

Battery Flat



Late 1897 or early 1898. Staples collection.

Until 1885 there was no bridge across the Ohinemuri River. Karangahake was the Battery Flat area until then, hence the hotel and store. It has an area of approximately 2 hectares of reasonably flat land.

Accessed today by thousands of people, most of whom have no idea of the rich history and significance of this area.

Battery Flat

Some Battery Flat dates	
1875	Stampede to Karangahake Spur.
1876	Karangahake Battery. The first battery is erected on Battery Flat.
1883	Tramway Hotel established.
1885	First bridge, Hogg's store opens, self-acting incline built. La Monte furnace erected. Karangahake Post Office opens during 1885.
1888	Parkes' furnace started.
1890	Ivanhoe Battery sold for removal to Puriri.
1894	Tramway Hotel has a handsome verandah along the river frontage.
1895	Tramway Hotel enlarged by building another storey on it.
1896	Mr Alf. Shepherd, of the Tramway Hotel, Karangahake, sold that hotel to Mr Bunyard.
1897	Talisman build General Office and cyanide vat house. Mr A. Bunyard, Tramway Hotel, erects a Lyceum Hall, close to the hotel.
1898	New Traffic bridge opened.
1906	Tramway hotel destroyed by fire.
1908	Talisman vat house enlarged to become the powerhouse.
1909	Ohinemuri voted Dry. Tramway hotel reduced to boarding house only.
1913	New truss Traffic bridge.
1915	Boarding house on hill is removed.
1916	Fatal Fire at Karangahake. Tramway hotel destroyed.
1938	Dubbo battery under way.
1959	Paeroa municipal water supply pipeline and suspension bridge installed.
1970?	"Gold Camp" created.
2019	New suspension bridge across the Ohinemuri River.

Battery Flat

1875

3 March.

Ohinemuri opened to mining with stampede from Mackaytown. Prospecting was centred on the Karangahake Spur, behind (south) of the small river flat that was soon to be known as Battery Flat.

1876

Karangahake Battery

The first battery is erected on Battery Flat, at the junction of the Waitawheta River and Ohinemuri River. It is powered by a turbine from a water race on the Waitawheta River, using amalgamated mercury plates to recover the gold from the crushed ore (the “ordinary battery process”).¹

No date for the official opening of the battery, but on or before July 19 1876

1883

Tramway Hotel established

It soon became obvious that mining was going to boom so Alf Shepherd, who owned the Tramway Hotel at Waitekauri, decided to move his establishment to Karangahake. He commenced to erect a building at Battery Flat in October 1883. On 11 December 1883 the Ohinemuri Licencing Bench Commission approved transfer of his licence to Karangahake and the hotel, also named 'Tramway' opened 2 weeks later.²

1885

First bridge³, Hogg's store opens⁴, La Monte furnace erected⁵, self-acting incline built⁶

4 September

THE GOLDFIELDS.

THE UPPER COUNTRY.—KARANGAHAKE. (by a MINER)

This district, as your readers are aware, is very mountainous, and rugged in the extreme. This, although picturesque and highly attractive to the artist, is a source of difficulty to the miner. The place is difficult of access, the means of transit are few, and the roads precipitous and of the worst possible description.

Of the road between Paeroa and Karangahake, its state may be inferred from the fact that it requires a team of five or six horses to convey a load of 15cwt.

¹ <https://paperspast.natlib.govt.nz/newspapers/NZH18760701.2.33>

New Zealand Herald, Volume XIII, Issue 4565, 1 July 1876, Page 6

² <https://www.ohinemuri.org.nz/journals/journal-32-september-1988/tramway-hotel-karangahake>

Ohinemuri Regional History Journal 32, September 1988

³ <https://paperspast.natlib.govt.nz/newspapers/THA18850604.2.10>

Thames Advertiser, Volume XVI, Issue 5185, 4 June 1885, Page 3

⁴ <https://paperspast.natlib.govt.nz/newspapers/NZH18850904.2.49>

New Zealand Herald, Volume XXII, Issue 7424, 4 September 1885, Page 6

⁵ <https://paperspast.natlib.govt.nz/newspapers/THA18851216.2.8>

Thames Advertiser, Volume XVI, Issue 5351, 16 December 1885, Page 3

⁶ <https://paperspast.natlib.govt.nz/newspapers/THA18850811.2.9>

Thames Advertiser, Volume XVI, Issue 5243, 11 August 1885, Page 3

Only one trip a day is possible, and the cost of carriage is £2 per ton. From Paeroa to the ford past Mackaytown the country is very level, and it should be no great engineering feat to lay off a cart road and maintain it in good order. Mackaytown, some ten years ago, was much more known to fame than at present; now the only representative of civilisation is Carroll Nash's hotel... From Mackaytown the old road to Waitekauri, Owharoa, Waihi, and Katikati branches off [Rahu Road?]; but not feeling disposed to wade through a sea of black mud, with an excellent chance of getting stuck up to the ears therein, I preferred the new road [Around the bluff from Mackaytown?]. This road, although not open for horse or vehicular traffic because of the absence of bridges over tributary creeks and ravines, and of the presence of numerous landslips which occurred during last winter, is moderately passable for foot travellers.

Passing over the Ohinemuri river by means of the suspension bridge [recently opened] which spans it, the old Karangahake township is reached. The township is situated on a small flat, not more than two or three acres in extent. Its permanent buildings are the Ivanhoe battery, Shepherd's hotel, a new store just opened by Mr. Alexander Hogg, and the Woodstock furnace, in course of erection...⁷

12 September

From Paeroa to Karangahake the road is in a very bad state indeed, and carting of necessity most difficult and expensive. On arriving at Karangahake one cannot but feel astonished at the activity and amount of work going on.

The erection of the furnace for the Woodstock mine is progressing rapidly...

A self-acting tramway of about 400ft [122m] for the conveyance of coke, stores, etc., from where unloaded direct to the furnace house is completed...

A township site has been laid off on the opposite bank of the river, and some seventeen allotments already applied for there. Mr A. Hogg who has just erected a large new store has been appointed postmaster; the mail service will be triweekly, and probably commence this week.⁸

Karangahake Post Office opens during 1885⁹

⁷ <https://paperspast.natlib.govt.nz/newspapers/NZH18850904.2.49>

New Zealand Herald, Volume XXII, Issue 7424, 4 September 1885, Page 6

⁸ <https://paperspast.natlib.govt.nz/newspapers/TAN18850912.2.46>

Te Aroha News, Volume III, Issue 119, 12 September 1885, Page 6

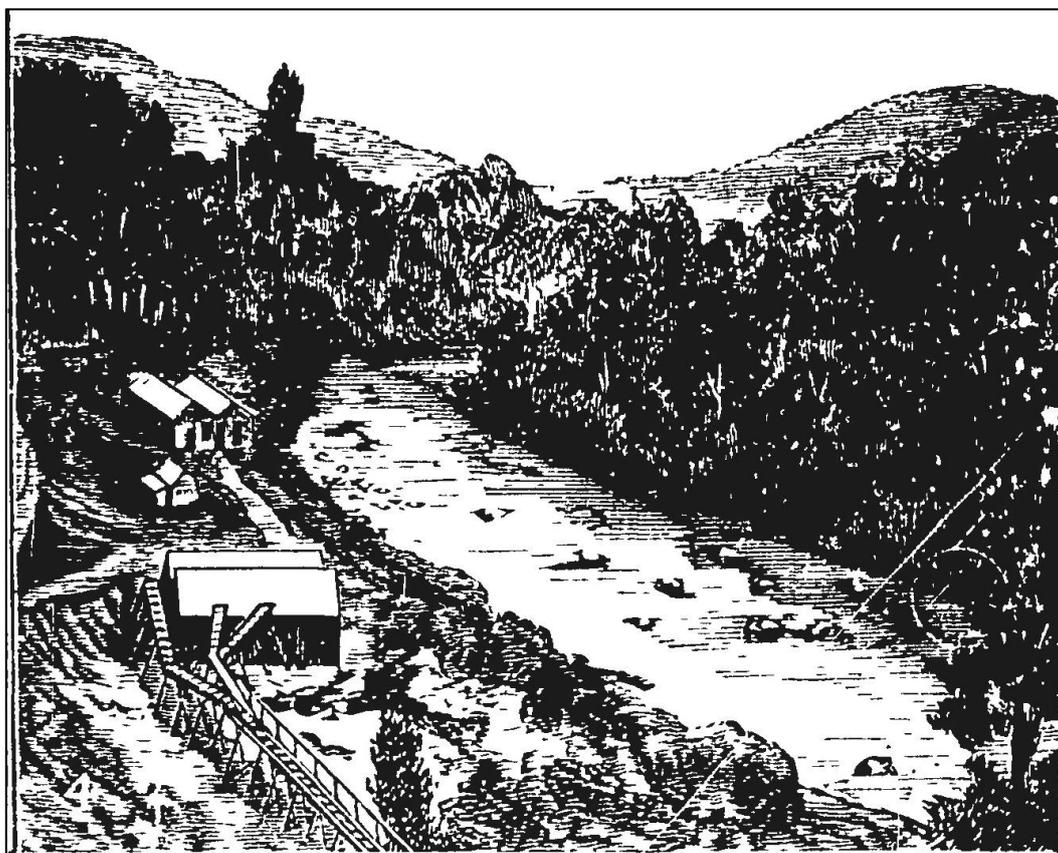
⁹ <https://paperspast.natlib.govt.nz/parliamentary/AJHR1886-I.2.2.4.1>

POST OFFICE AND TELEGRAPH DEPARTMENT (REPORT OF THE), FOR THE YEAR 1885., Appendix to the Journals of the House of Representatives, 1886 Session I, F-01

Battery Flat

This is the earliest image known of Battery Flat.

Pictorial Christmas Supplement to the New Zealand Herald, December 1885. These lithographs are art works, possibly based on photographs.



View from the Tokano [Taukani] Hill.^{10 11} NZ Herald.

Water race, tramway and battery. Tramway Hotel behind. Ohinemuri River at right, looking downstream.

Early 1885.

No. 4: This view is taken from the Tokano [Taukani] Hill, and represents in the foreground the water race supplying the Ivanhoe Battery, Shepherd's Hotel in the distance, with the Ohinemuri River, having on its right timber-covered spurs. A solitary kauri tree is to be seen growing against the sky line, towering above the forest growth below.

