CITY OF BOTANY BAY

A THEMATIC HISTORY



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Bayside Council
Serving Our Community

A Thematic History of the former City of Botany Bay

prepared by
Elizabeth Conroy

for

Bayside Council

This history has been written as part of the
2015-2017 Heritage Review of the former City of Botany Bay

Cover image: *1873 Watercolour of Old Botany Road, looking towards the Bay*.
By Samuel Elyard
(State Library of NSW - DGD 5/a2085018)

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WARNING

This report contains images and names of deceased Aboriginal persons.

This report contains several old images and drawings of Aboriginal people from the early decades of European settlement, as well as historical accounts from that time.

These are presented verbatim, and the language used may be of concern to some readers, however no offence or disrespect is intended and the material has been included for historical accuracy only.

The Author would like to acknowledge the assistance and information provided by the following persons and organisations:

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TABLE OF CONTENTS

	INTRODUCTION TO THE THEMATIC HISTORY	3
PART 1	EXECUTIVE SUMMARY	5
PART 2	THEMATIC HISTORY	43
SECTION 1	TRACING THE EVOLUTION OF THE AUSTRALIAN ENVIRONMENT	
THEME 1.0	Environment: naturally evolved	49
1.0.1	The Bay	49
1.0.2	The Botany Bay catchment	50
1.0.3	The Botany aquifer and wetlands	51
1.0.4	Tides	54
1.0.5	The evolving shoreline	54
SECTION 2	PEOPLING AUSTRALIA	
THEME 2.1	Aboriginal cultures and interactions with other cultures	57
2.1.1	Aboriginal cultures in Botany Bay: an introduction	58
	Dating of significant Aboriginal sites	59
	Aboriginal language groups in the Botany area	60
2.1.2	First contact and invasion	64
2.1.3	Encounters at Botany Bay: the First Fleet and La Perouse	69
2.1.4	Early encounters, resistance and disease - 1788-1815	72
2.1.5	Dislocation and re-organisation - 1815 to 1850s	76
2.1.6	Mahroot	78
2.1.7	Refuge at La Perouse – 1850s - mid 1890s	81
2.1.8	Late 19th century and into the Aborigines Protection Board era – mid 1890s - post World War II	82
2.1.9	Sites of importance to the Aboriginal community in the former City of Botany Bay	85
THEME 2.2	CONVICT	87
2.2.1	Early settlement by emancipists	87
2.2.2	Simeon Lord and his industrial enterprises	87
SECTION 3	DEVELOPING LOCAL, REGIONAL & NATIONAL ECONOMIES	
THEME 3.1	AGRICULTURE	97
3.1.1	Market Gardens	97
3.1.2	English/European Gardeners	101
	Deaf Bob	101
	Frederick Anderson	101
	Annabel Gardens	102

	George Stiff	102
	Joseph Saxby's Orchard	102
	Searl and Sons	102
	William Lobb	103
	William Stephen & William David Stephen	104
3.1.3	Chinese Market Gardeners	104
THEME 3.2	COMMERCE	111
3.2.1	Shops	111
3.2.2	Pubs and Hotels	115
	The Half-Way House Hotel (Thorntons, now the Newmarket; Rosebery)	119
	The Lakes Hotel (Rosebery)	121
	Tennyson Hotel (Mascot)	122
	Waterworks Hotel (Botany)	123
	Captain Cook Hotel (Botany)	124
	Sir Joseph Banks Hotel (1844) (Botany)	126
	Sir Joseph Banks Hotel (1920) (Botany)	129
	La Perouse Hotel (Botany)	130
	Pier Hotel (Banksmeadow)	131
	Botany Bay Hotel (Banksmeadow)	133
THEME 3.3	COMMUNICATION	135
3.3.1	Telegraph and telephones	135
THEME 3.4	ENVIRONMENT - CULTURAL LANDSCAPE	137
3.4.1	Government Pier	137
3.4.2	Foreshore reclamations	139
	Lord's Estate	139
	Sheas Creek/Alexandra Canal	139
	Other early changes to the foreshore	141
	Major reclamation – Airport	141
	Major reclamation – Port Botany	141
	Foreshore Park	144
THEME 3.5	EVENTS	147
3.5.1	The Duke of Gloucester's visit	147
3.5.2	The 1937 cyclone	148
3.5.3	Jubilee celebrations	148
THEME 3.6	EXPLORATION	153
3.6.1	The arrival of the British	153
3.6.2	The arrival of the First Fleet	159
3.6.3	The arrival of La Perouse	162
THEME 3.7	FISHING	165
3.7.1	Shell lime	165
3.7.2	Salt panning	165

3.7.3	Fishing	165
THEME 3.8	HEALTH	167
3.8.1	Botany's first midwife	167
3.8.2	Baby clinics	167
THEME 3.9	INDUSTRY	169
3.9.1	Tanning	171
	Birdsall Leathercraft (Tannery)	173
	Bunce's Tannery	173
	C.E.Etherden (Tannery)	175
	Coghlan Brothers/Monarch Tanning (fur dressers and dyers)	175
	Enoch Taylor & Co. Pty Ltd (shoe manufacturing)	175
	Hensley Brothers (woolscourers, fellmongers, tanners)	176
	James Rowe And Sons Ltd –tannery	176
	J.Bayley And Sons Ltd. (tanners and leather dressers)	176
	J. Chegwyn & Sons (tannery)	177
	John Herford And Sons Ltd. (leather manufacturers)	178
	Norton Bros Tannery	179
	Platypus Tannery	179
	R.W. Moody	180
	Thomas Elliot & Co Pty Ltd. (tannery and fellmongery)	181
	Wild Bros Pty Ltd.	182
	William Hale & Sons (tanners and "fancy leather" manufacturers)	183
	W.W. Bayliss (tanner)	184
3.9.2	Wool Scouring And Fellmongering	185
	Callachor Bros. (wool packers)	186
	Edward Fazakerley / Phizakerley (woolscouring & fellmongery)	186
	F.W. Hughes Pty Ltd. (woolscouring)	186
	Pine Valley Wool Scouring Co. (woolscours)	187
	Swinbourne and Stephen Pty. Ltd. (woolscouring & fellmongery)	188
	The Australian Wool and Produce Company Pty Ltd (fellmongers and woolscourers)	191
	Whiddon Pty Ltd. (woolscouring and mill)	191
3.9.3	Other Major Industries	192
	Australian Paper Manufacturers Ltd.	192
	Davis Gelatine Pty Ltd	193
	General Motors-Holden Pty Ltd.	196
	Hygienic Feather Mills Pty Ltd (feather purifiers)	197
	I.C.I.A.N.Z (Orica)	198
	Johnson & Johnson	200
	Kellogg (Australia) Pty Ltd	201
	Laporte Chemicals (Aust.) Pty Ltd (formerly Crystal Laporte/Crystal Chemical Works)	202
	Standfield Supreme Mouse Traps	203
	Wimbles Ink Factory	203
THEME 3.10	MINING	207

3.10.1	Mutch Park (Flagstaff Hill)	207
THEME 3.11	TRANSPORT	211
3.11.1	Buses and trams	211
3.11.2	Kingsford Smith Airport	212
3.11.3	Port Botany	225
3.11.4	Sydenham To Botany Railway	227
SECTION 4	BUILDING SETTLEMENTS, TOWNS & CITIES	
THEME 4.1	LAND TENURE	233
4.1.1	Early Land Grants - Redmond, Byrne, Lewin and Walker	233
4.1.2	The Large Grants: Lord, Winder and the Church And School Lands	236
4.1.3	Smaller grants and Crown Land auctions in the former North Botany (Mascot) area	240
4.1.4	Smaller grants and auctions of Crown Land in the Botany District	244
	The Veterans' Swamp	244
	Banks Meadow	245
	Grant purchases	245
	Challenges to Andrew Byrne's 50 acre grant	246
	Daceyville	248
THEME 4.2	TOWNS, SUBURBS AND VILLAGES	249
4.2.1	The Road to Botany	249
	The first Botany Road - Governor Macquarie's 1813 Carriage Road	250
	The second Botany Road (1830)- improvements to Mudbank Road	257
	The third Botany Road - the 1863 Botany Parish Road ('Corduroy Road')	260
	Linking north and south	260
4.2.2	Toll Trouble	262
4.2.3	Subdivision and development	265
	Land grants to market gardens and noxious industries: Banks Meadow and the Veterans' Swamp	270
	Booralee: fishing to factories	273
	Church and School Lands	276
	Daceyville	278
	Private speculative development	278
	Small-lot residential subdivision	281
	Sandgate	282
THEME 4.3	HISTORIC STREETSCAPES	283
	Image gallery	283
THEME 4.4	UTILITIES	289
4.4.1	Gas	289
4.4.2	Electricity	290
4.4.3	Postal Services	292
	North Botany Postal Service	292
	Botany Postal Service	293

	Other Post Offices in the area	295
4.4.4	Fire Stations	295
	North Botany (Mascot) Fire Station	296
	Botany Fire Station	298
4.4.5	Water – supply and disposal	300
	Fresh water: the Botany aquifer	300
	Fresh water: the Botany water scheme and waterworks	302
	Sewage – the Botany sewage farm	309
	Sydney's sewer network at Botany – the SWSOOS	312
	Sewerage: disposing of Botany's residential sewage	314
THEME 4.5	ACCOMMODATION	315
4.5.1	4.5.1 Housing types in the Botany District	315
4.5.2	4.5.2 Daceyville	316
SECTION 5	WORKING	
THEME 5.1	LABOUR	331
5.1.1	Wool And Basil Worker's Federation of Australia	331
SECTION 6	EDUCATING	
THEME 6.0	EDUCATION	337
6.0.1	The beginnings of formal education in the Botany District	337
6.0.2	Schools	338
	Botany Public School	338
	Mascot Public School	343
	Banksmeadow Public School	344
	Matraville Public School	346
	Daceyville Public School	348
	Eastlakes Infants School / Eastlakes Primary School	350
	J.J.Cahill Memorial High School	350
	St Bernard's & St. Therese's Catholic Primary Schools	351
	St Michael's School	353
	Nursery School (John Brotchie Memorial Nursery School)	355
6.0.3	Libraries	356
	Mascot School Of Arts	356
	Botany School Of Arts	357
6.0.4	The establishment of Public Libraries	357
6.0.5	Decline of the Institutes	358
6.0.6	George Hanna Memorial Museum	359
SECTION 7	GOVERNING	
THEME 7.1	DEFENCE	363
7.1.1	War activity in Botany Bay	363

7.1.2	The War Effort	364
7.1.3	Honouring the lost	367
	Mascot Memorial Park	367
	Botany (Booralee Park) War Memorial	370
	Arthur Park War Memorial	371
	Light Horse War Memorial, Eastlakes (Florence Avenue Reserve)	372
THEME 7.2	GOVERNMENT AND ADMINISTRATION	373
7.2.1	The origins of the Municipality of Botany Bay	373
7.2.2	Botany Progress Association	376
	J.J. Macfadyen	377
	Outcomes of the Botany Progress Association	377
7.2.3	The Cooksdale Saga	380
7.2.4	Incorporation of North Botany (Mascot)	381
	Mascot Town Hall	383
7.2.5	Incorporation of Botany	387
	Botany Council's Seal	388
	Botany's first Council Chambers	389
	Botany Town Hall	390
7.2.6	Amalgamations	394
	The first amalgamation	395
	The second amalgamation	396
THEME 7.3	LAW AND ORDER	397
7.3.1	Police Stations	397
THEME 7.4	WELFARE	399
SECTION 8	DEVELOPING AUSTRALIA'S CULTURAL LIFE	
THEME 8.1	CREATIVE ENDEAVOUR	403
8.1.1	Cinemas and Theatres	403
	Dacey Garden Theatre, (General Bridges Crescent, Daceyville)	403
	Rosebery Theatre (Gardeners Road, Rosebery)	405
	Marina Theatre (Gardeners Road, Rosebery)	406
8.1.2	Pagewood Film Studios	408
THEME 8.2	LEISURE	411
8.2.1	Sir Joseph Banks Hotel	411
8.2.2	Parks	418
	The Sir Joseph Banks Park	418
	Banksmeadow Park	420
	Jellicoe Park	421
	Mascot Memorial Park	423
	Booralee Park	424
	Daceyville Garden Reserve (Daceyville Park)	425

