

**Family of
John SCOTT, engineer, 1828-1905**

and

Ann HAMILTON 1834-1909

of Lanark, Scotland and Dunedin, NZ

compiled by

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| | |
|---|----|
| Introduction | 2 |
| First Generation – (parents) | 3 |
| Second Generation (John and his siblings) | 4 |
| Third Generation (children)..... | 12 |
| Fourth Generation (grandchildren) | 23 |
| Appendix 1: The Black Prince and the Thistle | 34 |
| Appendix 2: John Scott and the American Civil War..... | 36 |
| Appendix 3: Wreck of the steamer Nelson | 37 |
| Appendix 4: The Hamiltons – Ann Scott’s family..... | 41 |
| Appendix 5: John Duncan Scott in Oamaru | 44 |
| Appendix 6: Sarah Scott - letter | 47 |
| Appendix 7: A Trip to the Lakes District: The Seaforth River..... | 49 |
| Appendix 8: Our Farms at Castlerock and Browns by Joan Scott..... | 51 |
| Appendix 9: Thirty Years of Arbitration (William Scott’s Career)..... | 55 |
| Appendix 10: The Edwin Fox - Life may return to gay old ship..... | 56 |
| Appendix 11: Aitchisons..... | 57 |
| Source Citations..... | 58 |
| Index..... | 61 |

Family of John SCOTT and Ann HAMILTON

Introduction

Although the title describes this as the story of John and Ann Scott's family, I must admit from the outset that it is told primarily from the perspective of his grandson Bob Scott's branch. Others may wish to rework the material around their own families, as indeed Ted Scott has already done for his,⁶⁶ and I invite them to use whatever they find useful from this document.

We have been unfortunate in our branch of the family to have had two succeeding generations, John Duncan Scott and Robert Hamilton Scott, who died when their children were quite young. This has interrupted the natural flow of stories from one generation to the next, and when I first set out on this journey I could not name my father's uncles, let alone his cousins. Some of the information presented here has been obtained from public records without family verification. I apologize for any incorrect identifications and invite readers to send any corrections to the address below.

I was very fortunate when making enquiries in the 1970s that my cousin Greta suggested I should visit Edwin Fox "Ted" Scott, who lived not far from my mother in Christchurch. Ted very generously shared his information with me, and without his careful research this story would be much depleted. Ted's account of his grandfather is so detailed it seems almost certain that John Scott himself must have left written memoirs.

Today, with the advent of the internet, scanned newspapers, census indexes, library catalogues on-line and librarians available for instant consultation by email, it has been possible to flesh out the earlier story with additional material, and no doubt there is more to be found "out there." I encourage my readers to think of adding to this work where they can.

For the most part, it is the men whose stories are recorded by history, and the reality of women's lives has to be teased out by reading between the lines where possible. Ann (Hamilton) Scott is such a person, with little recorded specifically about her, but when the focus is directed on her one realizes that she shouldered considerable responsibility for managing the family in her husband's absence. In the 1851 census we find Ann already away from home at the age of 15 or 16, most likely in domestic service. Indeed, she may well have been in service since her early teens, as this was quite usual in those communities. Ten years later she was married with three young children, but her husband was absent from home, being an engineer on the ferries running from Glasgow across the Irish Sea. He would have been on a regular schedule, and probably away from home as often as not. Then, as if the Irish Sea were not treacherous enough, he exchanged this "quiet" life for blockade running in the American Civil War, with much longer absences and much greater dangers, as US Naval ships tried to put a stop to their activities.

Then it was off to New Zealand, and the discomforts of the long sea voyage with four little boys ever ready to get into mischief or danger. As John searched restlessly for the right opportunity to "make his fortune" Ann established new homes for her growing brood in Milton, Taranaki, Nelson, and eventually Dunedin where they finally settled. At times the narrative suggests that John went ahead for a lengthy period before sending for his family, and from time to time he returned to sea on coastal steamers which would have taken him away for several days at a time. Ann is unlikely to have been with him while he worked his gold mine at Reefton, or his gold dredge on the Clutha.

John and Ann were fortunate to celebrate their golden wedding with a fine crop of descendants around them. Among them were ten grandsons who would serve in World War I. Ann's death in 1909 spared her the worry of having so many at the front, but in the event all of them came home safely.

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Family of John SCOTT and Ann HAMILTON

First Generation – (parents)

1. **Thomas SCOTT** was born about 1785 in Glassford, Lanarkshire, Scotland. He probably died between 1851 and 1861, aged over 66.

1841: age 50, linen hand loom weaver with wife and 4 children at Millar St, Westquarter, Glassford, about 16 miles from Glasgow. [ages were rounded down in 1841]

1851: age 66, hand loom weaver with wife and children Janet and Thomas at Glassford

1861: not at home with his wife, presumed to have died

1875: The minister of the parish of Glassford supplied extracts from "the Family Bible in the possession of Mrs Archibald FALLOW (Janet SCOTT)" regarding the births of Thomas's three sons, as John was in need of a birth certificate.⁶⁶ This implies that Thomas and Mary were both dead by this date.

Thomas married **Mary DUNCAN** who was born about 1795 in England and died after 1860.

1841: age 40, wife at Glassford, born England [age rounded down]

1851: age 56, weaver's wife at Glassford, born England, with husband and chn Janet and Thomas

1861: age 67, head of household at Glassford, occupation house proprietor, with son Thomas, a student in divinity. There is an implication here that Thomas Scott had been able to provide security for his widow, to the extent that she could support an adult son studying divinity.

Their children were:

- | | | |
|---|---------------------------------------|-------------------------|
| 2 | i. Janet SCOTT 1823-after 1880 | <i>refer to page 4</i> |
| 3 | ii. William SCOTT 1825- | <i>refer to page 4</i> |
| 4 | ii. John SCOTT 1828-1905 | <i>refer to page 4</i> |
| 5 | iii. Thomas D SCOTT 1833- | <i>refer to page 11</i> |



John Scott 1828-1905 and his wife Ann Hamilton 1834-1909

image courtesy Kaye Winter

Family of John SCOTT and Ann HAMILTON

Second Generation (John and his siblings)

2. **Janet SCOTT** (*Thomas*¹) was born about 1823 at Glassford and died after 1880.

1841: age 15, cotton hand loom weaver, at home with parents at Glassford
1851: age 28, living with her parents at Glassford, unmarried hand loom weaver
1861: age 37 weaver wife at Glassford, with husband Hugh Hamilton age 37, son Robert 1
1871: age 47, silk weaver at Glassford, head of household with children Robert 11, Mary 9
Both children had been born at Glassford.
1875: Mrs Archibald Fallow, holder of the Scott family bible⁶⁶
1881: age 57, occupation silk weaver, born Glassford, living with her husband at Glassford. Neither of her children were at home.

Janet's first marriage was to **Hugh HAMILTON** on 23 Sep 1859 at Milton, Lanarkshire.

Janet Hamilton SCOTT married **Archibald FALLOW** on 25 Nov 1872 at Glassford.¹⁹ This was a second marriage for both of them. In 1881 Archibald was age 55, a railway labourer.

3. **William SCOTT** (*Thomas*¹) was born on 18 Mar 1825 in Glassford.⁶⁶ He was at home with his parents in 1841 but has not been traced subsequently.

4. **John SCOTT** (*Thomas*¹) was born on 21 Mar 1828 in Glassford.⁶⁶ He died aged 77 on 9 Jun 1905 in Dunedin, NZ,²² and was buried in the Northern cemetery.¹

The following account (in which there has been some rearrangement of the original text) of John's life was compiled by his grandson, Edwin Fox Scott,⁶⁶ from papers left by John. Additional material relating to John Scott can be found in the appendices.

John was born in West Quarter in the parish of Glassford, which is 2 miles north of the town of Strathaven, which in turn is some 15 miles south of Glasgow. His father was a weaver, Thomas Scott, who had married a Mary Duncan. [At about this time mechanization of the weaving industry was displacing the traditional cottage weavers, and this may be the reason that John looked further afield for his occupation.]

John Scott served his apprenticeship as a millwright in Strathaven, a trade which must have been a fitting preparation for the career which opened out for him in so many aspects of engineering. He first went to sea in 1856 in the paddle steamer Ross of 300 tons, with side-lever engines, and old D slide valves, packed on the back with hemp instead of springs. The piston was also packed with hemp, and the steam pressure was only 12 pounds to the square inch. It traded between Glasgow and Londonderry.

Then in 1858 he took charge of a screw steamer of 200 tons with beam engine, geared 2½ revolutions to one stroke of the engine. The boilers had a pressure of 24 pounds to the square inch and all the cylinders had tallow cups fitted to them.

*John was later appointed to the Thistle, the first screw steamer built on the Clyde, which had a speed of 16 knots and carried a flag of defiance at the masthead. In those days owners were proud of the speed of their vessels and were always ready to race them with rival craft. One memorable race which John Scott had in the Thistle was a challenge by the man-o'-war, Black Prince, one of the first ironclads built. The owners of the Thistle sent word that the Black Prince was waiting lower down the Clyde estuary to race them and gave Mr Scott instructions to win the race. He was told to load the ship to suit himself, even if it meant leaving half the cargo behind. The race started and the two ships were going neck and neck all the way down. Getting desperate when he could not get ahead of the Black Prince, he arranged for his best fireman to feed the fires and had others pick the best coal. Within a short time the Thistle had put on an extra **two pounds** of steam. He did not have to go on deck to confirm that they had passed their navy opponents. [Refer to Appendix 1 for some background to this duel.]*

Family of John SCOTT and Ann HAMILTON

When Great Britain and France in mid 1861 recognized the Confederate States as belligerents at the start of the American Civil War, the Thistle was sent out to run the blockade. On her way to start her new task, she called in at Nassau, the capital of the Bahamas in the West Indies. John Scott as Chief Engineer and the Skipper of the Thistle called on the British Consul there with the latest newspapers from Britain. Two days after they arrived, while they were again in the Consul's office, the Captain of a British frigate came and lodged his newspapers. "You won't have anything as late as that!" he said. "Yes I have" the Consul replied, "Here is a paper a day later than yours, and it arrived two days ago!"

The Captain of the frigate was naturally quite surprised, but he quickly surmised that the Thistle with its turn of speed would be running the blockade. He did not say anything to the two chief officers of the Thistle about his suspicions and the three became very friendly.

When the Thistle left Nassau and passed the three mile limit, she observed an American man-o'-war waiting for her. She was stopped with a shot across her bows and a boat's crew came aboard to examine her papers. They returned to the man-o'-war, little dreaming that the "musical instruments" on the Thistle's papers were really arms and munitions. They then returned to the Thistle with leave for her to go on.

The Captain of the frigate, still lying in the bay, saw the boat go twice to the Thistle but did not see it return the first time. He therefore thought that a prize crew had been put aboard, so he raised anchor, cleared his decks, and ran alongside the American man-o'-war, indignantly demanding what right had they to take charge of a British ship. Not satisfied with the explanation, he set out after the Thistle, but Captain Hudson surmised that it was an American ship coming up again. Putting on all speed he soon ran the frigate out of sight.

For about 18 months the Thistle successfully ran the blockade, usually running from Nassau to Charleston in South Carolina. They were given plenty of excitement, but were always able to beat the American vessels blockading the South, since their 16 knots was much faster than most vessels at that time. On one occasion in 1862, however, when running from Nassau south to St Thomas in the American Virgin Islands, he had to improvise a system of forced draught. He had heard of this from American sources and he believed he was the first British engineer to use forced draught to get more steam.

The end of Mr Scott's blockade running was a sad but interesting story. They had arrived in Charleston but did not have enough coal to take the Thistle out again, and as none was available there, they received orders to go to Nassau and take charge of the Georgiana and run her to Charleston. To get to Nassau they obtained the services of an old riverboat, but they met with such very rough seas that the strain and hammering she took started to break the ship's back right across. Every time she rode a wave the water spurted up and the position was becoming desperate, as at any moment she was likely to break in two. The only thing they could do was to unstep the mast and lash it along the deck in an attempt to hold the hull together. Thus trussed up, the old craft successfully limped into Nassau.

They joined the Georgiana but were very disappointed in her, for she was too big for the task in hand and drew too much water. However, they set out for Charleston, but the Americans had learnt of their coming and were waiting for them. The first thing they knew was that they were surrounded by hostile ships which opened fire. One shot carried away the rudder and it became apparent that the only thing to do was to run her ashore under the Charleston Fort. When this was done Mr Scott was instructed to scuttle her, so he took an axe and with each blow he cut through a bolt on the joint of the injection pipe which was below the water line. Then as he scrambled over the side to gain the beach, the Americans were coming over the other side.

John Scott and the Captain went overland to New York, and as he had not seen the city before, they spent the whole night wandering round seeing the sights. Next morning they

Family of John SCOTT and Ann HAMILTON

went down to the ship that was to take them to Nassau, and they were hurried out of sight as soon as they came aboard. They were informed that there was a big price on their heads, and during the night the whole of New York had been searched for them and a watch kept on all hotels, so they were indeed lucky. From Nassau they returned to Britain, where Mr Scott elected to give up his blockade running. The letter given him in Nassau on completing the last mission states:-

Messers John & Thomas Johnson Nassau N.P. 9th April 1863
6 Water Street, Liverpool
Dear Sirs,

Mr John Scott, late Chief Engineer of the *Thistle* and *Georgiana*, takes these lines to you - - he has conducted himself in a manner truly creditable to himself ever since he has been in our employ. Captain Hudson can bear witness to his good character.

You will be pleased to settle with him on his arrival in Liverpool --- his wages ceasing on that day. Particulars in my letter by this mail.
Your obt Servant (signed) Geo. Wigg

[Refer to Appendix 2 for further material relevant to John's involvement with the blockade]

On his return to Britain John Scott gained his certificate from the Board of Trade, which was still in family possession in 1985. No 1191, granted by Registrar-General of Seamen, London, Second Class Engineer's Certificate of service after 6½ years on coasting and foreign trade. Issued 2 June 1863 at Glasgow. He later obtained his First Class certificate in New Zealand.

The running of the blockade had been a profitable business, for they had been able to buy cotton for next to nothing in America and sell it for a very high price in England. With the money which he had (no mean amount) John Scott, much against the wish of his employers, decided to emigrate to New Zealand - then much spoken of in Britain - and in October 1863, accompanied by his wife and 4 eldest sons, he left the Old Country, arriving in Dunedin on 17th January 1864 in the Aboukir after 300 days (Capt Wilkes, 839 tons and 200 passengers.)

John Scott's wife was Ann, the daughter of a Peter Hamilton, a weaver. She was born in Strathaven, Lanarkshire in 1834. Ann and John were married in 1853, she being 19 and he being 25. [* Ted is incorrect here. Ann's death certificate names her father as Robert, and evidence from the 1841 Scottish census supports this suggestion - refer Appendix 4.]*

Being desirous of leaving the sea on reaching New Zealand, John Scott started up in Milton at his original trade of millwright and mechanical engineer. Milton was then a busy centre of the goldfields traffic. There was plenty of work for him, but money was scarce, and hard to collect. As McClintock says in his History of Otago ... despite the amazing returns of the goldfields the Province was in the deep trough of a financial depression in 1864.

In New Plymouth areas of further settlement were being opened up, so he decided to go up to Taranaki and started a sawmill at Bell Block. This venture was also short-lived, as he had to leave the bush after a few months owing to the war raids by the guerilla Hau Hau Maoris. One day a friendly Maori advised him not to go into the bush, and he did not see his mill again, for it was burnt down. The family spent a time in the Bell Block stockade, which was on rising ground to the westwards of Bell Block (4½ miles N.E. from New Plymouth city) and was the only post to be held continuously throughout the Maori Wars on this side of New Plymouth.

He then sought employment in fitting up the Auckland gasworks, erection of which had been started in 1864. Gas was produced on 15th April 1865, when John Scott was not appointed to the regular staff. His family were still in Taranaki, so he found service as an engineer of the Government steamer Sturt, mostly taking friendly Maoris up the Wanganui River.

Family of John SCOTT and Ann HAMILTON

Then like many other Taranaki people of the time he decided to take his family from New Plymouth to Nelson. Years later, John's son William heard a Minister preaching on "Trust", quoting as an illustration the story when a family were leaving New Plymouth and difficulty was experienced boarding the small vessel tossing in a considerable swell. The parents and older children finally managed it, and then the father, standing up in the boat, called on the nurse to "toss" the infant to him. With some trepidation she did this, and the transfer was safely accomplished. After the service, Will told the preacher he remembered his parents often talking of the experience, and the wee one was his sister Nan, who was born at Bell Block.

[The wreck of the *Nelson*, John Scott engineer, occurred about this time – refer Appendix 3]

At Nelson, John Scott purchased a quarter share in the little steamer Murray and went in her as engineer to take miners to the West Coast gold fields. Successful though this venture proved, yet on one return trip, two miners were brought back to Nelson and they all deserted the ship and joined in the gold rush. Mr Scott and the Captain went to look at the gold reefs to fill in time while waiting for a new crew. From what he saw he decided to sell his share in the profitable Murray and embark his capital and labour in Reefton mines. A good seam was found with plenty of gold, but the seam faulted, all the money gained was spent in further prospecting and he lost the lot.

Among his many anecdotes of the early days on the Coast, he used to tell of his first visit to Hokitika, when the steamer was moored to the trees on the bank of the river, and pigeons were shot where Hokitika now stands.

Early in 1874 John Scott went back to Dunedin, where he joined the Harbour Company's steamer Maori as second engineer. The Maori was engaged in trade with South Island ports. Then in September, after six months in her, he transferred to the same Company's Sampson as Chief Engineer. At the end of the year he brought his family down to Dunedin. In July 1875 the newly formed Union Steamship Company took over three of the Harbour Company's vessels but took control only of the Sampson. The first advertisement of the new Company shows the trading pattern, with weekly sailings to Oamaru, Timaru, Lyttelton, Greymouth and Hokitika. John Scott was for fifteen months or so one of the U.S.S.Co's first engineers, as the testimonial from James (later Sir James) Mills shows:

Mr John Scott has been in the service of the Harbour Coy. and of this Company for a period of 2 years and seven months. The first 6 months he acted as 2nd engineer of the *Maori* and the remainder of the time as first and only engineer of the *Samson*. He has at all times fulfilled his duties satisfactorily and has earned the good opinion of our Superintending Engineer. James Mills, Manager

He then left them to join the Otago Harbour Board as an engineer of the dredge New Era, in the dredging of the Victoria Channel from Port Chalmers to Dunedin when the upper harbour was being formed. Within a year, however, the Board handed the dredge over to the contractors and so he lost his job.

Again the gold fever smote, but this time it was gold dredging. The background to Mr Scott's race to have the first steam dredge on the Molyneux (Clutha) river might be told. In the early days spoon dredges were tried on the river beaches. A large amount of gold was won but only in the easiest ground. Then tailings from sluicing further up the river began to accumulate. Current wheel dredges were then introduced, the motive power being supplied by the current driving a large waterwheel attached to the anchored dredge and activating the bucket ladder. They could work only in the centre of the river where the current was strong.

The year 1881 saw Mr Scott forming a syndicate to employ steam to drive the chain of buckets and so operate right across the river. He won the race by converting a waterwheel dredge, Eureka No 1, to steam drive and launching it on the Molyneux River

Family of John SCOTT and Ann HAMILTON

near Alexandra, just before Kincaid and McQueen's Dunedin. Eureka No 1 was quite small, being capable of handling only 30 tons of dredgings per hour. The engines were formerly in the steamer Peninsula which plied between Dunedin and Port Chalmers. A photograph in the Otago Early Settlers' Museum shows how the boiler was just placed on the deck of the wooden pontoon.

McQueen lost the race to be first on the river largely because he was building a large steel pontoon, with properly designed dredging machinery capable of handling 150 tons per hour, and it took a very long time over very bad roads to transport it from Dunedin up to the site on the river. Yes, Scott won the race, but achieved little success. His ladder was too short and the dredge went ashore on its own tailings. Failing to raise the money to lengthen the ladder and build an elevator, he was forced to sell.

Messers Kincaid and McQueen's dredge Dunedin on the next claim to Eureka No 1, fared little better at Alexandra, but their difficulty was in finding someone capable of taking charge of it. Men who professed to know about gold-getting knew nothing about machinery; and when they got one who was accustomed to harbour dredging they thought that all that was necessary was to get through a large quantity of stuff, without paying attention to keep close to the bottom where the gold was. Sluicing was sending enormous quantities of tailings into the river which the dredge had to cope with before getting down to the original wash on the bottom. Thus things were rather discouraging for a time. However the Company moved down river to near Coal Creek in 1888 and got better yields, and this gave gold dredging the impetus it needed.

Yes, the gold was in the river. John Scott was the first with a steam dredge. But he had lost again in a gold seeking adventure by having to sell out.

Fortunately, during the year 1881 the possibility of the shipping of frozen meat to Britain was being actively considered. For a good account of the events leading up to this interest (and of course of the later developments) reference should be made to The History of the New Zealand Refrigerating Company by Cyril Loach. His research showed that the first freezing works in the world was established at Darling Harbour, Sydney in 1861, though it did not become fully operational, supplying the Sydney market, until 1875. Four years later the steamer Strathleven left Sydney and Melbourne with 50 tons of beef and mutton (frozen aboard the steamer), being the first frozen meat exported from Australia. The first export frozen meat works in the world, on the banks of the Maribyrnong River, Melbourne, shipped the first shore frozen produce (4600 sheep and lamb carcasses and 100 tons of butter) on 16th November 1880. These successes led to the first shipment from New Zealand in the Dunedin, leaving Port Chalmers on 15th February 1882, with its cargo frozen on board the ship.

By this time the construction of a freezing works at Burnside near Dunedin (commenced January 1882) was under way. Mr Frank Coxon, who was brought out from the Haslam Engineering and Foundry Company of Derbyshire, England, engaged a Mr Blair and John Scott as fitters to install the freezing machinery in the new works. Burnside was the first freezing works on land in New Zealand.

John Scott was appointed as Chief Engineer on 14th June 1882, at a salary of £4 per week, there having been 16 applicants. Freezing began at 11.45 am on 8th August 1882 and John's son Jim often talked of his wonderment as a young lad of 11 at the snow forming for the first time on the pipes of the Haslam Compressors. The first shipment from Burnside was aboard the Marsala on 22nd September 1882 and this was the first steamer to take frozen produce from New Zealand.

The New Zealand Refrigerating Company built a house, shown in photo, at Burnside for its Engineer, into which Mr Scott moved his family in 1883.

That the womenfolk among the early settlers shared more closely with the work of their menfolk may be illustrated by an incident often related with zest by Jas. H. Scott [John's youngest son]. During his apprenticeship he was installing a new machine in a dairy

Family of John SCOTT and Ann HAMILTON

factory and had twice cemented it in. Each time, the work had been undone by the employees hosing down and cleaning the factory floor at the end of the day and so washing the grout out. On mentioning the problem to his folk at home, his mother, Ann Scott, said "Use hot water in mixing the grout, it will make the cement set quicker." He did so, and it was quite successful. This would be earlier than 1890.

For thirteen years John Scott ran Burnside, to retire in 1895 at the age of 67. He was still retained by the Company, however, to supervise all their loading operations into overseas steamers as late as his Golden Wedding in January 1903. He was succeeded at Burnside by his son-in-law, Jack Aitchison, who had married Margaret Scott in 1888.

