



Tramway Treasures

In July the Otago Settlers Association assisted the museum with the purchase of a significant piece of Dunedin's tramway heritage – a trowel and mallet presented at the laying of the foundation stone for the Dunedin City Corporation's electric tramcar house beside the Market Reserve. With the association between the Market Reserve site and city transport perhaps nearing an end after more than a century, it is timely that we have secured this reminder of the founding days of the city's electric tramway system.

The first electric tramcar service in New Zealand was launched on 23 October 1900 when the Roslyn Tramway Company began its electric service along what is now known as Highgate, linking the suburbs of Roslyn and Maori Hill. Soon the Dunedin City Corporation, following the Roslyn Tramway Company's lead, began developing a city-owned electric tramcar service. One of the early things they did, on 1 November 1902, was lay the foundation stone for the new tramcar house.



The newly purchased ceremonial trowel and mallet

The trowel in use at the laying of the foundation stone of the tramcar house. *Otago Witness* 12 November 1902



Fixing of the tablet to the George Street Bridge. *Otago Witness* 11 March 1903

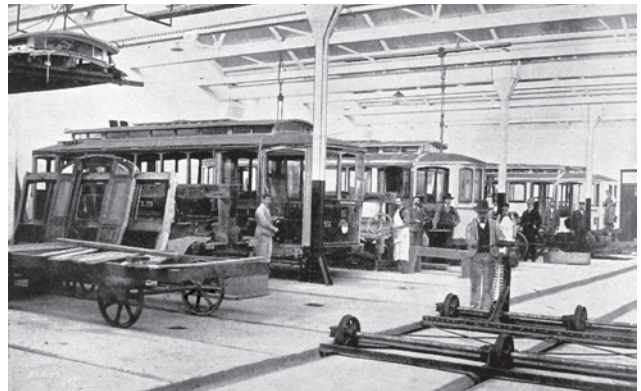
Dunedin's Mayor and Mayoress Mr and Mrs James Alexander Park officiated at the stone laying ceremony. The contractors McKechnie and Fleming presented Mrs Park, who laid the stone, with the inscribed silver trowel and wooden mallet as a memento of the occasion. Plaques marking the laying of the stone and its relaying in 1974 are still mounted on the Transport Place sheds today.

In February 1903 Mayor Park also turned the first sod for the tramway construction and laid the foundation stone of the new George Street Bridge. The original fleet of 43 tramcars was constructed by coachbuilders JG Brill and Company of Philadelphia and gradually assembled at the new tramcar house between 1903 and 1906.

The official launch of the new electric tramway took place on 16 December 1903. By this time James Park was no longer Mayor of Dunedin and the official duties fell to the new Mayor and Mayoress, Mr and Mrs Thomas Scott. The day began with Mrs Scott switching on the electricity supply at the temporary powerhouse in Cumberland Street. This was followed by a luncheon at the tramcar house, attended by about 300 diners.

It was nearly four o'clock before the tramcars were brought out. A procession of six cars made its way along the route, stopping at the George Street Bridge to declare it open for traffic. That evening a celebratory concert in the Gardens drew a crowd of 7,000 or 8,000 people. The tramcar service did not actually begin until the day before Christmas 1903, and in the first four days of operation over that Christmas period the new electric trams carried more than 40,000 passengers.

Peter Read

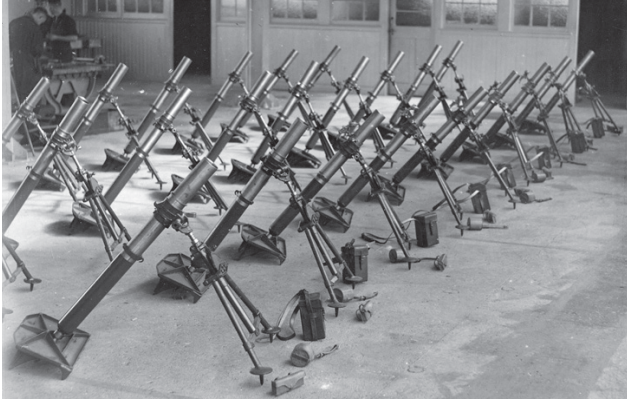


Building tramcars in the new tramcar house. *Otago Witness* 7 October 1903

Luncheon in the tramcar house (centre); Procession of cars turning into George Street from Howe Street *Otago Witness* 23 December 1903