	Glanville Park and Towner Gardens	428
	Mutch Park	429
THEME 8.3	RELIGION	431
	Uniting	431
	Presbyterian	431
	Methodist	432
	Congregational	436
	Anglican	438
	Roman Catholic	439
THEME 8.4	SPORT	443
8.4.1	Athletics and Botany Harriers	443
8.4.2	Bowls	445
8.4.3	Cycling	446
8.4.4	Golf	446
	The Lakes Golf Club and Eastlakes Golf Club	447
	Bonnie Doon Golf Club	449
	Botany Golf Club	450
8.4.5	Horse Racing	451
	Ascot Racecourse	452
	Rosebery Racecourse	456
8.4.6	Rifle Shooting	460
8.4.7	Rugby Football	461
8.4.8	Soccer	461
SECTION 9	MARKING THE PHASES OF LIFE	
THEME 9.1	BIRTH AND DEATH	467
THEME 9.2	PERSONS	469
9.2.1	Nancy Hillier OAM	469
	Port Botany Campaign	471
	Sydney Kingsford Smith Airport Campaign	471
	The Orica (ICIANZ) Campaign	472
9.2.2	George Hanna	473
	REFERENCES	
	SELECT BIBLIOGRAPHY	475

PART 3

SECTION 10	SUBURB HISTORIES AND SUBDIVISION PLANS	
10.1	INTRODUCTION	480
	Banksmeadow	481
	Botany	501
	Daceyville	557

Eastgardens 573
Eastlakes 581
Hillsdale 597
Mascot 605
Pagewood 661
Rosebery 681

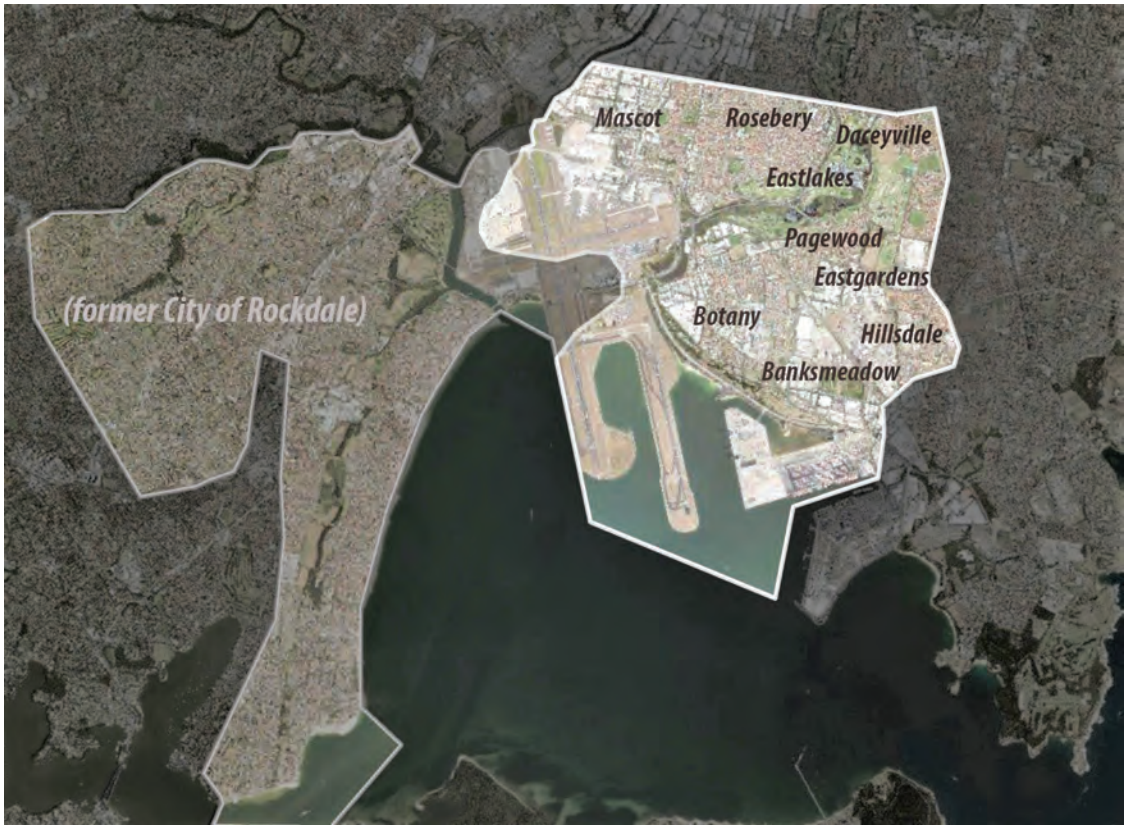


Fig A.1 The area covered by this Thematic History is the former City of Botany Bay, now part of Bayside Council

(NSW LPI SIX Maps)

1 INTRODUCTION TO THE THEMATIC HISTORY

1.1 BACKGROUND

Elizabeth Conroy, Historian, was commissioned by the former Botany Bay Council in November 2015 to review and consolidate Council's previous historical studies part of Council's Heritage Study Review Project 2015/2017.

The NSW Heritage Council has identified 35 historical themes as being relevant to the historical development of New South Wales. The purpose of a Thematic History is to provide a methodical way of documenting and analysing an area's history and in so doing, systematically identify which of the 35 NSW Historic Themes are relevant to a particular area. A Thematic History does not read as a traditional chronological narrative and the reference-style structure requires a certain amount of repetition of information, but wherever possible this is provided through cross-references within the text.

The preparation of the Thematic History has focused on the drawing-together of the existing historical narratives presented in the earlier Histories and more recent publications to place the historical development of the former Botany area within the context of the relevant historic theme/s. The Brief for the project did not provide for original research, although this has been included where considered necessary.

Several historical studies have been prepared by Council over the years, the most recent being part of the **Botany Heritage Study 1996** by Tropman & Tropman Architects. This 1996 Study included an overview of the historical development of Botany using a thematic approach which used the Heritage Council's framework at the time. Earlier studies, including **The History of Botany 1788-1970** by Frederick A. Larcombe (1970) and **A Jubilee History of The Municipality of Botany 1888-1938** compiled by James Jervis and Leo. Flack, used a more traditional chronological structure. The process of reviewing these earlier Histories has revealed that each contains relevant and useful research and historical narrative. The 1938 Jubilee History and the 1970 History of Botany in particular contain a wealth of information that is not available in other sources and are recommended reading for those interested in further research on a particular topic.

Since commencement of the project Botany Bay Council has amalgamated with Rockdale Council to form Bayside Council. The study area covered by this Thematic History is limited to the area of the former City of Botany Bay, being the suburbs of Botany, Banksmeadow, Daceyville, Eastgardens, Eastlakes, Hillsdale, Mascot, Pagewood and Rosebery. This study area is referred to as the 'former Botany Bay LGA'. 'Botany Bay area', or 'Botany District', will also be used where they assist understanding.

Note also that the former Botany Bay LGA was itself the product of the amalgamation of two earlier Council areas, North Botany (now Mascot) and Botany.

1.2 STRUCTURE OF THE THEMATIC HISTORY

This Thematic History is presented in three parts.

Part 1: Overview of the historical development of the former Botany Bay LGA. This Part provides a concise introduction to the history of the former Botany Bay LGA.

Part 2: Thematic History. This Part is arranged by the NSW Heritage Council's Historic Themes. It commences with an overview of the NSW Historical Themes that relate to the history of the Botany District.

Part 3: Suburb Histories and Subdivision Plans. This Part contains an overview of the historical evolution of each suburb and includes all the subdivision posters held by Council and the State Library of NSW that relate to the suburb. Each poster has been supplied alongside a contextual map and summary.

1.3 SOURCING AND REFERENCING OF IMAGES

Most images included in this study have been sourced from Bayside Council Archives and the Local History Files held by Bayside Council Historic Archives, referenced in this History as BCHA. Many of these are also held by other organisations and are available online through that organisation's website.

Where the image was not provided by Bayside Council Archives the source has been identified in the caption.

The annotated maps included in this Thematic History are the result of original research by the Author and were prepared by Robyn Conroy. The base images used include the aerial photographs held by the NSW LPI (1943 and 2014) which are available online via their website http://maps.six.nsw.gov.au (referenced in captions as 'NSW LPI SIX maps'); copies of original Parish and Historical mapping available from the NSW LPI (http://images.maps.nsw.gov.au Botany Parish, County of Cumberland) ('NSW LPI- HM'); original maps and plans held by Bayside Council's Archives ('BCHA'); and Plan 17 of the 1909 *Royal Commission for the Improvement of the City of Sydney and its Suburbs* provided by Sydney City Archives (1909 RCISS). Other base maps are identified in the caption where relevant.

PART 1: EXECUTIVE SUMMARY

HISTORICAL OVERVIEW



A photograph taken in 1980 that shows three of the most formative layers in the evolution of the Botany district's industrial past: the Sydenham-Botany goods line in the foreground, market gardens in the middle ground and heavy industry in the background. (BCHA)

Many historic themes were identified during the preparation of this Thematic History, but the unique place that the former Botany Bay Local Government Area (the Botany District) holds in the development of the nation is underpinned by water. Water has formed the area, protected the area, and has been the single most important catalyst in the development of the area.

The land in and around Botany Bay was (and in places remains) dominated by freshwater wetlands, swampy forests and sandy soil with areas of scrubland. Much of the Botany District overlies an enormous aquifer which is essentially comprised of layers of wind-blown sand. The porous sand is able to absorb vast quantities of rainwater from its catchment whilst the organic matter helps to filter it. When an aquifer's water table fills to a depression at ground level, a freshwater wetland of streams, lakes and swamps is formed and becomes host to a rich ecosystem of plants and animals. The water itself is readily accessible and continually replenished, making it an important and exploitable natural resource in human settlement.

Water was also the catalyst for the arrival of the English explorer, Captain Cook, in 1770 and led to his appreciation of the potential of the shores of Botany Bay as a resource for exploitation. The oceans had provided security for the Aboriginal people from invasion for thousands of years, but these same oceans were considered the solution for the political and social issues of late 18th century England. The arrival of the First Fleet in Botany Bay in 1788, despite its relocation to Port Jackson only days later, was to set in place a process of alienation, exploitation and development of the Botany District, and in particular the water source of the Wetlands, that both contributed to the wealth of the early colony but also catastrophically led to the dispossession of the traditional owners of the land, the Bidjigal and Gadigal people.

Following the establishment of the colonial settlement at Sydney Cove in 1788, the surrounding land to the north, west and south of the colony began to be developed. Development in any particular area was dependent upon three factors; the qualities of the land, the alienation of the land through grant and sale, and the provision of access to and within the area. The impact of all three of these factors on the pattern and pace of settlement in the Botany District remains clearly visible in the area today.

Although geographically close to the town of Sydney, the Botany District was slow to be released for sale, likely due to the swamps, sandy soil and generally unproductive character of the land when compared against the ready availability of more fertile areas similarly close to the town and along the southern shores of the Parramatta River. The District remained largely undeveloped until 1810, when the first grants and promises of land grants were made. Most of these grants were for modestly sized farms of 20-30 acres, but there are several notable exceptions that were particularly important influences on the pattern of Botany's larger development.

