OTAGO SETTLERS ASSOCIATION

OTAGO SETTLERS NEWS

JUNE 2014 ISSUE 121

toitū OTAGO SETTLERS MUSEUM

Marginal Motoring

For those marginal motorists of a century ago who could not afford a car and who did not fancy the idea of a motorcycle and sidecar combination, the cyclecar was the ideal compromise.

They were relatively inexpensive though low-powered, 'somewhat spindly affairs, small and very lightly constructed with cycle-type wheels and accommodated one or two people, generally in extreme discomfort.' At a squint, a cyclecar could look just like a proper four-wheeled car, but on closer inspection it was smaller, narrower and flimsier. There was normally room at most for only one passenger and the minimum of luggage, if any. The occupants sat either side-by-side or fore-and-aft; one of the advertised advantages of the latter arrangement was that the vehicle could squeeze through a typical garden gate and be kept in the bicycle shed without the need for a driveway or 'motor house,' as domestic garages were often still known.

Ever an enthusiastic supporter of new technology, *Progress* magazine hedged its bets in 1913 by arguing both that the cyclecar 'is a handy vehicle which brings into the ranks of the motorist those who from age or nerves were not prepared to join the motor-cycling brigade, and could not afford to buy a small car' and that owners of large cars would welcome such a light vehicle that 'they can manipulate themselves, without the necessity of turning out a chauffeur.' Nonetheless, cyclecars were slow to catch on here as many people assumed they were too insubstantial for rough New Zealand roads.

Above: The restored 1914 Brit cyclecar on loan from Bob Oakley, currently on display in the Museum's *Otago Motors* gallery.

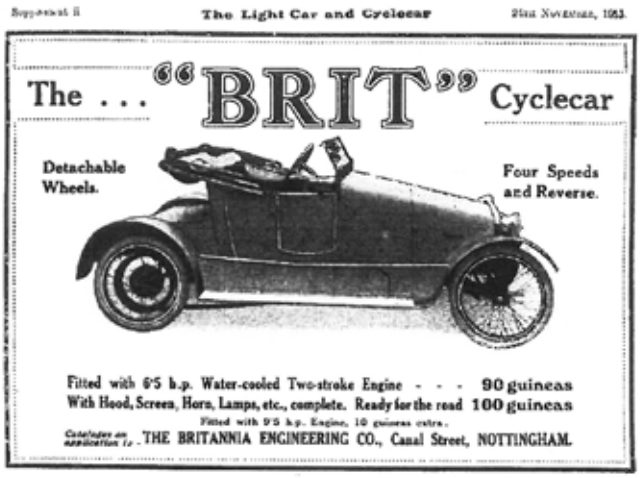
The fad for cyclecars was fairly short-lived, beginning in about 1910, and largely over by the mid-1920s. France was one of the leading car manufacturing countries a century ago, and the cyclecar was a French invention. They were made in large numbers — about 100,000 in 1912 in Britain alone — though unsurprisingly, very few of them survive. They were more expensive than a motorcycle–sidecar combination, but significantly less expensive than even the cheapest new car. In Dunedin in 1913 you could have bought a new Swift cyclecar for £190, the same price as a second-hand twenty-horsepower Buick motor car. Most new cars were in a different league altogether, though. A new Rover would have set you back £435, and the local importer averred the company's products were 'admitted by experts to be the finest-constructed cars in England' — experts who presumably were unaware of Napier, Daimler, Sunbeam or Vauxhall, let alone Rolls-Royce.

On the other hand, for £35 less than the Rover, you could have bought a four-room house in St Kilda and taken the tram instead. A seven-room house in Roslyn could be rented for £48 a year, while a mere bicycle would set you back anything from £2 to £5 15s. Those able to afford a real car were notably snooty about the humble cyclecar. One British publication described them as 'combining the comfort of a cement mixer, the noise of a pneumatic drill and the directional ability of a chicken with its head cut off.'

