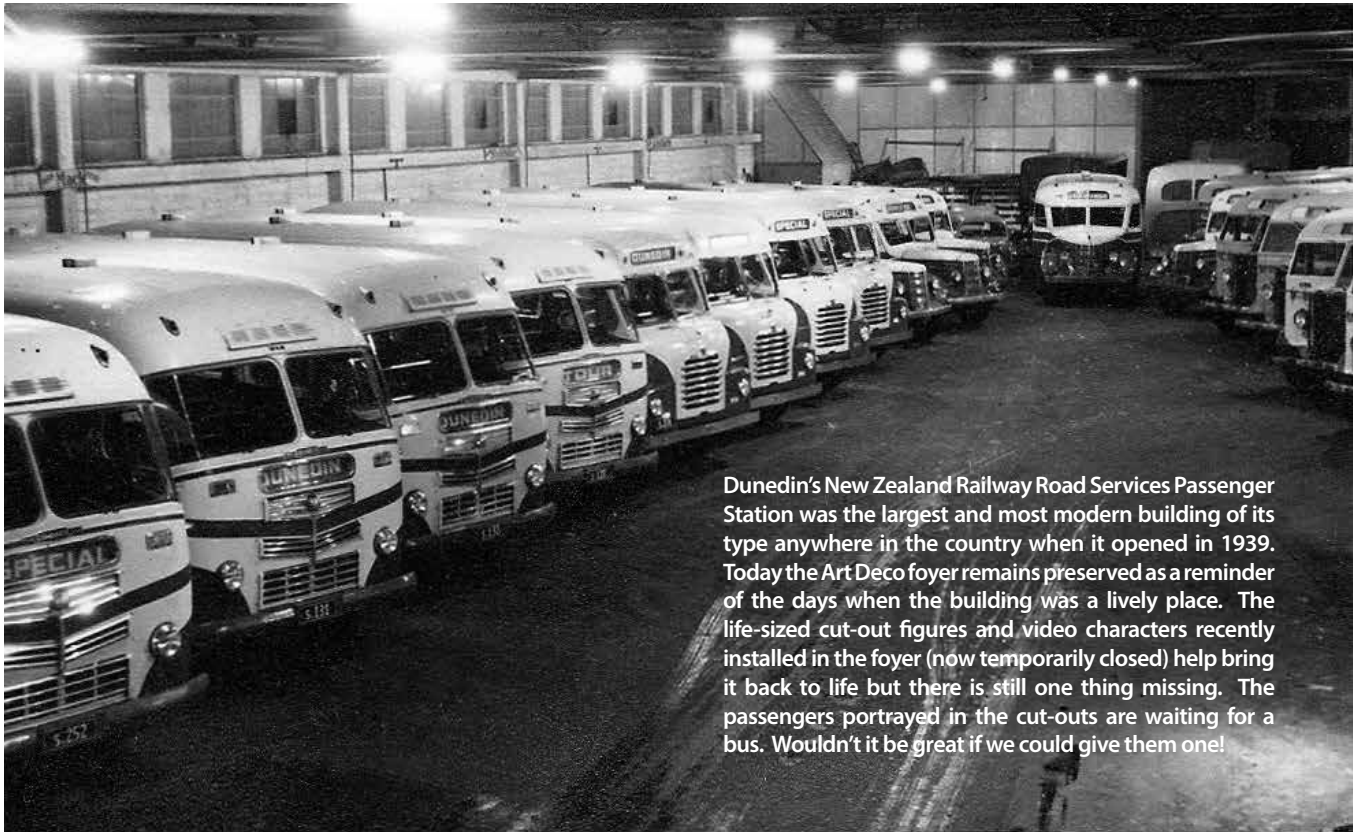




OTAGO SETTLERS NEWS



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Dunedin's New Zealand Railway Road Services Passenger Station was the largest and most modern building of its type anywhere in the country when it opened in 1939. Today the Art Deco foyer remains preserved as a reminder of the days when the building was a lively place. The life-sized cut-out figures and video characters recently installed in the foyer (now temporarily closed) help bring it back to life but there is still one thing missing. The passengers portrayed in the cut-outs are waiting for a bus. Wouldn't it be great if we could give them one!