Reverting back to John Scott's first year in the Colony (as it then was) a letter among his papers opens out an interesting story. It seems from Brett's White Wings that the ship Surat made a trip from Britain to New Zealand, arriving Auckland 4th October 1864, bringing 112 passengers, with a Capt Dunlop in command. The following letter comes from Capt Dunlop's pen, suggesting that John Scott had fortunately met his old shipmate and had taken the job with the Auckland Gas Coy as early maybe as this, or shortly after:

I certify that Mr John Scott sailed with me as Chief Engineer in the screw steamer *Thistle* in the home and foreign trade, and I can recommend him as a careful sober man and an Engineer not to be [equalled]. [Unfortunately] he came out here for his health, intending to farm, but as that won't suit, he is taking to his trade, and having brought no papers with him I only hope this may be of some use in getting a situation such as he is worthy of and that wants to be, one of the best to be had in the Colony.
(Signed) Alex. Dunlop, Master, Ship *Surat*, Auckland, 1864

We do not know at what period Captain Dunlop had command of the *Thistle*, especially as Mr Wigg's letter refers to a Captain Hudson.

Then came the year 1903 when in January he and his wife Ann were able to celebrate their Golden Wedding. Photographs were taken at Will's residence in London Street, Dunedin. Around the happy couple were 43 descendants. Nan Upton and John D Scott had by this time passed on, as well as three children who had died in infancy. There were three grandchildren born after this big family event. [Ed note: I can find only 2 additional grandchildren.]

John Scott died on 9th June 1905 and Ann on 25th August 1909, he being 77 and she when 75 years old. They are buried in the Northern Cemetery, Dunedin (block 40, plot 2), with two infant daughters, and their eldest son and daughter-in-law. To find the grave turn right just inside the gate and it is about 10 plots along.

It was said that in many ways John Scott resembled M'Andrew, the old Scots engineer immortalized in Kipling's M'Andrew's Hymn (generally supposed to be Robert Reid, Chief Engineer of the *Doric* when Rudyard Kipling travelled in her to New Zealand in 1891). In 1949 Ted Scott was shown over one of the pumping stations of the Southampton waterworks with triple expansion engines still working, and he was thrilled to recall how well Kipling illustrated the beat and throb of steam:

"Now, a'together, hear them lift their lesson -- theirs and mine;
'Law, Order, Duty an' Restraint, Obedience, Discipline!
~~~~~  
"Lord, send a man like Robbie Burns to sing the Song o' Steam!  
To match wi' Scotia's noblest speech yon orchestra sublime  
Whaurto -- uplifted like the Just -- the tailrods mark the time.  
The crank-throws give the double-base, the feed-pump sobs and heaves,  
An' now the main accentrics start their quarrel on the sheaves;  
~~~~~  
"Eh, Lord! They're grand --- they're grand!"

Family of John SCOTT and Ann HAMILTON



Golden Wedding Photograph 1903:

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. John Scott (husband) 2. Ann Scott (wife) 3. Tom Scott (1st child) 4. Nina Scott (Tom's wife) 5. Bob Scott (2nd child) 6. Lexie Scott (Bob's wife) 7. Sarah Scott (widow of John Duncan Scott, 3rd child) 8. Will Scott (4th child) 9. Maggie Scott (Will's wife) 10. Ham Scott (5th child) 11. Connie Scott (Ham's wife) 12. Maggie Aitcheson (6th child) 13. Jack Aitcheson (Maggie's husband) 14. Jim Scott (7th child) 15. Lottie Scott (Jim's wife) 16. Jessie Scott (Tom and Nina's 1st child) 17. Annie Scott (Tom and Nina's 2nd child) 18. Jack Scott "Tom's Jack" (Tom and Nina's 3rd child) 19. Jack Scott "Bob's Jack" (Bob and Lexie's 1st child) 20. Elsie Scott (Bob and Lexie's 2nd child) 21. George Scott "Bob's George" (Bob & Lexie's 3rd child) 22. Alan Scott (Bob and Lexie's 4th child) | <ol style="list-style-type: none"> 23. Lindsay Scott "Bob's Lindsay" (Bob & Lexie's 5th) 24. Colin Scott (Bob and Lexie's 6th child) 25. Murray Scott (John and Sarah's 1st child) 26. Grace Scott (John and Sarah's 2nd child) 27. Lindsay Scott "Sarah's Lindsay" (John & Sarah's 5th) 28. Bob Scott "Sarah's Bob" (John and Sarah's 3rd child) 29. Greta Scott (John and Sarah's 6th child) 30. Hedley Scott (John and Sarah's 7th child) 31. Sydney Scott (John and Sarah's 8th child) 32. Arthur Scott (Will and Maggie's 1st child) 33. Leslie Scott (Will and Maggie's 2nd child) 34. Ada Scott (Will and Maggie's 3rd child) 35. Eva Scott (Ham and Connie's 1st child) 36. Una Scott (Ham and Connie's 2nd child) 37. Annie Aitcheson (Maggie and Jack's 1st child) 38. Bessie Aitcheson (Maggie and Jack's 2nd child) 39. Bill Aitcheson (Maggie and Jack's 3rd child) 40. Jack Aitcheson (Maggie and Jack's 4th child) 41. Ted Scott (Jim and Lottie's 1st child) 42. Gladys Scott (Jim and Lottie's 2nd child) 43. George Scott "Jim's George" (Jim & Lottie's 3rd child) |
|--|--|

John married **Ann HAMILTON** on 17 Dec 1852 in Glassford, Lanarkshire.¹⁹ The marriage was also recorded on 27 Nov 1852 in Avondale, the bride's parish. Ann was born about 1834 in Strathaven, Avondale parish, and died aged 75 on 25 Aug 1909, of London St Dunedin.¹¹⁸ Her parents were Robert HAMILTON and Ann COCHRANE [refer Appendix 4 re Hamilton family]. Their children were:

- | | | |
|----|---|-------------------------|
| 6 | i. Thomas SCOTT 1854-1938 | <i>refer to page 12</i> |
| 7 | ii. Ann SCOTT 1856- died in childhood | <i>refer to page 13</i> |
| 8 | iii. Robert Hamilton "Bob" SCOTT 1858-1941 | <i>refer to page 14</i> |
| 9 | iv. John Duncan SCOTT 1860-1899 | <i>refer to page 15</i> |
| 10 | v. William "Will" SCOTT 1862-1940 | <i>refer to page 20</i> |
| 11 | vi. Michael Hamilton "Ham" SCOTT 1864-1942 | <i>refer to page 21</i> |
| 12 | vii. Marianna "Nan" SCOTT 1866-1902 | <i>refer to page 21</i> |
| 13 | viii. Margaret "Maggie" SCOTT 1868-1931 | <i>refer to page 21</i> |
| 14 | ix. James Hugh "Jim" SCOTT 1871-1958 | <i>refer to page 22</i> |
| 15 | x. Annie Hamilton SCOTT 1874-1875 | <i>refer to page 22</i> |
| 16 | xi. Alice Annie SCOTT 1880-1881 | <i>refer to page 22</i> |

Family of John SCOTT and Ann HAMILTON



Scott Headstone Northern Cemetery, Dunedin

John Scott 1828-1905

Ann Scott (nee Hamilton) 1834-1909

Annie Hamilton Scott 1874-1875

Alice Annie Scott 1880-1881

Thomas Scott 1854-1938

Alexandrina McLaren Scott (nee Mason) 1856-1936

To find grave: turn right just inside gate and about 10 along.

5. **Thomas D SCOTT** (*Thomas*¹) was born on 26 Mar 1833 in Glassford.⁶⁶
1841: age 8 at home with parents
1851: age 15 at home with parents, hand loom weaver
1861: age 28 at home with his mother, student in divinity.

Family of John SCOTT and Ann HAMILTON

Third Generation (children)

6. **Thomas SCOTT** (*John*⁴, *Thomas*¹) was born in 1854 in Glassford, Lanarkshire. He died on 27 Dec 1938 in Dunedin,⁶⁸ and was buried in the Northern Cemetery, with his wife and parents.



Thomas Scott, Mayor of Dunedin, from Cyclopedia of New Zealand Vol 4 1905

Obituary: "Mr Thomas Scott, mayor of Dunedin in 1903-04, and well known for his long association with the administration of the Dunedin Technical School, passed away yesterday at his home in Elm Row, at the age of 85 years.

Born at the village of Glassford, about 16 miles from Glasgow, in 1854, Mr Scott arrived in New Zealand by the ship *Aboukir* at the age of 10 years. He had gained some instruction in private schools before leaving Scotland, and when he reached New Zealand he completed his education in the public schools at Milton and at Nelson. About the end of the Maori War, Mr Scott's father, who spent part of his time at sea as an engineer and part on land as opportunity offered, joined in a partnership in a saw-mill at Bell Block, in Taranaki, but after about 12 months' experience there the family returned to Nelson, where they arrived on October 6, 1866, the day on which the Maungatapu murders were executed. Mr Scott's father ran the first steamer, named the *Nelson*, from Nelson down the West Coast.

At Nelson Mr Scott served his apprenticeship as a carpenter, and subsequently went to Westport, where, as he stated later, he experienced nothing but rain all the time. Then followed three years on the goldfields at Reefton, where he was employed in a quartz crushing battery. When the gold-mining industry showed a decline, he took up his residence in Greymouth, where he filled the position of manager of a saw-mill for two years. By this time his parents had settled in Dunedin, and he decided to rejoin them. For some years after arriving in Dunedin he was employed in the building trade, and early in the nineties he entered into partnership with Mr John Wilson (also an ex-mayor of Dunedin) under the title of Messers Scott and Wilson, venetian blind and revolving shutter manufacturers. The partnership was carried on till 1912, when Mr Scott retired, and since then he had lived quietly in a pretty home in Elm Row.

Family of John SCOTT and Ann HAMILTON

About 1890 Mr Scott made his entry into public life by securing a seat on the Mornington Borough Council, on which he served for eight years. During two years of that period he held the position of mayor. In 1896 he took up residence in the city area, and it was not long before he was actively engaged in the public affairs of the metropolitan district. In 1899 he was elected to the City Council, following the election of Mr R Chisholm to the mayoralty, and he was again elected in 1901.

In 1903 he contested the mayoralty with Mr T A Maitland, and was elected by 2870 votes to 872. Mr Scott played a prominent part in making the necessary arrangements for the reception of the Duke and Duchess of York (later King George V and Queen Mary) in 1901, and he was one of the principal movers in the scheme for the billeting of the Imperial troops brought out on a visit to the Dominions in the very early part of this century. He was the first chairman of the Tramways Committee set up by the City Council after that body had purchased the tramways system, and was also one of the original members of the Electric Power and Lighting Committee. The electrification of the city tramways system was completed during his term as Mayor, and on December 16, 1903, Mrs Scott had the honour of starting the first electric car.

Mr Scott was elected a member of the Dunedin Drainage and Sewerage Board on January 20, 1904, and held a seat on that body for three years.

During his term as mayor Mr Scott held a seat on the High School Board of Governors. His principal interest, however, was in the technical side of education, with which he was connected for well over a quarter of a century. He had a large share in assisting the development of the King Edward Technical College from comparatively small dimensions to the prominent position which it occupies today among the secondary educational institutions in the Dominion. In 1903 he joined the Board of Managers, and in 1912 was appointed chairman - a position which he held for over 20 years. He attended nearly all the conferences of representatives of the various technical schools in the Dominion, and for two years was president of the conference. He took a lively interest in the outside activities of the pupils and ex-pupils, and was president of the ex-pupils' tennis club and vice-president of several other organizations. For one year he was president of the Otago Employers' Association.

A staunch supporter throughout his life of the Presbyterian Church, Mr Scott became a deacon of First Church in 1885 and an elder in 1889, and at the time of his death was one of the oldest officials associated with the congregation. He was also a valued member of the Sunday School staff for a great many years. He was a member of the Antidote Division of the Sons and Daughters of Temperance for more than half a century, and acted as trustee for the division for the greater part of that time.

Mr Scott was married in 1879 to Miss Mason, of Dunedin, and in February, 1929, they celebrated their golden wedding. Mrs Scott passed away in October, 1936, and one son and one daughter survive."

Thomas married **Alexandrina McLaren "Nina" MASON** on 19 Feb 1879 in First Presbyterian Church Dunedin.³ Nina was born about 1856, died on 15 Oct 1936,⁷¹ and was buried with her husband and his parents.

Their children were:

- | | | | |
|----|------|---|-------------------------|
| 17 | i. | Jessie SCOTT 1880-1936 | <i>refer to page 23</i> |
| 18 | ii. | Annie Hamilton SCOTT 1882-1947 | <i>refer to page 23</i> |
| 19 | iii. | John Duncan "Tom's Jack" SCOTT 1885-1967 | <i>refer to page 23</i> |

7. Ann SCOTT (*John*⁴, *Thomas*¹) was born on 17 Jan 1856 in Milton, Lanarkshire, and named for her maternal grandmother, Ann COCHRANE. She probably died before the 1861 census of Scotland as she was not with her family on that occasion. She was one of the three children who died in infancy mentioned in Ted Scott's account of the family.⁶⁶

Family of John SCOTT and Ann HAMILTON

8. Robert Hamilton "Bob" SCOTT (*John*⁴, *Thomas*¹) was born on 15 Apr 1858 in Anderston, Glasgow, Lanarkshire.¹⁹ He died on 2 Feb 1941,⁷² and was buried at Hillsborough cemetery, Auckland.

1880 El Roll mercer, Clyde St, Dunedin
 1882 Sub-Lieut No 1 Coy City Guards,
 Dn
 1886 son John born Masterton
 1888 dau Elsie born Gisborne
 1890 El Roll labourer, Masterton
 1890 son George born Wellington
 1896 El Roll warehouseman, Dunedin

Men's outfitter, Dunedin (W & R Scott)
 with branch in Oamaru – see advert
 North Otago Times Jan 1898

Residence 9 Frederick St Dunedin
 1915-24 9 Sheen St Dunedin
 1928 Draper of Herne Bay Road,
 Auckland
 1931 Of Morningside Ave, Auckland

W. AND R. SCOTT,
 OF DUNEDIN,
 Are offering their Celebrated
TUI BRAND CLOTHING
 To the Oamaru Public at the
LOWEST OF DUNEDIN PRICES.
 Boys' Melville Suits, 5s 11d and 6s 11d.
 Boys' Sailor Suits, 3s 11d, 4s 6d, 5s 3d.
 Men's Tweed Trousers, 5s 11d, 7s 6d, 8s
 6d.
 Men's Tweed Suits, 22s 6d, 27s 6d, 29s
 6d.
 Flannelette Shirts, 2s 9d.
 Grandrill Shirts, 2s 9d.

For Sterling Worth the
**TUI BRAND CLOTHING IS THE
 BEST.**
W. AND R. SCOTT,
 Thames Street.



Postcard showing premises of William and brother, Robert, Dunedin

image courtesy Kaye Winter

Family of John SCOTT and Ann HAMILTON

Bob married **Alexia Elspeth Williamina "Lexie" SANDILANDS** on 5 Dec 1883 in Knox Presbyterian Church, Dunedin, NZ⁴. She died aged 67 on 30 May 1929 and was buried at Hillsborough cemetery, Auckland.⁷³

Their children were:

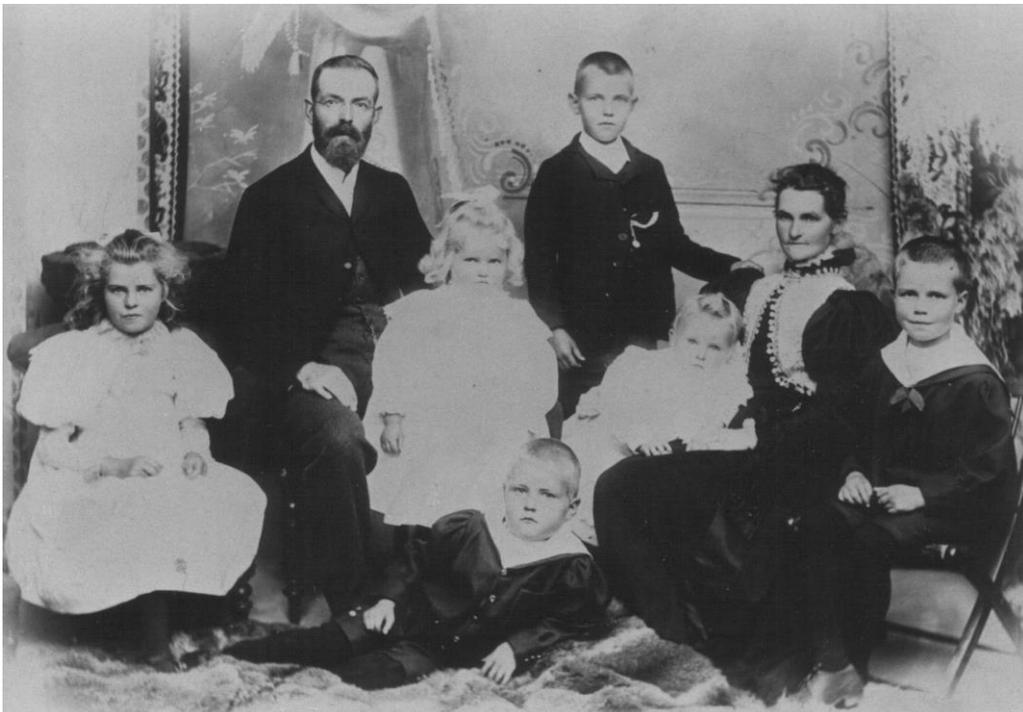
- | | | | | |
|----|------|--|-----------------|-------------------------|
| 20 | i. | John Richard "Bob's Jack" SCOTT | 1886-1959 | <i>refer to page 23</i> |
| 21 | ii. | Elsie Anna SCOTT | 1888-1970 | <i>refer to page 23</i> |
| 22 | iii. | George Alexander SCOTT | 1890-1950 | <i>refer to page 23</i> |
| 23 | iv. | Allan Ward SCOTT | 1891-1966 | <i>refer to page 24</i> |
| 24 | v. | Lindsay Hamilton SCOTT | 1892-1944 | <i>refer to page 24</i> |
| 25 | vi. | Colin Stuart SCOTT | 1900-1964 | <i>refer to page 24</i> |
| 26 | vii. | Lillias May SCOTT | 1904-after 1940 | <i>refer to page 24</i> |

9. John Duncan SCOTT (*John*⁴, *Thomas*¹) was born on 15 Jun 1860 in Anderston, Glasgow,¹⁹ Lanarkshire and died on 26 Jul 1899 in Sydney, Australia.⁷⁴ He was buried on 8 Nov 1899 in the Northern Cemetery, Dunedin.¹

Refrigeration engineer, AIMENZ (Associate Inst. Mechanical Engineers NZ)
1883: witness at brother Robert's wedding, engineer, Belfast, Canterbury.

Family notes by Joan SCOTT (granddaughter-in-law): The elder seven children were born in Oamaru. Their home was beside the freezing works near the rocky foreshore, in a house built by the Company. Its windows were perpetually spattered with salt spray.

The family lived in comfortable circumstances as the salary was good. But the emphasis in those days was on creating a good "Public Image". The children were immaculately dressed in starched petticoats and starched collars, and proceeded to church twice on a Sunday, with a service in the morning and Sunday School in the afternoon. Of course domestic labour was cheap. Joan had the impression that there was little real affection on Bob's part for his parents.



Scott family in Oamaru about 1895. Grace, John, Annie, Lindsay, Murray, Greta, Sarah, Bob

John D Scott resigned his position early in 1898 [refer to Appendix 5 for newspaper reports of his farewell functions] to take a job in Sydney installing "Hercules" refrigerating plant.

Family of John SCOTT and Ann HAMILTON

This was even more lucrative and the family lived very well in Sydney. That is, until John Duncan Scott suddenly died of appendicitis. In the meantime little Annie had died, and Bob had had a very serious illness (pneumonia) in Sydney. This is not much heard of these days, but at the time it required expert nursing and all they could do was to wait for "the Crisis". If the patient survived it they would make a very slow recovery. Bob was nursed through it but he did not walk for over 12 months. Syd was born shortly after this, and two weeks later John Duncan Scott died.

Sarah faced a most dreadful dilemma. She had 7 surviving children ranging from age 13 down to a sickly baby, and no money other than £1000 life insurance. She decided to transport children, furniture and her husband's body to Dunedin, where her relatives lived. She had an indomitable spirit and never let appearances go. She drew her strength from the Presbyterian Church.

Sarah relied solely on the support given her by her husband's five brothers. The children Bob and Grace both claimed there was not enough food to nourish them and too much giving to the Church. The children would fight, really fight, over the last morsel of food. Part of the problem was that none of the brothers knew how much each of the others was giving, and pride prevented Sarah from asking for more.

As the children grew up they became rebellious of the harsh religious discipline and became critical of Church members. Lindsay remained loyal to his mother's precepts all his life. As soon as he could, Bob left home and went to work in the country. This must have been the time that Sarah met her Waterloo. She always could rule her roost before that. It is not for us to criticize Sarah. Do we know anyone who could weather the years of that ordeal without some prop to lean on? In her case it was the Church. But from here on she fades from the picture of Bob's life. She was a tiny woman with such a forceful character. I agree with Grace in this respect: that people were irresponsible in those days, when there was no Social Security, to have so many children. And the chances of losing the bread-winner so much greater than today.



Scott family in Dunedin 1910: Hedley, Bob, Syd, Grace, Sarah, Lindsay, Greta, Murray

Family of John SCOTT and Ann HAMILTON

Grandma Sarah usually paid a visit to the farm each summer, but she and Bob were not really very affectionate. Una Holloway wrote: "I too feel my mother [Grace] had no great affection for her mother [Sarah], presumably because their childhood was so hard because they were so poor. And I have the feeling, that my mother, too, like Bob, got away from home as soon as possible by getting herself trained as a secretary. By going to the only, I think, typing school in Dunedin - at which stage she must have met my father. When she became pregnant with Greta, although she never spoke about this stage of her life, she did tell us of how kind Grandma Stevenson was to her. As far as Grandma Scott was concerned she would have been in utter disgrace, and Grace's feeling for Sarah filtered through to me at least. I understood that my parents helped Grandma Scott to get into 26 Wales Street but I do not know whether they paid for it all."

Background to John Scott's work in Oamaru - (from material at North Otago Museum ^{23, 24})

The rapid growth of sheep numbers through the 1860s and '70s, and the complete dependence of the whole country on fluctuating wool prices meant that keen interest was displayed in early experiments in meat preservation that were going on.

The Totara Estate of the New Zealand and Australian Land Company, situated outside Oamaru, amounted to some 10,000 acres in 1881, and was carrying about 20,000 sheep. For the initial export shipment of frozen meat in 1882, stock was killed at Totara, railed to Port Chalmers in insulated, ice-cooled vans, and then frozen on board the *Dunedin*.

At about this time the New Zealand Shipping Company established freezing works at Burnside, Dunedin, to which live stock was railed from North Otago. Oamaru farmers were peeved to have missed out, given that Totara Estate had supplied the first stock to be exported, and they demanded a branch works be set up in Oamaru. The port of Oamaru had been a bad risk for wrecks, but a new breakwater solved this problem, and in 1884 the *Dunedin* loaded safely at Oamaru. It was supplied from a slaughterhouse at Eveline, just outside the town.