Image "taken" from a little way up the track ascending Taukani, as seen in image No. 3. Water race and tramway. The building in the foreground is the Hauraki Battery. The Ivanhoe Company acquired the battery from the Hauraki Company circa August 1885. The description, if written in December, has updated the ownership/name.

The image shows the tramway dividing at the battery building. Maybe this allowed ore from the different mines to be kept separate, eg from Sir Walter Scott, and from Ivanhoe. This divided tramway can be seen in later photographs taken after the battery is removed.

¹⁰ <https://paperspast.natlib.govt.nz/newspapers/NZH18851221.2.20.2>

New Zealand Herald, Volume XXII, Issue 7516, 21 December 1885, Page 4

¹¹ <https://paperspast.natlib.govt.nz/newspapers/new-zealand-herald/1885/12/24/19>

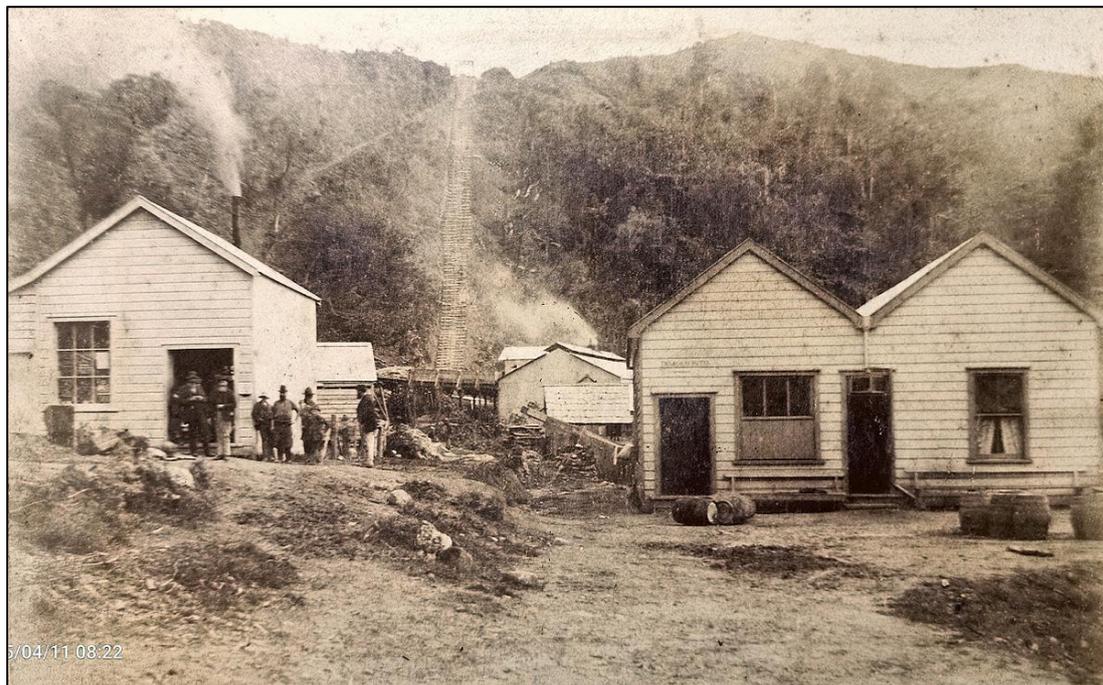
New Zealand Herald, Volume XXII, Issue 7519, 24 December 1885, Page 13 (Supplement)

Battery Flat

No buildings shown on true right bank of Ohinemuri, nor bridge (completed June 1885¹²). No sign of the La Monte furnace building under construction. This also began in June 1885. Hogg's Store opened early September, and is also not seen in the images.

This seems to date these images early in June at the very latest. They are no earlier than early May 1884, when the Sir Walter Scott install their ore chute.

1886



Hogg's store on left, Tramway Hotel on right, La Monte furnace smoking in background. The incline behind. Note the passing loop at the half-way point, and also what appears to be an earlier sled(?) track down the slope to the left of the incline.

The furnace appears to be in action, it operated for a short period in August 1886.

The hotel is a simple affair, with only modest signage over the door. Barrels furnish the "garden bar". Seven figures can be seen at the store.

This version from Staples collection via Waihi Arts Centre and Museum. Also at Ohinemuri Regional History Journal 44¹³

1887

21 June

At Karangahake about one and a half chains of the Woodstock water race [Ohinemuri, servicing their furnace house] was carried away by the flood yesterday, and the whole of the outbuildings belonging to Tramway Hotel were demolished.¹⁴

¹² <https://paperspast.natlib.govt.nz/newspapers/THA18850604.2.10>

Thames Advertiser, Volume XVI, Issue 5185, 4 June 1885, Page 3

¹³ <https://www.ohinemuri.org.nz/journals/journal-44-september-2000/karangahake-township>

¹⁴ <https://paperspast.natlib.govt.nz/newspapers/THA18870621.2.18>

Thames Advertiser, Volume XVII, Issue 5815, 21 June 1887, Page 2

1888

Parkes' furnace started

27 September

Karangahake. — The Parkes' furnace started to-day. Everything is in good order, and working well.¹⁵



Title: Showing the Ohinemuri River, the Tramway Hotel and Pioneer Store at Karangahake.

3574 Karangahake 483, Auckland Library. Photographer: JD Richardson/J Martin.

The incline is clearly visible, also a possible earlier sled track? From left; Hogg's store, Tramway Hotel, Woodstock Furnace house. The wooden flume supplying water from the Ohinemuri, and the trestle tramway to deliver ore to the furnace. The store and Hotel have bolder signage now.

At the furnace, the balcony now has a stairway, and there is a lean-to, with door above, on this wall.

The chimney is now bricked, with a pipe extension.

Note the figure on the bridge. Bridge constructed 1885.

So mid 1888? Photograph was taken from the road.

¹⁵ <https://paperspast.natlib.govt.nz/newspapers/NZH18880927.2.59>

New Zealand Herald, Volume XXV, Issue 9170, 27 September 1888, Page 6

Battery Flat

1890

24 March

The old Ivanhoe Battery, which is, or was the most complete plant of its kind in the district, has been sold for removal to Puriri, where it is to be re-erected on behalf of an Auckland syndicate.¹⁶

Ivanhoe Battery sold for removal to Puriri

That is the last mention of the “old Ivanhoe Battery” ex Hauraki battery, ex Karangahake battery. Gone, after 14 years.

1891



Staples collection.

Photograph taken from up the bank, across the Waitawheta River.

There is no Crown Company water race flume shown; it was built during 1892.

Bottom left of the image are the water race flume and tramway bridge which served the battery. On close inspection, a rectangular shape is visible on the ground just to the right of the end of the tramway.

Foundation of the battery building? To the left of this, at the end of the water race, some structure excavated into the ground. Turbine/pelton wheel pit?

The white sandy area appears to be tailings(?). To the right of this appears to be a wooden ground flume; tailings discharge?

Like photographing dolphins, we have photographs of where the battery was. This image not long after the battery was removed. Late 1890, or 1891?

¹⁶ <https://paperspast.natlib.govt.nz/newspapers/NZH18900324.2.74>
New Zealand Herald, Volume XXVII, Issue 8211, 24 March 1890, Page 6

1893



Title: Karangahake Township. Auckland Library; photographer JD Richardson.

To the left of the image can be seen an area of white sand, beyond which the location of the removed Karangahake/Hauraki/Ivanhoe battery. Below the two water race flumes are the remains of the tramway trestle bridge and water race flume for the battery.

Visible are the Crown Company tramway and water race flume, completed towards the end of 1892. Parke's furnace at right.

Photograph taken from well above the road, c. 1893+?

1894

5 February

KARANGAHAKE DISTRICT.

...and the Tramway Hotel, always a commodious house, has been further improved by the erection of a handsome verandah along the river frontage, and another over the front of the building.¹⁷

1895

28 January

In Karangahake there is not now a great deal of room for new houses, but old ones are being improved and enlarged. There is now a large fixed population besides a constant stream of traffic to and from Waihi and Waitekauri as well as the main coach traffic to Katikati and Tauranga, and the place has therefore a very busy appearance. A building formerly used as a store and telephone office, adjoining the Tramway Hotel, has been renovated to adapt it to its present use as a billiard saloon, and it is provided with an excellent table. The proprietor, Mr. A. Shepherd, is about to enlarge the Tramway Hotel, by building another storey on it, as its present capacity is altogether insufficient for the streams of travellers requiring accommodation. Mr. Ryan, of the Karangahake Hotel, is also enlarging his premises by excavating under them for the purpose of giving another storey, and at the same time to bring the building, which is at present on a bank, to the level of the main road.¹⁸

21 June

KARANGAHAKE.

As we approach Karangahake, the country becomes more and more favourable for mining operations, and the bush scenery takes away the barre appearance characteristic of Waihi. In the neighbourhood of the township are several good grass paddocks and fair crops of maize, &c, are obtained. The two hotels are in process of reconstruction and enlargement and they both do a very large trade. Mr and Mrs Shepherd of the Tramway Hotel, the name of which is shortly to be altered to the Talisman, have a large and comfortable house, which they preside over with that cordiality and homeliness which ensure the comfort of their guests. Like Waihi, Karangahake has made wonderful progress during the past year, and bids fair to outstrip the former place in the near future.¹⁹

6 September

BAY OF PLENTY LICENSING COMMITTEE.

The quarterly meeting of the above Committee was held in the Courthouse, Tauranga, on Wednesday...

¹⁷ <https://paperspast.natlib.govt.nz/newspapers/NZH18940205.2.68>

New Zealand Herald, Volume XXXI, Issue 9426, 5 February 1894, Page 6

¹⁸ <https://paperspast.natlib.govt.nz/newspapers/NZH18950128.2.58>

New Zealand Herald, Volume XXXII, Issue 9729, 28 January 1895, Page 6

¹⁹ <https://paperspast.natlib.govt.nz/newspapers/BOPT18950621.2.20>

Bay of Plenty Times, Volume XXI, Issue 3280, 21 June 1895, Page 6

Mr Moss, on behalf of Mr Alfred Shepherd, of the Tramway Hotel, Karangahake, asked for permission to change the name of the house to the Talisman Hotel. On the motion of Mr Elliot seconded by Mr Edwards the application was granted.²⁰

The name on the building remained "Tramway Hotel", but may have changed when rebuilt after the fire of 1906? The following is a story invented by Gary Staples, from the Ohinemuri Regional History Journals.

