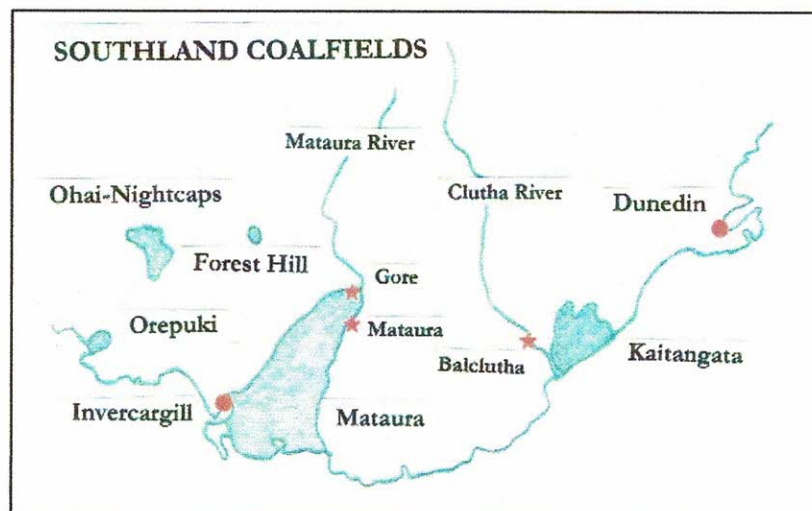
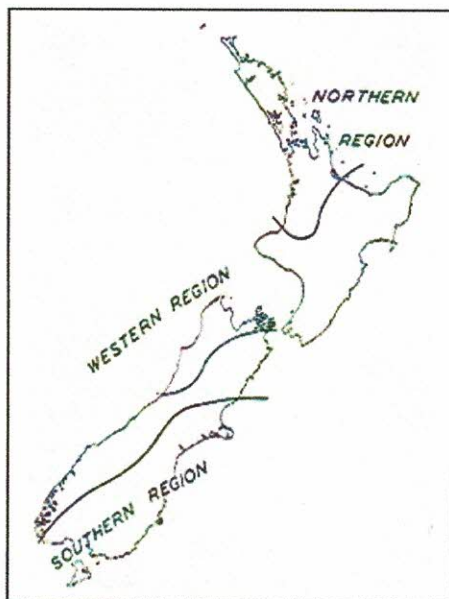


# New Zealand - Southland Coal

New Zealand is divided into three **Geological Regions** for Coal deposits - Northern, Western and Southern. The **Southern Region** includes Canterbury Coalfields; North Otago; Coastal Otago; Central Otago Coalfields and the **Southland Coalfields** - This exhibit encompasses the 5 Coalfields in Southland - **Kaitangata; Ohai-Nightcaps; Mataura, Forest Hill & Orepuki**.



This **Southland Coal Exhibit** is complex as it combines many different elements - Postal History, Traditional Philately, Postal Stationery, Picture Postcards, Industrial and Social History. These aspects are blended together to present a the story of coal mining, the settlements and townships through postal markings. At Philatelic Exhibitions this exhibit could be in Open or Display Class or Postal History, Special Studies.

The exhibit is by Coalfield - Kaitangata [Frames 1-5]; Ohai Nightcaps [Frames 5-7] Forest Hill, Mataura and Orepuki [Frame 7] The exhibit concludes with the takeover by State Coal Mines which became Coal Corp then Solid Energy.

Coal was the driving force for industrialisation through the energy converted in the steam engine. It powered factories, railways, gold dredges and shipping. It provided power for expanding farming practices through traction engines. It provided heat for households - cooking and hearth fires. Coal gas provided light. Coal has been vital in the development of Society. The Southland coalfields contributed much.

The availability of philatelic material, in the widest sense, is dependent on a number of factors: the importance of the Coalfield and scale and duration of production; whether the activity was significant in the picture postcard era in the early years of the 20th century; how and where the coal was marketed and transported and especially the use of postal stationery to advise delivery by railways.

Included are a number of exceptional items, mostly with Red borders or Bold Red text; Postal History [earliest Nightcaps postal item; Moretown postmark] Philately [Kaitangata 1925 booklets]; Postal Stationery [early use of the 1890 Blue Queen Victoria card]; Advertising [Proof of promotional leaflet]; Postcard [Taratu promotional card]; Industrial History [1879 Disaster and 1885 memorial cards; 1913 Strike comments] Social History [Nightcaps coal advisory cards]. This is a unique exhibit and could never be duplicated.

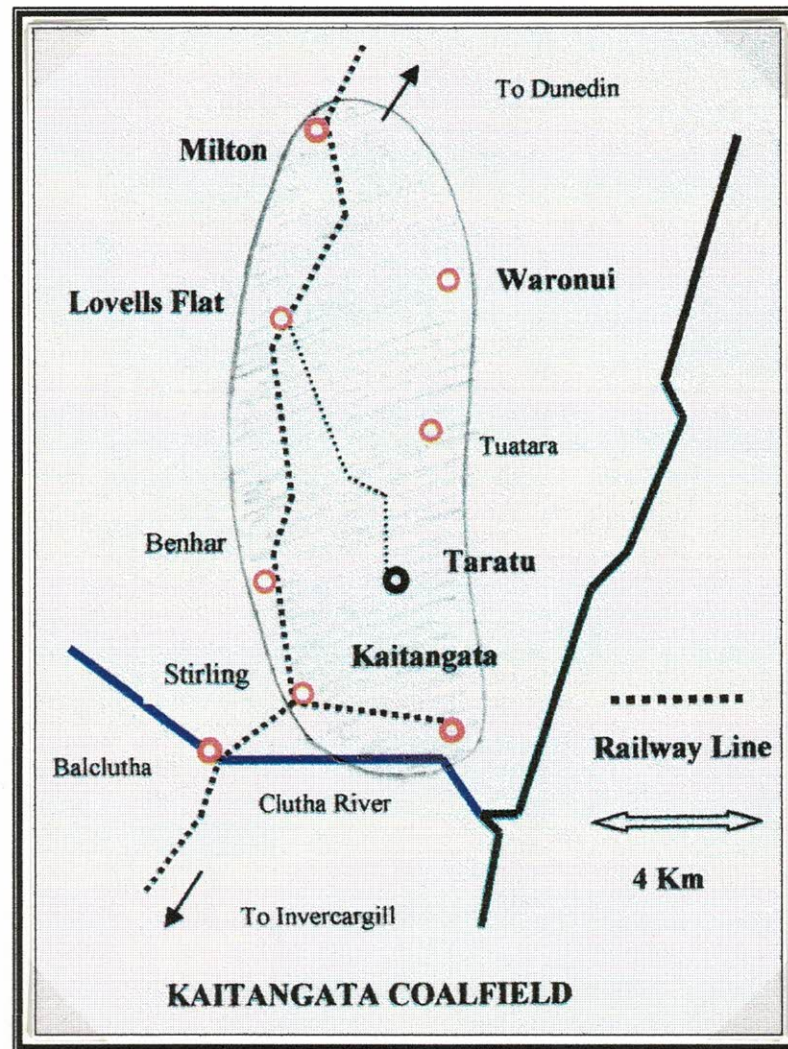
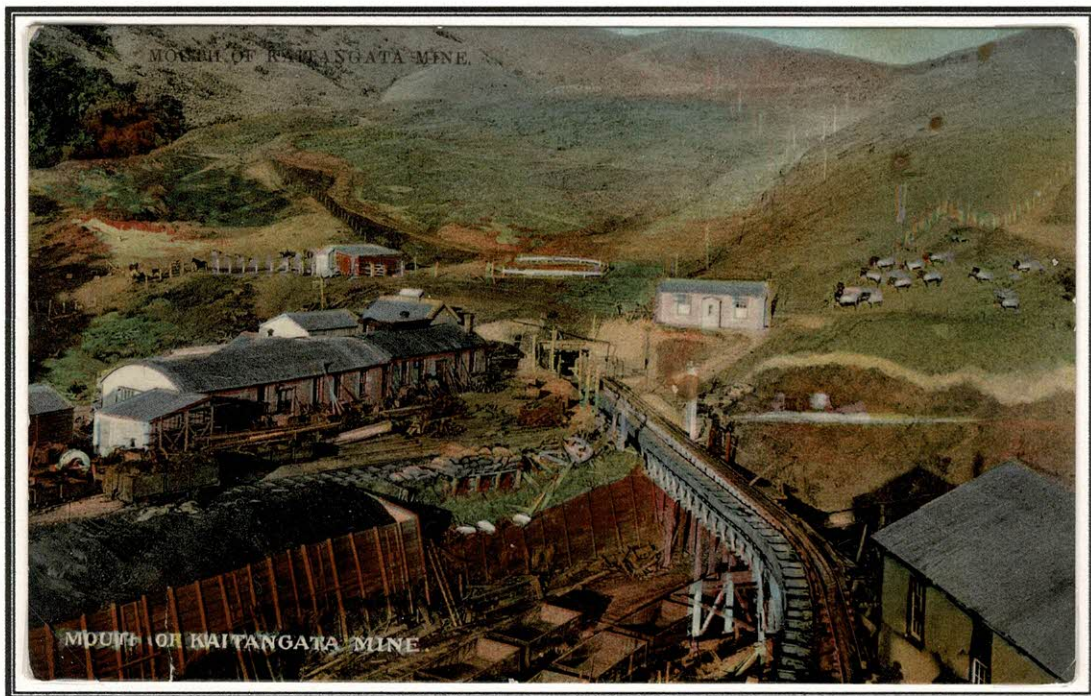
## Major References:

- *Mining Reports in Appendices to the Journals of the House of Representatives* 1876-1947
- *History of Kaitangata 1800's to 2004*, Irene Sutton & Bill Proctor, 2009
- *In the Shadow of the Takitimus* - the Story of Ohai and the Coalfields. Walter T Guttery, 2015
- *Pasture, Coal Seam and Settlement* - Centennial History of Nightcaps and District 1880-1980. John S Thomson 1979
- *Economic Geology of New Zealand*. G LJ Williams, 1974
- *Coal, Class & Community*. The United Mineworkers of New Zealand 1880-1960. Len Richardson 1995

## Kaitangata Coalfield

The **Kaitangata Coalfield**, in coastal Otago, extends 18km north from the Clutha River and 14km inland. Coal was first discovered in 1843 with mining commencing in 1848. the first underground shaft mine opened in 1858.

The Coalfield contains three types of coal in a number of distinct seams:- **Brown lignite** [Benhar and Lovells Flat]; **Black Lignite** [Taratu and Wangaloa Opencast]; **Sub-Bituminous Coal** [Kaitangata and Castle Hill]. The total coal production of the field is over **11,000,000 tons**. State Coal Mines opened the Lockington Mine in 1958 after the demise of the Kaitangata Coal Company. This closed in 1970 leaving just the Kai Point opencast as the only coal mine still operating.



Kaitangata and Castle Hill Coal Mines

### Major Mines

Mine	Open	Total Production	Peak Year	Tons	Men
<b>Kaitangata</b>	1872-1950	<b>7,400,000</b>	1904-5	120,000	443
Benhar	1876-1884	40,000	1883	6,000	11
Lovells Flat	1896-1904	110,000	1904	19,000	44
<b>Waronui</b>	1898-1928	<b>450,000</b>	1920	32,000	45
<b>Taratu</b>	1902-1930	<b>600,000</b>	1920	47,000	99
Wangaloa	1946-1989	600,000	1950	40,000	22
Lockington	1958-1970	580,000	1962	65,000	67
Kai Point	1951-	1,200,000	1991	55,000	12

### Kaitangata Population:

1891 - 1145; 1906 - 1682; 1921 - 1725; 1951 - 1247; 1961 - 1249



**Kaitangata** is 13 kilometres south-east of Balclutha, on the Matau branch of the Clutha River. In 1855 John Lovell became the area's first resident, and the first sale of town sections took place in 1862. Flax mills were established at Kaitangata and Wangaloa around 1868, and coal mining began soon afterwards. A branch railway line was constructed in 1876 to join the Government line at Stirling, 5km to the west.

Frederick Tuckett reported seeing coal in the district in 1843 and in 1858 coal from the first mine at Coal Point was carried to the Clutha River where it was loaded on the SS Tuapeka. Several coal mines were opened near the town during 1869 and 1870. The **Kaitangata Coal Company** began in 1872 and was re-formed as the **Kaitangata Railway and Coal Company** in 1875. An English syndicate took over the company in 1898 and worked the mine as the **New Zealand Railway and Oil Company**. Their other interest was Orepuki shale oil, and the failure of the latter resulted in the collapse of the company in 1926. A new **Kaitangata Coal Company** was formed by South Otago and Dunedin interests in 1927 and they moved their head office to Kaitangata until the mine was taken over by the **State Coal Mines** in 1959.



Advertising Card

**Club Hotel Kaitangata**

**Thomas Smith Proprietor.**

Opened as the Jetty Hotel in 1875 becoming the Club Hotel about 1885 when Smith took over ownership.  
[c 1888]

### KAITANGATA

An "F" Class locomotive known as the "**Big Engine**" was built for the Kaitangata Company by Sharp Stewart & Co, Glasgow in 1896. It started work on the **Kaitangata-Stirling railway in 1901** - delay caused by the change of Mine ownership in 1898

The third of the Company's locomotives, it was donated by the Mines Department to Shantytown in 1970



KAITANGATA.

*Espie, Photo., Kaitangata.*

### KAITANGATA

Postcard  
letterpress on thick card -  
**Espie photo**  
**Kaitangata.**

Used Dunedin 20 JA  
1910

## Kaitangata Postal Services

On 17 July 1863, tenders were called for a mail service from Cluha Ferry [later called Balclutha]. Two months later, on **15 September 1863**, the Kaitangata Post Office, with mails twice weekly, was opened in Mr Chapman's store. It was moved in 1865 and again in 1869 to different commercial premises. In 1874 mail was carried 3 times weekly by coach and horses to Stirling.

Tenders were called 27 April 1876 for a Post and Telegraph Office and the first permanent postmaster, John Owens, was appointed **1 December 1876**. The Telegraph Office and Money Order and Savings Bank were opened **1 January 1877**. The first Kaitangata "A" Class datestamp was issued before opening.

A new large two-storied Post Office building was built and opened in December 1912. The Post Office was closed **5 February 1988** as a result of the Government's Restructuring Programme of Postal Services replaced by a Post Centre Agency later reclassified as a Post Delivery Centre.

### Postal Markings:

O 41 in oval of Bars [c 1865-1882]
"A" Class N-Z [1877-1893]
"A" Class N.Z [1894-1901]
"H" Class [1901-1916]
"J" Class 26mm [1916-1928]
"J" Class 29mm [1928-1971]
Relief 1953 [repair]
Relief 1971 pending "J" 30mm
"J" Class 30mm [1971-1996]



These images are scans of datestamp "Proof" impressions in the Post Office Archives. "H" Class 10 MR 01; "J" 26 13 JE 16  
The 1935 examples were as a result of a 'stock-take' of Post Office datestamps then current



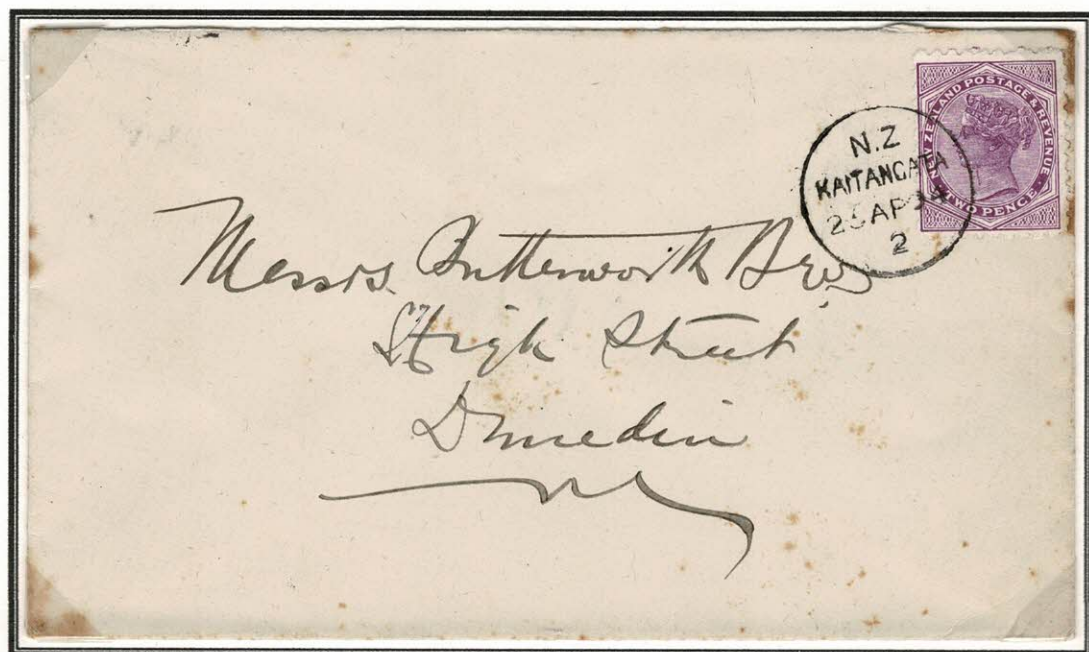
The Obliterator "O 41" in oval of bars was one of a series of similar markings issued in Otago about 1865. It was used to cancel the stamps. Known to at least 1882

The "A" Class with "N-Z" would have been issued to be introduced when **Money Order Savings Bank** facilities were added **1 January 1877** as accurate dated records were important



11 DE 91

15 OC 92



Kaitangata "A" Class 25 AP 94  
Received Dunedin same day [EKU]



9 OC 94

1 AU 00



16 FE 01 [LKU]

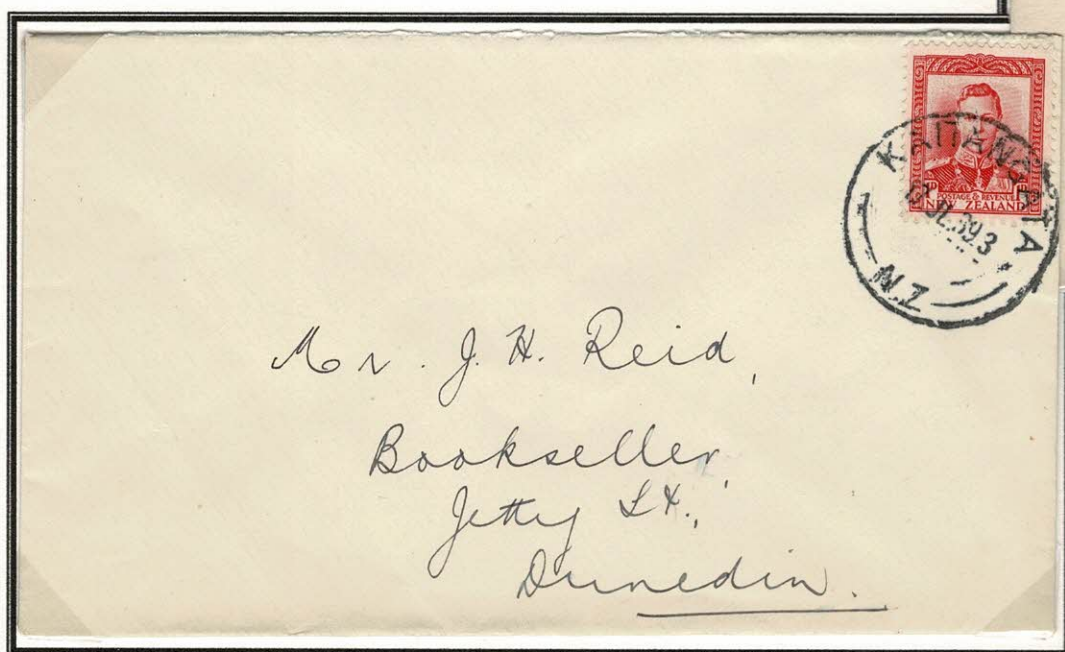


Kaitangata "H" Class 25 MR 07 to Subiaco, Italy

Returned with Dead Letter Office 31 OC 07

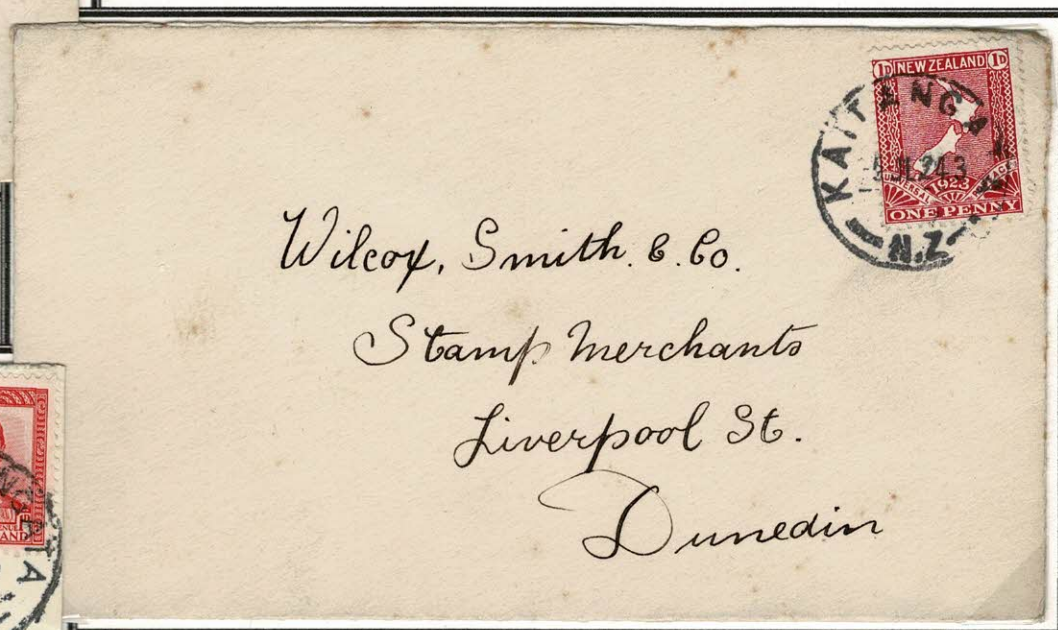
Postcard "F T Series Gevser, Sanatorium Grounds Rotorua."

Kaitangata "J" 26 5 JL 24



Kaitangata "J" Class 29mm 17 JL 39 to Dunedin

Kaitangata "J" Class 29mm 24 JE 46 Registered to Dunedin.  
 Postage 2d + 4d Registration





Kaitangata Relief datestamp  
24 AU 71 - 8 SP 71

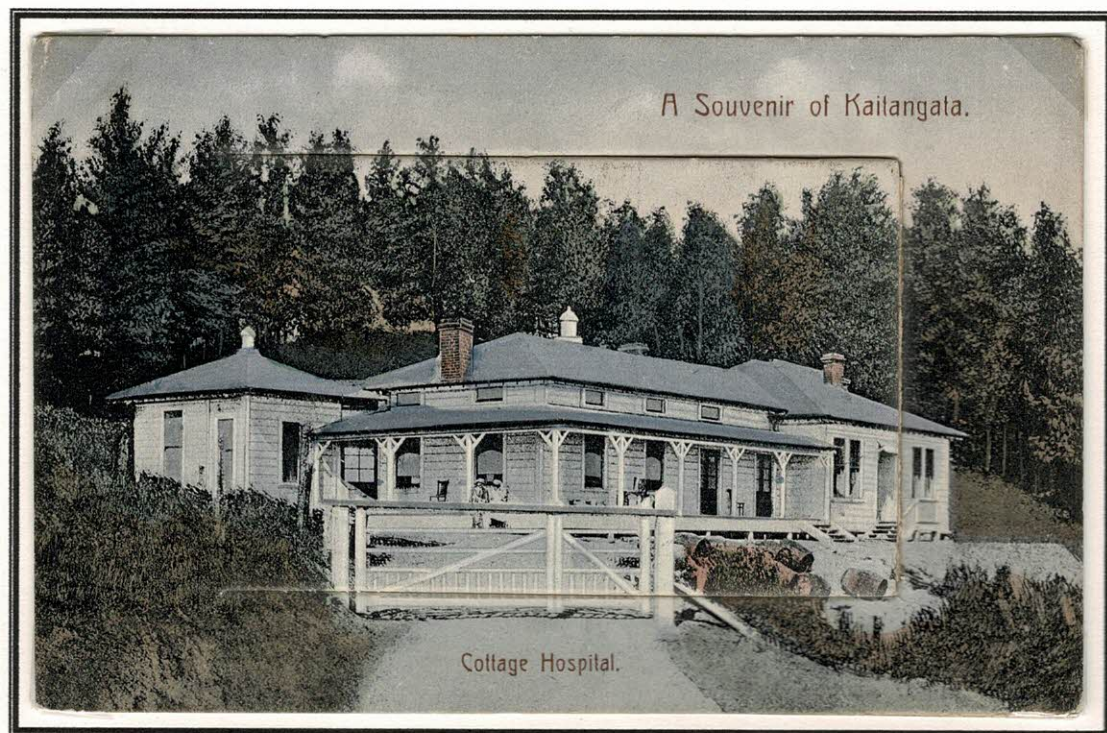


Kaitangata "J" 30mm 16 AU 96

## Kaitangata Postcards

### A Souvenir of Kaitangata.

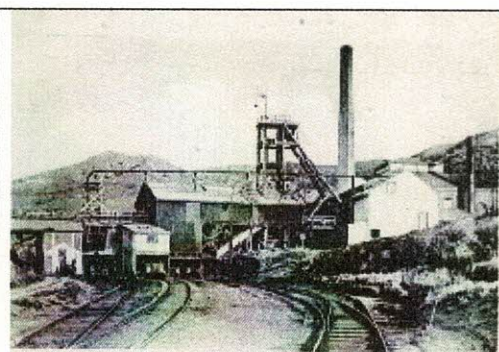
Pull-out postcard issued by **McGruer & Taylor & Co.** Printed in Germany. The basic card was ordered and the local publisher added the **10 local scenes** [80mm x 53mm]. **McGruer & Taylor & Co** operated a large general store in Kaitangata - later burnt down and not replaced. The card must be later than **May 11, 1910** as that was date of the **Proclamation** of the Death of King Edward VII and Accession on **King George V.**



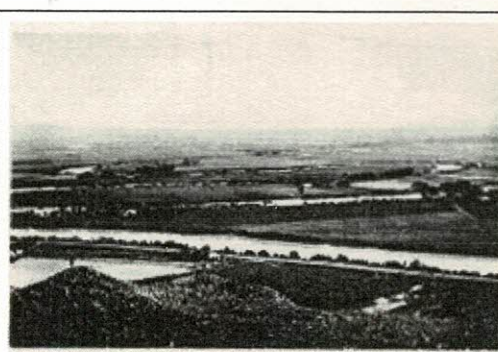
Card sent under cover from **Salcombe Street Kaitangata** to **Manor Place, Dunedin.** Undated

Exmouth Street, Kaitangata
Victoria Park, Kaitangata
Kaitangata Mine
Molyneux River, Kaitangata
Proclamation of King George
Kaitangata Creek
Kaitangata from the South
Kaitangata from the North
Kaitangata from the East
Kaitangata from the West

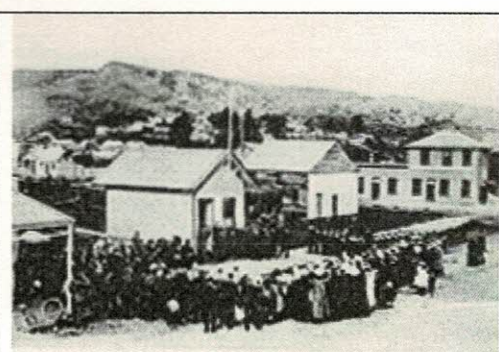
### Eight of the Views



Kaitangata Mine.



Molyneux River, Kaitangata.



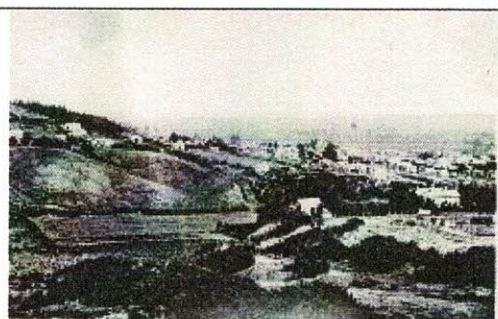
Proclamation of King George.



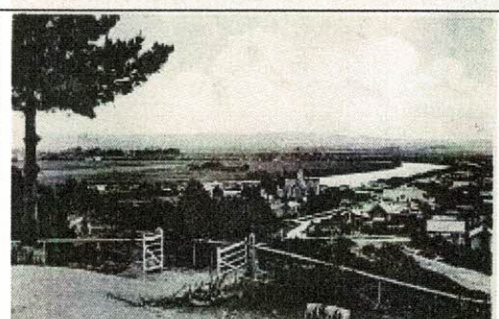
Kaitangata Creek.



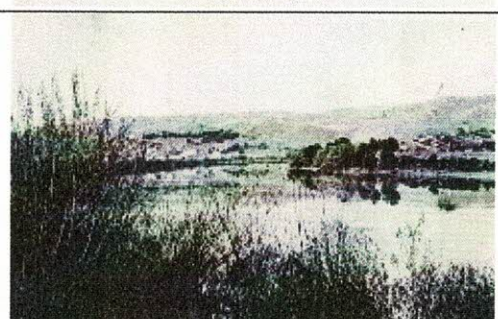
Kaitangata from the South.



Kaitangata from the North



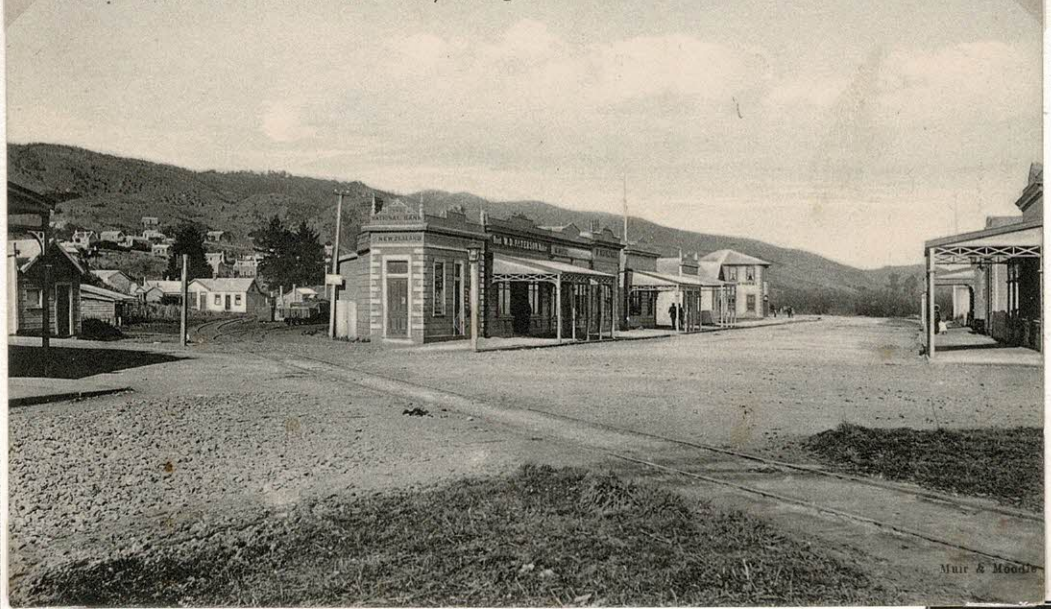
Kaitangata from the East.



Kaitangata from the West.

**Muir & Moodie**, the postcard publishers in Dunedin produced sharp and well executed cards printed on good card in monochrome grey or sepia and occasionally colourised. They used the large photographic archive from Burton Bros for many postcards. From 1904 George Moodie set out to re-photograph much of New Zealand with a view of updating their catalogue suitable for the new postcard market. The cards were phototyped in Germany and ordered in lots of 500 cards.

4963 P. Water St & line to the Mine, Kaitangata N. Z.



Issued by *Muir & Moodie* Dunedin N. Z.  
from their Copyright Series of Views

**4963 P. Water St & line to the Mine"** . Muir & Moodie in lower right corner. Sent undated not posted to Carterton.

Lance write to his aunt. *"I had a good holiday down at Gore. I am in the tennis club here and have had tow games. This is my last year at this school as I am going to a High School next year."*

This was the 3rd school in Kaitangata built in 1894 and still in use. The tennis courts are still used

**4965 P. Kaitangata looking down River .** Muir & Moodie in lower left corner. Undated, written not posted

4965 P. Kaitangata looking down River N. Z.



4966 P. Exymouth St, from Hitchon & Soutness Corner. Kaitangata N. Z



**4965 P. Exymouth St. from Hitchon & Soutness Corner.**  
Muir & Moodie in lower right corner. Unposted

The correct street name is **Exmouth** not **Exymouth** - named after a seaside resort on East Devon coast.

The small building on left is the temporary office of the **Kaitangata Coal Company**



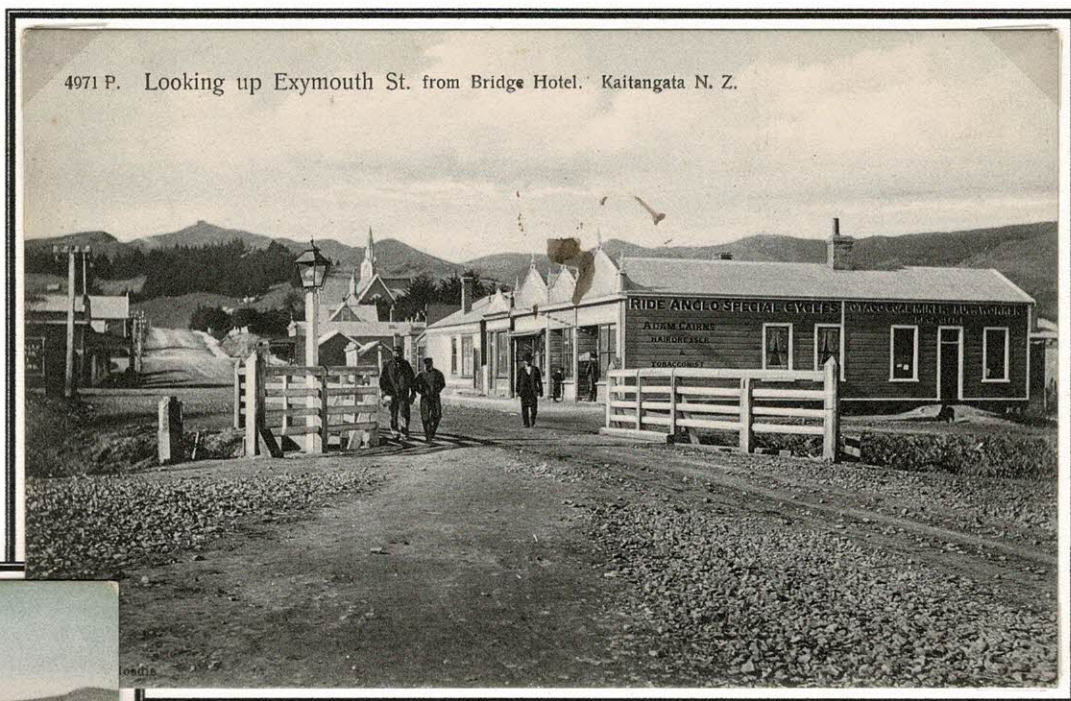
**4971 P. Looking up Exymouth St from Bridge Hotel.**

. Muir & Moodie in lower left corner.

Undated, written not posted

The building on the right - Adam Cairns hairdresser and Otago Coalminers Industrial Union of Workers was burnt suspiciously in October 1908.

The **Bridge Hotel** was the third of that name on the site. This was a two-storied building constructed before 1880 and dismantled in 1960



4971 P. Looking up Exymouth St. from Bridge Hotel. Kaitangata N. Z.



4970 P. Clyde Terrace & Molyneux River. Kaitangata N. Z.

Muir & Moodie

**4970 P. Clyde Terrace & Molyneuz River. Colorised Muir & Moodie. Written but not posted**

The Presbyterian church in centre left was built in 1876 replacing one built in 1863.

Message : *"We are sending you the Kai Pcs at last. They are very like the place."*

**Kaitangata Flood from Railway Station June 1917. Real photo postcard, no details.**

Kaitangata, because of its situation on the flats near the River was prone to flooding. The first recorded by settlers was in 1851 with another in 1866 and 1877. The October-December 1878 flood caused severe damage with the new Balclutha bridge being swept away and the whole flats being inundated.

The late **May 1917** flood breached the bank at Stirling and 40 houses being flooded in Kaitangata. The mail to/from Balclutha was carried by row-boat along the line of the Kaitangata-Stirling railway.



KAITANGATA FLOOD FROM RAILWAY STATION JUNE 1917

NO 47

**A Souvenir of Kaitangata. Espie Photo.**  
Phototyped in Saxony on thick card

Black Bess writes: *"9/1/1909 having a ripping time. Went down the mine last night. My other half got her duds all wet, has been washing all morning."*

Tom & Rececca Espie operated a drapers store from 1879 on the east side of Eddystone St between market and Wyre streets. **Tom Espie was a photographer and publisher** and the shop had a photography room.