WAITING for a BUS

The bus station, which officially opened on Monday 13 November 1939, provided ample space for the fleet of about 25 buses and service cars (small motor coaches). Buses would arrive through the entrance portal, deposit passengers at the 'Arrival' platform, and continue around the turning area to unload freight and refuel, or reverse into the workshop for maintenance.

It could be a tight squeeze. During recent research by OSA History Prize recipient Siobhan Downes one former NZR staff member recalled a bus coming into the entrance portal after a road test, missing the entrance and pushing in the wall of the neighbouring taxi bay. Safely negotiating the entrance was certainly an issue, so much so that in 1959 it was proposed to remove and reshape the concrete kerbing at the entrance to make it easier for drivers as they turned into the bus station from Cumberland Street.

As buses got bigger negotiating the elevated platform once used for loading the tops of service cars with freight also became a problem. According to one former staff member some drivers had

a habit of wedging their buses under the platform, while another recalled the worst corner being progressively 'nibbled' away as drivers constantly clipped it with their buses.* No wonder the platform was eventually taken out.

It has been great to hear these and many other memories of the bus station in its heyday and beyond. If you have additional stories, photographs or objects relating to the bus station or the local NZR Road Services fleet to contribute there is still time to drop us a line (especially if you have a bus to spare in your own garage or know of a suitable one). Contact Peter Read at the Museum or at pread@dcc.govt.nz

* From Siobhan Downes' 'Passengers of the Past' research report. For further information, see: 'Attractive Building / New Bus Terminal Construction Nearing Completion', *Otago Daily Times* 18 October 1939; Olwyn M. Evans, *Art Deco at the Dunedin Railway Station? (New Zealand Road Services Bus Station)? or from 1994 the Otago Settlers Museum* (1998); Michael Findlay, 'A Modern Masterpiece', *New Zealand Historic Places* 49 (September 1994).

NZR Road Services Bus Garage at night, taken by Alan Stephenson, circa 1957 – W. Willmott collection

Behind the Facades

The Museum Redevelopment



The restored bus station foyer that has been open to the public for the past few months is the first part of Stage Two of the major museum redevelopment project to be finished. It follows the completion of the new storage building on the site of the old car park last year. There are a few details of the former NZR Road Services building remaining to be attended to. They include the delivery of a heritage-style urinal and the correct glass for some of the clerestory windows. Details such as cleaning the handles on period doors also remain to be carried out. Upstairs, the Social Hall floor will be treated.

The Burnside Building (the former Art Gallery and Otago Early Settlers Association rooms) comprises the third and fourth stages of the project. Work has already been completed strengthening the sub-floor. More of the timber floor joists and flooring needed to be replaced than had been hoped for, due to extensive borer damage. Installation of south light structural steel for the roof has begun in the Hall of History and Hudson Galleries. Sprinklers are being installed in the roof space and mechanical services under the floors.

The 40-ton, 67-foot long 'Ja' class locomotive number 1274 should be re-housed in July. Its new glass-sided home will be closer to, and

visible from, the railway station and ought to attract more visitors to the museum. There was a slight delay in the project due to the discovery of an undocumented early brick storm water pipe on the site. The drain is still in use and structural work on the new structure needed some design modification as a consequence. Ja 1274 was the last steam locomotive built by New Zealand Railways, and worked for only fifteen years. It was the last of its class of 51 engines, built at Hillside in 1956 (sixteen of them had been built in Glasgow). They were used for the South Island Limited, and were capable of pulling 400-ton passenger trains or 1000-ton goods trains. They were confined to the South Island but were too big and heavy for some lines, including the Central Otago Railway. Ja 1274 was in service until the final year of steam traction, 1971. One of six of its class to survive, it was preserved by the Otago Branch of the New Zealand Railway and Locomotive Society and moved to its tailor-made shelter beside the Museum in 1974. The locomotive is not strictly part of the Museum's collection but rather is held in trust by the City Council for the citizens of Dunedin. It is not in working order; to move under its own steam again, it would need its boiler rebuilt. Together with other necessary work, this would cost about half a million dollars.



Above left: The 'bull nose' of the NZR Road Services garage space from the outside, showing the newly-installed windows. Right: Two views inside the NZR Road Services garage. The large objects (including the iconic Tiger Tea trolley bus) are undergoing cleaning.