The Museum has on display in the former NZR Road Services bus garage one of the very rare survivors, a Brit cyclecar. Made in about 1914 by the Britannia Engineering Company of the uninviting-sounding Canal Street, Nottingham, Brit was one of about sixty British makes that included GN, Humberette and Morgan, the latter happily still with us. (Even more remarkably, Morgan has recently revived in modern form its lightweight open three-wheeler of the inter-war years.)

The Brit cyclecar in the Museum is probably the only one in existence, and was restored in 1980 by Bob Oakley from a collection of pieces discovered in the 1950s. When new, 'complete, ready for the road' with hood, windscreen, horn and lamps, it would have cost a hundred guineas from the factory (£105, equivalent in purchasing power to about $16,000 today). The two-cylinder engine produced 6½ horsepower, but for an extra ten guineas (£10 10s) you could get a tyre-shredding 9½ horsepower version. (This 'horsepower' was a notional calculation on which taxation was based, rather than the actual power of the engine.) Unusually, the Brit was fitted with a four-speed gearbox, with the luxury of reverse. Its wire wheels were easily detachable, a necessity in the days when punctures were common and tyres short-lived.

Cyclecars underwent a brief boom in the aftermath of the Great War, but they were largely killed off by the appearance of affordable 'baby' cars such as the Austin Seven — a real car in miniature — available from 1923. The Museum has on display nearby an example of the cyclecar's nemesis, lent by the Otago Motor Club Trust. The 1924 Austin Seven is painted in the Club's distinctive yellow and black as Road Patrol car number 1.



Top left: Basil Head's 1912 illustration of a small, two-seater cyclecar driving through a garden gate – Kathryn Morrison, *Carscapes: The Motor Car, Architecture and Landscape in England* (Yale University Press, 2012). **Bottom right:** A 1913 advertisement for the Brit cyclecar.

Beware of the Hun in the Sun

As many schoolboys will know, one of the most impressive mementoes of the Great War in Dunedin is the large red, white and black flag of the former German empire belonging to Otago Boys' High School. An old boy, Captain Rogers Wilkinson, souvenired it as a member of the New Zealand force that captured the German colony of Samoa in August 1914. He gave the flag to his old school in early 1915, perhaps hoping to make up for having lost the OBHS cadet corps' bugle, which he had taken to South Africa with the fourth contingent to the Boer War in March 1900.

By the outbreak of the next war in August 1914 Rogers Wilkinson was commander of the Machine Gun Section of the 5th (Wellington) Regiment. Within two days of the announcement that the country was at war, the governor general received a telegram from London: 'If your ministers desire and feel themselves able to seize [the] German wireless station at Samoa we should feel that this was a great and urgent Imperial service.' They were more than willing, and large numbers of men rushed to volunteer for the expedition, despite its goal being a closely guarded secret.

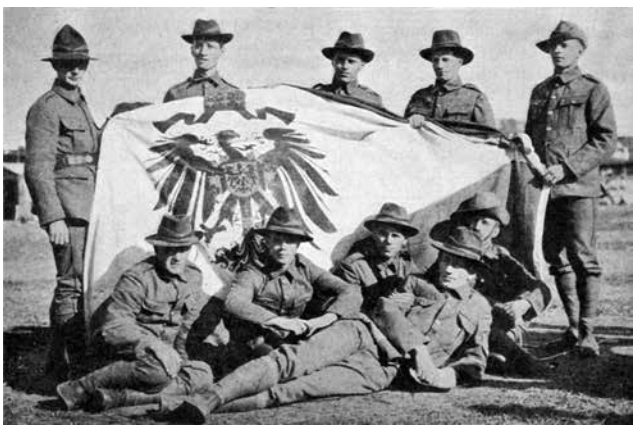
Within a week a force of 1363 was raised which comprised infantry, field artillery, engineers, machine gunners, railway engineers, a signalling company, motor boat mechanics, a Post and Telegraph company, men from the Army Service Corps, a detail from the Royal Naval Reserve, a field ambulance unit, nurses and chaplains. This was testimony to the thoroughness of New Zealand's pre-war military planning. Packed onto two transport ships, the *Monowai* and *Moeraki*, the force sailed from Wellington on 15 August. The next day they rendezvoused at sea with the third-class cruisers HMS *Psyche* and HMS *Philomel*, and were joined the next morning by HMS *Pyramus*.