**Greetings from Kaitangata**

B.B. London. Printed in Saxony Divide  
back Posted with 1/2d stamp Kaitangata  
"H" class 20 DE 09

Sent to Gore from **Isla Souness** -  
daughter of Peter Souness a chemist on  
SW corner of Wexmouth and Water  
Streets Kaitangata, from 1903-1953



**Hearty Wishes from Kaitangata - Glitter Type**  
no publishing details  
Send by **Maida Heard** - daughter of Bert Heard, miner

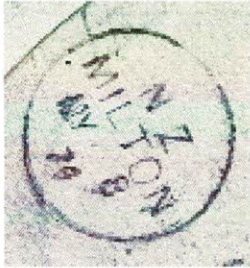
*Maida Heard*

These "Glitter" Greetings type postcards were very popular and easily created

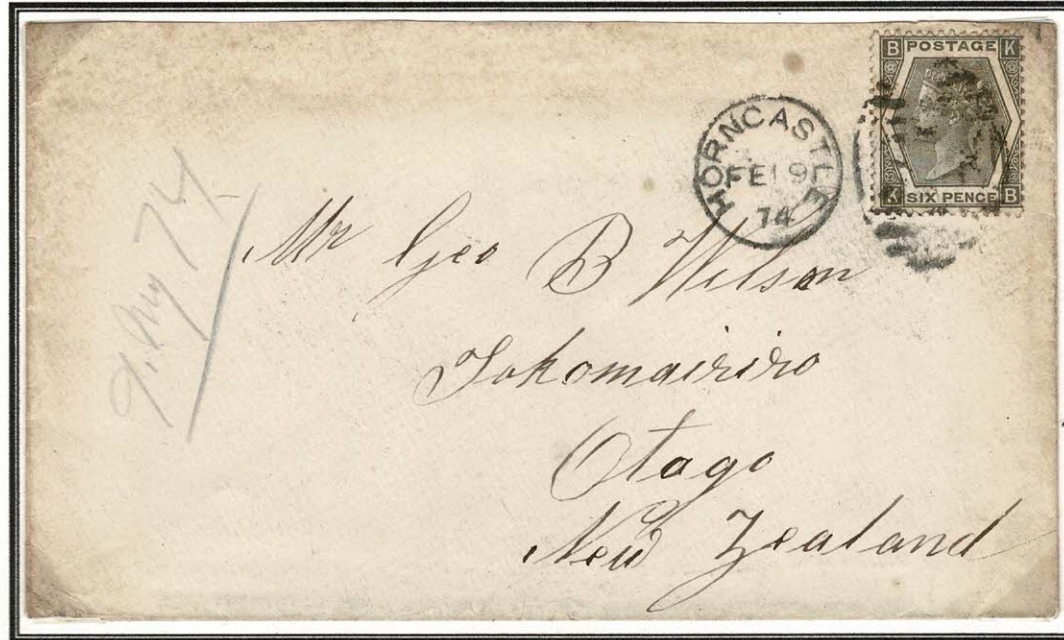
## Milton [Tokomairiro]

Milton is the largest township on the Kaitangata Coalfield being situated on the northern edge. Coal mining, mostly small operations, initially underground from 1873 but from 1910 opencast, produced between **4,000 and 10,000 tons annually** and provided significant employments from **1895 through to 1940**.

The **Post Office** opened as **Tokomairiro** becoming Milton **September 1, 1872**. The office used **"FF2"** type 1872-1875; **O14** obliterator; **"A" Class N-Z** 1875-1891; **"A" class** 1892-1906; **"H" Class** 1900-1908; **"C" Class 26mm** 1909-1929; **"J" Class 25mm** 1923-1935; **"C" Class 29mm** 1929-1939; **"J" Class 25mm** 1935-1972; **"C" Class 35mm** 1935-1945.



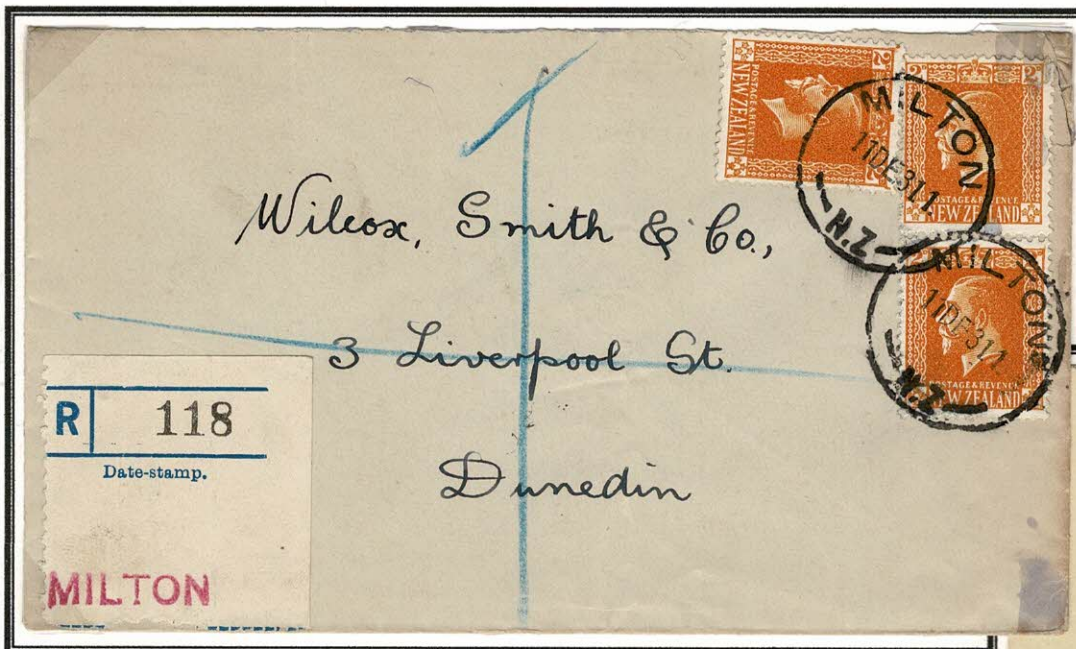
enlarged scan



Horncastle FE 19 74 to  
Tokomairiro  
Dunedin FF2 MY 8 74;  
Milton FF2 MY 8 74

George Wilson the  
addressee is listed in  
Mines Report 1876 as  
owner of Wilson's Mine  
[1873-1880] produced 828  
tons in total





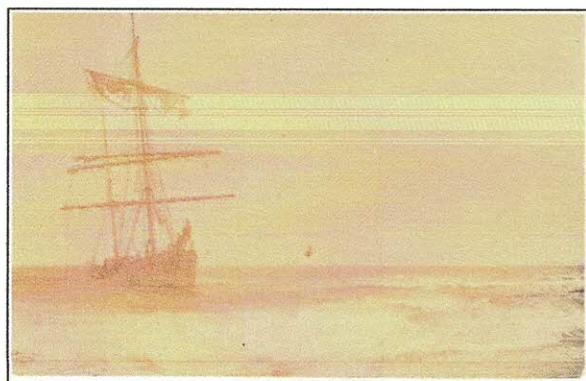
**Milton Registered 118; "J" Class** [counter datestamp] 11 DE 31 to Stamp Dealer, Dunedin Correct postage 6d - 2d postage & 4d Registration.

**Milton "C" Class 35mm 18 JL 36** to Post Office **Benhar**, received 20 JL 36 This postcard [½ d Fantail issued 1935] is an order for "**Six Beehive Chimney Pots**" from McSkimmings & Son Ltd - owner of brick and tile works fuelled by their own coal mine at **Benhar**

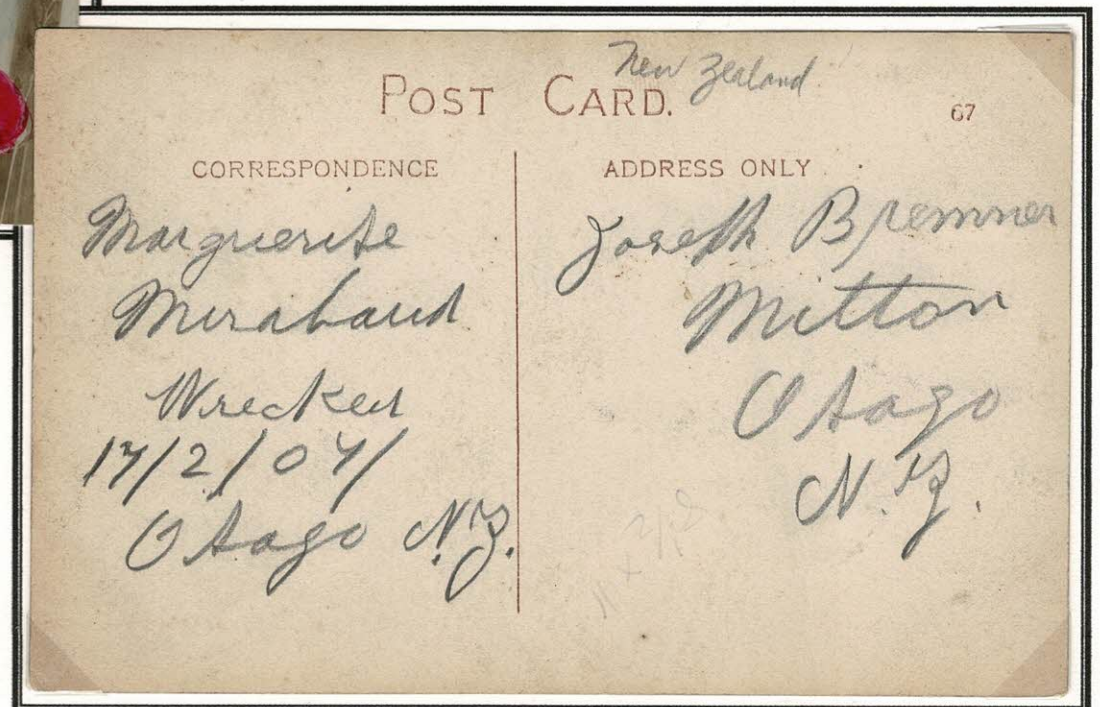
Greetings from Milton postcard by Robertson Series, Milton G 140



**Marguerite Mirabaud** French Barque built 1900 en-route to Tahiti with cargo wine and **1000 tons of coal** for French Navy. Went ashore a few miles from Milton 17 February 1907. All rescued



Wreck Marguerite Mirabaud 17/2/07



## Stirling - Kaitangata Junction

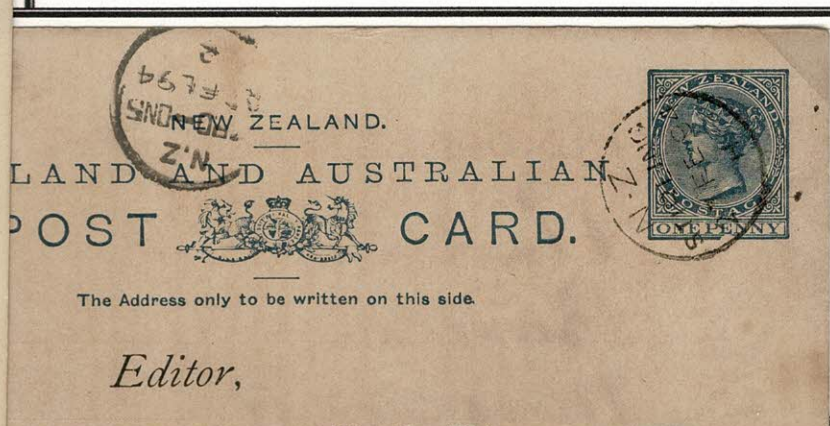
Stirling, 4km west from Kaitangata is a railway township at the junction of the Government railway line and the Kaitangata Railway & Coal Company line, which was completed 31 March 1876. The **Stirling Railway Station** was officially opened **16 June 1876** and the first trucks of coal despatched to Dunedin 19 June 1876. Largely dependent on coal transport from Kaitangata mines. Passengers were carried, requiring a ticket until this service ceased in 1937. The line was nationalised in 1959 eventually closed in 1970 after the Lockington State mine closed and the track lifted. The alternative name is Kaitangata Junction.

The **Stirling Post Office** opened **October 1, 1876** [as part of the railway station] and is now closed. The office was issued **O 151** on bars obliterator when opened; The **"A" Class** datestamp 1882-1900 was issued when **Money Order** facilities were added 2 January 1882; **"H" Class** datestamp was 'proofed' in Post Office records 24 AU 00 1900-1915; **"J" Class** 25mm datestamp 1915-closed.



1d QV postcard [1890] **Stirling 25 JL 96** - Balclutha 25 JL 96

**Kaitangata Railway & Coal Company Ltd** advice card advising despatch of **3 trucks of 'peas'** [15 tons 16 cwt] and **2 trucks of 'nuts'** [11 tons 3 cwt] Consigned to **Balclutha station**.  
'pea' coal is about 20mm x 15mm 'nut' coal is larger up to 70mm



1d Postcard  
**Stirling**  
27 FE 94 to  
Dunedin via  
RTPO DNS



**6d fare for passengers**  
including miners  
**Kaitangata - Stirling**

**Kaitangata Coal Company**  
advice 1d KGVI postcard  
Kaitangata **6 FE 42** Truck  
'peas' to **Stirling**.

Note **"This Coal is sold on  
Truck at Stirling"**

**Kaitangata Coal Company Ltd.**  
PROPRIETORS OF KAITANGATA COAL.

Kaitangata, **5 FEB 1912** 1914

We beg to advise you that in accordance with your esteemed order we have this day forwarded the undermentioned.

..... Stationmaster.

TRUCK No.	CONSIGNEE	STATION	CLASS	WEIGHT	
				TONS	CWT.
L 1741	H. Stirling	Stirling	Peas	6	2

Please ensure prompt release  
of wagons and tarpaulins.

This Coal is sold on Truck at Stirling, and when railage to destination is prepaid, it is done for the convenience of the consignee.

## Lovell's Flat - Taratu Mine



Lovells Flat is 11km south from Milton. The **Post Office** opened **February 1, 1865** and closed **September 28, 1973**. It used an "A" Class N.Z 1887-1902; "A" Class N-Z 1902-1913; "J" Class 1914-1973. Initially a farming settlement.



The **Taratu** area was first mined about 1876 and a number of small mines operated but production was limited by transport. One mine constructed a small tramway to join the Lovell's Flat to Kaitangata Road then used horse and dray to cart the coal to the Kaitangata Railway Station. A small settlement formed at Taratu [7 houses in 1927], most miners lived at Lovell's Flat or walked from Kaitangata.

The **Taratu Coal & Railway Company Limited** was formed 31 July 1900 to develop both the mine and a railway to join the Government railway at Lovell's Flat. This 6-mile line had 50 men working and was officially opened **25 August 1902**. The **Taratu Coal Mine** was in production between 1902 and 1935. Over **700,000 tons** was produced with the peak year being 1920 with 47,000 tons and 99 men employed. A strike by the Taratu Miners Union over a 7-hour day 5 October 1936 eventually caused the Company to be wound up. The railway track was lifted in 1940. Taratu Coal was a significant competitor for Kaitangata coal in Dunedin City.

I SE GOT MA EYES ON YO HONEY!

**COAL.** 22/- per ton delivered within the City boundary (less a discount of 1/- per ton for cash or if paid by the 20th of the month) is the price of

*The Hottest, Cleanest, Cheapest, and Best Coal to use in either range or grate.* **TARATU COAL**

Don't be put off with anything else, but order some from your coal merchant—it's bound to please you.

If any difficulty about getting **TARATU COAL**, please communicate with us, and oblige,

**The Taratu Coal and Railway Co., Ltd.**  
6 VOGEL STREET, DUNEDIN.

Telephone 217.

© 700  
COPYRIGHT 1905 BY E. NASH

## TARATU COAL

Coal has been mined from this well-known coalfield for the past 25 years. There is ample coal opened up, and immense quantities remain yet undeveloped.

The Proprietors can supply in any quantity coal of the following classes—viz., Household Coal, Steam Coal, Nuts, Peas, and Dross.

Address all communications to  
**THE PROPRIETORS TARATU COAL MINES,**  
P.O. Box 234, Dunedin.

Head Office: 114 Rattray Street, Dunedin.	GEO. R. CHEESEMAN, General Manager.
--	--

Taratu Coal Advertisement Postcard [copyright 1905 E Nash] Used **Dunedin 16 JE 10**.

Copy of Stone's Directory Advertisement [1910]

## Tuatara

**Tuatara** was a small settlement 5km northeast from Kaitangata with a number of small coal mines operating between **1917 and 1934**.

The **Tuatara Post Office** opened **December 16, 1918** and closed **October 30, 1937**. "J" Class d/s.



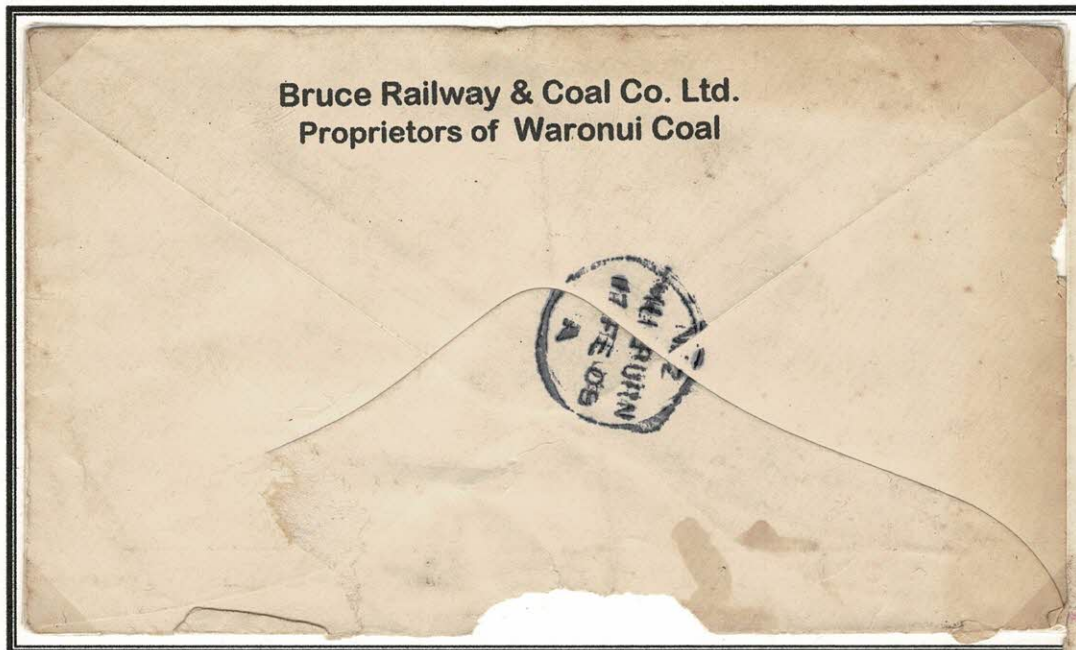
## Waronui

**Waronui** is a small settlement 8km from Milton. It developed after the Waronui Mine was expanded and production increased. The **Post Office** was opened **10 February 1913** and closed **30 September 1919** being replaced by Rural Delivery from Milton. **"J" Class** datestamp used. Waronui means "plenty of coal"



**Waronui "J" Class**  
**24 MR 14**

The mine was initially owned by the **Fortification Railway and Coal Company** which was formed in 1898. The Railway and Mine were taken over by the **Bruce Railway and Coal Company** in 1904 with a new mine was opened "**Waronui**" 19 July 1905. Sold to Robert Glendining in 1908, another mine was developed in 1919. The major user was New Zealand Railways with 69,000 tons being supplied in the 10 years from 1912. Production peaked in **1920 with 32,000 tons** of brown lignite with **45 men employed**. In September 1930 there were 2 deaths in the mine from an explosion and the mine ceased functioning with 22 men laid off> the Company assets were auctioned off in 1931 and 1932 and the railway was lifted in March 1932. **Total production 450,000 tons.**

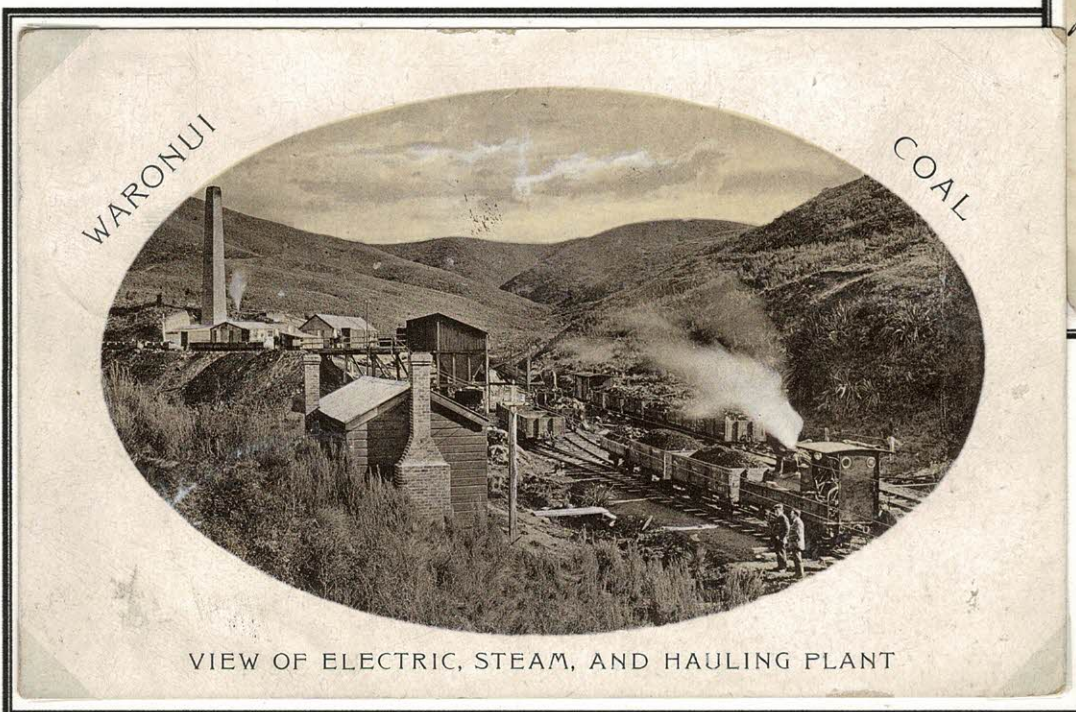


**Bruce Railway & Coal Co. Ltd.**  
**Proprietors of Waronui Coal**

Coal, Coke,	Union Street Coal Yard.		TELEPHONE, NO 38
Firewood,	MILTON, <i>Nov</i> 19 <i>19</i>		
Stone, Gravel,	<i>Mr J Littlejohn</i>		
Lime.	In Account with		
FURNITURE REMOVED.	<b>S. H. JONES,</b>		
	COAL MERCHANT and GENERAL CARRIER.		
	Agent for Kaitangata, Waronui. All other Coals supplied.		
<small>D. Mayes, Print.</small>			
<i>April 26</i>	<i>20 1/2 cwt War</i>	<i>1</i>	<i>6 6</i>
<i>May 19</i>	<i>1 Ashes</i>	<i>3</i>	
<i>June 4</i>	<i>1 Hen Manure</i>	<i>10</i>	
<i>.. 17</i>	<i>12 cwt War</i>	<i>16</i>	
		<i>£ 2 15 0</i>	

**Bruce Railway & Coal Co. Ltd. Milton 10 FE 08 to Milburn**

**Waronui Coal View of Electric, Steam and Haulage Plant.**  
No photographer or publisher Used Waimate 21/8/12 to Timaru



VIEW OF ELECTRIC, STEAM, AND HAULING PLANT

**Union Street Coal Yard, Milton, S H Jones**  
Agent for Kaitangata, Waronui. All other Coals supplied.  
Invoice **November 1919**

April 26	"20½ cwt War"	£1/6/6d
June 17	"12 cwt War"	16/-

The April purchase of Waronui Coal was at 1/3d per cwt  
The June purchase of Waronui Coal was at 1/4d per cwt  
2d cheque duty when account paid

Waronui Coal illustrated envelope.  
Milton 8 JE 17 to Milburn.

The addressee "*Raitt Brothers*" were the proprietors  
of **Milburn Cement Works**, a major customer for  
Waronui Coal

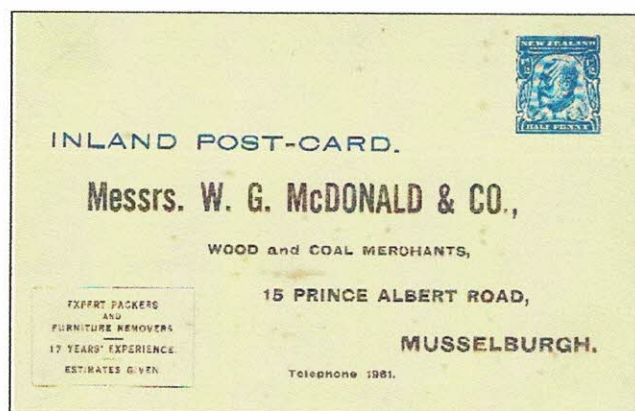


Waronui Coal illustrated envelope  
Dunedin 5 JUN 1937

Very late use as Waronui Mine and Bruce Railway & Coal  
Company had closed before 1940

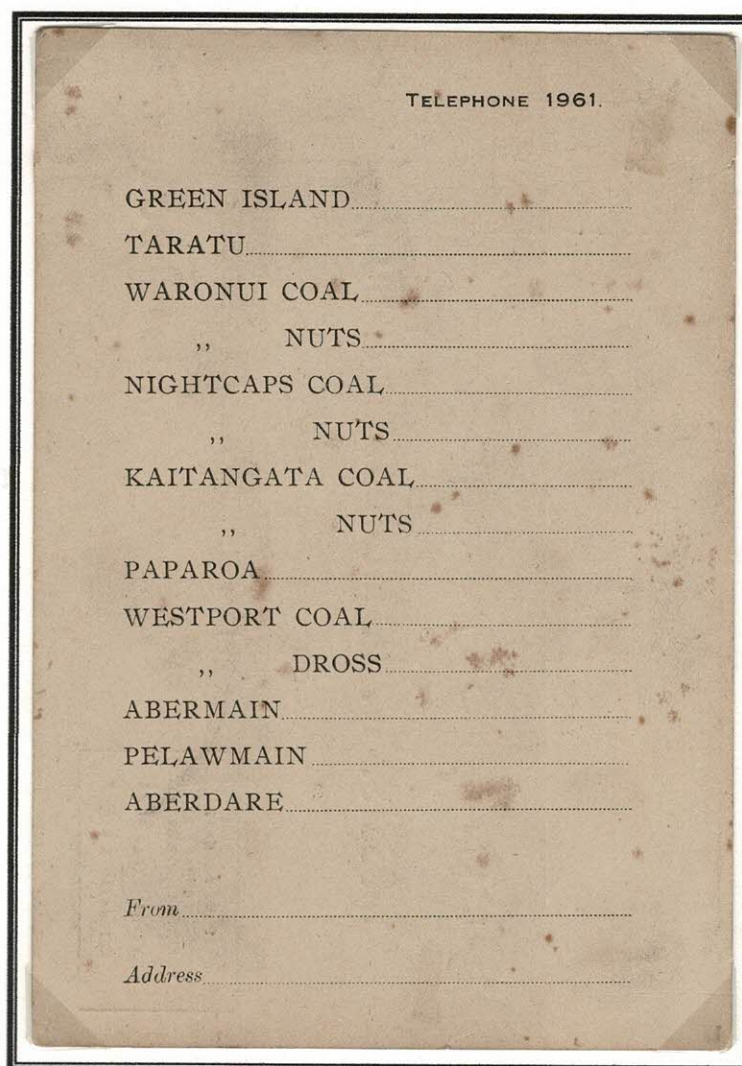


OH! This WARONUI Coal is  
Lovely!



KEVII Postcard [issued December 1907].  
Coal merchant offering Waronui Coal  
Waronui Nuts

"Coal" is generally large lumps suitable for home  
"Nuts" are 20-50mm in size suitable for furnaces





## Waronui Coal Mine Postcards

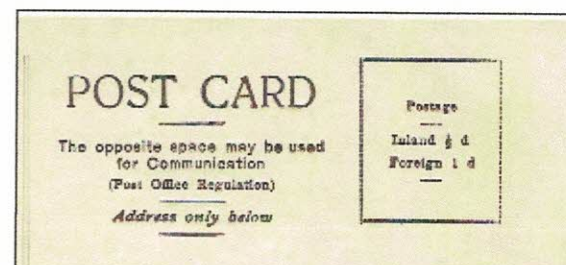
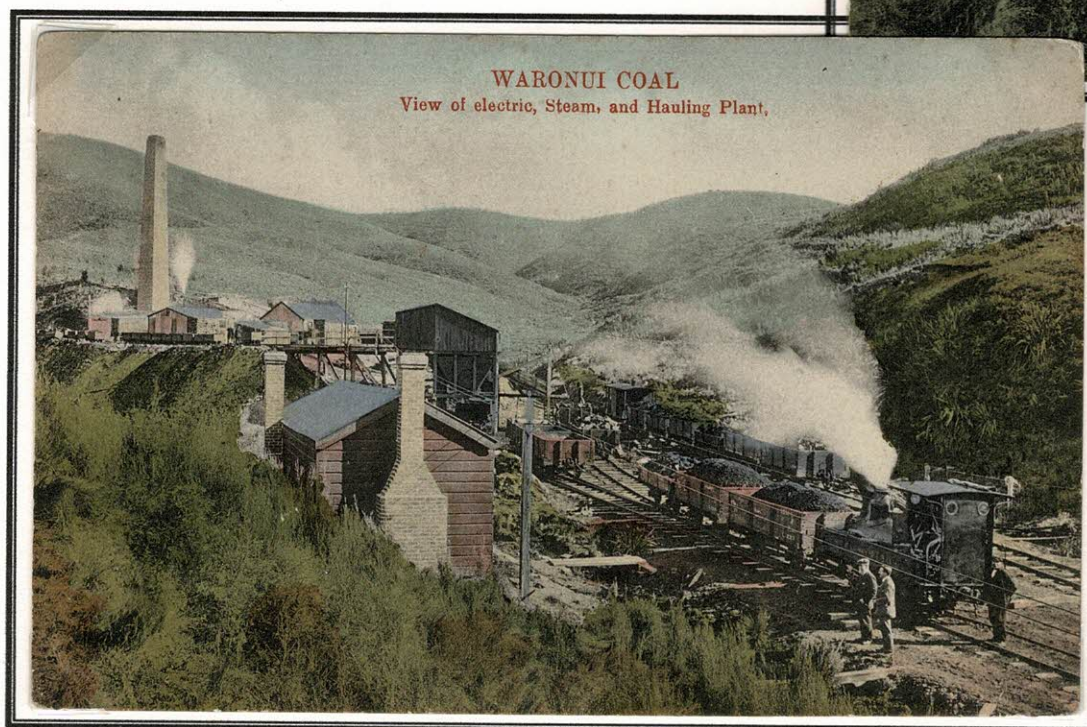
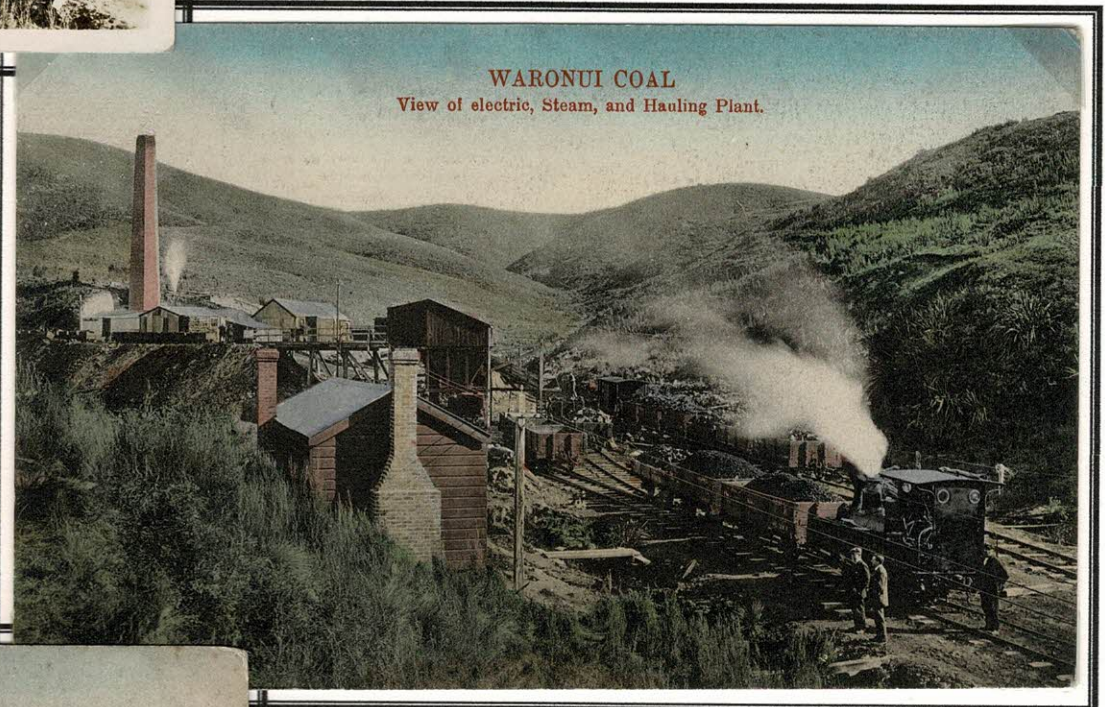
"WARONUI 1911" real photograph postcard.  
No details Written 23/12/11 to North-east Valley  
Dunedin with ½d postage.

It is probable that the photographer was from  
**Milton** and this was used as the template for the  
two coloured cards which were probably printed  
in Germany



WARONUI COAL View of electric, Steam and  
Hauling Plant

Divided back cards 174045 in lower right corner



Part of back of two cards above

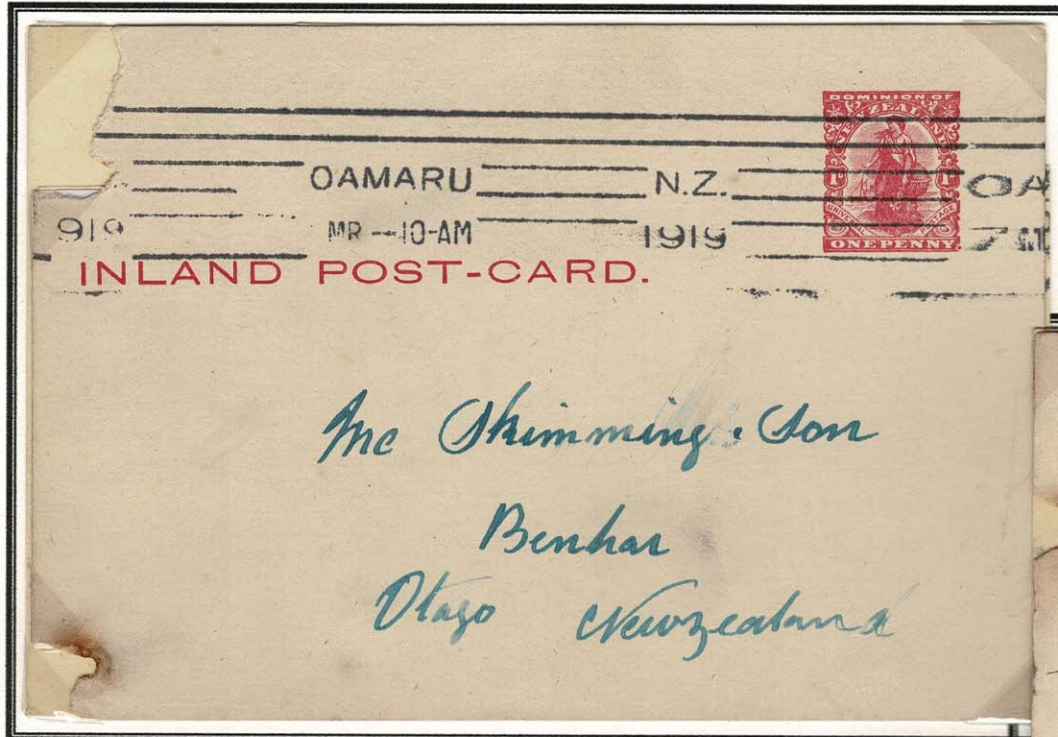
## Benhar

Benhar is 18km south from Milton on the Government Railway Line - the main employer was the brick works. The Post Office opened **6 June 1913**, now closed. It used a "J" Class 25mm datestamp.