Dunedin's War

The Wartime Experience Three 'Covert' Operatives



The Museum's current exhibition *Dunedin's War* offers an unashamedly parochial perspective on the Second World War. It offers reflections on two questions: what was the impact of the war on Dunedin? What was the impact of Dunedin on the war? Part of the answer to the first question is provided by the depressingly long list of names of Dunedin's war dead that forms such an imposing spectacle in the exhibition. Over 950 Dunedin men (and a few women) went away to war and never came back. Honouring their sacrifice is a major element of this exhibition. To answer the second question – Dunedin's impact on the war – we took a wide view. This drew in all the contributions of the city's industry to the war effort as well as the wide-ranging activities of Dunedin people in wartime service. Many visitors have expressed surprise, for example, to learn that hundreds of 3" mortars were manufactured at Dunedin's Hillside railway workshops. We were lucky enough to be able to borrow one for display. Better known perhaps was the story of the 2nd New Zealand Expeditionary Force, or New Zealand's contributions to the war at sea and in the air. We picked out some of the Dunedin angles to each.

Less well known are stories of the more clandestine activities engaged in by Dunedin's covert operatives during the war. These are not prominent in our display, largely because there were few available artefacts or even images to support such stories. But they are no less fascinating for all that. One story that we were able to support was that of Norman Davis. Davis was a brilliant student, dux at Otago Boys' High in 1929 and a Rhodes Scholar from Otago in 1934. After graduating from Oxford, he went to the Balkans, obtained a lectureship first at the University of Lithuania and then in Bulgaria. He was also secretly the representative of British Military Intelligence in this highly volatile region. His daring role in the evacuation of the leader of the Bulgarian resistance – hiding him in a crate of British legation 'archives' and escorting it across the border to safety – was only one of the wartime exploits that saw him both condemned to death (in absentia) by the Bulgarians and awarded the military MBE by the King.

Lindsay Rogers was another Otago Boys' High School old boy who distinguished himself 'behind the lines'. Qualifying in medicine at Otago, Rogers had spent five years in London hospitals and was in England at the outbreak of war. He joined the Royal Army Medical Corps and saw military service as a medic in North Africa. From there he joined the British Special Operations Executive. In November 1943 he was landed by submarine on the Dalmatian coast and linked up with the Yugoslav partisan army of Joseph Tito. Tito's communist partisans fought a vicious guerrilla campaign against the Nazis, perhaps the most effective but costly resistance movement of the war. Rogers' contribution as a doctor, operating in the most primitive conditions and without equipment or medicines, was greatly appreciated. General Freyberg later credited Rogers' record as one of the factors in easing relations between the New Zealand Division and the Yugoslavs during their tense stand-off at Trieste at the war's end.

A final Dunedin clandestine link never made it into the exhibition at all. Dunedin-born James Austin graduated from Otago University in 1935 and went on to the Massachusetts Institute of Technology where he became professor of meteorology in 1941. Working as a consultant to the US Army Air Force, he was one of the elite team of weather forecasters whose 'top-secret' work was critical to the success of the D-Day landings in 1944. The D-Day invasion is a watershed in the history of weather forecasting – the first time such a critical event was ultimately decided on the basis of a weather prediction. The Allies' successful anticipation of a break in the huge Atlantic storm that was raging in the English Channel on 6 June 1944 gave them a vital edge. German forecasters had advised their military that no invasion was possible in such conditions and the heightened defences had been stood down. James Austin was awarded the Medal of Freedom for his civilian wartime service. Like Davis and Rogers he never lived in Dunedin again after his university days. All three, however, remained proud of their Otago roots.