Stage 3 - The Burnside building



Clockwise from below: The original opening into what had been a lean-to at the back of the dance floor area. In accordance with current archaeological practice, the traces of earlier use have been retained and covered over rather than removed. The walls are to be relined in fibrous plaster.

Staff viewing the Hall of History space. A metal frame goes across the ceiling, and new safety glass is to be put in place which filters out ultra-violet light. The metal ceiling frame acts as a support for the old brick Burnside building. This helps to stabilise it and hold it together in the event of an earthquake.

One of two large cranes used for lifting the steel structure into the ceiling space. The large cranes are needed for the long reach into the middle of the building.

This original ceiling was uncovered during demolition. This space, formerly the Art Store, is to be the new auditorium. The consultant team is working to retain the original ceiling, and acoustic material will be placed in the ceiling, which is currently shown as open areas.



Exhibition Concept Development



The design stage for the new exhibition is almost complete. The very large 'Hero' items of the collection will be displayed on the exhibition floor. These include the whaling boat *Maori Girl*. It was built in 1871, probably at Port Chalmers, for Tame Parata and Parahu Tira of the Waikouaiti Whale Fishery Company. The clinker-built boat was restored and donated to the Museum in 1932.

Other 'Hero' items include the Cobb & Co coach, the fire engine *Pride of Dunedin (Alice)* and the wonderful album of Daniel Louis Mundy's photographs. They are among some of the many items which will be displayed in the 'Discovery of Gold' story.

The Museum's through-braced leather-suspended coach was used on Cobb & Co's Springfield–Hokitika route. The Oтира Tunnel put an end to coach services to the West Coast via Arthur's Pass, and this coach was purchased by the Otago Early Settlers Association in 1941. Few such coaches survive: one other, built in about 1880, is in the Melbourne Museum, while one from 1888 can be seen at the Arthur's Pass Visitors Centre. Cobb & Co was set up 150 years ago by a coach proprietor from Ballarat in Victoria, Charles Cole, who was attracted to Otago by the gold rush. The firm began services using American-built coaches from the Provincial Hotel, Dunedin to the Police Commissioner's Camp at the gold diggings in Gabriel's Gully near Lawrence in October 1861.

Pride of Dunedin was built in 1862 and was the second fire engine acquired by the Dunedin Fire Brigade. Initially hand-drawn, it remained in use until 1910 and ended up at the army camp at Trentham, from where it was retrieved in 1946. It recently was restored by the Dunedin Fire Brigade Restoration Society, and was displayed at the sesquicentennial celebrations of the Dunedin brigade this March.

The Smith Gallery will regain its familiar tightly packed floor-to-ceiling hang of portraits. Another display will trace the development of Dunedin as New Zealand's first great city. This will feature the imposing hexagonal banking desk, a buggy and many items that featured in the great exhibitions of the turn of the twentieth century. The ornate desk was carved by Louis John Godfrey from Australian red cedar, and stood in the ground floor banking hall of the Bank of New Zealand in Princes Street, built in 1879-83. It was acquired by the Museum in 1959.

The story of the twentieth century will have a great focus on science and technology and how they have changed our lives. This exhibition will be very rich in items from the collection.

Supplementing the main story will be the 'Community Anchors' which feature the various communities of Dunedin. These 'Anchors' will appear throughout, and will be placed at the point when a community is most prominent in the story of Dunedin's development. Finally, the various 'Collection Pods' will show the depth of our collections and allow visitors to explore a subject area and collection in depth.

The first stage of the Museum's redevelopment was the New Storage Building, completed and occupied last year. Work continues on repairing the ceiling in the storage spaces. There has been a problem with the failure of the tape used to join the insulation panels. This was a manufacturing problem and can be remedied.

An exhibition concept design image highlighting the possible inclusion of horse figures to add drama and context to the Cobb & Co. coach in the 'Discovery of Gold' display.

An Archive of Activity

The Archive closed to the public in December 2009 for Stage 2 of the Museum's \$35 million redevelopment project. By the end of May 2010 the archival collections had been safely moved into temporary storage in the Burnside Building while construction work was carried out on the NZR Road Services Building. Though the building was physically closed to the public, staff continued, where possible, to answer enquiries and fulfil photograph orders. We took advantage of the closure to focus our energy on important digitising work, and over 4000 subject photos were scanned. Of these, 1800 were from the Rockliff Collection, a large group of railway photographs taken by the late Arthur Rockliff and his son Stan. A generous grant from the OSA funded this project.