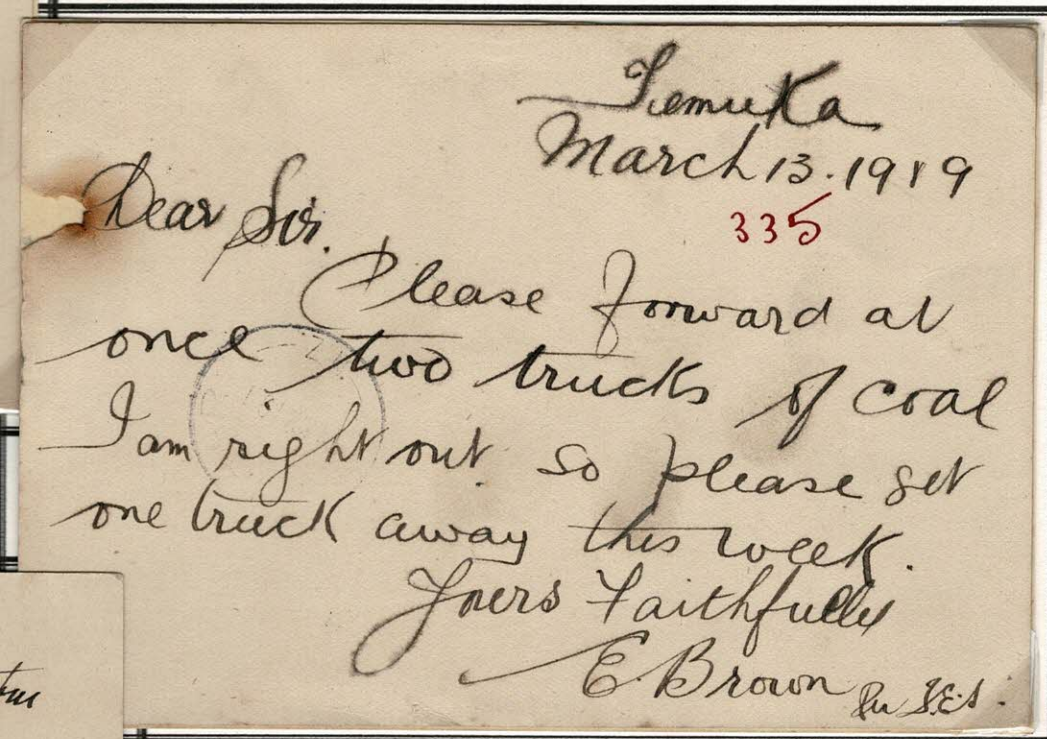
Benhar 25 MY 31

**McSkimming & Son Company Limited** operated a large brick and clay product manufacturing plant near the Benhar Railway Station. They also operated an open-cast coal mine - **Benhar Coal Mine** - producing black ignite coal, for their own use and marketed in South Canterbury. The mine opened in 1914 and was closed by 1937. the average production was **6,000 tons with total production 143,786 tons.**

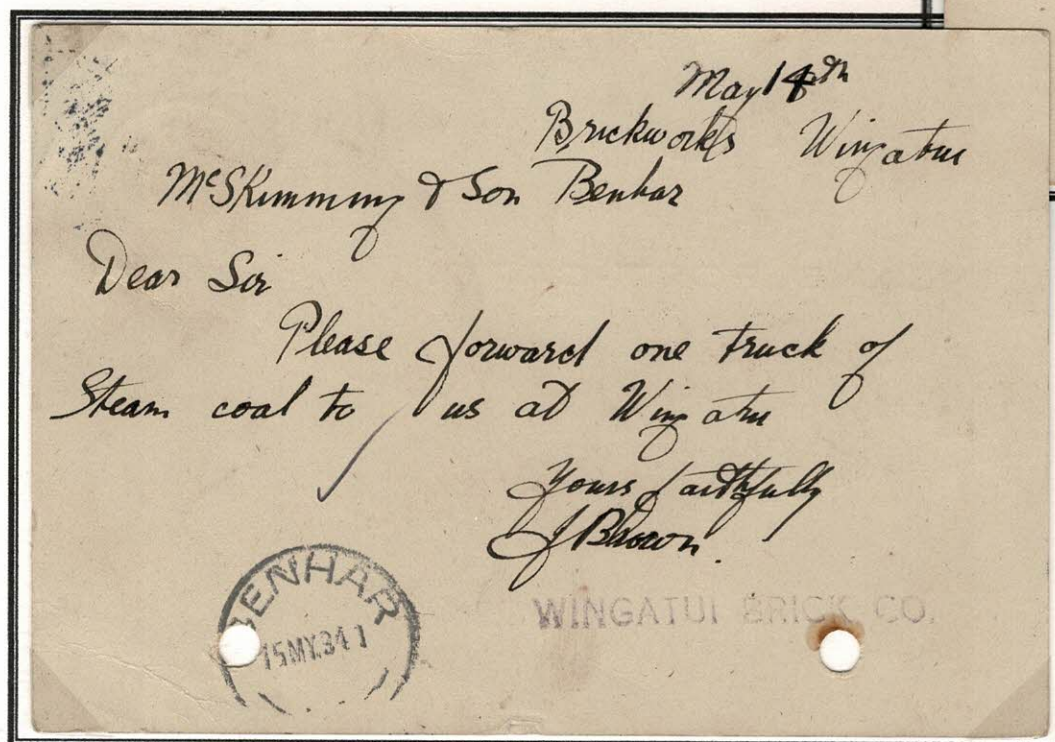


1d Dominion postcard from Oamaru 7 MR 1919 to Benhar

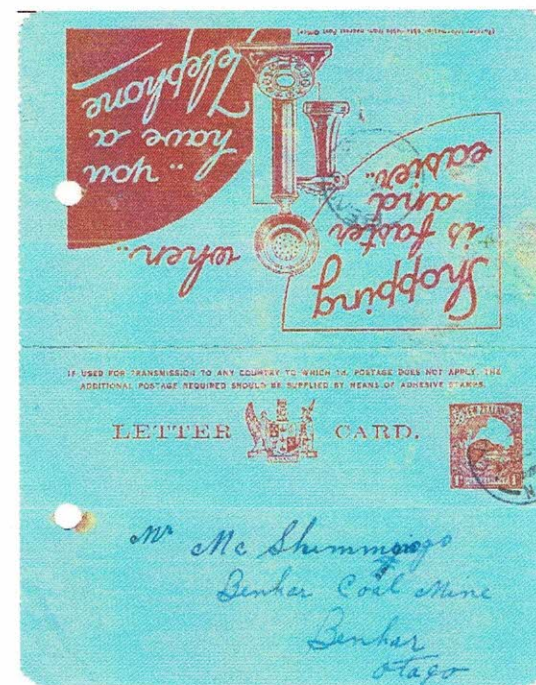
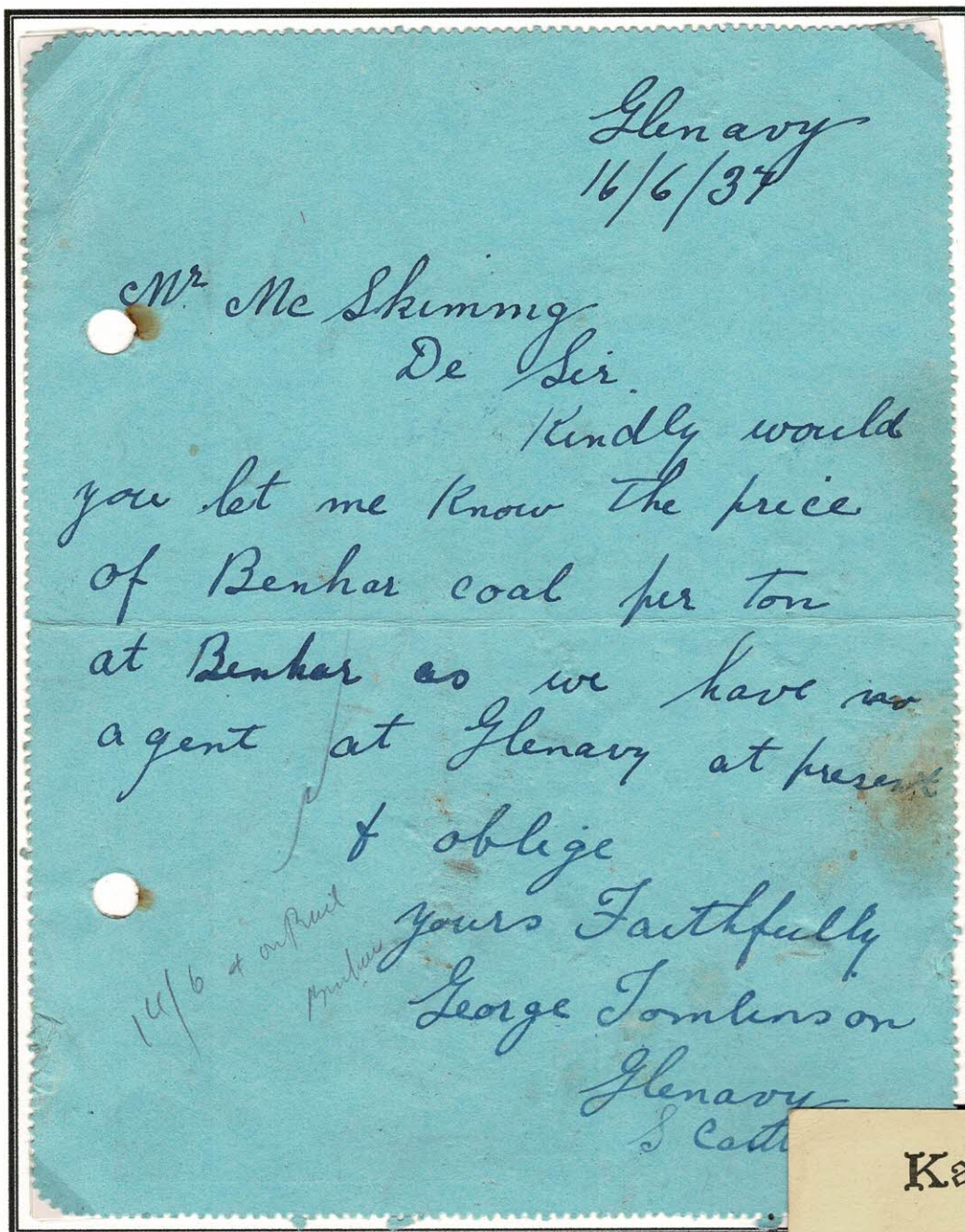
*"Dear sirs will you please cancel my order for a truck off coal as I had to gett coal else where and I am full up for the mean time. I will send you word when I need some."*



1d Dominion postcard mailed Temuka 13 MR 19 addressed to **McSkimming & Son Co. Benhar** requesting coal



1/2d KGV postcard [issued 1932] mailed Wingatui "A" Class 14 MY 34 from **Wingatui Brick Works** requesting steam coal  
Received Benhar 15 MY 34



1d Kiwi Letter card [issued 1 May 1935] with Advertising  
"Shopping is faster and easier when you have a Telephone."  
Mailed from Glenavy 17 JE 37 received Benhar 19 JE 37

Addressed to McSkimmings Benhar Coal Mine Benhar

Pencil annotation "14/6d on rail Benhar"



½d KGVI postcard [July 1935] up-rated with ½d Meter  
2093 of Kaitangata Coal Mines. Kaitangata 13 FE 49  
received Benhar 13 FE 40

By 1940, the Benhar Coal Mine had closed and  
McSkimming was buying coal from Kaitangata. Advice  
card for Coal to 3 different railway destinations

**Kaitangata Coal Company Ltd.**  
PROPRIETORS OF KAITANGATA COAL.

Kaitangata, ..... 19

We beg to advise you that in accordance with your esteemed order  
we have this day forwarded the undermentioned.

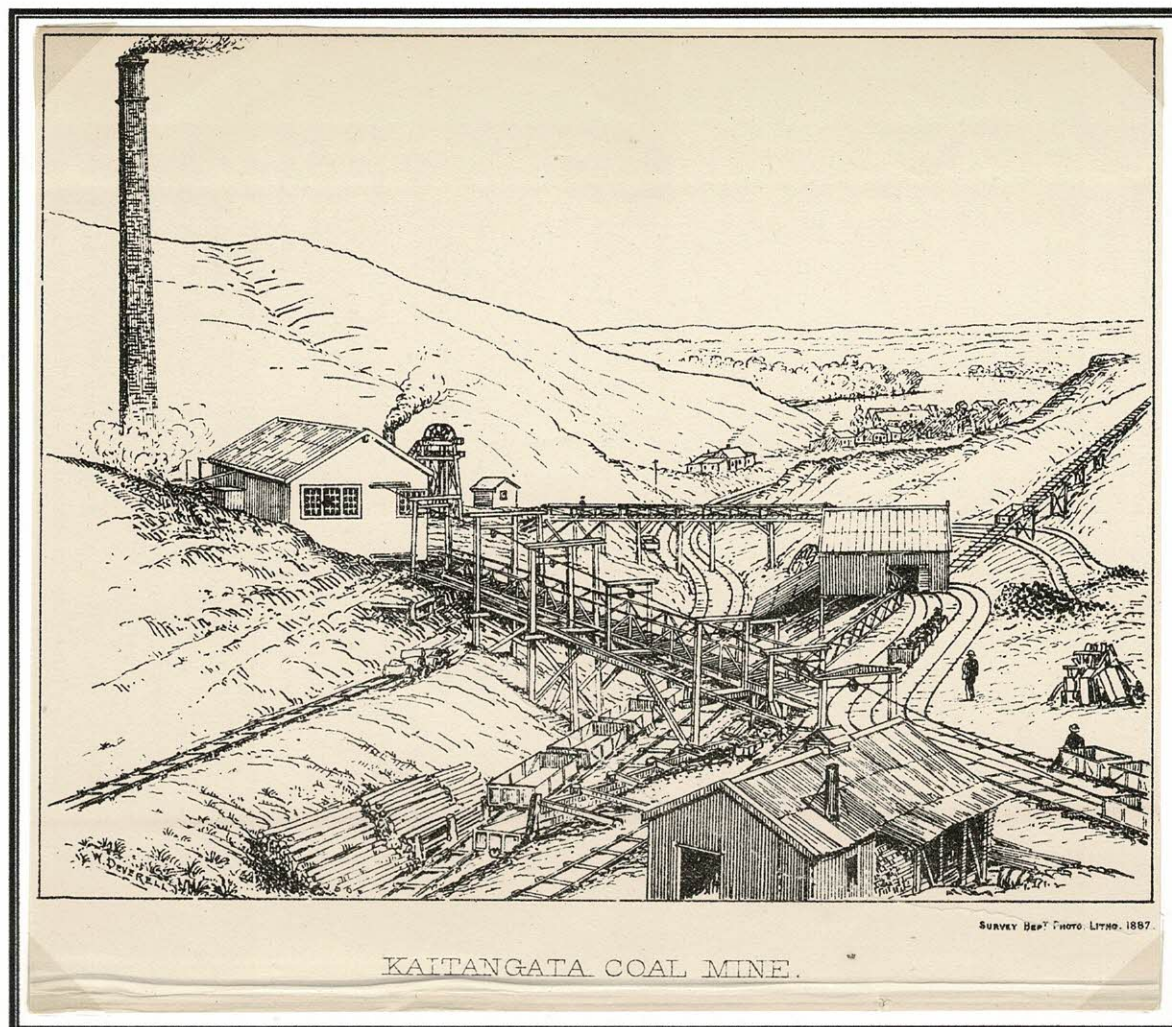
..... Stationmaster.

TRUCK NO.	CONSIGNEE	STATION	CLASS	WEIGHT	
				TONS	CWT.
5104	McSkimming Ben	Benhar	nutts	6	1
5290		Stirling	coal	7	8
2016	McSkimmings Edg		Nutts	6	11

This Coal is sold on Truck at Stirling, and when railage to destination is prepaid, it is  
done for the convenience of the consignee.

## Kaitangata Coal Companies

"KAITANGATA COAL MINE [from frontispiece Mines Report of 1888] Survey Dept Photo Litho"



### Kaitangata Coal Companies:

- 1870** John Thompson took up a lease and established a "Company to work the Coal" - nominal capital of £3000 - 500 shares at £6 each
- 1872** With viability proven, the original Company was reconstructed as **Kaitangata Coal Company** with a capital of £10,000 - 1000 shares at £10 each in December 1872
- 1875** The Company needed additional capital to fund expansion and was reconstructed as **Kaitangata Railway & Coal Company Ltd** with capital of £25,000 - 2500 shares at £10 each. This funded the development of what was to be known as "**Big No. 1 Mine**" which started production in 1884 and was the major coal mine in the coalfield. The mine closed in 1936.
- 1890** A second share issue was made at £1 per share - these could be paid in two instalments.
- 1898** On August 1st, the **New Zealand Coal and Oil Company Ltd** was formed with the amalgamation of the Castle Hill Coal Company and the Kaitangata Railway & Coal Company. This was predominately English owned with a capital of £180,000 shares at £1 with an additional £70,000 as debenture capital
- 1900** The capital was increased to £210,000 - 180,000 ordinary shares and 30,000 preference £ shares - each at £1.
- 1902** A second debenture issue of £50,000 at £1 a share
- 1927** The New Zealand Coal and Oil Company had invested heavily in the Orepuki oil shale business that failed, causing Company to be wound up. A new company was formed in May 1927 - **Kaitangata Coal Company** - with £12,000 from locals and £65,000 largely from Dunedin businessmen.
- 1936** The "Big No.1 Mine" was closed but the company continued with the No.2 Mines.
- 1955** Kaitangata Coal Company ran into financial difficulties and the Company was dissolved and the assets and liabilities invested in the Crown as from 1 December 1955 - ownership being **State Coal Mines**.

Report of the Directors

OF THE

Kaitangata Railway and Coal Company, Limited.

Presented to the Shareholders at the Tenth Annual General Meeting of the Company, held on Saturday, 26th Sept., 1885.



THE Directors have now the pleasure to submit to the Shareholders their report for the year ending 31st August, 1885, with Balance Sheet to that date, shewing a balance to the credit of Profit and Loss of £4,463 3s. 3d.

The Directors recommend that a dividend at the rate of 10 per cent. per annum for the six months ending 31st August be declared, absorbing £1,250; that £1,000 be written off Mining works; £1,000 off Railway works, as depreciation, and the balance of £1,213 3s. 3d. carried forward.

The dividend, if approved, will be payable at the Company's office on and after Thursday, the 1st day of October next.

The works throughout are now in excellent order. A field of coal has been proved in the newly opened block equal to many years supply without further expense, and the mine is now capable of throwing out double its present output, and this, combined with the general depression in trade, and the strong competition from foreign coal, which prevents the Company from increasing its business, influenced the Directors to delay opening the Elliot Vale field in the meantime.

Shareholders are no doubt aware of the sudden and serious flooding of the new works in February and March last, which resulted in considerable expense, but it was an occurrence that is not likely to be repeated, as there is every evidence of the water having exhausted itself completely.

Two Directors, Messrs. Robert Wilson and the Hon. W. J. M. Larnach, and the Auditors, Messrs. Thomas Callendar and Alex. Bartleman, retire on this occasion, but are eligible and offer themselves for re-election.

By order of the Board,

THOMAS BRYDONE, *Chairman.*

**Directors Report to 10th AGM**  
**26th September 1885**  
[Balance Sheet and auditor's  
report on page 2]  
Approval of **10% dividend**

Comment that the works are "*in excellent order*" and the "*newly opened block*" was in operation [Big No. 1 Mine] with excellent prospects and that the "*serious flooding*" has been resolved.

**Thomas Brydone**  
[1837-1904]  
Chairman of

**Kaitangata Railway and Coal Company**, was involved in pastoral activities in Southland and Otago. He was involved with the **first dairy factory** in New Zealand at Edendale in 1882. He managed the **first export of frozen meat** to England in February 1882.

He was a director of the Milburn Lime and Cement Company, he developed the Burnside freezing Works and founded the New Zealand Refrigerating Company.

There are memorials to Brydone at Totara [site of the meat plant] and Edendale.

-----  
**Hon W J M Larnach**, Director, was a prominent Dunedin businessman and politician in Parliament 1875 - 1898.

He was financially ruined and committed suicide inside Parliament buildings in 1898. Remembered mostly now for **Larnach Castle** on the Otago peninsula

In 1890 The Kaitangata Railway & Coal Company Ltd, made a second share issue at £1 a share that could be paid in two instalments of 10/-

The amount of capital to be raised was probably £25,000 bringing the total capital to £50,000.

The capital was to fund an expansion in workings to the rising demand.

Receipt for "sixteen pounds stg" fully paid up for 16 shares - dated 20 January 1890.

Dunedin, 20 Jan 1890.

£ 16.0.0

Received from *J. F. Frankson Esq*

the Sum of *Sixteen pounds stg*  
*Twenty*  
being ~~Ten~~ Shillings per Share paid on allotment on

*16* Shares of the Second Issue in THE KAITANGATA  
RAILWAY & COAL COMPANY, LIMITED.

For THE KAITANGATA RAILWAY & COAL COMPANY, LIMITED,

*W. P. Watson* General Manager.

*J. B. Stewart Esq*



Dunedin, 23 April 1890.

£ 12.10.0

Received from *Max Neumann Esq*

the Sum of *Twelve pounds ten shillings stg*  
being *Ten* Shillings per Share paid on allotment on

*25* Shares of the Second Issue in THE KAITANGATA  
RAILWAY & COAL COMPANY, LIMITED.

For THE KAITANGATA RAILWAY & COAL COMPANY, LIMITED,



*W. P. Watson* General Manager.

Receipt for "twelve pounds ten shillings stg" - first instalment paid for 25 shares in the Second Issue - dated 23 April 1890.

Signed by W P Watson  
General manager.

[It was he who was to be involved in the advertisements on the back of the postage stamps in 1893]

Head office of The Kaitangata Railway & Coal Company Ltd was Ward's Building, 107 High Street, Dunedin

Kaitangata Railway and Coal Company, Limited.



CRAWFORD STREET,

DUNEDIN, 19TH APRIL, 1890.

LETTER OF ALLOTMENT.

SIR,

I am instructed to inform you that the Directors, in terms of your application, have allotted you 133 Shares in the second issue in the Kaitangata Railway and Coal Company, Limited, and have entered your name in the Register of its Members in respect of such Shares.

You are requested to pay the amount due on allotment, as mentioned at foot, to me here immediately.

I am, Sir,

Your obedient Servant,

W. P. WATSON,

General Manager.

Amount due on allotment on 133 Shares

at 10/- per Share £ 66-10-0

} Paid  
27/4/90

J. F. Frankeiss Esq  
G. B. Sawright Esq

133. 0. 0.

Received from J. F. Frankeiss Esq  
by means of his attorney Basil Sawright  
the sum of one hundred and  
thirty three pounds & being for per  
share on one hundred & thirty three  
shares applied for in the second issue  
of shares in the Kaitangata Railway  
& Coal Co. Ltd.

Dunedin 20 March 1890

KAITANGATA RAILWAY AND COAL COMPANY, LIMITED



W. P. Watson  
General Manager

Dunedin 20 March 1890

133. 0. 0.

Received from J. F. Frankeiss Esq  
by means of his attorney Basil Sawright  
the sum of one hundred and  
thirty three pounds & being for per  
share on one hundred & thirty three  
shares applied for in the second issue  
of shares in the Kaitangata Railway  
& Coal Co. Ltd.

KAITANGATA RAILWAY AND COAL COMPANY, LIMITED

W. P. Watson  
General Manager

Handwritten receipt by W P Watson, general manager **Kaitangata Railway & Coal Company Limited** with 2-line rubber stamp on 1d stamp paying stamp duty. "**Dunedin 20 March 1890**" acknowledging receipt from the attorney for J F Frankeiss payment for application for 133 shares in the **Second Issue**.

**Letter of Allotment Dunedin 19th April 1890**, confirming the allocation with annotation that these were paid for at 10/- on 20 March 1890 - in advance of the allotment of shares.

1891 Broker advice on Sale of Shares in Kaitangata Railway & Coal Company  
 [Second issue offered in 1890 at £1 per share]

GEO. S. BRODRICK,  
 SHAREBROKER,  
 LAND, ESTATE, FINANCIAL,  
 AND GENERAL AGENT.

AGENT FOR  
 LIVERPOOL & LONDON & GLOBE  
 INSURANCE CO.  
 REUTER'S TELEGRAM COMPANY.



Dunedin, 27<sup>th</sup> April 1891.

R. Sievwright Esq

I have sold by your instructions 100 + 30 new issue Kaitangata Coal Company @ 28/- per share 20/- paid

£ 182. 0. 0

Comm'n. 1. 12. 6  
 £ 180. 7. 6

$1\frac{1}{4}\% = 2:5:6$

Geo. S. Brodrick

I hope to report the sale of the balance 19 shares in the morning

GEO. S. BRODRICK,  
 SHAREBROKER,  
 LAND, ESTATE, FINANCIAL,  
 AND GENERAL AGENT.

AGENT FOR  
 LIVERPOOL & LONDON & GLOBE  
 INSURANCE CO.  
 REUTER'S TELEGRAM COMPANY.

5, HIGH STREET,

Dunedin, 1<sup>st</sup> May 1891.

R. Sievwright Esq

I have sold by your instructions (19) Nineteen Shares (new issue) in the Kaitangata Railway & Coal Co 20/- paid at 28/-

£ 26. 12. 0

Comm'n. 6. 6

£ 26. 5. 6

Geo. S. Brodrick  
 Broker



The Kaitangata Railway and Coal Company, Limited  
 Statement of Dividend for Year Ended 31st August 1893

The Kaitangata Railway and Coal Company, Limited.

STATEMENT OF DIVIDEND FOR YEAR ENDED 31ST AUGUST, 1893.

Payable at the Company's Office, Crawford Street, Dunedin, on and after 2nd October, 1893.

On	30	Shares of £10 each, at 10% per annum	=	=	£	15	:	0	:	0
On	-	Shares, £1 paid up, ,, ,,	=	=	£		:	0	:	0
Bonus of	15s.	per Share on Shares fully paid up	=	=	£	22	:	10	:	0
„	1/6	„ „ £1 paid up	=	=	£		:	0	:	0
										<u>£ 37 : 10 : 0</u>

*M<sup>r</sup> Max Mendershausen*  
*6/0 B. Stewart Crag*  
*Dunedin*

30 shares at £10 at 10% per annum	£15 0 0
Bonus of 15 shillings per share	<u>£22 10 0</u>
Total	<u>£37 10 0</u>

- Dividend paid in two instalments of £15 = £30 return
- Bonus represents a 7½ % return
- Return for 1893 - dividend + bonus = 17½ %
- These **£10 shares were issued in 1875** - investment £300
- Assuming annual 10% dividend [it was in 1885] and ignoring bonuses - and compounding £300 from 1875, these 30 shares have **returned nearly £3000**

NUMBER OF CERTIFICATE.

151

DEBENTURE STOCK CERTIFICATE.

AMOUNT OF STOCK.

£200—

The New Zealand Coal and Oil Company,  
 LIMITED.  
 INCORPORATED UNDER THE COMPANIES ACTS 1862 TO 1893.

CAPITAL £210,000

DIVIDED INTO 180,000 ORDINARY SHARES OF £1 EACH  
 AND 30,000 PREFERENCE SHARES OF £1 EACH.

ISSUE OF £50,000 SECOND MORTGAGE DEBENTURE STOCK 1902

BEARING INTEREST AT THE RATE OF £6 PER CENTUM PER ANNUM PAYABLE 1ST MAY AND 1ST NOVEMBER



THIS IS TO CERTIFY that *Mrs Elizabeth Stott*  
*of All Hallows Rectory Ordsall, Relford, North* is the Registered Holder of  
*Two hundred* Pounds of the above Stock  
 which Stock is constituted and secured by Trust Deed dated the Thirteenth  
 day of August One thousand nine hundred and two and made between the  
 Company of the one part and Benjamin West and Robert Logan as Trustees  
 for the Debenture Stock Holders of the other part and also secured  
 by mortgages or a further charge to the Trustees given pursuant to that Deed  
 and is issued subject to the provisions contained in that Deed and the  
 Schedules thereto.

Given under the Common Seal of the Company  
 this *28<sup>th</sup>* day of *September 1905*

*W. S. S. S. S.*  
 SECRETARY.

*J. W. Allen*  
 PROWANTERS

DIRECTORS.

NOTE - No Transfer of the Stock comprised in this Certificate or any part thereof will be registered until this Certificate has been delivered at the Company's Office. No Transfer of Stock will be recognised which is not a multiple of £5.

## Kaitangata Coal - 1893 Stamp Advertisements

### 1893 Queen Victoria Sideface Postage Stamps

During 1892, the Government entered into a contract with Messrs Miller, Truebridge and Reich, giving them the right to use the back of postage stamps for their advertisement purposes. <sup>1</sup> **The Bruce Herald** of 14 November 1893, in a report on a court case at Milton on 11 November where Mr W P Watson, manager of the Kaitangata Coal Company, stated that their advertisement was *"fixed for on December 14th 1892 and he posted the matter to go on the stamps on the following day."*

Kaitangata Coal Company had bought 5% of the available advertising space and their advertisement appeared 3 times on each of the 4 panes of 60 stamps which comprised a sheet. All values from 1d to 1/- were used and a number of printing inks were used. There were three settings of these advertisements. The first differed from the second in the alignment while the third setting included a new advertiser. The Bruce Herald report quotes from Mr Henry Hume, Government stamp printer who confirmed that the stamps were printed at the Government Stamp Printing Office in Wellington and *"stamps with advertisements on the back were first issued on the 8th February 1893."* The earliest copy recorded is a 1d cancelled **Wellington 15 FE 93**.



#### Positions:

Top Left Pane: R 1/2; R 2/5; R 7/4.  
 Top Right Pane: R 2/6; R 6/4; R 10/4.  
 Lower Left Pane: R 1/2; R 6/6; R 9/3.  
 Lower Right pane: R 3/1; R 3/6; R 6/2.

The stamps can be plated if in multiples by reference to adjacent advertisements.

**First Setting:** Bottom of Advertisement on the **left** of the stamp as viewed from the back.

#### 1d Value:



Wellington  
MY 93



**Top Left  
 Pane:  
 R 2/5**

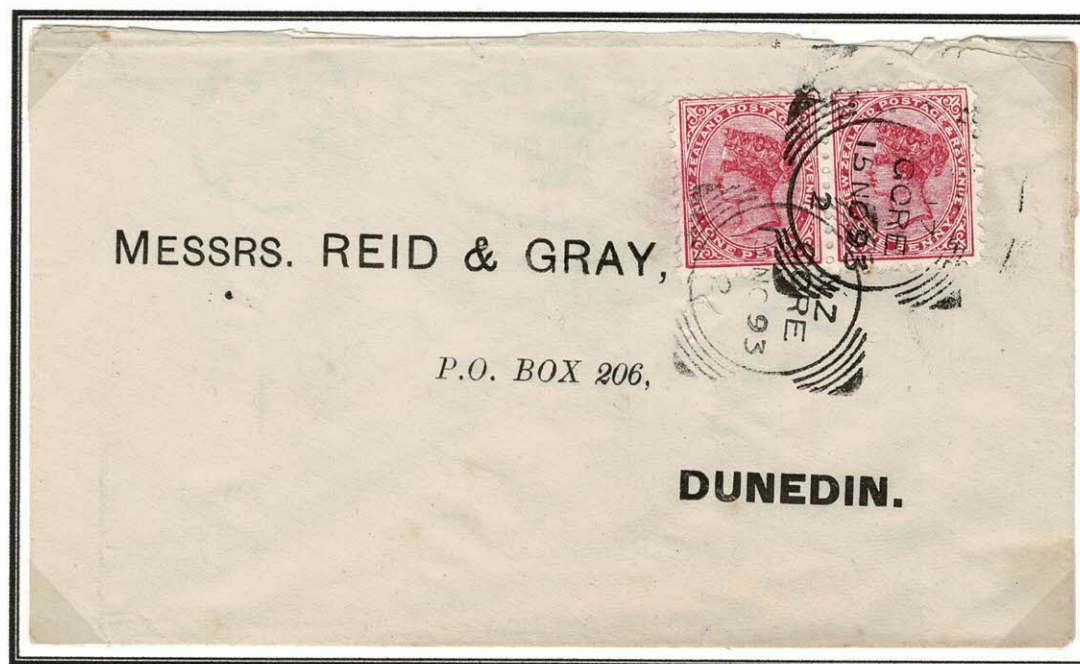
Auckland  
12 JL 93



**RTPO-DNS 15 NO 93**

[Railway Travelling Post Office Dunedin South]

**Top Right Pane Row 10 column 4 Gore 15 NO 93**



<sup>1</sup> This was referred to in Captain Cook, Journal of the Christchurch [NZ] Philatelic Society, December 2009 issue - Num 703, Volume 37, Number 11 by Jim Robb

2d Value:



Tapanui 10 NO 93 via RTPO-DNS 10 NO 93 to Dunedin.



Oamaru  
2 AU 93

Ad Left stamp. Gisborne 11 NO 93, RTPO-DNN  
14 NO 93 to Dunedin

**Second Setting:** Bottom of Advertisement on the **right** of the stamp as viewed from the back.

1d value



Top Right  
Pane:  
R 10/3

Ngaruawahia  
14 JE 94



Auckland 1 DE 93



Lower Left Pane R 9/3  
Dunedin 15 JE 93



Green Printing  
Auckland 3 MR 94  
Cambridge 1 Fe 94



2d value



Dunedin 11 AP 94



Lower Right  
Pane R 6/2  
Cardrona 4 DE 94

2½d value



Wanganui OC 94

Third Setting:  
with  
Poneke Meat  
Adverts

Lower Left  
Pane R9/3

RPO-WN  
27 FE 94



## 1925 Booklet Issue - USE ONLY KAITANGATA COAL

The 1925 2/- Booklet issue with 1d Dominion and ½d King George V stamps on Cowan chalky-surfaced paper, perforated 14 x 15. This was the first New Zealand Post Office having booklet advertisements printed, in blue, on the side selvedge of the panes.

The binding selvedge bore "Jeyes Fluid" advertising. These booklets were issued in three different formats;

With "Abdulla" adverts on the side selvedge

With "Dainties" adverts on the side selvedge

Composite Booklet with "Big Tree" adverts on one pane; "Use Only Kaitangata Coal" on two 1d panes and "Cameron Bros" on two different ½d panes.

The Composite Booklet [Big Tree-Kaitangata Coal-Cameron] booklets were restricted to a **Dunedin area distribution**.

Use outside this area is exceptional



Unhinged Mint "Kaitangata Coal" Pane



"DN" Packet Obliterator



Kurow [67 km North Oamaru]



Clinton 7 SP 26 [100 km SW Dunedin]

"Kaitangata Coal" cancelled Moray Place Dunedin 17 DE 28



"Kaitangata Coal"

Milton 8 NO 26  
[Kaitangata Coalfield]



"Kaitangata Coal"

Kaitangata 6 MR 27  
[Kaitangata Coalfield]



"Kaitangata Coal"

Balclutha 3 SP 26  
66km SW Dunedin



"Use Only"

Umutoi 6 JE 27  
Palmerston North District

*K*KAITANGATA*K*  
Railway & Coal Company,  
LIMITED.

**KAITANGATA COAL.**

The Special Qualities of the Kaitangata Coal are its

**General Cleanliness**

—AND—

**ENTIRE ABSENCE OF DIRTY SMOKE,**

Requiring no attention whatever once the fire is made, and householders who use it exclusively will no doubt recognise the

**GREAT SAVING OF CONSTANT CLEANING & SWEEPING.**

To mix it with other Coal scarcely gives it justice, and the Company recommend consumers to

**USE IT ALONE,**

when its full advantages can be realized.

Sold everywhere by all Coal Merchants  
in Dunedin and Suburbs.

**Kaitangata Railway & Coal  
Company Limited.**

The **Proof Copy** of the Kaitangata Coal **advertising leaflet** that was to be delivered to all Dunedin households in **April 1893**.

This was approved by W P Watson, General Manager of the Kaitangata Mine and is from the **Company Archive**.

It coincided with the **advertising** of Kaitangata Coal on the back of the **postage stamps** then in use which were released by the Post Office in **February 1893**.

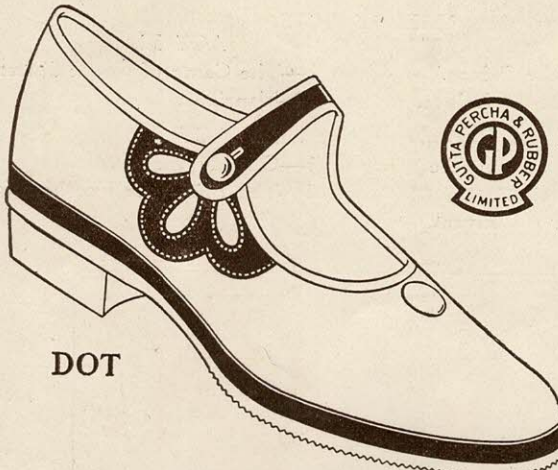
The Company, in 1890, realised that expansion was required to meet increasing demand and issued a **new share issue** to raise the required capital to construct a haulage plant and compressors capable of raising **50 tons of coal each hour**.

**Production for 1893** increased by 20% over the tonnage for 1892.

An additional 42 men were employed.



The **Kaitangata Coal Company** was formed in May 1927 after the previous Company ran into financial difficulties. They had lost market share of household coal and had a widespread advertising campaign




**TENNIS SHOES**

We have a large showing in Lace or Strap, fancy designs, with Red or Blue Trimmings. Prices from 5/11 per pair.

DOT

**THE DICKSON CASH SHOE STORE**  
184 GEORGE STREET.  
"WHERE SHOES ARE DIFFERENT."



# KAITANGATA

The  
Favourite  
Household  
Coal!

# COAL

*Try it and be convinced!*



SIGNORINA MARGHERITA FLOR.



SIGNOR SCAMUZZI (*Baritone*).

SIGNORA  
**Martinelli-Reggiardo**

TEACHER OF  
**PIANOFORTE, SINGING,  
AND VOICE PRODUCTION**  
(Italian Style).

Pupils Prepared for Concert Platform and the Profession.

Songs and Operas Taught in All Languages.

A Special Course may be taken in Pianoforte Accompaniments.

"THE STUDIOS."  
225 HIGH ST., DUNEDIN.





**THE KAITANGATA DOUBLE-SIDED BLOTTER**

**K**

THE MOST RELIABLE  
FOR ALL HOUSEHOLD  
PURPOSES

**KAITANGATA**

If you have any difficulty in  
obtaining supplies from your coal  
merchant, get in touch with the  
Proprietors—

KAITANGATA COAL CO., Ltd.  
C.P.O. Box 363,  
DUNEDIN.

**COAL**

AND

**NUTS**

**KAITANGATA COAL CO. LTD.**

HIGH STREET, DUNEDIN.

'Phone 12-419.

**THE KAITANGATA DOUBLE-SIDED BLOTTER**

**K**

THE MOST RELIABLE  
FOR ALL HOUSEHOLD  
PURPOSES

**KAITANGATA**

If you have any difficulty in  
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**COAL**

AND

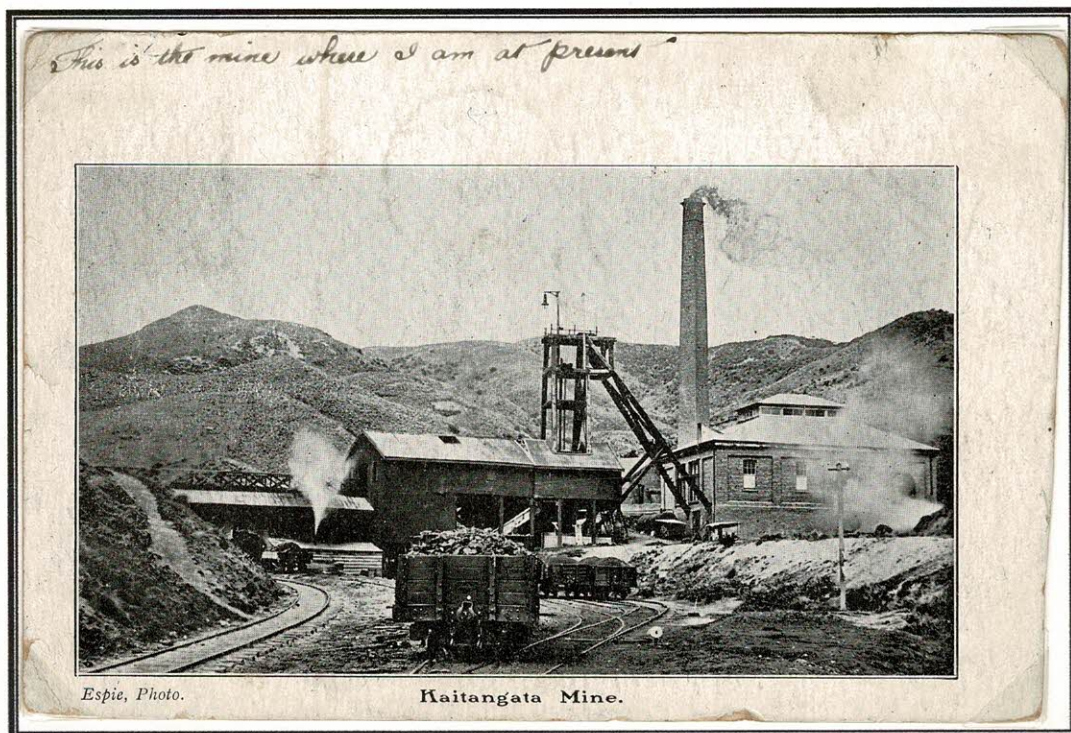
**NUTS**

**KAITANGATA COAL CO. LTD.**

HIGH STREET, DUNEDIN.