The warships headed northwest and reached Noumea in New Caledonia on 20 August, where the officers were at last told where the expedition was going. Two large warships of Admiral von Spee's East Asia Squadron had been seen heading south the day before, so it would have been reassuring to be joined by the battle cruiser HMAS *Australia*, the light cruiser HMAS *Melbourne* and the French armoured cruiser *Montcalm*. After a brief stop at Suva in Fiji on 26 August, the six battleships and two transports steamed for German Samoa. They expected the islands to be defended by 300 to 400 Germans, the armed police and reservists, but warships including the armoured cruisers SMS *Scharnhorst* and SMS *Gneisenau* were also known to be in the area. Each side was seeking to disrupt the other's telecommunications by attacking wireless telegraphy stations and cutting undersea telegraph cables. Toitū has a fragment of the British Trans-Pacific cable that linked New Zealand and the United States via Canada, cut by troops from the German cruiser SMS *Nürnberg* who wrecked the cable station on Fanning Island, now part of Kiribati, in September 1914.

The expeditionary force sighted Samoa at five in the morning of 29 August. It anchored off the reef and sent a landing party ashore at Apia under a flag of truce. They summoned the Governor, Dr Erich Schultz, to surrender within half an hour. The governor, however, had headed for the hills to get to the radio station. After an hour and a half without any response, the white flag was lowered and the warships prepared to open fire. This concentrated minds wonderfully, and the German authorities announced that though they would not surrender, they would offer no resistance to the landing and they would pack up the wireless station. One sceptical New Zealander thought this 'a typical German sophism.'

The troops landed without incident and quickly seized the main government buildings. A detachment with radio operators was sent inland to secure the wireless station. There they disarmed the guards and found that the German operators had been busy 'crocking' the plant, fiddling with the wiring and setting an explosive booby-trap. Eventually the governor showed up in Apia and within hours he was on a ship to New Zealand to be interned. The next day, 30 August, the Union Jack was formally raised on the Court House: 'slowly up to the top of the flag-pole of the Court-house, whence so long the German Eagles had flown, there rose the Grand Old Flag.'

All the warships promptly departed, leaving the islands exposed to a German counter-attack. A threatened rising by about 3000 Chinese labourers was suppressed, and on 14 September the *Scharnhorst* and *Gneisenau* were spotted approaching Apia. The New Zealand troops were sitting ducks and the Samoans sensibly fled inland, but the warships unexpectedly changed course and sailed away. The soldiers thought the sight of the Union Jack flying on the Court House had scared them off, but the surprise retreat was instead probably the result of a bluff. The London Missionary Society steamer *John Williams* was in the harbour, and it broadcast wireless messages to British warships in the area. This fooled the German commander into thinking his force was in more danger than it was.



Top left: A group of naughty schoolboys hang the captured German flag from the balcony of Otago Boys' High School to welcome the Queen in October 1981. It was promptly removed so she never saw it – OBHS Archive. **Bottom right:** New Zealand soldiers and their trophy.

The German ships sailed on to Papeete in Tahiti, where they bombarded the town and sank two French ships, but were thwarted from capturing the coal stocks they were really after. They went on to defeat a small British force off Coronel near Concepción in Chile, but their days were numbered. Almost the entire German squadron, including *Scharnhorst*, *Gneisenau* and *Nürnberg*, was sunk at the end of the year in the Battle of the Falkland Islands. To commemorate Vice-Admiral Sturdee's decisive victory, a street near the city wharves in Dunedin was renamed after him.

