. Wood from the olive tree has been valued and highly prized for carving and furniture making. Some carvings in Greece, Turkey and Mesopotamia for instance date back 6000 years. It is a wonderful wood for these usages because it does not split or splinter. It is still highly thought of and sought after today.

The fruit? I'm inclined to bear in mind that ancient philosopher who wrote "Methinks it was a very brave man who first an oyster ate". Oysters look awful and taste beautiful. Fresh olives look beautiful and taste awful!

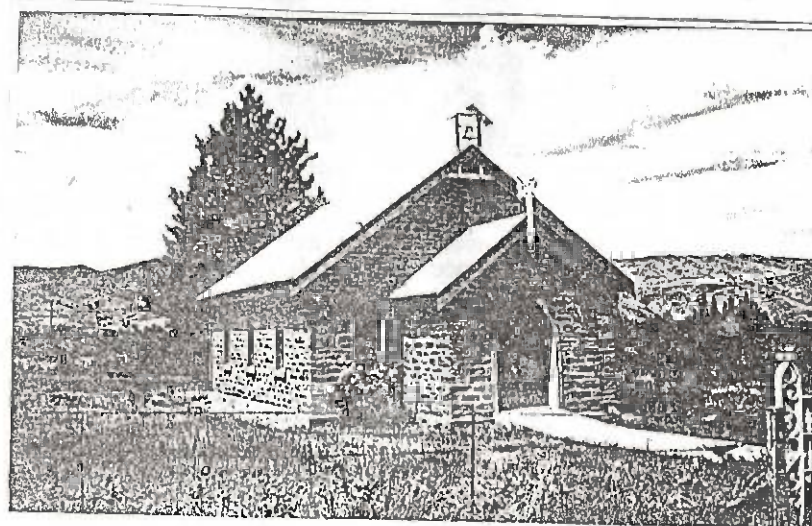
There is an apocryphal story of shipwrecked sailors, starving and then finally in desperation eating olives that had been immersed in salt water for days. Finding them edible opened up a whole new chapter in human food evolution.

Victors in the early Olympic Games only reward was to have a garland of olives placed on their heads. An emissary of peace was given safe conduct if he carried an olive branch. Noah, tenth in descent from Adam reputedly released a dove from the Ark after forty days and forty nights of flood. When the dove returned with an olive leaf, Noah knew there was dry land somewhere nearby.

So anywhere history records the humble olive, be it for food, oil for lighting - cooking - ointments - body adornment wood for furniture - cabinet making - carving, it is possibly describing the most useful tree in the world.

Apart from the Mediterranean countries, Australia has the highest consumption per capita of olives in the world. It is double that of the U S A and four times that of England. There is an infant industry of olive growing in New Zealand, mostly in the Marlborough region.

And so the next time you pop a little olive into your mouth, spare a thought for its huge and interesting ancestry.



Presbyterian Church at Bannockburn 16 Dec 1996

*Matatakanui and Thomson's track - Graeme anderson
Matakanui Outing Notes*

[On the field trip to Matakanui, Moutere Station and a traverse of Thomson's Track on 24 February 1997, Graeme Anderson of Earnsclough provided an interesting commentary. The following were his brief notes] Ed.

Moutere Station - Literary Translation, "An Island property bounded by Chatto Creek, Manuherikia River, Clutha (Molyneux) River.

1858 - Watson and Alex Shennan took up Moutere and Galloway blocks - 100,000 acres.

First Europeans to visit the area recorded "All open, well grassed and watered, with sufficient scrub for many years. No bush or timber forest. A very land of promise. Game plentiful - native duck, Pukeko, wild pig and dogs".

Property registered in the names of Cutten, Harris and William Cargill, March 1859. 20 pound deposit.

Stock driven from Balclutha via the Lammerlaw Range, took four weeks. Wool sledged to Waikouaiti in four bale lots. Dray track formed 1860. Shearers were paid 15/- for an eight hour day plus 3 tots of rum.