'Phone 12-419.

## Kaitangata Mining Postcards

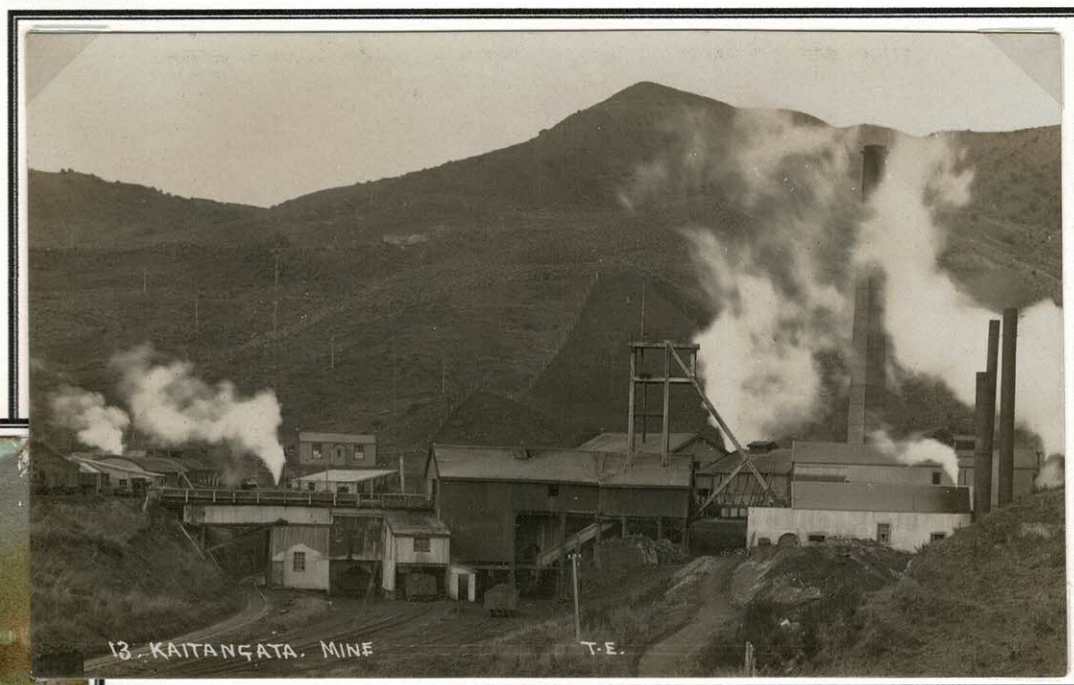


**"Kaitangata Mine"** Espie Photo, undivided back. With ½d Mount Cook stamp cancelled Kaitangata "H" Class 9 AP 06 to Bristol MY 14 06.

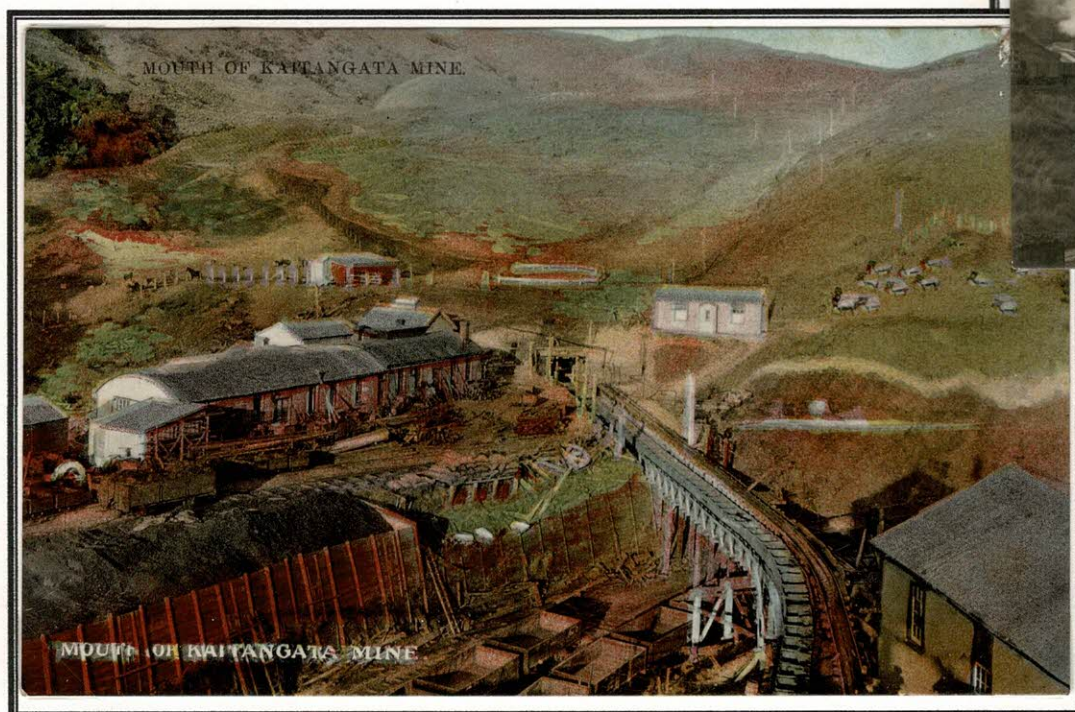
Insufficient postage [rate was 1d] T 5 centimes and 1d due markings

Message *"This is the mine where I am at present"*

Tom Espie was a Kaitangata photographer

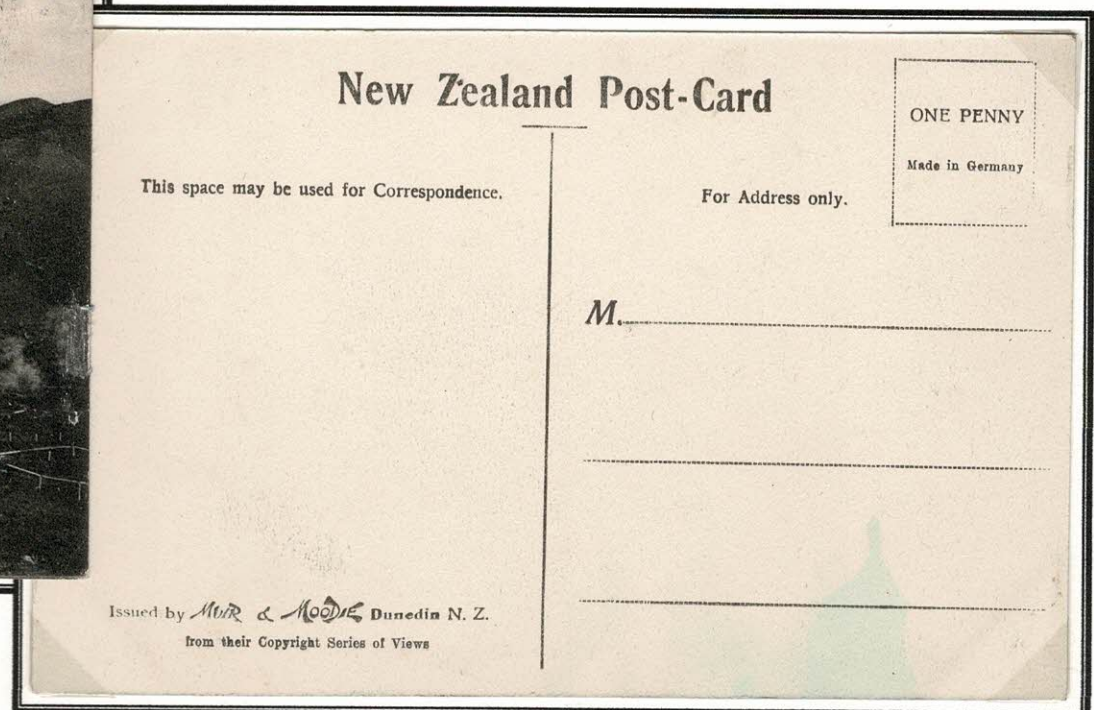
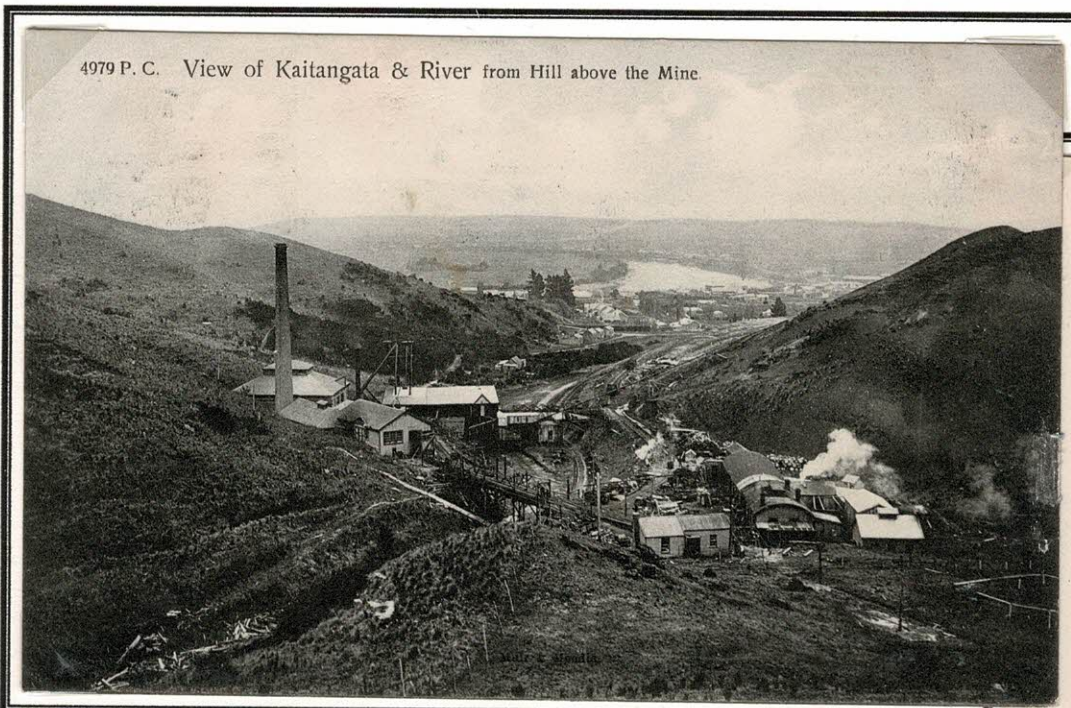


13 **"Kaitangata Mine"** real photograph postcard "T.E." - Tom Espie, local photographer. Divided back, unused



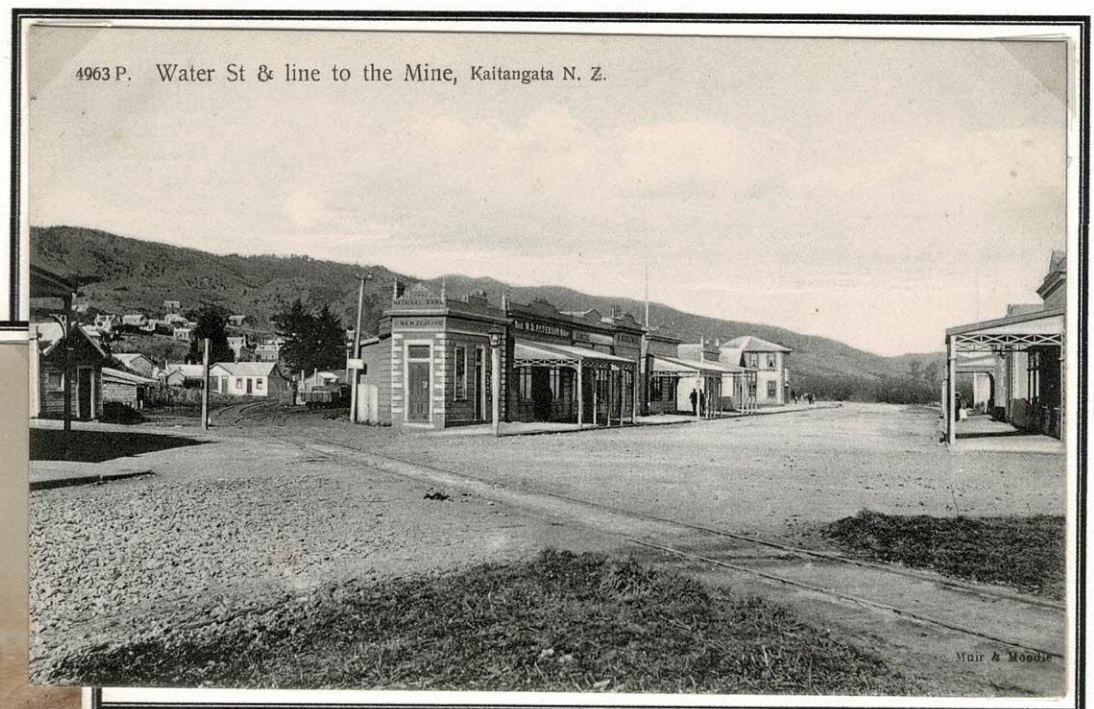
**"Mouth of Kaitangata Mine"** Divided back, Universal Series, Dunedin. Printed in Saxony. ½d King Edward stamp. Used Gore 15 MY 13 - Violet writes to her music teacher in East Gore

The adit for the mine was originally under the mine office but a new adit was constructed several chain away and this became the **"Big No.1 Mine"** which was operated for 56 years

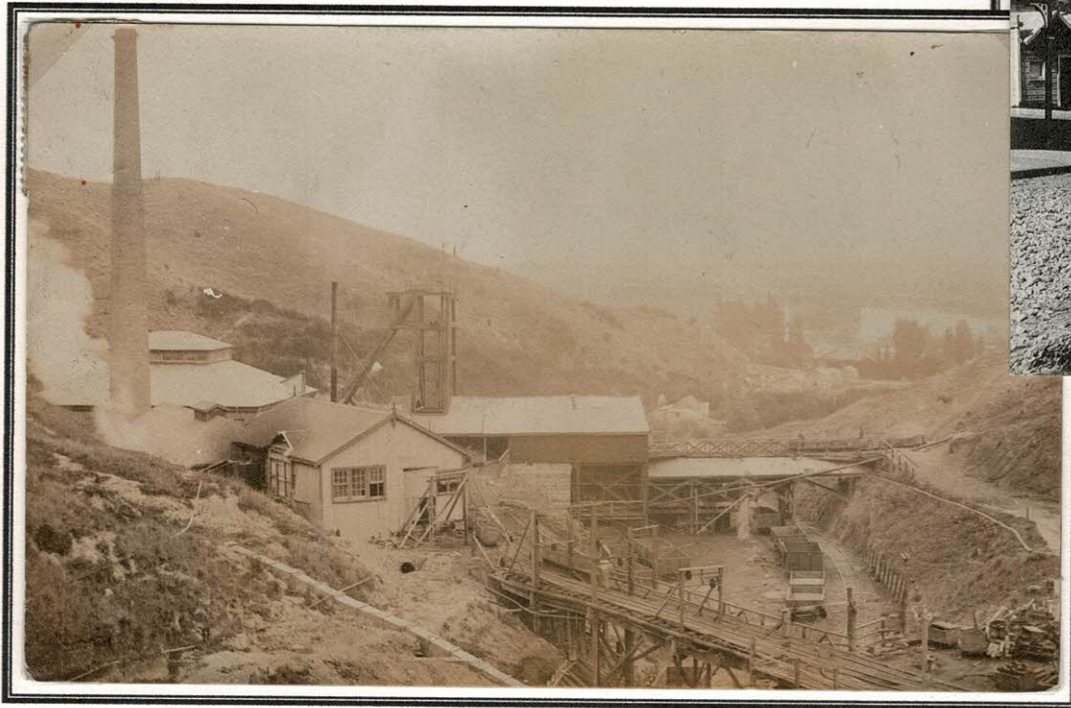


"View of Kaitangata & River from Hill above the Mine" Muir & Moodie 4979 from their Copyright Series of Views. Divided back.  
Written 14/4/1907 addressed to Lovells Flat.  
1d Universal cancelled Kaitangata "H" Class 15 AP 07

The building in centre-right with the curved roof was purchased from the South Seas Exhibition held Dunedin in 1889



"Water St & line to the Mine, Kaitangata N.Z." Muir & Moodie card 4963 P - unused



Real Photograph postcard - untitled of Kaitangata Mine  
Kaitangata "H" Class 1 OC 13 on 1d Dominion asking Joe why he has not written. Message in part:  
"Do you know this old place?"

The **Castle Hill Coal Company Limited** was formed in England in 1888 and took over an existing small mine which had been working a 12 foot seam since 1887 - mine called No.1 Castle Hill.

On 16 January 1889, the *Otago Witness* reported that after 12 months of boring a 20 foot seam of coal was found at a depth of 400 feet just to the east of the previous mine.

The **No.2 Castle Hill Mine** drive [2100 feet] was started and completed in early 1893. The first full year produced 10,000 tons with 60 men employed. Production declined subsequently due to fires.

In 1898 the Castle Hill Coal Company amalgamated with the Kaitangata Railway and Coal Company. From 1901 it was operated only in winter to meet demand. **The mine closed in 1929**



"Mouth of Castle Hill Mine, Kaitangata" Universal Series, Dunedin. Printed in Saxony. Divided back. Unused

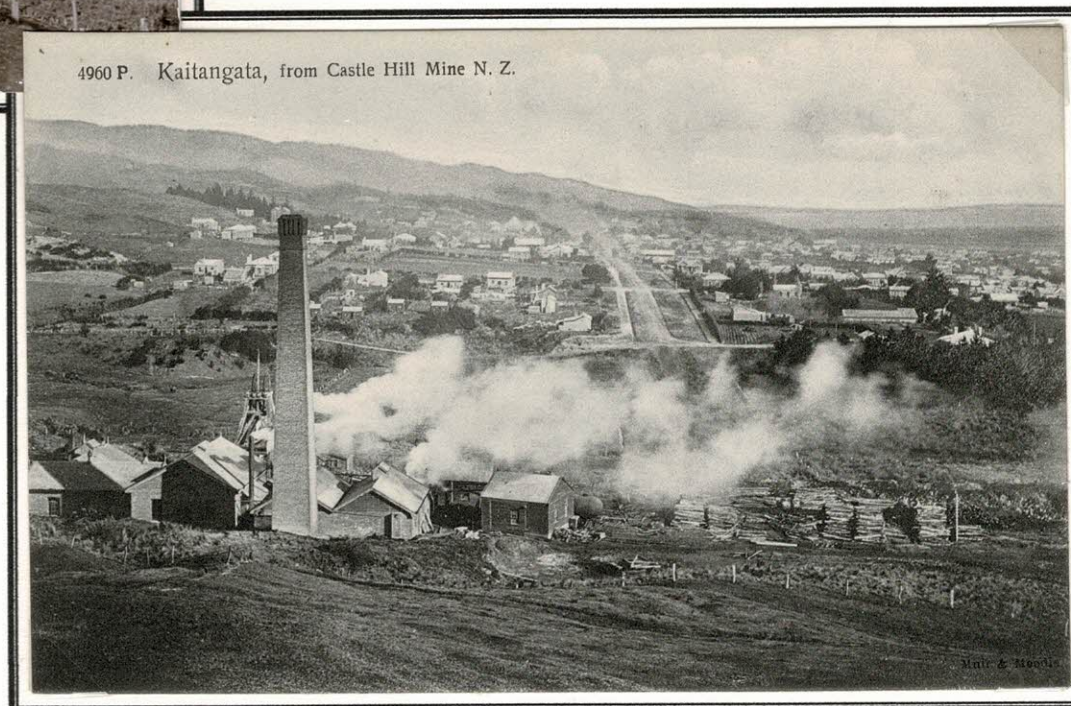


"Castle Hill Mine, Kaitangata" Real photo postcard, divided back. Universal Series, Dunedin. Used from Kaitangata "H" Class 10 DE 10 to Mr P Terry, carpenter, Kaitangata.

Mr Terry was employed by Auld & Son, established in 1891, whose business was based at the Auld residence on Old Coach Road

This view clearly shows the mine shaft and the **two chimneys** that were a feature of Castle Hill Mine. The **furnace** used to power the ventilation was so efficient that in **1899** the Kaitangata Mine owners attempted to drive a **tunnel** between the two mines to improve ventilation at the "Big No.1 Mine" - it failed because of the 'bad ground.'

"Kaitangata, from Castle Hill Mine N Z" A Muir & Moodie card from their Copyright Series of Views



## Kaitangata Coal Mine Disaster 1879

On **February 21, 1879**, at about 9 o'clock, an explosion in the Kaitangata Railway and Coal Company **Kaitangata Mine** caused the **deaths of 34 men and boys**. 30 were buried side by side in the Kaitangata cemetery. It was the **worst mining disaster at the time** and the third worst in New Zealand history after Brunner [1896 with 65 deaths] and Huntly [1914 and 43 deaths]. Archibald Hodge [56] was the deputy mine manager, William Hodge [58] was mine manager - both were killed.

A Coroner's Inquest found:

*"That Archibald Hodge, through entering the old workings without ordinary precaution and with a naked light, caused an explosion of fire-damp whereby 34 men and boys lost their lives."* And

*"That William Hodge has not used the necessary precautions to prevent an explosion of fire-damp in the mine over which he had the management."* And

*"That see that there is no law for inspection and supervision in the conduct of mining, we express the necessity of measures being adopted whereby many accidents may in future be averted."*

The Government responded quickly. Within a week, amendments to the Regulation of Mines Act of 1874 were made with Inspection of Mines placed under the control of the Mines Department. A **Relief Fund** was established from donations for the **24 widows and 88 dependent children**. The balance of £4000 was transferred to the Public Trustee in 1892, for victims of other mining accidents, and finally closed in 1936



Memorial card for Caleb Beardsmore

**Caleb Beardsmore** was born in Dudley District of Staffordshire in 1852. He married a cousin, Mary Beardsmore in 1872. He and his family [wife and 3 children Eli age 5, Mary age 3 and Caroline age 5/12] were New Zealand Government assisted immigrants sailed to New Zealand on the "**Oamaru**" departing Clyde 23 September 1876 arriving Port Chalmers 17 December 1876. He was listed as farm labourer. They had 2 more children in New Zealand - Elisha in 1878 and Hannah in 1879.

**There were 5 Beardsmore men killed** - Caleb's father-in-law James Beardsmore [48] and his sons James [14] and Edward [25]; and cousin Joseph [38]; Leaving 3 widows and 10 dependent children. A similar memorial card for James Beardsmore is in the Hocken Library in Dunedin. The verse is attributed to Thomas Bracken [wrote God Defend New Zealand]

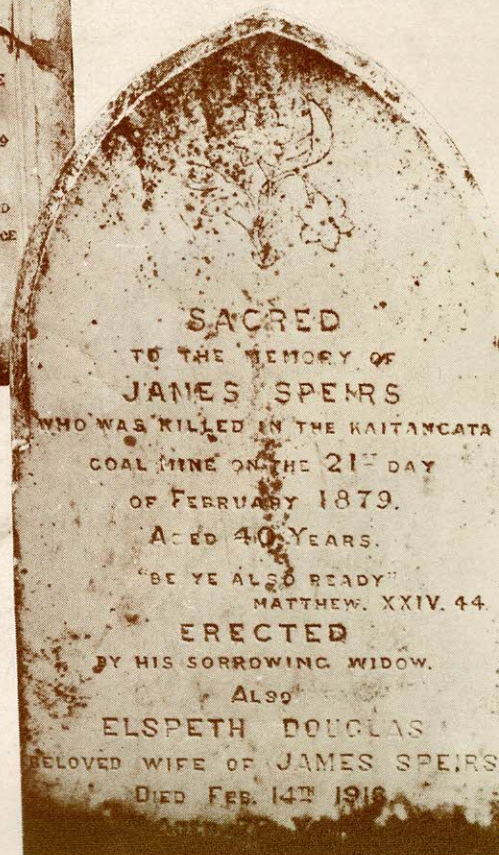
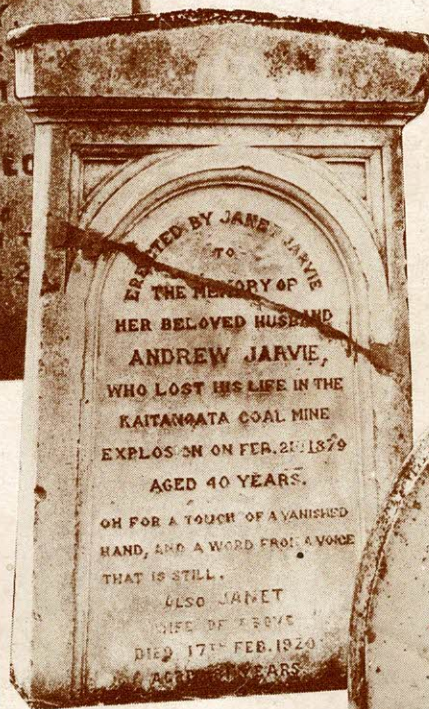
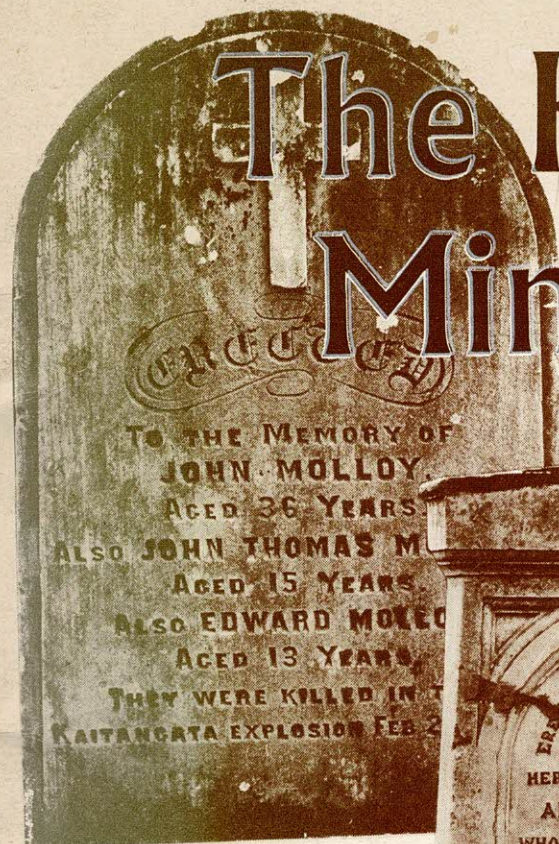


**Kaitangata Obliterator 041** on 2d Queen Victoria sideface stamp first issued in 1878.

This postal marking would have been used on the envelopes containing the memorial cards for the Kaitangata Mine disaster in 1879

"The Kaitangata Mine Disaster of 1879" by Alma Rutherford. Published 1879 by Otago Heritage Book, Dunedin  
This 24 page book is reproduced with permission in "History of Kaitangata" by Irene Sutton and Bill Proctor

# The Kaitangata Mine Disaster of 1879



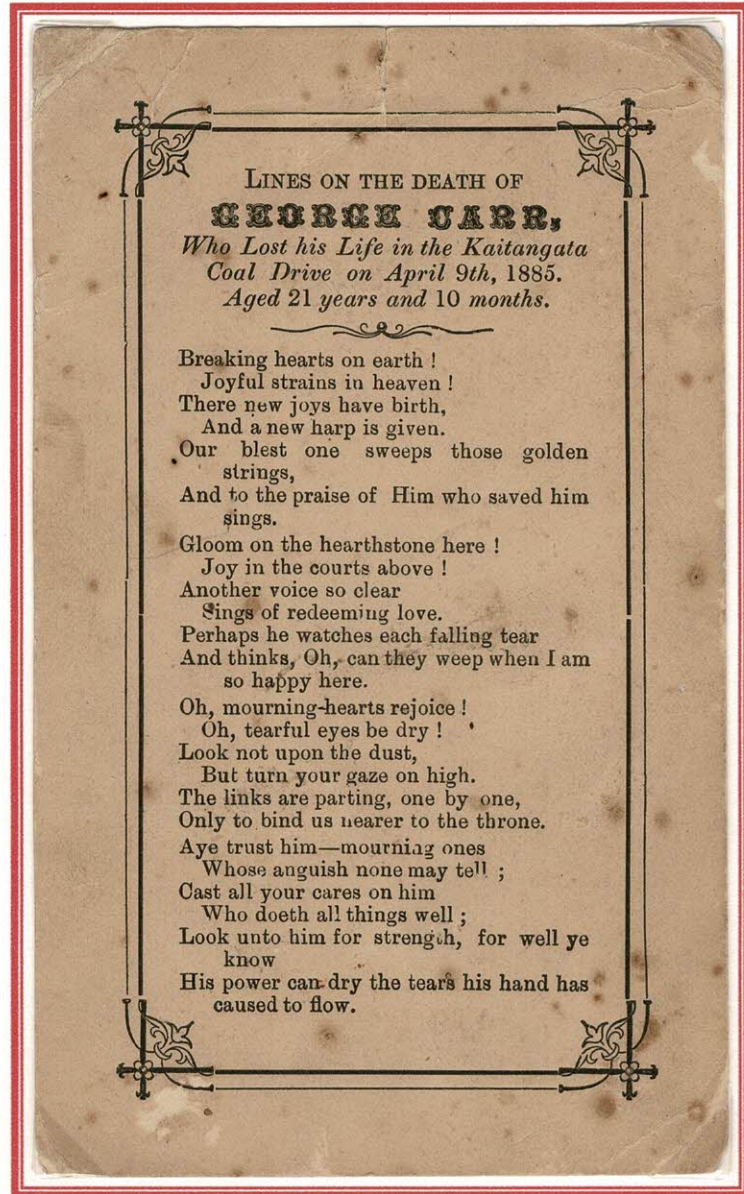
by Alma  
Rutherford

One naked flame  
and 34 men  
and boys perished

## Fatal Mine Accidents Kaitangata Mine

Apart from 34 miners killed in the Kaitangata Mine Disaster of 1879, there are **20 miners buried** at the Kaitangata Cemeteries who have been killed in the Kaitangata Mine between 1885 and 1940. This information, contained in the "*History of Kaitangata*", has been derived from existing headstones and cemetery records. Three are buried in the Southern Cemetery and the remainder interred at the Northern Cemetery.

**George Carr** is buried in the Southern Cemetery and is the oldest grave apart from those from the 1879 Disaster. His Grave stone reads "*George Carr, aged 22, killed coalmine 9 April 1885.*"



The Inquest into the death of **George Carr 9 April 1885**, was held at the **Bridge Hotel, Kaitangata** and reported in *The Clutha Leader* of 17 April 1885.

The Jury returned a verdict "*That the deceased was, on the morning of Thursday, 9th instant, accidentally killed while performing his work in the Kaitangata Coal-mine.*"

The Jury added a rider "*In their opinion the mode adopted by the Company in lowering boxes upon the incline, plain by hand labour is worthy of censure.*"

George had been employed at the Kaitangata Mine for three months prior to his death, his job was to monitor a pump. This was a night shift

The accident happened about 4.30 AM when a box of gravel which had been filled by the two men was being moved down the tramway which was on a 1:5 incline, got away when one of then men slipped, despite having a bar to stop the wheels from turning. It travelled about 200 yards and when stopped was seen to be damaged in one corner with George lying across the tramway. He was conscious but did not speak. He was carried by stretcher out of the mine to his father's home where he died at 8:40am.

Lines on the Death of  
**GEORGE CARR**  
Who Lost his Life in the Kaitangata  
Coal Drive on April 9th, 1885.  
Aged 21 years and 10 months.





One Penny Postcard [issue of 1890]. Waiwera South 22 JA 96  
 "Please send me one truck Kaitangata nut coal." [Nuts 60-90mm]



One Penny Postcard [issue of 1890] Dunedin "G" Class 16 MR 97  
 "Please send Mrs Grater 1/2 ton Kaitangata Coal."



Waiwera <sup>St.</sup>  
 January 27/96  
 Dear Sir,  
 Please send me one truck  
 Kaitangata Nut coal.  
 Yours truly  
 Robert Tait  
 23/1/96

Please send Mrs Grater  
 1/2 ton Kaitangata  
 Coal

From 1876 when the railway was completed to Stirling, coal was shipped by railway wagon to customers. Each wagon had a "consignment notice" attached. The customer was notified by postcard [after 1886 when these were first issued] giving them details of date, wagon number, and weight, and the railway station.

KAITANGATA COAL.			
From THE NEW ZEALAND COAL AND OIL COMPANY, LIMITED.			
To	Gore	Station	Urgent
Consignee:	N.Z. Express Co		
Date.	No. of Truck.	Tons.	Cwt.
8/4/02	L1415	4	19

KAITANGATA COAL.			
From THE NEW ZEALAND COAL AND OIL COMPANY, LIMITED.			
To	Gore	Station	
Consignee:	N.Z. Express Co		
Date.	No. of Truck.	Tons.	Cwt.
25/5/03	L96120	8	9

Kaitangata Coal consignment notices, one urgent, for NZ Express Company at Gore for 8/4/02 and 25/5/03

The New Zealand Coal & Oil  
Company Limited invoices to  
Hugh Brown in Dunsandel.

Invoice dated 1st February 1912  
for order 22 January for 6 tons  
of coal in bags sent by rail truck  
number 1856.  
Cost 14/3d per ton.

Payment received March 6th and  
1d stamp duty paid by franking  
machine

COMMUNICATIONS TO  
BE ADDRESSED  
"THE SECRETARY"

HIGH STREET,  
OPPOSITE TELEGRAPH OFFICE.

187  
Dunedin 1<sup>st</sup> February 1912

Mr Hugh Brown

In account with

Dunsandel

The New Zealand Coal & Oil Company Limited.

PROPRIETORS OF KAITANGATA COAL

1912			TRUCK No	TONS	CWTS.	RATE	£	S.	D.
Jan 22	To coal in bags		1856	6	"	14/3	4	5	6
"	"	36 Bags							3
							5	5	9

RECEIVED PAYMENT  
MAR 6 1912  
N. Z. COAL & OIL CO. LTD.  
O. G. HART Secretary.

POSTAGE PAID  
DUNEDIN

HIGH STREET,  
OPPOSITE TELEGRAPH OFFICE.

P.O. Box 363  
DUNEDIN.

Dunedin 3<sup>rd</sup> July 1912

Mr Hugh Brown

In account with

Dunsandel

The New Zealand Coal and Oil Company Limited.

Proprietors of KAITANGATA COAL.

1912 June 1	To A/c rendered								£17 19 10
	Less: 9 tons @ 1/-	9							16 9
	2 1/2% on £15 9 5	7 9							17 3 1
							16	12	6
									10 7

RECEIVED PAYMENT  
JUL 16 1912  
N. Z. COAL & OIL CO. LTD.  
O. G. HART Secretary.

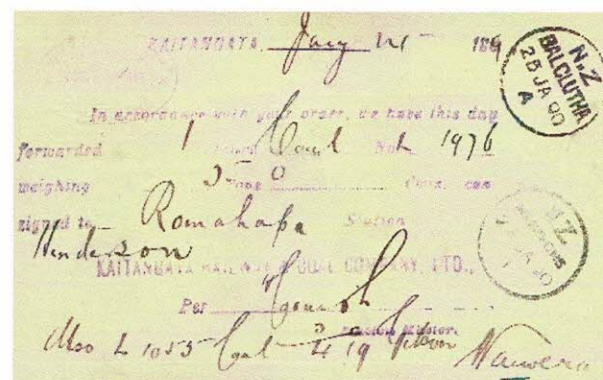
POSTAGE PAID  
DUNEDIN

Invoice dated 3rd July 1912 for order of June 1st.  
Discount of 1/- per ton was offered on 9 tons  
Commission of 2 1/2% on total due

£16 12 6d paid July 18, 1912 with stamp duty paid 1d with franking  
machine - Moss Machine 4, Model c Number 48, with die type  
introduced in 1910, used by The New Zealand Coal & Oil Company  
Limited

## Coal Delivery Postal Cards

When New Zealand started to produce postal stationery cards with a 1d stamp imprint, the Kaitangata Mining Companies used them to notify their customers of the details of the coal order that had been despatched by rail. The first postcard issue was in July 1886 with brown printing, the second was in blue released 30 May 1890.



Card mailed **Kaitangata 24 JA 90**, via RTPO DNS [railway travelling Post Office] 25 JA 90 to Balclutha, received 25 JA 90

Advice **January 24 1890**. 1 Truck wagon L1976 weighing 5 tons consigned to **Romahapa Station**; Also L 1055 4 tons 19 cwt to **Waiwera [South] Station**. Card signed by Henry Cornish, station master at Stirling.

**Kaitangata 7 FE 90; Balclutha 7 FE 90**. Advice card February 6, 1890 forwarding one truck [L 613] weighing 4 ton 7 cwt consigned to Balclutha station, signed Henry Cornish, station master Stirling



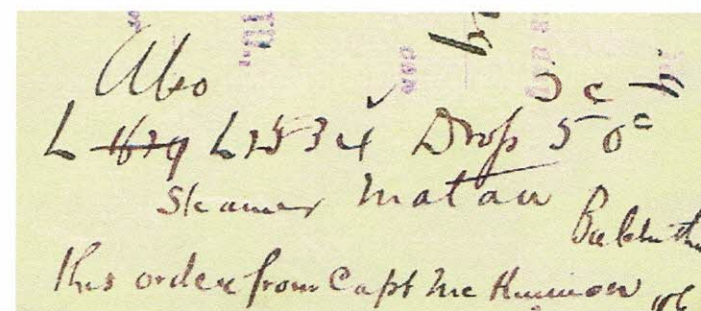
**Kaitangata 3 AP 90; Balclutha 3 AP 90**. 1 Truck dross to Waiwera Station. Card is "No Stop Variety"

NEW ZEALAND.