Reliance on ships to do the actual freezing of carcasses killed at Eveline had obvious disadvantages. Long periods of idleness were punctuated with bursts of activity when a suitable vessel was in port. Eventually a site was acquired for a freezing works on the Oamaru fore-shore just south of the gas-works, between Humber Street and the railway. Although three miles from the slaughter-house, the site was favoured because of the availability of water power.

Several factories in Oamaru were already equipped with water-motors, using water drawn from the town supply, and it was estimated that they could be driven at little more than half the cost of steam-engines. The Company applied to the Council for sufficient water power to drive a 140 h.p. motor. Hard bargaining ensued as to price, with the Company eventually deciding it could get along with only 50 h.p. and the Council undertaking to supply water by a 12" pipe at a minimum of £600 per annum. The motor was said to be the largest of its kind in the world, but perhaps this need not be taken too seriously.

The contract for the new works, built in Oamaru stone, was let to Allan & Rosie on 15 Sept 1885. In the main block were two freezing chambers each 52 feet x 19¼ feet, and two store-rooms each 52 feet x 40 feet. An engine-room (56 x 25) and boiler-house (45 x 16) were in a detached block with a smokestack 70 feet high. The total cost was £4300. [It appears that initially a steam-engine was installed for emergency use only.]

The freezing engine was of the Bell-Coleman dry air type, more or less standard on both ships and shore establishments at that time. [The name Haslam is also used, they bought the Bell-Coleman patents and their machines were fundamentally the same.] The refrigeration process depended on compression of air which was then released to expand rapidly in the chamber.

Family of John SCOTT and Ann HAMILTON

The water motor, driven at 37½ revs per minute, was started on 28 Jan 1886 and on 3 Feb freezing began. 300 carcasses a day, railed from the slaughter-house at Eveline, were processed at first. The store-room capacity was 12,000 - 14,000 carcasses.

Seven hands only were employed at first (in addition to the 40 staff at Eveline). The manager-engineer was John Duncan Scott, and the slaughter-house was under the control of G McAdam. Both men eventually moved to good positions in Australia, McAdam in 1896, and Scott two years later.

In 1887 the Company bought a second Bell-Coleman machine, part of the cargo of the *Lyttelton* which had been wrecked at Timaru. This was repaired and installed by A & T Burt. In 1889 the boilers were replaced by two larger ones, and the chimney raised to 80 feet, changes which suggest the second machine was driven by steam. A new store was built, and also a residence for the engineer. Capacity was lifted to 800 per day, and storage to 20,000, and a new water supply was installed. 16 men were employed.

In 1889 99,612 carcasses of mutton and lamb were processed as well as some beef. This exceeded the output from Burnside. Sagging prices in 1893 saw the works running at a loss with poor prospects. They recovered quickly and 138,457 carcasses were processed in 1895. In 1896 the Bell-Coleman technology was replaced with an ammonia compression refrigerator of the Hercules type.

In February 1898, having turned down earlier employment offers, John accepted the position of consulting engineer for the Hercules Ammonia Refrigerating Company, with its head office in Sydney. It was such a good offer that, for the good of his family he could not refuse to go, albeit reluctantly. Perhaps he had hoped to succeed as manager of the Burnside works on his father's retirement in 1895, and having missed out there recognised that he must seek wider experience to advance his career. Press reports of his farewell functions (Appendix 5) provide more detail of his activities in Oamaru.

John died suddenly in Sydney of appendicitis and his body was returned to Dunedin for burial in Block 42 Plot 9b Northern Cemetery with his infant daughter Annie, and in due course his wife. Their headstone reads:

God is Love.
Our dear Annie 1891-1896

also in loving memory of
John Duncan SCOTT
who died in Sydney
26 July 1899 aged 39 years.
He was not for God took him, be ye also ready;

also his beloved wife
Sarah Clementina,
died 21 Mar 1944 in her 85th year.
Of such is the kingdom.

Family of John SCOTT and Ann HAMILTON



Sarah Scott in her garden

John married **Sarah Clementina THOMSON**, daughter of Peter THOMSON and Elizabeth Watson McKENZIE, on 25 Sep 1884 in Dunedin.²¹ Sarah was baptised on 18 Sep 1859 in St Andrews and St Leonards, Fife, Scotland,¹⁹ died on 21 Mar 1944 in Dunedin,⁷⁵ and was buried at the Northern Cemetery.¹ Her family story is recorded in *In Search of our Edinburgh Thomsons*.⁷⁰

Marjorie Morison commented on her family's recollection of this couple: John was very tall, and sociable with a great sense of humour, Sarah in contrast was quite short.

A letter from Sarah giving some insight into her life and interests is included as Appendix 6

Their children were:

- | | | | |
|----|-------|---|-------------------------|
| 27 | i. | John Murray SCOTT 1886-1936 | <i>refer to page 24</i> |
| 28 | ii. | Grace Mary SCOTT 1887-1968 | <i>refer to page 25</i> |
| 29 | iii. | Robert Hamilton SCOTT 1889-1944 | <i>refer to page 26</i> |
| 30 | iv. | Ann Hamilton SCOTT 1891-1896 | <i>refer to page 28</i> |
| 31 | v. | Lindsay Mackie SCOTT 1892-1969 | <i>refer to page 29</i> |
| 32 | vi. | Margaret Beith "Greta" SCOTT 1894-1974 | <i>refer to page 29</i> |
| 33 | vii. | Hedley Vicars SCOTT 1896-1931 | <i>refer to page 29</i> |
| 34 | viii. | Sydney Thomson Ash SCOTT 1899-1986 | <i>refer to page 29</i> |

Family of John SCOTT and Ann HAMILTON

10. William "Will" SCOTT (*John⁴, Thomas¹*) was born on 15 May 1862 in Anderston, Glasgow,¹⁹ died on 25 Nov 1940 at the age of 78,⁷⁶ and was buried at Karori cemetery, Wellington, no headstone.

Warehouseman, Secretary, Men's outfitter, of 40 London St, Dunedin.
Partner in the firm of W and R Scott, mercers, corner of Princes and Rattray streets, Dunedin. Secretary of the Otago Employers' Association
Employers' representative on the Court of Arbitration, 1910 to 1938.
Librarian, New Zealand Employers' Federation from 1938.
1934: of 133 Tinakori Road, Wellington 1941: librarian of Wellington Hotel, intestate



Will Scott in 1922, aged 60

image courtesy Kaye Winter

OBITUARY: Late Mr. William Scott. Ex-Member of Arbitration Court

The death occurred yesterday of Mr. William Scott, at the age of 79. He had been in poor health for some time. Since his retirement from the position of employers' representative on the Court of Arbitration on March 31, 1928, he had been engaged as librarian by the New Zealand Employers' Federation, a post for which his intimate knowledge of industrial matters admirably fitted him.

Early in 1896, two years after the Industrial Conciliation and Arbitration Act came into operation, Mr. Scott conducted his first case before the Arbitration Court, then under the presidency of the late Sir Joshua Williams. From that time to his retirement he was associated with the Court. For fifteen years he acted as advocate for the employers, conducting all the principal disputes throughout the Dominion in every trade and industry. In 1910 Mr. Scott was appointed to the position of employers' representative on the Court.

Mr. Scott served his time in the softgoods trade, and was for many years employed in drapery warehouses in Dunedin, and was in business on his own account when the Arbitration Act came into operation. He came of a family well known in the engineering trade in New Zealand. For thirty years he played many parts in the service of the employers of New Zealand, particularly in resuscitating the New Zealand Employers' Federation in the late nineties.

Mr. Scott was the founder of the Otago Employers' Association and organised the New Zealand Coal Mine Owners' Association, the New Zealand Gold Mine Owners' Association, the New Zealand Mill Owners' Association, the New Zealand Clothing Manufacturers' Association, and the Otago Sheep-owners' Union. He acted for some time as secretary of the Employers' Federation.

Mr. Scott's wife predeceased him in 1934. He is survived by two sons and a daughter. One son lives in Christchurch and the other in America. His daughter recently was contemplating a return to New Zealand from London. Refer also Appendix 9: *Thirty Years of Arbitration*.

Family of John SCOTT and Ann HAMILTON

Will married **Margaret "Maggie" GRANT**, daughter of Robert GRANT and Catherine nee MacKAY, on 4 Jul 1888 in First Presbyterian Church, Dunedin.⁹² Maggie was born in 1862 and died on 9 Jun 1934,¹¹⁹ buried at Karori with her husband.

Their children were:

- | | | |
|----|---|-------------------------|
| 35 | i. Arthur Hamilton SCOTT 1890-1973 | <i>refer to page 30</i> |
| 36 | ii. Leslie Grant SCOTT 1895-1979 | <i>refer to page 30</i> |
| 37 | iii. Ada Hope SCOTT 1898-1942 | <i>refer to page 30</i> |

11. Michael Hamilton "Ham" SCOTT (*John*⁴, *Thomas*¹) was born in 1864 in Tokamairiro, New Zealand.⁶⁰ He died on 3 Jul 1942,¹²⁰ aged 78 and was buried at Waikaraka Cemetery, Onehunga, Auckland with his first wife [3/9/98B].⁶¹

1885: Qualified Teachers Certificate (Gazette) 1887: Teacher, Burnside (Electoral Roll)

1887-1892: clerk on Awamoa estate (Oamaru) 1893, 1896 clerk, Oamaru

1896: Teacher, Wellington (Gazette) continued on register till 1901

1911: accountant, Cox's Bridge Rd, Auckland West Electoral roll

Note: another Michael Hamilton Scott 1840-1914 Christchurch was not related (Irish)

Ham married **Constance Sarah Duance "Connie" GRENFELL** on 5 May 1896 at the bride's residence, Tees St Oamaru.⁵ She died on 19 Dec 1917 and was buried at Waikaraka Cemetery [3/9/98A].

Their children were:

- | | | |
|----|--|-------------------------|
| 38 | i. Eva Grenfell SCOTT 1897-1958 | <i>refer to page 31</i> |
| 39 | ii. Una Constance SCOTT 1900-1994 | <i>refer to page 31</i> |

In 1920 Ham remarried **Jemima Clark CRAIG**.¹³⁴ Jemima died aged 70 on 25 Feb 1946 in Auckland and was buried in Waikaraka cemetery [3/9/98B].

12. Marianna "Nan" SCOTT (*John*⁴, *Thomas*¹) was born in 1866 in Bell Block, Taranaki, NZ.⁶ She died, aged 36, on 12 Jul 1902 in Auckland,⁷⁸ and was buried at Purewa cemetery.

Nan married **Henry UPTON** (1867-1951) on 15 Dec 1897 at Green Island Presbyterian Church.⁷⁷ They had no children. Henry was an engineer, they lived at St Mary's Road, Auckland.

13. Margaret "Maggie" SCOTT (*John*⁴, *Thomas*¹) was born in 1868 in New Plymouth,⁶² and died 1931, buried at Hillsborough, Auckland. "Margaret, wife of John Aitchison, died 18 Aug 1931 aged 63 yrs, and John Aitchison died 23 Apr 1929 aged 76 yrs."¹

Maggie married **John "Jack" AITCHISON**, refrigeration engineer at Burnside, on 30 Nov 1888,⁷ at her father's home in Dunedin (also see Green Island Presbyterian Church records).

1893: of Rockside, Caversham, Dunedin

1914-1916: J Aitchison of Waimataitai, manager freezing works, Timaru with wife and Annie

1919-1922 engineer of Farndon, Hawkes Bay

1931: On August 18 at her daughter's residence, 31 O'Rorke Road, Penrose, Margaret, dearly-beloved wife of John Aitchison, of Hastings. Private interment.

1931: will proved by Mary Aitchison of Crosby Hall, London and John Scott Aitchison, motor driver of New Plymouth: £750 pounds to Annie Aitchison, [estate valued at £736 pounds] residue divided between Annie Aitchison, Elizabeth Beck, William Edwin Aitchison, John Scott Aitchison and Mary Aitchison

Refer to appendix 11 for biographical articles on Jack and his father, William.

Family of John SCOTT and Ann HAMILTON

Jack and Maggie's children were:

- | | | |
|----|--|-------------------------|
| 40 | i. Annie AITCHISON 1890- | <i>refer to page 31</i> |
| 41 | ii. Elizabeth "Bessie" AITCHISON 1893- | <i>refer to page 31</i> |
| 42 | iii. William Edwin "Bill" AITCHISON 1895- | <i>refer to page 31</i> |
| 43 | iv. John Scott "Jack" AITCHISON 1899-1961 | <i>refer to page 31</i> |
| 44 | v. Mary AITCHISON 1904-1985 | <i>refer to page 32</i> |

14. James Hugh "Jim" SCOTT (*John*⁴, *Thomas*¹) was born on 24 Aug 1871 in Nelson, NZ.⁷⁹ He died on 9 Apr 1958 in Wellington, NZ, cremated at Karori, aged 86.⁶³ Electrical engineer.

Attended school in Nelson, Apprenticed in Dunedin to Messrs A. and T. Burt
Chief engineer of the freezing hulk *Edwin Fox*, at Port Chalmers 2 years, Picton 4 years.
Refer to Appendix 10 regarding life on the *Edwin Fox*.
Appointed Second Engineer at the Maitara Freezing Works in 1901
Member of the Maitara Rifle Club

Jim married **Charlotte Rolfe "Lottie" McKINNON**, daughter of Captain Gordon and Margaret McKINNON of Port Chalmers, on 8 Dec 1897.⁸⁰ "Lottie" was born on 7 Mar 1869 in Port Chalmers, Otago, NZ, and died on 28 May 1947 in Wellington,⁶³ cremated Karori, aged 78.

Their children were:

- | | | |
|----|---|-------------------------|
| 45 | i. Edwin Fox "Ted" SCOTT 1898-1986 | <i>refer to page 32</i> |
| 46 | ii. Gladys Hay SCOTT 1899-1986 | <i>refer to page 32</i> |
| 47 | iii. George Clark SCOTT 1901-1993 | <i>refer to page 32</i> |
| 48 | iv. William Grant "Bill" SCOTT 1907-1994 | <i>refer to page 33</i> |

15. Annie Hamilton SCOTT (*John*⁴, *Thomas*¹) was born in 1874 in Nelson,⁸¹ and died on 6 Aug 1875 in Dunedin, aged 18 months.⁸²

Annie was born in Nelson early in 1874, moved to Otago about December that year, and died of inflammation of the brain about 8 months later. She was buried with her parents in Lot 2, Block 40, Northern Cemetery, Dunedin.

16. Alice Annie SCOTT (*John*⁴, *Thomas*¹) was born in 1880 in Dunedin,⁵⁹ and died there on 23 Aug 1881 aged 14 months.⁹³ Alice was buried in Northern Cemetery, Dunedin, NZ, with her parents.

Family of John SCOTT and Ann HAMILTON

Fourth Generation (grandchildren)

17. Jessie SCOTT (*Thomas 7, John 4, Thomas 1*) was born about 1880 in Dunedin,³¹ and died on 8 Sep 1936, of Mt Eden, Auckland. She was buried at Waikumete cemetery.¹ Milliner

Jessie married **Robert Elder CHISHOLM**, son of Alexander CHISHOLM and Elizabeth GRANT, on 25 Oct 1905 in First Presbyterian Church, Dunedin.⁸³ Robert was born on 20 Apr 1877 in Outram, Otago, and died in Mt Eden, Auckland on 11 Nov 1950 aged 73. They had 3 sons and a daughter.

18. Annie Hamilton SCOTT (*Thomas 7, John 4, Thomas 1*) was born in 1882 in Dunedin,³² and died aged 65 on 30 Jul 1947 in Rotorua, NZ.⁹⁴

1905: witness at her sister Jessie's wedding

1928: at home with her parents 92 Elm Row, Dunedin West electorate, still there 1941

1947: probate, spinster of Dunedin, filed Dunedin

19. John Duncan SCOTT "Tom's Jack" (*Thomas 7, John 4, Thomas 1*) was born on 11 Oct 1885 in Dunedin,³³ and died aged 83, on 3 Mar 1967 in Te Kuiti, NZ.⁸⁴

Attended High St School from 1 Feb 1892, then to Arthur St School 27 Jan 1896 to 6 Jul 1900.

1904: engineer of 45 Elm Row, paying student at Dunedin Technical School evening class.

L/Cpl 4/708A 1 NZEF Otago Regiment WWI. served 28.8.1914-21.3.1916

Dardenelles 1 month, strained ankle aggravating old break to tibia/fibula, limping returned to NZ Dec 1915 for convalescence at Rotorua; ¾ pension for 6 months

1925: farmer Whakamara (Patea electorate)

1967: of 31 Sheridan St, Te Kuiti [army file]

Jack married **Molly Melville COLQUHOUN** in 1930.⁶⁵ Molly died in 1940, aged 56, buried Te Kuiti.

20. John Richard SCOTT "Bob's Jack" (*Robert Hamilton 8, John 4, Thomas 1*) was born on 2 Apr 1886 in Masterton.²⁵ He died aged 72 on 15 Mar 1959, of 9 Turama Rd, Royal Oak, Auckland, cremated at Purewa cemetery.⁹⁵ [Parents' and wife's names confirmed from Watney Sibun, funeral records available at NZSG]

Attended Arthur St School, Dunedin from 1 Feb 1892 to 12 Dec 1894. Destination Rd Nevada

2/2750 Cpl John Richard Scott NZFA served WWI, 17.4.1915-17.3.16

had bad attack cerebro spinal meningitis (after enlistment?) discharged unfit 17.3.16

recalled on ballot 1917 found to be CSM carrier, treated Dunedin hospital

1917: occupation draper, employed by DIC, living at home with parents

Probate January 1961, Auckland Archives, gives occupation salesman

Jack married **Grace BAGLEY** in 1920 in New Zealand.

21. Elsie Anna SCOTT (*Robert Hamilton 8, John 4, Thomas 1*) was born on 12 Mar 1888 in Turanga,²⁶ and died in 1970 in Auckland, aged 82.⁹⁶

Attended Arthur St School, Dunedin from 12 Jan 1894 to 16 Apr 1894, then attended Kaikorai School 30 Apr 1894 to 7 May 1900. Left school, aged 12, destination "home".

Elsie married **Andrew Thomas LONG** on 10 July 1912 in Roslyn Parish, Dunedin.⁸⁶

22. George Alexander SCOTT (*Robert Hamilton 8, John 4, Thomas 1*) was born on 15 Apr 1890 in Wellington,²⁷ and died 5 Nov 1950,⁹¹ buried Waikumete Soldiers Section.

Attended Kaikorai School 20 Aug 1895 to 12 Jun 1903.

Family of John SCOTT and Ann HAMILTON

1915: employed by R H Scott & Co, Timaru
24/1812 CQMS George Alexander Scott, served WW1 18.10.15-26.2.19 France,
Promoted CQMS 9.6.1918 wounded 5.9.1918 gunshot chest and foot
wife paid 1/- separation allowance (?weekly, ?daily)
clothier of Auckland, employed by Hallensteins

George married **Ada Frances MULLINER** on 14 Jul 1913 in St John's church, Wellington.⁶⁷
They had a stillborn child in 1916, not known if there were other children.

23. Allan Ward SCOTT (*Robert Hamilton*⁸, *John*⁴, *Thomas*¹) was born on 13 Jul 1891 in Dunedin,²⁸ and died on 14 Aug 1966, aged 75,⁹⁰ buried Waikumete cemetery.

1914: electrical engineer, Turnbull and Jones, Dunedin
4/633 Sgt Alan Ward Scott, field engineers served WW1 20.10.1914-23.1.1919
Mrs Vicki Harding, 9 Ko Street, Northcote, Auckland, 1983 a granddaughter

Allan married **Nellie Matilda McCONNACHIE** on 3 Jun 1924.¹⁴ Nellie died on 14 Mar 1980, aged 80, in North Shore, NZ.

24. Lindsay Hamilton SCOTT (*Robert Hamilton*⁸, *John*⁴, *Thomas*¹) was born on 21 Aug 1892 in Dunedin,²⁹ and died aged 51 on 15 Apr 1944 in Feilding, NZ⁹⁷

Attended Kaikorai School 23 Aug 1897 to 13 Jun 1905, then to Normal School.
1907: with brother Allan studied penmanship and commercial correspondence at Tech.
Was in business for a time with his brother Allan, possibly also with George.
8/1331 Private Lindsay Hamilton Scott served WW1 20.1.1914-19.2.1917
1 month Dardenelles, to Cairo with pneumonia 1 month, returned Anzac 6 weeks,
shot thigh evac to Alexandria, then England influenza 2 months, then France 3 months
wounded, evacuated to England, discharged unfit for service
1925: draper of Herne Bay Road, Auckland

Lindsay married **Ellen HYLAND** on 7 Nov 1925,¹⁵ she is buried in Feilding. They had 2 daughters:

- i. **Joan Ellen SCOTT** 1926-1982
- ii. **Margaret Alexia SCOTT** 1932-1988

25. Colin Stuart SCOTT (*Robert Hamilton*⁸, *John*⁴, *Thomas*¹) was born on 10 Dec 1900 in Dunedin,²⁰ and died on 13 Jun 1964, in Auckland, aged 63.⁹⁸ [death registered as Colin Stewart Scott]

Attended Kaikorai School 12 Dec 1905 to 17 Dec 1914, then to Otago Boys' High School.

26. Lillias May SCOTT (*Robert Hamilton*⁸, *John*⁴, *Thomas*¹) was born on 9 May 1904 in Dundee,³⁰ died on 20 May 1974.

Attended Kaikorai School 6 Feb 1911 to 18 Dec 1917, then to Columba College.

Lillias married **Rex Challingsworth SMITH** in 1937. Rex was born on 17 Feb 1903 and died on 26 Oct 1984. Rex was an electrical engineer with NZ State Hydro Electricity Dept. and designed many of the North Island substations. They had 1 son, and were both cremated at Purewa cemetery, Auckland.

27. John Murray SCOTT (*John Duncan*⁹, *John*⁴, *Thomas*¹) was born on 29 Oct 1886 in Oamaru.³⁴ He died on 24 Jul 1936, and was buried in Northern Cemetery, Dunedin (Block 104 Plot 23).¹

1914: Marine engineer, U.S.S.Co
9/84 Spr J M Scott, engineers served WW1 21.8.1914-6.6.1919
embarked for Gallipoli 9.5.15, enteritis hospital 17.8.15; to England, wounded 10.9.15

Family of John SCOTT and Ann HAMILTON

Murray married **Ruby Alice "Ruie" GREIG** on 12 Oct 1926¹⁶. Ruie died on 22 Jun 1959 aged 71, and was buried with her husband.

Their children were:

- i. **John Greig SCOTT** 1927-2004
- ii. **Maxwell Greig SCOTT** 1929-2004



Two photos of Max Scott, MNZM, cycling champion and sports journalist

Otago Daily Times Jun 4, 2002: Cycling has been Max Scott's life for the last 53 years. He worked hard for the sport but did not expect any rewards. His election as a Member of the New Zealand Order of Merit (MNZM) in the Queen's Birthday honours was unexpected icing on the cake for him. "It was a surprise," Scott said. "It came out of the blue. It's a recognition for cycling and I feel very honoured by it."

It has been a week of triumphs for Scott who had his name etched into the history of Otago cycling when the lounge at the Mosgiel velodrome was named the Max Scott Lounge. The one hiccup was a hernia operation early that kept him confined to the house for a few days.