Water was the resource that underpinned early Botany's mercantile wealth. Simeon Lord, an ex-convict and entrepreneurial merchant, acquired the 135 acres at the mouth of the Botany Wetlands that had been granted to Edward Redmond in 1810. This land, officially named JohnsTown on Redmond's Grant was soon referred to as Mudbank. Lord acquired this land not for its agricultural potential, but for its value as

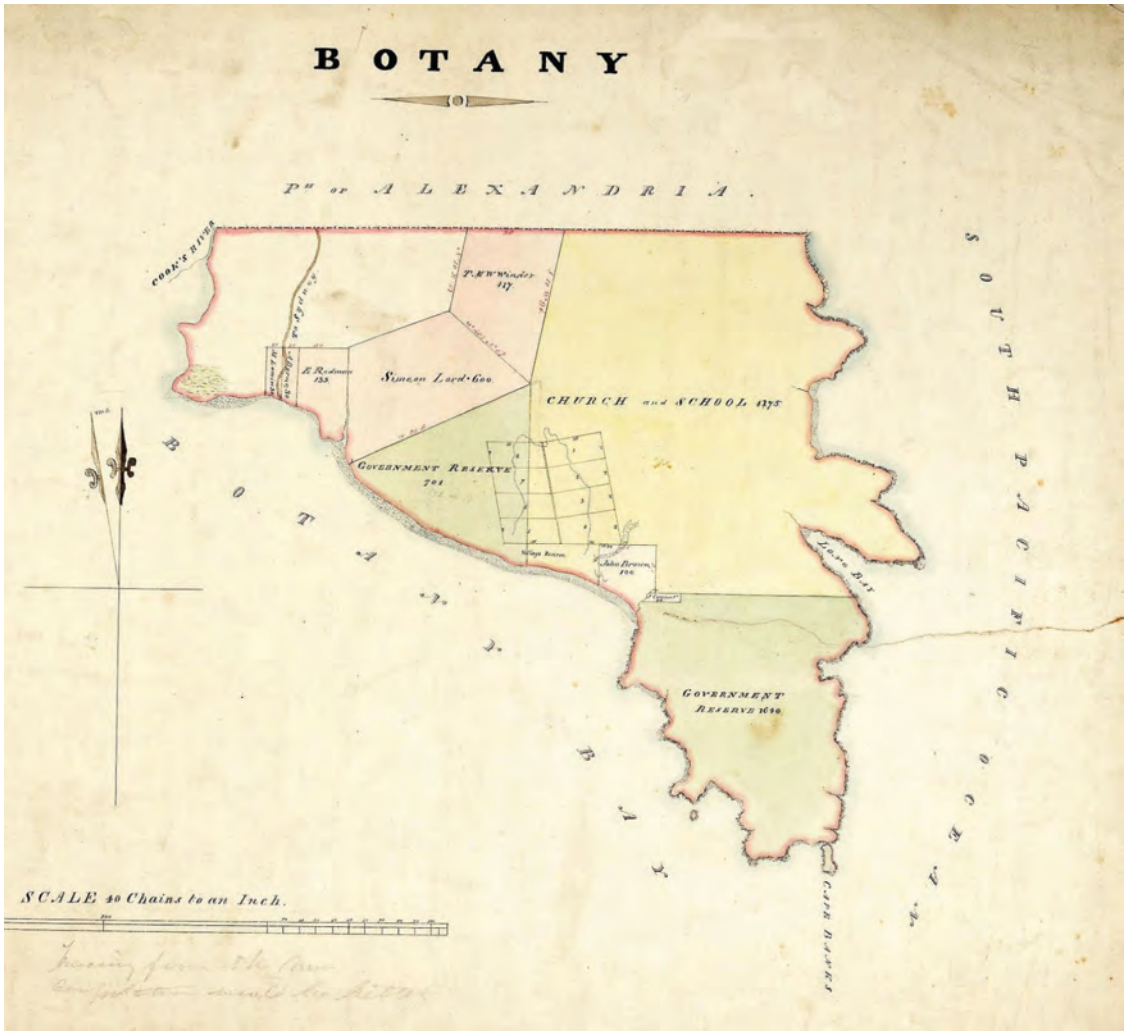


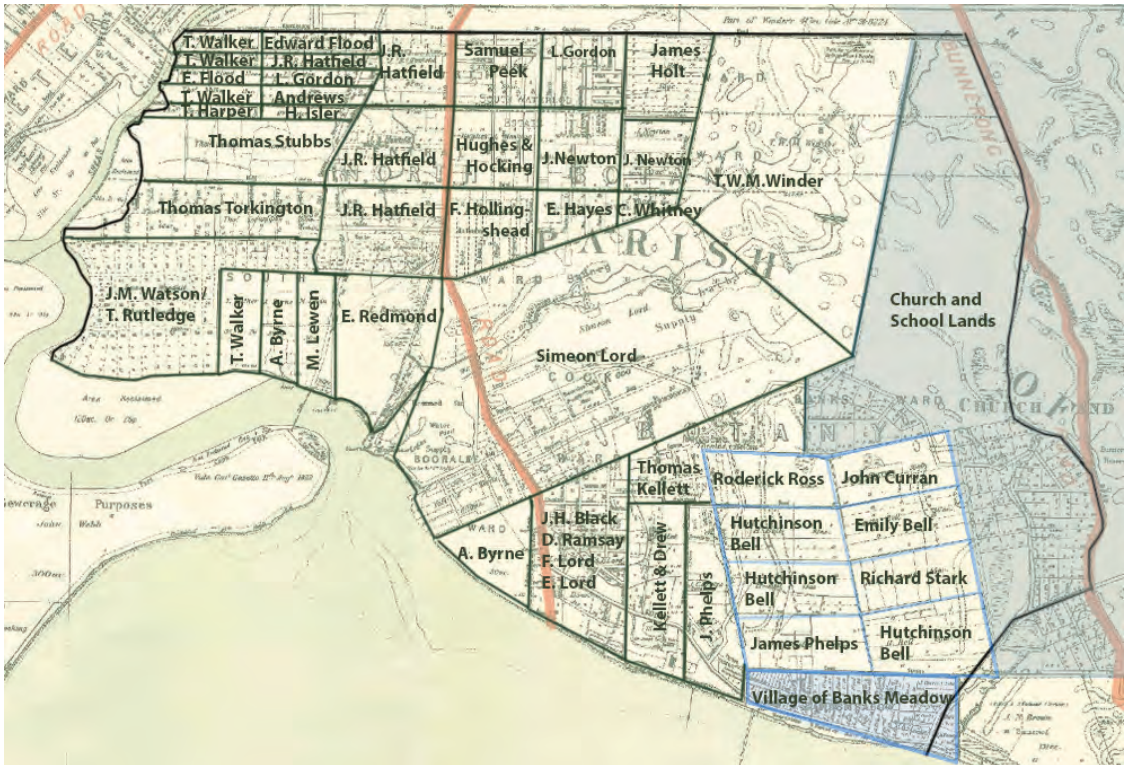
Fig A.2 First map of the Parish of Botany, n.d.. (c.1826-1833) This early plan shows how little development had occurred by this time, with only six named land grants; as well as how much of the area was proposed originally to be retained in Government hands through reserves (green) and the 4175 acre reservation for Church and School (yellow). It also shows a reservation for the first village, Banks Meadow and the adjoining farm allotments for decommissioned soldiers of the NSW Corps. It is interesting to note that these lots overlaid the original Church and School reservation. The line of Botany Road is that of the second (1830) alignment.

(NSW LPI-HM)

a vital source of power for his industrial dreams.

By 1813 Lord had made substantial progress in the construction and fitout of a new Fulling Mill at the edge of Redmond's land that he was building in partnership with John Hutchinson. In the same year the pair formally petitioned Governor Macquarie for additional land and the exclusive right to use the water in the wetlands flowing from the aquifer, describing their plans as necessary for the surety and scale of his plans to provide woollen cloth for the Government despite any future change in Governors or Government policy. The request was granted and Lord was formally granted 600 acres of the Wetlands for his venture in 1823.

Lord put the swamps to highly profitable use, damming the outlet and forming a chain of ponds, and adding a cloth weaving factory and later a grinding mill (for grain) which took full



advantage of the fresh water supply and led to Simeon Lord becoming one of the wealthiest industrialists in the Colony. The Lord family remained closely connected to the area, establishing their residence to the west of the ponds in Redmond's old cottage, which they remodeled and named "Banks' House" (since demolished, but which sat near today's heliport at Kingsford Smith Airport). The land remained in tightly held ownership and was only released in large lots after Simeon Lord's death in 1840.

His 600 acres was adjacent to the other large grant in the Botany District, the 714 acres to the north-east, held by Tom Winder. Winder's land supported at least two mills, but Winder did not seem to have the same entrepreneurial flair as Lord and his occupation of the wetland was more passive in terms of its long-term impact on the cultural landscape of the District.

The other major land holder was the Crown, which retained ownership of most of the eastern and southern sectors of the Botany District, reserving a large (originally 4175 acres) 'Church and School Estate'. The Estate was intended to provide money through the subdivision and sale of the land to fund the Anglican

Fig A.3 Plan showing the location of the original land grants and purchases in the Botany District.

Data collated from original land title records (accessed via Ancestry.com) and a range of early maps and subdivision plans held by Bayside Council, SLNSW and AO NSW.) (Base: 1909 RCISS)

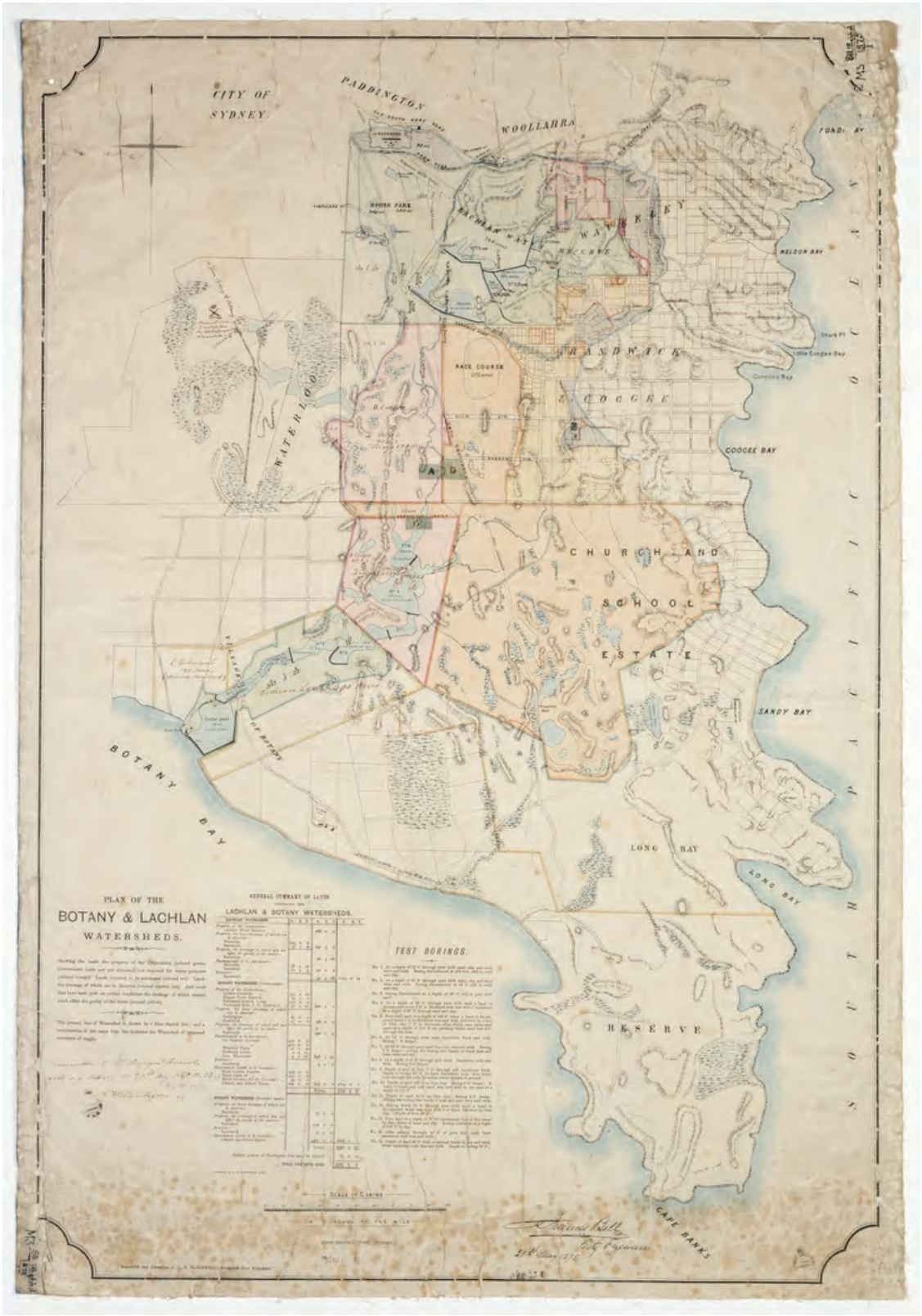


Fig A.4 1875 plan showing the extent of the Botany and Lachlan watersheds, which extend from Paddington to Botany Bay.