Disruption of gold rush decided the Shennans to sell to McClaren Greig and Co, carrying 12,000 sheep in 1869. Then to Turnbull 1876, to Lubecke 1884, to Andrew Jopp 1891 (48,000 acres). Reduced by 1920 through resumption of run leases and World War 1 soldier settlement, to 11,500 acres. With the purchase of a neighbouring run, the area is now 18,800 acres.

The Jopp family Merino connection extends over 100 years, since Andrew Jopp's period at Puketoi Station in the 1880's. Small stud registered in 1903 based on Saxon blood lines. Robert Jopp imported South Australian blood lines in 1924. Tony Jopp now manages the property following Robert's untimely death recently.

Matakanui - "The scarred face of a big cliff". Tinkers-tinsmiths returning to Dunstan tried a prospect and struck it. Sugar Pot Co. sunk a 300' shaft Deep lead mine.

Between 1878 and 1912 31,000 ozs of gold were extracted.

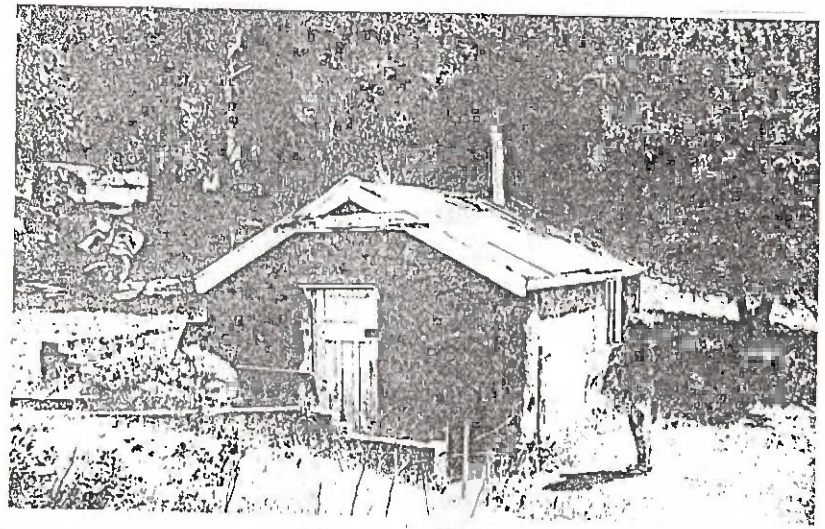
Newtown Hotel - Donnelly family licence transferred to Mornington Tavern.

Duggans Store - originally a dance hall 1889-1894. Office of Mt Morgan Sluicing Co.

Drybread - A cagey miner asked how his workings were panning out, replied, "Dry Bread, seldom better"

Thomson's Track : Doubtful if surveyor J T Thomson was through this route. Dunstan - A Northumberland Castle. Lindis - outline of a hill similar to Castle on Lindisfarn Island. St Bathans - Thomson's Mother's home in Abbey St Bathans.

In the Mid 1890's, Vincent County formed a stock route from Upper Clutha to the Otarehua railhead after farmers request for better access. Preliminary survey in 1971 for road access to a proposed Freezing Works at Omakau. Construction of a dry weather road completed in 1975, assisted by a Backblocks Access grant.



Mud brick hut at Bannockburn 16 Dec 1996

Historic Places Trust- Queenstown Branch

Historic Places Trust Forms A New Branch In QueenstownLakes District

by Neil Fuge

At a meeting of members held on the 3rd of March 1997, a decision was made to inaugurate a Queenstown-Lakes Branch of the Historic Places Trust, to serve our local district, especially because of the high number of places that are of historic value and interest in the area. At this meeting a Committee was elected with the interim chairman being John Moore of Arrowtown and a member of the branch at Dunedin.

Subsequently at a meeting in April, the officers were elected and nominees from the Historical Society were confirmed. These nominees were Ray Timmins and Neil Fuge. Ray Clarkson and Cisely Morrison, also members of the Society, were already elected members of the Committee.