Scott (73) worked for Cycling Otago in many areas including president, secretary and treasurer. He was elected a life member of the Otago Cycling League in 1979 and of Cycling Dunedin in 1988. But it was for his work as a sports journalist that Scott has been honoured. He has been cycling correspondent for the *Otago Daily Times* for the past 49 years, reports live for radio and has been a regular contributor for the *Sunday Star Times* and *The Star*.

"Getting honoured like this was never on my mind, but I'm delighted," Scott said. "It won't change me and I have no thoughts about retiring. My reward has been to see the number of young Otago riders who have come through the ranks and enjoyed success at international level," he said. Scott also paid tribute to his wife Ona.

Family of John SCOTT and Ann HAMILTON

28. Grace Mary SCOTT (*John Duncan*⁹, *John*⁴, *Thomas*¹) was born on 4 Nov 1887 in Oamaru.³⁵ She died on 12 Sep 1968 in Dunedin.¹⁰⁰

Obituary: Mrs Grace Mary Stevenson, who died in Dunedin recently after a long illness, was a prominent sportswoman and civic worker. She was an Otago representative tennis player in her youth and was for many years a member of the Balmacewen club. She was also a member (and club captain for one season) of the Otago Ladies Golf Club, and an active member of the Otago Tramping Club with her husband, Mr William Stevenson. During the 1930's Mrs Stevenson was a member of the board of directors of the Young Women's Christian Association and was a foundation member of the YWCA Auxillary. She was one of a group of city women who helped run a servicemen's canteen which served a hot midday meal during World War II. Mrs Stevenson was also prominent in free kindergarten work in North-East Valley and Plunket activities in Roslyn. *Otago Daily Times* Sept 24 1968

Grace married **William "Bill" STEVENSON** on 6 Mar 1911.⁸⁵ Bill was managing director of Irvine and Stevenson, canned food manufacturers.

Their children were:

- i. **Greta Barbara STEVENSON** 1911-1990
Columba College, Dunedin (Dux), Otago University MSc 1st class honours in Botany, Imperial College London, PhD, DIC in Mycology and Plant Pathology, Appointments held at Otago University, Wellington City Council, Cawthron Institute, Nelson, Imperial College, London, Crawley College of Further Education, King Alfred's College, Publications (as Greta Stevenson) between 1939 and 1980 twenty plus papers in plant pathology, nitrogen fixation, fungal taxonomy, three books on fungi and on NZ ferns.
- ii. **William (jnr) "Bill" STEVENSON** 1914-
- iii. **Nancy Fothergill STEVENSON** 1917-1987 Plunket nurse
- iv. **Una Scott STEVENSON** 1919-

29. Robert Hamilton SCOTT "Sarah's Bob" (*John Duncan*⁹, *John*⁴, *Thomas*¹) was born on 12 Jul 1889 in Oamaru,³⁶ and died on 22 Sep 1944 in Invercargill, NZ,⁹ of tuberculosis.

Contributed by Joan Scott, nee Mullan: Bob was born in Oamaru, but moved to Sydney at the age of 8. In Sydney he suffered a very serious bout of pneumonia and did not walk for a year. Then his father died when he was 10, and the family returned to Dunedin. Whereas in Sydney they had been comfortably off, now they were extremely short of money, and Bob's early teen years were clouded by a shortage of food and basic necessities in his home. He passed standard 6 at school, then was sent to work in a law office belonging to a church elder. The pay was 5/- per week. At the end of the year he was given a rise to 7/6d which he refused to accept. He left and found another job much to his mother's annoyance in offending a church elder.

The battle with Bob's rebellious spirit went on. As he grew older he bought a .22 rifle and went out rabbit shooting on a Sunday. This was heinous offence, but Sarah could not discipline him. Then he left home and worked on various farms, and at the time that World War I broke out he was on Puketoi Station, at Patearoa, near Naseby. He simply disappeared from the Station, went to Dunedin to volunteer for War Service, and was accepted. Later, the women of the district found out where he had gone. They had a small gold medallion inscribed in appreciation of his service to his country, and they certainly helped keep him alive with their food parcels which were sent regularly.

He was overseas more than four years, and was five months on Gallipoli, where he became very ill with jaundice and dysentery caused by starvation. He could only lie on the ground in the finish. They took him off to Lemnos, and later to Egypt to recuperate. Then he went to France to the Battle of the Somme. After more than four years they sent him home to New Zealand on leave. He had two weeks off, and was then told to report to Trentham. He again rebelled and determined he would not go back. So he sulked in the

Family of John SCOTT and Ann HAMILTON

barracks and was sent to a medical board which recommended he be discharged with a pension.

So then came his opportunity to be a farmer. The Government of the day was buying land and cutting it into small holdings for returned men. Murray, Bob and Lindsay took three adjacent holdings at Castlerock. The brothers were not suited and not qualified to be farmers. Bob had the most experience, but this was in high country shepherding round about the Rock and Pillar Range, Middlemarch and Naseby. Murray was a marine engineer and a weak character. Lindsay was a bank clerk, and a dour religious type. Murray left after 12 months and went back to sea. Lindsay and Bob carried on, but they could never agree on any procedure and the farm never prospered. Finally Lindsay decided to return to the Bank, and Bob carried on the three blocks as one farm.

He had learned from following the neighbours' techniques, and also profited from the brothers' early expensive mistakes. At last the farm at Castlerock began to prosper and he learned to organize it in a rather marvelous way so that he could manage single-handed. He was beginning to do well, but then came the 1930 slump. Wool and lamb prices fell to rock bottom.

In 1932 he married Joan, who was at that time sole-charge teacher at the Castlerock School. The plan was that she would go on teaching until prices picked up a bit. But during the slump there was so much unemployment that married women teachers were sacked forthwith. However, on the farm there was plenty to do, though no money. The stock agents allowed them £100 per year for living expenses. Of course they had their own mutton, butter, veges, and eggs, so they were not so badly off. There was no electricity at Castlerock in the time they lived there, though they did have a party-line telephone. They had a coal range which heated the water, and an open fire. When the heavy frosts came the pipes froze and the water in the range made such a noise Joan was afraid to light it, making the house dreadfully cold. In those circumstances she cooked on the open fire as best she could. They had kerosene lamps and candles for lighting.

Despite all this, Joan remembered these years as the happiest time of her life. The farm began to really thrive, and prices began to rise again. They could afford more things, but they never got electricity. They thought they were made when metal (shingle) was put on the road up to the gate. Before that they were floundering and skidding through ruts and mud.

The births of his two children brought the greatest joy to Bob's life. He became an authority on infant management. Neither the cold, nor the lack of mod. cons. had any effect on their health and progress. Until Mary went to school in Lumsden Joan could not remember a common cold in the house. But after that they all had them.

In 1940 Bob's health began to fail and he decided to sell the place and take a small holding with only his flock of registered Southdown ewes. They bought the farm at Browns, 86 acres, and extended and modernized the house on it. But even with the smaller place the work became too heavy and he died in September 1944. He had been awarded a partial disability pension in recognition of his war service. This entitled Joan to a widow's pension, and Mary was partially supported at University by a War Bursary. However, Bob's view had been that his ill health was as much a result of the hardships of his childhood as it was of the war. His severe bout of pneumonia, during the earlier, affluent period of his childhood, probably also had an influence.

He was always a man who could be led but not driven. Always rebellious of authority.

Family of John SCOTT and Ann HAMILTON



Bob Scott – Junior Champion Oatara Golf Club 1939

Served WWI, Gallipoli, Somme - refer Somme War Diary at <http://www.genealogy.ianskipworth.com/pdf/rhscottdiary.pdf>
Farmer of Castlerock, and Browns, Southland, NZ., Masonic Lodge
Tramper, deer-stalker, trout fisherman,
Keen amateur photographer winning occasional competitions
Refer Appendix 7 for account of Fiordland trip published in *Otago Witness*
Refer Appendix 8 for account of farms at Castlerock and Browns

Bob married **Joan Sinclair MULLAN**, daughter of Robert Francis MULLAN and Isabella Madeline "Madge" nee SINCLAIR, on 22 Jan 1932 in Westport, NZ⁸. Joan was born on 5 Jun 1905 in Westport,² and died on 22 Jun 1987 in Palmerston North, NZ.¹²¹ She had remarried James MANSON of Hanmer Springs in Christchurch on 18 Apr 1969.

Their children were:

- i. **Mary Sinclair SCOTT** 1934-
- ii. **Michael Murray SCOTT** 1938-

30. Ann Hamilton SCOTT "Annie" (*John Duncan*⁹, *John*⁴, *Thomas*¹) was born in 1891,³⁷ and died in 1896 in Oamaru, NZ, aged 4½.¹⁰

She had the same names as her father's deceased infant sister, whose life-span she was to exceed by only a few years. She was buried initially in Oamaru cemetery, Block 60, Plot 26. The NZSG cemetery transcription shows a memorial to a Millar family on this plot. However, this has been found to refer to the next plot, and it is now (2009) said that a memorial to Jane Cathcart who died on 15 Apr 1898 and Jessie Black 10 Aug 1931, stands on block 60 plot 26. These two ladies are not related to Annie, so how could this be?

Family legend has it that Annie's body was reburied with her father in Dunedin in 1899, and although the burial record is not absolutely clear, it does show that a second person (identified as Sarah H or Annie SCOTT, age unknown) was buried in the Dunedin family plot on the same day of her father's burial.

Family of John SCOTT and Ann HAMILTON

At the time of Jane Cathcart's death, the Scotts had recently left Oamaru for Sydney. I am proposing (though I have no proof) that her parents could not bear the thought of leaving her alone in Oamaru and had her removed to Sydney in February/March 1899, leaving the plot vacant. Then when her father died unexpectedly in Sydney, Sarah returned to her home-town of Dunedin and arranged for the bodies of John and Annie to be buried together in Dunedin.

31. Lindsay Mackie SCOTT, M.C., (*John Duncan*⁹, *John*⁴, *Thomas*¹) was born on 6 Sep 1892 in Oamaru,³⁸ and died aged 77 on 23 Oct 1969 in Timaru.¹²²

Named for Rev Lindsay Mackie, who officiated at his grandfather Peter Thomson's funeral. Attended Otago Boys' High School. Bank officer.

Lieut 1st NZEF, WW I, promoted to Captain. Awarded Military Cross – citation: Capt. Lindsay Mackie Scott, Inf. For conspicuous gallantry and devotion to duty. He carried out a difficult reconnaissance in broad daylight in order to report upon the position of detached posts, and obtained very valuable information. He continually showed ability and courage under heavy fire.¹²⁸

1922: re-enrolled in territorial army, giving his occupation as farmer, last employer BNZ.

1941: joined home guard with 3 year's service in territorials rank Major (temporary)

Lindsay married **Elizabeth "Betty" Reid KING** on 7 Oct 1925¹⁷.

Their children were:

- i. **Marian Elizabeth SCOTT** 1926-2007
- ii. **Kathleen Lindsay SCOTT** 1929-2000 librarian

32. Margaret Beith "Greta" SCOTT (*John Duncan*⁹, *John*⁴, *Thomas*¹) was born on 22 Jun 1894 in Oamaru,³⁹ and died on 12 Jul 1974, aged 80, in Surrey, UK.¹⁰¹

She was named for Margaret Beith THOMSON, her mother's half-sister, but many variations of her name appear in the records: Margaret, Greta, Beith or Beath. In the 1922 electoral roll she was at home with her mother in Dunedin. Una Holloway had the impression she was in disgrace for having married, and that she more or less ran away. She thought she was marrying into money but that proved not to be so. Una thinks she was a long time on her own and taught in schools in England because she had to, and that she was very poor.

Greta married **George Cyprien "Bobby" WESTON** on 15 May 1925 in New Zealand.⁸⁷ They had no children. Possibly George C WESTON who died aged 36 in Bethnal Green in 1931.

33. Hedley Vicars SCOTT (*John Duncan*⁹, *John*⁴, *Thomas*¹) was born on 23 Jan 1896 in Oamaru.⁴⁰ He died of cerebral meningitis aged 34 when about to marry, on 3 Oct 1931 in Wellington,¹²⁵ and was buried in the soldier's section at Karori cemetery.

Attended Otago Boys' High School. Served WWI towards end of war, Sgt 1/41

Probate 49707 filed 5 Nov 1931, Intestate, Accountant, Wellington.

34. Sydney Thomson Ash SCOTT (*John Duncan*⁹, *John*⁴, *Thomas*¹) was born on 23 Jun 1899 at West St, Crows Nest, North Sydney, Australia.⁸⁸ He died aged 86 on 20 Apr 1986 in Napier, NZ.⁸⁹ Bank Officer.

Syd married **Lorna Hinemoa MUMM** on 22 Jan 1930.¹⁸ Lorna was born on 1 Sep 1904 and died on 1 Jun 1963.

Their children were:

- i. **Donald Lindsay SCOTT** 1931-2006 civil engineer
- ii. **Ian Hedley SCOTT** 1934-
- iii. **Keith Thomson SCOTT** 1937-
- iv. **John Llewellyn SCOTT** 1948-

Family of John SCOTT and Ann HAMILTON

35. Arthur Hamilton SCOTT (*William*¹⁰, *John*⁴, *Thomas*¹) was born on 20 July 1890,⁴¹ in Dunedin, and died on 18 Mar 1973,⁶⁴ in Christchurch, aged 82.

Attended Arthur St School, Dunedin from 27 Jul 1896 to 21 Dec 1904.

Orchardist of Clyde, Otago, NZ Later warehouse buyer

When the boys left school their father purchased a farm they called Earnsclough Orchard and built a stylish farmhouse with wrap around verandahs. Leslie and Arthur farmed here 1912-15

Listed Nominal Roll WW1 without an army number

1972: of 50 Neville St, Sydenham, retired

Arthur married **Daisy SMITH**, daughter of James SMITH and Margaret, nee WILSON, on 27 Apr 1916.⁵⁸ Daisy was born on 30 Sep 1889 in Dunedin, and died on 21 Aug 1968 in Christchurch.

They had 2 sons and a daughter:

- i. **Roy Hamilton SCOTT** 1917-2005 played NZ test cricket 1947; soft furnishings business
married **Beryl Daphne CAMERON** (1916-1965) in 1938 - 2 children
married **Merle LAWSON** (1914-1989) in 1966 - no issue
- ii. **Irene Margaret SCOTT** 1920- WAAF, Teacher
married **Kenneth Scott GRAHAM** (1906-1998) RNZAF, Teacher - 2 children
- iii. **Keith William SCOTT** 1926-1986 stock agent, Timaru
married **Daphne HICKS** in 1954 - 1 son

36. Leslie Grant SCOTT (*William*¹⁰, *John*⁴, *Thomas*¹) was born on 8 Apr 1895 in Dunedin,⁴² baptised at First Presbyterian Church, died in Victoria, BC, Canada on 28 Jun 1979, aged 84.¹³³

Attended Arthur St School from 2 Jul 1900 to 20 Dec 1907, then to Otago Boys' High.

Fruitgrower of Earnsclough, Otago Central, NZ, in partnership with his brother pre-war

Served WW1 9/1964 – trooper, Otago Mounted Rifles, defence of Suez canal, then France

1919 Dunedin West Electoral Roll

Purser, Union Line; Secretary NZ Trade Commission, New York;

settled Vancouver, Canada

Leslie married **Coral Annie ROBINSON “Corrie”**, daughter of William Bruce ROBINSON and Annie, nee BOYLE. [Corrie already had a son Robert (Bob) who was raised with Bill] Corrie was born on 12 Aug 1901 in Cobar, NSW, Australia and died on 25 Jul 1972 in Victoria, BC, Canada.¹³³

Leslie and Corrie had a son:

- i. **William (Bill) SCOTT** (Royal Canadian Mounted Policeman)

37. Ada Hope SCOTT (*William*¹⁰, *John*⁴, *Thomas*¹) was born on 18 Dec 1898 in Dunedin.⁴³ Her death record has not been found.

Attended Arthur St School 3 Oct 1904 to 22 Dec 1910, then to Girton College, Dunedin (a private Presbyterian school for girls).

Though twice engaged, she remained unmarried.

Travelled to England after the death of her mother in 1934, and was killed in 1942 in a bombing raid at Croyden Hospital where she was working as a nurse aid.

Stewardess, companion help, voluntary nurse aid (Red Cross).

Family of John SCOTT and Ann HAMILTON

38. Eva Grenfell SCOTT (*Michael Hamilton*¹¹, *John*⁴, *Thomas*¹) was born on 3 Feb 1897 in Dunedin,⁴⁴ and died unmarried on 22 May 1958 in Auckland.¹⁰²

Attended High Street School from 3 Feb 1903 (formerly at kindergarten). Shorthand typist.
1949: of 8 Weston Ave, Roskill, Auckland spinster

39. Una Constance SCOTT (*Michael Hamilton*¹¹, *John*⁴, *Thomas*¹) was born on 11 Dec 1899 in Dunedin,⁴⁵ and died on 4 Jan 1994 in Auckland,¹²⁶ cremated at Purewa.

Una married **Norman Victor CRAIG** on 2 Aug 1927,⁵⁷ and was a widow in 1958 when she inherited her sister's estate. She may have been a nurse.

40. Annie AITCHISON (*Margaret*¹³, *John*⁴, *Thomas*¹) was born on 9 Apr 1890,⁴⁶ in Dunedin. She died unmarried on 22 Sep 1961 age 71, and was cremated at Purewa cemetery.¹³²

Attended Caversham School from 25 Nov 1895 to 18 Sep 1902, left with ill health.
1914: at home with parents, Timaru 1919, 1922 at home with parents Hawkes Bay
Last address 701 Roberts Road, Hastings. Her married sister was living in Auckland.

41. Elizabeth "Bessie" AITCHISON (*Margaret*¹³, *John*⁴, *Thomas*¹) was born on 27 Jan 1893,⁴⁷ in Dunedin, and died on 29 Jul 1981 aged 88,¹³¹ cremated at Purewa cemetery, Auckland.

Attended Caversham School from 31 Jan 1898 to 6 Feb 1899, leaving due to sickness.
1914: living away from home Dunedin Central EI Roll.

Bessie married **William Patrick Ebenezer BECK** (1894-1976) in 1922.¹³⁰

Their children included:

- i. **Patrick William BECK** (1922-1993)
- ii. **John Aitchison BECK** (1928-2010)
- iii. **Molly BECK** (1929-2012) married **WHITING**

42. William Edwin "Bill" AITCHISON (*Margaret*¹³, *John*⁴, *Thomas*¹) was born on 5 Dec 1895,⁴⁸ in Dunedin, and died in May 1965 in Noranda, Quebec, Canada.¹²⁹

Served WWI 8/2805 Nominal Roll vol 1, Sgt 7th Otago Infantry Battn, last address 443 Leith St Dunedin, single, father J Aitchison Waimataitai, Timaru
1919: Boys' High School teacher, Timaru

Bill married **Edina Corson FRASER** on 29 May 1925 in Vancouver B.C, Canada.¹²⁹

Their children were:

- i. **Helen C. AITCHISON** 1926- married **William FITZER**
- ii. **John Hamilton AITCHISON** 1928-1982

43. John Scott "Jack" AITCHISON (*Margaret*¹³, *John*⁴, *Thomas*¹) was born on 15 Dec 1898 in Dunedin,⁴⁹ and died on 11 Mar 1961 in Havelock North, NZ.¹³

Jack married **Alison Ada GALPIN** in 1934.¹⁰³ Ada died in 1970 in Havelock North.

Their children included

- i. **Richard John AITCHISON** 1947-2012 (dates need confirming)

Family of John SCOTT and Ann HAMILTON

44. Mary AITCHISON (*Margaret*¹³, *John*⁴, *Thomas*¹) was born on 2 Oct 1903 in Dunedin, baptized at Green Island Presbyterian Church, and died on 1 Oct 1985, cremated at Purewa cemetery, Auckland, NZ.

1929: graduated B.H.Sc. University of Otago
1931: executor for mother but unable to act as living at Crosby Hall, Chelsea, London, (University Women's Residence)
1933: NZ registered teacher
1940s Mrs S V Ratley giving lectures on scientific nutrition on behalf of NZ Women's Food Value League
1985: Her will left \$5,000 to her niece Molly WHITING, her motorcar to nephew Patrick William BECK (both had shown her great kindness in recent years), \$5000 to SPCA, \$5000 to Tibetan Children's relief, \$5000 to Home Science School, Univ of Otago for Studholme Hall, 2/5th of residue to her husband if he survived her (she survived him by 2 1/2 months), remainder divided between her surviving niece and nephews: Molly WHITING, Patrick William BECK, John Aitchison BECK, and Richard John AITCHISON.

Mary married **Stanley Victor RATLEY** in 1937 in NZ. Stanley was buried on 18 Jul 1985 at Purewa Cemetery, Auckland, aged 83. He had been born in Brockley, Kent, UK.

Stanley was a merchant / importer in Auckland, member of the Chamber of Commerce.
1920: age 18, travelled Southampton to Wellington on Ionic, occupation "Bank"
1929: travelled Sydney to Wellington on Ulimaroa, again on the Maheno (indent agent)
1933: spent several months in Japan and China, gave a lecture on return
1930s played golf for English Public Schools team at various Auckland clubs
1937: Stanley travelled Sydney to Auckland on Awatea
1952: Stanley and Mary travelled London on Rangitoto, also from Sydney on Wanganella
1955: Stanley travelled Southampton to Wellington on Southern Cross
1958: Stanley travelled San Francisco to Auckland on Monterey
1985: last address 132 Long Drive St Heliers, Auckland

45. Edwin Fox "Ted" SCOTT (*James Hugh*¹⁴, *John*⁴, *Thomas*¹) was born on 9 Oct 1898 in Picton, NZ,⁵⁰ and died, aged 88, on 4 Jan 1986 in Christchurch, NZ.¹²⁷

Attended Arthur Street School from 22 Oct 1906, previously at Port Chalmers.
Civil engineer, Christchurch Drainage Board.

Ted married **Ida WITHERS** in 1929.⁵⁶ Ida was born on 11 Aug 1902 and died on 24 Dec 1973.

46. Gladys Hay SCOTT (*James Hugh*¹⁴, *John*⁴, *Thomas*¹) was born on 31 Oct 1899 in Picton,⁵¹ and died unmarried on 15 Mar 1986 in North Shore City, Auckland.⁵⁴

Attended Port Chalmers School from 5 Feb 1906 to 21 Sep 1906 while in the care of Mrs Capt McKinnon (probably grandmother), then to Arthur St School till 16 Dec 1909, then Albany St. Will at National Archives, Auckland

47. George Clark SCOTT (*James Hugh*¹⁴, *John*⁴, *Thomas*¹) was born on 20 Jun 1901,⁵² in Mataura, Otago, NZ and died on 7 May 1993 retired engineer of North Shore City, Auckland.⁵⁴

Attended Arthur St School, Dunedin, 1916 Dunedin technical classes.
1928 Westland, 1935 Central Otago, 1938 Clutha, 1949-67 Eden 1963 Nth Shore (ERs)
1945 EI Roll of 58A Aurora Tce, Karori, engineer (wife Janetta Thompson Scott)
Will at Archives Auckland mentions wife and daughter only.

George married **Janetta Thomson ROY** on 12 Jul 1927.⁵⁵ Janetta was born on 3 Apr 1900 and died on 20 Oct 1978 (cremated North Shore, Auckland, NZ.)