(1875-PlanOfTheBotanyAndLachlanWatersheds-Comp by L.Blackwell-SL NSW a1602001 Z/M3 811.12ghhd-1875-1)

clergy and parochial schools. The Estate (or Reserve, as it was also known) extended east from the boundaries of Lord and Winder's land to the coast. By 1833 the scheme had been abolished and the land had returned to Crown Land status, after which the eastern fringe along the coastline (in Randwick LGA) was subdivided. The area within the Botany District remained undeveloped until it was slowly released for development in the late 19th century.

The first recorded overland means of access to the area was via a rough track that led from Mudbank to Broadway, known as Mudbank Track (or Road), which is shown on the 1799 *A topographical plan of the settlements of New South Wales, including Port Jackson, Botany Bay and Broken Bay / surveyed by Messrs. Grimes & Flinders ; communicated by Lt. Col. Paterson of the New South Wales Corps* by Charles Grimes (available online at the National Library via http://nla.gov.au/nla.obj-231302539). The earliest formal road to the District was known as Botany Road and was constructed in 1813 (the first of three separate alignments to be known as Botany Road). The road was one of the Colony's first major public/private partnership projects and included the collection of tolls from traffic using it. The road extended from near Darlinghurst Gaol in East Sydney along the eastern edge of the dunes and swamps of the Water Reserve in an alignment similar to today's Anzac Parade/Bunnerong Road. This road passed through the land that became the Church and School Estate before curving to the west to join the waters of Botany Bay. The contract required it to terminate at Andrew Byrne's farm. Byrne had three farms in the district at the time, Sea View at Mudbank, Castlehide at Botany Beech [sic] and a third (likely leased) Belle View which is later described as abutting the 1813 road between his 50 acres and Long Bay. Byrne was presumably expressing his appreciation to the Governor for both grant and means of access when he re-named Castlehide 'Macquarie Sea View'.

Land was reserved near the southernmost point of this road for a village, to be known as 'Banks Meadow'. This village, soon known just as Banksmeadow, was to be a small settlement of 27 cottage lots and 14 larger sites situated on the shores of the bay to be connected to Sydney by the new road. The village site was centred on a creek, and the land to the immediate north was swampy but with good topsoil and considered suitable for market gardening. This area was divided into eight lots that were offered to veterans of the decommissioned NSW Corps and was soon known as the 'Veterans Swamp".

All except one of the Veterans' allotments (Hutchinson Bell's) were quickly on-sold and sub-let for use as market gardens, forming an agricultural industry in the area that survived into the 20th century, with many of the gardens being farmed by families of Chinese background. The market gardens played an important role in defining the patterns of later suburban development by alienating the land from speculative residential development and by eventually providing the large, flat sites sought by large-scale industrial development in the post-War era.

The village itself was not released for development until 1863, being proclaimed as a formal village in 1885. It was not successful. An aerial photograph taken in 1943 reveals few structures apart from the Botany Bay and Pier Hotels and a scatter of dwellings. Most of the area was used by noxious industries including a large tannery, fellmongery and wool scour. The two hotels are the only evidence of the village

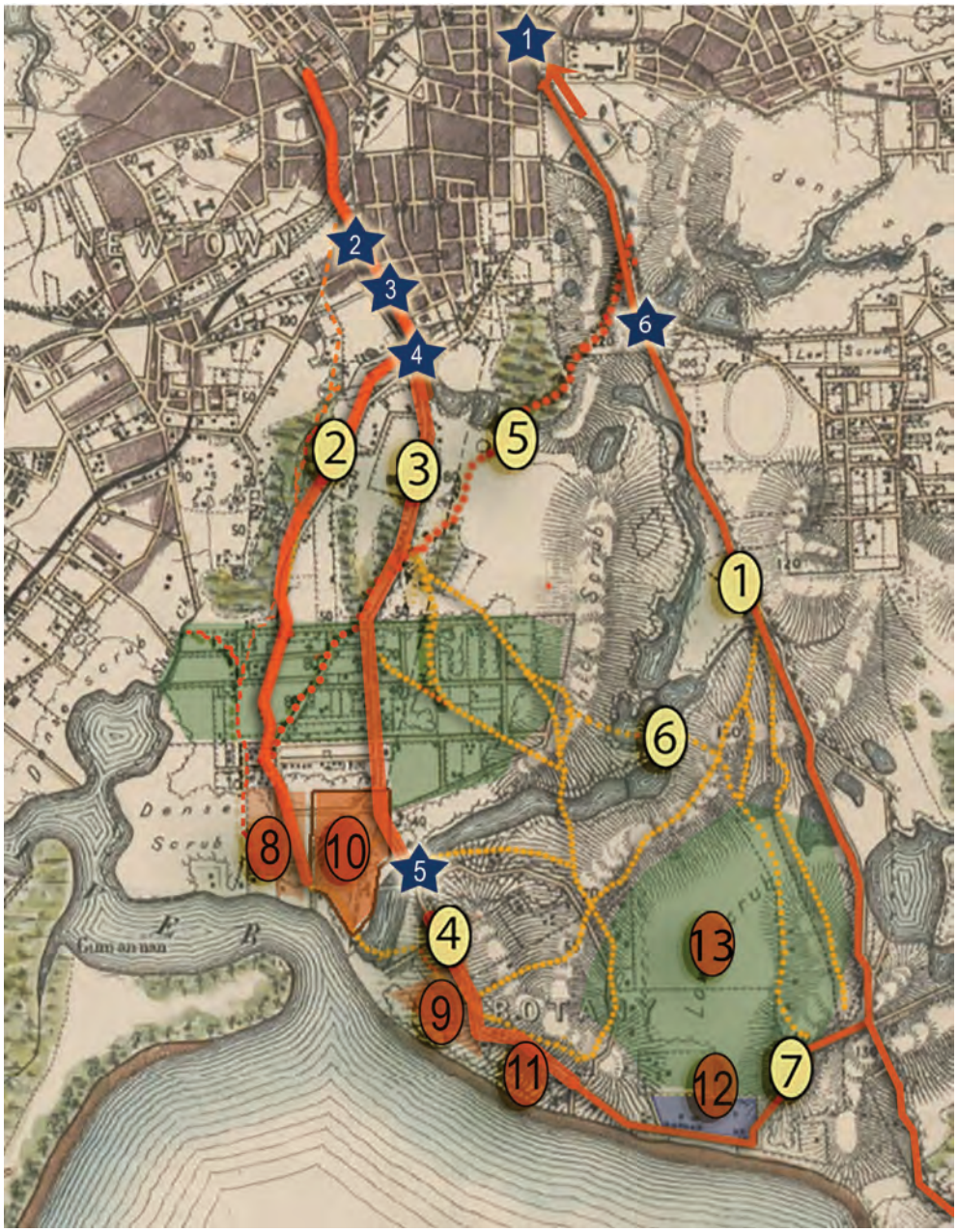


Fig. A.5 Detail from Lieutenant Parrott's 1881 plan overlaid with the three phases of Botany Road. The earliest track to the area followed roughly the alignment of (2) by 1799. The first 'Botany Road' (1) was a toll-road built by Macquarie to Surveyor-General Sir Thomas Mitchell's alignment. It skirted the eastern side of the wetlands and extended to La Perouse. A later branch (7) was built c.1830 to connect to the new Veterans' Allotments(13) and proposed Village of Banks Meadow (12). The 1813 road quickly became impassable but its alignment has survived in today's Anzac Parade and Bunnerong Road. A foot track (5) was cut from this road to the settlement at Mudbank. The second 'Botany Road' (2) followed the 1799 path. It was a more direct line from Sydney town, but also quickly became impassable to wheeled traffic. The third 'Botany Road' (3)led to the northern side of Lord's 600 acre grant but did not continue across the wetlands, resulting in a web of foot tracks between north and south (6). In 1864 the two halves of the district were linked by the construction of Mill Pond Bridge, with traffic being charged a private toll by local land-owners to cross (star 5). Other toll bars on the route over the years are also indicated by star icons. For further information see Section 4.2.

(Base: Parrott, T.S. (Thomas Samuel) & Scratchley, Peter, Sir, 1835-1885 (1881). Map of the country around Sydney ... 1881. Surveyor General's Office, Sydney available online at http://trove.nla.gov.au/work/17004420). Data compiled through original document research.)

to have survived to the present day, with not even the subdivision pattern readily interpretable in the contemporary landscape.

Most of the north-western sector of the former Botany Bay LGA in the area now known as Mascot was settled concurrently with these Government-sponsored initiatives at the southern end of the District, with the exception of two smaller land grants promised at the same time as Redmond's 135 acres. Mary Lewin was granted 30 acres abutting Redmond's to the west (to be known as 'Newcastle Farm') and Andrew Byrne was granted 30 acres to the west of Lewin's (to be known as 'Sea View'). Byrne and Lewin later married and both grants became known as Sea View.

By 1834 the area between Botany Bay and today's Gardeners Road had been divided into farms of approximately 50 acres each, with smaller lots in the north-western corner. The early track from

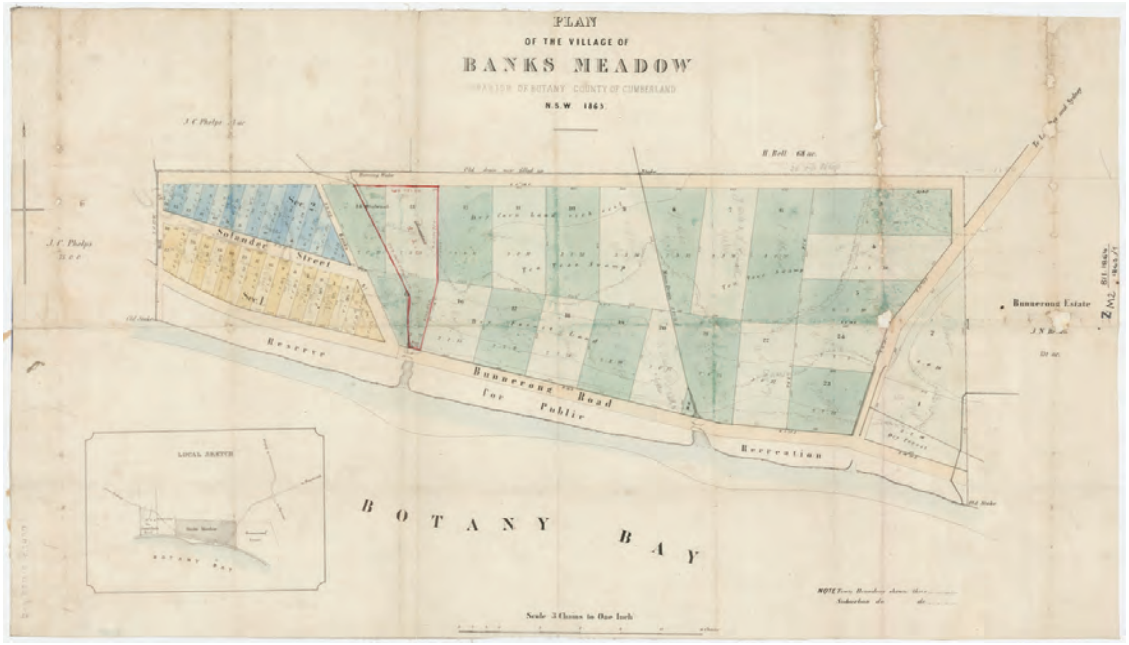


Fig A. 6 1863 Plan of the Village of Banks Meadow.