The full Committee includes David Clarke, Ray Clarkson, Margaret Hyland, Owen Lawrence, John Moore, Cisely Morrison, Fran Powell, Ray Timmins, Max Wild, Peggy Matheson. The office holders being: Chairperson Neil Fuge, Secretary/Treasurer: John Moore, Deputy Chairperson: Peggy Matheson, Publicity: David Clarke, Registration: Owen Lawrence, and Planning covered by the Council Advisory Panel members: David Clarke,

Ray Clarkson, and Max Wild.

Business covered at the April meeting included the election of Officers and brief reports on the Arrowtown Postmasters House, the Queenstown Lakes District Plan, Archer Cottage Demolition, and the District Road Works Consultancy and Transit New Zealand liaison. The Committee meets on the second Monday of each month in Arrowtown. Its postal address is C/- the Museum Arrowtown; or John Moore 124 Doon Street Dunedin.

Notes from the Lakes District Museum

The museum celebrates its 50th year in 1998 and plans a series of special exhibitions and events to mark the occasion. The institution has certainly come a long way since its humble beginnings in the billiard rooms of the Ballarat Hotel.

Thanks to a generous grant from the Queenstown and District Historical Society towards Julia Bradshaw's book on the history of the scheelite mining in Glenorchy, the museum will begin publication towards the end of the year.

Good progress on setting up the Williams Cottage as an annex to the Lakes District Museum is taking place. The interior will consist of a series of interpretation panels on the history of the Williams family, the house and early Queenstown as well as some retail. Already the house looks fantastic with its original colour scheme.

Be sure to look at our selection of books both pictorial and historical - always good for gifts. There is a 10% discount for museum members.

Old Time echoes- Early incidents

[A letter to the Editor of the Invercargill newspaper "The Southern Cross", dated 18 March 1911, by Alfred H. Duncan, author of "The Wakatipians", published in 1888.] Contributed by Allan de la Mare

Old-time Echoes.

LAKE WAKATIPU GOLDFIELDS.

NOTES OF EARLY INCIDENTS.

(To the Editor).

Sir,—I have been much interested in reading various paragraphs which have appeared in "The Southern Cross," during the past few months on the subject of the early days of the Wakatipu Lake goldfields, but nothing has surprised me more than the manner in which certain events have been forgotten, and new facts (?) substituted in their places. It was with the object of retaining an accurate account of these early scenes that I published the book called "The Wakatipians," which was lately reprinted in the columns of your paper, and when it first appeared I received a letter from the late Sir Dillon Bell thanking me for having saved from obscurity so much that was of interest to the colony.

With your kind permission I would gladly point out a few singular errors that have lately appeared in the articles referred to. Take, for example, the obituary notice of the late Mr George Washington McGaw, which contains the startling information that "Mrs McGaw was the first white woman to cross the Lake, being ferried by Bob Newton, Mr Rees' man, in a boat called the Merry Rose." In the first place, there was no Bob Newton ever existed on the Lake; Bob Fortune was the name of the old boatman, and the only boat that we had at that time was simply called "the whaleboat." Mr Rees' oldest daughter bears the name of "Mary Rose," but that had nothing to do with the boat. I was pleased to read that Mrs McGaw and her large family all still survive, and I am sure the former could have helped the writer of the obituary notice to be more accurate than he was in several things.

Then Mr Larnach, in referring to his first visit to Queenstown, mentions Bob's Cove, half-way between Kingstan and Queenstown, where a boatman of the name was found dead with a bottle in his hand. Bob's Cove is, in reality, near the elbow of the Lake, opposite Mr Van Tuizlemann's old station, and poor old Bob died under a tomatogora bush on the side of the lake, where Bichart's hotel now stands. The Bay referred to by Mr Larnach is Colin's Bay, named after a collic pub that escaped from the boat, and was afterwards the means of saving Mr Mitchell's life, when he was rescued by Maori Jack from drowning, the dog having come out of the scrub and lain on top of him during the night, when he would otherwise have perished from cold.