They had a daughter:

i. **Shona Rains SCOTT** 1929-2006 married **Murray Deane ELLINGHAM "Deane"** (1912-2008)

Her death notice mentions mother and mother in law of John and Pauline, and Jan and Andrew JOHNS, nana of David, Garth, Libby, Kate and Anna.

Family of John SCOTT and Ann HAMILTON

48. William Grant “Bill” SCOTT, J.P. (*James Hugh*¹⁴, *John*⁴, *Thomas*¹) was born on 13 Sep 1907,⁵³ in Dunedin and died on 1 Mar 1994 at Masonic Rest Home, Levin, aged 87.¹¹ Bill and Mabel are buried at Foxton, Block 7 Plot 79. “Mabel wife of W G Scott, mother of Wendy and Gay.”

1938-1957: of Pahiatua, shop assistant, draper, company director [electoral rolls]

1960-1990: of Foxton, driver, then draper of 38 Park St Foxton

Death notice mentions father and father-in-law of Wendy and Ian NISBET, Gay and Barry FENTON, grandfather of Phillipa and Gavin, Penny and Brent, Craig and Jane, and great, great grandfather of Tamara and Greer.

Bill married **Mabel Marohi SLADEN** in 1933 Sumner, Christchurch.⁶⁹ At that time he was a salesman of Dannevirke, she was a secretary, born 1902, of Christchurch. Mabel died on 1 Sep 1963, and was buried at Foxton.

Family of John SCOTT and Ann HAMILTON

Appendix 1: The Black Prince and the Thistle

The Loading and Discharging Berth of the Port-Rush, Londonderry, and Sligo Steamers, in consequence of the renovation of the Quay Wall, is Removed to SHED No. 39, North Side, between James Watt Street and Brown Street.

TO
**LONDONDERRY, PORT-RUSH,
AND SLIGO.**

The Magnificent New Iron Steamships
ROSE, THISTLE, SHAMROCK, AND GARLAND,
Or other Vessels, are intended to Sail in SEPTEMBER--

GLASGOW TO LONDONDERRY, LONDONDERRY TO GLASGOW.
Ball to G'nock.

Every Tuesday.....3 P.M. 5.50 P.M.
Every Thursday...6 P.M. 9 P.M.
Every Saturday...3 P.M. 5.50 P.M.
The Steamer leaving Glasgow on Thursdays, calls (weather permitting) at PORT-RUSH.

Every Monday.....at 1 P.M.
Every Wednesday....at 7 P.M.
Every Thursday.....at 4 P.M.
The Steamer leaving Londonderry on Mondays calls (weather permitting) at PORT-RUSH.

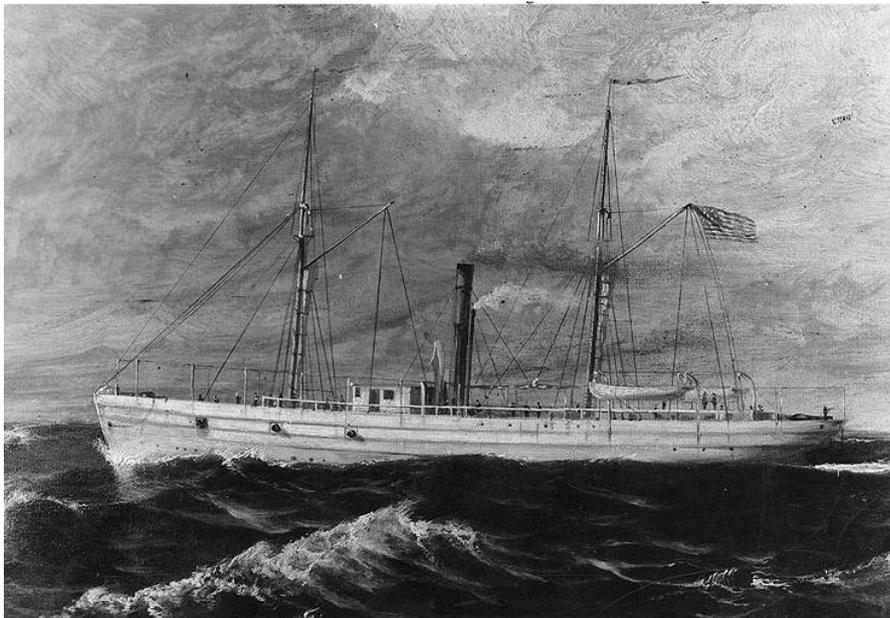
FARES:-- Cabin (including Steward's Fee), 12s.; Steerage, 3s.
Servants in Cabin full Fare.
Return Cabin Tickets, available for 14 Days, 18s., including Fees.

GLASGOW TO SLIGO. | **SLIGO TO GLASGOW.**
FridaySept. 20 .12 Noon. | TuesdaySept. 24....7 A.M.
FridaySept. 27.....8 A.M. | MondaySept. 30....1 P.M.
Goods require to be alongside One Hour before the time of sailing. Passengers take charge of their own Luggage.
Apply to James Harper, Sligo; John Lyen & Son, Londonderry; James Caldwell, Port-Rush; James Turnbull, Greenock; and, here, to

T. CAMERON & CO., 75 Jamaica Street.
Glasgow, Sept., 1861.

This advertisement, which appeared in the *Glasgow Herald* on 19 Sep 1861, establishes the *Thistle* as one of a fleet of "magnificent new iron steamships ... intended to sail in September" out of Glasgow. The date and the description fit well with John Scott's account.

On 18 Sep 1861 *The Belfast Newsletter* reported the visit of 8 naval warships of the Channel Fleet under the command of Rear Admiral Smart, to Lough Foyle, Londonderry. The *Thistle* was among the vessels reported to have ferried visitors who wished to go on board. No doubt, the naval officers were as interested to hear about the capabilities of the newly launched *Thistle*, as her crew was to brag about them.



Steamship *Cherokee* (formerly *Thistle*) image courtesy Wikimedia Commons

Family of John SCOTT and Ann HAMILTON

Glasgow Herald 18 Nov 1861 reported what appears to have been *Black Prince's* maiden voyage:

The Black Prince *This vessel weighed anchor about twelve o'clock on Saturday forenoon, and dropped down the river slowly till opposite the Battery, when, about half-past one, she finally steamed away at full speed for Portsmouth. Besides the officers and men, of whom there are about three hundred, who came here to rig the vessel and take her round, a party of 80 seamen from the Hogue have also gone to assist in working the ship. The tenders Geyser and Lucifer sailed with the ship, and the steamer Vulcan sailed with her as far as Cumbræ head, but the first two were left toiling in the rear, and when the Vulcan parted, the great ship was increasing her speed, and widening the distance from her convoy. The departure of the vessel excited little interest, probably from the familiarity with which the public had been accustomed to see her, and to the frequent and indefinite reports of her sailing. Her appearance as she left the river, her vast hull and beautiful model, her gigantic proportions, together with the celerity of her movements, made the spectacle a most impressive one. The Black Prince passed Pladda at four o'clock, with foretopsail set, her convoy then being four miles astern. The ship was then steaming down the channel very fast. At that rate she would reach her destination early on Monday morning.*

Was this the occasion on which John Scott, engineer in the *Thistle*, took on the *Black Prince*, and by his own account (page 4 above) out-ran her? It was an audacious challenge, perhaps made winnable by taking advantage of the *Black Prince's* maiden voyage.



HMS Black Prince circa 1880s image courtesy www.history.navy.mil

Family of John SCOTT and Ann HAMILTON

Appendix 2: John Scott and the American Civil War

In the book "Official Records of the United States and Confederate Navies in the War of Rebellion" published 1895 (available on the internet courtesy Cornell University) on page 235 is an account of the chase of the British steamer *Margaret and Jessie* on 30 May 1863. In brief, the *Margaret and Jessie*, having refused to show her colours on the high seas when challenged by a United States warship, was attacked and damaged. This incident gave rise to a protest signed by all members of the crew, including John Scott, second engineer. The incident, involving a fast steamer with a cargo of cotton sailing from Charleston to Nassau in the Bahamas, is not dissimilar to Ted Scott's account of his grandfather's exploits in the *Thistle* and the *Georgiana* (page 5 above), and some researchers have identified John Scott of the *Margaret and Jessie* with John Scott of the *Thistle*.¹⁰⁶
107

From a family perspective it is difficult to accept that "our" John Scott sailed in the *Margaret and Jessie*. Ted's account is very detailed, almost certainly based on written material prepared by John Scott himself. The *Margaret and Jessie* affair gave rise to a significant diplomatic incident and it seems strange that John would not have mentioned it in his memoirs. In a letter to his employers of 9 April 1863 (quoted above) George Wigg, local agent in Nassau, advises that John Scott is returning to Liverpool and is to be paid off on arrival. This is hard to reconcile with a further mission in May of that year. John had held the position of chief engineer for a lengthy period, why would he be demoted to second engineer?

There is also a date difficulty with John's Board of Trade certificate, issued at Glasgow on 2 June 1863, the same date that John Scott, 2nd engineer of the *Margaret and Jessie*, was in the Bahamas signing the document protesting the actions of the US navy. The question could perhaps be resolved if the letter of protest were to be located in the archives and the signature compared with a Dunedin document signed by John Scott. A starting point for locating the original document would be *Papers relating to Foreign Affairs accompanying the Annual Message of the President to the Second Session of the Thirty Eighth Congress. Part 1, page 779 Letter Mr Mason to Earl Russell with enclosure "Protest of the master and crew of the Confederate steamship Margaret and Jessie"* Washington, Govt printing Office 1865. [digitized by Google Books]

A friend recently, hearing that family members had been involved with the American Civil War, asked which side they were on. This turned out to be a thought provoking question. I doubt if John Scott would have considered himself in support of either side. This was a matter of business. His employers, the shipping company, perceiving that there was more money to be made taking cargo to and from the Southern States than in ferrying mails to Ireland, chose to redeploy the *Thistle*, but there would have been no compulsion on the crew to continue with her. It was risky work, recognized by increased payments. John Scott and Michael Hamilton were apparently happy enough to take the money, but whether they had political sympathies for the South is an open question. If anything, they may have had sympathy for the cotton workers in their home town whose industry was threatened by difficulty in obtaining raw material previously sourced from the Southern States.

In her short but spectacular career as a blockade runner the *Thistle* is said to have made £18,000 clear profit for her owners. Her luck eventually ran out, she was captured and taken by the Government for the use of the navy, being renamed *Cherokee*. But by this time John Scott had returned to England. In the painting on page 31 she flies the American flag for the US navy.

Family of John SCOTT and Ann HAMILTON

Appendix 3: Wreck of the steamer Nelson

The following report from the *Nelson Examiner* 31 Oct 1868 is reprinted in full to provide a further example of the colourful life led by John Scott. We can be sure of the identity of engineer Scott as his youngest son, James Hugh Scott, mentions his father's appointment to the *Nelson* in his entry in the *Cyclopedia of New Zealand* 1905. Apparently John himself did not consider the event of sufficient note to include it in his memoirs.

OFFICIAL INQUIRY INTO THE WRECK OF THE STEAMER NELSON.

An official inquiry into the wreck of the steamer *Nelson* at West Wanganui, on the evening of the 12th instant, was opened in the Court-house, on Thursday last, before J. Sharp, Esq, R.M., and Captain Clouston, Nautical Assessor. The Collector of Customs, D. Johnston, Esq., conducted the case on behalf of the Government. The following evidence was given:-

James Dillon, sworn, said: I was captain of the steamer *Nelson*. I left the Port of Nelson on my last voyage in the *Nelson* on Thursday, the 8th of this month, bound for Westport and the Grey. I went first to Motueka, and on Thursday night it was blowing a gale of wind, and I could not leave Motueka till next day, at two p.m. I went as far as Totaranui, and lay there at anchor till four on the morning of the 10th. The weather was still bad. I got as far as Bushend, on Farewell Sandspit, the wind being then S.W., and blowing hard. I was then under lee of Bushend, outside the Spit. I arrived there at eight o'clock, and lay there until ten o'clock on Sunday morning; the wind was south-west. I got down to the southward, about six miles south of West Wanganui. I consulted with the engineer, and we found that we should not have coal enough to take the ship to the Buller at the slow speed at which we were going. The barometer commenced to rise, which, down on the coast when the wind is S.W., is an indication that it is going to blow harder. We then put the ship about and made for West Wanganui Inlet, which we entered about six o'clock in the evening. I have frequently entered West Wanganui Inlet; some thirteen or fourteen times. I know it very well. I stayed there until Monday night, the 12th October, and got under weigh to come out about half-past seven that night. I did not get any coal there. Previously to that hour I had gone down to the bar twice, once with two passengers, and the second time along with the engineer. The first time was at dinner-time, and the second time at seven o'clock; and there appeared nothing in the state of the sea on the bar that would stop any steamers from going out. The tide was about high water at half-past seven. The wind had shifted to north-west. The weather was clear until dark, and was fine when we started, but appeared to be coming on to rain. When on the sandhills looking at the bar, I asked the engineer how long he would be in getting the steam up, and he said about half-an-hour. I then resolved to go out, as we could get down to the Buller bar by about high water with the fair wind then blowing. I had tried to get coal at Wanganui, but the tide came up and covered the seam, and the people could not give me any. I steamed down, and got outside the south head all right. The vessel then shipped a sea right ahead, and I thought I was too far to the southward, so I ported the helm, and the ship went off a couple of points. Another sea struck her about three or four minutes after the first; it came in on her port bow, and washed a hawser which was on deck over the starboard bow. This hawser, which was a six-inch rope, was caught round the starboard paddle-wheel; the second mate reported this to me, and I told him to cut it, which he did. At this time one of the firemen came up and told me the engine was stopped, and could not be got to move. I then told the mate to stand by his anchor. The vessel was then inside the break of the bar. We let go the starboard anchor, and payed out 75 fathoms of chain. After I let go the anchor, the ebb-tide brought her head round with her stern to the sea. About 10 or 15 minutes after letting go the anchor, I was told the engine was all right again, and I then gave orders for her to go ahead full speed. I was of opinion that the hawser was then clear of the paddle-wheel. I asked the second mate how the anchor bore, and he said the vessel was right ahead of the anchor. We were sounding all the time; the least depth of water we had was 9 feet, from that to 2½ fathoms. This was still inside of the break. I gave orders to slip the anchor, this was done with 90 fathoms of chain. After I had slipped the anchor I got word from the engine-room that the engines were stopped again. I then got the other anchor out, and let it go with 50 fathoms of chain. We were by this time about a length and a-half of the vessel further to the northward; but, still inside the break. The break kept me from going out, and the ebb-tide kept me close to the break. I was trying to get back to the anchorage. From the time I slipped my first anchor, to the time I dropped my second, would be about 15 minutes. We had, before this, steamed up from the place where I dropped my first anchor, about 180 fathoms, which was twice the length of the chain. Letting go my second anchor brought the ship broadside on to the break. The sea filled the decks two or three times, and washed away the fore-castle companion and steerage companion, and washed nearly all the deck cargo over the port side. The vessel had swung with her head to the southward. The ebb-tide sets to the northward. The deck cargo consisted of twenty or twenty-five hogsheads of beer. There was no room for them below, as we were full. The ship was not deep in the water. Potatoes will not load a vessel deep. She then was drawing about 5 feet 10 inches. Her usual draught when leaving Nelson is about 6 feet. After the sea washed away the deck cargo there was a deal of water went down into the steerage; about a ton and a half before the mate had battened down the steerage and fore-cabin companions, and put a tarpaulin over it. I then got two lamps, and got the mate and second mate in the paddle-wheel with two axes. After

Family of John SCOTT and Ann HAMILTON

the second mate had been in about twenty minutes he came out and told me that the hawser was all right, and that the wheel would go round now. I told the engineer to go ahead, as it was all right now; and he told me there was no steam, as the fires were out. I asked him what put the fires out, and he told me the water in the engine-room had washed up and put out the fires. I told him then to get the water pumped out, and get the fires relit and kept up with kerosine, as I had already lain there half-an-hour, and might be able to hold on for some hours. We got all hands aft pumping and baling. I got the key of the valves to let the water run out, and to get the engine-room cleared. We were about an hour trying this, and got a good deal of it out. During this time the ship was dragging her anchor, which she dragged about a mile to the northward, and then she struck aft, on the rocks. The second engineer then told me he thought it was no use trying to bale the water out, as he thought a hole must be knocked in the engine-room, as the water was gaining on us. I payed the chain over the windlass so that the bow would swing in. We saw the beach. She drove further in on the rocks and the sand, and took the ground altogether. I told the passengers that the best thing we could do would be to wait for low water, which would be about one o'clock, and we should then all get ashore. The two boats were carried away previously, when we first anchored. One was knocked out of the davits, and the hooks of the other were driven out. I think after waiting about three quarters of an hour, one of the firemen got over the bow with a rope, and got ashore, I think he found bottom over the bow. All the passengers got ashore by the rope without accident, and we all left the ship. Next morning I climbed over the hills and sat there watching her breaking up, which she did that tide. The cargo was all lost. Some of the beer was washed up, about eight casks I think, and about six or eight bags of potatoes. Some of the crew took to drinking and fighting among themselves; there were several fights in the morning. One man got so drunk that he fell into the fire and was nearly roasted. One of the crew was going about with a knife in one hand and a bottle in the other, threatening people, and one of the male passengers had to go away to get out of his reach. Some of the cabin passengers asked me to knock in the casks of beer or they would do it, as it was not safe to allow the men to get at it. I sent the mate with an axe and he knocked in the head of every cask. The only provisions we had were the potatoes which were washed ashore, and a couple of loaves which the steward brought ashore with him. On Monday the *Kennedy* came down and took the passengers to the West Coast ports. A few days after, Mr. Brown, the engineer of the owners, came over, and we succeeded in saving the steam winch and boiler, and some portions of the engine. I came over yesterday with the rest of the crew. Messrs. Bennett and Symons were the owners of the *Nelson*. I was appointed master about seven months ago. I had no master's certificate but I had two pilotage exemption certificates; one for Hokitika, and one for Nelson, Buller, and Greymouth. I lost them in the wreck. [Duplicate copies were produced.] The ship's register was also lost. The vessel was well found in everything that was necessary. If anything whatever was wanted we had only to go and ask for it, or go and get it. I had on board the vessel's sailing certificate, from the Marine Engineer, in which my name appeared as master. It also was lost.

In reply to concluding questions by the Resident Magistrate, Mr. Dillon said: The vessel was not insured. No lives were lost. We had generally 18 to 20 tons of coals on board when we left Nelson, and we had that quantity on the last occasion. The registered tonnage of the *Nelson* was 88 tons; our crew consisted of 15 hands, including engineers, and firemen, and myself. I do not know what was the value of the ship. I had a chart of West Wanganui on board, but I did not use it, for I know the place so well that I did not think it necessary. Every possible exertion was made to save the vessel. The bar at West Wanganui is about a quarter of a mile outside the heads. I could see the heads on both sides as we were going out. It was then a light mizzling kind of rain. The width of the channel is about half a mile, and a vessel could get in in that width; the channel is somewhat towards the south head. When we shipped the first sea, I was about the middle of the channel. I ported my helm then because I thought from the appearance of the seas that there was shallower water ahead of me, as on the north side the breakers were lighter, and I wished to get out at the best place. I attribute the loss of the vessel to the water getting into the engine-room and drowning out the fires. If the steam had kept up I should have got either out or in. In the first instance the loss of the vessel was caused by the hawser getting round the paddle-wheel, which stopped the engines, and after the rope was cut, by the fires being drowned out.

By the Collector of Customs: I saw the engineer on deck only once during the time the men were in the paddle-wheel. It is usual to shut up the hatchways when the ship is crossing a bar. If the hatches were all fixed I don't think it is possible that so much water could have got into the engine-room as was there. I give orders about every other hatch except the engine-room hatch, which is left to the engineer.

Joseph Nancarrow: I am Inspector of steamers and Engineer Surveyor, and am attached to the office of the Marine Engineer. [Shown Captain Dillon's certificates of exemption from pilotage, and the ship's certificate — certifies that they are proof that Captain Dillon was quite competent for his office of captain.] The reason why Captain Dillon had not received a certificate of competency as master was because there was no examiner of masters appointed as yet. I had come here to inspect the *Nelson* and other steamers. At one o'clock the Court adjourned for an hour. The enquiry was resumed at two o'clock.

John Scott: I was engineer of the *Nelson*. The state of her engines was first-class. I remember the evening we were in West Wanganui. We left this Inlet about eight o'clock that night. I was below from the time we were under weigh until about twenty minutes after starting, when a sea struck the ship. I had a man standing-by the hatch to shut the companion door in case a sea should strike her. No water to speak of came down with the first sea; but the second sea which struck her, about a minute or two after, carried away

Family of John SCOTT and Ann HAMILTON

the companion door of the engine-room and part of the hatchway, and then a great deal of water rushed down into the engine-room. I shut off the sea injection and put on the bilge injection to take the water out of the engine-room. The water at this time did not affect the fires. The third sea, about two or three minutes after the second, sent down a great deal of water. I heard a rope going round the starboard wheel, and immediately sent word to the captain, who at once telegraphed to me to stop the engines, to get, as I suppose, the rope off. I stopped them, and in about two minutes after I started them afresh, and went on at full speed till I found them going very slow. I wrought on with them as long as I could. It took us all our time to keep the floating gear that came down the engine-room — barrels, pieces of wood, &c. — clear of the cylinders. The engines stopped of themselves, with 251bs. of steam to the square inch. I came then and went to the captain to see what was holding the engines. Lights were got and the second mate went down into the starboard wheel. I held the light, and saw the rope was so hard jammed round the shaft of the wheel that no axe could cut it out. I went down into the engine-room to get a cold chisel and hammer to cut the rope with; but there was three and a half feet water on the lee side of the room, and I could not find my tools which were all washed about. When I could not find these, I ordered the firemen to draw the fires to prevent an explosion, and then I came on deck and suggested to the captain that the engine-room should be baled out, so that I might light the fires again. I sent down the second engineer to fill the buckets, and we kept working baling out. One hawser never was properly cleared from the paddle-wheel. It was too hard jammed against the boss to be cut with anything but a cold chisel. I had all my own hands at work. I got no orders from the captain about putting out the fires. I had to put them out when the water reached the furnace bars. There was no time to get the hatchway covered or battened down. Canvas was tried, but it was carried away. I could not get nails and boards to make a proper covering. I did not hear the vessel strike first. I judged that she was hanging about the middle on a rock, and I thought there was a hole in the engine-room. We were making no way against the water by baling, and finding that to be the case, after working very hard for about half an hour, we knocked off. I had previously suggested that the deck cargo should be thrown overboard, so as to give her a chance of riding at her anchor. I thought the other compartments would be tight. After the cargo went overboard she was dragging to the northwards. I believe before this she had struck and had knocked off the escape pipe, as the water in the engine room was then getting very warm. She drifted right on to the beach. I have an engineer's certificate from the Board of Trade, and also a colonial certificate. Mr. Nancarrow has the latter, and I produce the former.