(1863-PlanOfTheVillageOfBanksMeadowParishOfBotanyCountyOfCumberland-SL NSW c018800001h-z-M2 811.1864-1863-1)

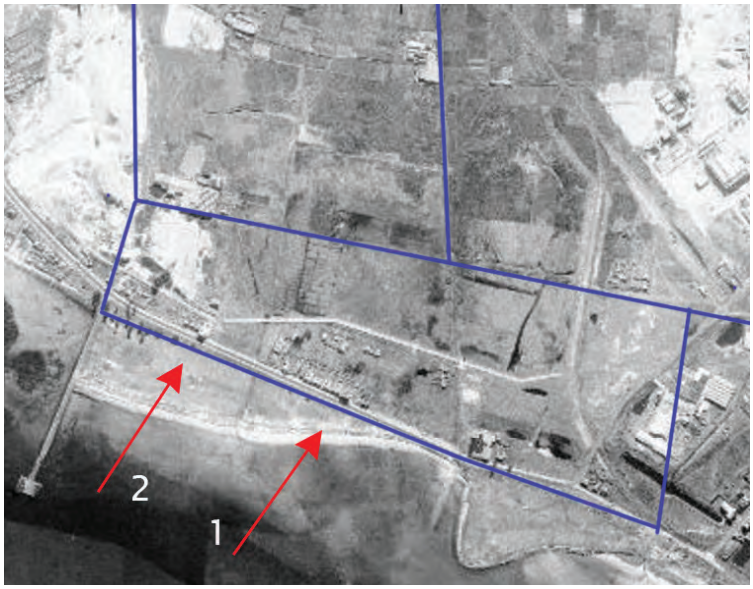


Fig A. 7 Aerial photograph of the village in 1943 showing the lack of development. The only structures to have survived are the Botany Bay Hotel (1) and the Pier Hotel (2). The Government Pier can be seen extending into Botany Bay to the left of the Pier Hotel. Traces of the tanning pits that occupied most of the village land can be seen between the two hotels to the road behind.

(base: NSW LPI SIX maps)



Mudbank to today's Broadway provided access through the area to Sydney Town after 1822, and became known as Mudbank Road. By 1840 this area was known generally as Botany and the road was renamed Botany Road; the 1813 road being designated the 'Old' Botany Road. A second track led from the northern side of Stubbs' land towards the St Peters and Marrickville areas.

The location was a popular one for market gardening, with many of the original lots re-subdivided and sold or sub-let for this purpose. The area was described in glowing terms in the advertising for the sale of the 'Township of Botany' in 1841:

> *TOWNSHIP OF BOTANY, Near Newtown, being a choice bonne louche of one hundred acres, adjoining the Cockpen Estate, and with the rare requisites of soil, situation, roads, river, wood, and water; and its distance about two and a-half miles from the southern boundary of the Metropolis, where the minimum price of land fixed by the Crown is one thousand pounds per acre. ..... MR. STUBBS has now the pleasure to inform all classes of the community, more especially, however, gentlemen in public offices, townspeople, and market-gardeners, &c, that the Sale of the Township of Botany is now fixed for TUESDAY, 8th June, 1841, to come off at the Auction Mart, King-street, at twelve o'clock*

Fig A. 8. "A view of the Sir Joseph Banks Hotel at Botany Bay", 1857 by Walter G Mason

Available online at: http://nla.gov.au/nla.obj-138452799

precisely, positively without reserve ; and as a very numerous company of buyers has been expected to be in attendance, refreshments have been ordered,

The proprietor has prudently preserved the appropriate appellation which this portion of our suburbs obtained from the celebrated botanist Sir Joseph Banks ; and it will be brought out and sold in its present shape on the 8th instant, to be ever hereafter known as the Township of. Botany. It is situated on the right hand side of the old road leading to Botany Bay, and extends westward to the waters which divide the town from the handsome chateau of Mr. Duguid.

It has also very extensive frontages to the said road, and there are a number of neat built cottages opposite, which form the suburban residences of several professional gentlemen, and the happy homes of a number of industrious market-gardeners. The land is composed of rich vegetable mould, and abounds in ferns, which denotes its general fertility ; every allotment might be brought to a high state of cultivation, as there is nothing particularly difficult to obstruct the successful operation of the spade or plough. It resembles the productive garden grounds in the neighbourhood of London, where land not a whit better than this lets for twenty pounds to thirty pounds per acre annual rent, to supply Covent Garden. In fact, these spots, so close to our flourishing sea-port, are only beginning to be duly appreciated; and the productiveness of "Deaf Bob's" and other market-gardens in the town, is the best confirmation of this fact.

The picturesque and diversified views from the township are considered the most enlivening and pleasant things that can be imagined, and added to this, the pleasant and gentlemanly society of the neighbourhood, and the blessings of health, sea bathing, fowling, and angling, are not least of its superiorities." The Sydney Herald 2 June 1841 p.3

This 'Township of Botany' was a speculative development promoted by Thomas Stubbs. Stubbs had been granted 100 acres of land (known as the Cockpen Estate) to the north of the farms of Byrne and Lord (Byrne had married Mary Lewin in 1812 and combined her Newcastle Farm with his Sea View Estate; and Simeon Lord had acquired Edward Redmond's Mudbank and added it to his 600 acres.) An 1836 sketch plan made in attempt to resolve a dispute about the location of Stubbs' grant reveals that there was a second track to the west and parallel to the Mudbank Road at the time – and that the Mudbank/'Old Botany Road' was "nearly obliterated", leading to the mistaken positioning of his land on the chart. Stubbs did not adopt a speculative approach to his land and it remained used for market gardens until subdivided for residential development.

The proposed township was located on the 100 acres of land to the south of Stubbs', and was the land that Stubbs claimed was erroneously granted to him in his 1836 Memorial to the Governor. It was granted to Thomas Torkington in the same year and had been divided into market gardens, including the noted 'Deaf Bob's' garden by 1841 when offered for sale. The subdivision plan shows a basic gridded pattern of street blocks each divided into town lots, but the later subdivision plans show that the anticipated densities did not eventuate and the land remained in the basic grid configuration until the parcels were re-subdivided and sold in the late 1880s.

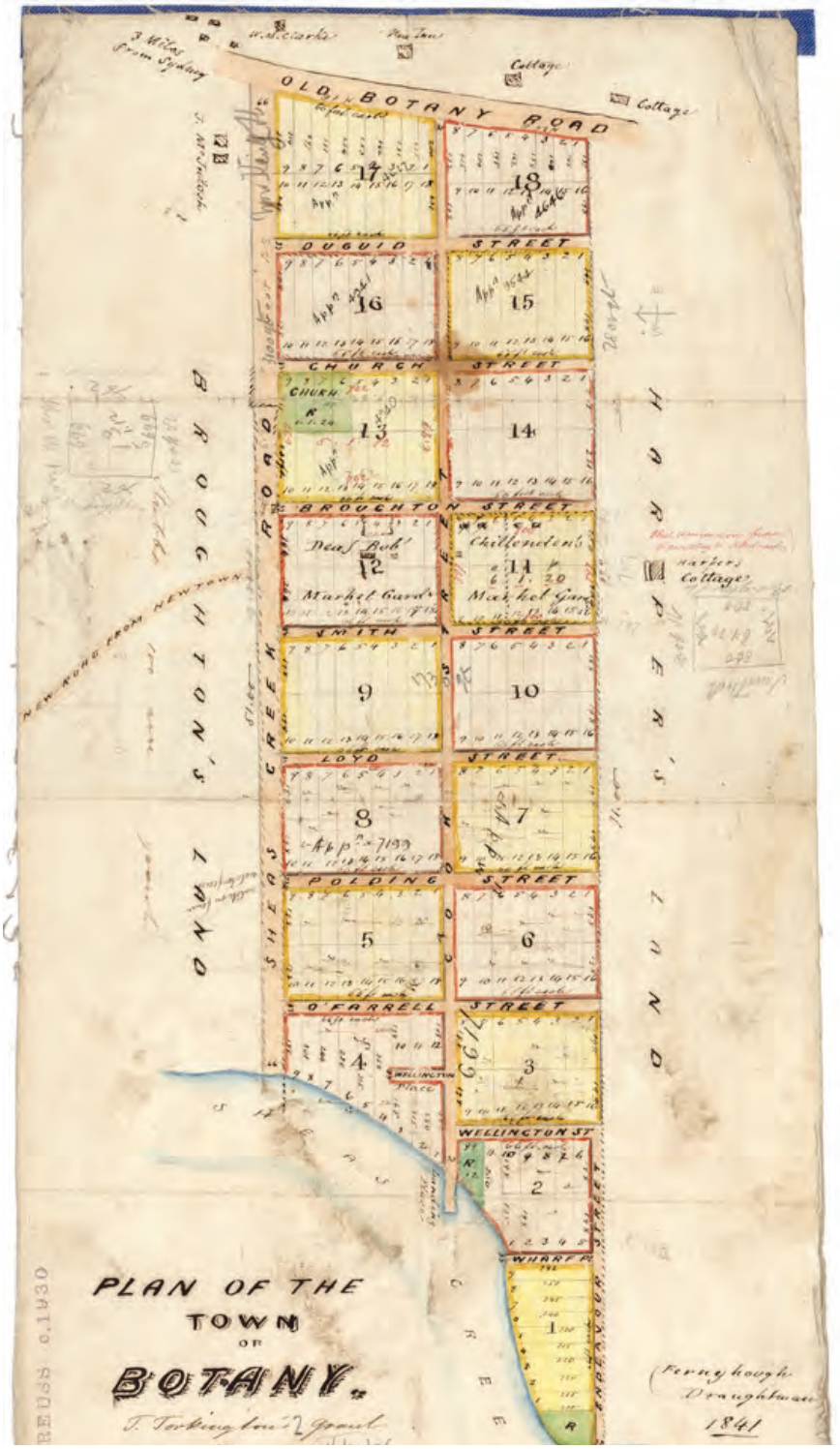


Fig A. 9. Stubbs' 1841 plan for the "Town of Botany" to be located on his neighbour Thomas Torkington's land (oriented with north to the left). The proposed township was situated between the second Botany Road and Sheas Creek in today's Mascot. The plan shows the land divided into a regular pattern with village, market garden and villa sites. The land for sale included the well-known market garden known as 'Deaf Bob's' and Chillendon's. A cottage can be seen on Deaf Bob's allotment (Section 12) and an existing track leading to the churches and shops of St Peter's is also shown. Sales were slow, but the grid layout of the subdivision survived until most of this area was lost under airport expansion in recent years. (SLNSW)

Botany's early development was impeded by not only the wetlands and the tightly held grants of Lord and Winder, but also by Governor Darling's reservation of land in 1826 for the Clergy and School Lands Corporation, which required one-seventh of new lands to be reserved for the sole benefit (income) of the Church of England to fund its churches, clergy and schools. The concept was forward thinking, but the plan was not a success, being fraught with legal issues. Following direction from London, the Corporations administering the scheme were disbanded and the scheme was abolished in 1833, after which the land returned to Crown ownership. Various portions were released by the end of the 19th century but the barren soils and lack of facilities meant that none of the Botany releases were notably successful.

This essentially meant that in this formative early phase in the Botany District's history, the ownership of much of the land within it was divided between two wealthy magnates and the Government, who each depended on the swampy wetlands for their industries and profits and had little interest in land speculation. The poor soils and industrial reputation had also taken a toll on the desirability of the area for outsiders, despite the 'flowery language' in advertisements for sales in the locality. This in effect meant that the majority of the area, particularly the Botany wetlands and the area to the south of the wetlands, was quarantined from the patterns of building booms and busts that defined the development of most of Sydney in the 19th Century.

The lack of a residential development boom was not entirely devastating however. By 1818, three years after Lord had established his fulling mill, a paper mill was added to the growing industrial precinct of the wetlands and around the same time, fishermen began to settle along the foreshores. By the early 1830s leather workers and tanners were also in the vicinity including the substantial operation of Castello and Darvall who leased land within Lord's grant for their tannery. This growing role of the area as an industrial nucleus was boosted in 1848 when the Noxious Trades Act banished all offensive trades within two miles of Sydney Town. This meant that noxious industries were forced to move or establish beyond this radius. They also required ready access to infrastucture including water supply and disposal and power in this pre-electrical age. The former Botany Bay LGA in particular was able to satisfy needs for flat, cheap land with a copious supply of fresh water required for many noxious industries associated with the processing of animal carcasses. The tanneries were soon accompanied by wool-scourers, fellmongers and boiling-down works – all highly odorous and polluting to the waterways.

The first tannery was Bunce's Tannery, established at what is now Underwood Street. The main tannery however was Darvall and Castella's establishments which extended over much of the western side of Botany Road in the contemporary town centre near the intersection with Bay Street. The Darvalls were brothers Frederick O. and William Horace Darvall. They were not tanners by trade, but were the sons of Major Edward Darvall, a wealthy merchant and were partners with the tanner Castello who operated the business. Major Darvall Snr owned one of the large lots to the south of Lord's 600 acres, but is not recorded as having built a residence or improved the land.