Seán Brosnahan



Three-inch mortars manufactured at Hillside Railway workshops in 1941 – courtesy Allied Press
Dr Lindsay Rogers from the frontispiece of his book *Guerrilla Surgeon*

The Ubiquitous Henry Farley



Henry Farley has had a raw deal from historians. Some of his ventures have been noted but scarcely a word has been written about the man himself. It seems to have been left to the Otago Settlers News to give him his due.

Henry Charles Farley was born on 5 October 1823 at Severn Stoke, Worcestershire, son of Giles Farley who, as may be guessed from his name, was a farmer. Young Henry, however, sought more fertile fields. The burgeoning tea trade attracted him. As a speculator by nature, he would have been excited by the ups and downs of the market which often resulted in quick profits or losses. Another aspect of the business that fascinated him was the tea garden phenomenon, the most notable example of which was London's Vauxhall Pleasure Gardens. Here people of all classes would gather to sip tea and enjoy the many attractions on offer.

Tea dealing was a licensed trade and Farley was required to pay an annual fee of 11 shillings for a permit. He set himself up in Presteign, a Welsh market town just across the border from Herefordshire. On 3 June 1851 he married Mary Jones, teenage daughter of a local shopkeeper. The couple had two sons – Charles and Herbert.

But Henry had grander ideas than selling tea and was soon lured to the Australian goldfields. It was success as a mining speculator in Victoria that laid the foundation for his subsequent business ventures. In December 1856, at a sale of allotments in central Ballarat, he was hissed by by-standers for his greedy approach. He acquired 15 allotments to become the chief property-holder in Main Street. One of his purchases was the John O'Groats Hotel which, with its associated concert hall, was one of the best known establishments in the town. Farley became the licensee. H Farley & Co, who owned a china shop,

would probably have been Henry and his wife Mary. She, however, didn't really take to colonial life and eventually returned to Britain, presumably taking her two sons. Henry travelled home too, but was soon back in Victoria.

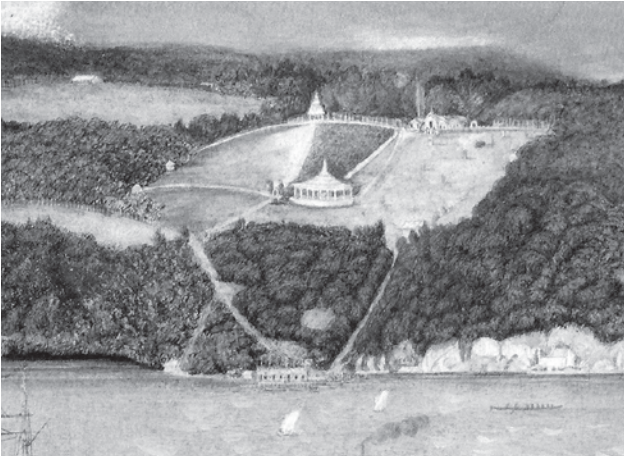
One way and another he had become fabulously rich by the time of Otago's Tuapeka goldrush in 1861. As soon as he learned of it he was across the Tasman in a flash and snapping up property in Dunedin, much of it on prime sites. Some of his sections he leased to tenants; some he subdivided and sold off as small allotments; on others he erected buildings.

On 17 September 1861 he advertised that he'd bought Tickle's Dunedin Commercial Salerooms and was in the process of rebuilding. He replaced the original wooden salerooms with a three-storeyed brick structure – one of the most substantial buildings in Dunedin at the time. It stood in Princes Street, a few yards south of the Stafford Street corner, and was 'open for the sale of every description of Merchandise and Properties.'