Then, in the "old-time echoes" by "Ancient Miner," the account of the discovery of the Arrow Diggings is the most marvellous collection of inaccuracies I ever came across. He refers to a young man living at Hayes Lake hut, at the beginning of 1862, whose father paid Mr Rees £100 down to teach his son the calling of runholder. No such person ever existed, and the hut at Hayes Lake was built by George Simpson and myself, and Mr Mitchell for a time lived with us, during the whole of the year 1862, until the diggings rush took place, and he went into Queenstown.

Of course the first man who found gold in the Arrow was Maori Jack, but he did not consider the prospect good enough, and preferred anguishing himself to work for Mr Rees. As for the later claimants to the honour, I

can give dates to substantiate any of these claims. On 30th September, 1862, I met Bill Fox and two others near the Devil's Staircase, very anxious to get across on to Rees' country. I sent them on to the foot of the lake, where Mr Rees happened to be, and allowed them to arrange with him as best they might be able. This they did, and got a lift up in the boat, and were supplied with provisions by Mr Rees, who sent them off to the Arrow, and they were the very first to start work there. A few days after McGregor and three mates turned up at Hayes Lake, and from there they went to the Arrow, their's being the second party to start work. On 8th Oct., 1862, a Sunday, I rode up to the Arrow, and found that a third party had joined the crowd, this being Captain Glan and his mates.

After that the rush began, and the procession of diggers and the glitter of their tin dishes was a marvellous sight to behold, as they came over

the Crown Range like a long, wriggling serpent. The "Ancient Miner" mentions that McGregor and Low were relatives of Mr Rees. Certainly not! The latter was a Welshman, the former being Highlanders, and the only connection which they could claim with Mr Rees was the fact that McGregor arrived in the colony by the same ship, the "Equator," from Home, and that Low was McGregor's brother-in-law—but that is hardly enough to constitute relationship.

The "A.M." mentions a Jack Doolan, but I don't know who he was, unless he was the one I always knew as "Rough and Tumble," for the latter was a "batter," did remarkably well, and was one of the very earliest at the Arrow. The last time I saw him he was busily engaged in knocking down a "pile" at the various pubs. in Queenstown.

Now, with reference to Mr Tom Monk's article on the gold fever, he is sadly astray in some things, but of course I know that he was at the Lake in these early digging days, and, doubtless, knows a good deal about the upper reaches of the Shotover, that I never had time to visit, and, indeed, I had little interest in them. Some of the stories of lucky diggers, which he retails, may be quite true, but others are quite apocryphal. How about the man at Make Creek making £50 a week for five years? I know every single inch of ground at Make Lake, and knew

it before a single digger had reached the Wakatipu, and I am inclined to think that Mr Monk is simply retelling a marvellous tale of some imaginative being that he has met in his wanderings. Then the yarn about McGregor obtaining a pannikin of gold in one day. I scarcely can credit that, as I knew at that his party were doing, so long as they were in the Arrow. Mr Monk refers to the exorbitant price of stores at the Arrow, and a little story will support him in what he says. On the 8th

October, 1862, when I tried my hand at washing a tin dish of soil out of Fox's claim, I got four pennyweights to the dish as my maiden effort. McGregor's party, who had been two or three days at work, and were getting a splendid return for their labour, having no tobacco, said they would give me a pipe full of gold for a pipe full of tobacco. Next day I went to the Nokomal to engage shearers, and there I purchased a few pounds of tobacco at 10s a pound, and on my return to the station I let the station hands have what they wanted, at cost price, of course, but I was left with a pound and a half in hand. I therefore rode to the Arrow and told these McGregor boys that I could supply them with Barrett's Twist at 2s per stick, 16 sticks to the pound. They growled at the price I was asking, and refused to pay it. Then they held a council of war, and said they would take one stick. This I refused, and said I would sell them nothing under a pound at 32s, and pointed out that they were getting it at a much lower price than what they had offered to me, namely, a pipe full of gold for a pipe full of tobacco, but they answered that they had not meant that in earnest. "No," I said, "you were only hounding and bragging because you knew that I had none to sell then, but now it is my turn." I turned towards Fox's party, who were enjoying the scene, and Bill shouted out to me to come on with the tobacco, at my own price, and at this the McGregor lot grabbed a hold of me, paid their 32s, and I sold the other half pound to Fox at the same price.