In December 1897 Alf sold the hotel to L D Nathan & Co., who were brewers in Auckland. The Shepherds moved to Katikati and had the Talisman Hotel there for six years, before retiring. For a short while in 1898 Algar Bunyard was our licensee until Bill Ryan took over.

At first the hotel was a single storey, but was soon enlarged and another storey added.

The hotel was lit by electricity which was a great novelty in those days. Water from Scotchmans Gully was used to drive a generator set up in the stables out the back.

Montgomerys bought the hotel but it continued to be run by Bill Ryan until his death on 26 March 1902. His wife, Kate, carried on and after she remarried Peter Crosby, he took over as licensee.

The next event I'll never forget took place on 16 September 1906. I was having a drink at the bar with a couple of mates after a hard day up at the mine when, at 9.30, suddenly one of the maids rushed into the bar screaming, "Fire! Fire! The kitchen's on fire!" We shot out into the back of the building, only to retreat before a wall of flames as the fire took hold on the building. Everyone got out and the fire brigade soon arrived, only to find the water mains turned off. Then, when the water was turned on, the hose repeatedly burst. It had not been renewed since the Brigade was formed in 1898 and had perished. By now the old wooden building was a raging inferno which spread to the adjacent Volunteer ("Crosby's") Hall and Billiard Room nearby. These were destroyed as well as the hotel. Nothing was saved. Next day a temporary bar was rigged up (necessary to preserve the licence). I had to move temporarily into the boarding house above Scotchmans Gully but it was not long before a new hotel was built as the building had been insured.²¹

1896

15 June

Mr Alf. Shepherd, of the Tramway Hotel, Karangahake, having sold that hotel to Mr Bunyard, has paid Mr Barney MacDonnell £2000 for the Uretara Hotel at Katikati.²²

It will become the Talisman Hotel, Katikati.

²⁰ <https://paperspast.natlib.govt.nz/newspapers/BOPT18950906.2.27>

Bay of Plenty Times, 6 September 1895, Page 7

²¹ <https://www.ohinemuri.org.nz/journals/journal-32-september-1988/tramway-hotel-karangahake>

Tramway Hotel, Karangahake. Ohinemuri Regional History Journal 32, September 1988

²² <https://paperspast.natlib.govt.nz/newspapers/THA18960615.2.11>

Thames Advertiser, Volume XXVIII, Issue 8455, 15 June 1896, Page 2

1897

1 May

Passing out of Paeroa towards Karangahake the road is found to be something like Kyber Pass on market day, a procession of vehicles from one end to the other. Approaching the Gorge the road is seen to be narrow and dangerous, and it is easily understood how many accidents occur in this district, where every man seems to drive and only a few know how...

...Here we first see mining in real earnest, and there is no mistaking the genuine article. And here right in amongst the busiest of busy bees we find Bunyard erst of the Commercial, Whangarei, now having the Tramway Hotel, Karangahake. He too is up-to-date, for we got here Swepps' English soda and Apolonaris water. The house is lighted by electricity, and the only level bit of ground in the valley is in front of the hotel. This is furnished with an electric search light, and on off nights the miners hold their al fresco Court here and settle differences summarily without needless reference to the Government officials.

The Talisman and Woodstock batteries are within a stone's throw of Bunyard's hotel, and five minutes' walk around the corner brings you into one of the wildest and most picturesque gorges imaginable. The sides of the mountain rise up perpendicularly forming what in America is commonly called a canon [canyon]. Overhead are stretched innumerable wire ropes, these cross the gorge or canon and carry the ore from one side to the other. The ingenuity of the miner is here displayed to great advantage. The manner in which these aerial trams, looking like spider webs across the sky, are managed reflects great credit on the mine managers in this region.²³

19 June

In addition to the buildings, machinery and plant, bridge, etc., above referred to, suitable office premises and residences for the mine manager (Mr W. Goldsworthy) and the battery manager (Mr C. H. Taylor) have been erected since the property was taken over by the new company.²⁴

Talisman cyanide vat house on Special Site.

The cyanide plant consists of 6 wooden vats each 22 feet in diameter, with the usual accessories, including amalgamated copper plates and three 4-foot Berdans, and more.²⁵

17 November

Mr A. Bunyard, of the Tramway Hotel, Karangahake, is erecting a Lyceum Hall, close to the hotel. Messrs Guthrie Bros, are the contractors, and the size of the building is 85ft by 35ft, depth of stage 20ft by 35ft, having three dressing rooms, and at the other end an orderly room for the use of the

²³ <https://paperspast.natlib.govt.nz/newspapers/OG18970501.2.34>
Ohinemuri Gazette, Volume VII, Issue 388, 1 May 1897, Page 6

²⁴ <https://paperspast.natlib.govt.nz/newspapers/OG18970619.2.18>
Ohinemuri Gazette, Volume VII, Issue 400, 19 June 1897, Page 5

²⁵ <https://paperspast.natlib.govt.nz/newspapers/OG18970619.2.18>
Ohinemuri Gazette, Volume VII, Issue 400, 19 June 1897, Page 5

Battery Flat

Volunteers. The Hall will be opened on the 10th December proxo., with a military Ball.²⁶



Late 1897 or early 1898. Staples collection.

At left the new Woodstock forty stamp battery, completed March 1897.

Only one suspension bridge, second built during 1898. The Talisman vat house, on their special site, completed June 1897. The Tramway hotel is prominent (subtitled A. Bunyard), with verandah and second storey. Just beyond it, partly obscured, is the Talisman general office building.

The single kiln, and the three kilns are firing. The tunnel from the latter is visible below the kilns, tramway with ground rail taking roasted ore to the battery. This tramway crosses the water balance which is below the single kiln.

The battery converts to wet crushing in March 1898²⁷; kilns no longer used.

The Crown water race flume and tramway complete with horses and ore trucks at middle right.

Note the new two storey building on the ridge above Battery Flat. It is not present in the 1896 photograph. A boarding house?²⁸ The proprietor stands at the front door ;).

²⁶ <https://paperspast.natlib.govt.nz/newspapers/OG18971117.2.3>

Ohinemuri Gazette, Volume VII, Issue 443, 17 November 1897, Page 2

²⁷ <https://paperspast.natlib.govt.nz/newspapers/NZH18980318.2.69.3>

New Zealand Herald, Volume XXXV, Issue 10704, 18 March 1898, Page 1 (Supplement)

²⁸ <https://paperspast.natlib.govt.nz/newspapers/THA18970424.2.9>

Thames Advertiser, Volume XXIX, Issue 8718, 24 April 1897, Page 2



Still only one bridge (1885), and no large building to left of the hotel (Lyceum late 1897).

The Talisman general office building behind the bridge pylon. More buildings are anticipated to its right by the post and rail fence.

Above the left hand end of the hotel, just below the trestle tramway, we see the two Albert Reed shanties shown below. They don't look very large. There are several other "shanties" on Battery Flat. What was their legal status?

1897? Staples collection.

1898

The Lyceum Hall, beside the Tramway Hotel, was completed end 1897²⁹. We can see this in an image published 1905.

New Traffic bridge opened

20 August

OPENING OF KARANGAHAKE TRAFFIC BRIDGE.

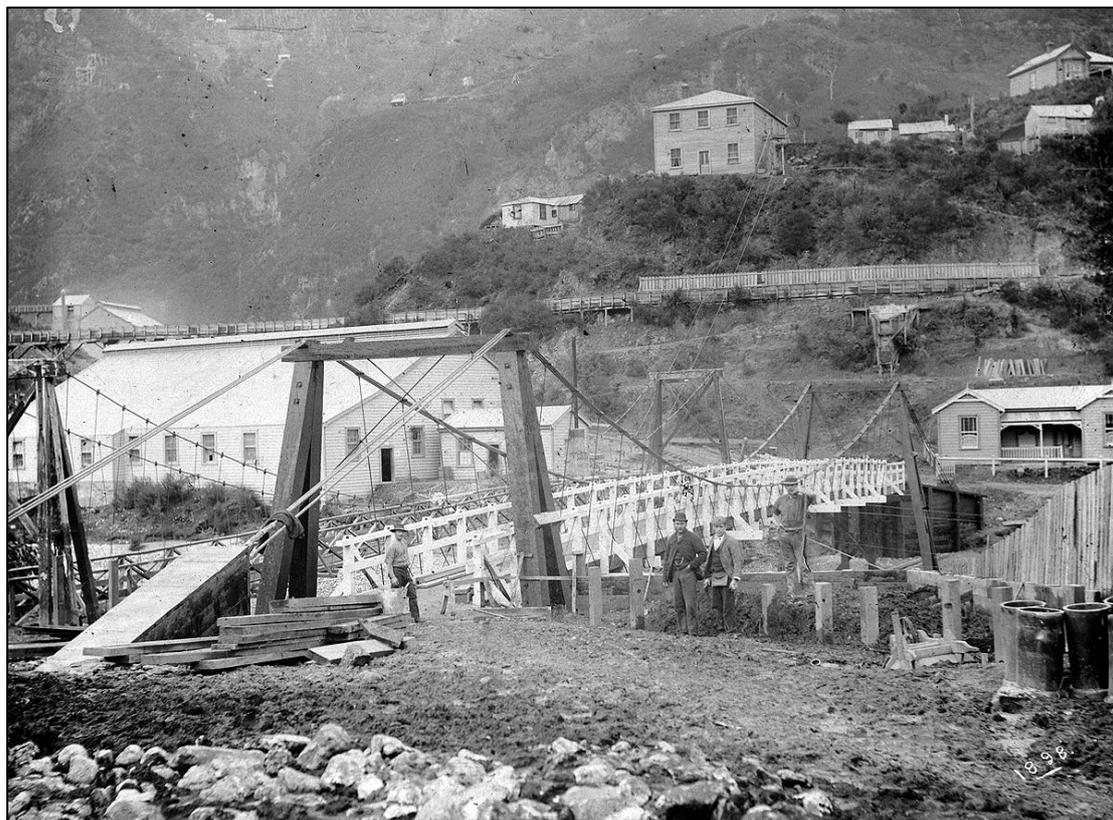
An event of great importance occurred at Karangahake yesterday morning, when the new traffic bridge at that place was formally opened. At the invitation of the contractor Mr M. Coulson, Cr McAndrew and Messrs Armstrong (County Engineer), Palmer (Water-works Engineer), Clayton (Assistant Engineer), and Press representatives, drove out to Karangahake in one of Mr Short's brakes, drawn by four horses, and driven by Mr Harry White. On arrival at Karangahake the party was increased by Cr Stackpole and others, and the barricade being removed the coach drove across the bridge, and was thus the first public vehicle to drive across the Ohinemuri river at Karangahake.