A small team moved the archive collections back to the original Archives and Research area at the end of 2010. Major improvements to these spaces had been completed. Two disused rooms, originally a staffroom and toilet during the bus station days, were transformed into a state-of-the-art cool-dry store for the photographic collections. Rooms at the back of the archive were converted into a photography workroom, processing area and book storage space. The wall between the main storage area and the Archivist's office was removed to create a larger space, and new mobile shelving installed to maximise the expanded storage.

Several projects have been identified for 2011 and 2012 while the Archive is closed. Cataloguing the collection is the number one priority, and staff have begun to work through the collections. Some treasures have already been found as a result of this work. One notable discovery is Charles Robert Swyer's 1863 plan for Cargill's Monument (originally in the Octagon but moved in 1872 to its present site at the Exchange). Digitisation continues with the goal of completing subject photograph scanning by the time the Archive re-opens. The in-house portrait collection database that was launched in 2009 is also receiving attention, and staff are looking at improvements and future on-line accessibility.

Plans are underway for a separate free-of-charge research centre in the foyer immediately outside the archive. This area will hold genealogical and shipping resources, materials for school pupils and general information for visitors who are curious and want to learn a bit more. Watch for an update on the research centre in a later issue.

Jill Haley
Archivist



Josephine outside the Otago Early Settlers Museum, January 1936 - Rockliff Collection

Royal Wedding Rumours, 1936



Seventy-five years ago, the newspapers were not filled with gossip about the love lives of the younger members of the royal family. The Abdication Crisis of 1936 is often thought to have been sprung on New Zealanders without prior warning. However, the 41-year-old bachelor Prince of Wales had been king barely a month when some New Zealand newspapers, picking up stories from the American press, started to speculate about whom he might marry. They asserted, mistakenly, that the law allowed the king to marry only a royal princess. She could not legally be a Catholic, which narrowed the choice to just five eligible young ladies of the Dutch, Greek and former Russian royal houses. Princess Irene of Greece and Princess Juliana of the Netherlands were thought to be the front-runners. However, the king's 'notable favourites as dancing partners' were identified as Rosemary, Viscountess Ednam (who had died in an aeroplane crash in 1930), Freda Dudley Ward 'and more recently the dark-eyed Mrs Ernest Simpson, the former Miss Wallis Warfield of Baltimore. Mrs Simpson is one of the most fashionable Americans in London society, and is regarded in Society circles as a close friend of the bachelor King.*

The Otago Daily Times confined itself to reporting Edward VIII's first speech to the empire. It was well received, and the new king was said to have a 'perfect microphone voice'. In general, New Zealand newspapers maintained the discreet silence about the king's private life that was kept by their British counterparts. Months later, in September, readers with good memories would have noted a report on the king's Mediterranean holiday cruise in which Mrs Simpson was described as 'a well-known hostess, and one who is regarded as a leader of fashion'. Such readers may have seen the significance of the otherwise puzzling report of a divorce case in late October. Mrs Simpson, who 'was among the guests at Balmoral Castle during the

King's recent visit' was granted a divorce on the grounds of her husband's misconduct 'with an unnamed woman at the Hotel de Paris, Bray-on-Thames'. A month later, threats to her life were reported without any more explanation than that she had been a guest on the king's holiday cruise and had recently divorced her husband.*

Behind the scenes, the British prime minister consulted his counterparts in the Dominions about what to do regarding the king's wish to marry the now twice-divorced American. Michael Savage sent a telegram on 2 December giving New Zealand's backing to a plan for a morganatic marriage whereby Mrs Simpson would not become queen, but Edward would remain king. Savage reassured Baldwin that the 'great affection felt in New Zealand for His Majesty and the desire of the people in this country for his happiness inspire the thought that some such arrangement might be possible.' He thought there could be insuperable obstacles, but 'if some solution along these lines were found to be practicable I would no doubt be acceptable to the majority of the people of New Zealand.' According to Savage, the king was enormously popular 'with both races in New Zealand – Pakeha and Maoris.' This, the Governor-General Lord Galway explained, was a result of his tour as Prince of Wales in 1920. He believed that Edward's personality was much more inspiring than that of his brother, the Duke of York (who became king as George VI on 11 December).