The Lord ventures, by this time in decline, were being reinforced by a different kind of industry for which Botany, distant from Sydney and yet with abundant water, was well fitted.

The 1882 Royal Commission into Noxious Trades had been followed by the Noxious Trades Act 1902 which empowered local authorities to give permits to noxious trade establishments in an effort to regulate their location, and this only further consolidated the industrial interest in Botany Bay.

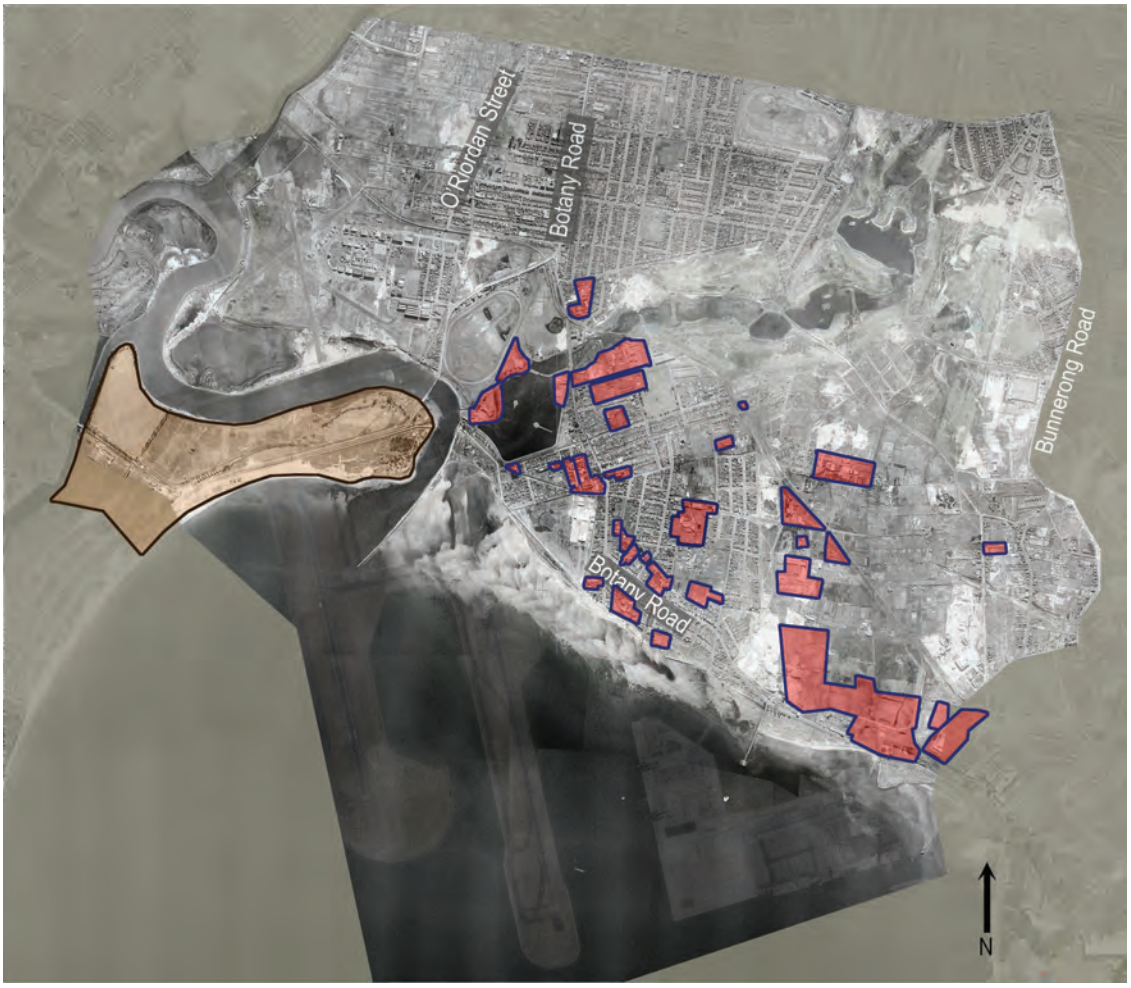
At the same time, Sydney's water supply was in crisis. The inadequacy of Busby's bore in supplying water to Sydney in the late 1840s led to a government decision to use Botany's freshwater wetlands, swamps and ponds for Sydney's water supply. After extensive land resumptions and much legal argument, a pumping station was installed near Lord's Engine Pond and operated from 1859. The waterworks at Botany served Sydney's water needs for over 25 years before it was replaced by the Nepean scheme in 1886. The main effect the waterworks had on Botany was that it led to a blanket ban on noxious trades draining into the water supply. As the lynchpin of the tanning and woolscouring industries was access to fresh water, they had no choice but to leave the area, only to return promptly after the closure of the waterworks in 1886.

The condition of formal roads remained notoriously poor in the Botany District and users were forced to pay multiple tolls as they travelled to and from Sydney. These additional tolls were not only illegal, they were a significant deterrent to residential development from the 1840s to 1860s. A Botany Road Trust was elected in 1841 (the first under new legislation) with the aim of improving the road to Botany – however the road to Botany at this time actually followed what is now O'Riordan Street and terminated at the Cooks River. There was considerable complaint about the network and state of the Botany roads by both locals and visitors from Sydney.

The waters of Botany Bay and its newly formed roads combined to provide the catalyst for one of the most important enterprises in early Botany. The bayside aspect and its proximity to the end of what was a long and torturous route from Sydney Town (by any of the available roads and tracks) was turned to quick advantage by one of the early purchasers of land in the area, Thomas Kellett. Kellett established the Sir Joseph Banks Hotel in 1844 on the shores of Banksmeadow/Botany. This hotel, and its Pleasure Grounds which offered a range of attractions (including one of the first formal zoos in Australia), sporting facilitates and staged entertainments. The Hotel quickly became one of the best known and most popular tourist attractions in the colony, attracting, for example, an estimated 8000 people, or 8% of the population of NSW, on Boxing Day in 1851. A jetty was also built to allow dedicated steamers to transport visitors to the area. Other businesses soon established along Botany Road near the Hotel to serve the small but growing community in the area.

The development of industry, agriculture and recreation that was occurring in Botany at the time required a stable residential population if it was going to remain successful, so the introduction of the tramway in 1882 which eased transportation around the District, and linked it with nearby Sydney, was one of the major catalysts for a much-needed residential boom. The Sandgate Estate was subdivided and first offered for sale in 1882 while the Botany Township was released in 1887. Whilst far from the 'boom' in development activity that was seen in other Sydney suburbs, these two releases proved enough catalyst for the development of both Mascot and Botany.

Up to the 1880s the appearance of the Botany District in both the northern and southern areas was that



of discrete villages surrounded by small scale rural and industrial activity. By 1868 there was a police service and postal deliveries servicing both areas as well as a collection of inns and hotels, churches and several schools. Shops clustered along Botany Road near the tram stops at Mascot, Botany and Banksmeadow and included the typical collection of businesses at the time; farriers, blacksmiths, butchers, bakers, grocers, confectioners and hairdressers.

From the turn of the 20th century there was a strong economic upsurge dominated by industrial expansion experienced in the Botany District, and in particular in Botany and Banksmeadow. The rise of industry in the region led to a rapid increase in population, which more than doubled in both municipalities between 1888 and 1918. Remarkably this was met by increased residential development even throughout the depression of the 1890s.

The region also underwent large-scale land redistribution and population expansion which in turn promoted community life

Fig. A.10. The ready supply of clean water attracted many noxious industries to the Botany area in the late 19th and early 20th Centuries. The areas coloured pink show the location of tanneries, woolscours, fellmongers, furriers and other industries that processed animal carcasses. The land shown yellow was the Botany Sewage farm, where human waste was decomposed. The Mascot area was relatively free of noxious industries.

Complied from Council land use maps for Botany and Mascot c.1940; Sands Directories, subdivision advertisements, Trove (National Library of Australia), plans and maps held by the NSW State Library and 1943 aerial photography (NSW LPI SIX Maps)

hitherto unknown in the area. The Sir Joseph Banks Hotel by this time was starting to lose its appeal as a resort and although its managers over the years worked hard to restore some of its former recreational glory, other recreations were growing strongly in the District at the turn of the 20th century; horse racing, golf and rifle shooting being particularly popular. Each of these activities required large expanses of open space, something that the Botany district held more of than other Sydney suburbs and which was still readily available in the Botany District.

Residential development in the Botany District had begun to be heavily influenced by the early planning and building laws introduced in 1908, which allowed councils to manage land uses by dedicating zones for residential and industrial uses. The Daceyville Housing Project is a particularly pertinent example of the awareness of the link between one's environment and one's wellbeing in regards to town planning.

The Botany District managed to grow through the challenging years of the Inter-war period. The pattern of building construction in the municipalities tended to follow the prevailing economics of the time, with booms in both residential and industrial construction in the late 1920s and late 1930s in particular and downturns in the years of depression. The 1920s were however particularly important for the District as new forms of manufacturing and technology arrived. Development included more private and public housing, factories and ancillary commercial premises, an airport, as well as cinemas, golf courses and racecourses (the Ascot and the Rosebery both surged in popularity in the 1900s). Flat and open land near the reclaimed paddocks of Sheas Creek encouraged the use of Mascot as an aerodrome. Begun in 1920 with a lease from Kensington Racing Club, the aerodrome was established on 160 acres resumed by the Commonwealth in 1921. After an uncertain beginning, it grew to have local and interstate services on three runways. It became Kingsford Smith Airport and has been expanded numerous times over the years, however the most dramatic of these could be argued as being the 1947 extension, which saw the former waterworks and sewerage land resumed, the foreshore reclaimed and the Cooks River re-aligned.

The leather and wool industries that had given the Botany District its strong identity in the mid-1880s were still present and growing after World War II. Giant industries also arrived in the area; Kelloggs (1928); Davis Gelatine (1917); Johnson & Johnson (1936); and ICI(ANZ) (1942). These additions to the industrial landscape in lower Botany and Banksmeadow, as well as the extensions to the airport at Mascot, led the Botany District into a new era of industrial identity. It is worth mentioning that noxious trades in the District continued to grow even after the conclusion of World War II (where the number of tanneries and leather works nearly doubled from 21 in 1938 to 36 by 1963). Examples of well established industries in the District in this period were Birdsall's Tannery, Enoch Taylor, Hicks Bros, Bayer Leverkussen and Platypus Tannery - the latter being the last tannery in Sydney and one of the longest known operating industries in the Botany District, closing in 2006 after 65 years of continuous operation. Birdsalls Tannery, built on the site of Darvall and Castella's original tannery in Botany, continues to operate as a leather distributor from the same site however no longer operates a tannery.

The history of the Botany District has always possessed distinct characteristics defined by its raw environmental resources. Its development has in no way resembled that of the average Sydney suburb.



Since World War II this distinctiveness has not only remained, but has heightened in its intensity. Water and sand, proximity to the Bay, large open spaces, an intimate relationship with land and water manipulation, a relatively small population, a strong local industrial identity and clearly differentiated precincts – these characteristics of the Botany District have remained unchanged for over 200 years. It is reasonable to anticipate that they will continue to define the development and identity of the area into the future.

Fig A. 11. A poster titled "Bird's Eye View of Dacey Garden Suburb as it will appear when completed, 1918" which promoted the ground-breaking development of Daceyville. Of innovative design and social purpose, only the first two phases were completed, but these have survived in substantially intact form.
(SLNSW)

THEN ...

A collection of photographs taken in and around the Botany district over the years with the corresponding view in 2017.





Fig. A.12 (top) Ascot Theatre, Botany Road from Robey Street, Botany. c.1910
Fig A.13 (below) Botany Bay Hotel, Banksmeadow. c.1930.

...AND NOW

The historic photographs in this section are from BCHA and the 2017 photographs were taken by Elizabeth Conroy.





THEN ...





Fig. A.14 (top) Botany Public School and teacher's residence n.d.
Fig. A.15 (below) Botany Road looking south from Mill Pond Bridge toward Lord Street. n.d.

...AND NOW





THEN ...





Fig. A.16 (top) Butterfield Chemist on the corner of Botany Road and King Street. 1917.
Fig. A.17 (below) Terrrace north of Botany Bay Hotel n.d. c.1980.