William Conway, sworn, said: I was chief officer of the *Nelson*. The weather was what I call fine when we got under weigh to leave West Wanganui, on the 12th. We had got about a quarter of a mile outside the south head when a sea struck the ship. I think we were over the bar at the time. After the first sea, the helm was ported a little, but only a little. The second and third sea carried away the fore-companion, and the bulwarks, and stanchions, down as far as the paddle-box. A lot of deck-gear, ropes, and other things were washed overboard. The second sea carried away the boats, and these ropes got round the starboard paddle-wheel and stopped the engines. The second mate looked into the paddle-box, and saw what was the matter. It was then reported to the captain that the hawser was foul of the wheel, and the captain ordered the anchor to be let go. We then cut all the ropes that were foul of the floats, and the captain then ordered the engines to go ahead again. Some one then sung out to the captain from forward that she was ahead of the chain. The vessel was all this time heading to the harbor, with her stern to the northward. The chain was then shipped, and the steamer went ahead a few minutes, and the engine then stopped again. The captain ordered the second anchor to be let go, and the second mate and I then went down into the paddle. We found a three and a half inch rope round the shaft. I cut as many turns as I could with a tomahawk, and the second mate got a chisel down, and cut as many turns as he could with it. I had left the wheel (rudder-wheel), because the vessel was then riding by her second anchor. After cutting the rope, I went forward to batten down the fore-hatchway to keep out the water. Everything was secure before we took the bar; the sea capsized the fore-companion and carried it away. I believe we were outside the bar, because there was nothing but those blind-rollers, the same as are on the Grey and other bars. I think the ship was in the proper channel, and not too far south, for I have since come out in the *Kennedy*, and she took the same course. While I was battening down the hatch, the captain ordered all hands to bale water out of the engine-room. After doing this for about half an hour, she struck on a rock amidships. I tried the depths with a pole, and found 13 feet aft, and 10 forward, with only 6 amidships. She had been 10 minutes on the rock before we stopped bailing. The other compartments were water-tight. I opened the after-valve to allow the water in the engine-room to go into the after-hold. There was about three feet six inches of water in the fore-cabin at this time. We threw overboard some of the deck cargo. She afterwards struck very heavily, and remained fast on the rock. She was then about 30 yards from the shore. It was then ebb-tide, and we all got ashore a little before low water. All the orders the captain gave on deck were obeyed; and I believe everything was done to save the ship that could be done. All hands were sober on board at the time.

By Captain Dillon: During the seven months I have been on board the ship I always got the vessel's course from you, and I never found it wrong, but always correct. As regards the weather that night there was nothing which would have prevented you trying to get out. I have seen the *Nelson* cross the Grey and Hokitika bars, and the Buller bar also, with much worse sea than was on the West Wanganui bar that night. It was fine enough to put to sea. It got thick about half-past twelve. When crossing other bars I have seen more water on deck than was on the *Nelson* on that occasion at any one time. I did not know the engine-room hatch been carried away. I never saw it carried away. I believe I could have battened down the engine-room hatch had I known the hatchway was carried away. I was at the wheel, which is amid-ships, until the second anchor was let go. After I came out of the paddlewheel I said I believed if the engine would

Family of John SCOTT and Ann HAMILTON

work the wheel would go, and the cut rope would fall off if the wheel gave one turn. I never knew the fires were drawn until I heard the engineer make the statement here to-day. I can't say that I heard the engineer say that the water put out the fires. I never heard you give any order to draw the fires.

The Resident Magistrate: The engineer does not say that the captain gave orders to draw the fires; he says he did so on his own responsibility, and to prevent an explosion.

Mr. Nancarrow was recalled, and his professional opinion asked as to whether after hearing the evidence he considered the engineer was justified in drawing the fires in the circumstances. He replied:- I do not think the engineer was justified in drawing the fires, because there was no fear of any explosion, that is, unless the water was down in the boiler so far as not to be seen by the gauge, which does not appear to have been the case.

The Collector of Customs : The engineer in his evidence says, that there was 25lbs of steam to the square inch when he went on deck; is it your opinion that with that pressure of steam there would be plenty of water in the boiler ?

Mr. Nancarrow: In my opinion there would be plenty of water with that pressure of steam. If the water were so low in the boiler that the engineer could not tell its height from the gauge, if in fact, it was not to be seen in the glass, he would be justified in drawing the fires.

The Resident Magistrate invited Mr. Scott to ask any questions of the witness, or make a further statement. Mr. Scott went into the box, and said he had not been asked as to the state of the water. He said:- I went on deck to report to the captain about the rope. The water then was just seen at the bottom of the glass, and when I came back to the engine-room, which was in about ten minutes, the water was not to be seen at all, it was below the cocks altogether; and had I delayed much longer in drawing the fires we should all have been in eternity in five minutes' time. I believe the blow-off pipe was carried away from the bottom of the boiler. I looked at the steam-gauge when I went up, and it was showing 25lbs of steam. I eased the valve on deck, and when I came back the gauge showed only 20lbs. I then drew the fires.

Mr. Nancarrow, again recalled, said: After hearing the further evidence of the engineer, showing the state of the gauge, I think Mr. Scott was justified in drawing the fires.

This closed the evidence, when the Court adjourned until the following day at eleven o'clock. Yesterday morning, the Court opened a little after eleven, when the Resident Magistrate delivered the following finding: — "The steamer *Nelson* was accidentally lost in consequence of a sea striking the vessel whilst crossing West Wanganui bar and carrying overboard a large hawser which fouled the starboard paddle-wheel and stopped the engines; that at the same time and whilst the vessel was necessarily anchored to clear the hawser from the wheel, a large quantity of water was shipped, which flooded the engine-room and prevented steam being kept up, and so left the vessel unmanageable; that her anchor would not hold when let go, and that she drifted on to the rocks and became a total wreck. Further, that I consider the master and crew appear to have done all that they could to save the vessel." The Resident Magistrate closed his remarks by saying that he considered some provision should be made on board steamers trading to bar harbours, and liable to be swept by heavy seas, by which no ropes should be kept lying on the deck. This was not the first wreck that had occurred through the screw or paddle of steamers getting entangled in a rope washed overboard in crossing a bar; and it would be well if a practice prevailed of sending the cables below — usually coiled on deck — so as not to involve the danger of the vessel.

Family of John SCOTT and Ann HAMILTON

Appendix 4: The Hamiltons – Ann Scott's family

Ann Scott, nee Hamilton born about 1834 at Strathaven in Avondale parish, Lanarkshire was the daughter of **Robert Hamilton** and his wife **Ann (nee COCHRANE)**. We do not have Ann's birth record, but we do have her brother Michael's marriage certificate, which names their parents. In this regard I disagree with researchers who have suggested that Michael's parents were Robert and Foschazel Hamilton, of Blantyre, Lanarkshire in 1841.^{104, 105}



EXTRACT OF MARRIAGE, in terms of 17th & 18th VICTORIA, Cap. 80, §§ 56 & 58.

| (1.) | (2.) | (3.) | (4.) | (5.) | (6.) | (7.) |
|------|--|---|------|------------------------|---|--|
| No. | When, Where, and How Married. | Names of Parties. Rank or Profession, Single or Widowed, (and Maiden Name if any) | Age. | Usual Residence. | Name, Station, and Rank or Profession of Father. (Name and Maiden Name of Mother.) | If a refusal of consent is registered of what kind. |
| 70 | 1864 On the fourteenth day of July at 28 Kyle Street Ayr after Banns according to the forms of the Church of Scotland | (Signed) Michael Hamilton Steam Boat Fireman Widower | 35 | Pollackshaw | Robert Hamilton Weaver, 100 ³ Annie Hamilton M. S. Cochrane Deceased | () None |
| | | Anna Wallace Domestic Servant Spinster | 32 | 8 Claxman's Glasgow | Robert Wallace James Wallace Kathleen Wallace Th. S. Swan | () None |

Extracted by me from the Register Book of Marriages, for the District of Ayr, in the
Parish of Ayr, this fourteenth day of July 1864.

In 1841 the Hamilton family, living at Hamilton Road in Avondale parish, consisted of Robert aged 45 a cotton weaver, Ann aged 45 his wife, with sons Robert aged 15, and Michal aged 10 both cotton hand loom weavers, and daughter Ann aged 5. [Note that ages were rounded down in 1841 census]

In 1851 the family lived at Backroad, Lamby Land, Strathaven. Robert, aged 56, was a hand loom weaver, as was his son Michael aged 21, born at Strathaven. The other members of the 1841 household were absent. Mother Ann had probably died, son Robert may also have died or perhaps left home, daughter Ann could be the Ann Hamilton aged 16, born Strathaven, a house servant in Strathaven.

By 1861 Ann was married to John SCOTT. She was aged 26, born Stratam* Lanarkshire, an engineer smith's wife, living at 10 Finnieston St, Glasgow with three young sons Thomas, Robert and John. Her husband was absent, probably away at sea, but living with Ann was Michael Hamilton aged 31, brother-in-law to the head of household, a power loom warper. No trace of the family was found at Strathaven and her father is assumed to have died. [*I am informed by a native that Strathaven is pronounced "Straven."]

Michael (son of Robert HAMILTON and Ann COCHRANE) had previously been married, to Helen MUTER, on 21 Mar 1856 at Strathaven, parish of Avondale, but the fact that she is not with him in 1861 suggests that the marriage was brief.

Michael Hamilton's life has been pieced together from his obituary in the Wellington, NZ *Evening Post* 16 Dec 1912.

An old identity in the person of Mr Michael Hamilton died at his residence, 105 Nelson St Petone, on Saturday afternoon [14th]. Deceased, who was a very old and respected resident of the town, was born at Strathavon, Scotland, in June 1829. He

Family of John SCOTT and Ann HAMILTON

was apprenticed to the cotton trade and muslin weaving, and, owing to the cotton famine, took to sea life, and was fireman on the s.s.Thistle which ran the blockade during the Civil War in America. In 1869 Mr Hamilton emigrated to this country in the sailing ship Wild Duck. He settled in Nelson, and after 15 years' residence there crossed over to Wellington and joined the Gear Meat Company's freezing hulk Jubilee in 1884. He remained there until his retirement, about 15 years ago. Deceased, who survives his wife by ten years, leaves three sons and one daughter, all grown up. The funeral left for the Taita cemetery this afternoon.

Michael must have joined his brother-in-law as a crew member on the *Thistle*, forced out of the cotton industry as supplies of raw cotton dried up under the American blockade.

Terry Foeander, takes up Michael's story:¹⁰⁴

Michael may have had some small engineering experience, as he was next shown as a fireman in the engineering department of the steamship Thistle. This was actually the first blockade running vessel of that name, and had been built in Glasgow in 1859. Re-named the Cherokee after having been run aground in an attempt to get out of Charleston, on February 13, 1863, she had been salvaged and repaired, and then prepared for use, once more, as a blockade runner. Although having been re-named, her more common name of the Thistle continued in use, and, as such, will be used in this account.

On April 12, 1863, Brigadier General Ripley, commanding the Confederate headquarters of the First Military District, in the Department of South Carolina, Georgia and Florida, sent a message advising that, because of the reduced force in the number of Union vessels blockading the port, that it was then possible for a group of several blockade running vessels, which included the Thistle, to then make the attempt to go to sea, with their cargoes. Michael Hamilton, as a member of the crew of the Thistle, had been in Charleston for this period of time, and would have been eager to make the return trip to the English Isles.

The following report, from Rear Admiral Samuel F. Du Pont, dated May 11, 1863, addressed to the Secretary of the Navy, gives an account of what then occurred: Sir: I have the honor to report the capture of the steamer Cherokee, formerly the English steamer Thistle, by the U.S.S. Canandaigua, on the morning of the 8th instant, attempting to run out of Charleston loaded with cotton. Captain Green has already reported to you in detail the circumstances of her capture. The steamer being in want of coal was sent to Port Royal, and by the general order of the Department I have dispatched her to Boston in charge of Acting Master Samuel Hall, of the Canandaigua, with a crew from several of the vessels of the squadron whose times are out, or nearly so. The captain, G.F. Trescott, and the first mate, A. McLeod, go in the prize. The difficulty of furnishing men for the engine department of prizes induced me in this case, as in others, to pay such of the crew of the steamer as were willing to work.

Then followed a listing of the names of eleven personnel of the Thistle, who had been kept on, to run the engine department of the vessel, on her journey to the prize court at Boston. Also shown was the rate of pay for these men. Amongst the names was that of Michael Hamilton, who was paid at the rate of two dollars per day.

As indicated above, Michael Hamilton married **Anne WALLACE** on 14 Jul 1864 in Ayr, Ayrshire (a coastal town south of the Clyde estuary). Michael gave his occupation as steam boat fireman and his status as widower. The Hamiltons later followed the Scotts to Nelson, New Zealand. The Nelson *Examiner* reported the arrival of the *Blue Duck* on 8 Jan 1869, with steerage passengers including Michael and Annie Hamilton and two children. Soon afterwards the *Nelson Colonist* reported the birth of their third child: *on 2 Apr 1869 at the residence of Mr John Scott, engineer, Russell St, the wife of Mr M Hamilton of a daughter.*

Michael and Annie's first child, **Annie Cochrane HAMILTON** was born on 12 May 1865 at Anderston, Glasgow, Scotland.¹⁹ By tradition she is likely to have been given her maternal grandmother's names, which fits with the bride's maiden surname on the above certificate. Annie

Family of John SCOTT and Ann HAMILTON

married **Frederick William JUNKER** (1865-1952) on 12 Apr 1889,¹⁰⁸ and died just before her 26th birthday on 5 Mar 1891.¹²⁷ They were buried in Bolton St Cemetery, Wellington.

The second child **Robert Wallace HAMILTON** was born on 3 Mar 1867 in Hutchesontown, Glasgow,¹⁹ and died on 4 Nov 1930 at age 63.¹⁰⁹ Robert married **Mary Jane DRAPER** (1870-1942) on 9 Jan 1895 in Wellington,¹¹⁰ they were buried in Karori Cemetery, Wellington. Robert's occupation was "tinsmith".

Their third child **Jessie Wallace HAMILTON**, as mentioned above, was born soon after their arrival in New Zealand, on 2 Apr 1869 in Nelson,¹¹¹ and died on 9 Jul 1943 in Hamilton, NZ.¹¹² Jessie married **Henry ARNOLD** (1868-1941) on 16 May 1890 in Petone.¹¹³ They lived initially at Petone, and later farmed at Rangiatea, east of Otorohanga, Waikato, NZ.

Next came **James HAMILTON "Jim"** who was born on 10 Apr 1871 in Nelson,⁹⁹ and died aged 82 on 7 Aug 1953,¹¹⁴ buried at Taita Cemetery. Jim remained unmarried. According to his obituary he owned the Wellington Tinware Company which supplied meat tins to the Gear Meat Company at Petone. He was a life member of the Petone Working Men's Club, where the three brothers were all members.

The family was completed with the arrival of the fifth child **John Alexander HAMILTON "Jack,"** who was born on 27 Mar 1873 in Nelson.¹¹⁵ He died aged 69 on 15 March 1948,¹¹⁶ and was buried at Taita cemetery. Jack married **Laura Rebecca MORRISON** (1874-1943) on 29 Apr 1902,¹¹⁷ his occupation has been given as "labourer" and "contractor" of Petone in various records.

Note: I am aware of another contemporary Michael Hamilton (an Irish Fencible) in NZ, and caution against assuming all NZ references found refer to the same person.

I am indebted to American Civil War researchers, Terry Foander and James Gray for drawing my attention to some of this material, as the Scott family had lost all memory of their Hamilton relatives in New Zealand. I also wish to thank Hamilton family researchers Will Esler and Thelma Hoskins who have provided the Hamilton marriage certificate above, and additional details.

Family of John SCOTT and Ann HAMILTON

Appendix 5: John Duncan Scott in Oamaru

MECHANICAL FREEZING [*Oamaru Mail* 23 September 1887 page 3]

At a meeting of the Colomba Church Literary and Musical Association, last night, Mr Scott delivered a lecture on "Mechanical Refrigeration," which is worth more than ordinary notice, it being to a great extent original, as very little printed matter can be got upon this subject. Mr Scott treated the subject ably, and showed that he had a masterly knowledge of it. He began by stating that an elastic fluid was the essential constituent of all cold-producing machines, and to obtain that cold the fluid must be alternately compressed and expanded the compression at all times developing heat in exact proportion to the amount of work put into it (heat and work being convertible terms), which is afterwards cooled by water, and then allowed to perform work, which is exactly the reverse from the compressor; for in performing work it gives off heat in exact proportion to the amount of work done, and for every effective horse-power developed by the expansion cylinder of a dry air refrigerator 45 units of heat are absorbed, which in many cases reduces the air leaving the expander to a temperature 140 to 180 degrees below freezing point. After treating the various forms of chemical machines, where the production of cold in one operation was limited to the boiling point of the chemical used, he enlarged upon the "dry air refrigerator," with which there was no limit to the amount of work being put into and taken out of the air, therefore no limit to the degree of cold that can be produced by a dry air refrigerator. The details of the Bell-Coleman machine were fully explained by diagrams drawn to a large scale, and the points in which it differed from the Haslam were shown. He made mention also of a new machine that was coming here in the Fifeshire, which was a step in the right direction, for, instead of cooling the compressed air by the return air from the room, it had another expansion cylinder, which cooled the air to a little above freezing point before it entered the cylinder for the final expansion. This, he inferred, would effect a saving in fuel, and saved an amount of the heat that was at present thrown away by the cooling with water and air. In speaking of refrigeration in connection with the frozen meat trade, Mr Scott remarked that the trade in the export of frozen mutton was only in its infancy, and that it would yet become one of the colony's greatest source of revenue. The first shipment was made in 1882 from Port Chalmers by the ship Dunedin. In that year 8775 carcasses were exported; but that number had increased year by year, until last year the total number of carcasses which left New Zealand amounted to 744,846. There were upwards of 300 refrigerators, and most of them were in use in the meat trade, and if all were working 285 days during 1887 the maximum output would be 1,800,000 carcasses. He thought it could safely be said that in two years New Zealand would be able to export 2,000,000 carcasses annually, so far as power if machinery was concerned.

A hearty vote of thanks was accorded to Mr Scott at the conclusion of his lecture. Also votes of thanks to the President, Secretary, and Committee for their services to the Society. A vote of thanks to the Chairman (Mr N. Fleming) closed the meeting.

PRESENTATIONS TO MR J. D. SCOTT. [*North Otago Times* 10 Feb 1898]

A representative gathering of the citizens of Oamaru took place yesterday to say farewell to Mr J. D. Scott, who is leaving here to take up the position of representative and consulting engineer for the Hercules Ammonia Refrigerating Company, with its head office at 63, Pitt Street, Sydney.

His Worship the Mayor occupied the chair, and addressing those present said: Gentlemen, as you are aware, Mr J. D. Scott, who has been in charge of the freezing works here since their inception, and who has done so much to perfect and put the meat freezing industry on a proper footing, is now severing his connection with our local works, but only to take up a much more responsible, and, I hope, a much more lucrative position in Australia. Well, gentlemen, such being the case, and we all recognising Mr Scott's excellent qualities, we determined not to allow him to go away without giving him some tangible proof of the high esteem in which he is held by the people of the town and district. I need not remind you, gentlemen, that as a mechanic Mr Scott has few compeers; and who amongst us has not had to get the benefit of his mechanical skill? Nor need I remind you that as a scientist Mr Scott stands very high. And again his scientific knowledge has been cheerfully given whenever required, and imparted on all suitable occasions. But, gentlemen, there is another and higher attribute to Mr Scott's character. I mean that which makes toward ameliorating humanity, and more especially that portion of it which is in indigent circumstances. Mr

Family of John SCOTT and Ann HAMILTON

Scott, has been a very active member of the Benevolent Society for many years, taking a foremost part in that labour of love of looking after the poor and the aged, the sick and the needy, and many of these, I have no doubt, feel gratified to him for his kindly consideration for them. As a friend we all appreciate Mr Scott's many kindnesses. We are all sorry to part with him, but are glad that he, by leaving Oamaru, is bettering his position. And now, Mr Scott, I am requested by a number of your friends to present you with this gift to remind you of the many friends you have left in Oamaru. I have also to ask you to accept these few articles for Mrs Scott. I wish you and your family every health and happiness in your future life. His Worship then presented Mr Scott with a handsome gold pencil case, and for Mrs Scott, with a handsome silver service of tea kettle and spirit lamp, Doulton biscuit barrel, cake dish, and entree dish.

In acknowledging the gifts, Mr Scott said that there were times when the little words "thank you" were inadequate to express one's feeling, yet he felt just then that he could not do more than say "thank you" from the very bottom of his heart. The magnitude of the gift, and its very giving, surprised him greatly, for he did not know what he had done to be treated with such kindness. Their generosity would leave an impression on his heart which would never depart. Such great kindness was not necessary to remind him of his residence in Oamaru, he had spent twelve years here, and he could confidently say they were the happiest of his life. Some people considered their school days were the happiest in life, and this might be so, but those which left deeper impressions were later years, and of his maturer years his residence in Oamaru had been his happiest. The highest human happiness was pleasant intercourse with friends, and he had had that here, and was sorry to leave. He had had previous opportunities of going away, but had always declined them. But the present offer had been so good that he had felt in the interests of his family at least he could not refuse it. On behalf of Mrs Scott and himself he thanked them for their great kindness. He would always be glad to see any Oamaru friends at his office in Sydney.

Captain Mainland, on behalf of the Fire Brigade, presented Mr Scott with the pretty certificate of the United Fire Brigades' Association members for continuous service, handsomely framed. In doing so he remarked that theirs was a body that was not a wealthy one, but during the years he had been in Oamaru Mr Scott had done good service for the Brigade, and whenever wanted had been ready to offer his services. They had decided to give the Association's certificate as a mark of their appreciation of his services.

Mr Scott, on thanking the Brigade, said he would like to say a word for that body. It often did not get the recognition its members deserved, for they risked their lives sometimes and often destroyed their clothes. There was some feeling as to whether the town or the insurance companies should support the Brigade. He hoped the time would come when its work would be recognised.

COLUMBA CHURCH PRESENTATIONS [North Otago Times 10 Feb 1898]

Last evening at Columba Church, after the usual prayer meeting, the Rev. Mr Wright said that he had, on behalf of the congregation, to say farewell to two elders of the church, and to present to them tokens of their regard for them. Those were Mr J. D. Scott, who is going to Sydney, and Mr A. Nicol, who is going to live at Duntroon. In looking over the roll he found that it was in 1890 that Mr Scott was inducted to the eldership, and was at the same time appointed session clerk. It was three years later when Mr Nicol was called to the eldership. Those two gentlemen were now leaving for different fields of labour. They would be much missed, for they had made their influence felt in all departments of the church work. They had been enthusiastic workers for the Sabbath School, the Christian Endeavor, and for the church extension fund. Their removal would be a great loss to Columba, and a gain to other congregations. The members had felt that they could not let them go without a recognition of their services and sacrifices to the church and he hoped that in the future, when they looked at these mementoes, they would recall the days of their connection with the church, and think of the work being carried on. Mr D. Dunn, the oldest elder still in connection with the church, remarked that the gentlemen who were leaving never could forget the joys of their intercourse with the congregation, and the memory of them would be a greater joy than even the gifts they were receiving. Mr A. Fraser was sure that they were all sorry for the occasion of that meeting. At one time the church had not been so progressive as now, but Messers Scott and Nicol had stuck to the work. He believed that He who had sent them here and kept them had some great purpose in taking them away. They would be missed as friends as well as workers, for both had helped Institutions and movements outside their church, and had been

Family of John SCOTT and Ann HAMILTON

very helpful men altogether. He believed God would be with them and bless them. Mr Stevenson wished Messers Scott and Nicol every blessing in their new spheres, and referred to Mr Scott's usefulness, particularly in the Sunday School. Mr Wright presented each gentleman, on behalf of himself and his family, with a very handsome silver tea and coffee service. Mr Scott said he was hardly able to thank them for their generous treatment. His membership of Columba Church had been a very happy one, and needed no gifts to remind him of it. He testified to the great profit he had received in intercourse with the congregation, and referred to the united feeling of the members. His interest in it would never cease. Mr Nicol thanked them for their gifts. He felt that his work had been overrated, but whatever he had done had been a pleasure. He had formed many ties, the breaking of which he felt keenly. His interest in the congregation needed no gifts to keep it lively. The singing of "God be with you till we meet again" closed the meeting.