In the same advertisement Farley advised that he was building the Arcade which linked High and Maclaggan Streets. In its original form Farley's Arcade consisted of a narrow boardwalk flanked on either side by small wooden shops. There were 54 shops in all, plus a few water closets. On 9 August the <italics: Otago Witness> declared 'Farley's Arcade is like no other in the wide, wide world – a universal emporium, a depot for every description of merchandise, edibles, drinkables, wearables and smokeables.'

Farley's next venture was his most ambitious – the re-creation on a hilltop above Andersons Bay of London's fabulous Vauxhall Gardens. The London gardens had become unprofitable and gone out of existence in 1859 but, with Otago's gold boom in full swing and Dunedin swarming with pleasure seekers, Farley's version enjoyed initial success. The gardens were opened on 23 December 1862 when 'Mr Farley, their proprietor, invited a number of gentlemen to a cold collation.' Transport across the harbour was provided by the Nugget, a small steamer Farley had bought for the purpose. For access to the gardens themselves he'd installed a funicular tramway from the jetty to the top of the cliff. A feature of the opening, according to advertisements, was Dunedin's first hot-air-balloon ascent. The main buildings were a huge rotunda and a hotel with an exceptionally long bar 'presided over by a fair goddess.' Outdoors there were lamp-lit bush walks, shady arbours and a sports ground. Over the next two years many more attractions were added - an enormous strawberry garden, an enclosure holding rabbits for shooting, a pigeon-shooting gallery, a saltwater swimming pool by the jetty, and a menagerie that included such exotic creatures as monkeys, kangaroos, a koala and a Tasmanian devil. There were also vultures, the feeding of which was a daily highlight. On special occasions athletic meetings, balls, spectacular firework displays or unusual events such as medieval tilting tournaments attracted thousands. Farley left the day-to-day running of the gardens to a manager, Thomas Hetherington, who was also licensee of the Vauxhall Gardens Hotel at first, although the licence was later transferred to Farley himself.

Dunedin Commercial Salerooms (centre right) in Princes Street, c 1863 – Otago Settlers Museum collection



By 1863 Farley was involved in another major enterprise – construction of the Dunedin City Music Hall, later known as Farley’s Hall. This was situated on the western side of Princes Street, between Dowling Street and Moray Place. Adjoining the hall on the Dowling Street side were shops, offices etc, the whole complex being known as Farley’s Buildings. A long-standing tenant of one of the offices was the Otago Benevolent Society Trust.

Farley had an office and living quarters in the buildings. For meals he often went to the Oyster Saloon in Farley’s Arcade and became friendly with the Kentish proprietor John Wheeler and his daughters Jane and Elizabeth. When Jane married Thomas Rainford in 1863 Farley was one of the witnesses. The following year Elizabeth gave birth to a daughter, Alice, fathered by Farley. Elizabeth was 18, Farley 40.



For possibly the only time in his life, Farley found himself stretched financially in 1864. He was forced to mortgage some of his properties in order to raise £4000. This may have been to clear debts incurred in developments at the Vauxhall Gardens. He handed over the running of the gardens that year to Dunedin’s other celebrated entrepreneur of the time, Dr Shadrach Jones, but retained possession of the land until 1866.

By then he was embarking on another big project – replacement of the little wooden shops on the western side of the Arcade with a two-storeyed brick row. The architect was John Millar who had trained in England under John Hopper, architect to George IV. Millar, who shared with Farley a ‘Think Big’ mentality, had been appointed Dunedin’s City Engineer in 1863 and had been severely criticised for furnishing the city with unduly ornate and expensive gas lamp posts which he had designed himself. (One of them now stands outside the Otago Settlers Museum.) Of his Arcade design, however, it was said that he had ‘secured a good architectural effect without incurring much cost.’ The new line of buildings consisted of a corner hotel and twelve shops. The Arcade was renamed Fleet Street, and construction was complete by October 1866.

There were two significant events in Farley’s personal life that year. He and Elizabeth Wheeler became the parents of their second child, James, and Henry’s wife Mary died in Hereford, England. The boys Charles and Herbert seem to have been temporarily left in the care of Mary’s parents and sister Caroline in Presteign.