The full story finally broke here on 4 December when reports taken from British newspapers detailed a constitutional crisis over the king's choice of bride. New Zealand newspapers were able finally to spill the beans on the woman who might become their new queen: 'Mrs Simpson is described as spirited, versatile, sleek, and dark. In London she has been a great social success because of her vitality, her quick wit, and her personal charm. She is reported to be possessed of typical American curiosity and to be very quick at absorbing knowledge from individuals and books.' She liked jazz music and dancing, and was said to have first met the king at a night-club. In fact, they had first met in 1931 at the house of another of the king's mistresses, Thelma Furness, who seems to have been unknown to the press. Throughout the crisis, a huge number of letters was sent urging Edward VIII not to abdicate. Among them were many from New Zealand; one declared 'we are all with you to the last ditch!'

*The story was taken from a London correspondent writing in an unidentified American newspaper: 'King Edward and Marriage', *Evening Post* 29 February 1936, page 27. See also: *Otago Daily Times*, 3 March 1936, page 9; the report from the *Sydney Morning Herald* reprinted in the *Evening Post*, 14 September 1936, page 15; *Evening Post*, 28 October 1936, page 9; the report from the *Daily Mirror* in the *Evening Post*, 28 November 1936, page 9; *Evening Post*, 4 December 1936, page 9. For the Prime Minister's telegram and the messages of support see Susan Williams, *The People's King: The True Story of the Abdication* (London: Allen Lane, 2003), pages 100-1 and 109-10.

The Prince of Wales (later King Edward VIII) speaking to Major D White at the reception in the Octagon during his 1920 royal tour of New Zealand
Otago Settlers Museum

Coffee for the Diggings

Gold prospectors may have had a reputation for hard drinking, but they also consumed coffee in large quantities. The gold rush set off by Gabriel Reid 150 years ago led to the foundation of many Dunedin businesses that were to have long and successful futures. William Gregg, founder of the well-known coffee and spice firm, arrived in Dunedin from Ballarat, by way of Melbourne, in 1861. By September 1861 the Melbourne coffee and spice merchants Brown & Reid had opened the Otago Steam Coffee Mills in Dunedin, with premises off Rattray Street. They sold roasted and ground coffee in tins and bags, and catered for the new market created by the gold rush, advertising 'Orders for Diggings packed in Cases.' Coffee which cost one shilling and tenpence a pound in Dunedin was reported as selling for just over twice that, three shillings and sixpence a pound, at Gabriel's Gully in October 1861.

William Gregg, born in Ballymena in the north of Ireland in 1830, was made a partner in Brown & Reid's firm in January 1862. By August the following year the name of the business had been changed to Wm Gregg and Co, now at 33 Princes Street. Only a few years later the shop was destroyed in the great Princes Street fire, but the firm continued to prosper. By the turn of the century Gregg's had moved to Lower Stuart Street. They sold raw, roasted and ground coffee, chicory, pepper, mace, ginger, cloves, ginger, cinnamon, allspice, nutmegs, caraway seeds, mustard, curry powder, roasted malt, cocoa and chocolate.

The firm expanded into starch, soda crystal and match manufacturing; it was the first in the country to make wax vestas, in 1890. Gregg's called itself the 'pure food specialists', and its brands became household names: 'Club' coffee, 'Eagle' coffee and chicory essence, 'Eagle' starch and 'Crown' baking powder, as well as Gregg's Worcestershire sauce, gravy powder, tomato soup and seameal custard. The manufacturing plant was close to the wharves and railway at Pelichet Bay, later reclaimed as Logan Park. Its modern successor is still there, in Forth Street, adding its distinctive aroma to the university and polytech district.



William Gregg - The Cyclopaedia of New Zealand, Otago and Southland Provincial Districts (1905)

John Martin riding his record-breaking supercharged 650cc Triumph in the early 1970s.