...AND NOW


KING ST
F M DAVIDSON
Pharmacy
Phone: 9667 2103
Tax Today
9313 5311
Tax Refunds on the Spot!
1 HOUR PHOTO
F.M. DAVIDSON Pharmacy
SCHOOL CHILDREN


GLOBELINK INTERNATIONAL
CAFE
Wi Fi Cafe
BOTANY BAY HOTEL
BISTRO OPEN 7 DAYS

THEN ...





Fig. A.18 (top) Gardeners Road looking east from Durdans Lane n.d. c.1910-1915
Fig. A.19 (below) Gardeners Road looking west from corner of Botany Road n.d. c.1910-1915

...AND NOW





THEN ...





Fig.A.20 (top) Botany Road Mascot at intersection of King Street. Looking south.

Fig. A.21 (below) Lords Road Mascot looking south-west (now entrance to General Holmes Drive) (SLNSW Government Printing Office 1-22049 available online http://trove.nla.gov.au/work/15042408)

...AND NOW





THEN ...





Fig. A.22 (top) Mascot Town Hall and Council Chambers
Fig. A.23 (below) Botany Road, Mascot, looking north. Mascot Memorial Park to left.

...AND NOW





THEN ...





Fig. A.24 (top) Mathewson Street looking north from Flint Street
Fig. A.25 (below) Newmarket Hotel at the intersection of Botany Road and Gardeners Road, Mascot

...AND NOW





THEN ...





Fig. A.26 (top) Site of first Council Chambers and Post Office in Botany. Botany Road.
Fig. A.27 (below) Sandmining in Mutch Park, Rosebery in 1960

...AND NOW





THEN ...





Fig. A.28 (top) Sir Joseph Banks Hotel, Banksmeadow
Fig. A.29 (below) St Matthews Anglican Church, Botany Road and Lord Street, Botany.

...AND NOW





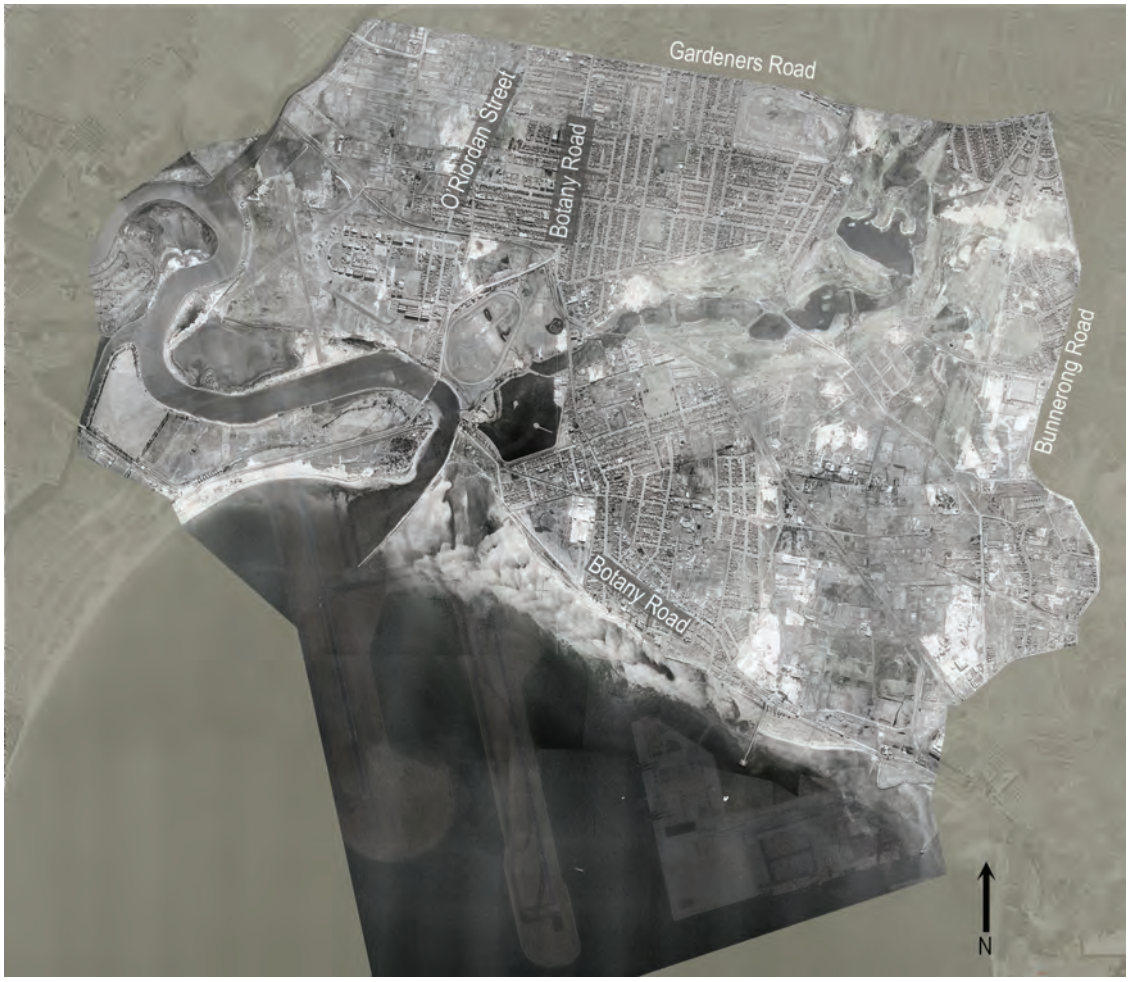
THEN ...



Fig. A.30 Wark Avenue, Pagewood. "looking East from Prince Edward Circle" 1928.

...AND NOW





Figs. A 12 and A. 13. The area in (left) 1943 and (right) in 2014.

(Aerial accessed through LPI SIX viewer at www. http://maps.six.nsw.gov.au)

PART 2: THEMATIC HISTORY



This Part is arranged according to the Historic Themes that have been identified by the NSW Heritage Council in their publication Assessing Historical Importance: a Guide to State Heritage Register Criterion A. (2006). These state-level themes sit under the wider framework of national-level themes that have been identified by the Australian Heritage Council.

The Themes relevant to the former Botany Bay LGA are:

1. National theme: tracing the natural evolution of Australia
    - 1.1 State theme: Environment - naturally evolved
2. National theme: Peopling Australia
    - 2.1 Aboriginal cultures and interactions with other cultures
    - 2.2 Convict
3. National theme: developing local, regional and national economies
    - 3.1 Agriculture
    - 3.2 Commerce
    - 3.3 Communication
    - 3.4 Environment – cultural landscape
    - 3.5 Events
    - 3.6 Exploration
    - 3.7 Fishing
    - 3.8 Health
    - 3.9 Industry
    - 3.10 Mining
    - 3.11 Transport
4.0 National theme: Building settlements, towns and cities.
    - 4.1 Towns, suburbs and villages.
    - 4.2 Land Tenure
    - 4.3 Utilities
    - 4.4 Accommodation
5.0 National theme: Working
    - 5.1 Labour
6.0 National theme: Educating
    - 6.1 Education
7.0 National theme: Governing
    - 7.1 Defence
    - 7.2 Government and administration
    - 7.3 Law and order
    - 7.4 Welfare
8.0 National theme: Developing Australia's cultural life
    - 8.1 Creative endeavor
    - 8.2 Leisure

8.3 Religion
8.4 Sport
9.0 National theme: Marking the phases of life
9.1 Birth and death

1 TRACING THE EVOLUTION OF THE AUSTRALIAN ENVIRONMENT



Significant features occuring naturally in the physical environment & features that have shaped human life and cultures

THEME 1.0 ENVIRONMENT: NATURALLY EVOLVED

The relevant National theme is *tracing the natural evolution of Australia.* The relevant state theme is '*environment - naturally evolved*'. The Local themes within the state theme are:

(1) Features occurring naturally in the physical environment which have significance that is independent of human intervention; and

(2) Features occurring naturally in the physical environment which have shaped or influenced human life and cultures.

The following activities and places in the former Botany Bay LGA are relevant to this theme:

- The Bay
- The catchment of Botany Bay
- The Botany aquifer and wetlands
- Tides
- The evolving shoreline

1.0.1 THE BAY

The shape and geology of Botany Bay and its catchment, as we know it today, is the result of thousands of years of environmental change. The Bay formed around 10,000 – 6,000 years ago. Its physical environment is not stable; it continues to evolve naturally in response to changes in climate, topography and currents. Some changes are abrupt, while others are slow.

Around 40 million years ago, "Sydney's" landscape was very different. Its coastline was further offshore than present as the climate was cooler and much of the earth's water was locked up in glaciers. Tectonic movements, resulting from when the continental plates separated to form the Tasman Sea, slowly uplifted the earth around the Cumberland basin's outer edges and formed the Blue Mountains. As these new mountains formed, coastal rivers found routes to the ocean, rapidly depositing sediments onto the coastal plains.

Early in the Quaternary period (1.8 million years ago), sea levels were still low and Botany Bay had not yet been formed. The Bay area was drained through two separate catchments, one draining to a depression running between the area today occupied by Sydney Airport, and the other near Inscription Point at Kurnell. The ancient Botany river drained the northern catchment through the present Bay entrance, while a network of creeks and rivers including the present day Georges and Cooks Rivers drained the



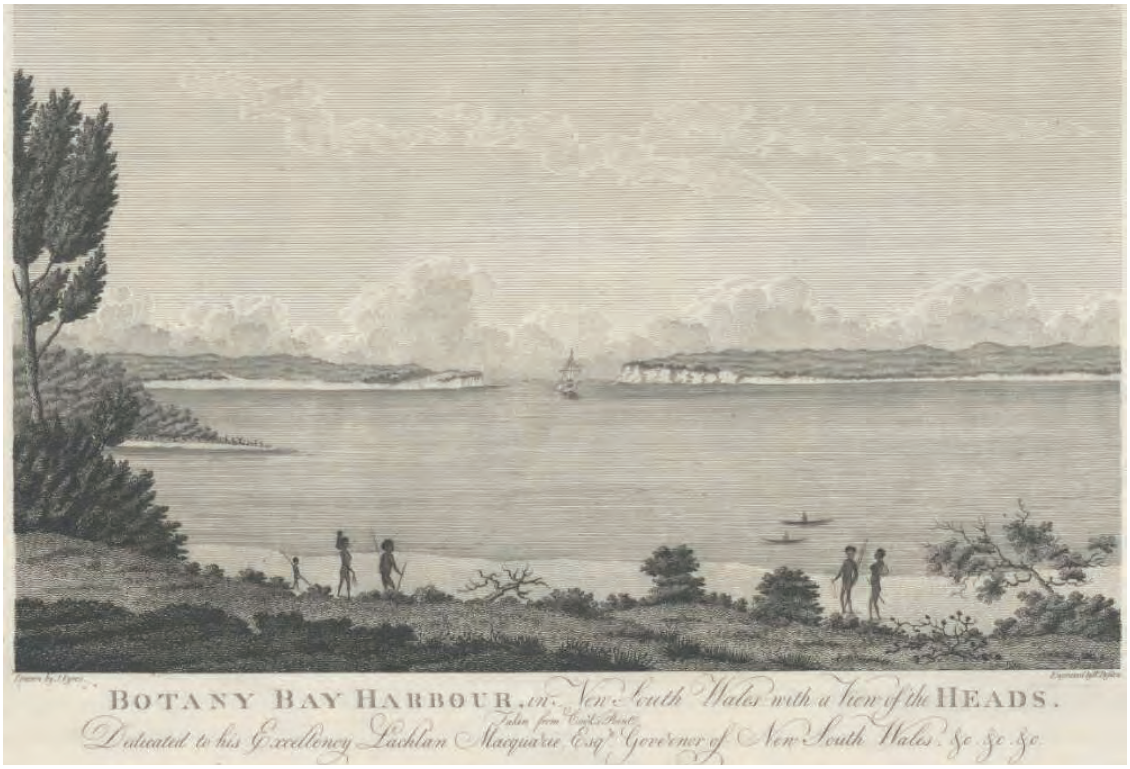
Fig 1.0.1 Sketch of the Sydney region showing the main geomorphic features. the undersea continental shelf reaches some 50km out from the present coastline. "The Colony: A History of Early Sydney" by Grace Karskens, p.20

southern catchment through the area today occupied by Bate Bay.