Henry and Elizabeth married on 2 October 1867. The wedding took place, not in Dunedin, but in Ballarat, and not until Elizabeth had turned 21 – facts suggesting it didn’t have the approval of Elizabeth’s parents. Intriguingly, though, there are hints that, despite Henry’s adultery while still married to Mary, Mary’s Welsh parents supported, and even organised, his marriage to Elizabeth. Charles and Herbert were now with their father; the wedding was conducted ‘according to the rites of the Welsh Presbyterians’; and it was witnessed by a John Jones, that being the name of Mary’s father. Could it be that the Joneses had accompanied their grandsons to the antipodes and made sure the boys’ stepmother was properly married to their father?

The Farley family stayed in Ballarat for some time and, while there, experienced the tragedy of the death of daughter Alice, aged only three. Henry decided to move on. His speculative spirit having been aroused by the discovery of a rich goldfield at Gympie in Queensland, he moved there, invested heavily in mining shares, and opened two hotels, Farley’s Mining Exchange and the Pewter Pots. In 1870 he returned briefly to Dunedin, then settled with his wife and family in Brisbane where he became the proprietor of, firstly the Royal George Hotel, then the Café Royal.

Early in 1872 he learned of a new township named Stanthorpe being developed in Queensland’s high-altitude Granite Belt following the discovery of tin ore in the locality. Quick off the mark as usual, he loaded a wagon with timber and corrugated iron and set off for the new settlement where he immediately built another Farley’s Mining Exchange Hotel. He also invested in the tin mines. Many of the regular patrons of the hotel were young men described as having ‘more money than wisdom’ and known as ‘Farley’s Lambs.’ They were in the habit of amusing themselves by racing around the back of the building and creating an infernal din by dragging sticks across the corrugated iron walls. If Henry happened to be inside he would shout dire threats if they didn’t stop that ‘ripple’.

Detail from a painting by Liardet showing Vauxhall Gardens on Otago Peninsula, 1864 – Otago Settlers Museum Collection
Farley’s Buildings in Princes Street, c 1863 – Otago Settlers Museum collection



About a year after its opening, Henry's wife Elizabeth took over the licence and the name was shortened to Farley's Hotel. Elizabeth, a fine singer, was popular in the district and much in demand for concerts. Henry, meanwhile, had opened a hotel named the Britannia at Ballandean, a few miles south of Stanthorpe.

In 1874 the former farmer's boy from Worcestershire bought a farm of his own on the outskirts of Brisbane. He named it Archerfield after Alexander Archer, a banker who had helped him acquire the land. The area now includes the suburb of Archerfield and Brisbane Airport.

In 1875 Farley sold Archerfield and returned to Dunedin in order to complete the upgrade of the Arcade. Under his personal supervision the remaining wooden shops were demolished and replaced with a two-storeyed brick row matching that on the opposite side. The carriageway was asphalted and roofed. The name Fleet Street was discontinued, to be replaced with Farley's Royal Arcade. There was a formal opening on Monday, 25 October 1875 when a crowd of over 1000 paid a shilling each to attend a Grand Promenade Concert. Farley had no reputation as a philanthropist but on this occasion he donated the proceeds of the concert to the Benevolent Institute Trust. The amount (£52) was roughly equivalent to what he received every year from the trust as office rent. Farley's Royal Arcade stood for 56 years and for much of that time was Dunedin's main shopping centre. In 1931 it was replaced with new buildings and became Broadway.



One of Farley's Queensland hotels. The man at the right of the central group is probably Henry Farley. Farley's Royal Arcade, Maclaggan Street, late 19th century

In 1876 Henry Farley returned to Queensland, bought a 7000-acre property at Woongaroo near Brisbane and styled himself 'grazier.' His home base was still Stanthorpe, probably at the insistence of Elizabeth who had become attached to the place and its residents – one in particular. The Hon John de Poix-Tyrel was as distinguished as his name and title suggest and was Stanthorpe's leading citizen. An auctioneer, land-owner and church warden, he was president of the Agricultural, Pastoral and Mining Association and a Member of Queensland's Legislative Assembly. He and Elizabeth became close friends.