John Martin, 1933-2011

For a number of years now issues of the *Otago Settlers News* have passed through the capable hands of John Martin on their way to you – hundreds of them, sorted by post code, packed into trays and delivered to the Post Centre. This regular, laborious, practical task has been just one of the many that John, who joined the OSA committee in 1994 and was its longest serving member at the time of his death in January this year, carried out for us. John always attended our members' evenings and other social occasions – and he was always to be found, at the end of the evening, cheerfully stacking chairs and taking part in the heavier work of clearing up. But it would be quite misleading to think of John as merely a workhorse. He was an excellent planner and a valuable committee member with interesting ideas. In 1998 he was deeply involved in the celebrations for the migrant Ship Centenaries, he worked with the Events Sub-committee to put on some of our most successful social occasions, including those associated with the Museum's centenary in 2008 and, most recently, he served as our representative on the Gasworks Museum Trust Board. John also used his outstanding woodworking skills to craft delicate items, and the boxes they came in, for the Settlers Museum shop. A Dunedin man through and through, John's local heritage meant a great deal to him.

But there was something else important to John – speed. During his years at King's High School he discovered motorbikes. His enthusiasm for sweeping the track between races at the new Tahuna Raceway led to the offer of an apprenticeship with J and AP Scott's engineering and automotive firm, where he became a maintenance engineer. Later, at HE Shacklock (which merged with Fisher and Paykel), he was responsible for the selection, mentoring and training of apprentices. His passion for fast motorbikes was lasting. He bought his first one in 1952 (it was a 1928 350cc Velocette and cost just £28/10/-) joined the Otago Motorcycle Club and competed in events of all kinds, eventually finding his speciality in the quarter mile and flying mile events. He used his engineering skill to increase the power of his 650cc Triumph and in competition with the legendary Burt Munro, won three of seven races against him. In 1975, at his last competitive event, riding a 750cc Triumph, he achieved a speed of 152.98 mph, to set a New Zealand record for the quarter mile sprint. You may have seen John's bike on display at the Settlers Museum.

We offer John's family our condolences in their loss. The Settlers Association have lost a good friend too.

For Your Diary

The winter Members' Evening will be held at the Museum in the newly restored Social Hall upstairs at 7.30 pm on Friday 15 July. The Director and senior staff of the Museum will present the results of their trips to exciting and innovative museums in the United States and Australia. The Association contributed generously to their travel expenses for this research.

Recti Cultus Pectora Roborant

The sesquicentennial of Otago Boys High is fast approaching and to mark the occasion Dr Rory Sweetman, the well-known Dunedin historian, has been commissioned to prepare the first-ever major history of the school. If you have any memories, information, documents, photographs or any other material relating to the history of the school he would be very grateful if you got in touch. Rory is particularly interested in any additional information about OBHS in the first half of its existence, up to about the time of the Second World War. He can be contacted on 453 4217 or rsweet@ihug.co.nz, or at 99 Eglinton Road, Mornington.



Book News



Peter Entwisle, *Behold the Moon: The European Occupation of the Dunedin District 1770-1848*, revised edition (Dunedin: Port Daniel Press, 2010)

This exhaustively researched and extensively footnoted new edition is a major revision of the work first published in 1998 in the light of recent discoveries. It is published with the assistance of the Alfred & Isabel Reed Trust, which is administered by the Otago Settlers Association. It contains an extensive bibliography, many maps and illustrations, and sixteen appendices which contain a great deal of primary material. The new archival sources help clear up the uncertainty surrounding some aspects of the early European presence on the coasts of southern New Zealand. *Behold the Moon* in particular makes use of the highly significant discovery in 2003 by the Revd Donald Phillipps of a previously unknown manuscript in the Alexander Turnbull Library. Written between 1848 and 1850 by Charles Creed, the second missionary of Waikouaiti, this gives an account of the earliest Maori-European encounters in the Dunedin district. This new information confirms the contention of the first edition 'that fatal encounters between Maori and Pakeha were not isolated events but a spiralling feud' and disproves the earlier belief that William Tucker's theft of a preserved head had set off this feud.

The Museum shop is closed due to the redevelopment work, but the publisher can be contacted at 98 Cargill Street, Dunedin or portdanielpress@actrix.co.nz.



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This newsletter was produced by the Otago Settlers Association, founder and supporter of the Otago Settlers Museum. Membership of the Association is open to everyone interested in the heritage of this region. Details of membership are available from the Museum Reception desk or Otago Settlers Association Secretary, Box 74, Dunedin. Phone/fax 03 477 8677, email otago.settlers.assn@xtra.co.nz

 **Otago Daily Times**

The Otago Daily Times supports Otago Settlers Museum

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