NEW ZEALAND

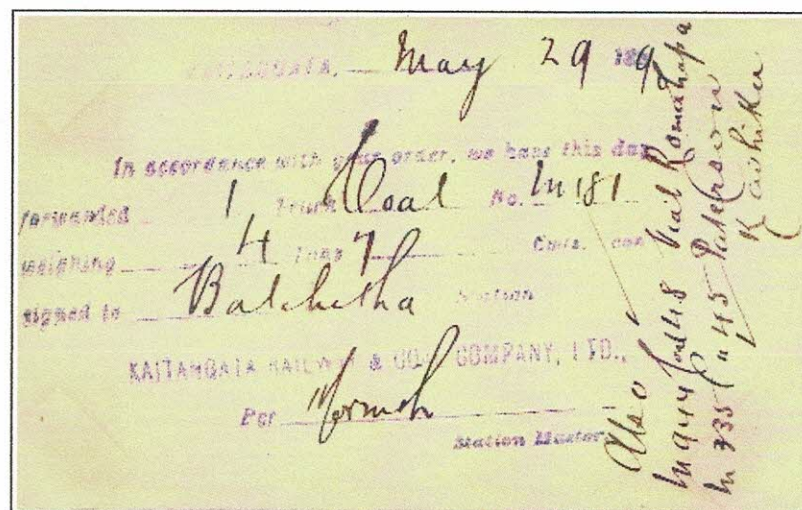
Card advises 5 tons 6 cwt to Balclutha for "**Steamer Matau**" "**This order from Capt McKinnon**"

The "**Matau**" was a steel hulled 100 foot paddle steamer built 1881 one of nine that operated lower Clutha River from Balclutha. Taken out of service 1902



1d Queen Victoria Blue imprint - Inland postcard rate

Reported [R D Samuel] to have been issued 30 May 1890. This card was written "May 29 1890" and cancelled Kaitangata 30 MY 90. Earliest now recorded



Reverse [reduced] of card proving Earliest Known Use of 1d Blue Postal card

Advice card with purple stamp written 29 May 1890, mailed at Kaitangata first "A" Class datestamp 30 MY 90 to Balclutha first "A" Class datestamp 30 MY 90.

One truck M 181 weighing 4 tons 7 cwt consigned to Balclutha station. Also M 944 4 tons 8 cwt to Romahapa station and M335 4 ton 5 cwt to Kaihiku station. Signed Henry Cornish, station master Stirling



Late Postal card printing [129mm wide] in greenish-blue

Kaitangata Company advice now in different format and in red ink.



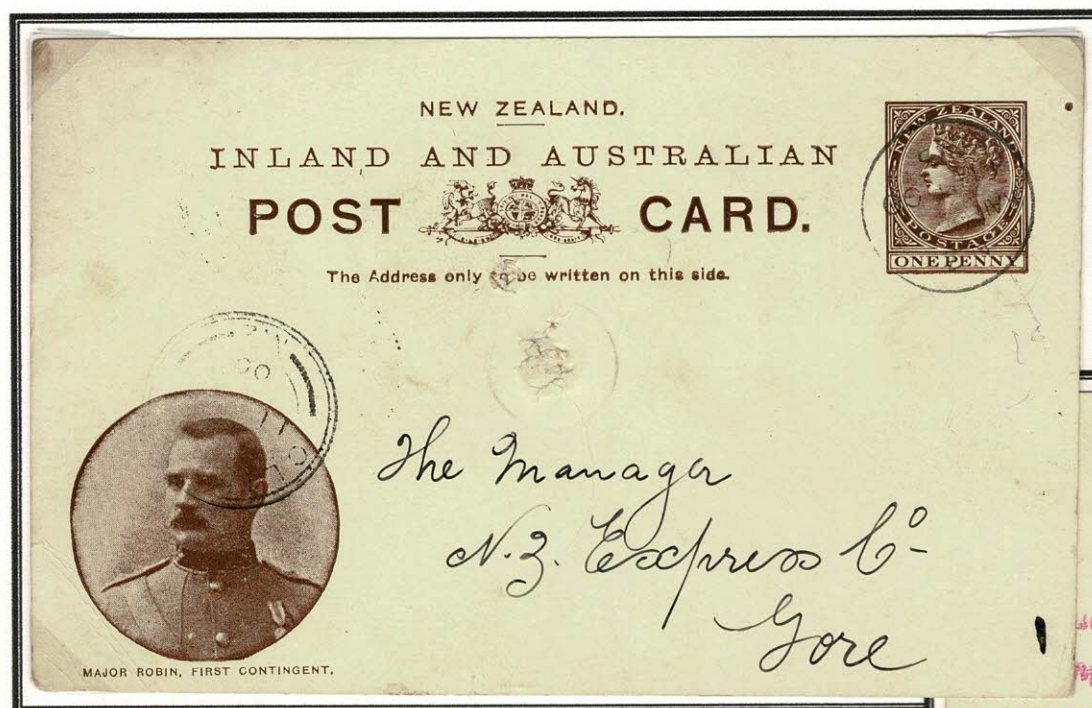
Card written May 15 1895, mailed Kaitangata second "A" Class datestamp 15 MY 95 to Balclutha second "A" Class datestamp 16 MY 95  
One Truck coal L 2528 weighing 6 tons 2 cwt consigned to Balclutha Station. Signed H Cornish



Advice card, red imprint, written **June 27 1900.** mailed **Kaitangata "A" Class 27 JE 00** via **Milton "A" Class 27 JE 00** to **Lawrence "A" Class 27 JE 00.**

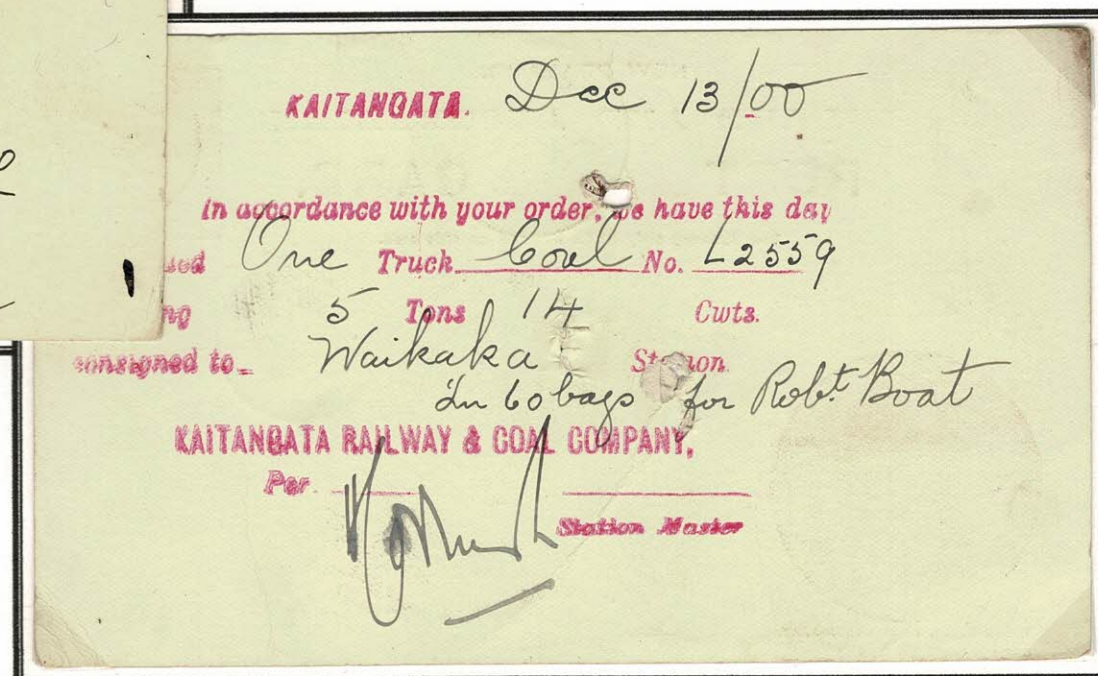
Advising one truck of coal wagon L 274 with 6 tons 5 cwt to **Lawrence Station** signed H Cornish. Also L 4121 of "nuts" in 60 bags weighing 5 ton 7 cwt.

"Nuts" are coal that are 60-90mm in size



**Id Postal Card "Major Robin, First Contingent"**

Advice card written **December 11, 1900,** Mailed **Kaitangata "A" Class 11 DE 00** via Clinton "H" Class 11 DE 00 received Gore [reverse] "A" Class 12 DE 00 forwarding one truck "Nuts" and one truck of "Coal" to **Gore Station**



**Id Postal Card "Major Robin, First Contingent"**

Advice card written **December 13, 1900,** Mailed **Kaitangata "A" Class 13 DE 00** via Clinton "H" Class 14 DE 00 received Gore "A" Class 14 DE 00 forwarding one truck with 5 tons 14 cwt of "Coal" in 60 bags to **Waikaka Station.**

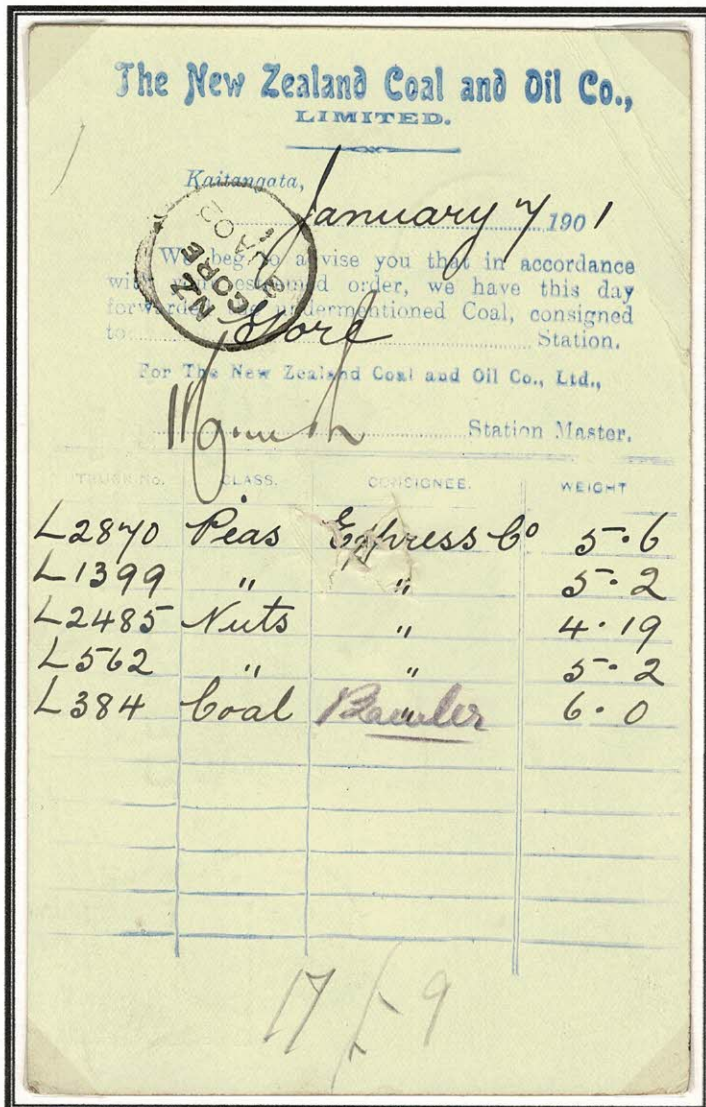
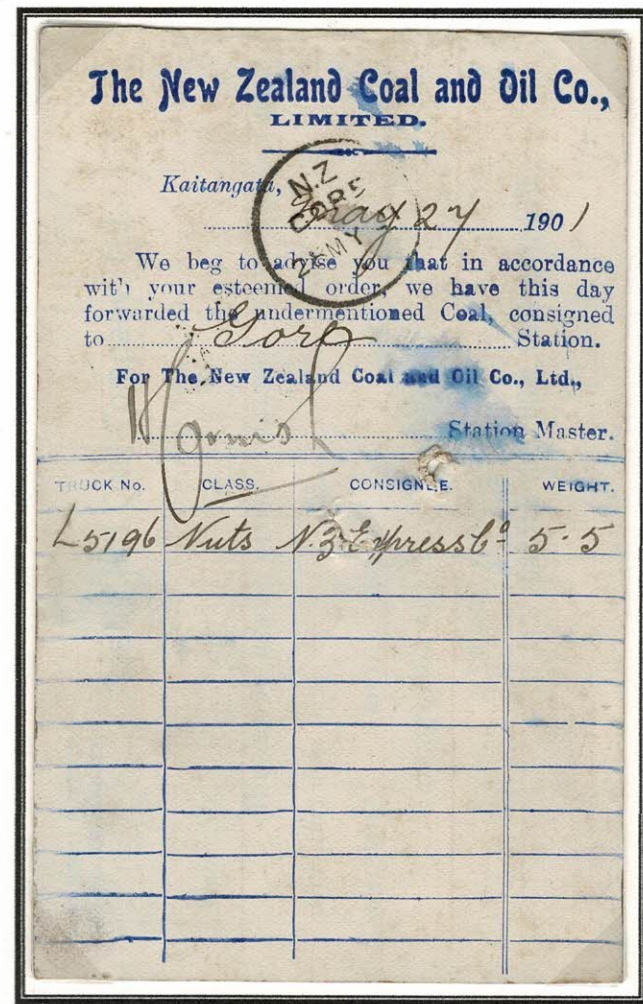
"Coal" is usually defined as lumps larger than 3 inches [8cm]

1d Queen Victoria Blue [1890 issue] with new advice format



Kaitangata "H" Class 21 MY 01 via Clinton to Gore received 22 MY 01.  
One truck L430 with 5ton of "nuts" consigned to Gore Station

Kaitangata "H" Class 27 MY 01 via Clinton to Gore received 28 MY 01.  
One truck L5196 with 5 ton of "nuts" consigned to Gore Station



1d Queen Victoria Brown printing - issued 1901

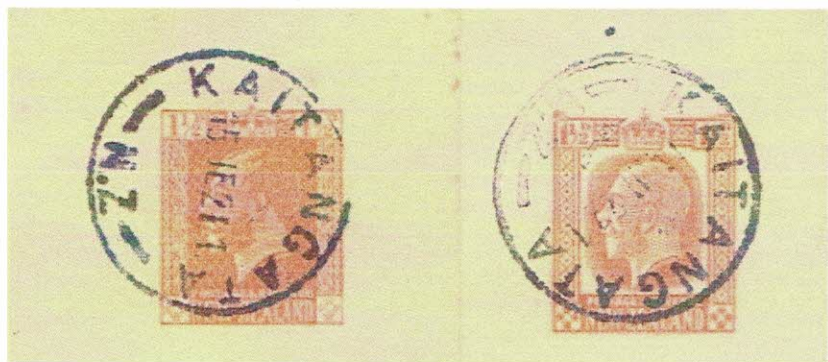


Kaitangata 7 JA 02 and 27 MY 02 via Clinton to Riversdale and Gore Stations advising  
Trucks of Coal [large pieces]; Nuts [30-60mm] Peas 10-30mm.



1½d King George V Yellow-Brown [Lettercard Die] issued October 1920  
New Advice Printed Format

Kaitangata "J" Class 25mm 15 JE 21 on original  
KGV 1½d postal card consigning one truck of coal  
to Dunedin Station. Signed W Lane at Stirling



KGV Stationery Dies

1½d King George V Yellow-Brown - New Die by Perkins Bacon & Co.,  
with white border around the portrait. Issued September 1921

The New Zealand Coal and Oil Co., Ltd.  
PROPRIETORS OF KAITANGATA COAL.

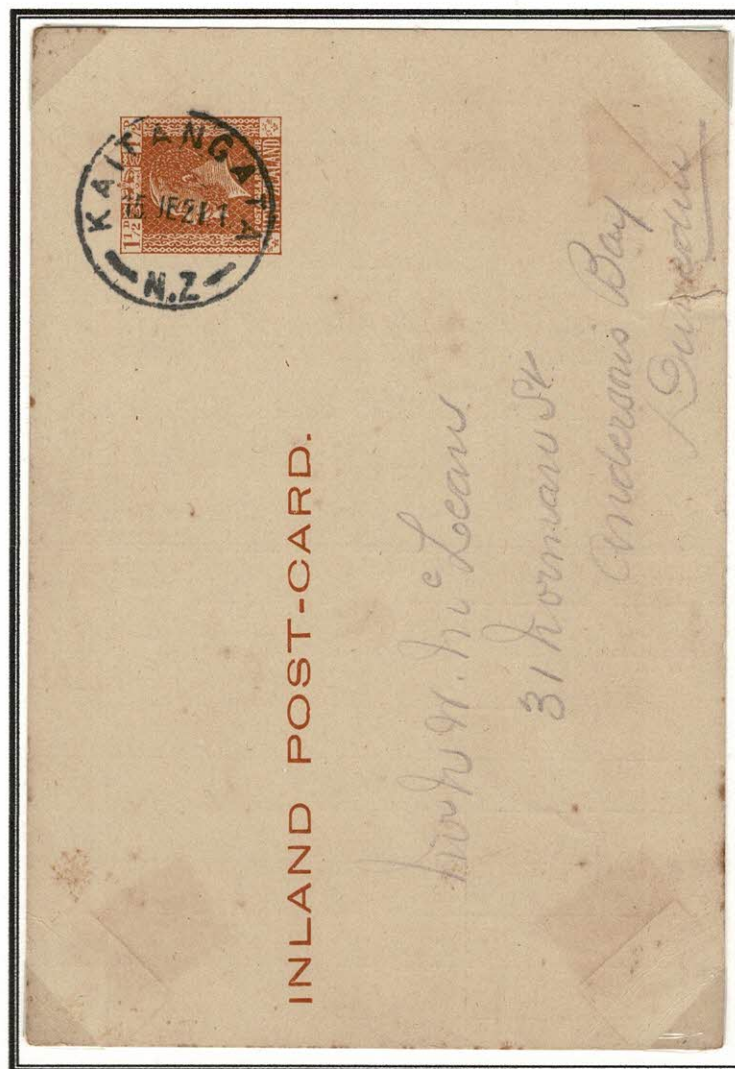
Kaitangata, *Dec 17* 192*1*

We beg to advise you that, in accordance with  
your esteemed order, we have this day forwarded the  
undermentioned Coal, consigned to

*Dunedin* Station.

From THE NEW ZEALAND COAL AND OIL CO., LTD.  
*Moore* Station Master.

TRUCK NO.	CLASS.	CONSIGNED.	WEIGHT.	
			TONS.	CWTS.
<i>69499</i>	<i>Coal</i>	<i>W Lane</i>	<i>7</i>	<i>15</i>



Kaitangata "J" Class 25mm 19 DE 21 & 14 JL 22 consigning a wagon of Coal to  
Dunedin Station. Signed W Lane station master at Stirling



## Kaitangata Coal Company

The **New Zealand Coal and Oil Company** had invested very heavily, raising an additional £250,000, to invest in the Orepuki oil shale industry but the expected financial returns never eventuated. The Company suspended these operations in December 1926 and all miners were out of work including those at Kaitangata. For four months the miners were employed by the Public Works Department.

A new company, the **Kaitangata Coal Company**, was formed in **May 1927**, with local and Dunedin capital. Development commenced and after two years the company again became a prosperous concern, the annual output being about 120,000 tons of coal.



**Provisional Postal Card** first issued April 1932. King Edward VII Reply cards were divided and both portions were stamps with an impression of 1/2d King George V Die alongside the 1/2d King Edward VII. The "REPLY CARD" was deleted in green. Stamp imprints were Overprinted **HALFPENNY** in Blue - reissued **June 1, 1932**.

The printing on the back of the **Provisional 'Reply card'** had the station name spelled incorrectly as "**Sterling**"

**sold on Truck at Sterling.**

The **Provisional Card '1d Field Marshal'** was correct as "**Stirling**"

**sold on Truck at Stirling.**

Advice card mailed **Stirling "J" Class 13 AP 33** to Hillside [Railway] Workshops and **Hillside Station** one truck 6 tons 19 cwt of "Nuts" - with stamp of Thomas Middlemass Stationmaster at **Stirling**

**Provisional Postal Card. 1d Field Marshal** overprinted **HALFPENNY** in blue - issued **1 June 1932**.

**Kaitangata Coal Company Ltd.**  
 PROPRIETORS OF KAITANGATA COAL.

Kaitangata, ..... 193

We beg to advise you that in accordance with your esteemed order we have this day forwarded the undermentioned.

..... Stationmaster.

TRUCK No.	CONSIGNEE	STATION	CLASS	WEIGHT TONS	WT.
4152	Hillside Workshops	Hillside	J	6	19

The Coal is sold on Truck at Stirling, and when railage to destination is prepaid, it is done for the convenience of the consignee.

Card mailed **Kaitangata "J" Class 28mm 19 JL 32** to Hillside [railway] Workshops and **Hillside Station** one truck 7 tons 8 cwt of "Nuts" -



½ d King George V Postal card - reissued 1932



Advice card mailed **Stirling "J" Class 23 NO 33** to Benhar received 24 JE 33. One truck of "nuts" to Benhar Station. **McSkimming & Son** was a brick & tile works. They had their own Coal mine.

**Kaitangata Coal Company Ltd.**  
 PROPRIETORS OF KAITANGATA COAL.  
 Kaitangata, **23 NOV 1933** 193  
 We beg to advise you that in accordance with your esteemed order we have this day forwarded the undermentioned.

*J.H. Middlemore* Stationmaster.

TRUCK NO.	CONSIGNEE	STATION	CLASS	WEIGHT TONS CWT.
	<i>McSkimming &amp; Son Benhar</i>		<i>nuts</i>	

½ d Fantail Postal Card - issued 1 May 1935

Advice card mailed from **Kaitangata "J" Class 28mm 13 MY 37** to Benhar received 14 MY 37 advising one truck of "Peas" to **Stirling Station**

**Kaitangata Coal Company Ltd.**  
 PROPRIETORS OF KAITANGATA COAL.  
 Kaitangata, **13 MAY 1937** 193  
 We beg to advise you that in accordance with your esteemed order we have this day forwarded the undermentioned.

*J.H. Middlemore* Stationmaster.

TRUCK NO.	CONSIGNEE	STATION	CLASS	WEIGHT TONS CWT.
	<i>McSkimming &amp; Son Benhar</i>		<i>Peas</i>	

Advice card **up-rated** with ½ d Meter [enhanced] to meet the **rate increase** for inland postcard to 1d from 1 February 1940.



Mailed at **Kaitangata 7 FE 40** to Benhar advising one truck of Coal to Stirling Station - no stationmaster signature.  
 New printed format - year now just "19"

**Kaitangata Coal Company Ltd.**  
 PROPRIETORS OF KAITANGATA COAL.  
 Kaitangata, **7 FEB 1940** 19  
 We beg to advise you that in accordance with your esteemed order we have this day forwarded the undermentioned.

Stationmaster.

TRUCK NO.	CONSIGNEE	STATION	CLASS	WEIGHT TONS CWT.
<i>28016</i>	<i>McSkimming &amp; Son</i>	<i>Stirling</i>	<i>Coal</i>	<i>6 11</i>

½ d King George VI Postal card - issued 25 July 1939



One Penny King George Inland Post Card  
 Carmine issued March 1940; Yellow-Green issued March 1941



New printed Format now year is "194"

Advice card mailed Kaitangata "J" Class 28mm 7 MY 41 to Benhar, received 9 MY 71. One Truck [Type LB] of "Nuts" to McSkimming Siding

**Kaitangata Coal Company Ltd.**  
 PROPRIETORS OF KAITANGATA COAL.

Kaitangata, ..... 194

We beg to advise you that in accordance with your esteemed order we have this day forwarded the undermentioned.

Please  
 of ..... Stationmaster.

TRUCK NO.	CONSIGNEE	STATION	CLASS	WEIGHT	
				TONS	CWT.
L <sup>o</sup> 1103	McSkimming & Son	McSkimming Sid.	Nuts	1	18

Advice cards Kaitangata "J" Class 28mm 20 OC 42 and 4 NO 42 consigning one truck {type La} of "Peas" to Stirling Station for McSkimming & Son



**Kaitangata Coal Company Ltd.**  
 PROPRIETORS OF KAITANGATA COAL.

Kaitangata, ..... 194

We beg to advise you that in accordance with your esteemed order we have this day forwarded the undermentioned.

..... Stationmaster.

TRUCK NO.	CONSIGNEE	STATION	CLASS	WEIGHT	
				TONS	CWT.
L <sup>o</sup> 15346	McSkimming & Son	Stg.	Peas	9	8

This Coal is sold on Truck at Stirling, and when railage to destination is prepaid, it is done for the convenience of the consignee.

**Coal Sizing + Usage**

- Dross - mixture, unscreened - steamer/rail
- Peas - 15mm-25mm - used mainly boilers
- Nuts - 25mm - 40mm - boiler steam generation
- Coal - 40mm - household use mainly

## Kaitangata Coal Promotional Letter-Card

### *Kaitangata Coal.*

The N.Z. Coal & Oil Co. Ltd.  
Postal Address:  
Box 363, DUNEDIN.

Dear Sir or Madam,

Owing to the heavy demand for Coal in the Winter, there is usually some considerable delay in executing orders at that time of the year.

We would suggest, therefore, that you consider the question of placing your orders for Coal within the next few months, in order to avoid the possibility of having to wait for supplies if not ordered until the Winter.

As you are no doubt aware, "Kaitangata" is the favourite Coal for cooking and heating purposes, and is the most economical Coal on the market.

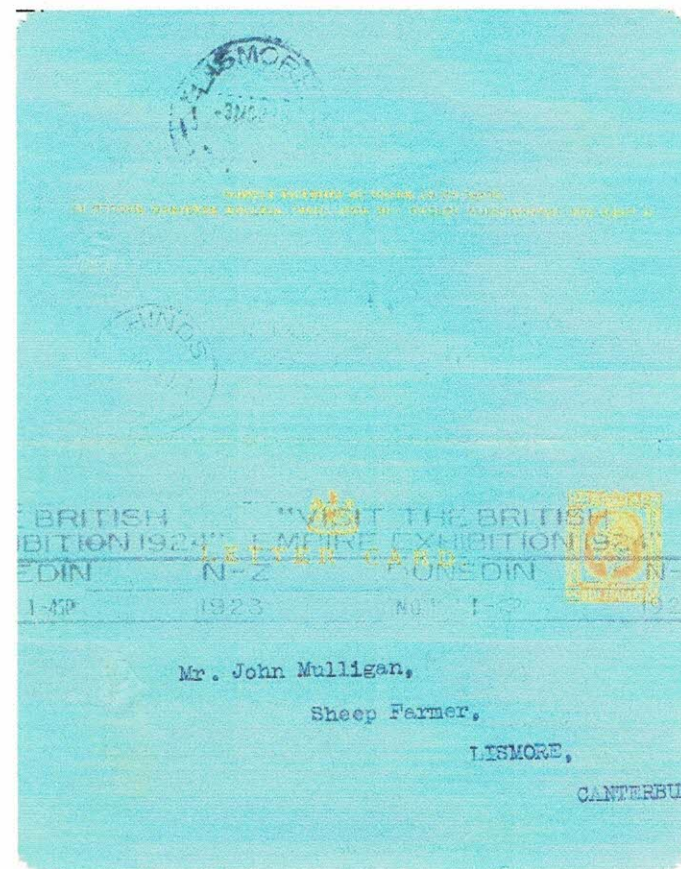
We shall be pleased to supply any information regarding prices, etc., and any orders you send us, either direct or through one of our Agents, will have our best attention.

Thanking you in anticipation,  
Yours faithfully,

*J. W. Robertson*

29th October, 1923.

Secretary.



This is the new Die by Perkins Bacon & Co with white space around the King's head. Introduced September 1921

**2d KGV Lettercard in brown on blue.** Message printed, signed and dated **29 October 1923.** Mailed from **Dunedin** 1 November receiving the continuous slogan "**Visit The British Empire Exhibition 1924**" delivered via **Hinds "J" Class 25mm 2 NO 23** to **Lismore "J" Class 28mm 3 NO 23.**

The **New Zealand Coal & Oil Company** had its Head Office in Ward's Building 107 High Street, Dunedin.

The **Kaitangata Mine** [Big No.1] suffered a series of **serious fires during 1921-1923** and production was from the "Old No.2 Mine"

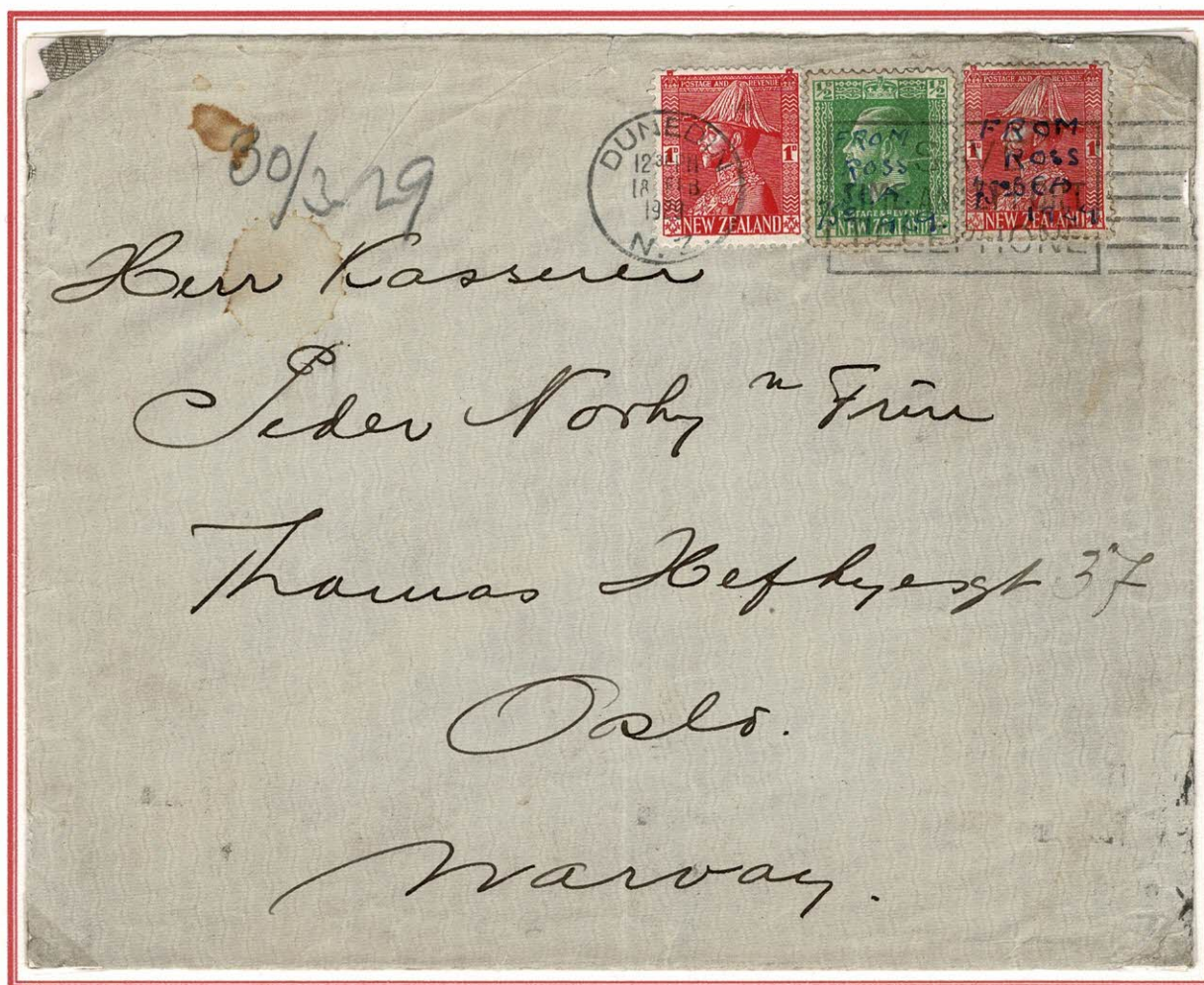
**The British Empire Exhibition 1924** was held in London 24 April 1924 to 31 October 1925

Coal from the **Kaitangata Mine** has more than a local reputation. It received a **prize medals** at:

- 1872 Chief Inter-Provincial Exhibition
- 1874 Christchurch Exhibition
- 1879 Sydney Exhibition
- 1880 Melbourne International Exhibition
- 1886 Great Colonial and Indian Exhibition London

## Kaitangata Coal & Byrd Antarctic Expedition 1928-1929 - From Ross Sea Antarctic Circle

Envelope with two stamps with manuscript annotation "FROM ROSS SEA 75 ° 1929" with additional 1d stamp - making the correct foreign postage rate of 2 ½d - cancelled at **Dunedin 18 FEB 1929**. Annotated *via Cristobal* [Panama Canal] Received Oslo 30 III 30



The vessel was built at Swan Hunter & Wigham Richardson of Wallsend on Tyne, England in 1924. She was renamed **CA Larsen** after Carl Anton Larsen the Norwegian Antarctic explorer who landed there in 1893. Converted to a Whaling factory ship. The ship arrived in Wellington, New Zealand on November 5, 1928, unloaded a cargo and went on the **Norwegian Whaling** voyage under Oscar Nilsen to the Ross Sea

**Richard Byrd** had planned an Antarctic Expedition for 1928 with the aim of setting up a Base and of flying to the South Pole. Byrd has two ships - **City of New York** and **Eleanor Bolling** and several airplanes - he established **Little America** base on the Ross Sea ice-shelf. Byrd arrived in Wellington on the **CA Larsen** to join his expedition.

To save on coal for the expedition, Byrd arranged for the **City of New York** to be taken under tow by the **CA Larsen 15-23 December, 1928**. Byrd landed on the Antarctic continent **24 December 1928**. The **CA Larsen** returned to Dunedin and loaded over **1000 tons of Kaitangata Coal** then sailed South, meeting with **The City of New York** on **28 February 1929** and transferring the load of coal before returning to Dunedin arriving evening of **17 February 1929**.

## Kai Point Opencast Mine

The **Kai Point Coal Company Ltd** was incorporated in 1951. Production slowly increased but in 1957 a better seam of coal - 30 feet thick - was discovered with production reaching 17,300 tons in 1959. The present production is on **average 50,000 tons** annually with 85% for industrial use and 15% going to the domestic market.

**Kai Point is the only Kaitangata Coalfield Mine still in operation.**

**KAI POINT COAL**



AG RESEARCH  
PRIVATE BAG 3123  
HAMILTON

If unclaimed within 14 days  
return to Box 50, Balclutha

**KAI POINT COAL**



DIRECT  
ADVERTISING  
YOU

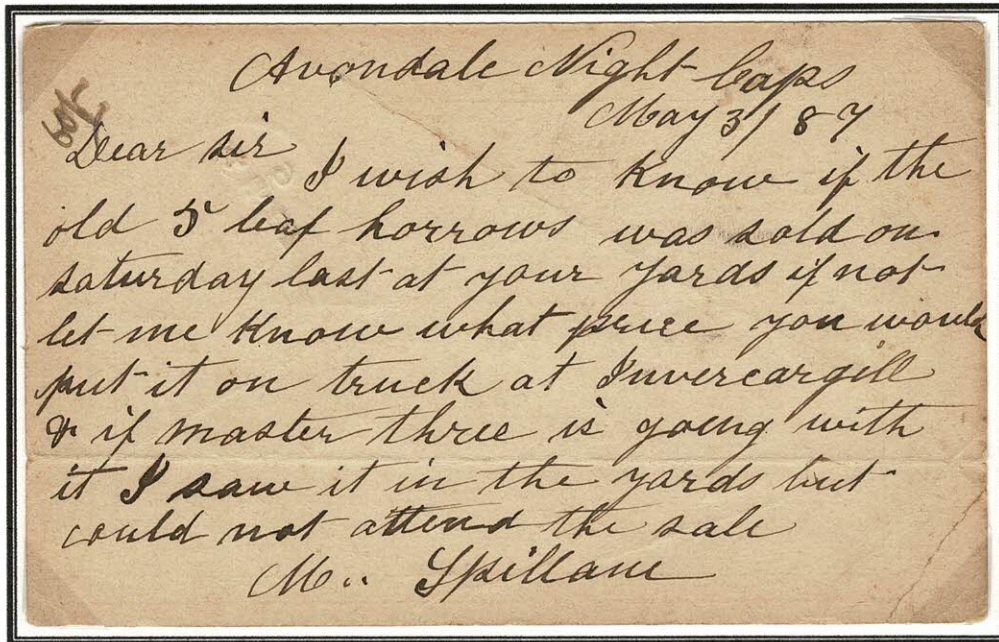


REGISTRY MANAGERS (N.Z.) LTD  
PRIVATE BAG  
AUCKLANDC 1020

If unclaimed within 14 days  
return to Box 50, Balclutha

## Ohai - Nightcaps Coalfield - Nightcaps Area

In 1865, Captain John Howell's Maori workmen on Run 153 had discovered coal in the Wairio Creek bed and had use of it in the sod huts on the property as well as transporting it to their families in Riverton. That same year the manager of Birchfield run was returning on horseback from a visit to **Avondale** run [No. 154] when he discovered a coal outcrop near the Morley Stream and took a sample to the homestead and burned it. This was conformed in Dr James Hector's Progress Report of the geological Survey of NZ [1868-69]. There was no systematic development through a lack of mining skills and the difficulties of transport.



1d Queen Victoria one penny postcard cancelled **Invercargill "A" Class 4 MY 87** written by Mr Spillane, assistant manager of Avondale Run [No. 154] "**Avondale Night Caps May 3/87**" The Nightcaps Post Office opened in 1882 but had no datestamp until October 1887.