There was no further attempt to retake Samoa, and in March 1915 five hundred of the men were returned to New Zealand, leaving a garrison to guard the wireless station. They were now in less danger from naval attack than from falling coconuts, which killed several Samoans each year. In many ways Samoa lived up to the romantic image New Zealanders had formed from the writings of Robert Louis Stevenson. He had given Samoa 'an indefinite suggestion of sunshine, tropical verdure, and beauteous dusky maidens.'

The Germans also thoughtfully left behind some refreshments. Thinking that the approaching ships of the expeditionary force were their own, they had prepared for a dance at the Cinema. 'The preparations mainly consisted in the storing of a cupboard in the building with Pilsener, whisky, champagne, and liqueurs in large quantities. All the Germans were drinking champagne although it was still early in the morning, and the news of the true nature of the ships they were welcoming so palsied their enterprise that they forgot the "preparations" they had made in the Picture-house. Consequently, when the Wellington Regiment was quartered in that building a small group of men happened upon the cupboard. That cupboard, carefully guarded, lasted them several weeks. It was a constant source of wonder to the [other] troops how the lucky party managed to keep so fresh on water.' Hermann Hiery, historian of German colonialism in the Pacific, concluded that 'military communities of all types probably tend to consume large amounts of alcohol, but if the Guinness Book of Records had existed in 1918, the New Zealand soldiers in Samoa could have claimed the record for the smallest occupying force with the largest capacity for drink during the war.'

Above left: A postcard proclaims 'Samoa Yielded without a Struggle'. **Top right:** Postage stamps and government seal from German Samoa. **Bottom right:** Cartoons from the *Free Lance* depicting the New Zealanders' departure (10 April 1915). 'Tofa' is Samoan for 'farewell'.

Lovely Cricket
that noble and manly game

One of the items dropped in the sticky, smelly mud of 1860s Dunedin and retrieved almost 150 years later by archaeologists was a souvenir of the first international sports team to tour this country. The All-England cricket team that toured the Australian colonies in 1863 arrived here in February 1864.

They played and beat local teams of twice their size in Dunedin and Christchurch. The tour was a commercial operation, and the Dunedin Cricket Club was unable alone to meet the expense of bringing the team here from Melbourne. Instead, Shadrach Jones of the Provincial Hotel stepped in and took on the commercial risk himself by providing a £2000 guarantee. A seven-foot high fence was built around the Southern Recreation Ground (now the Oval) and a grandstand constructed. It was 375 feet long and could hold 3000 spectators, a third larger than its counterpart in Melbourne, as the *Otago Daily Times* proudly pointed out. The ground had only recently been drained, before which it was said to have been so swampy that players needed to roll up their trousers.

Though Scotland has never figured among the great cricketing nations, the noble game was quick to establish itself in the new colony in 1848. Within the year, a cricket club was formed in Dunedin. Its first recorded game was in the far-from-level Octagon on New Year's Day 1849, a match between bachelors and married men. Enthusiasm however seems quickly to have waned. There were few Scots among the players, many of whom were Englishmen involved with Charles Kettle's survey party or were emigrants from the *John Wickliffe*. That ship had sailed from Gravesend in Kent, the county that had been one of the heartlands of early eighteenth-century cricket. The Revd Thomas Burns was no friend of the sound of willow on leather on holidays he thought were better reserved for religious duties. He would have approved even less of the gambling that was traditionally associated with cricket matches.
The local press largely ignored the activities and diversions of the 'Little Enemy' in the early 1850s, so it is hard to know how much cricket, if any, was being played in those years. A new cricket club was formed in 1860 but it seems not to have done much until the discovery of gold brought many keen players over from Victoria. The newly formed club played its first match in February 1862, performing creditably against a team from the 70th (Surrey) Regiment. It was a club for the well-heeled, the guinea subscription of 1863–64 being doubled for the following season. The Dunedin Cricket Club's regulations were published, and included a prohibition on smoking on the field during play. The impetus given to Dunedin cricket by the gold rushes was short-lived, and local teams were again struggling by the second half of the 1860s.