Family of John SCOTT and Ann HAMILTON

Appendix 6: Sarah Scott - letter

Letter written from 26 Wales St, Roslyn [Dunedin] 24th Jan 1932, Yesterday Hedley's birthday.

People mentioned in this letter:

- Sarah C. Scott [the writer] then aged about 73, so perhaps excused from undertaking the journey from Dunedin to Westport in a Model A Ford. She would live another 12 years.
- Katherine Thomson, the recipient, then aged about 66 and unmarried, who was born in India and lived her later life in the south of England. She and her mother had visited Sarah in NZ.
- Sarah's children Murray, Grace, Bob, Lindsay, Greta, Hedley and Sydney are all mentioned, and Grace's 4 children Greta, Billie, Nancy and Una. Hedley had died very recently.
- Grace Thomson, Sarah's half sister unmarried, then aged about 67, she would live another 8 years. Sarah referred to her as "Aunt Grace" though in fact she was Katherine's first cousin, the same relationship as Sarah and Katherine. But Sarah would have been in the habit of calling her Aunt Grace when talking to her own children and grandchildren.

My Dear Cousin Katherine

How very kind of you to think of me so far away down here when you have all of your own friends & associates, & to think of me in such a kind and practical way too. I feel your goodness to me very much indeed, it is just so kind that I don't know how to thank you. You are just a dear but that is but a poor word & I can not express what I feel.

I thank you for spending [? hard to read] so much of your time in writing such a long and interesting letter, you are such a busy lady with so much folk dancing. May I ask do the people you teach pay for their lessons or is it free? & does your cousin Alicia go round & teach along with you? It will be very nice indeed having your homes so close together. What a good deal you have to be thankful for that you have your cousin as a companion & that your desires run in much the same channels. What is the idea of teaching this folk dancing? is it for a kind of recreation for the people? to keep them out of the picture shows? which are often so harmful, besides shutting people up inside & away from the fresh air. I have read that the folk dancing is often carried out on the greens in England, thus giving people healthy exercise. Do they dance that old Eng. dance "Sir Roger-de-Coverly"? I remember that of my young days. I & my dear husband gave up all that sort of thing long ago when we found there was so much of the Lord's work to be done & we found in that such joy & satisfaction & it is lasting even to all eternity. I love it. I love my Master & just think of it - has He not given His life for me so should I not serve Him? I hope Katherine dear that you have given those things your deepest consideration! What joy & peace it brings I can assure even in the darkest hours.

This sudden shock to me at my time of life seemed for the moment to overwhelm me but my faith & trust in my loving Father who knows what is best for His children soon took me in His loving care & all things were adjusted & my peace restored & joy too in that my dear one "was taken away from the evil to come" as Isaiah the Prophet tell us in God's Word. I like Paul's words in Romans "All things work together for good to them that love God".

It was rather a trouble that our dear Hedley had not left a will except the old war one which was cancelled, so that matters have taken some time to straighten out & more expense of course but things are coming right at last. It was rather strange that such a vigorous businessman had not made a will but we think he was waiting until his marriage. Poor little Joyce I am so sorry for her, she is so broken down but time is a mighty Healer. They were to be married at Xmas - 1931. We have all agreed & have given her the pretty garden that Hedley owned at Paekok, & she works diligently in it & has great pleasure tending the flowers that she & Hedley planted together, it was to have been their country residence.

I have many beautiful letters from business men whom I have never seen but who knew Hedley well & admired & loved & trusted him - one said that he would rather leave his concerns in H's hands than in the hands of any other man he knew, many wrote in that strain. He always put other people's concerns before his own, was so unselfish.

Family of John SCOTT and Ann HAMILTON

I do miss his loving long letters. My other children are good too & kind & thoughtful. Now I must tell you about Aunt Grace. I took her to her doctor again yesterday & I am sorry to say that the misty spot has not altered one bit, & he is afraid that it is permanent. She can just see that there are people & things there, but cannot tell who the people are (or whether women or men) nor what things are, so that she can do nothing. Isn't it terribly sad, poor dear. The Dr. made an examination of her other eye yesterday. You know that when that eye went blind some years ago, the Dr. said that in years to come there MIGHT be a chance of recovery by an operation, so there is a little hope but not very much. She is wonderfully cheerful & very strong physically, she can quite outdo me in going about the town & standing about talking to friends whom she meets. She was very pleased to get your kind letter & very thankful for the helpful contents as I was of mine. You have a fine spirit Katherine dear in being so unselfish & helping the needy. Grace is still at the Convalescent Home & I just get her & take her out. We went to afternoon tea after being at the doctors & I read half of your letter (which was very interesting) to her but as I had to get home to give tea to my grandson Billie Stevenson who has started on his law work now & only goes out to the others at Karitane at the weekends & who comes to me sometimes - so I had to stop as Grace wanted to go to some shops before she went out to the Home, so the Matron there will read the rest to G.

I had my son Robert with me over last week-end - he was on his way to Westport to be married last Wed 20th. He was journeying by his car & wanted me to go with him, but I am not able now for such a long journey, I take nasty weak sick turns & that would not do in going to a wedding, so I shall welcome them when they come back from their honeymoon. Joan is such a very nice girl & so desirous to take charge of Bob & help him & look after him & I'm very glad because he will not ever get over the war effects I'm afraid. And Joan is quite capable.

You will be glad to know that Murray's wife Ruie is very well now & M is in constant work so long as the business prospers & keeps on but things are in a very precarious position ever (sic) where just now. I wonder if you knew that Lindsay has had a very good rise in his Banking work, he is now Manager at Milton quite a good town. They are at present just getting settled in their new home. They are well. I spent a month with Sydney & Lorna & little Donald such a dear baby - I was sorry to leave. Grace & Co. are of course at Karitane, school takes up next week so they will be coming home soon, Nancy and Una have to go back to the College. Greta is up at Queenstown with her botany professor & his family. I think that is all my news (you will have later news of my Greta than I). I want to send her a few lines too so will close now by thanking you again for your letter & kind sympathy & loving gift.

Wishing you every blessing for 1932, Your loving cousin, Sarah C. Scott.

Did you get the Witness I sent you for Xmas?

[Written at top beside the address] Neither Grace nor I have had our M[oney] orders cashed yet.

[Written upside down on final page]

I correspond now with another cousin - Rose Tait of Brisbane, Aust. She has much sorrow with a lovely daughter who lies in bed helpless with paralysis - so sad.

[ed note: I cannot place Rose Tait in the family, she may be a relative of Sarah's stepmother]

Family of John SCOTT and Ann HAMILTON

Appendix 7: A Trip to the Lakes District: The Seaforth River

by Robert H SCOTT for the *Otago Witness* [9 Mar 1926, page 10]

Although the morning of our departure broke with heavy rain the gods of the weather were kind to our small party, the afternoon being fine and promising well for our walk into the bush on the morrow. With our host, Mr Murrell (of Manapouri), we spent a pleasant afternoon on the Hope Arm, viewing its grandeur under the best of conditions. Although late to bed we were up in good time anxious to scan the morning sky, for weather is all important on an excursion such as we contemplated.

A pleasant trip in sunshine and good company brought us to the head of Lake Manapouri by mid-day. From here the track to Doubtful Sound commences, the route following the Spey River for four miles. Thanks to the work of Mr Leslie Murrell this track is in good order and is easy going for the tramp. It leads through fine beech forest with a luxuriant growth of ferns, and the glimpses of river and cliff to be seen from numerous openings in the bush compel one to halt in admiration. The crossing of the Mica Burn was simplified by wires stretched from trees on either bank. A surveyors' camp near the Dashwood Stream was soon reached and the hospitable cup of tea enjoyed. At the camp we heard the exciting news that a moose had been seen in the Spey Valley.

Leaving the beaten track we followed the survey line until meeting the Dashwood which was easily crossed on big stones. A quarter of an hour's going through the bush brought us to the Spey again and the fording of the river proved easy in fine weather. On the east bank of the river we picked up good deer tracks which made our way easy for some distance. Waterfalls' creek, on the opposite side of the valley, presents a fine picture which we stopped to admire.

After crossing the East branch we found some swamp near the river which we dodged by taking to the bush on the hillside as it is necessary to avoid a gorge through which the Spey tumbles. Above the gorge we came out on flat country with ribbonwood in abundance but few traces of deer or their tracks. Mountains rise here all round and the pass appears about two miles ahead.

Light rain at three p.m. induced us to pitch camp and keep dry. In the bush, bird life is quiet in the daytime and silence reigns away from the song of the river. At night the bush resounds with the cries and screeches of birds of nocturnal habits. We saw numerous wekas and pigeons. What a relief it was to take the weight of our packs off our tired shoulders. The packs reminded us of the story of a farmer who bought a lamb and set out to carry it home, but before reaching the end of his journey felt that the lamb had grown into a sheep.

On a trip into the bush one must carry a change of clothes and a tent and blankets, besides a sufficiency of food. The rain we encountered convinced us that we had carried nothing superfluous for the temperature even in summer at 2500 feet elevation and further lowered by rain is quite low enough for comfort.

Next morning the rain continued steadily so we had breakfast in our confined quarters without attempting to boil the billy. Then we rolled ourselves into the blankets again for it is more comfortable lying than sitting inside a tent. Discussion centred round that everlasting bushman's question "what do sandflies live on when there are no humans about?" Then followed a snooze with the pit-a-pat of raindrops for a lullaby and the roar of waterfalls and the river for company.

Rain all day made us stick tight to our six-by-six to keep our clothes dry as we had no means of drying wet ones. We missed our accustomed exercise with our packs up, and longed to shoulder them again, whereas yesterday every minute with them off was warmly welcomed. We were thankful for sufficient cooked food and a dry bed and hoped for fine weather when we reach the headwaters of the Spey River and traverse McKenzie's Pass into the Western watershed.

The following day broke with promise of finer weather so we made an early start and an hour's going up the river, now quite a small stream, brought us out of the beech bush on to slopes carpeted with alpine plants a few of which were still in flower. Looking back we surveyed our route upwards. It appeared to have been as good a choice as possible. The bluff round which we

Family of John SCOTT and Ann HAMILTON

circled on the sidling appeared just as steep from above and shut out our view of a large part of the valley. Deer tracks were again in evidence on the pass which we reached at 9 a.m.

From a spur at the Western end of the pass we had a magnificent view of the Seaforth Valley and the Dingwall mountains opposite, although the tops were in the clouds. Numerous openings in the bush were to be seen in the valley which lay at our feet, and the drop on this side of the pass being very steep in contrast with the easy ascent on the Spey side. Had we taken a pass more to the North we should have probably come out on easier country at a higher elevation with less bush. However we had to make the best of where we were, so we boiled the billy and as rain again made an unwelcome appearance we looked for a spot to camp in. No where could we find a square yard of flat ground on the mountain side so we pushed on to the flat ground in the valley.

In the bush coming down we had a glimpse of a large kiwi as it scuttled away from us. Steady rain and thick undergrowth soaked us by the time flat ground was reached, but our wee tent was a wonder for turning the water and soon, with a change of clothes and a meal, we were comfortable and happy again. Spoor of deer, mostly small ones, were seen but we were disappointed to find no trace of moose in this part of the valley as we had heard that they had been seen a few miles lower down.

The next morning promised improvement on the day before. What a miserable thing it was to struggle into wet clothes but we needed what dry clothes we had for night time and even those clothes and our blankets were pretty damp. "We are fed up with this country and its rain and our food is diminishing rapidly," we said. We decided on the homeward trail.

More discomfort awaited us in the wet bush, but we had to keep moving. A stiff climb of three hours took us out of the bush and a burst of sunshine gave us fresh heart and took off a little of the chill. On emerging from the pass, the sun greeted us again, and after a snack of dates and cheese we pushed on with fresh heart.

We passed the gorge of the Spey successfully and made camp early in the day at the swampy clearing. We had our clothes half dried in the sunshine and cooked a hot meal. The camp was cheery now and our hardships were past. This was the third time during our trip that we had managed to make a fire burn for we were travelling light without an axe. We struck the homeward track next day in fine weather with everything merry and bright and the bush and river looking their best. What a world of opportunity here for an artist with his colours!! The camera does its best but fails to fully record the beauties of nature.

The river had gone down again and the fords were easily accomplished. Lunch was enjoyed in sunshine by the river and our clothes spread out to dry but we did not stop as long as desired amidst these pleasant surroundings for Mr Sandfly has an unpleasant way of saying "Move on, please."

The latter part of the return journey was made easier on Mr Murrell's track and we reached the head of the lake hut at six p.m., "dog" tired and hungry, and glad to be back to civilization again with a roof over our heads. It was a fine trip.

Family of John SCOTT and Ann HAMILTON

Appendix 8: Our Farms at Castlerock and Browns by Joan Scott

This farm was situated half way between Lumsden and Mossburn, 7 miles each way. It was not on the main road, but lay back on the slope of the North Range. [known as Sutherland's Road in 2001]

It was 640 acres, just one square mile of paddock land plus about 200 acres or more of tussock running up to the top of the North Range. It was divided into paddocks of 40 to 65 acres each. The homestead looked out across our own paddocks and across the Five River Plain, bounded on the left by the magnificent West Dome standing majestic and alone. To the North the view was of the Lumsden Hills with East Dome the dominant feature.

The land, so Bob contended, was most suited to grassland farming. It would also grow good oats, very good oats and also wheat. Bob tried not to diversify his farming. He was essentially a sheep man. He contended that these crops spoiled his pasture. He did every year grow about 40 acres of oats, and chaff was in heavy demand. We also grew about 60-70 acres of swede turnips for winter feed.

He could also have grown Chewings fescue for seed. But here again he contended that it was not in his line. The Chewings farm, the birthplace of Chewings fescue, was just behind us. Fescue seed was a most profitable crop some years and the price very high depending on the demand from the USA. [Chewings fescue was and still is one of the premier grasses for fine lawns.] I could also add that the area from Riversdale to Mossburn was said to be one of the few areas in the world where Chewings fescue would produce seed of good germination. However I believe they have now grown it in certain areas of the USA. I did urge him when sheep prices were low to sow down a paddock in fescue. But no, he stuck to his sheep.

He culled heavily and eventually had a very good flock of about 1000 Romney Cross ewes. Very well woolled. In addition he had a small flock of registered Southdown ewes, founded and built up from the ewes he bought from Lincoln College. (Referred to as CAC ewes in the flock book)

In early winter the rams would be drafted out from these two flocks, and up till then of course the two flocks had to be kept entirely separate. The ewes would then be boxed for winter feed. It is interesting to note that there appears to be a form of apartheid even in the animal kingdom. When the two flocks were boxed together, the Southdown ladies made no contact with their Romney Cross sisters. They remained in a little mob and kept strictly to themselves. We both thought this rather funny.

In good growing years we could sometimes shut up a grass paddock for seed. We had at times substantial cheques for rye-grass seed.

Bob hated milking cows. We kept one cow for the house but she was only milked once daily. The rest of the milking was done by her calf.

I would live this life again if I were younger. I don't think at this stage [in her mid-70's] I could put up with the winters. The worst winter we had there was 1934. I remember because Mary arrived on July 2nd. It had snowed all the weekend and nineteen inches snow had drifted round the house in the shelter of the trees. The neighbours of course knew the arrival was imminent and were quite worried. Mr Roxburgh, the manager of Castlerock Station sent a man with a dray to make wheel marks to show us the road on the Sunday. Bob had the forethought also to put chains on the car also on the Sunday. At 1 am on Black Monday, with heavy snow falling, Mary made the announcement of her intended arrival. Bob murmured that with so much snow about, would it not be better to wait till daylight? But Mary was impatient and there was no waiting. Somehow or other he shovelled snow to reach the car-shed. Somehow or other I struggled into some clothes and we set off. The fence posts were only just visible. I remember how the falling snow looked like a lacy curtain in the car's lights. After 2 hours we reached the combined road and rail bridge near Lumsden. Here was a problem. The snow had drifted through the sides of the bridge and lay in mounds like beehives. These had to be laboriously shovelled away and the car driven almost yard by yard over the bridge, and time was running out.

Family of John SCOTT and Ann HAMILTON

However, we made it, and by 5 am we were at the front door of the Lumsden Cottage Hospital. But if it were cold outside we received an even more chilly reception from the nurse. She was comfortably asleep in bed with no patients in residence. She had no fires and the only water she had was in a big black kettle on the kitchen range. The water had been turned off in case of freezing. Bob went outside and turned it on for her. But the kitchen range was out and the water was cold.

My teeth were chattering. I didn't really know what was coming next, I was so cold. She left me to it and told Bob to go home. She told me to kneel on the floor and hold onto a chair while she set about lighting fires. I don't really know why she couldn't have got Bob onto the fires and attended her patient. Mary arrived at 7.30 am, also blue with cold.

That night I was left in the labour room on a fracture board. This also is very cold in a hard frost, and you are constantly shifting to try to get comfortable. Then the nurse reported sick to the Hospital Board. She had a bad leg, and up that night came one Sister Rose. I was the only patient, but I don't think that if there had been one or 500 patients that Sister Rose would have done less than make them comfortable. She looked at me and said "Do you like lying on a board?" "No" I said, and she shifted me. She instructed the girl all fires were to be kept going day and night, you never knew who would come in.

She picked up the baby and said "Come on honey, come to your Auntie Rose." She massaged the little arms and legs in front of the fire to make them warm. A year later she was matron of Kew Hospital, Invercargill. So I was indeed privileged to be her only patient for one week. A most efficient nurse. She never ever brought the baby to be fed without re-fuelling the fire, filling hottie bags and giving you a cup of tea. She did this herself at 5 am. I shall not forget Sister Rose. I don't think Mary and I would have survived that ordeal but for her. We were I think both suffering from shock from the prolonged cold. Bob too was ill after that night of snow. He had a couple of days before he could even come to see his new-born daughter.

I often thought it a waste of the time and money we spent on planting trees. The Five River Plain had increasingly become dotted with shelter belts. They became more visible each year. But it seemed so futile to me on a wind-swept plain to go out in winter planting these tiny little trees. And also there was a considerable outlay in fencing, and labour to erect the fencing. But later I have proved myself wrong. Those trees proved most valuable to stock for shelter at lambing times. They made an enormous difference to productivity. Still more so when I have been there more recently and had a look at it. I have said "Those are the trees we planted." "Oh Yes" Jimmy would say without seeing and he would proceed on our way.

The world recession known as the "Big Slump" must have hit NZ about the 1928-29 years. Prices for farm products fell dramatically and the slump was expected to be short lived. It was not. No one really knew the cause of the slump. Probably it was caused by the impossible reparations imposed on Germany after World War I.

I joined the farm at Castlerock in January 1932 - that was after 4 years of unprofitable prices. The previous year's wool clip had been passed in - so the cash situation could hardly have been worse. However in February of that year the double wool clip was sold at a marginally better figure - not much better but enough to justify holding it back. It was fortunate that we both owned motor cars exactly the same model and date - Model A Fords - so one could be sold to buy some new furniture.

Prices were also very low for everything else, just the reverse of the situation today, so that you really could live very cheaply. However as everyone else seemed to be in the same trouble you did not miss luxuries too much. We also had enough food off the farm to keep expenses down - meat butter eggs milk vegetables - very little to buy, also abundant firewood. Much better off than early Nelson settlers. We also had no power bill although I might have been delighted to have one.

On visits to and from neighbours in the evenings the topic of conversation was mainly the economic situation and how to carry on. In urban areas the terrible problem was the unemployed who were much worse off than we were in regard to food. I think I would go through it all again if I were younger but not at this stage having been accustomed to a higher standard of living. I

Family of John SCOTT and Ann HAMILTON

enjoyed living there. The lovely view of West Dome and looking straight up the valley to Queenstown.

The Lands Dept did of course hold a lien on the sheep and cattle (one cow and 2 calves) and all proceeds of sheep products were sent to Crown Lands Dept who drew up the Budget. But they did NOT have any lien on other products such as grain or grass seed. Here was an area where there was an opportunity to make some spending money. I was always surprised that your father did not avail himself more on that line. But of course land and energy devoted to cropping took income off sheep products and he considered his future lay in sheep breeding and it didn't pay to chop and change.

At this time the United States was laying down so many golf courses. The demand and price for fescue was very high and this was one area in NZ where fertile fescue seed could be produced. It was a bit maddening when you think just one 60 acre paddock could have paid off your indebtedness in one sweep. I still think he was very obstinate about that, but then the Scotts have always been obstinate and maybe the Lands Dept might have taken a dim view if the wool and lamb cheques had gone down. Yes fescue in that area was a gold mine at that time and certainly the neighbours were not slow to take advantage of it.

By 1934 a dim light was showing at the end of the tunnel. It was the year of your birth. Things were looking up and wool from memory might have sold around one shilling a lb. That was at last considered a payable price. Today it is worth about \$3 a kilo and that is not profitable today.

I do not think there is much demand for fescue today, the Americans have found areas which will produce fertile seed themselves.

By this time the Southdown flock was producing good rams sold at very good prices and the Romney cross flock had been heavily culled. The lambs went off to the works straight from the mothers and did not have to be fattened. Things were coming into profit.

In the winter of 1937 Gimmie [Rebecca Sinclair, Joan's grandmother] joined the family. Looking backwards I wonder how she put up with that terrible cold so different from the comfortable life I now enjoy. She never complained. She selected her own chair by the fire and stuck to it. She read endlessly to the little great grand daughter. You appeared to be very interested. I wondered really if you could follow the stories she was reading. The garden was also of great interest to her. It was flourishing with loads of animal manure available.

I suppose I must have been rather an asset in a way in improving the productivity of the farm. It was possible to employ a ploughman because I could feed him. Harvesting was also easier with someone to feed the men. Oats were another thing always grown. They were in demand from race horse breeders around Canterbury. The area produced the best oats in NZ and the lands Dept had no lien on them.

And so on to 1940 when Gimmie's health packed up. She died in April 1940 and by this time your Dad also found the place too much for him. I did not want to leave but he decided to take the Southdown flock only to a smaller place near Winton. It was a sad day to part with Castlerock. The sheep were auctioned on the place - fetched very good prices - and we moved to Browns with the Southdowns only. This was very sweet sheep country. They did well but your Dad's health did not improve. He died in 1944 and that was the end of my farm experience.

I have forgotten to mention that Michael did turn up in 1938 which with Gimmie in the house made a bit of a handful. But she loved the baby while her health lasted.

The real breakthrough as far as farming and the whole country was concerned came about 1934 when the Government of the day devalued the currency by 25%. This was a huge lift to export incomes and to the whole country. Overnight the future became brighter. Prior to that their policy had been deflationary and the money situation so very tight. This is in direct contrast to the handling of the present recession where the Govt has succumbed to trade union pressure to keep up the standard of living or even raise it. An impossible target. Neither policy is right, it needs moderation. The fact is that at the time all countries lived in horror of inflation after what was

Family of John SCOTT and Ann HAMILTON

happening in Germany and the rise of the Nazis. At that time an injection of inflation was badly needed.