**Earliest Nightcaps Postal item**

In late 1878. William Johnston [Annandale Run 154] employed the Moncrieff brothers to undertake systematic prospecting of the coal seam. In November 1879, with Government assurance that the railway would be extended to within 3 miles of the outcrop and a [qualified] promise to use the coal on the railway, the **Nightcaps Coal Company** was formed in April 1880. It had three initial major tasks:

- 1 **Development of the mining operation** - miners started arriving in 1881 with 16 men working for two years before coal mine was producing
- 2 **Survey of the Township** for the miners, storekeepers etc done by T S Miller surveyor for the Company with sections sold during December 1881
- 3 **Construction of a Private Railway** from Nightcaps to Wairio - 2½ miles - to Railways Department standard completed 20 December 1881

The Otautau - Wairio Government railway was completed **3 March 1882** with a special train from Invercargill with 450 people on board to mark the event. With the transport link to Invercargill secured, the mine went into increasing production with total production to 31 December 1885 nearly 40,000 tons. The market for Nightcaps coal was Government railways, flax mills, threshing mills, Steamers on Lake Wakatipu and local ships as well as Dunedin for gas and household use.

By 1906 the Company has 2 underground Mines [No.1 & No. 2] and two associate opencast mines [No. 3 & No. 4]. **Peak production was in 1916 - 116,000 tons - peak employment was 1914 - 185 men.** In Mines Reports held by the exhibitor:

1898 23,718 tons and 45 men;  
1907 49,337 tons and 94 men;  
1911 64,250 tons and 100 men.

As the seams were worked out, production declined with 7,973 tons in 1922 and in 1923 the Company was wound up having produced **1,393,994 tons.** The Nightcaps-Wairio railway was closed 11 January 1926 having provided about £350,000 to the Treasury.

**New Offices & Staging in Course of Construction.**

**Nightcaps Coal Coy's Mine.**

P Thomson & Co, Dunedin - about 1914



## Nightcaps Post Office

The first Post Office was opened under William Johnston's responsibility, operating from his store and assumed the railway name of Morley, **July 1st, 1882** just 3 months after the rail link with Invercargill had been established. The office operated from private homes or buildings of the successive postmasters until 1905 when H Green was appointed. He and his successors were railway officers operating the post and telegraph services from the railway station. A new Post Office was built and opened **6th January 1922** when S G Turnbull was postmaster.

The Telephone office was opened by 1887 and converted to a Morse Unit in 1912. A money-order office was established **21st October 1887** - this required accurate record keeping and the first Nightcaps datestamp was issued at that time. The Post Office Savings bank opened in 1897. Mails initially twice daily.

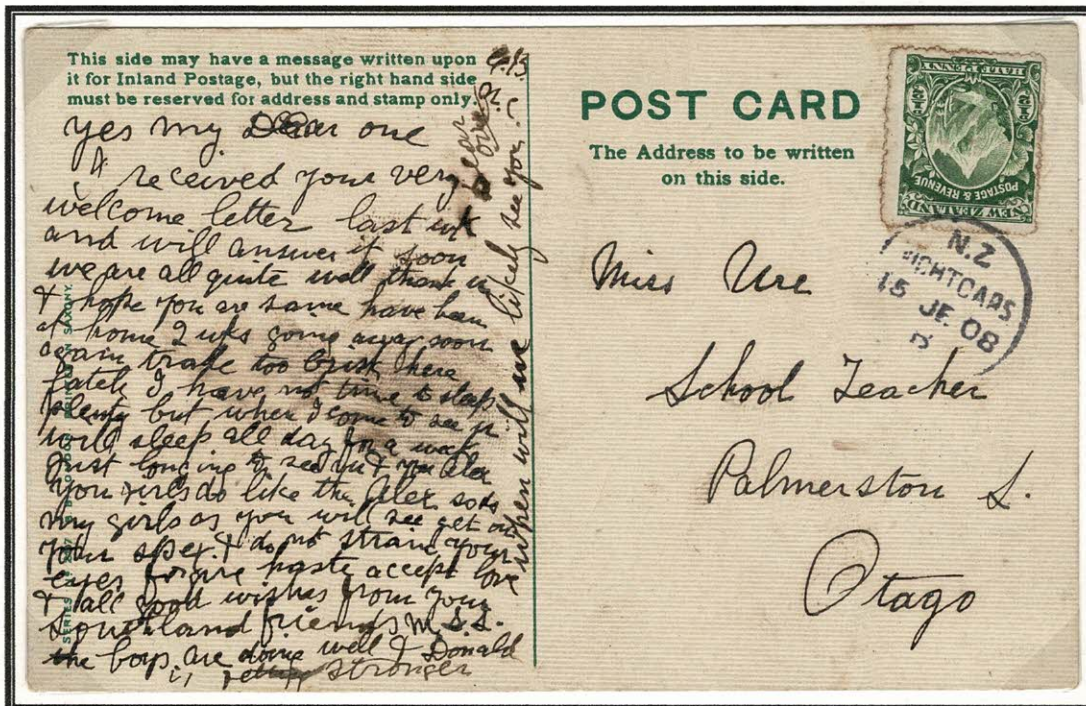
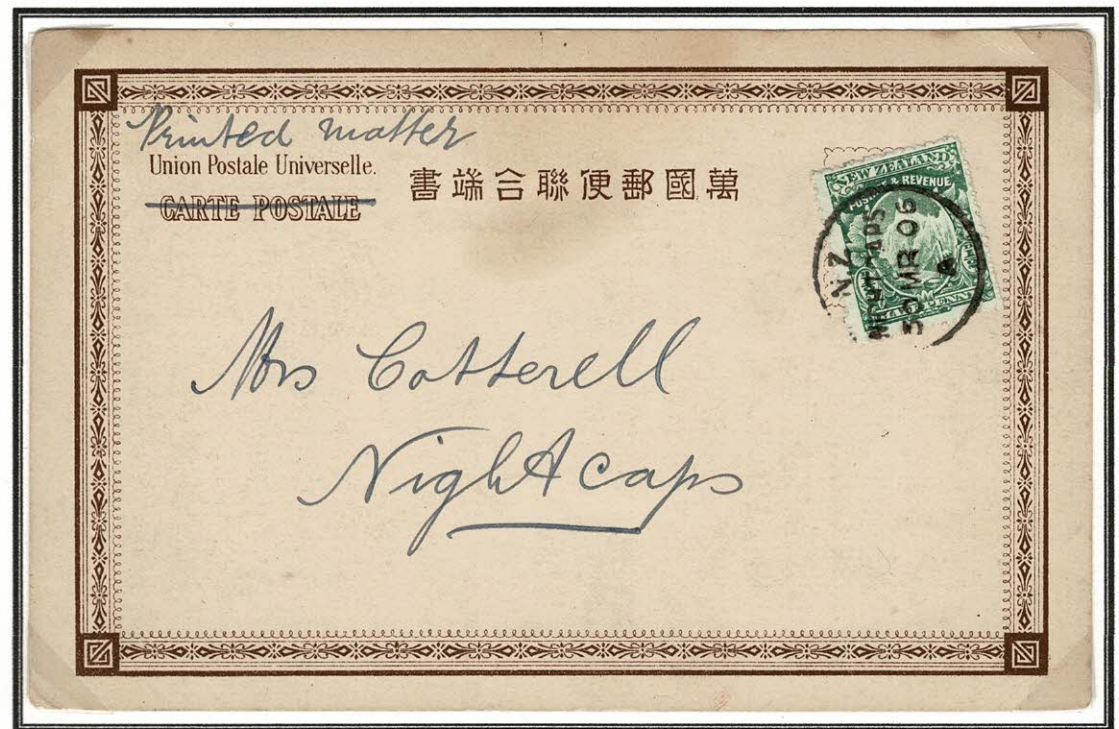
The Post Office has used an "A" Class datestamp [1887-1913] replaced by a 25mm "J" Class datestamp [earliest date **12 JA 14**] which continued until the office closed. A Reiner roller was introduced in 1982 and used until the office was closed **5th February 1988**.

"A" Class 30 AP 06 mail clearance A  
on Japanese postcard annotated "**Printed  
Matter**" ½d stamps used locally.  
[Postmaster H Green]



Nightcaps "A" Class 10 FE 98 index A & 1 JE 10 Index B  
[Postmasters J H Purdue; G E Applegarth]

"A" Class 15 JE 08 mail clearance B on postcard with  
½d stamps used to Palmerston South  
[Postmaster F Graham]



"J" Class datestamps 27 NO 14 to 20 OC 72.  
Mail clearance numbers 1, 2, 3, 9.





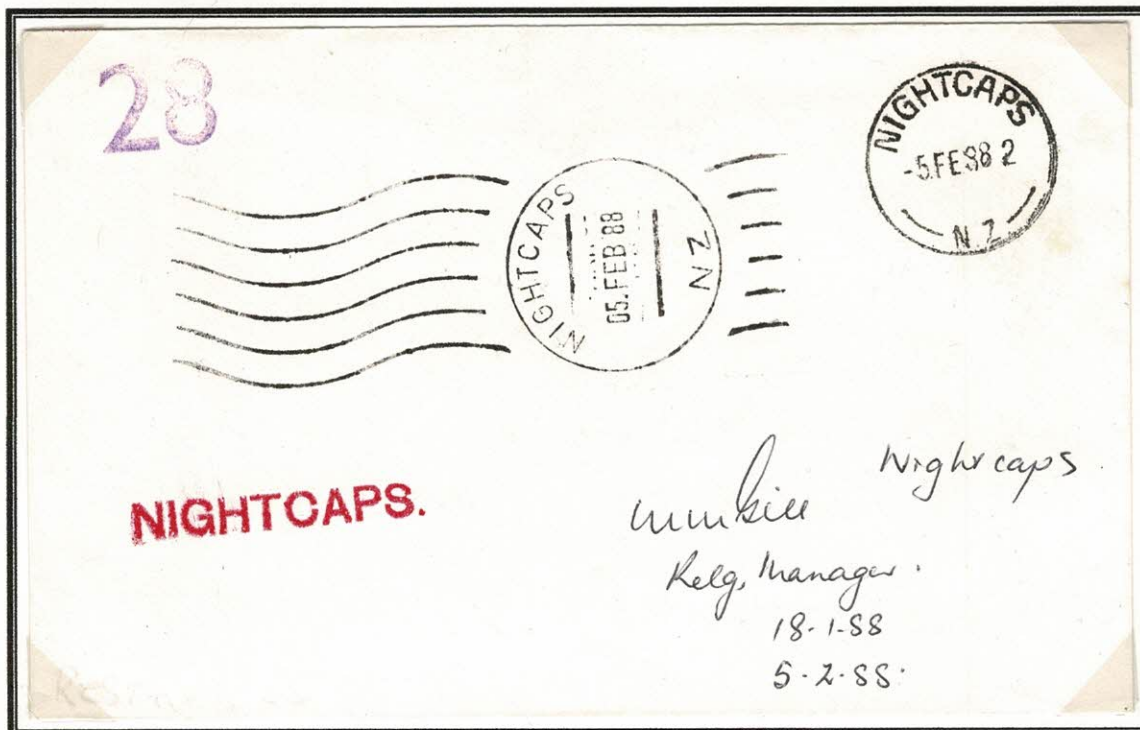
Nightcaps "J" Class 9 SP 39 mail  
clearance 4 with 1½d stamp addressed to  
Calcutta, India. Received 24 OCT 39  
[Postmaster A J Brown]

Nightcaps Registered with "J" Class 16 JL 63 - Index 3 and R-label 101  
Philatelic mail from Doris Simmons - well-known postmark collector.  
[Postmaster F J Robb]



<b>No. 101</b>
<b>NIGHTCAPS</b>
<b>RECEIPT FOR REGISTERED MAIL</b>
Maximum compensation for loss of registered article: Inland Service, £400 Oversea Service, £2 18s.
NOTE—Loss means physical loss of an article and not damage to its contents.
<b>Inland Service</b> Limit of compensation for the loss of this article is £10*
*Accepting Officer to delete and insert appropriate amount when article is registered for more than £10.
N Initials of Accepting Officer.
Date Stamp

Close of Post Office Nightcaps: "J" Class 5 FE 88 index 2;  
Reiner roller 05 FEB 88; Straight-line NIGHTCAPS. Signed  
and dated by Regional manager



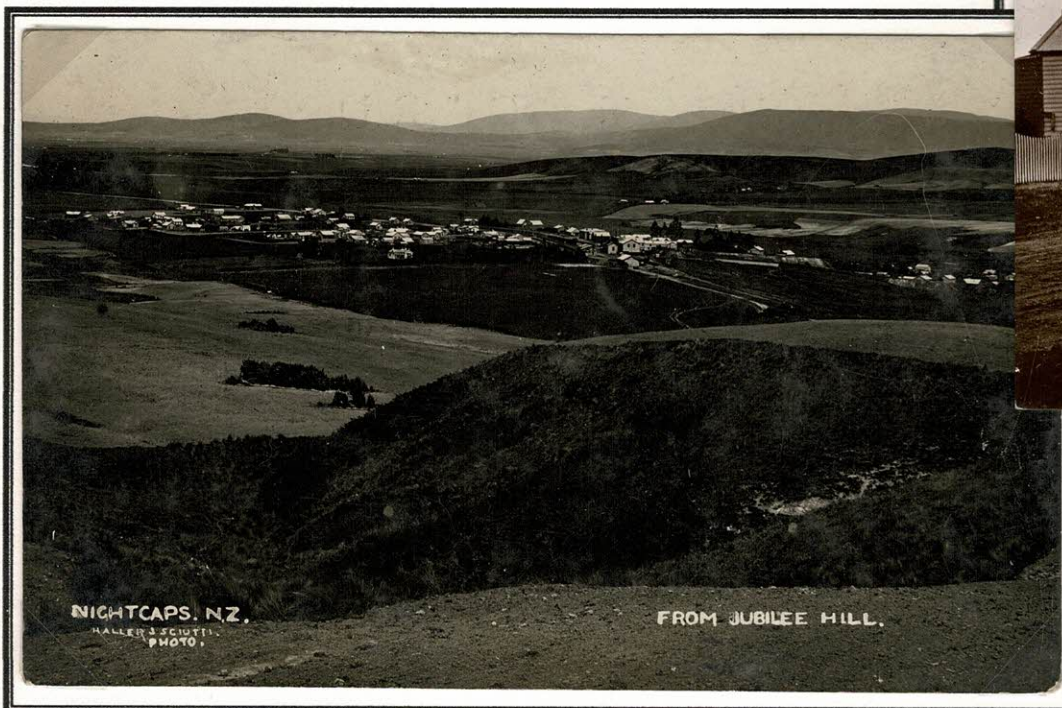
## Nightcaps Postcards

Real Photo Postcards by P Thomson & Co, Dunedin

Nightcaps From "Ritchies Hill" [Looking North]  
Mailed Nightcaps "J" Class 15 JA 14 [second EKU]



"Jacks" Corner, Nightcaps.  
Shows Stables and Griffins railway Hotel with Nightcap Coal Co  
screens in distance. Ritchies Hill in background



The "Main Street" Nightcaps. Showing Loasby & Thomas  
General Store.

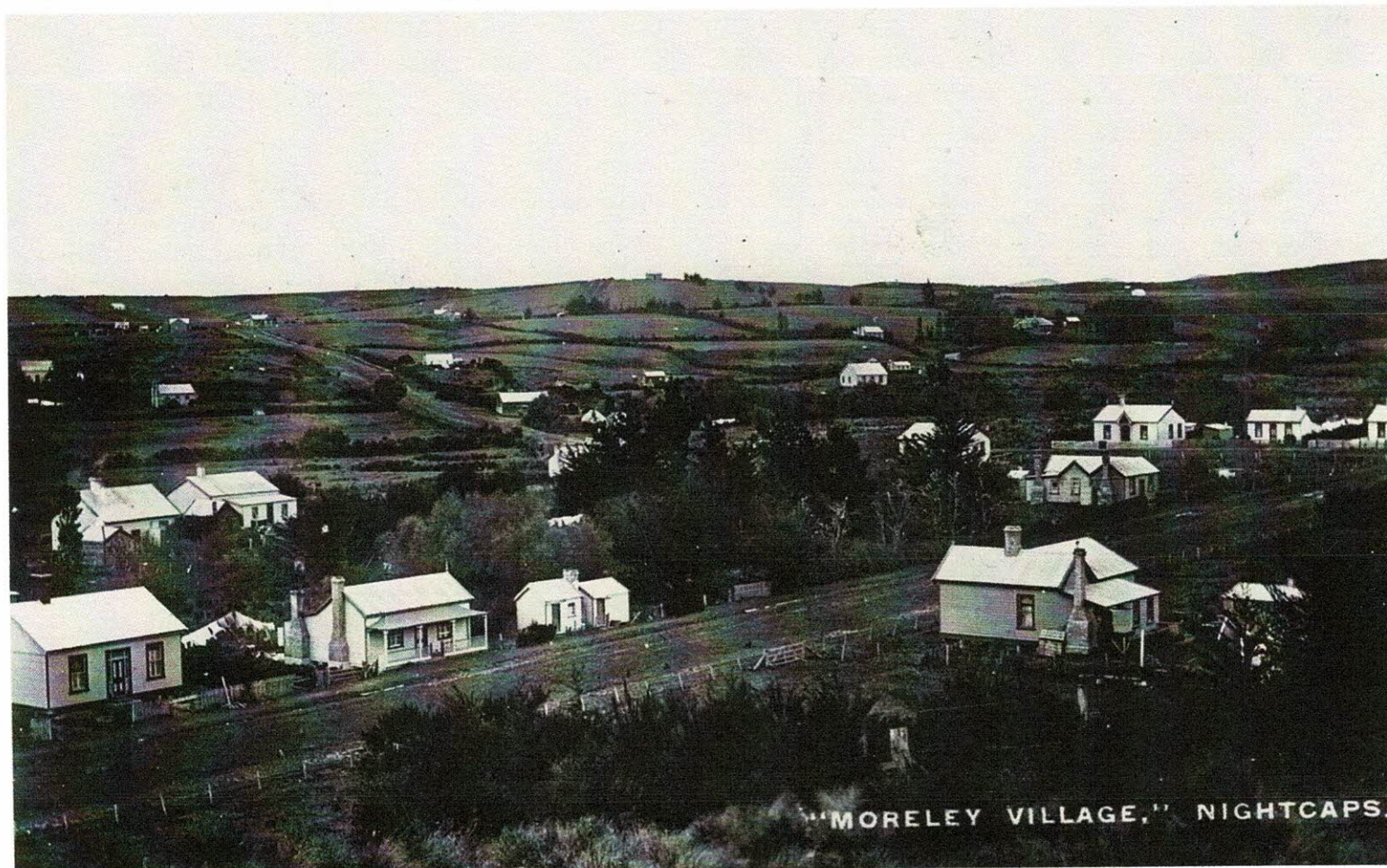


Nightcaps Postcard by Haller & Sciutti.

Nightcaps from Jubilee Hill - view looking South

## Morley Village Mines

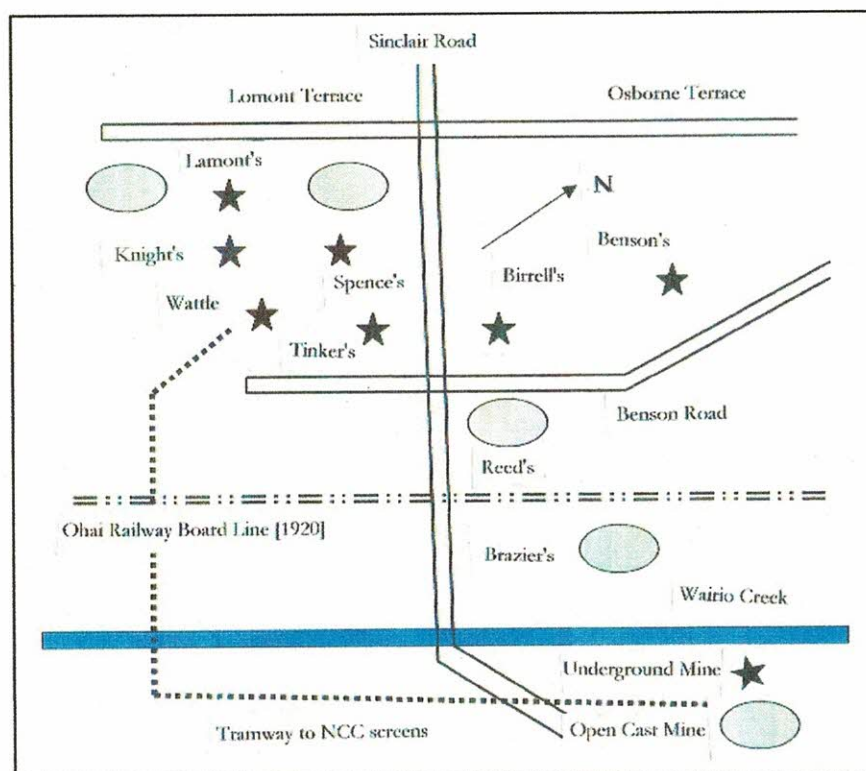
After initial mine development and the completion of the rail link to Wairio in 1882, the Nightcaps Coal Company was able to rail coal in significant quantities to Invercargill. But the lure of coal and profit from mining and sale appealed to others who came to town. These were small individual enterprises situated in **Morley Village**, the western part of Nightcaps. Production was limited. In the 1899 Mines Record for 1898 there were 5 mines producing 2770 tons with 7 employed; for 1907, 7 mines with 4345 tons and 19 employed; For 1911, 8 mines 9019 tons and 22 employed. These small mines made up between **8 and 12% of the total output**.



Enlarged scan of the Postcard  
**"Morley Village" Nightcaps**  
 shown in discussion of the **Great Strike** - issued by P Thomson & Co, Dunedin. Cancelled **Nightcaps 12 JA 1914** addressed to Invercargill.

[Postcard is also seen in  
**"Pasture Coal Seam and Settlement - Centennial History of Nightcaps and District 1880-1980"** Page 197]

Lamont's, Knight's, Spence's, "Wattle" and Tinker's mines developed to the left of Sinclair Road on the rise in the centre. Reed's, Brazier's and Birrell's pits were to the right on the flat in centre of photo



## Location of early Mines, Morley Village

Modified from Reference above

Transport of coal was the major problem, the roads were clay and in very poor condition aggravated by drays loaded with coal hauled by teams of horses.

The **"Wattle"** mine operated by the Nightcaps Coal Company had a tramway to the screens

## Moretown Coal Mines

Mining in this area, known as the "Gully," about 4 miles northwest from **Nightcaps**, commenced with the **New Brighton Mine** in 1904-05 and the **Wairio Coal Mine** during 1908. The mine-heads were about 1 mile apart and about 1½ miles from where **Ohai** would develop. The output from these mines was taken directly to the railhead at Wairio by horse and dray initially and traction engine later causing severe damage to the roads. The **Wairio Railway and Coal Company** constructed a **Tramway** from Wairio to a terminus in the Gully - completed 1 June 1914. This was extended to an area called **Moretown** [after Mr More who constructed the tramway] in late 1914. The two mines constructed tramways to this area and built screens. The tramway was upgraded to NZ Railway standards **1915-1916**. It was at this time that a **Post Office was opened at Moretown**. The line was closed in 1927 after the Ohai Railway Board line reached Reeds at Ohai.

The **New Brighton Mine** was sold to **The Southland Coal Co. Ltd.** Based in Invercargill then Riverton, the invoice [1934] still shows **New Brighton Coal**. The **Diamond Lignite** was from Tinker's Mine serviced by the Ohai-Nightcaps railway.

<b>THE SOUTHLAND COAL CO, LTD</b> Telephones } Tay Street 92 Liddel Street 324 Wholesale and Retail Dealers in Westport, Black Diamond, Wairaki, Black Lion and New Brighton Coal and Nuts, Lignite. Invercargill <u>12-10-1934</u>		<b>INVERCARGILL,</b> P.O. Box 229. CABLE ADDRESS: "COAL." CODES: A.B.C. 5TH EDITION.						
Received from <i>Mr D G Robertson</i>		Dr to <b>Coal Company, Ltd.</b> New Brighton Coal, Diamond Lignite, Etc.						
the Sum of <u>Five Pounds</u>		<table border="1"> <tr> <td>8</td> <td>15</td> <td>6</td> </tr> <tr> <td>10</td> <td></td> <td></td> </tr> </table>	8	15	6	10		
8	15	6						
10								
Cash Sales £ ; ; Account £ <u>9/2/</u> ; ; Discount £ ; ; Nett £ <u>9/2/</u> ; ;		per <i>W. H. Wood</i> With Thanks						



Moretown  
 1915-1916  
 "C" Class 26mm.  
 2 examples  
 known

The **Wairio Mine** was sold to **William Smith** and the coal was marketed as **Smith's Premier Coal-Pits**

Invoice dated July 19, 1910

pay Accounts to FAITT & CO., Mersey Street, Telephone 59; or  
 A. CHRISTIE, Main Street, Telephone 41.

**SMITH'S PREMIER COAL-PITS.**

GORE, *July 19* 1910

*Mr John Stewart Washpool*  
**Dr. to BROOME BROS. & BROWN,**  
 Truck orders promptly attended to. PROPRIETORS.

To Amount of Account Rendered	By <i>W. H. Wood</i>	4	12	6
<i>Dear Sir</i>	<i>W. H. Wood</i>			

## Industrial Activity at Nightcaps Coal Mine

### 1890 Maritime or Great Coal Strike.

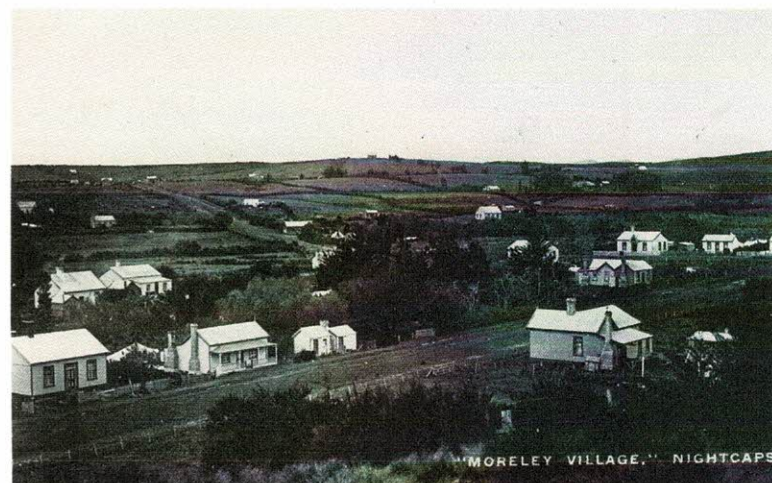
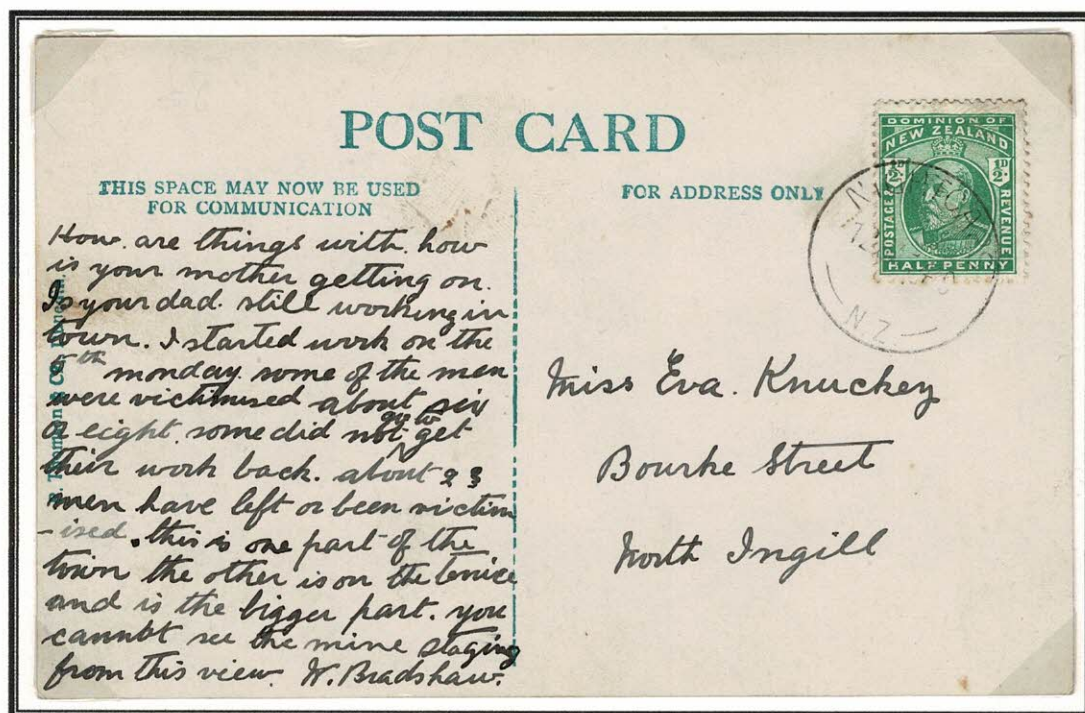


Nightcaps 16 JL 90

This had its origin in Australia when negotiations between Mercantile Marine Officers' Association and Steamship Owners' Association of Victoria over the longstanding pay and conditions claims. Industrial action quickly spread to seamen, wharf labourers, and Coal miners from Newcastle. The Union Steamship Company [USSCO] vessels became involved when in Australian Ports. Because the New Zealand Maritime Association was affiliated, it asked its members to support their colleagues and withdraw labour. Most of the major coal mines went on strike, especially on the West Coast where the USSCO had a monopoly on shipping. In Southland, however there were alternative shipping options and the **Nightcaps** mine kept the **Union Company's** steamers running weekly between Port Chalmers and Melbourne for about four months until the strike was called off in **November 1890**.

### 1913 Great Strike

The Great Strike of 1913 started when Taupiri Coal Company dismissed 16 men, including 3 Union officials on 6 October 1913. The miners union went on strike on **19 October**. The United Federation of Labour became involved but the situation became more complicated following a strike of Wellington Shipwrights in dispute with Union Steamship Company also on 19 October. This was followed by a Watersiders strike on 23 October 1913. All **Coal Mines** went on strike **5 November 1913**. Farmers, sworn in as "special constable" broke the waterfront strike and actually worked some mines. The general strike was called off **22 December 1913** but most coal miners were not back at work until mid January 1914.



"Morley Village" Nightcaps -  
Postcard P Thomson & Co., Dunedin

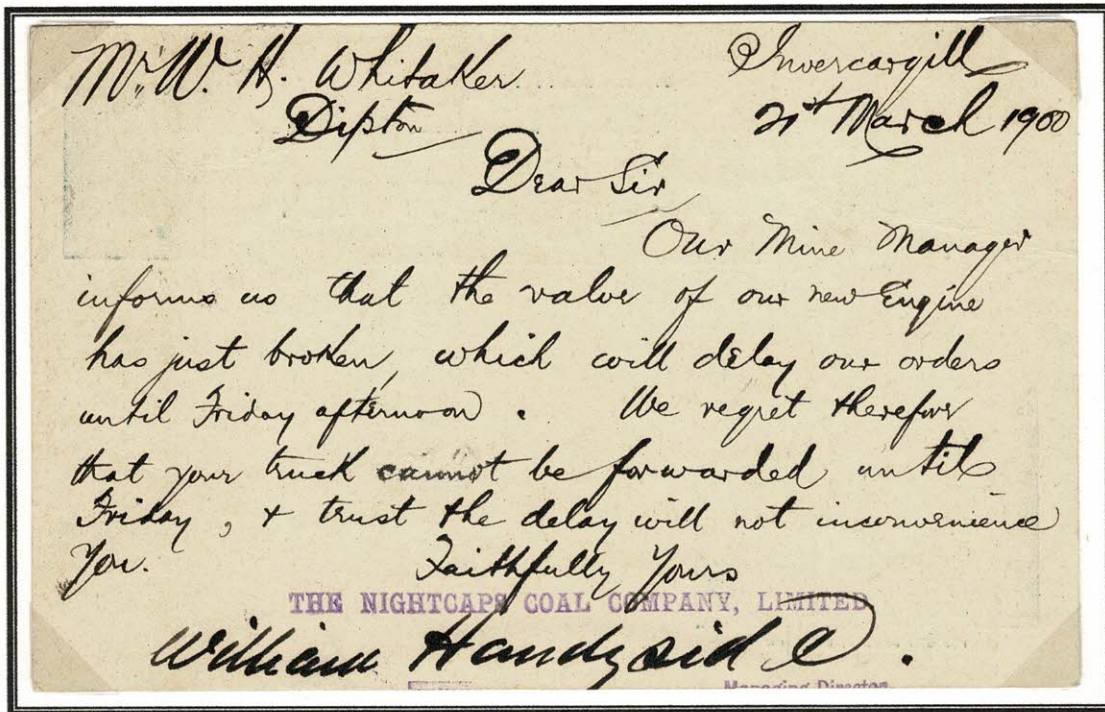
Postcard with 1/2d King Edward stamp cancelled Nightcaps 12 JA 14 "J" Class addressed to Invercargill. **Earliest Known Date**

Message includes

"... I started work on the 5th, Monday. Some of the men were victimised - about six or eight. Some did not get their work back. About 23 men have left or been victimised." **Strike social comment**

"This is one part of the town, the other is on the terrace and is the bigger part. You cannot see the mine staging from this view."

## Mechanical Problems at Nightcaps Mine



New Zealand Queen Victoria 1d Postcard with inset image "Princes Street, Dunedin" written from Invercargill 21st March 1900, to Dipton and signed by William Handyside, managing director of Nightcaps Coal Company.

**"Our mine manager informs us that the valve of our new engine has just broken, which will delay our orders until Friday afternoon. We regret therefore that your truck cannot be forwarded until Friday & trust that the delay will not inconvenience."**

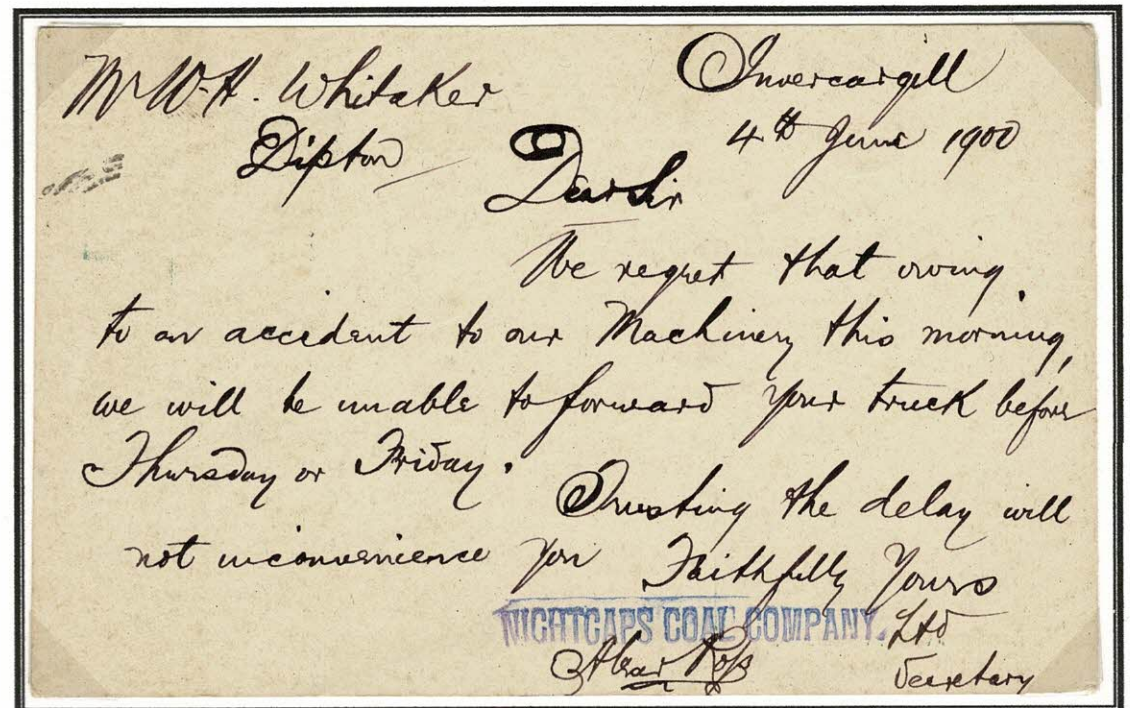


W H Whitaker is recorded as "Agricultural Contractor" in Cyclopaedia of New Zealand. The coal would have been used for traction engines or threshing machines



New Zealand Queen Victoria 1d Postcard with inset image "Queen's Wharf, Wellington" written from Invercargill 4th June 1900, cancelled Invercargill "F" Class 4 JE 00 to Dipton and signed by Alexander Ross Secretary Nightcaps Coal Company.