The All-England Champion XI under their captain George Parr arrived at Port Chalmers in the *Alhambra* on 1 February 1864. Parr had made his first-class debut in 1844 and was considered for several years the finest batsman in England, nicknamed the 'Lion of the North.' He joined the first professional touring team, William Clarke's All-England XI, soon after its formation in 1846, taking over as captain on Clarke's death in 1856. Three years later, together with 'The Little Wonder' John Wisden (of the eponymous *Almanack*), he led the first English team to tour abroad. The team that came, saw and conquered in Dunedin in 1864 included Julius Caesar of Godalming in Surrey, and EM (Ted 'The Coroner') Grace, elder brother of the famous Doctor WG. The All-England team was given a rousing welcome in Port Chalmers, which was decorated with flags, bunting, flowers and foliage. They then set off, despite very windy weather, in a large procession to Dunedin among cheering crowds. One of the team remarked that they had 'never had anything like such a reception in Victoria,' while others thought it was better than on any previous tour, whether of Australia, Canada or the United States. The wind had blown down several trees and removed most of the galvanised iron roof of the new grandstand. As soon as it was repaired, the roof was blown off again. Even though the Scots showed little interest in cricket, it was still thought necessary to erect a large screen to prevent spectators on the hill from watching the game without paying.

The first match was played the day after Parr's team arrived, on 2 February. Many businesses gave their employees a half-day off to watch the game. The 22 members of the Otago team came from all over the province, including the distant gold fields, and no time had been allowed for practising together as a team. Six men came from the Wakatipu district, and eight others had recently arrived from Australia so were also likely to have been gold miners. Otago were all out for 71 runs and the All-England team had made 38 for two wickets when the stumps were drawn. The *ODT* defended local honour, pointing out that 'The Otagonians, however, made by no means a bad fight, and

Above left: The players who represented Otago against George Parr's All-England team in Dunedin in February 1864.
Top right: The souvenir badge found during the Wall Street excavation, now on display in the Museum's *Ghosts of Wall Street* display.

to be beaten by such a team is no disgrace, especially when the manner in which Victorian clubs have been disposed of is taken into consideration.'

The local cricketers were under no illusions as to who would come out on top. In their address of welcome to George Parr they admitted modestly that to 'look for anything like success in the forthcoming struggle, when pitted against the Champions of the world, would be presumptious (sic) on our part.' The triple century of the heaven-born (and Dunedin-born) Brendon McCullum 150 years later would have been beyond anyone's wildest dreams. Two days after Otago's first loss by nine wickets, a combined Otago and Canterbury XXII managed a draw. Parr's team then headed north to Christchurch, where it beat a Canterbury XXII by an innings and two runs at Hagley Park. Members of the English team formed two sides to play themselves, before returning to Dunedin for their final match on 16 February. They concluded their unbeaten run by seeing off an Otago XXII by an innings and 51 runs.

Though the ground had been improved since the first match, at this final match the attendance was very low and not even all the players selected for Otago turned up. Some spectators had to be roped in as fielders to make up the numbers. Even then, several of the players gave up before the end of play. It was reported that one of them, Henry Maddock, withdrew in disgust at the fielding of some of his team. The *ODT*'s reporter was unimpressed: 'more miserable fielding, with a few exceptions, was never witnessed. On one occasion a ball fell right into the hands of a player, who dropped it like a hot potatoe (sic). In another case a player endeavo[u]red to catch a ball with his arms in the position in which they would have been if he was carrying a bundle of hay; in a third a player actually turned his back upon a catch, and in a great many more instances the play was not equal to that of schoolboys.'

The tour did not end well for Shadrach Jones either. He leased Vauxhall Gardens briefly in 1864 and got into financial difficulties which forced him to leave the country. The *ODT* thought there would be long-term benefits to Jones' speculation, however: the visiting team's flattering 'tales of the distant fields on which they have competed will be eagerly listened to in England' and would provide a fine advertisement for emigration to Otago. Playing the skilful, manly game would show those at Home we were 'British still in both commercial daring and love of national pastime.'