²⁹ <https://paperspast.natlib.govt.nz/newspapers/OG18971117.2.3>
Ohinemuri Gazette, Volume VII, Issue 443, 17 November 1897, Page 2

Battery Flat

Cr Stackpole, in a neat speech, declared the bridge open. He said that although the bridge was a strong one, and reflected great credit on the contractor and engineer, yet he was confident from personal knowledge that the mining industry would last longer than the bridge.

At the request of Mr Coulson, the party adjourned to Mr Ryan's hotel, where a most recherche repast was partaken of...³⁰



Karangahake Suspension (Traffic) Bridge under construction, 1898 (June?). Paeroa Historical Society, Staples Collection. Martin Coulson contractor on right (hardhat). Photographer unknown (MM White?). Photograph taken from the position of the present visitor shelter.

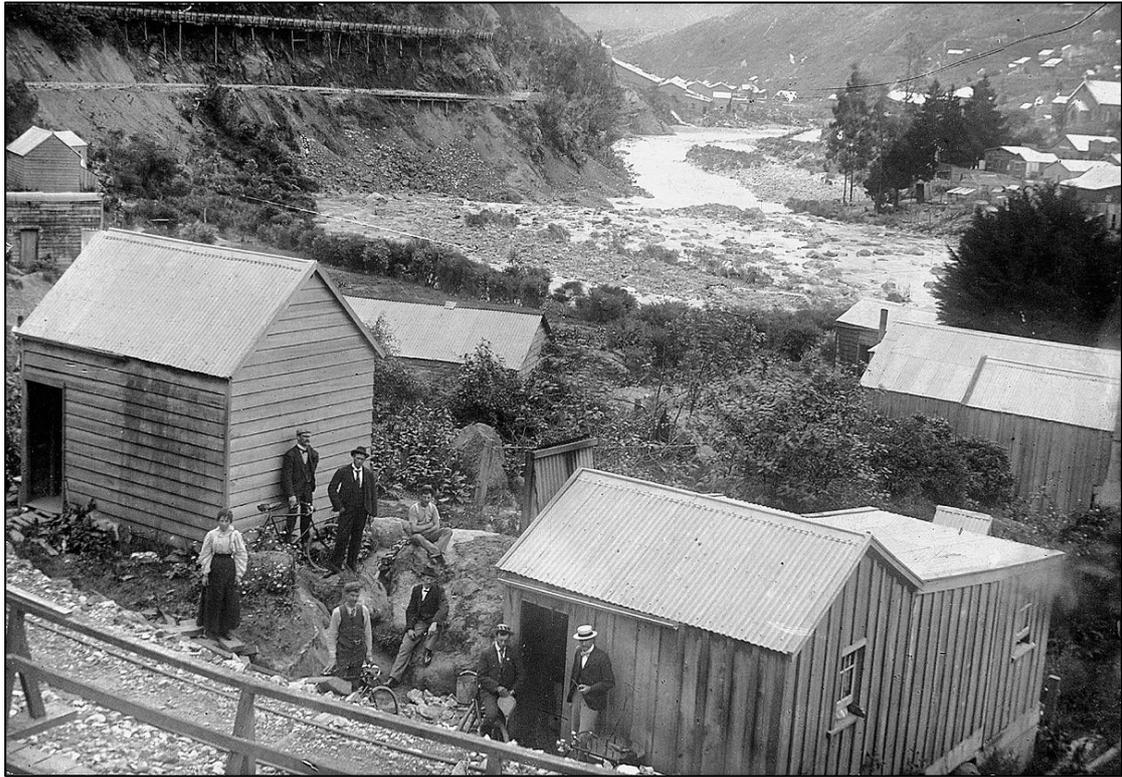
This more substantial bridge has been built a little downstream from the first bridge (1885). The substantial concrete footing for the opposite pylon is visible in the river today (below the new suspension bridge). Three cables each side.

Seen through the bridge is the recently constructed Talisman Vat House, behind that, the top of the battery. The building middle right hand edge of image is the Talisman General Office building. Above this is an ore hopper on Scotchman's Gully road, allowing ore to be loaded on to the now Crown tramway. Above this again is the Crown water race flume, with a paling fence on the up-hill side to prevent debris entering it.

Top left of the image are blurry glimpses of ore hoppers/cableways, and a Talisman incline? It appears that the two storey building (a boarding house?) has its own cableway for the transport of supplies.

³⁰ <https://paperspast.natlib.govt.nz/newspapers/OG18980820.2.15>
Ohinemuri Gazette, Volume VIII, Issue 520, 20 August 1898, Page 3

Battery Flat



B3566 Albert Reed shanty, Karangahake, 1898. MM White photograph.

We see these two buildings in the image of 1897.

One of these men may be Albert Reed. Note the bicycles.

Battery Flat

1901



1901 05 03 Auckland Libraries Heritage Collections AWNS-1901 05 03-03-01 Begmen.
Looking from above Battery Flat towards the main road. The new bridge of 1898 at the left.
No rotunda yet, built 1908.

1902



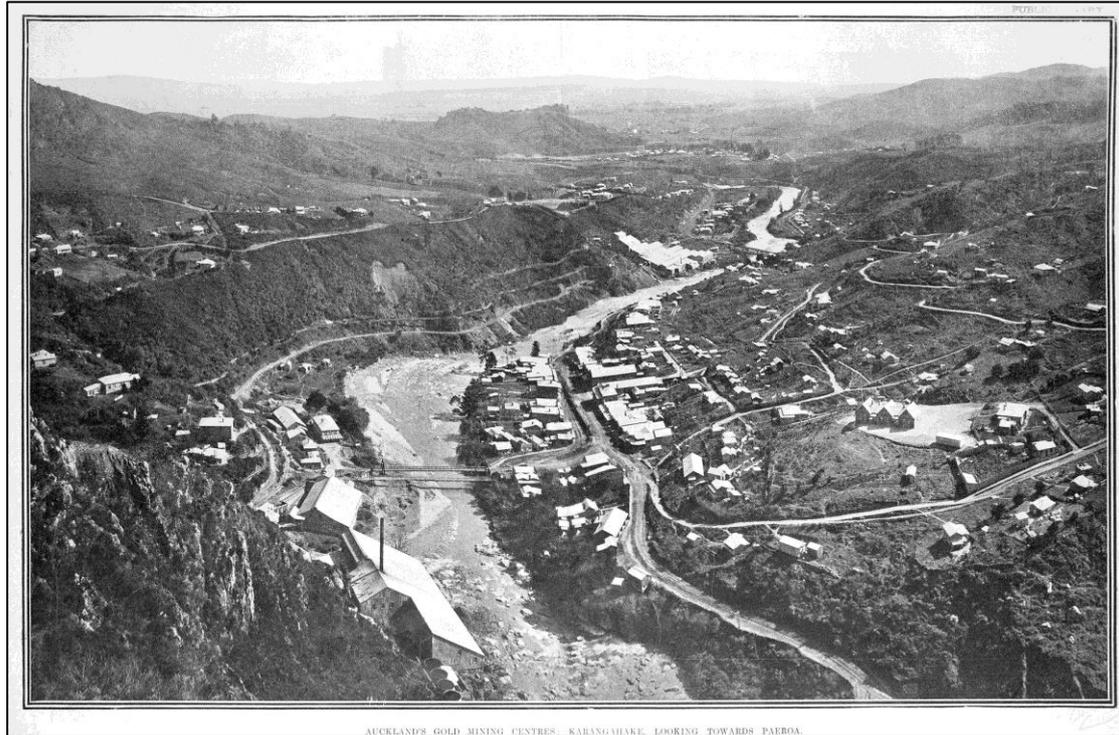
THE TALISMAN BATTERY.

1902 03 22 Auckland Libraries Heritage Collections NZG-1902 03 22-0553-04

A larger boiler house has been added, behind the small earlier one, to the right of the Talisman vat house.

Two suspension bridges, six photo-bombers.

1905

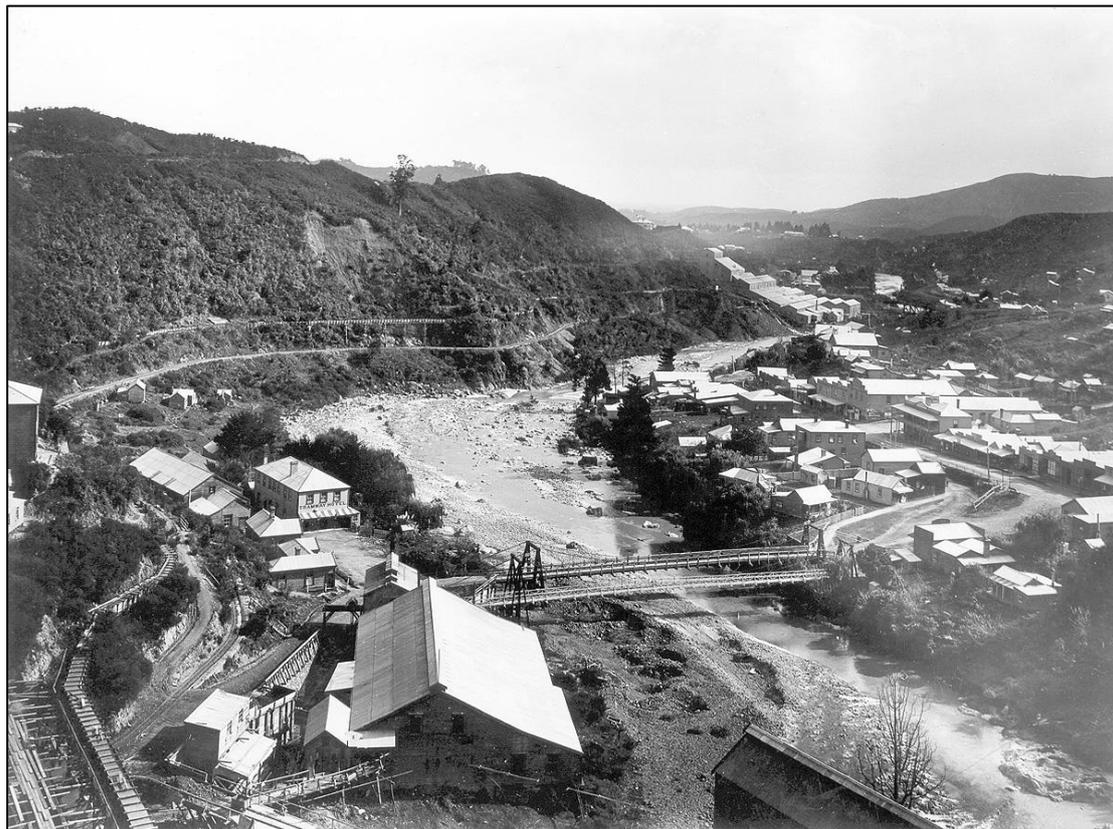


AUCKLAND'S GOLD-MINING CENTRES. KARANGAHAKE. LOOKING TOWARDS PAUROA.