With regard to the Shotover, and who was the discoverer of gold there, there can be no doubt that Arthur—(not McArthur, please, as "Ancient Miner" calls him)—and Harry Redfern, whom I had brought from the Nokomal to shear for us, were, unquestionably, the pioneers. We began shearing on 13th Nov., 1862, and on the following Sunday they slipped quietly away, and with only a tin dish, a pannikin and a butcher's knife to help them, they brought back several pounds' worth of gold, and the next day they cleared out, having got provisions from Mr Rees, and pegged out the famous Arthur's point claim. "A.M." says the rush to Arthur's point took place on the 28th Nov., and I fancy that is quite correct, because I know that Arthur and Harry had about a fortnight to themselves before anyone discovered their whereabouts.

It has been pleasant reading to me, those old-time echoes, and if I have disagreed in some things, with some of the writers I have done so because I have the facts, written down at the time, and they have probably been trusting to memory only, and memory—after 50 years—often plays tricks with one.

Let me give a single instance of how a story can become exaggerated. Many will remember the accident which happened at the Devil's Staircase, when a stockman of the name of Clements drove 30 fat bullocks belonging to Mr Rees over the cliff, and they were all killed. A brother of mine visited the Wakatipu Lake

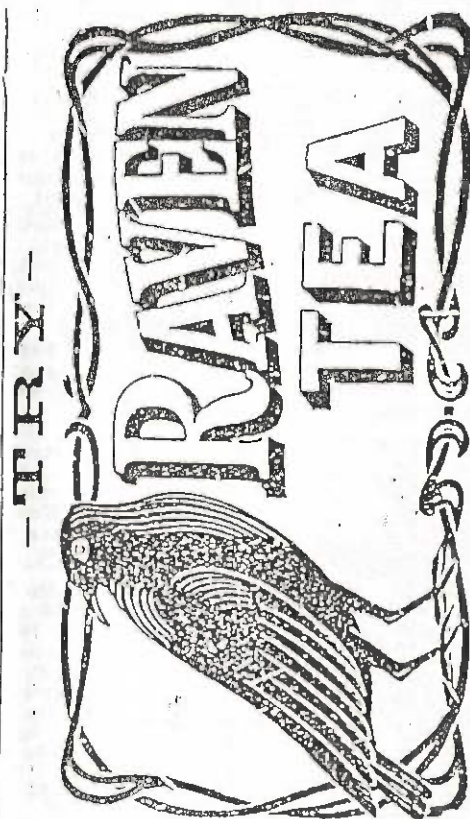
a year or two ago, and when going up to Queenstown in the steamer the passengers had pointed out to them the celebrated Devil's Staircase, and the story was told to them of how, in the early days of the goldfield, THREE HUNDRED cattle had fallen over and been destroyed. I am afraid I have trespassed on too much of your space, but these old digging-days seem to have a fascination for most people, and many of the readers of "The Southern Cross." I have no doubt, take some interest in the scenes when Otago and Southland were in their infancy.

Yours, faithfully,

A. H. DUNCAN.

Lakeside, Aberdeenshire,

Jan. 30th, 1911.



Joseph Holloway,

AUCTIONEER, LAND AGENT AND ESTATE AGENT, ESK STREET.
Valuations made for Properties, Town or Country.
AGENTS FOR SUN FIRE OFFICE.

PROPERTY LIST.