See also: Greg Ryan, *The Making of New Zealand Cricket 1832–1914* (London: Frank Cass, 2004)

Strategic Planning and the Restructuring of the Otago Settlers Association

The Committee initiated a review of the Otago Settlers Association's Strategic Plan in response to the huge success of the redeveloped Museum. The pressure on the Museum's staff resources is clear and the OSA should be in a position to provide enhanced support. Additionally, the number of members declined while the Museum was closed for the redevelopment.

The review led to the conclusion that a more active and structured approach to recruiting new, and retaining existing, members is needed and the OSA's sole administrative position has a crucial role to play. Also, the engagement of current members would be improved by easier and more convenient access to the OSA office. Potential new members should find it easy to join when they enquire or attend functions.

A decision was made to restructure both the OSA's committee structure and the administration role. Following appropriate consultation, the Committee decided to proceed with the restructuring and accordingly the position of Secretary was disestablished. The incumbent, Mrs Sue Gow, was therefore made redundant on 19 March 2014. The Acting Secretary, Mandy Butler, will continue in that role until a new administrator for the OSA is appointed. A new Position Description is being prepared and will be advertised. The Projects Sub-committee has been renamed 'Promotions and Membership' and refocused to concentrate more on membership retention and growth.

Phil Dowsett, President

ANZAC Day

Many thanks to those members who rose at the crack of dawn — or rather long before it — to help serve hot drinks and Anzac biscuits to those chilled people who had attended the service at the Cenotaph.

Otago Anniversary Day Luncheon

Traditionally, Anniversary Day has been celebrated on 23 March each year with a dinner at a wide variety of venues around Dunedin. Because the 23rd fell on a Sunday this year, it was decided instead to hold a luncheon at Fernhill to commemorate the 166th anniversary of the foundation of Otago. The traditional format remained very much the same with the toast to the Early Settlers being proposed by the representative of the Dunedin City Council; this year it was the new Chief Executive, Dr Sue Bidrose. The toast to the New Settlers was proposed by Councillor Louise Croot, representing the Otago Regional Council. The fine weather outside reminded guests of why Otago is such a good place to settle and the meal why the Dunedin Club has such a fine reputation. The venue, the food and the company all proved superlative.

After the meal, Councillor Neville Peat spoke on the topic 'Hills of Home.' Neville Peat developed his theme into a captivating talk on the physical formation of Otago and the striking representation of rock types. Igneous (such as basalt) sedimentary (limestone and sandstone) and metamorphic (predominantly schist and greywacke) rocks are all present in a geographically confined area. Neville explored an entirely new perspective on the spiritual connections that Otago geology provides and gave the guests more food, but for thought this time. Neville then explained the more recent development of a flag for Otago and how the preferred option was designed. For most, the story was extremely enlightening because the flag has never been widely adopted. Dave Humphrey eloquently proposed the vote of thanks and presented a gift of a book in appreciation.

Phil Dowsett, President

For Your Diary

Winter Meeting

Last year, winter weather thwarted the Association's winter meeting — so fingers crossed for this year. The theme will be the Great War of 1914–18, and the speaker will be Dunedin historian Dr George Davis. He has written on the Otago Mounted Rifles and on the history of the commemoration of Anzac Day both here and in Australia. His latest research project concerns the contribution of the Otago Medical and Dental Schools to New Zealand's wartime experience. Because the Museum stays open on Thursday evenings, meetings of the Association will now need to be on other days of the week. The winter meeting will start at 7pm on Wednesday 9 July.

Membership subscriptions are coming up for renewal, so it is worth bearing in mind that in addition to the other benefits of belonging to the Association, you are entitled to an hour's free research by the Archivist. If you haven't used the current year's allocation yet, contact Jill Haley with your queries in advance by post or electronic mail.

The Association's office is now open from 11am to 1pm Tuesdays to Fridays, so drop in to see Mandy when you have the chance. A display of interesting pictures from the past is in the foyer and boardroom.

All Hands On Deck!