1905 09 21 Auckland Libraries Heritage Collections AWNS-19050921-03-01.

Looking from Taukani (the old cableway head?), we can see the large roof to the left of the Tramway hotel; the Lyceum Hall of late 1897.

1906



Winkelmann photograph, 1906, W1213.

Photograph taken from the Taukani ridge above the Woodstock battery (roughly where their first kiln was, and our current look-out).

In the foreground is the Talisman vat house. A bigger boiler house has been added at the rear, close to the two suspension bridges. The vat house may no longer be used for processing (no sign of tailings discharge); it will soon have boilers, engines and compressors installed.

Between the vat house and the hotel are the Talisman General Office, and beyond that the Assay Office (later, just Office). The assay house will be built behind this by 1909.

The Crown battery in the distance. The lowest bench on the hillside is the new, level, tramway. Where it disappears near the battery is where it is tunnelled through the spur. Above this is the water race flume. The large slip scar is the 1901 slip? The company's response to that slip was obviously to support the flume on trestle legs. The flume is discharging water at the battery via the bye wash.

Above this again the remains of the high tramway, abandoned in 1899. At the very top of the hill is the County Road.

The Tramway Hotel (the version we see here) is destroyed by fire 16 September 1906.³¹

The large building to the left of the hotel is the Lyceum Hall of late 1897?

Karangahake has become a busy place.

Staples Collection.

17 September

Fire at Karangahake. Tramway hotel destroyed.

TRAMWAY HOTEL DESTROYED

A serious fire occurred at Karangahake last night by which the Tramway Hotel, which is situated on the east side of the river, was destroyed. The hotel,

³¹ <https://paperspast.natlib.govt.nz/newspapers/THS19060917.2.22>

Thames Star, Volume XLIII, Issue 10597, 17 September 1906, Page 2

which is the property of Mr Montgomery, was a substantial two-storeyed building and was well furnished throughout. The fire was at its height about ten o'clock last night, and Thames residents observed the bright glare in the sky. The whole of the hotel was completely destroyed and the bulk of the furniture, while the hall which adjoined was also burnt. Willing hands were soon at work, an attempt was made to save the billiard table, and efforts in this direction met with partial success.

The present occupier of the Tramway Hotel is Mr Crosbie, a relative of Mr George Crosbie, of Paeroa. It is stated that had the water supply been available the building would have been saved, but that as the reservoir was being cleaned out the necessary pressure of water was absent. It is stated that some of the occupiers lost their belongings. The insurances were not available, though we entered into communication with Karangahake on the subject. The cause of the fire is not stated.³²

19 September

INTERPROVINCIAL.

(BY TELEGRAPH —PRESS ASSOCIATION).

FIRE AT KARANGAHAKE. Paeroa, Last Night.

A fire occurred at Karangahake about half-past nine o'clock last night, and totally destroyed the Tramway Hotel and the hall and billiard-room next to it. The fire started in the hotel, and as there was nobody about at the time it had a good hold before it was discovered. When the fire brigade arrived there was some delay in getting the water, and when the water was available the efforts of the brigade were useless, as the hose was perished and burst in several places. The fire burned so fiercely that practically nothing was saved in the hotel. The hall and billiard-room, which were alongside, soon caught fire, and were also soon completely destroyed. Had the fire brigade's gear been in good order the billiard-room and hotel would probably have been saved. The origin of the fire is unknown, but it started somewhere at the back of the hotel and near the pantry. The buildings were owned by Mrs W. Montgomery, sen., and were leased by Mr P. Crosby, the licensee of the hotel.

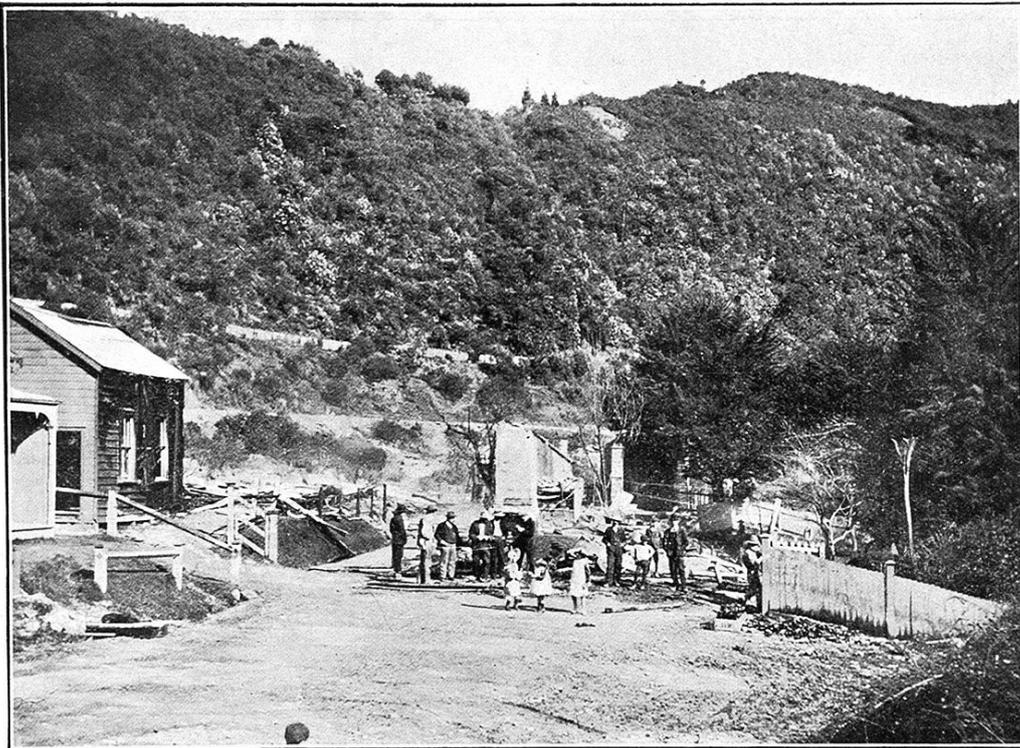
The hotel building was insured for £1200 in the New Zealand Company, £300 being retained, and the balance reinsured. The stock, furniture, billiard tables and pianos were insured for £850 in the name of Mrs K. Crosby, £150 being held by the New Zealand Company, and the remainder reinsured. The hall was also insured in the New Zealand Office for £250, of which £75 was retained by the company, and the remainder reinsured.³³

³² <https://paperspast.natlib.govt.nz/newspapers/THS19060917.2.22>

Thames Star, Volume XLIII, Issue 10597, 17 September 1906, Page 2

³³ <https://paperspast.natlib.govt.nz/newspapers/WAIGUS19060919.2.20>

Waikato Argus, Volume XXI, Issue 3288, 19 September 1906, Page 2



DESTRUCTIVE FIRE AT KARANGAHAKE, AUCKLAND: A VIEW OF THE RUINS.

The fire, which occurred on September 16, completely destroyed the Tramway Hotel, and the hall and billiard-room next to it. The insurances amounted to £2300. D. Shaw, Photo.

Destructive fire at Karangahake. Published in the Auckland Weekly News 27 September 1906.
Auckland Libraries Heritage Collections AWNS-19060927-10-03 D Shaw.

1908

This from the 1908 AJHR (for 1907):

additional installations are being made to the power and treatment plant.³⁴

It appears that this presages changes at the vat house, with images after 1908 showing the large chimney that dominates the landscape in this location. Boilers are required to power the large steam engine installed at the battery during 1909.

This from the 1909 AJHR (for 1908)

A Riedler compressor with a capacity of 3,100 cub. ft. of free air per minute has been erected during the year, also four Babcock and Wilcox boilers and a 100-kilowatt generator, to supply power to the mine.³⁵

This must be in the powerhouse on Battery Flat.

17 November

The installation of the new air-compressor plant at the Talisman mine is now completed...³⁶

³⁴ <https://paperspast.natlib.govt.nz/parliamentary/AJHR1908-I.2.2.2.4>

MINES STATEMENT BY THE HON. JAMES MCGOWAN, MINISTER OF MINES., Appendix to the Journals of the House of Representatives, 1908 Session I, C-02

³⁵ <https://paperspast.natlib.govt.nz/parliamentary/AJHR1909-II.2.2.2.5>

MINES STATEMENT, BY THE HON. RODERICK MCKENZIE, MINISTER OF MINES., Appendix to the Journals of the House of Representatives, 1909 Session II, C-02

1909

4 March

Ohinemuri Licensing Election.

As we briefly mentioned in our last issue, the special Court appointed to hear the petition to upset the Ohinemuri Licensing Poll sat at Waihi on Monday morning...

The judgment concluded : —“We do not think the irregularities proved show that the poll was not conducted substantially in accordance with the provisions of the law, nor do we think that the result was affected thereby. The petition is dismissed with costs amounting to £97 16s. The official result of the poll as announced after a recount of the votes recorded was as follows: Continuance 2040; Reduction 2295; No-license 3340. No-license was carried by 86 over the required number...