- 992 For IMMEDIATE SALE. Owner going north; good terms, 7-roomed brick house, bath, h. & c. water, tubs, gas, over $\frac{1}{2}$ -acre land, stable & orchard; no reasonable offer refused.
- 1130 Choice little property about $\frac{1}{4}$ acres freehold, splendid land. Could easily subdivide, on line of proposed tram extension; price asked, only £300 the lot; will treble in value in five years; an ideal place to build a comfortable home and keep a cow or two.
- 1006 6-Roomed HOUSE in Elles Road, asphalt paths, full $\frac{1}{2}$ acre, wash-house, nice level section, good garden.
- 1120 LOOK HERE! Chelmsford street, nice comfortable HOUSE, wash-house, scullery, $\frac{1}{2}$ -acre freehold, good orchard & stable. Price only £320.
- 729 Comfortable 4-roomed HOUSE for a worker, range, verandah, wash-house, copper & tubs, cow-byre, fowl run, good garden, 2 street frontages, $1\frac{1}{2}$ acres of land, within the borough. Price only £325. Splendid investment.
- 756 East Invercargill, good 5-roomed HOUSE, washhouse, workshop, nice large section, house in good order, only £350.
- 848 Nith st., 6-roomed house, every convenience, asphalt paths, price £420. A bargain.
- 1123 Greenhills, good opening for a worker, 29 acres freehold, 10 acres cleared and cropped, comfortable ouse and good garden, £475.
- 1008 Tisbury, 35 acres, L.I.P., 4-roomed house and outbuildings, divided into 4 paddocks, 5 acres stumped, orchard, etc. Price £410. Terms.
- Elles Road South—5-roomed House, bath, pantry, scullery, large workshop fitted with machinery for joiner. £575. R982.

SECTIONS.—A few selected.

- East Invercargill, several choice building sites cheap.
- Lindisfarne, Sections from £50 up.
- Gladstone, a few superior lots for sale at rock bottom prices.
- North Invercargill. In this growing suburb we have some of the highest and choicest in the district. Prices and terms to suit the most fastidious.
- SECTIONS—A few selected—Enwood, several from £70 each; Otoramika Road, 2 sections, high and dry, fenced, price £230. R968.
- Lindisfarne, 2 nice corner sections, £90 each. R997.
- Powelltown— $\frac{1}{4}$ acre, £80. R902.
- Trafalgar—1-5th acre, £75. R907.
- Several Good SECTIONS in this locality CHEAP. EASY TERMS.
- Five minutes' walk from Water Tower— $\frac{1}{2}$ acre, corner block, could subdivide into 4 good sections. Price only £200.
- Trafalgar—2 good Sections, £80 each. R910.

FARMS.

- Kennington, 100 acres freehold, with house and outbuildings, with option of more land. £15 per acre.
- Seaward Bush, 5 acres freehold, 4-roomed house, hothouse, dairy and out-houses, grounds beautifully laid out, near bus terminus, £525.
- Seaward Bush, 5 acres freehold, high and dry, £200.
- 50 ACRES, off Bull Rd., freehold, price £2 15s acre. Terms.
- Western District, 170 Acres, all cultivated, near Dairy Factory. First-class land in tip-top order.
- 50 ACRES, L.I.P., highly improved, £500. New 4-roomed house with verandah, outbuildings, etc.
- 257 ACRES, 4-roomed House and conveniences, 4-stall stable, chaff house and loft, all ploughable land, ring fenced and sheep-proof. £12.
- 150 ACRES, 4-roomed House, 8-stall stable, barn and implement shed; £18.

Notice of Future Activities

1. Trans-Alpine Coach and Train trip:

Marie Dawson has organised this trip for October 18, 19, 20. From Queenstown to Christchurch - Otira - HariHari - Wanaka - and back to Queenstown. The two overnight stops will be in hotels at Christchurch and HariHari, with double, twin share and single rooms.

Total Cost \$290

Optional extra - visit to White Heron Colony \$75

Further details later, but those interested should ring Marie at 442 9444

2. Annual Winter-Spring Function

A luncheon will be held on 14 September at the Heritage Hotel, cost \$25 per person. The guest speaker will be Vincent Boyle, a writer of several historical books, from Winton.

The Courier
Acknowledgment

This issue has been typed and printed by Dave Warrington
His work hereby acknowledged.