If you are interested in, and know about, websites and such, and would like to get involved with the new OSA website development process we would like to hear from you. Please contact the OSA office on (03) 4778 677 or at otago.settlers.assn@xtra.co.nz

If you would think it would suit you to become more involved in the work of the Association in a more hands-on way, please let the office know. There is quite a bit going on at present. It is an opportunity to become more involved in your organisation, and your contribution is very welcome.

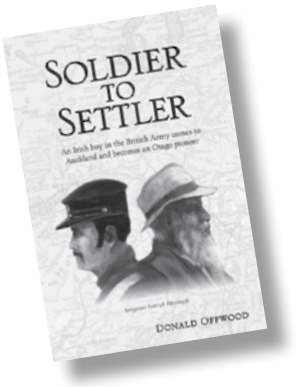
Above left: Councillor Neville Peat speaking at the Otago Anniversary Day Luncheon at Fernhill on 23 March.

Book News

Dunedin's Warehouse Precinct by Alex Trapeznik.
(Dunedin: Genre Books, 2014) Electronic book, 187 pages. Available free from www.genrebooks.co.nz

Dunedin's warehouse district just across the way from the Museum is a newly rediscovered treasure. Spanning the few blocks stretching from the railway line to Princes Street, from Queens Gardens to the Oval, for many years this area slipped out of the public eye. The grid-pattern streets laid out on reclaimed land contain a dense mixture of commercial and industrial buildings, typically between two and four storeys high with a decorative façade to the street. Some became derelict, others home to a variety of uses. A few have been demolished to create car parks. Recently, many of the buildings have become the subject of renewed enthusiasm, being strengthened, refurbished, repainted and valued once again.

This lavishly illustrated electronic book explores the business, social and architectural history of the precinct. The area was once home to the well-known firms Donald Reid & Co; the National Mortgage & Agency Co; the Union Steam Ship Co; Murray, Roberts & Co; Wright, Stephenson & Co; AH & AW Reed; Sargood, Son & Ewen; Bing, Harris & Co; Brown, Ewing & Co; Ross & Glendining; Kempthorne Prosser; Reid & Gray; Cossens & Black; Shacklock; and one of the few survivors, Hallenstein Brothers. A detailed map is included, and specially commissioned coloured photographs by Gerard O'Brien and Chris Brickell are complemented by a wide range of historic photographs. Many of these come from Toitū's extensive archival photographic collection.



Soldier to Settler by Donald Offwood.
(Christchurch: Southern Lights Books, 2014) Price $40; with member's discount $34; postage & packing $5 extra.

This dramatic and historically accurate novel follows Patrick Murtagh, who as a poor Irish boy joins the British Army in 1820. After serving in India, he is discharged into the famine of 1840s Ireland. As a man of 'good character' he is able to rejoin the Army in 1847 and come to New Zealand with the offer of his own cottage and schooling for his children, as a soldier in the Fencible Corps. In exchange for guarding Auckland for seven years, for the first time in his life he will own something he cannot carry — his own land.

Donald Offwood's earlier historical novels include the popular *Oatcakes to Otago* (2003), dealing with the Scottish migration to Otago, *Heather's Gold* (2005), which follows a family during the gold discoveries in Otago, and *Camerons of the Glen: the story of the Camerons of Glenfalloch Station, Nokomai, Central Otago* (2008). He has also commemorated the work of artist Tom Esplin in *Esplin: Tom and Edith's Creative Journeys* (2007), and written a novel based on his international flying experiences, *Safe Pair of Hands* (2010).

The Museum shop stocks a wide range of books, postcards, tea towels, cushions, coasters, jewellery, toys and other gifts. There is also a further range of books displayed near the Archive, where the old shop was situated before the rebuilding. Members of the Otago Settlers Association qualify for a 15% discount. For further details, contact the Museum shop on (03) 477 5052; cheques should be made payable to 'Toitū Otago Settlers Museum.'

OTAGO SETTLERS ASSOCIATION

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This newsletter was produced by the Otago Settlers Association, founder and supporter of the Toitū 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 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 Toitū Otago Settlers Museum*

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