As soon as the decision on the Ohinemuri licensing petition was known, a “Star” reporter waited upon Mr A. M. Myers, chairman of the Auckland Brewers and Wine and Spirit Merchants’ Association, and asked if he could give any indication of the probable monetary loss involved. “The closing in June next of the 16 hotels that are affected by the decision,” said Mr Myers, “will probably involve a loss to the owners of about £30,000.”...

Our reporter then interviewed Mr Palmer, the President of the Auckland Licensed Victuallers’ Association.

“I can only,” said Mr Palmer, “express my deep regret that so many of the retail trade should have such a heavy loss inflicted on them, under such unfair conditions; especially as there can be little doubt that the question of the retail price of beer played a prominent part at the poll, and the vote was really more of a retaliatory nature than based on any broad lines of principle. I do not hesitate to predict that when the people of the Ohinemuri district realise the true effects of No-license, and find how rampant sly-grog and gambling dens, with their attendant evils will become, they will deeply regret their recent action.”..

THE HOTELS TO BE CLOSED,

The hotels to be closed as a result of the Court’s decision, as from June 30, number 14, and are as follows; At Waihi: The Central, Sterling, Rob Roy, and Waihi. At Waikino: The Waikino. At Karangahake: The Tramway and Talisman. At Mackaytown; The Mackaytown. At Waitekauri: The Waitekauri. At Golden Cross: The Golden Cross. At Paeroa: The Commercial, Paeroa, Criterion, and Royal Mail.³⁷

³⁶ <https://paperspast.natlib.govt.nz/newspapers/NZH19081117.2.11>
New Zealand Herald, Volume XLV, Issue 13909, 17 November 1908, Page 3

³⁷ <https://paperspast.natlib.govt.nz/newspapers/TAN19090304.2.30>
Te Aroha News, Volume XXVII, Issue 4381, 4 March 1909, Page 3

Battery Flat



Talisman G.M.Co. Office and Assay room, 1909 W4802. Winkelmann photograph.

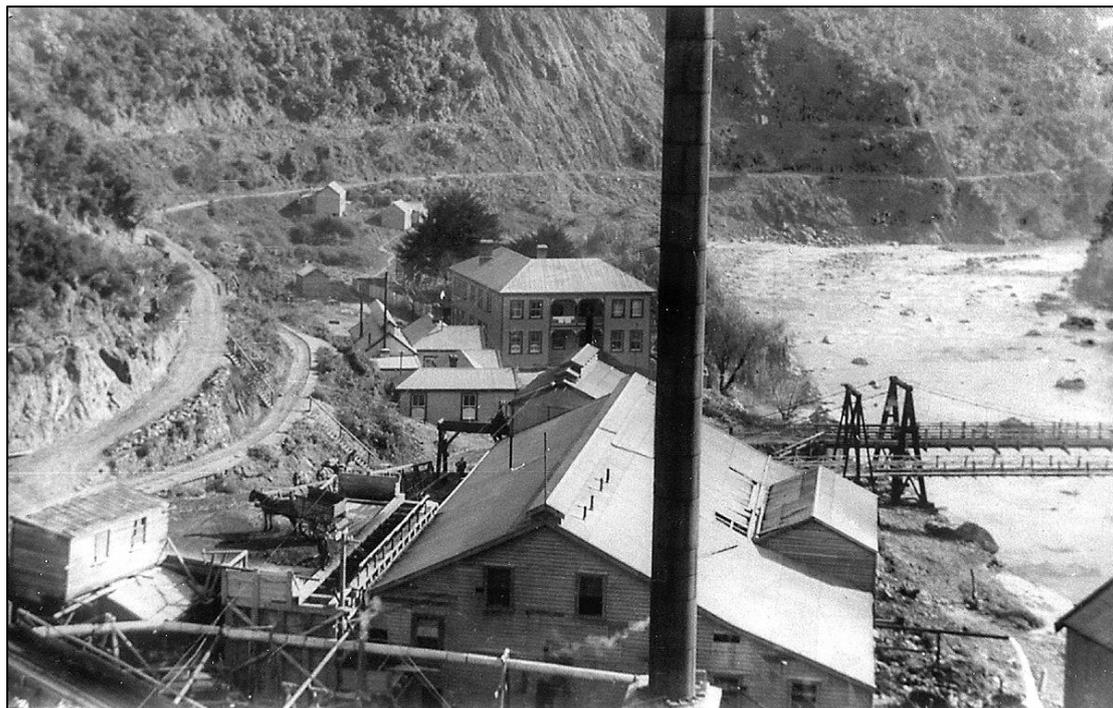
Opposite the two swing bridges were these three buildings. On the left the General Office, right office, and behind the Office the Assay House.

Our present swing bridge exits in front of the General Office.

The right hand building (office), built c.1900, is now a residence just off the highway, to the right, as we approach Paeroa on SH 2³⁸. It is painted blue.

Assay house built later than the Office.

³⁸ Local folklaw.



Talisman powerhouse, completed late 1908.

Hotel has been replaced after 1906 fire. The assay rooms have been added, so 1909 or shortly after. No soot on the roof yet.

On the right hand side of the powerhouse there is a raised section of roof which does not run to the far end. This is for the first air compressor. Later photographs show this section extended to the far end, to accommodate the new compressor, 1911. Water is discharging from a pipe; cooling water for the compressor?

On the left of the powerhouse can be seen the coal hoppers for the boilers. The boilers are evidently at this end of the building. Coal is delivered by horse and cart via the traffic (second) suspension bridge, and then up the hill to the hoppers. We walk up this road today. The Crown tramway and Scotchman's Gully tracks are here too.

The light coloured pipe in the foreground is the steam pipe heading to the new engine at the battery.

Staples collection.

1913

13 January

Good progress is being made with the construction of the new traffic bridge at Karangahake, and the structure should be completed by the end of this month.³⁹

New truss Traffic bridge

Completed early 1913. The concrete middle pier and end abutments remain today.

³⁹ <https://paperspast.natlib.govt.nz/newspapers/OG19130113.2.8>
Ohinemuri Gazette, Volume XXIV, Issue 3038, 13 January 1913, Page 2

Battery Flat



This image is one half of a stereo pair. George Chappell took many stereo photographs at Karangahake. This popular image is rich with detail.

In fact taken from the bell tower?

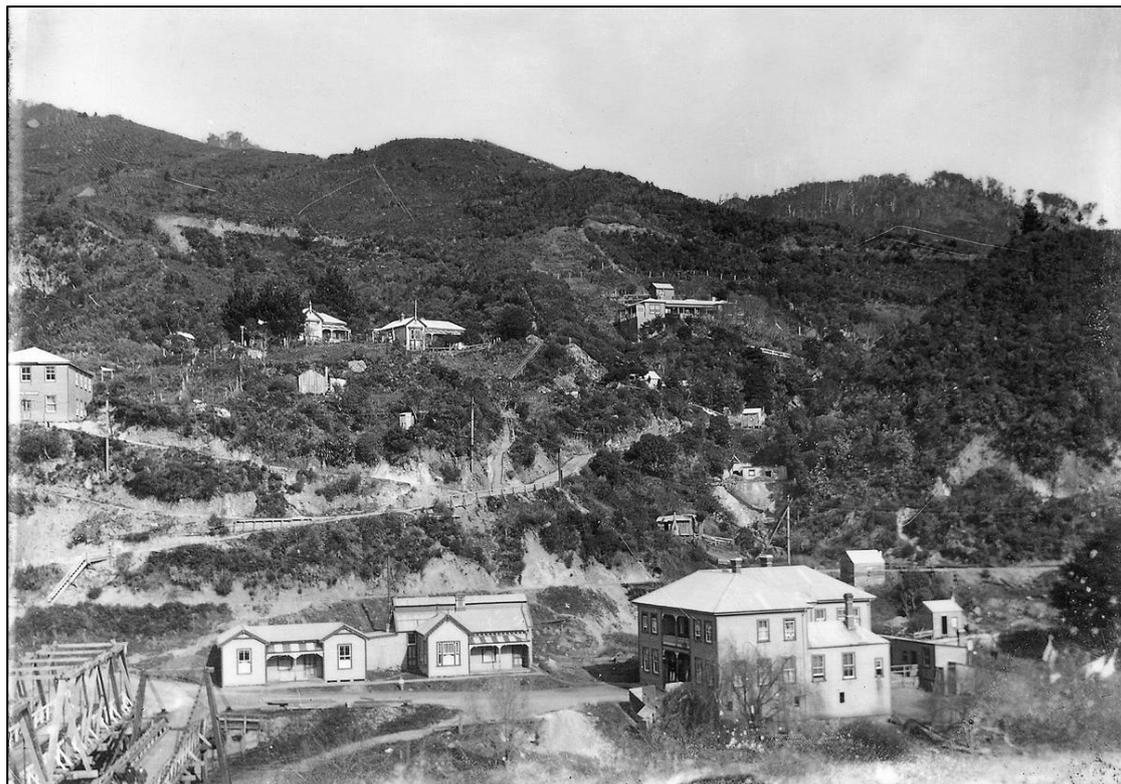
The Dust Pan, for last minute supplies on your way to work.

New truss bridge, with concrete centre pier, completed early 1913. It is not clear how long the second suspension bridge remained beside the new truss bridge; months, a year? There was talk of removing it to the Waitekauri Stream on the Waihi-Waitekauri Road.⁴⁰ But never happened?

Photographer G Chappell. Staples collection.

⁴⁰ <https://paperspast.natlib.govt.nz/newspapers/OG19120202.2.15>
Ohinemuri Gazette, Volume XXIII, Issue 2899, 2 February 1912, Page 2

Battery Flat



Audrey Young, Chappell photograph.

Boarding house on hill at left is removed 1915. Hotel burns down 20 February 1916.

1916



Settlement of Karangahake ATL APG-1202-1-2-G. 1916. J Agnew

What a wonderful photograph. Lots of backyard domestic detail, complete with chook. Photograph taken from Butler's track?

The hotel still there, so before Feb 1916. The two storey boarding house on the ridge above Scotchmen's Gully track has been demolished. The old suspension bridge has now been removed.