Advertisement

DALGETY & CO., LTD. advise that the dispersal sale on account of Estate Late R. H. Scott, Browns, will now be held on Monday, February 25 [? 1945 or 1946], at 11 a.m.

Stud Southdown Flock comprising:

260 — mixed age ewes 66 — ewe lambs 124 — 2-th rams 6 — stud rams

To be sold in lots from one to six sheep.

This Southdown Flock No. 891 was founded in 1928 by the purchase of ewes from Canterbury Agricultural College, in 1929 three ewes from Estate Ellis Bros. flock No. 35, in 1943 14 ewes from J. G. McIlwrick, Flock 1122, and in 1944 22 ewes from T. W. Brooks, Flock No. 100.

The sires used since the founding of this stud in 1928 are:—

"PARENGA'S ADEQUATE A17" bred by L. D. Adams, Sheffield, Canterbury. A ram of outstanding quality and very successful breeder and did much to put the flock on a sound foundation.

"PUKEURA E2," sire Killeymoon 648/3, G-sire "Luton Hoo 347" Imp. Dam "Pukeura 64/32" by Parengas (imp.)

"PAREORA 6/31" bred by A. Elworth, Canterbury, sire Killeymoon No. 5729, Dam Punchbowl No 367.

"PUNCHBOWL P88" sired by Gatton Park J63 (Imp.) from a Punchbowl ewe. A very successful breeding sire.

"KILLEYMOON 74/36" bred by Ellis Bros., Sire "Upper Swell 20/34" (Imp.), Dam Killeymoon 44/31.

"PENROSE 2/38" bred by Sir Wm. Perry, Masterton, Sire Penrose 78 (Ford Christian blood), Dam Penrose 73/35.

"PUNCHBOWL T179" twin, bred by H. J. Andrew, Maheno, Sire P.69, Dam M152. A successful breeder and being used in the flock today.

"PUNCHBOWL U30" bred by H. J. Andrew, Maheno.

"PUNCHBOWL V66" bred by H. J. Andrew, Maheno. Sire Gatton Park K119 (Imp). Dam Punchbowl R10 (an excellent breeding ewe).

"PUNCHBOWL W384" twin, bred by H. J. Andrew, Maheno. Sire Punchbowl U6. Dam U108. Sire traces close up to Alderham No. 512. Dam traces close up to Gatton Park (Imp.).

"HILLCREST H38" bred by E.A. Langridge. Sire Killeymoon 39/37 fall of Luton Hoo blood. Dam Hillcrest E48.

"HOLLY FARM B26/43" bred by W. E. Moorhead. Sire Aberdeen L11/44 by Punchbowl T14. Dam Holly Farm Ewe.

"OAKLEY G12" bred by The Canterbury Seed Co, Ltd. Sire Aberdeen M17. Dam Oakleigh A88.

A glance at the list of sires used, shows an extensive use of sires from the well-known Punchbowl Flock.

Other sires used trace back to such leading imported rams as "Gatton Park," "Upper Swell," "Luton Hoo" and "Ford Christian."

This flock has been farmed at approximately 300 ewes and by heavy culling annually and the careful selection of first class stud sires the late Mr Scott has produced for a number of years a class of Southdown ram much sought after and very suitable for fat lamb production in Southland.

1 — 2 ½ year STEER. 1 — Store COW & CALF. 1 — DAIRY COW.

1 — 7yr. GELDING, good in jogger & shafts.

Woolpress, 200 Bales (October) Hay, Tarpaulin, 200 posts, Cyclone Netting, Sheep netting, quantity Chaff Sacks, 1 18 cubic ft Neeco Refrigerator.

Family of John SCOTT and Ann HAMILTON

Appendix 9: Thirty Years of Arbitration

Mr William Scott's Career

Long Service for Employers

When the history of the NZ Industrial Conciliation and Arbitration Act is written, it will be interwoven with the name of William Scott, who is at present sitting on the Arbitration Court as the employers' representative. Early in the year 1896, Mr. Scott conducted his first case before the Arbitration Court, then under the presidency of the late Sir Joshua Williams. From that time to the present, he has been associated with the Court. For fifteen years he acted as advocate for the employers, conducting all the principal disputes throughout the Dominion in every trade and industry. In 1910 Mr. Scott was appointed to the important position of employers' representative on the Court, which, with an interval of 12 months, caused by a nervous breakdown through overwork, he has held ever since.

Mr. Scott served his time in the soft-goods trade, and was for many years employed in drapery warehouses in Dunedin, and was in business on his own account when the Arbitration Act came into operation. He comes of a family well known in the engineering trade in NZ. His father was one of the early pioneers and a typical Scotch engineer. Three of his brothers are engineers. In fact, mechanics runs in the family blood, and it is probably largely due to this trait that Mr Scott has been able to master the technicalities of the various trades, somewhat to the surprise of those interested who were apt to look upon him as a novice in such matters.

During the past thirty years Mr Scott has filled many positions in the service of the employers of New Zealand, not the least being his activity in resuscitating the NZ Employers' Federation in the latter end of the 90's. He was the founder of the Otago Employers' Association and organised the NZ Coal Mine Owners' Association, the NZ Gold Mine Owners' Association, the NZ Mill Owners' Association, the NZ Clothing Manufacturers' Association, the Otago Sheep-owners' Union (which took a prominent part in founding the NZ Sheep-owners' Association), the Otago Gold-dredging Owners' Association, the Otago Drapers and Clothiers' Union, and other minor unions of employers throughout the Dominion. While secretary of the Otago Employers' Association, Mr Scott's services were in great demand by employers throughout the Dominion in large disputes, and he was permitted by his Association to conduct such cases, the fees being paid over to that body. By nature a keen fighter, Mr Scott only used the court before he was a member of it as a last resort when all means of conciliation failed.

It stands to his credit that during the years he held the position mentioned he convened and presided over 150 conferences throughout New Zealand, and for some years before he took his seat on the court it was a rare thing to find an Otago dispute on the list of business. He conducted cases before Arbitration Court Judges Williams, Edwards, Martin, Cooper and Chapman, sitting for some time with the last two during the illness of the late Mr Samuel Brown.

Mr Scott acted as Secretary of the Employers' Federation until a suitable man was found to fill the position permanently, no easy matter in those days, as so few had the advantage of gaining a knowledge of all

the phases of the industrial laws and awards. Mr Scott and the late Mr Pryor worked together in Otago for years in connection with educational matters, and collaborated on all questions of importance in industrial affairs. Together they laid the foundations upon which have been built as strong, solid and effective an organisation as exists in any part of the world today.

Mr Scott never sought the position he now holds; in fact, he was somewhat averse to accepting it, and only did so at the urgent solicitation of the employers' associations. He occupied a seat on the Court with Judges Sim, Stringer, and Frazer. Those who have closely watched Mr Scott's career on the Court recognise that he owes his success to his possession of a conciliatory temperament, a dislike of formalities, and a desire to be fair to all parties concerned. He has invariably maintained a high standard of dignity in his position, and recognised the fact there were extremists among employers as well as employees, and the wisdom of steering a straight course between them. While retaining the confidence of the former he has also commanded the respect of the workers on account of his honesty of purpose and of his refusal to be driven to extremes.

The Arbitration Act was brought into existence in 1894 for the expressed intention of settling strikes, but it was not long in being before the trades unions made the discovery that the act could also be made an effective instrument in creating disputes. They were not slow to take advantage of this fact, and in 1896, the year of Mr Scott's linking himself officially with the employers' cause, right up to the present, the Court has been kept busy; indeed at times the work has been so great that it has been suggested that two Courts should be constituted to overtake the work of settling disputes, in addition to the primary work of dealing with strikes. If Mr Scott's true feelings could be judged by remarks he has occasionally let fall, it is questionable whether he would be found so firm a supporter of Conciliation Councils as in his earlier years. Many employers condemn those tribunals as leading to divergent conditions and lack of uniformity. Mr Scott undoubtedly owes the continued confidence placed in him to a recognition of his determination to do the fair thing, to base his actions on substantial grounds, and to be a conciliator in the true sense.

Family of John SCOTT and Ann HAMILTON

Appendix 10: The Edwin Fox - Life may return to gay old ship.

NZ Herald 8 Oct 1977 Gladys Scott, an Auckland woman, has the curious distinction of having been born on a sailing ship. In Picton harbour, 1899, little Gladys became the last (certainly not the first) baby to be delivered on board the old East India Company sailer *Edwin Fox*. At the time of her birth, the ship served as a floating freezing works and her father was resident engineer. The Scott family lived on board the teak refrigerator.

A few years after Gladys' birth, the sailer that had taken tea to Europe, British troops to the Crimean War, and pioneers to New Zealand, was down-graded to serve as a hulk for coal storage and accommodation for a freezing works on shore. Today the 125-year-old *Edwin Fox* lies like a ghostly relic in Shakespeare Bay near Picton. It is racked and anchored by 60 tons of sand and as each tide flushes into its hulk, it erodes a little more. A wealth of brass fittings has long since been souvenired and although the remains are governed by the sanctity of the Antiquities Act, much of the still sound teak woodwork has been pirated in recent years.

Three years ago, Miss Scott returned for a look at her childhood home. Although she was only a year old when her family left the *Edwin Fox* for dry land, she had mental pictures from what her mother later told her of the life-style on board. My mother used to say it was like living in a lovely big five room home, with a big saloon we used as a living room. But the hulk lying lopsidedly in Shakespeare Bay was nothing like mother used to relate. We went quite close to her in the launch. I was terribly disillusioned.

The *Edwin Fox* was built for the East India Company in Bengal in 1853. Later that year she was sold at auction for a record price of £30,000. In 1964 what was left of the *Edwin Fox* was sold for a shilling in Picton to the *Edwin Fox* Restoration Society. The society figureheaded by Auckland businessman Gairnor Jackson, hopes that the ship can be restored, even though she has fallen into a very shoddy state. The plan is to pump out the sand, reinforce the hulk with ferro-concrete to make her watertight enough to be towed to Auckland. Once in Auckland the *Edwin Fox* would be rebuilt over a number of years and eventually turned into a maritime museum. The society is convinced the mammoth project can be completed and the *Edwin Fox* can be made as shipshape as when she came off the stocks 125 years ago. It is just a question of money and much back-breaking labour. In the meantime the hulk lies creaking and humiliated, a Victorian monster waiting to be restored.

The *Edwin Fox* raised her colours for the last time when in 1897 the engineer James Scott brought his bride on board. Mrs Scott was a sea captain's daughter, so she was happy with her gently rocking all-teak home. When their first son was born in the big Captain's cabin they named him Edwin Fox Scott. In 1899 they named their second child Gladys. Edwin Scott, now 79, lives in Christchurch. Gladys Scott has a home in Takapuna.

Even as a meat storehouse the ship maintained some dignity. Gladys' mother proudly gave dinner parties in the big saloon for Shaw Savill's top brass, as the harbour gently lapped around them. The living quarters were always warm from the boilers and there was copious hot water at all times. Mrs Scott hung out the washing on the poop deck and the first child Edwin had a play area fenced off on the deck. Mr Scott, the engineer, had a sense of humour, as well as a remarkable ability for his job. When unwanted guests overstayed their welcome, he started up both engines of the ship so that the irregular rocking forced landlubbers to become queasy and leave. He experimented with freezing techniques and achieved a scientific breakthrough by freeze drying sheep's kidneys in order for them to be exported successfully. Moored in the harbour, the old ship became part of the landscape and part of community life. Mr Scott cast a small cannon from brass and when news of victories of the Boer War reached Picton he broadcast the good news by firing the weapon.

But the local meat industry was growing too big for the ship's limited storage. At the end of the freezing season in 1890 James Scott dismantled the ship's machinery and delivered it to the new freezing works in Picton. When the family left they took with them a small iron box as a souvenir. Gladys Scott still has the fire-proof container for bills of lading that the *Edwin Fox* must have carried from the day she was launched.

Family of John SCOTT and Ann HAMILTON

Appendix 11: Aitchisons

The father-in-law of Maggie SCOTT (number 13 above) was the following:

Mr. William Aitchison, Of Kaitangata, was born in Edinburgh, Scotland, in 1832, and arrived in New Zealand on Boxing Day, 1849, by the ship "Mooltan." He was first employed by Mr. F. S. Pillans, at Inchclutha, with whom he remained for three years. On the outbreak of the goldfields in Australia, he went to the Bendigo diggings, where he was very successful. Eighteen months later Mr. Aitchison returned to New Zealand, and for two years was engaged in pit-sawing in the bush near Wellington. On his return to the South Island, he followed the same occupation, and in 1856 bought some hilly land at Kaitangata, which showed prospects of coal. This proved to be a most valuable property, and for many years the land has been leased to the Kaitangata Coal Company, whose coal has become a household word throughout Otago; and the Company pays Mr. Aitchison a royalty on each ton of coal turned out. In the early days Mr. Aitchison was the means of starting the first school in the district. He engaged part of a store, secured the services of a schoolmaster, and started the school on a good financial footing, before the management was taken over by the Otago Education Board. During the days of the Provincial Government Mr. Aitchison was a member of the Matau Road Board, and one of the wardens of the Kaitangata hundreds; later on he served on the local borough council, was chairman and one of the trustees of the Athenæum, and also a member of the Kaitangata Domain Board. In the early seventies he bought property in the township and erected a residence, which he has since added to and improved, and where he now resides. Mr. Aitchison was married, at Wellington, on the 16th of August, 1855, to a daughter of Mr. David Smith, of Silverstream, the Hutt, Wellington, and has a surviving family of five sons and one daughter, all of whom are grown up and married. The fourth son is engineer of the Burnside Freezing Works, and is referred to as such in another section of this volume. Mrs Aitchison was born in Forfarshire, Scotland, in 1837, and came out to New Zealand in 1841, by the ship "Arab." Cyclopaedia of NZ (Otago & Southland Provincial Districts) pp 734-5 (with photos)

Maggie's husband Jack AITCHISON was the following:

Mr. John Aitchison Engineer-in-Charge of the Burnside Freezing Works, was born at Kaitangata in 1863, and served his apprenticeship to the engineering trade with Messrs James Davidson and Co., of the Otago Foundry. In 1885 he joined the Burnside works as assistant engineer to Mr. John Scott, the first engineer of the works, and was appointed to his present position in 1895. Mr. Aitchison is the inventor of an appliance or switch, which he has erected at the Burnside works to facilitate rapid handling in setting grades of sheep together in the cooling chambers. The switch used for this purpose works on the drop principle; and as the straight switch, lifts out, a curved one drop in. The attachment for accomplishing this is worked by a wooden handle attached to a cord, which does away with the necessity for handling the switch. The patent is also in use at the Oamaru works. Mr. Aitchison is a member of the Green Island Bowling Club, and has been connected with several Dunedin cricket clubs. He has held a commission as lieutenant in the Green Island Rifle Volunteers since November, 1902, and is referred to in that connection at page 134 of this volume. Mr. Aitchison was married, in 1888, to a daughter of Mr. John Scott (father of the late Mayor of Dunedin), and has two sons and two daughters. Cyclopaedia of NZ (Otago & Southland Provincial Districts) p 593

Family of John SCOTT and Ann HAMILTON

Source Citations

Abbreviations: NS New Style Registration reference numbers introduced in 2009

- 1 NZ Society Genealogists - Cemetery Transcripts
- 2 NZ Registration Births Index 1905/3579
- 3 NZ Registration Marriages Index 1879/3360
- 4 NZ Registration Marriages Index 1883/3363
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- 6 NZ Registration Births Index 1866/212
- 7 NZ Registration Marriages Index 1888/3363
- 8 NZ Marriage Certificate 1932/2183
- 9 NZ Registration Deaths Index 1944/3584
- 10 NZ Registration Deaths Index 1896/1119
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- 14 NZ Registration Marriages Index 1924/5172
- 15 NZ Registration Marriages Index 1925/7962
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- 25 NZ Registration Births Index 1886/7359 NS
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- 32 NZ Registration Births Index 1882/370 NS
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- 52 NZ Registration Births Index 1901/1699 NS
- 53 NZ Registration Births Index 1907/24094 NS
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- 55 NZ Registration Marriages Index 1927/6082
- 56 NZ Registration Marriages Index 1929/8916

Family of John SCOTT and Ann HAMILTON

- 57 NZ Registration Marriages Index 1927/6364
- 58 NZ Registration Marriages Index 1916/2242
- 59 NZ Registration Births Index 1880/11806 NS
- 60 NZ Registration Births Index 1864/5325 NS
- 61 NZ Society Genealogists Burial Locator version 2
- 62 NZ Registration Births Index 1868/10111 NS
- 63 NZ Society Genealogists Index version 5
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- 66 Edwin Fox Scott: *Stories of Three Generations in New Zealand*. Christchurch 1982.
- 67 NZ Registration Marriages Index 1913/3821 NS
- 68 NZ Registration Deaths Index 1938/29347 NS
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- 92 NZ Registration Marriages Index 1888/2520 NS
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- 94 NZ Registration Deaths Index 1947/23520 NS
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Family of John SCOTT and Ann HAMILTON

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- 134 NZ Registration Marriages Index 1920/9963 NS

Family of John SCOTT and Ann HAMILTON

Name Index

| | | | |
|---------------------------------------|--------|----------------------------------|----------------|
| AITCHISON | | Michael..... | 41 |
| Annie | 21, 31 | Robert | 41 |
| Elizabeth "Bessie"..... | 21, 31 | Robert Wallace | 43 |
| Helen C..... | 31, 32 | HICKS | |
| John "Jack"..... | 21 | Daphne..... | 30 |
| John Hamilton | 31 | HYLAND | |
| John Scott "Jack"..... | 21, 31 | Ellen | 24 |
| Mary..... | 21, 32 | JUNKER | |
| Richard John | 31 | Frederick William | 43 |
| William Edwin "Bill"..... | 21, 31 | KING | |
| ARNOLD | | Elizabeth Reid | 29 |
| Henry | 43 | LAWSON | |
| BAGLEY | | Merle | 30 |
| Grace..... | 23 | LONG | |
| BECK | | Andrew Thomas..... | 23 |
| John Aitchison | 31 | MACKAY | |
| Molly | 31 | Catherine..... | 20 |
| Patrick William..... | 31 | MASON | |
| William Patrick Ebenezer | 31 | Alexandrina McLaren "Nina" | 13 |
| CAMERON | | MCCONNACHIE | |
| Beryl Daphne..... | 30 | Nettie Matilda | 24 |
| CHISHOLM | | McKENZIE | |
| Alexander | 23 | Elizabeth Watson | 19 |
| Robert Elder | 23 | McKINNON | |
| COCHRANE | | Charlotte Rolfe "Lottie" | 22 |
| Ann | 41 | MORRISON | |
| COLQUHOUN | | Laura Rebecca..... | 43 |
| Molly Melville | 23 | MULLAN | |
| CRAIG | | Joan Sinclair..... | 28 |
| Jemima Clark | 21 | Robert Francis | 28 |
| Norman Victor | 31 | MULLINER | |
| DRAPER | | Ada Frances..... | 24 |
| Mary Jane..... | 43 | MUMM | |
| DUNCAN | | Lorna Hinemoa | 29 |
| Mary..... | 3 | MUTER | |
| FALLOW | | Helen..... | 41 |
| Archibald..... | 4 | RATLEY | |
| FRASER | | Stanley Victor | 32 |
| Edina Corson..... | 31 | ROBINSON | |
| GALPIN | | Coral Annie | 30 |
| Alison Ada | 31 | SANDILANDS | |
| GRAHAM | | Alexia Elspeth Williamina..... | 15 |
| Kenneth Scott..... | 30 | SCOTT | |
| GRANT | | (Name unknown)..... | 10 |
| Elizabeth..... | 23 | Ada Hope | 21, 30 |
| Margaret "Maggie"..... | 20 | Alice Annie | 10, 22 |
| Robert..... | 20 | Allan Ward | 15, 24 |
| GREIG | | Ann..... | 13 |
| Ruby Alice "Ruie"..... | 25 | Ann Hamilton | 19, 28 |
| GRENFELL | | Annie Hamilton..... | 10, 13, 22, 23 |
| Constance Sarah Duance "Connie" | 21 | Arthur Hamilton | 21, 30 |
| HAMILTON | | Colin Stuart | 15, 24 |
| Ann | 10, 41 | Donald Lindsay | 29 |
| Annie Cochrane..... | 42 | Edwin Fox "Ted"..... | 22, 32 |
| Hugh | 4 | Elsie Anna | 15, 23 |
| James "Jim"..... | 43 | Eva Grenfell | 21, 31 |
| Jessie Wallace | 43 | George Alexander..... | 15, 23 |
| John Alexander "Jack"..... | 43 | George Clark..... | 22, 32 |

Family of John SCOTT and Ann HAMILTON

| | | | |
|-------------------------------------|--------|---------------------------------|-----------|
| Gladys Hay | 22, 32 | Sydney Thomson Ash | 19, 29 |
| Grace Mary | 19, 26 | Thomas | 3, 10, 12 |
| Hedley Vicars | 19, 29 | Thomas A. | 3, 11 |
| Ian Hedley | 29 | Una Constance | 21, 31 |
| Irene Margaret | 30 | William | 3, 4 |
| James Hugh "Jim" | 10, 22 | William "Will" | 10, 19 |
| Janet | 3, 4 | William "Bill" | 30 |
| Jessie | 13, 23 | William Grant "Bill" | 22, 33 |
| Joan Ellen | 24 | SINCLAIR | |
| John | 3, 4 | Isabella Madeline "Madge" | 28 |
| John Duncan | 10, 15 | SLADEN | |
| John Duncan "Tom's Jack" | 13, 23 | Mabel Marohi | 33 |
| John Greig | 25 | SMITH | |
| John Llewellyn | 29 | Daisy | 30 |
| John Murray | 19, 24 | Rex Challingsworth | 24 |
| John Richard "Bob's Jack" | 15, 23 | STEVENSON | |
| Kathleen Lindsay | 29 | Greta Barbara | 26 |
| Keith Thomson | 29 | Nancy Fothergill | 26 |
| Keith William | 30 | Una Scott | 26 |
| Leslie Grant | 21, 30 | William "Bill" | 26 |
| Lillias May | 15, 24 | William "Bill" | 26 |
| Lindsay Hamilton | 15, 24 | THOMSON | |
| Lindsay Mackie | 19, 29 | Peter | 19 |
| Margaret "Maggie" | 10, 21 | Sarah Clementina | 19 |
| Margaret Alexia | 24 | UPTON | |
| Margaret Beith "Greta" | 19, 29 | Henry | 21 |
| Marian Elizabeth | 29 | WALLACE | |
| Marianna "Nan" | 10, 21 | Anne | 42 |
| Mary Sinclair | 28 | WESTON | |
| Maxwell Greig | 25 | George Cyprien "Bobby" | 29 |
| Michael Hamilton "Ham" | 10, 21 | WHITING | |
| Michael Murray | 28 | (name unknown) | 31 |
| Robert Hamilton "Bob" | 10, 14 | WITHERS | |
| Robert Hamilton "Sarah's Bob" | 19, 26 | Ida | 32 |
| Roy Hamilton | 30 | | |