**"We regret that owing to an accident to our machinery this morning, we will be unable to forward your truck before Thursday or Friday. Trusting the delay will not inconvenience you."**



## Nightcaps Coal Company and 1906 Christchurch Exhibition

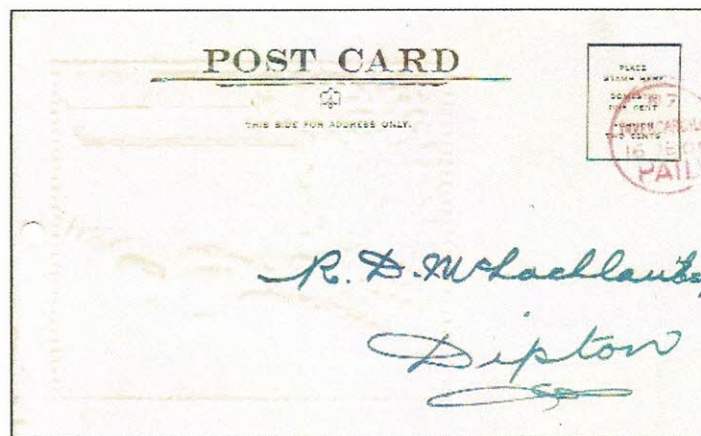
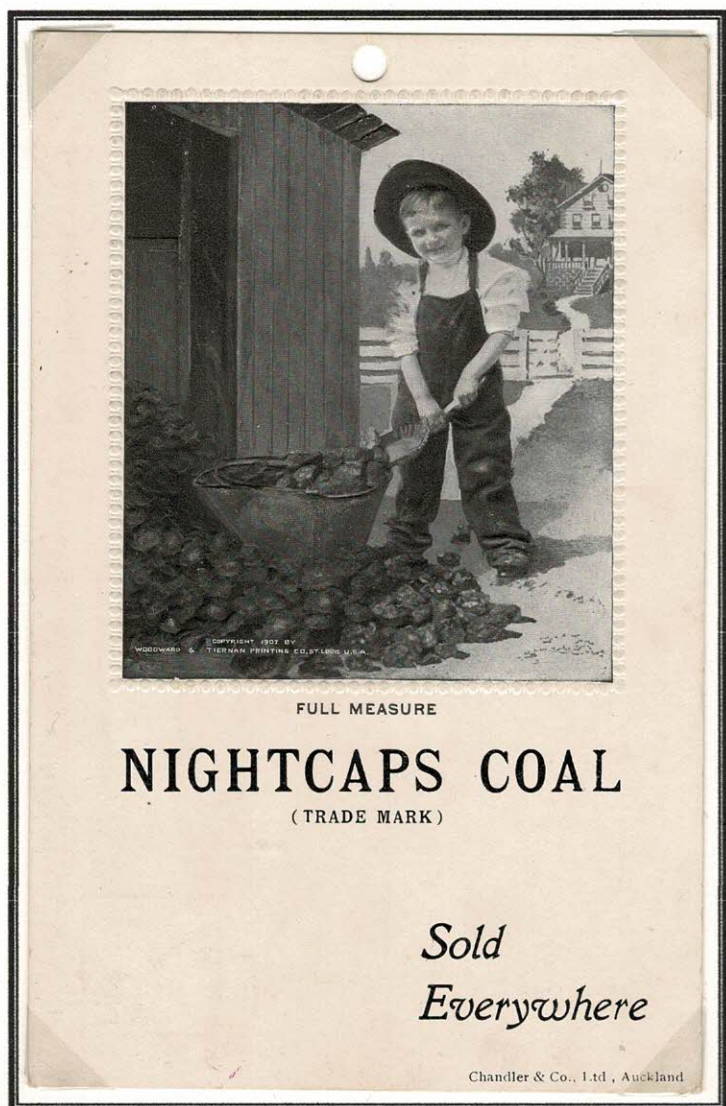


Photo [P65] and Text [P315] from Pasture Coal Seam and Settlement.

1st February 1907. **Nightcaps Exhibition Exhibit.** The huge pyramid of coal which some months ago was carefully chambered from their mine by the Nightcaps Coal Co. and railed to Christchurch in the very early days of the Exhibition, has lain uselessly side tracked in the railway yards there since its arrival. It is of course generally known that the great weight from eight to nine tons of this exhibit precluded it being assigned a position in the Southland Court. Immediately on the issue of this veto the local officers of the Court Committee and the Nightcaps Company set to work to obtain a place for the block beside the Government model coal mine outside the Exhibition building. Their endeavours have been consistently met by the authorities with what might almost be termed passive resistance, in the way of vexacious conditions regarding the roofing of the exhibit, and its exact location and conveyance from the railway yards. The negotiations which had lasted for three months have now come to an end. Mr W. Handyside, managing director of the Nightcaps Coal Co. yesterday received a wire from the caretaker of the Southland Court to the effect that the block properly encased and roofed, had been set up next to the model coal mine in the Exhibition Grounds.

**To date, no Exhibition postcards have been sighted showing either the Coal Mine or Block of Coal!**

## Nightcaps Promotional Postcard 1909



Addressed to Mr Mclauchlan at Dipton cancelled **Invercargill PAID 16 JE 09**

**Embossed Illustration:** Copyright 1907 by **Woodward & Tierman Printing Co.,** St. Louis, USA - firm active 1896-1916.

Card issued by **Chandler & Co., Ltd.,** Auckland - reported active in 1910's - this is earlier.

**No others known to exhibitor**

**The Official Circular June 1. 1893** set new rules for half-penny circular postings.

*"They were to be in quantities not less than 2000 and to be prepaid in cash. They were to be stamped in red ink in the top right corner on the address side, in the place usually occupied by the postage stamp, with the word PAID with the specially produced datestamps."*

## Nightcaps Coal Notices

The immediate post-war period was fraught with disputes between the Miner's Federation and the Coal Owner's Association involving Government intervention, compulsory conferences. The miners had not forgotten the 1913 Great Strike where the Government used 'special constables' on the wharves and in some mines and the miner's unions were roundly defeated. There was an increased demand for coal and a shortage of coal mine workers. There were many short strikes and go-slows through to late 1920, coal production dropped. The Ohai-Nightcaps miners were involved, but the West Coast miners were the driving force for change. There were wage increases agreed to in 1917 and 1918 and in September 1919 the First National Coal Mine agreement was reached.

A series of Notices - 1917-1920 - all mailed from Invercargill to the Drummond dairy factory at Otautau set out a series of price increases and the reasons for them.

**No Others Known to Exhibitor**

### NOTICE. NIGHTCAPS COAL.

(Trade Mark)

Invercargill,  
27th June, 1917.

Since the Great War started, we have not made excess profits, nor are we seeking them, but owing to the high cost of living caused by the War, two bonuses have been forced upon us, and the cost of development work has increased, so the rise in fuel must, we regret to say, be passed on to the consumer, on and after MONDAY, 2nd JULY, as follows:—

COAL — Two Shillings per ton	} On truck and cart at Nightcaps when available. At present owing to the shortage of all mine workers, we regret being unable to supply Otago (beyond Clinton) and Canterbury.
NUTS — One Shilling „	
DROSS — One Shilling „	

The NIGHTCAPS COAL COMPANY, Ltd.



### NOTICE. NIGHTCAPS COAL.

(TRADE MARK.)

Invercargill,  
26th September, 1917.

Owing to new agreement for shorter working hours per week, less output, another bonus to miners on piece-work, increased cost of development, and scarcity of all workers caused by the Great War; there will be a further rise in price of ONE SHILLING per ton on all coal (when available) on railway truck and cart at Nightcaps on and after MONDAY, 1st OCTOBER, 1917. No rise on Nuts and Dross.

The NIGHTCAPS COAL COMPANY, Limited.

### NIGHTCAPS COAL.

(Trade Mark).

Invercargill, 13th May, 1918.

Owing to greatly reduced output this last year (and yet increased demand) caused by the shortage of all mine workers and the War, and the still higher cost of supplies and work of every kind, also heavy taxes; there will be a rise of Two Shillings per ton on Coal, and One Shilling and <sup>six</sup> ~~Four~~ pence per ton on Nuts (both when available) on Railway truck and cart leaving Nightcaps on and after Monday, 20th May, 1918. No rise on Dross.

Cart lots if booked, One Shilling per ton extra.

THE NIGHTCAPS COAL COMPANY, Limited.

#### 1d Dominion Inland Postcards issued November 1915

1 Notice dated **27th June 1917**. mailed Invercargill 28 JE 1917  
[continuous machine]

2 Notice dated **26th September 1917** - mailed 25 SP 1917  
[continuous machine] [Note posted date before notice date]

3 Notice dated **13th May 1918** - mailed Invercargill 13 MY 1918  
[Continuous machine with slogan: "Food Wins the War Waste of Food Means Defeat"]



# NIGHTCAPS COAL.

(Trade Mark)

Invercargill, 26th September, 1918.

Although our legal agreement with the Nightcaps Miners' Union has still two years to run, we have been forced by the action of the Federation of Coal Miners to pay a further wages war bonus, so there will be a rise of

One Shilling per ton on Coal	} On all supplies leaving Nightcaps
Sixpence " " " Nuts	
But no rise " " " Dross	

(when available) on and after Tuesday, 1st October, 1918. This also applies to all orders now on hand or received before that date.

Cart lots, if booked, One Shilling per ton extra.

THE NIGHTCAPS COAL COMPANY, Limited.



## 1d Dominion Inland Postcards issued November 1915

1. Notice 26th September 1918 - mailed Invercargill 13 MY 1918  
[Continuous machine with slogan: "Food Wins the War Waste of Food Means Defeat"]
2. Notice 25th July 1919 - mailed Invercargill 24 JL 1919  
[continuous machine] [Note posted date before notice date]

# NIGHTCAPS COAL

(TRADE MARK)

Invercargill,  
25th July, 1919.

On Monday, 4th August—5th Anniversary of the Great War—the Calendar Winter will have ended, and the price of coal will rise by 2/-, and Nuts by 1/- per ton, because for the first 4 years of the War ended on 30th September 1918, (and this year will be worse) our mine output was 22,378 tons less, and realized £12,395 less than the 4 years before it; although the price was higher—but so were taxes, wages, and supplies; while the great shortage of mine workers was and still is the main cause of the reduced output.

Call this profiteering?

Notwithstanding this rise, our Coal will still be 5/- per ton less in Invercargill than other similar coals from the Nightcaps-Wairio district; and we wish the Government, Parliament, and People to know it.

The NIGHTCAPS COAL COMPANY, Limited,  
WILLIAM HANDYSIDE Managing Director.

# NIGHTCAPS COAL.

(TRADE MARK.)

Invercargill, 21st April, 1920.

As a result of the recent Coal Conference in Wellington called by the Coal Miners' Unions, the Federation of Labour and the Government, another all round rise in wages has been forced upon us—as we are again sorry to tell the people—so prices are increased as follows:—

Coal 2/6 per ton on railway truck at Nightcaps.	
Nuts 10d " " " " " " " " " " " "	
Coal 3/- per ton	} (booked 1/- per ton extra) } On Cart at Nightcaps
Nuts 1/- " " " " " " " " " " " "	

Supplied there on and after Monday, 26th April, which applies to all orders on hand not yet sent.

We have not sent any coal out of Southland for 3 years owing to shortage of mine workers, yet our prices are still lower than other coals in the Nightcaps-Wairio-Wairaki districts.

THE NIGHTCAPS COAL COMPANY, Limited.  
WILLIAM HANDYSIDE, Managing Director.



1915 Indicia



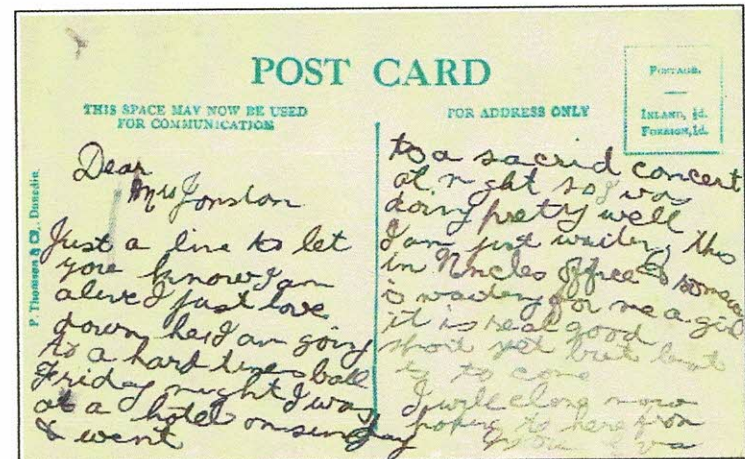
1919 Indicia - with clear border

## 1919 1d Dominion Inland postcard

Notice dated 21st April 1920 - mailed Invercargill 23 AP 1920  
[continuous machine]

## Nightcaps Coal Company Postcards

Real Photo Postcards by P Thomson & Co., Dunedin. The earliest dated copy in the exhibit is **January 12, 1914**, the latest is **February 21, 1918**



"New Offices & Staging in Course of Construction.  
Nightcaps Coal Coy's Mine"

Message is undated and includes:

*"I am going to a hard times ball Friday."*

- reference to the **1913-1924 Great Strike**

This card "The Staging" Coal Coy's Mine, Nightcaps. Is un-posted but headed "Wrey's Bush 21.2.18" "This is a card of Nightcaps"

Identical photo in "Pasture, Coal Seam and Settlement" [P 67] without acknowledgment to a photographer - associated text "Railway station and Coal Company staging with a mixed train ready for shunting. View looking south."



Real Photograph **Incline Nightcaps** postcard by Haller & Scuiti

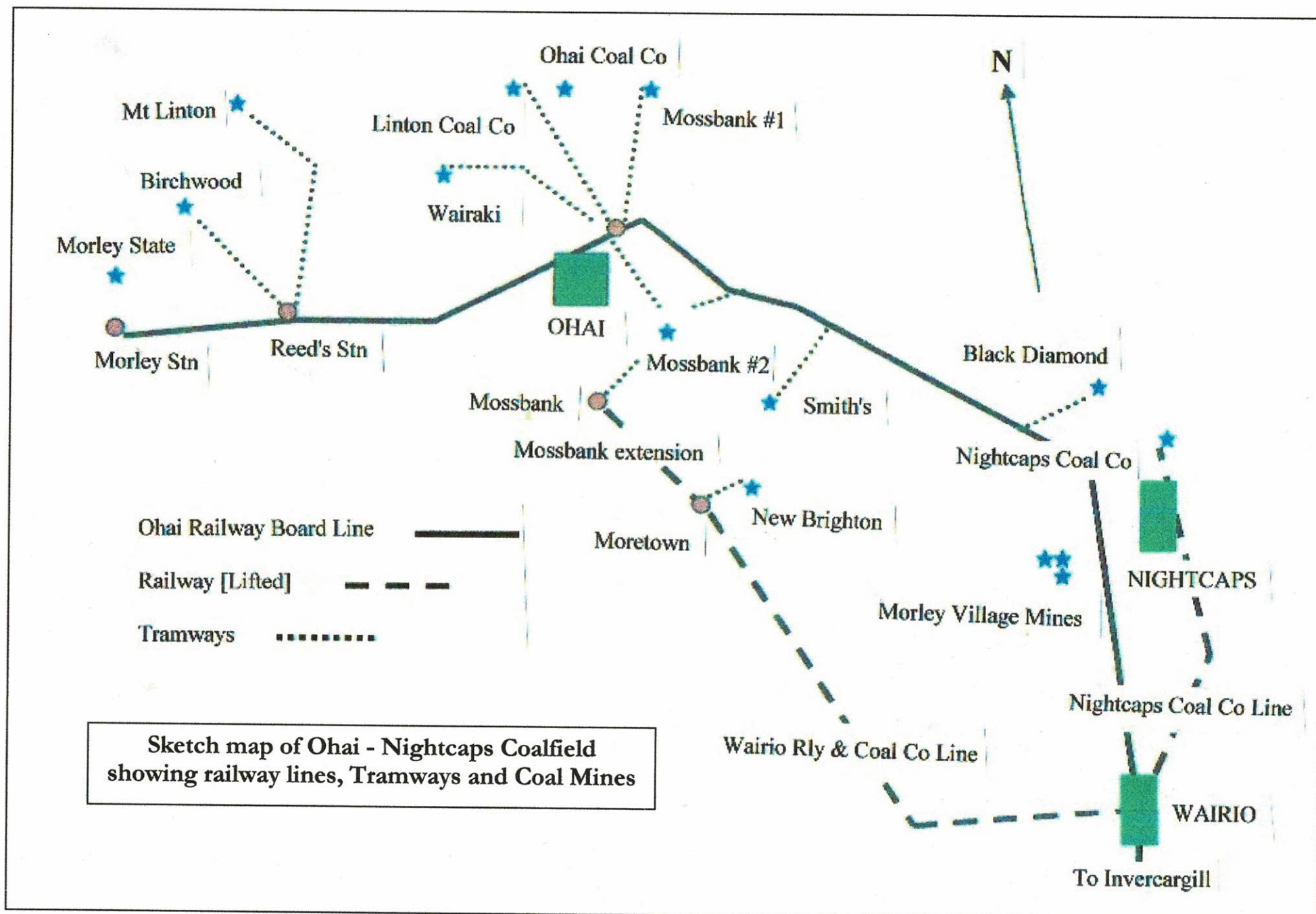
The wire rope incline was powered by a steam engine in the building at the top. Coal wagons were sent down the track on the right to the staging area. Wagons filled with rock went on the other track to the slag dump.

## Ohai - Nightcaps Coalfield - Ohai Area

By late 1918 the extent of the coal seams in the Ohai area had been proven through a series of 24 boreholes. These indicated the existence of the largest coal deposits in New Zealand with proven coal over about 3000 acres with strong indications of a larger area beyond that. The inferred estimate of the coal tonnage in the area was about **90 million tons**. **Peak production 1946 & 1954 - 320,000 tons**. **Peak employment 1946 482 men**.

There had been mines developed in the "Gully" area and a tramway to Wairio was operation from Moretown from June 1914. There were mines in the Morley Stream area - **Mt Linton**, Clark's, [**Ohai Coal Co**] Tinkers [**Black Diamond**] and **Mossbank #1**- but they could not access the Moretown-Wairio tramway because of the difficult terrain. The solution to unlock the significant potential was the development of the Railway. The **Ohai Railway District** was established 4th May 1916 and the **Ohai Railway Board** was tasked with the job of railway construction. This started at Wairio in 1919 and took 6 years before reaching the terminus at Reed's 30th April 1925. As the line progressed, the Board provided sidings to allow the mines to develop tramways from mine to screens then onto the Railway.

The Ohai Railway Board purchased the **Moretown-Wairio Tramway** and extended it to near the Mossbank #2 pithead. This enable the newly established mines - Mossbank #1 [1915], Mt Linton [1913], **Wairaki** [1914] and **Birchwood** [1920] - to develop "**Hutch Lines**" - very narrow tramways with endless steam powered wire rope - to allow coal to be railed from the terminus at Mossbank. In 1920 some 57,000 tons had been railed down the railway. It was closed in 1927.



## Ohai Post Office

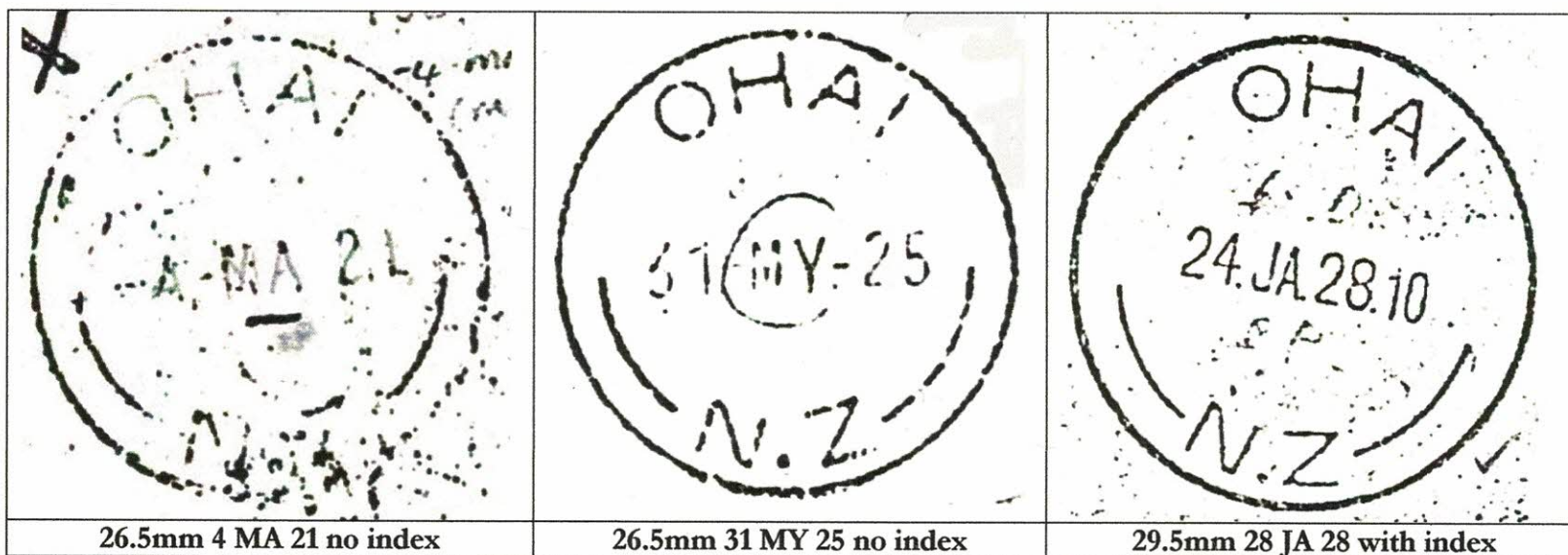
From 1919 through to about 1924 there was a steady growth in the number of residents living in the area. Miners working in the Ohai District were Nightcaps residents but with the opening of the Ohai-Wairio railway many took residence in Ohai. Sections were surveyed and sold 1919-1925.

The **Birchwood Post Office** was opened **4th September 1911** closing **21st August 1929**. This served the farming area some 15 miles west from Nightcaps. The Ohai Railway Board railway was extended to Birchwood in 1934. This office used a "B" class datestamp [1911-1925] replaced by 26mm "J" Class datestamp in 1925.



The **Ohai Post Office** opened **1st June 1921** in the General Store. The mail service was initiated by A W Rogers of Birchwood Run between Birchwood and Nightcaps. Once the railway was completed to Ohai Money Order and Savings bank facilities were added. A new Post Office building was officially opened 31st March 1927 now closed.

There are 3 Ohai "J" Class [with mail index number not a date] datestamp **Proof impressions** in the **Post Office Registers**. The first, **26.5mm** is dated **4 MA 21**. This is **unique** in that it is only datestamp known that has the Month symbols in a different format - **MA instead of MY for May; JU instead of JE for June**. In addition there was no provision made for a mail index clearance number. These took some years before being noticed with the datestamp being recalled and the **Month wheel replaced** - this datestamp was proofed **31 MY 25** [introduced in September] but no mail index was added. The "J" Class **29.5mm** datestamp was proofed **24 JA 28 10** and introduced a few days later.



D/S 1 - 22 JU 25

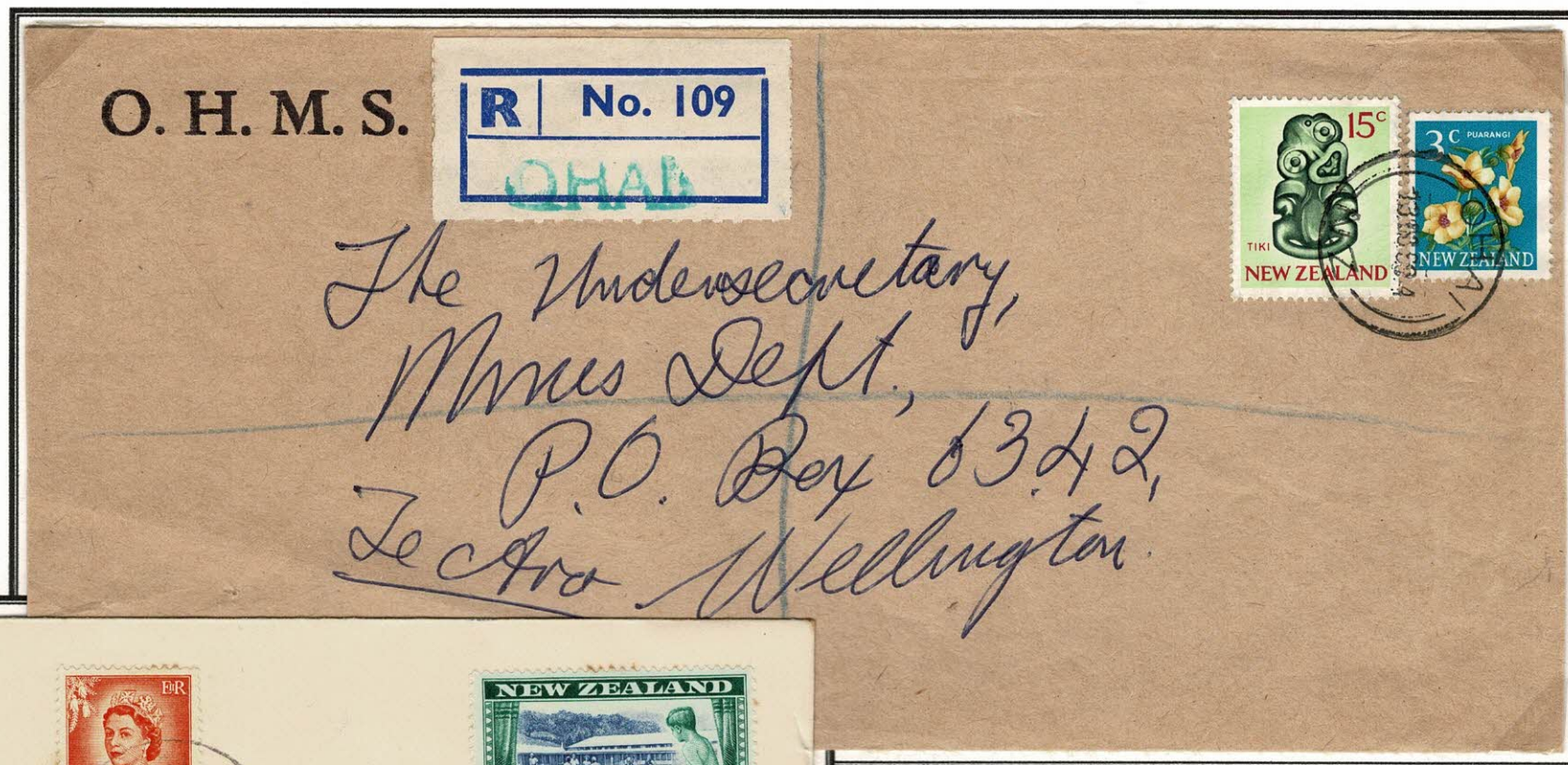
D/S 2 - 4 AU 27

D/S 3 - 10 OC 34 2

Relief 17 FE 59

D/S 4 - "J" 26 27 MR 62

"J" Class 26mm introduced after the Relief 10 MR 59. OHMS [State Coal Mines] Registered Ohai 13 OC 69 to Mines Department, received 16 OCT 1969



Relief datestamp known 2 MY 79 to 5 NO 79



Relief D/S 2 MY 79



D/S 5 - J30mm 28 JA 80

# Ohai Railway Board

The Ohai Railway District was created 4th May 1916 and the **Ohai Railway Board in August 1916**. The aim was to build and run a railway from the Government line at Wairio to Ohai to enable the large coal reserves to be brought to market. Earthworks commenced on the initial Wairio-Tinkers in 1919 but the railway did not extend to Ohai until December 1924 with traffic early in **January 1925**. The official opening was **30th April, 1925**. It was extended to Birchwood in August 1934.

Between 1924 and 1988 the average tonnage was over **200,000 tons** with a peak in 1944 of 285,861 tons - with 5-6 trains daily with about 500 loaded wagons weekly. **Over 9 million tons** were transported. The Board was disbanded in 1989 with the assets put into a Trust to benefit the area. The railway remains in use.

<b>OHAI RAILWAY BOARD</b>		56
DR. TO <u>Messrs. N. Z. State Mines,</u>		
TOTAL AMOUNT NOW DUE £		205 10 7
I HEREBY CERTIFY that the above is true and correct and that the articles herein being charged for have been supplied, or the service satisfactorily performed.		
		TREASURER
[Ty.—434. h. June, 1953.]		
N.Z. GOVERNMENT. <b>Nº 67279</b>		

State Coal Invoice  
Locomotive expenses -  
Coal to Ohai railway  
Board 1953

**OFFICIAL RECEIPT.** 19.22

Received from Ohai  
the sum of two  
five pounds  
being stay

All receipts issued by Government office for the receipt of public moneys must be given on numbered official forms. Treasury Regulation No. 9.]

<b>OHAI RAILWAY BOARD</b>		VOUCHER No. 37 / 5	
DR. TO <u>Post &amp; Telegraph Department,</u>			
ADDRESS <u>NIGHTCAPS.</u>			
DATE OF AUTHORITY OF BOARD	DATE OF SERVICE OR SUPPLY	PARTICULARS	AMOUNT
		OFFICE EXPENSES:- Postage Stamps. A-3	10 - -

Post & Telegraph  
Department Nightcaps  
invoice to Ohai Railway  
Board for Postage  
Stamps

5792	OHAI RAILWAY BOARD
D 5792	OUT WAIRIO TO REED'S
NOT TRANSFERABLE	SINGLE, 1 TO 8 MILES, 6D
D	IN REED'S TO WAIRIO

The railway also carried  
passengers on regular schedules

1-8 miles 6d      1-4 miles 3d

7072	OHAI RAILWAY BOARD
C 7072	OUT WAIRIO TO TINKER'S
NOT TRANSFERABLE	SINGLE, 1 TO 4 MILES, 3D
C	IN TINKER'S TO REED'S

## Birchwood Coal Company

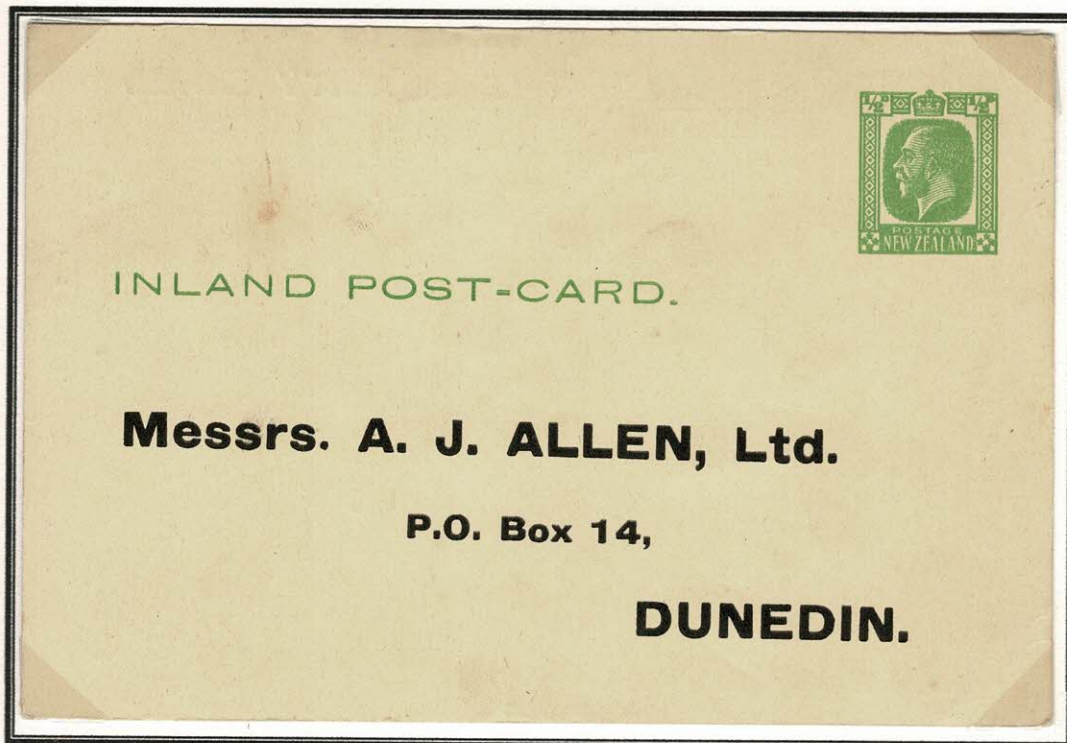
The **first** Birchwood Coal Company established the **Birchwood** underground mine in 1920 but production was very low because of the difficulty in transporting the coal by horse and dray to Wairio. Once the railway reached Reed's in 1925 production rapidly increased with coal going down a 60cm tramway to the Mine screens at Reed's siding. This Company wound up in 1928 with a second Birchwood Company being formed in 1929. This mined the coal seams directly below the first Birchwood mine. This **second** mine was owned by the Westport Coal Company and was in production from late 1929. It was purchased by the **State** in 1947 and finally **closed** in 1954.

# THE BIRCHWOOD COAL CO., LIMITED

Pay Sheet for Fortnight ending Oct 3rd 1925

Coals and Dross	Rate	Amount	Cutting	Timber	Trucking	Shift Work	Motor Fare	Amount	DEDUCTIONS						Total	Amount Payable	Shifts Worked	Average Wage
									Explosives	Defon-ators	Medical Fund	Coals	Stores	Rent				
12 25/-								15 0 0			4/-				4/-	14 16 0		
12 25/-								15 0 0			4/-				4/-	14 16 0		
12 25/-								16 10 0			4/-		12/-		16/-	15 14 0		
12 25/-								13 10 0			4/-				16/-	12 14 0		

The **Pay sheet** for fortnight ending October 3rd 1925 shows a daily pay rate of 25/- with a 2-weekly 4/- deduction for Medical Fund. One miner was paying rent at 12/- and one received 5/- each for 12 lamps. The **Miners Medical Association** began as early at 1907 with Nightcaps Coal Co miners. If a member was sick/injured he received £1 per week increasing according to number of dependents. Impacted 1936 by the Social Security scheme



Telephone 12-863.

Dunedin, \_\_\_\_\_ 193

Please send the following Coal to

\_\_\_\_\_ 193

THE QUALITY COAL.	Linton ...	Bags
	Kaitangata ...	Bags
	Kaitangata Nuts	Bags
	Wairaki ...	Bags
	Black Diamond	Bags
	Birchwood ...	Bags
	Morleyvale ...	Bags

Coal Order postcard [1/2d KGV indicia] of 1930's including Wairaki, Black Diamond, **Birchwood**, Morleyvale [was Mt Linton] and Linton Coal all from the **Ohai-Nightcaps** coalfield

## Linton Coal Company

The Company was officially formed in **August 1913** but it was not until 1918 that the mine development commenced. By 1919 they had established a "**Hutch Line**" to the Gully tramway terminus near to the Mossbank #2 mine.. This was adequate for the company and served for 6 years until the Ohai Railway Board Line became available in 1925. At that time the Company acquired some staging from the closed Nightcaps Coal Company and built a screening plant adjacent the new railway allowing coal to be loaded directly to rail. The company was efficient and well resourced and began to penetrate the South island coal markets. Peak production was in the 1930's. It was the largest single mine in the Ohai-Nightcaps Coalfield **producing 4,156,520 tons**. The Mine was bought out by **State Coal** in October 1949 and finally closed in **May 1979**.

JOHN MILL & CO., LTD.  
Sole Agents for  
LINTON COAL  
PELAWMAIN COAL  
WESTPORT-STOCKTON COAL

### Part of the reverse of the Invoice

Envelope with Permit of John Mill & Co Ltd mailed Dunedin 29 NOV 1927



Telephones } Office, 11-713.  
                  } Depot, 10-929.  
P.O. Box 257.

Depots:  
Musselburgh—Phone 22-129. 23-254  
Roslyn, Taieri Road—Phone 20-293.  
W. B. Taverner, King Edward St.—Phone 22-935  
Mornington, Mailer St.—Phone 13-129.

11 CRAWFORD STREET,  
DUNEDIN, *Nov. 20<sup>th</sup>* 1927

No 378

Dr. to  
**JOHN MILL & CO. Ltd.**  
WHOLESALE AND RETAIL  
COAL, FIREWOOD, and COKE  
MERCHANTS.

*Mr. Green*  
*113 Russell St*  
*Dunedin*

SOLE AGENTS FOR LINTON, PELAWMAIN, AND WESTPORT-STOCKTON COALS.

		Tons	Cwts.	Qrs.	at	£	s.	d.
To Account Rendered						5	3	
19907	7 50 3 Bags Linton		5				15	9
21306	19 " 3 " Linton		5				15	9
	" 1 " Waronui		1	3			4	3
						6	18	9

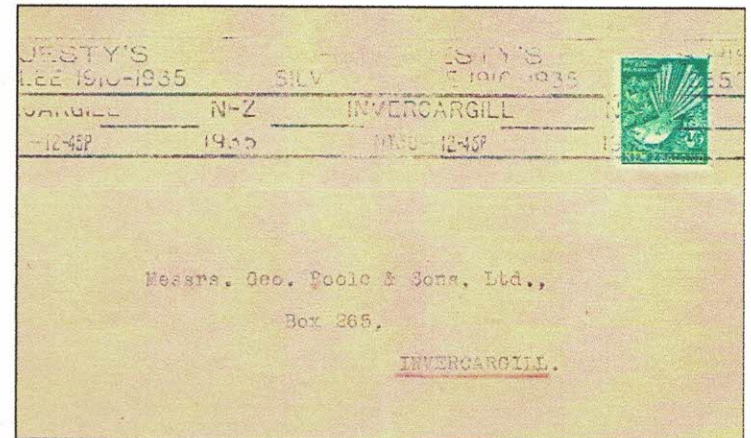
Invoice dated **November 20th 1927** for:  
Nov 7th: 3 bags **Linton Coal**  
5 cwt 15/9d  
Nov 19th: 3 bags **Linton Coal**  
5 cwt 15/9d  
Nov 19th: 1 bag **Waronui Coal**  
1 ¾ cwt 4/3d



For Furnace, Grate, and Range

# BURN LINTON COAL

SOUTHLAND'S BEST.



Linton Coal advertisement envelope mailed from  
Invercargill MY 30 1935  
1/2d stamp for second class letter [unsealed]

Tokens of Appreciation from Linton Coal Co. Ltd

A token of appreciation  
from the

**Linton Coal**  
Co. Ltd.

Head Office:

**77 Tay Street**  
**Invercargill**

Your phone connects with  
ours . . . call us up for  
your fuel requirements

Phone 1586

**BURN LINTON**  
SOUTHLAND'S BEST  
AGENTS IN EVERY TOWN

**LINTON**  
. . . ONE GOOD TON  
DESERVES ANOTHER



We sell all kinds  
of **FIREWOOD**  
Guaranteed dry

Try

**LINTON COAL**  
For Heat

Try

**LINTON SERVICE**  
For Satisfaction



**NO SHORT WEIGHTS**  
. . . **NO LONG WAITS**

Linton Coal promotions from Agents in Dunedin and Christchurch. Linton Coal Invoice from Timaru

With the Compliments of

**John Mill & Co. Ltd,**  
 Head Office :  
**CRAWFORD STREET  
 DUNEDIN**

★  
**Burn**  
**LINTON**

---

**The Quality  
 COAL**

'Phone 11-713

We like to Sell Our  
 Customers the Best


That is why we recommend

**LINTON  
 COAL**

**G. McCLATCHIE & Co**  
 LIMITED  
 STAFFORD ST., TIMARU  
 PHONE 663

WHOLESALE AND RETAIL  
 COAL MERCHANTS  
 Established 1862

Head Office: Christchurch  
 Branches at Leeston and Lincoln



**THE HANDY NEEDLE  
 CASE**

With the Compliments of  
**G. McCLATCHIE & Co Ltd**

P.O. BOX 47 **MORRISONS COAL CO. LTD.** 'PHONE 786  
 STAFFORD STREET, TIMARU

Mr G.W. Glover  
 28 Park Lane  
 TIMARU

Received from M. *J. G. Glover* TIMARU, 194  
 the sum of *£1.15.4* Pounds  
*1.1.2* Shillings and *6* Pence

WITH THANKS  
**MORRISONS COAL CO. LTD.**  
 per *[Signature]*

DATE	REF.	PARTICULARS			
		Account Rendered			1. 0. 0
Aug					1.15. 4
Sept	12	3 Linton	15. 4		
	23	4 "	1. 1. 2		2.16. 6
	19	Cash		1. 0. 0	1.16. 6

DIRECT from the MINE to the CELLAR.