To the left of the Rotunda (built late 1908) are the charred remains of a fire. There were two fires reported in the press which may account for this; June 1914 and December 1915.⁴¹

Of the many features to be seen here, of note is the compressed air pipe scaling the cliff at the left hand end of the "Woodstock" building; some of it remains today; and the large fly wheel, belt or rope wheel from the old battery, now out in the open, unused. The massive mounts for this engine remain.

Now only the No.8 cableway visible.

Fire bell to right of rotunda.

The two house-like buildings on Battery Flat to the right of the bridge are the Talisman general office and to the right again the office and behind it assay rooms.⁴² The right hand building (office) is now a residence just off the highway, to the right, as we approach Paeroa on SH 2⁴³. It is painted blue.

21 February

Fatal Fire at Karangahake

TRAMWAY HOTEL DESTROYED.

WOMAN BURNT TO DEATH. TWO MEN INJURED.

⁴¹ <https://paperspast.natlib.govt.nz/newspapers/OG19140617.2.16>
Ohinemuri Gazette, Volume XXV, Issue 3255, 17 June 1914, Page 2

⁴² <https://paperspast.natlib.govt.nz/newspapers/NZH19151204.2.45>
New Zealand Herald, Volume LII, Issue 16092, 4 December 1915, Page 7

⁴³ Map in Jarman.

⁴³ Local folklaw.

One of the most disastrous fires that have occurred at Karangahake for a long time happened at 3 o'clock yesterday (Sunday) morning. The hotel was run as a boarding house by Mr. Monsey and his wife, who are at present on a visit to Australia. During their absence Mr. Monsey's mother-in-law, Mrs. Dawson, was in charge of the house. There were only four young men boarders, and two of those were absent on the night of the unfortunate conflagration, or otherwise the consequences might have been still more serious. The two young men sleeping on the premises were both miners in the Talisman, named Griffen (Curly) and James Slevin. Mrs. Dawson, who was about fifty years of age, occupied a room up-stairs, and retired to bed about 11 o'clock. This was the last that was seen of her. At this time all in the house seemed all right, and there was no indication of fire.

Nothing further happened till a Mr. Clark, employed in the Talisman battery engine-room, observed the outbreak, and immediately sounded the Company's whistle. The fire-brigade was on the spot as quickly as possible. The company's fire appliances were also brought into requisition, but although prompt action was observed, by this time the flames had got a permanent hold of the building and extinguishment seemed impossible.

Constable Capp, the local officer, appeared on the scene at 3.15. The building was then fully ablaze back and front. Only a few had gathered round, as the whistle was weak on account of a low pressure of steam at the battery.

The Constable saw Slevin standing a little from the burning premises, apparently half-dazed in his night apparel, much burnt about the arms. Slevin told the constable that he thought that Mrs. Dawson was still in the house. The latter immediately proceeded to ascertain the facts, which, unfortunately, were only too true. Nothing, however, could be done, as the building was almost by this time demolished, and any attempt to save life was impossible. He then came across Griffen. He was at the back of the house, and was also badly burnt about the face and arms. Both the men were taken to the house of Mrs. Tirney, and every attention was paid to their injuries. Griffen also informed the constable that he thought the woman was in the house, but there was no possible chance of saving her. The truth, however, soon became evident when the charred remains of Mrs. Dawson were picked out of the ruins.

The house stood by itself, so that beyond its total destruction and slight damage to the Talisman Company's office, no further injury was done, the most regrettable feature being the loss of life and the burning of the two men. Both the young men were taken to the Waihi Hospital in Mr. Hamilton's motor-car.

We are informed there was an insurance on the furniture, but we are unable to ascertain the amount. The building is also covered, and belongs to the Montgomery Estate.⁴⁴

22 February

FIRE AT KARANGAHAKE.

ELDERLY WOMAN KILLED. TWO MEN INJURED.

⁴⁴ <https://paperspast.natlib.govt.nz/newspapers/OG19160221.2.16>
Ohinemuri Gazette, Volume XXVI, Issue 3395, 21 February 1916, Page 2

SENSATIONAL ESCAPE FROM. DEATH. (BY telegraph. OWN CORRESPONDENT.) Waihi, Monday.

A destructive fire, accompanied by loss of life, and a narrow escape on the part of two other inmates, occurred at the Tramway Boardinghouse, a large two storeyed wooden building of between 30 and 40 rooms, at Karangahake shortly after three o'clock on Sunday morning. The victim was the acting-boardinghouse-keeper, an elderly woman named Mrs. Jane Dawson. The injured were Messrs. James R. Slevin and Griffin, and they were the only other occupants at the time of the outbreak. Both of them were burned about the face, head and arms and are now in the Waihi Hospital. Griffin's burns are very severe.

The fire was discovered by a man named Edward Ivy, but the building was then already a mass of flames. The local volunteer brigade was promptly on the scene, and its efforts, a few minutes later, were supplemented by the Talisman Company's fire-fighting appliances. So strong, however, was the hold obtained by the flames that it was impossible to make any impression on the fire.

The Talisman Company's office buildings, though some 50ft distant, had already taken fire. The outbreak was extinguished and the damage was not extensive.

Inquiries were instituted as to the whereabouts of Mrs. Dawson, but nothing was heard or seen of her. When the fire had subsided, a search was made and the charred remains of the body were found in a position indicating that the unfortunate woman had made her way out of her bedroom into the passage way before being overcome.

The deceased was a widow and had been looking after the premises in the absence of her son-in-law and daughter, Mr. and Mrs. Mounsey, who are on a holiday visit to Sydney. Ivy, who saw Griffin and Slevin, the latter practically devoid of clothing, emerge from the blazing building in a half-dazed condition, describes their escape as marvellous, as flames and smoke completely enveloped the boardinghouse at the time.

Slevin states that Griffin and he slept in bedrooms upstairs and that he was awakened by Griffin bursting into his room and calling to him to get out. Grabbing some clothes, he followed Griffin through to the stairway. They were not a moment too soon as the flames were licking at the staircase. Throwing aside the clothing he had picked up, Slevin stumbled down through the smoke and sparks behind his companion, only to find the lower portion of the building ablaze. How they got clear he hardly knows. The flames were darting in on them and they were almost suffocated by the dense smoke while groping about for the point of egress. Had the warning come a few seconds later, escape would have been impossible.

The origin of the fire is not known. It is believed that the New Zealand Insurance Company has a comparatively small policy on the building and that there was no insurance on the furniture and effects. Griffin's condition this evening was regarded as somewhat serious.

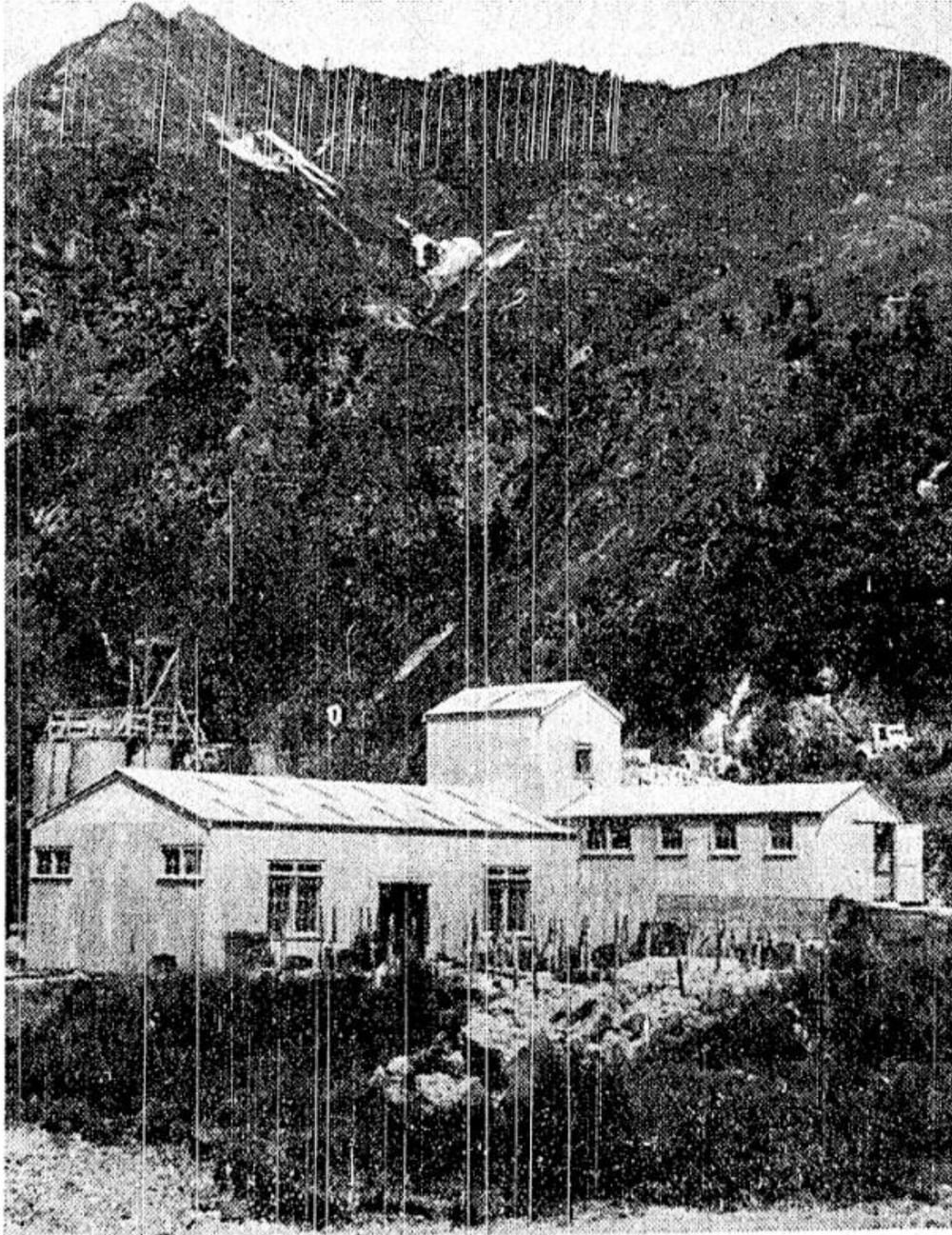
An inquest was opened this morning before Mr. W. M. Wallnutt, district coroner, and after the identification of the body was adjourned.⁴⁵

⁴⁵ <https://paperspast.natlib.govt.nz/newspapers/NZH19160222.2.103>

1938

Talisman Dubbo

The Talisman Dubbo mill is constructed on the site of the Talisman powerhouse. The concrete footings and machine mounts remain today.