By the late 1870s Henry's health had begun to deteriorate. He sold the farm in 1878 and, after that, was styled 'gentleman.' He still had business interests and friends in Ballarat, Dunedin, Gympie, Brisbane, Sydney and Stanthorpe and continually flitted among these places, often turning up unexpectedly or leaving without remembering to tell anyone. He saw little of his wife and sons but always made a point of being home for Christmas. In 1879, hoping a long sea voyage would be beneficial, he travelled to the USA. Early in 1880 he was in Dunedin: it was his last visit to the city. His next port of call was Sydney where his in-laws the Rainfords had settled. He stayed with them for the last two months of his life.

The circumstances of his death were extraordinary but characteristic of the man. One evening he ventured out, saying he was going to a concert or lecture (accounts vary). He never returned. Jane Rainford wasn't concerned, assuming that, as a 'man of eccentric habits,' he'd gone to Queensland without letting her know. In fact he'd been found by Police unconscious in the street and transferred to the infirmary. There he lay, comatose and unidentified for six days before dying, on 16 June, at the age of 56. A disturbing feature of his last days was the theft from his person of his valuable gold watch. It turned up in a pawn shop.

At an inquest the day after his death the coroner was told that Farley was a man of temperate habits who had been suffering from 'general debility' and was under medication. The cause of death was given as 'sanguineous apoplexy.' Newspaper reports, which described the deceased as 'one of the best known mining speculators in Australia,' condemned the incompetence of both the Police and infirmary authorities.

The day after the inquest Farley was buried in Sydney's Waverley Cemetery. Stanthorpe people mourned the loss of their 'friend and respected fellow resident.' In several newspapers, including the *Otago Witness*, Elizabeth inserted a death notice describing him as 'A loving husband, a fond father and a faithful friend.' About four months later Elizabeth married de Poix-Tyrel.

Henry Farley was an individualist who never held public office or joined any organisation yet had a big impact on many communities – most of all Dunedin. As an enterprising entrepreneur and developer who transformed and enlivened the city he deserves to be rescued from obscurity.

Donald Gordon

Farewell to Barbara



This year's AGM was tinged with sadness in that it was the last formal OSA occasion for our secretary Barbara Allibone, well-known to members for many years as the voice and face of the Association. Barbara has just retired after more than twenty years' service to the Settlers Museum and the Settlers Association.

Thanking her for her outstanding service, President Melville Carr noted that Barbara had been administrative officer at the Museum, and hence an employee of the Association, since July 1985. In 1996 she took on secretarial duties for the OSA, including the regular handling of financial transactions. During the ensuing years she carried out her duties not only meticulously, but with friendliness and courtesy, often going the extra mile to ensure that all of the committee's decisions were implemented. 'You have weathered choppy seas,' Melville said, 'and have negotiated the busy-ness of the sesqui-centennial activities and celebrations. You have, in the true pioneering spirit of the Otago settlers, been the first secretary entirely involved in assisting the Association in its role of support rather than administration of the Museum. Your appointment in 1996 was the beginning of a new era in which you have set an extremely high standard.'

Barbara was presented with flowers, a crystal bowl and (carried by the acclamation of the meeting) honorary life membership of the Association.

New Secretary

We would like to introduce to members our new Secretary, Sue Gow. Originally trained as a secretary in Britain, Sue brings to the position an interest in heritage; among her hobbies is a passion for choral singing. We wish her well in her new job.

Annual General Meeting

At the 107th Annual General Meeting held on Thursday 15 September Grant McDonald on behalf of the Museum Director reported on museum activities. The serving officers and committee members of the Association were re-elected, and two new committee members were elected: Bill Bachop and Norman Ledgerwood.