# LINTON COAL

Supplied in any Quantity. Special Prices for Truck Lots.

**ORDER NOW!**  
A TRIAL WILL CONVINC.

The Cleanest and Most Economical Coal on the Market. Full of Heat.

SOLE WAIMATE AGENT: **W. D. PATERSON,**  
QUEEN STREET, WAIMATE.  
Phone 68. PELAWMAIN and Other Coals Stocked.

BLOTTING PAPER, Please Use Back.

Joyce & Stoyana, Printers, Timaru.

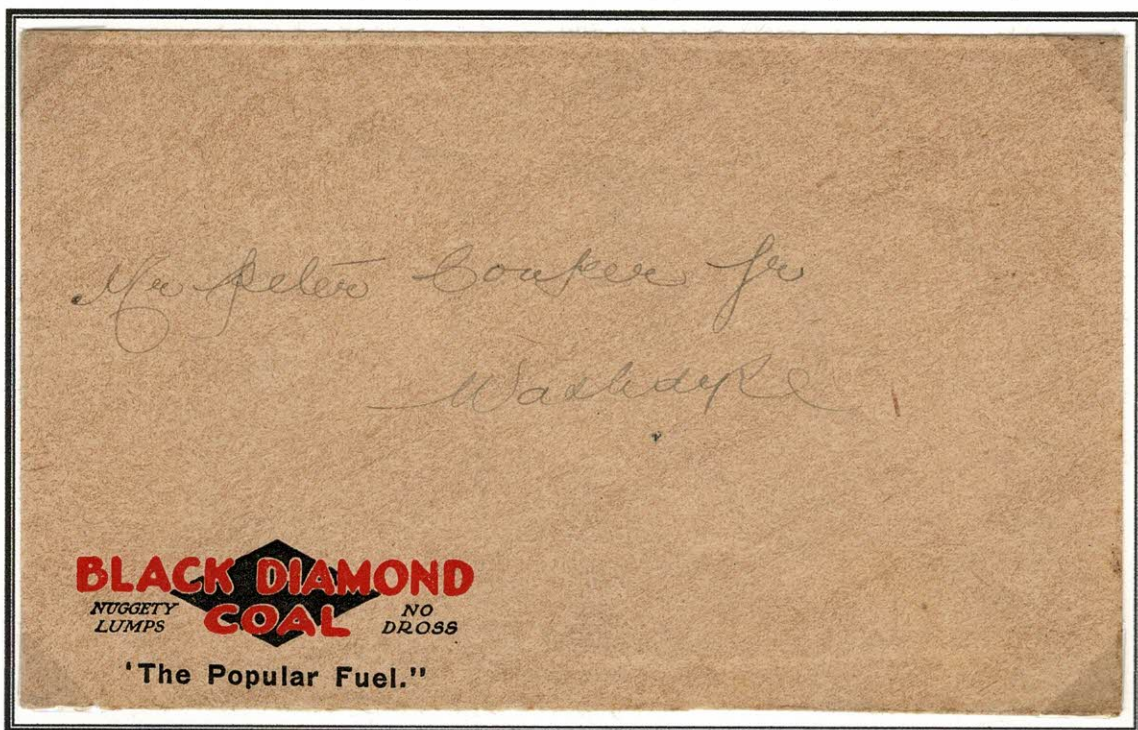


Linton Coal advertising  
Blotter from agent in  
Waimate

Enamel Advertising Sign  
"Burn Linton Quality Coal  
"It lasts longer"  
[Marshall collection]

## Black Diamond Mine - Tinkers

The Tinker brothers developed a mine, in 1926, on their father's farm at "Tinkertown" called **Black Diamond**. Initially all the output was distributed by horse and dray to the Nightcaps Coal Company railhead. When the Ohai Railway Board railway reached the area in 1922 the output went directly to the Wairio railhead.



Advertisement Envelope for **Black Diamond Coal** addressed to Washdyke

The Southland Coal Co, Ltd advertising **Black Diamond**, Wairaki, Black Lion and New Brighton Coal. Invoice 1935

**THE SOUTHLAND COAL CO, LTD**  
 Telephones } Tay Street 92  
 Liddel street 324

Wholesale and Retail Dealers in  
 Westport, Black Diamond, Wairaki, Black Lion and  
 New Brighton Coal and Nuts, Lignite.

Invercargill. *14/11/35* 1935

---

Received from  
*Mr D. C. Robertson*

the Sum of *eight*  
*seven*  
*two*

and

Cash Sales £ ; ;  
 Account £ *8-1-2*  
 Discount £ ; ;

Nett £ *8-1-2* per *D. C. Robertson*  
 With Thanks



PHONES: INVERCARGILL.  
 DEPOT: LIDDEL STREET 701.  
 OFFICE: EXCHANGE MARK, LSK ST.  
 608-609.

Please send the following to \_\_\_\_\_ 192

on \_\_\_\_\_ 192 Signed \_\_\_\_\_

	TONS	TONS
OHAI COAL	...	...
COKE	...	...
Manuka Blocks	...	...
Sawn Blocks	...	...
Lignite	...	...

1/2d King George V Inland Postcard [issued July 1924]  
 printed for use by **Ohai Coal Co. Ltd.**

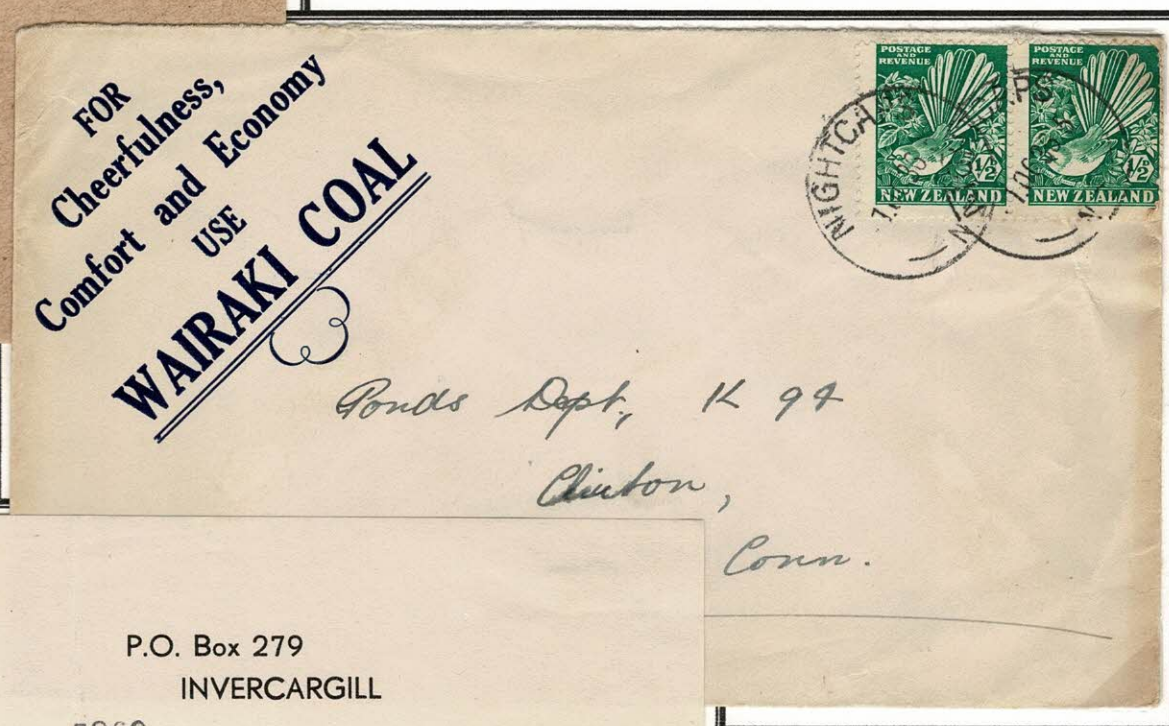
Mine originally **Clark's** opencast opened 1901 sold 1910 and became **Ohai Coal Company**. In 1926 it was bought out by the **Birchwood Coal Company** and operated under that name.

## Wairaki Coal Company

The first Company was formed in June 1914 and used the hutch-line technique to transport the mine output, initially, to the tramway railhead at Moretown, then to Mossbank after the tramway was extended. Once the Railway reached Ohai a screening plant was built to load output to rail at that point. The first Company ceased in December 1938 and was bought by a new company using the same name. The mine was taken over by the State in **January 1945** - the first to be bought out. The mine output was reducing in the late 1960's and closure was planned. A **fire 20th June 1971** closed the mine and a decision not reopen was made in October 1971. The total output [1915-1971] was 2,947,200 tons.



Enamel Sign  
Wairaki Coal  
[Marshall Collection]



Wairaki Coal advertising envelopes.  
Cancelled Nightcaps 8 MY 35 index 1 and 1 OC 36 index 5

S.C. 10e

**INVOICE**

The Chief Clerk, \_\_\_\_\_  
Ohai Railway Board, \_\_\_\_\_ 3960 \_\_\_\_\_ May 29, 1953

WAIRIO.

**Dr. to THE NEW ZEALAND STATE COAL DEPOT**

Official receipts only are recognised. Terms: Net

				Tons	cwt.	qrs.	@	£	s	d.
May	25	To Wairaki Coal.	La 6184	9	14	-	50/6	24	9	10
	29		La 21553	9	17	-	"	24	17	5
								49	7	3

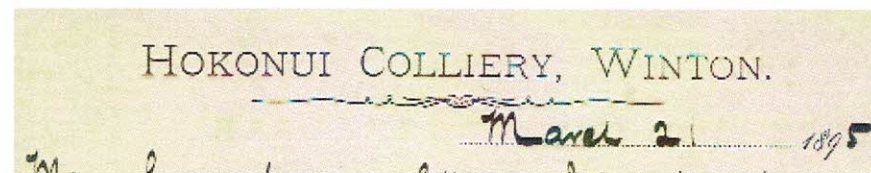
Invoice from State Coal  
Depot May 29, 1953 to  
Ohai Railway Board

Two coal wagons of  
Wairaki Coal  
at 50/6d per ton

## Forest Hill Coalfield

This small Coalfield lies on the SW slopes of the Hokonui Hills and extends under the Makarewa Flats towards Forest Hill about 20km north from Invercargill and 7km east from Winton. The coal is sub-bituminous and was first mined in 1887 with **peak production in 1894 of 13,000 tons** with 36 men employed. The mine closed in 1896 caused by difficult conditions. It was reopened in 1898 and worked for 5 years until closed by flooding. **Total production 50,000 tons.**

The **Hokonui Post Office** opened 1 November 1876 and closed 15 October 1924. Alternative name "Forest Hill" "A" Class datestamp from October 1887.



One Penny Queen Victoria postal card [May 1890 issue] with printed heading for **Hokonui Colliery, Winton.**

Mailed **Invercargill "F" Class 21 MR 95** via Railway Travelling Post Office **R.P.O-C 23 MR 95** addressed to Christchurch.



**Hokonui  
"A" Class**

## Mataura Coalfield

The **Mataura Coalfield** extends from Gore southwards to the Southland Coast - an area of about **100 square km** and contains the largest tonnage of lignite in any area of New Zealand with **inferred [potential] total of 231,000,000 tons.** Total production has not been high due to the availability of much higher grade coal from Nightcaps-Ohai and Orepuki Coalfields.

Most has been used locally both for household use and industry - paper mill, freezing works, dairy factories. The area has the potential for liquid fuel production and comprehensive studies have been carried out without any development. There have been over 60 mines in operation, mainly underground, which have been sources of employment in many of the settlements. **Total production to 1963 was 1,765,000 tons** with the mines at Mataura producing over 50% of the total

**Waikaka Valley**, 11km North Gore. There were 2 opencast and 1 underground mines operation in 1907. The main producer the **Willow Bank** underground peaked in 1908 with 16,000 tons and 18 men. Total for this region - around 45,000 tons. **Waikaka Valley Post Office** opened 1 April 1888 and closed 30 November 1930.

"A" Class datestamp used.

**Hedghope**. 35 km north from Invercargill. **Larking's Mine** [open cast] worked two seams one 10 feet the other 15 feet thick. Production peaked in 1912 with 7000 tons and 12 men employed. **Hedghope Post Office** opened 1 July 1882, closed 30 April 1968. "A" Class datestamp used.

**Waikaia**, 24 km north Riversdale. There have been 6 mines operating here, all underground. The largest was the **"Landslip Mine"** opened 1890 with a peak in 1906 of 15,000 tons and 38 men. The other mines employed 20. **Waikaia Post Office** opened 1 November 1877, closed 1948. 2 "A" Class and an "F" Class datestamp



**Waikaka Valley  
"A" Class**



**Hedghope  
"A" Class**



**Waikaia "A" Class "F" Class**

The **1901-1909 Mining records** have details of all the Southland mines, the type of mine [underground/open cast; their yearly and year to date production; men employed below and underground. These mines generally served their **small settlements** needs for coal and light industry - blacksmiths, threshing, harvesting etc and provided employment. The numbers of men employed were usually between 3 and 10. All those listed here were underground mines. The total production from all the mines listed below, to 1909 is about **180,000 tons**.

- **Pukerau:** Mining from 1880, 2 mines; **Pukerau Mine** largest with 34,000 tons; **Gore:** Mining from 1885, 6 mines, **Whitregg** - 27,000 tons and **Green's** the largest with 67,000 tons;
- **Croydon Bush:** 1 mine from 1900 **Bushy Park** - 7000 tons;
- **Chatton:** 2 mines from 1880 **Boorwell** - 12,000 tons;
- **East Chatton** 2 mines from 1900 - **Pacey's** 28,000 tons;
- **Wendon:** 3 mines from 1890 **McDonalds** - 17,000 tons;
- **Pine Bush:** 1 mine from 1880 **Robin Hood** 3000 tons;
- **Fairfax:** 3 mines from 1878 - **Graham's** - 17,000 tons;
- **Clifton:** 1 mine from 1900 **Clifton** - 2,000 tons



Pukerau



Gore



Croydon Bush



East Chatton



Chatton



Wendon



Pine Bush



Fairfax

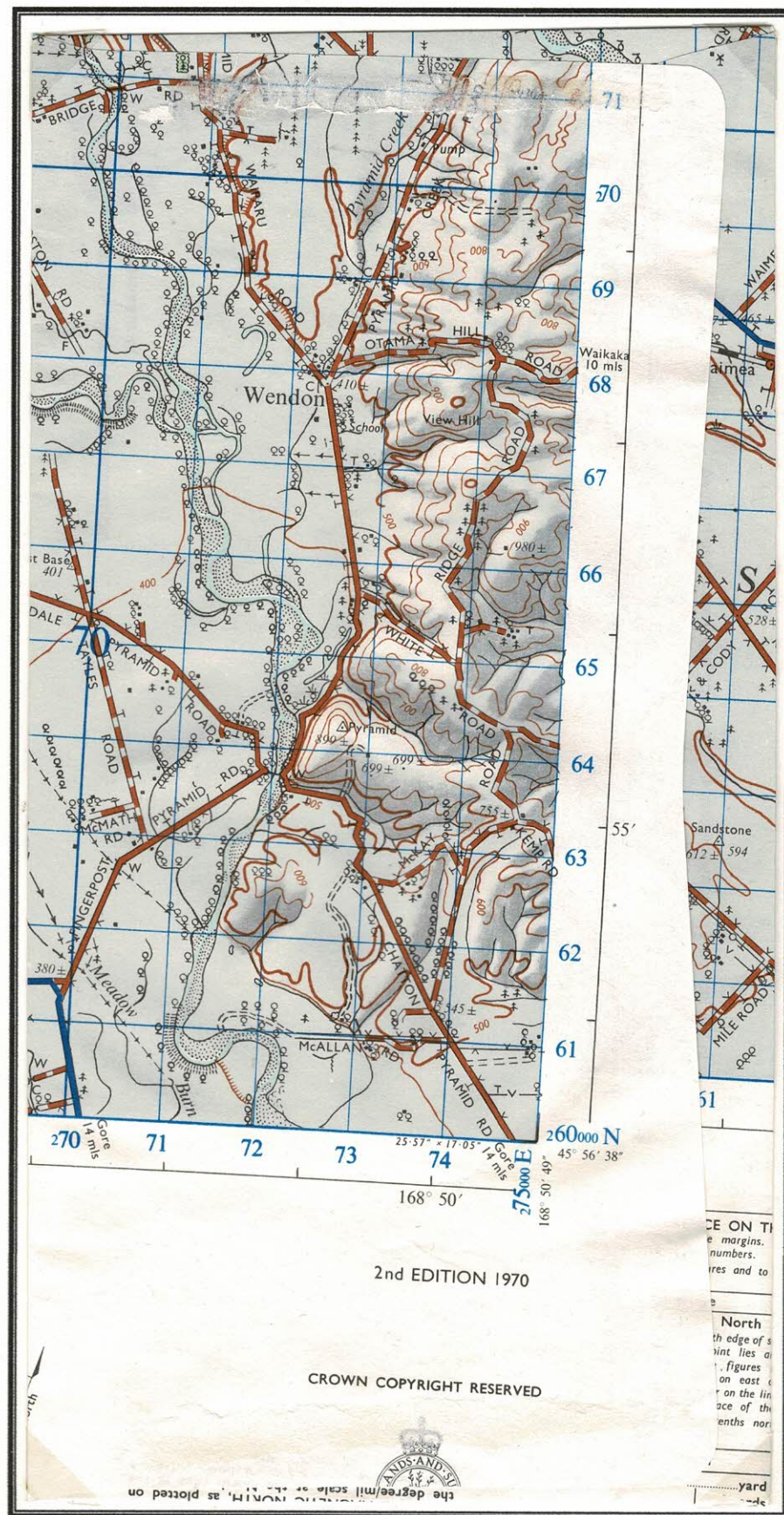


Clifton

In the 1980's, as part of a conservation measure, The Department of Survey and Land Information used obsolete maps to make envelopes for departmental use.

The envelope [shown turned] was created from a 1970 map and shows part of Southland to the west of Riversdale comprising the **Wendon, Pyramid and Chatton** Districts.

These areas are at the northern part of the **Mataura Coalfield**. The Mining records 1901-1909 show that there were small underground mines at both **Wendon** and **Chatton**. The 1887- 1889 Mining records show that a small scale opencast mine was operating in the **Pyramid** area. This mine is not shown in later Mining records



### Mataura:

Situated 10km south from Gore. The **Mataura Lignite Mine** - opencast - was started in 1874 producing on average 2,000 tons annually until closed in 1926. The **Mataura Coal-Mine** opencast was producing about 8,000 tins annually from 1895. The companies operating these mines were supplanted by the **Mataura Paper Mill Mine** just north of the township, This is a larger opencast mine working an upper seam 20-25 feet thick and a lower seam of 10 feet separated by 5 feet of mudstone. Production is for local household use with large quantities being supplied to the **Mataura Paper Mill**, Mataura Freezing Works and dairy factories. **Production peaked in 1943 at 140,000 tons with 67 men employed.** This is the largest single mine in the Mataura Coalfield. Any potential **liquid fuel plant** would likely be based at Mataura.

**Mataura Post Office** opened 6 January 1859 and is still open. A number of datestamps have been employed.



"Mataura Paper Mills & Freezing Works" mailed Mataura  
"H" Class 16 DE 06 to Ratanui.

Postcard with undivided back issued by Muir & Moodie from  
their Copyright series of Views. Phototyped in Austria

### Waimumu:

Situated 8km northwest from Mataura. The early mines **Newvale**, **Goodwins**, both opencast, and **Waimumu Underground** were operating from 1897 producing on average 2000 tons for the local market. The **Waimumu Coal Company Mine** commenced in 1912 working opencast on a 64 foot seam. Production varied due to fluctuating demand and serious competition from the larger coal pit at Mataura. The **peak was around 30,000 tons in 1927 with 23 men employed.** The **Waimumu Post Office** opened 26 March 1906, closed 17 November 1925 using an "F" Class datestamp

**WAIMUMU COAL**

Mataura,  
Gore, 7<sup>th</sup> Oct. 1933

Received from W. J. Crombie  
the sum of four pounds  
two shillings and — pence

Hamilton and  
Per. W. J.

£ 4 : 2 : —



Waimumu

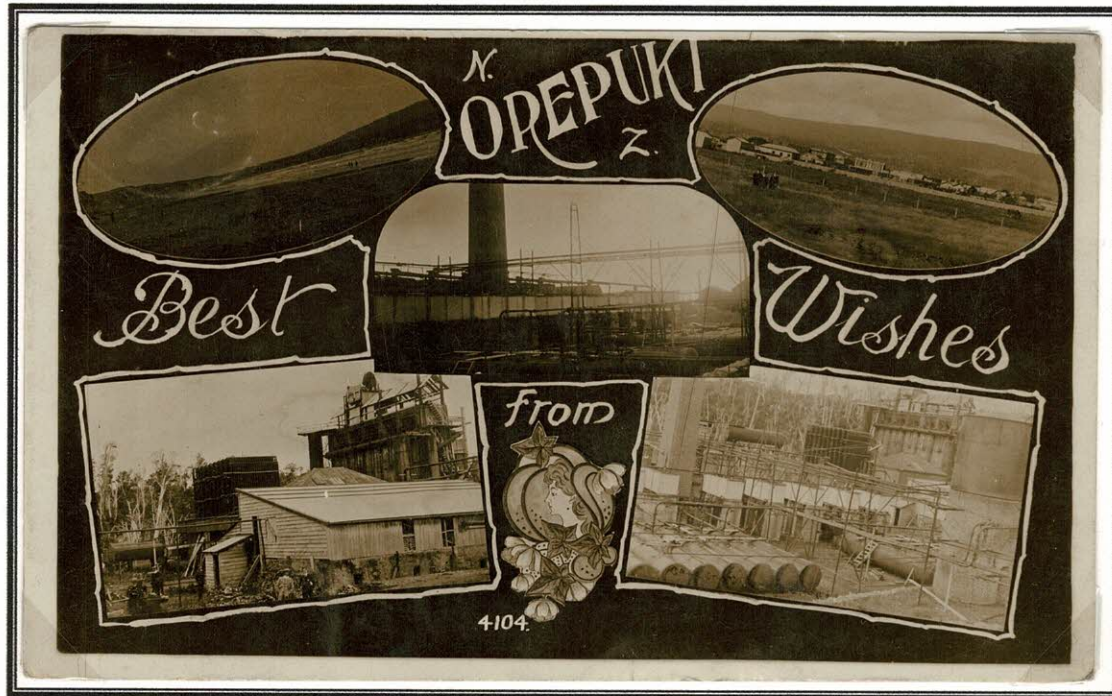
**Waimumu Coal** Mataura, Gore Hamilton & McKean coal  
agents, receipt dated 7 Oct 1933 and 2d stamp duty paid by  
2 x 1d Field Marshal cancelled "7/10/33"



## Orepuki Coalfield

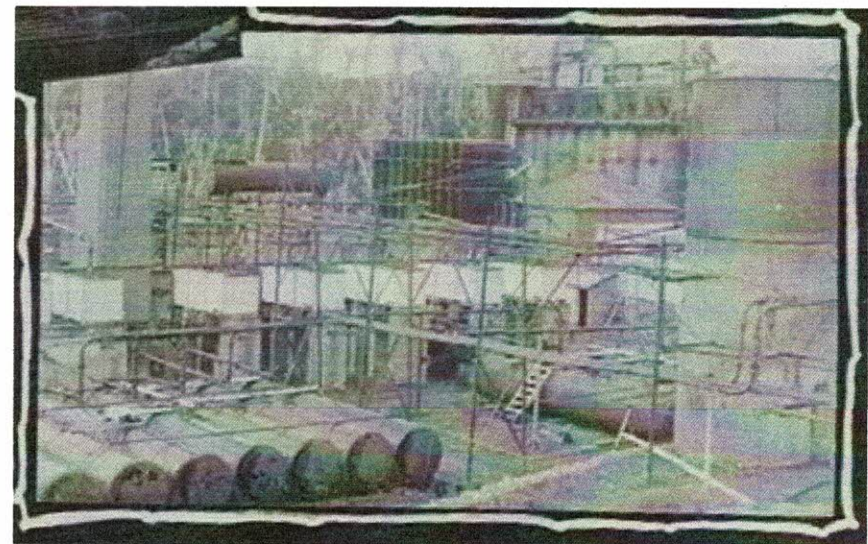
The **Orepuki Coalfield** extends 8km inland from Orepuki on the south Coast of the South Island covering an area of 12 square km. It is 30km west from Riverton and 80km west from Invercargill. It produced coal equivalent to that of Ohai/Nightcaps and was a significant competitor in Southland. Underground mining has been intermittent since 1882 in two areas. The **Orepuki Mine** produced 24,932 tons to 1960 and the **Waimeamea Mine** 59,897 tons. **Production peaked in 1901** with combined production of 27,000 tons with 82 men employed.

The **Orepuki Post Office** opened October 1, 1876 and closed 5 February 1988. It used "A"; "H"; "G" & "J" Class darestamps



"Best Wishes from Orepuki NZ" The 'Garden' Series Real Photograph composite with vignettes of Coal and Shale Works, **Orepuki "G" class 30 OC 13**






**Orepuki Coal-Shale Works.** This is the only area in New Zealand where oil-shale deposits have ever been worked. There was a 5 foot seam between two thin layers of Lignite. This shale and brown lignite was known to gold-miners. **The New Zealand Coal and Oil Company** was formed in 1898 by the amalgamation of the **Kaitangata Coal Company** and the **Castle Hill Coal Company**. This new company has bought 1250 acres at Orepuki from which they planned to produce oil, paraffin wax and other hydrocarbon products. They had a coal mine, Elliotvale, in the Kaitangata Coalfield to service the needs of the proposed Shale Works.



The Company raised additional capital and invested £140,000 in the development at Orepuki and £80,000 at Elliotvale. One ton of shale was estimated to yield 38-42 gallons of oil. By 1903, the oil refinery at Orepuki had been closed down - a combination of high costs, fractured ground and the removal of import duty on oil products. The venture was a costly failure and Company went bankrupt. It is reported that 200 men were employed in 1902. Production less than 9000 tons.

## Kaitangata State Coal Mines

The State bought out the **Wangaloa** Opencast mine in 1945, it was operated by Ministry of Works until State Coal Mines took over the operation in 1956. It closed in 1989 producing an average of 66,00 tons annually. On 19 July 1955, the Government Cabinet approved the development of a new underground mine - **Lockington** - the decision was assisted by the fact that the Kaitangata Miners Union had had no stop work or strike action in over 40 years - even through the 1951 Waterfront dispute. Work started in June 1956 passing to State control. The mine was producing from **1958 to 1970** when it closed - total **580,000 tons**.

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Tel. 142. 100,000 pads/11/53-23988			
++ RE ALBION TRUCK WILL FORWARD WHEN WORK RESUMES JANUARY ++			
<b>O.H.M.S.</b> NEW ZEALAND STATE COAL MINES P.O. BOX 390 DUNEDIN		OPENSHAW ++	
			

New Zealand State Coal Mines Dunedin  
25 7 86

The **Lockington Underground State Coal Mine** was connected by rail to the existing **Kaitangata - Stirling** railway and coal was screened and loaded directly at the siding for transport - mainly to industry in Dunedin area.

When the mine closed in 1970, the railway line to Stirling was closed and the track lifted and sold.

**State Coal Mines ended its presence in Kaitangata** when the office in Kaitangata closed in 1971 and moved to Dunedin.

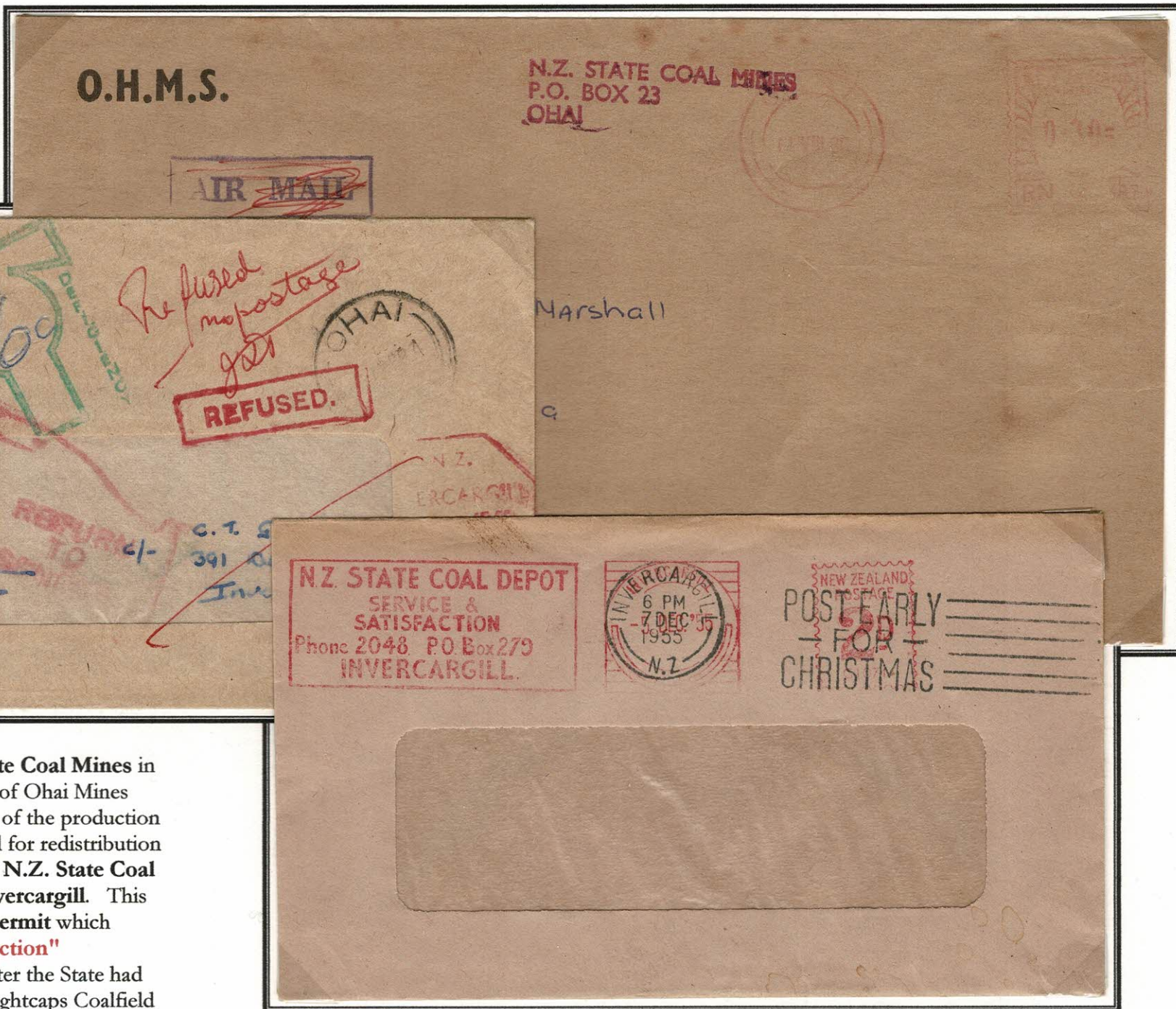
## Ohai-Nightcaps State Coal Mines

The end of WWII, coincided with a new Government strategy to stabilise the coal supply situation as the coal requirements fuelling industrial developments, and the available supply became seriously out of balance. This strategy involved the gradual buying out, by the Government, of many of the privately owned coal mines. After achieving ownership State Coal Mines began to manage the coal resources. Money and resources were poured in with the aim to increase production to meet the demand.

These were "boom" times for Ohai. The Wairaki Mine was the first purchased in **January 1945**, followed by Linton, Birchwood and the Star. As State Coal Mines were not profit focussed, new and larger scale mining initiatives were undertaken. Opencast mines were developed and output increased. State Coal opened a new office in Ohai in 1959. This District Office took overall control of the Ohai mines with the individual mines still managed as independent units.

New mining techniques, long-wall automatic miners, earth-scrappers etc changed things in the 1970's as these methods required fewer miners. The demand for coal had been declining since the 1960's and with the **closure of the Wairaki Mine [1971] and Linton Mine [1979]**, the extra workers hastened the end of the Morley Mine [1986] - it produced 1,700,100 since 1952. These closures ended underground mining. Opencast mines had been developed from 1959 but all were closed by 2003. **The Coal era was over!**

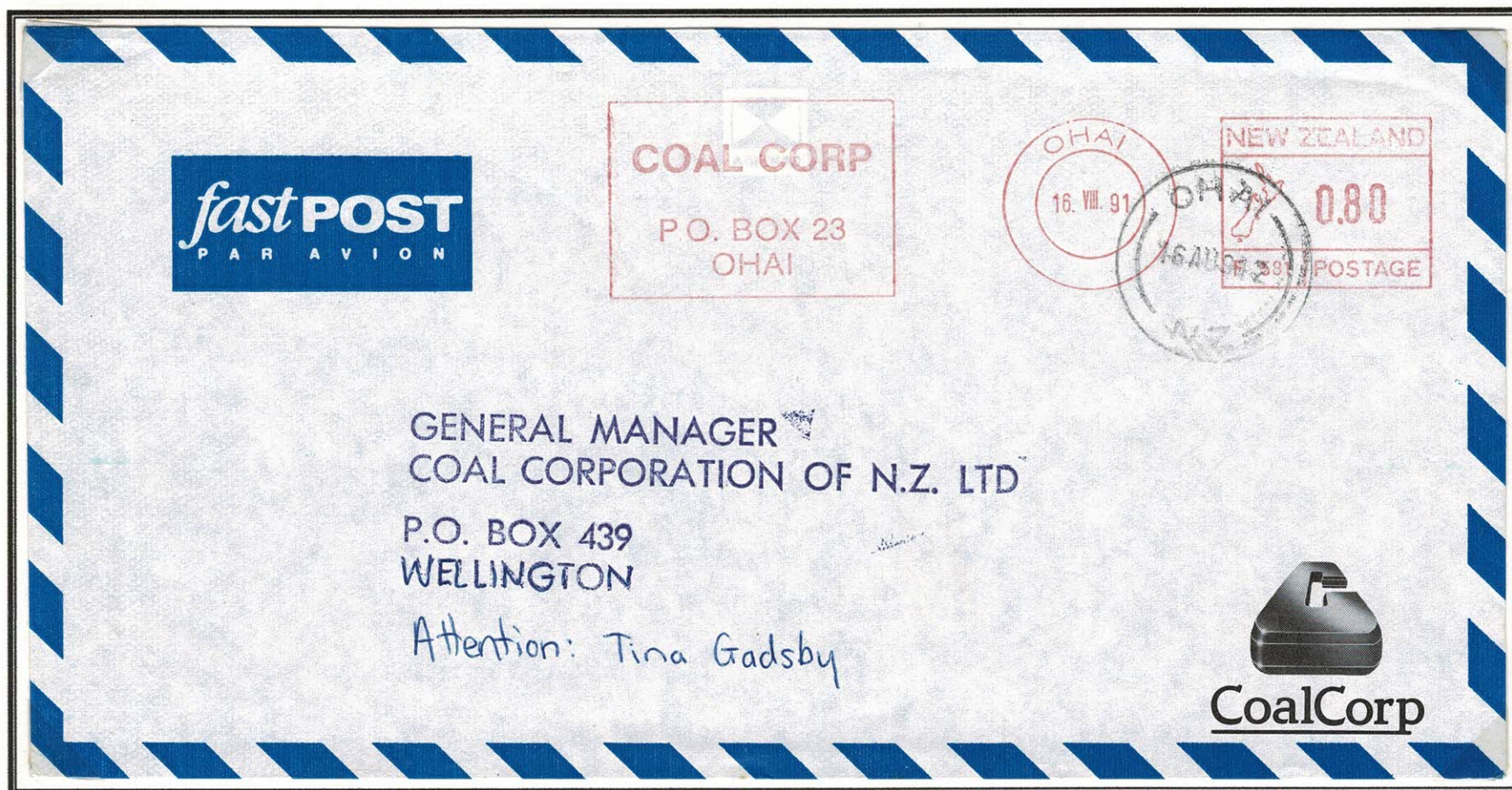
Ohai 16 AP 68. OHMS no postage, Refused 6c double deficiency. Paid by stamps on envelope reverse



With the involvement of **State Coal Mines** in ownership and management of Ohai Mines allied with the fact that most of the production was being sent to Invercargill for redistribution - locally, or by rail or ship - a **N.Z. State Coal Depot** was established in **Invercargill**. This depot used a **promotional Permit** which included **"Service & Satisfaction"**. The Depot closed in 2003 after the State had exited mining in the Ohai-Nightcaps Coalfield

NZ State Coal Depot advertising Permit - Invercargill 7 DEC 1955

OHMS with State Coal permit [Regent Z 204] 6c airmail to Mines Department Wellington. Ohai "J" Class 26mm 1 AP 70.



Coal Corp Ohai envelope to Coal Corporation of NZ Ltd, Wellington. Ohai "J" Class 29mm 16 AU 91

State Coal Mines became a State Owned Enterprise [SOE] in 1987 and became Coal Corp. It was later rebranded as Solid Energy. Coal Corp ended its involvement with the Southland Coalfields when the last State-owned mines closed at Ohai in 2003