NEW BUILDING AT A WELL-KNOWN KARANGAHAKE GOLD MINE
The new battery which has been built to deal with ore from the Talisman
Dubbo gold workings on the hill in the background.

NEW BUILDING AT A WELL-KNOWN KARANGAHAKE GOLD MINE.

Battery Flat

The new battery which has been built to deal with ore from the Talisman, Dubbo gold workings on the hill in the background.⁴⁶

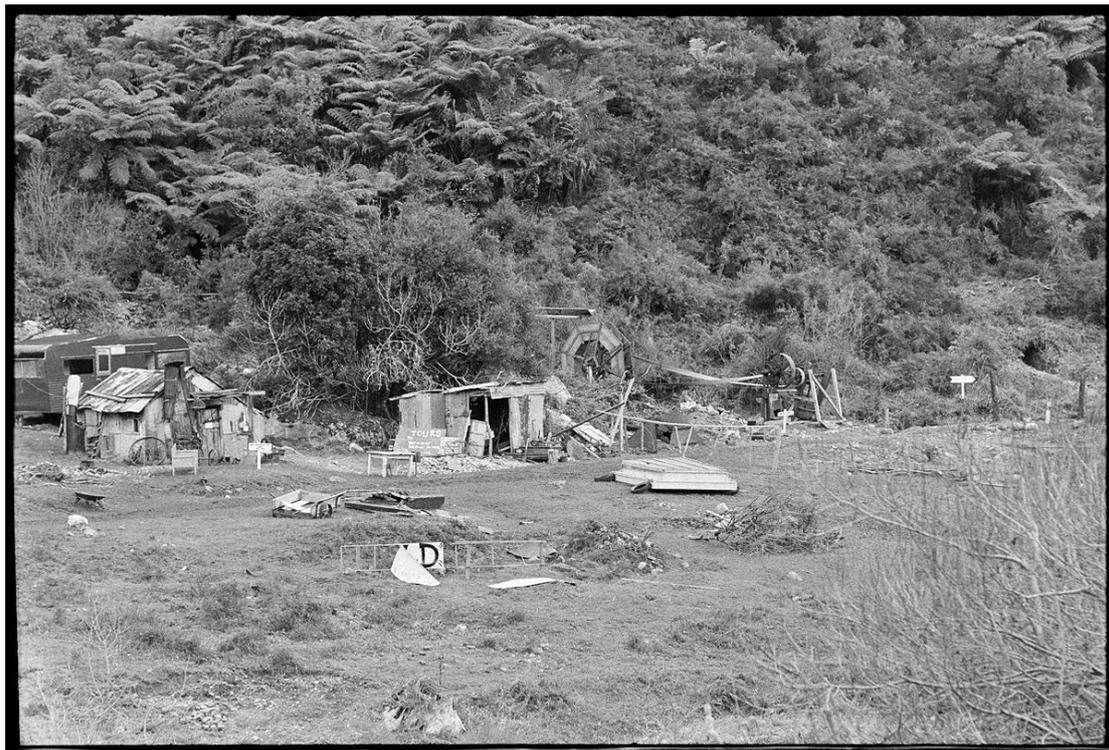
New Zealand Herald image, published 2 April, 1938.

The taller section of the plant would have housed an ore hopper and the Telsmith-Wheeling jaw crusher. Air agitation tanks at left.

Photograph taken from the bridge over the Ohinemuri. Note the mounting bolts from the massive Talisman compressor machine mounts, which we still see today. Is that a vehicle on Scotchman's Gully road?

1970?

"Gold Camp"



Gold Camp gcc-18247, 12 June 1971, BoP Times. Tauranga City Libraries.⁴⁷

The Gold Camp sign has blown down. At centre is the overshot water wheel driving a two stamp battery and berdan. Water comes from the Hauraki Stream.

At left are a caravan and hovel.

The public were encouraged to cross the Ohinemuri using the pipeline bridge, which was gated to try to prevent this, or by boat/punt which the "miner" would sometimes operate. A trough of crushed quartz was available for the public to try their hand at panning.⁴⁸

Who was the operator?

⁴⁶ <https://paperspast.natlib.govt.nz/newspapers/NZH19380402.2.196>

New Zealand Herald, Volume LXXV, Issue 23003, 2 April 1938, Page 19

⁴⁷ <https://paekoroki.tauranga.govt.nz/>

⁴⁸ By memory of the writer.

Tramway Hotel, Karangahake⁴⁹

Ohinemuri Regional History Journal 32, September 1988

Our camp was at Battery Flat across the river from today's picnic ground. It often puzzles folk today as to why Karangahake's first store, hotel and Post Office were over the "other" side of the river, but that was where the mines were. There were no roads or settlement on the later "town" side of the river, and of course, no bridges anywhere.

It soon became obvious that mining was going to boom so Alf Shepherd, who owned the Tramway Hotel at Waitekauri, decided to move his establishment to Karangahake. He commenced to erect a building at Battery Flat in October 1883. On 11 December 1883 the Ohinemuri Licencing Bench Commission approved transfer of his licence to Karangahake and the hotel, also named 'Tramway' opened 2 weeks later. I was one of his first residents.

All supplies to the hotel, including barrels of beer, were carted from Paeroa, across the ford at Mackaytown, up Hill Road towards the mountain, and then lowered down the hill, behind the hotel.

Soon there were many miners at work and space became short for building. Settlement began across the river and in 1885 the county built a swing bridge. Alf's baby daughter, Ivy, gave us all a fright when she crawled across the bridge before it was even completed!

Alexander Hogg had a store next to the hotel and on September 14 1885 a post office was opened there. He was "postmaster" until Alf took on the position on 1 April 1888.

Alf's wife, Mary, had some difficult times and some most hair-raising experiences. Besides feeding us all, a multitude of men who both worked hard and drank hard, she was always looking after the lost and injured. I remember that when an epidemic of measles struck the miners, the hotel was more like a hospital. Domestic help was hard to come by because conditions were so primitive. Much of the cooking was done on the open fire or by camp oven. The Shepherds had five children. The older ones started at Mackaytown School, then went to the Karangahake School when it opened in 1889.

It was a great shock to us all when Alf was thrown from his horse whilst on his way to a funeral. Alf landed on a heap of metal and suffered brain damage. The accident happened on 29 November 1888. He was never the same again. Everyone helped do what they could and Alex Hogg took back the Post Office agency and was eventually officially reappointed Post Master on 1 December 1892. The Post Office was moved to a shop in the now booming town's main street in the mid-1890's.

In December 1897 Alf sold the hotel to L D Nathan & Co., who were brewers in Auckland. The Shepherds moved to Katikati and had the Talisman Hotel there for six years, before retiring. For a short while in 1898 Algar Bunyard was our licensee until Bill Ryan took over. One of our new neighbours at this time was Bert Reed, whose house was behind the hotel. He often loaned me his bike and we became great mates.

At first the hotel was a single storey, but was soon enlarged and another storey added. Alf had built a high fence all around and had a St Bernard dog to keep guard. He seemed a friendly dog to me; I don't know if he would have frightened off a thief.

⁴⁹ Apparently written by Gary Staples 1988.

Battery Flat

The hotel was lit by electricity which was a great novelty in those days. Water from Scotchmans Gully was used to drive a generator set up in the stables out the back. By the turn of the century Karangahake was a busy town but I must stick to telling the "Tramway's" story and not ramble on about all the happenings in the old town.

Montgomerys bought the hotel but it continued to be run by Bill Ryan until his death on 26 March 1902. His wife, Kate, carried on and after she remarried Peter Crosby, he took over as licensee.

The next event I'll never forget took place on 16 September 1906. I was having a drink at the bar with a couple of mates after a hard day up at the mine when, at 9.30, suddenly one of the maids rushed into the bar screaming, "Fire! Fire! The kitchen's on fire!" We shot out into the back of the building, only to retreat before a wall of flames as the fire took hold on the building. Everyone got out and the fire brigade soon arrived, only to find the water mains turned off. Then, when the water was turned on, the hose repeatedly burst. It had not been renewed since the Brigade was formed in 1898 and had perished. By now the old wooden building was a raging inferno which spread to the adjacent Volunteer ("Crosby's") Hall and Billiard Room nearby. These were destroyed as well as the hotel. Nothing was saved. Next day a temporary bar was rigged up (necessary to preserve the licence). I had to move temporarily into the boarding house above Scotchmans Gully but it was not long before a new hotel was built as the building had been insured....

Later that year, in December, we were struck by disaster of another sort. When they counted the votes on Election night "Prohibition" had been voted in. The hotel bars closed for the last time on 30 June 1909. After this the "Tramway" was run as a boarding house. A few years after this the mines began to falter, although I was one of the lucky ones who still had a job at the Talisman Mine.

By 1915 Mr Monsey had become our landlord and at the beginning of 1916 had gone on a visit to Australia with his wife. Mr Monsey's mother-in-law, Mrs Dawson, was looking after the establishment. There were only four of us boarding there and I had gone away for a weekend. The news which greeted me on return was another shock. At 3.00am on Sunday 20 February (1916), the hotel had burnt to the ground and Mrs Dawson had been trapped and burnt to death. Constable Capp, Karangahake's sole charge police officer had given me the news. What about my mates, I asked. He told me they had been burnt and were in Waihi Hospital. Well, they recovered, but that was the end of the poor old "Tramway" and it was not much longer before we were all looking for jobs elsewhere in the country as the Talisman Mine closed in 1918. There was no demand for building sites in Karangahake and although the Dubbo "Battery" was built nearby in 1938, the Tramway Hotel site remained vacant.

The present Walkway follows the formation of the Crown Mine's tramway which ran behind the hotel. It seems a long time ago since I watched the first ore carrying trucks pulled past on 27 April 1893, but that's all another story.

When you walk the Walkway and draw near the bridge over Scotchmans Gully, give a thought for the old "Tramway" and my friends of long ago.⁵⁰

⁵⁰ <http://www.ohinemuri.org.nz/journals/journal-32-september-1988/tramway-hotel-karangahake>