Ron Askin, Property Manager of Fisher & Paykel at Mosgiel, spoke to an audience of about 35 on the history of HE Shacklock & Co from the 1870s to the present. 'Shackies' made its name as a manufacturer of kitchen ranges designed for local coal, the last of which was made as recently as 1971. In 1925 the firm introduced the first New Zealand-made range to run on 'white coal': electricity. After its takeover by Fisher & Paykel in 1973, restructuring began in 1983 and operations were concentrated in the then new factory at Mosgiel. An electronic slide-show concluded, showing the present-day factory and aspects of the industrial design process, with some emphasis on coffee-drinking and foreign travel.



Auckland and Christchurch Meetings

Towards the end of September an inaugural meeting of OSA members was held in Ferndale House, Mt Albert, Auckland when about 30 members attended. President Melville Carr was present and spoke about 'Charlie Ayton, a pioneer on the Serpentine gold diggings'. The annual Christchurch meeting attracting 31 people was held early in October. Donald Offwood revealed some of his 'Pioneering Passions' and three other members shared some thoughts about favourite artefacts which they brought to the meeting. At both meetings members were especially interested in a presentation about the proposed redevelopment of the Museum. Thanks are extended to organizers Annette and Barrie Paterson (Auckland) and Brian and Judith Gray (Christchurch).

For Your Diary

Celebrating Christmas Past and Present

Our Christmas party, in the Museum on Wednesday 14 December at 7.30pm, will be a celebration of the traditional English Christmas, especially in its Southern colonial form. There will be songs and stories, and members will be able to view Santa's Grotto, with new scenes of Pixie Town restored through the generosity of the Association. If you wish to attend, please contact the OSA secretary, Sue Gow, on (03) 477 8677.

Archives Department

Over the Christmas and New Year period the Archives Department will be closed on Monday 26 and Tuesday 27 December, but will be open from Wednesday 28 to Friday 30 December from 10.00am to 1.00pm. The following week, the archives will be closed on Monday 2 and Tuesday 3 January; normal hours resume on Wednesday 4 January 2006.

The Genealogical Society's library will close after the usual research hours on Sunday 11 December 2005 and reopen on Saturday 28 January 2006.

Otago Anniversary Day Dinner

23 March 2006

We are linking up with the Port Chalmers Historical Society to celebrate Anniversary Day at a dinner on Thursday 23 March 2006 in the recently refurbished Port Chalmers Town Hall. Transport will be available from Dunedin and an evening of good food and sparkling entertainment is being planned. Watch out for full details in the March newsletter.

The 158th Anniversary of the Founding of Otago Church Service

The anniversary will be observed on Sunday 19 March 2006 at a service at First Church at 10.00am. The Reverend Martin Baker, Minister, First Church of Otago, extends a warm invitation to members of the Otago Settlers Association to attend this service.

Historic Cemeteries

The Historic Cemeteries Conservation Trust is seeking new members. Enquiries to Stewart Harvey, 65 Every Street, Dunedin or at alloway@xtra.co.nz

From the Otago Settlers Museum Shop

Cracks in a Glass Ceiling: New Zealand Women 1975-2004 by Dunedin's Joyce Herd, reflects the writer's lifelong observation of women's roles and involvement in women's issues. Commissioned by the Otago Branch of the Federation of Graduate Women and based on research coordinated by Claudia Bell, it provides lively and perceptive comment on the changes and continuities in women's lives over the last thirty years.

Hundreds of women up and down the country, some prominent, others not, as well as groups of women of all kinds were interviewed to build up the narrative. All are frank, some are passionate, some are funny and a number are strikingly outspoken as they get to grips with such topics as women's health, education and employment, and the sexual revolution. An excellent chronology highlights just how many and how significant have been the changes affecting women over these years.

Price to members at \$31.40 (postage and packaging \$4)



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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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