When the last ice age ended, over the Quaternary period, the climate was alternately cold and warm, and sea levels rose and fell a number of times. Rising sea levels gradually deposited sand from offshore reserves on top of the deep open bay indentation forming the large sandy basin which underlies Botany Bay today. Offshore winds built up the large sand dunes on the Botany and Kurnell arms of the bay. Kurnell Peninsula, located along the eastern edge of the Bay, formed when northward ocean currents deposited sufficient sand to block off the mouth of the complex of rivers on the southern side. This river system then flooded the dividing ridge and entered the ocean via the present entrance channel during a period when sea levels were 35 metres below what they are today.

1.0.2 THE BOTANY BAY CATCHMENT

The Bay today can be viewed as a shallow bowl that gradually slopes down to the north with an average depth of only 5 metres. Its deepest point, which was 18 metres below the current sea level, was found in the entrance channel. Dredging here has increased this depth to 21 metres. Excluding the rocky entrance headlands, the floor of the bay remains mostly sandy in nature.



The Cooks River rises in the low hills near Rookwood Cemetery at Lidcombe and flows through undulating shale landforms to the Bay. It once formed a swampy floodplain near its mouth on the Botany Sands, which lie on the eastern edge of its catchment. The main tributary to the river, Alexandra Canal (Sheas Creek), is permanent and drains the sandy reaches to the north of the river. The Cooks River itself is a truly intermittent river as most of its water comes from tidal influxes.

1.0.3 THE BOTANY AQUIFER AND WETLANDS

The Botany Aquifer and the Botany-Lachlan Wetlands are intricately connected. The Botany Aquifer is essentially comprised of layers of wind-blown sand that has accumulated over a weathered and eroded surface. It acts as a giant sponge which is comprised of 98% sand together with organic peat, silt, clay and shell fragments. The porous sand is able to absorb vast quantities of rainwater whilst the other elements filter out impurities as the water moves slowly down through the layers of the aquifer. The vertical percolation of water through an aquifer also minimises the potential for water loss due to evaporation.

It is these qualities that make the Botany Aquifer capable of holding

Fig. 1.0.2 "Botany Bay harbour in New South Wales, with a view of the heads, taken from Cook's Point", 1812, engraving by Walter Presston
Available online at: http://nla.gov.au/nla.obj-135295806

an underground reserve of approximately 170,000 megalitres of groundwater storage (or 170,000,000,000 litres). It is the most drawn-upon groundwater reserve in the Sydney region.

When an aquifer's water table fills to the ground surface, and when the ground forms a natural depression, a freshwater wetland is formed. As the Botany Aquifer has continued to be highly active, the wetlands have also remained and have become a part of the Botany landscape in their own right. In this still water, the Botany-Lachlan Wetlands and Aquifer continue to filter sediments and remove trace minerals from the water such as phosphorous, bacteria and pathogens and 'recharge' the reserve with fresh water. The Botany-Lachlan Wetlands themselves are connected through sub-surface draining which flows from Centennial Park down to Mill Stream, which is connected to Botany Bay.

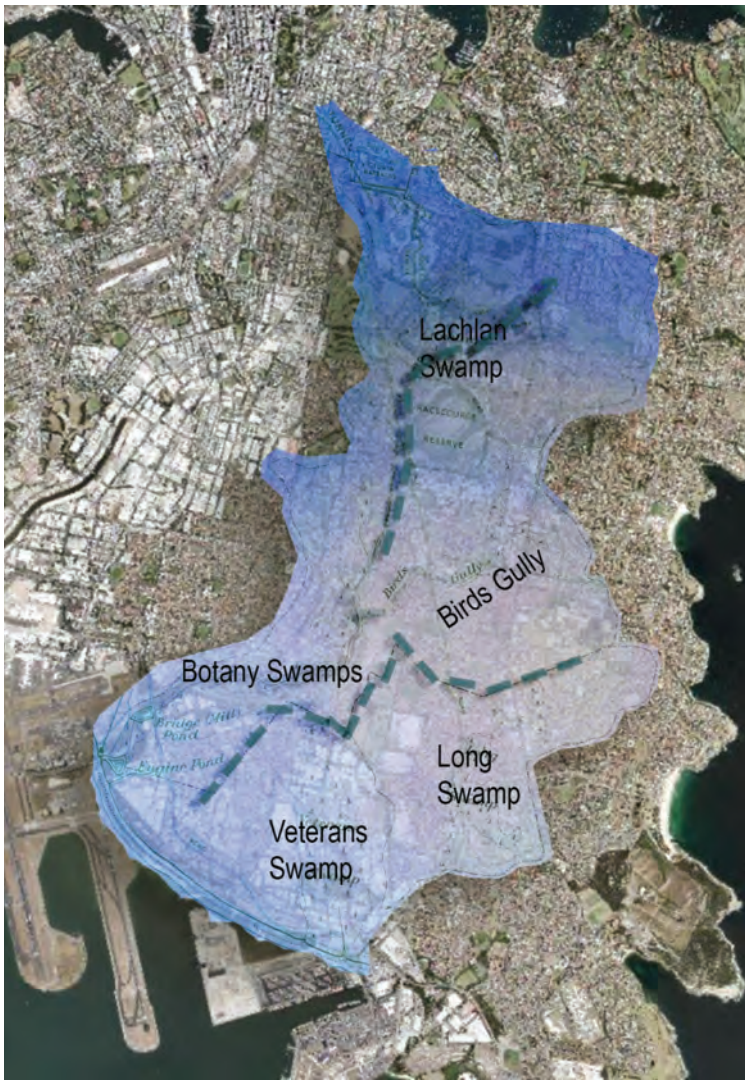


Fig 1.0.3 The Botany aquifer filters the water from much of eastern Sydney, extending from Oxford Street near the CBD to Botany. Within this system there are several sub-swamps as shown here.

The wetlands and aquifer do not correlate with one another completely. Rainfall on exposed areas of Botany Sands is absorbed and any overflow travels to the Bay via either surface runoff, groundwater flow, or a combination of both.

Being linked to groundwater flow as well as the aquifer, the Wetlands are quite permanent, although because they occur when water accumulates in depressions, their water levels can increase with rainfall. In heavy rainfall the absorbent Wetlands act as detention basins which can slow the flow of floodwater from the upper catchment into the lower catchment. The permanency of the Botany-Lachlan Wetlands was a key factor in them being turned into a series of dams and ponds and used as Sydney's water supply from 1826 to 1886.

The plants of the Botany Sands were the first to be described by the early settlers. The great diversity of wild flowers from the varied heath, scrub and low forest was valued:

> *"We know of most of the wildflower regions of the colony, but none to compare in variety and richness with Botany, as it was."*

Banksias, Wattles, Tea Trees and Grass Trees formed heath and scrublands which fringed the Botany-Lachlan Wetlands. The scrub, known as the Eastern Suburbs Banksia Scrub, covered the suburbs of Rosebery and Botany and was not found elsewhere in Sydney. The wetlands and Aquifer also continue to support an active ecological system, with small scrub and heath remnants surviving and being rehabilitated at Eastlakes Golf Course and Banksmeadow Public School.

The wetlands have become important refuges for many local species of flora such as the Eastern Suburbs Banksia Scrub which includes Wallum Banksia, Broom Heath, Pink Wax Flower, Wedding Bush and the distinctive Grasstree.

Native birds such as Rosellas, Swallows, Honeyeaters and Cockatoos have all flocked to the wetlands over the years. Migratory birds such as the Little Tern (endangered) and the Spine-Tailed Swift have also found refuge in the Botany wetlands. Australia has signed migratory bird treaties with both Japan and China and therefore has a responsibility to conserve the refuge for such species. Swans,

Cormorants, Spoonbills, Pelicans and Swamphens have all been seen at the wetlands over the years also.

1.0.4 TIDES

Tides play an important role in flushing water from Botany Bay. Freshwater inflows from the rivers and wetlands have very little effect on the Bay's salinity, except after heavy rainfall, meaning Botany Bay's waters are the same salinity as the neighbouring ocean. These marine waters usually mix with freshwater in the lower reaches of the Georges River. Much of the water that leaves the Bay at low tide is quickly displaced by strong offshore currents and does not re-enter the Bay with the high tide. This means that the Bay's waters are regularly changed and polluted water is not caught between the tides - a distinct advantage for the numerous noxious trades that set up in the area in the 19th and 20th centuries.

1.0.5 THE EVOLVING SHORELINE

The shoreline of Botany Bay is a reflection of wave activity, river flows and tidal currents. These factors are influenced by climate, land use and engineering works. Shorelines are not stable landforms and can either erode or build up in response to natural and human interactions with the above influences.

In the Bay, wave activity moves the greatest amount of sediment and strongly influences shoreline formation. Storm waves can reach heights of 2 metres and occur quite frequently, lifting sediments and eroding the northern and western beaches of the Bay. In this area, storm activity, followed by calm conditions that gradually deposit sand on beaches, has created the sandy beaches and their backing sand dunes that Botany Bay is famous for. Sand dunes are a natural buffer to hold the activity of expected storms and protect coastal lands.

Today, the balance between shoreline development and natural climate have been affected by human development in the Bay. Shorelines have been built upon and large areas of the bay adjacent to the Botany Bay area have been reclaimed and drained for airport runways and the large container terminal.

2 PEOPLING AUSTRALIA



NATIVES OPPOSING CAPTAIN COOK'S LANDING.

Recognising the pre-colonial occupations of Indigenous people, as well as the ongoing history of human occupation from diverse areas

Previous page: 'Natives Opposing Captain Cook's Landing'. 1888. By William Macleod. Available online at: http://trove.nla.gov.au/work/190029789

THEME 2.1 ABORIGINAL CULTURES AND INTERACTIONS WITH OTHER CULTURES

The relevant national-level theme is 'Peopling Australia'. The relevant state theme is '*Aboriginal cultures and interactions with other cultures*'. The Local themes within the state theme are activities associated with maintaining, developing, experiencing and remembering Aboriginal cultural identities and practices, past and present; demonstrating distinctive ways of life; and interactions demonstrating race relations. This theme is relevant to the whole of the former Botany Bay LGA. It includes:

- An introduction to traditional and contemporary Aboriginal culture in Botany Bay
- First contact and invasion
- Encounters at Botany Bay - The First Fleet and La Perouse
- Early Encounters, Resistance and Disease – 1788 to 1815
- Dislocation and Reorganisation – 1815 to 1850s
- Mahroot
- Refuge at La Perouse – 1850s to mid 1890s
- Late 19th Century and into the Aborigines Protection Board Era – mid 1890s to post World War II
- Sites of importance to the Aboriginal community in the former City of Botany Bay

Author's Note

In 2011 Bayside Council, formerly known as the City of Botany Bay Council (CBBC), commissioned an Aboriginal Cultural Heritage Study to be carried out for the former CBBC Local Government Area. Alan Ginns and Pamela Fletcher of Gondwana Consulting Pty Ltd, together with Dr Iain Stuart, JCIS Consultants, undertook extensive research for the project and in so doing produced a comprehensive and well-written history of the Aboriginal peoples of the Botany Bay and La Perouse area. The following section has been extracted from the Gondwana Consulting report, which is held by Bayside Council, entitled Aboriginal Cultural Heritage Study and Plan for the City of Botany Bay (2011). The author encourages any reader who wishes to learn more about the Aboriginal history of Botany Bay to read Gondwana Consulting Pty Ltd's thorough report, which can be downloaded from Council's website (at the time of writing) at: http://www.botanybay.nsw.gov.au/files/sharedassets/public/documents/planning-and-development/heritage/aboriginal-cultural-heritage-study-and-plan-16-june-2011.pdf.

2.1.1 ABORIGINAL CULTURES IN BOTANY BAY: AN INTRODUCTION

The historian Maria Nugent, who has worked closely with the Aboriginal residents of the northern side of Botany Bay, has described Botany Bay as a place "where histories meet". Close to Aboriginal Australia's first places of contact with Europeans on the nation's east coast, it is a place holding stories of dispossession, resistance, marginalisation, survival and resurgence set in an area that has also been impacted by migration, urbanisation, industrialisation and the associated ecological and environmental costs of these changes.

While the Aboriginal cultural heritage of surrounding areas has been documented, the documented story of Aboriginal people in the Botany area – their history, culture heritage and continued presence within the area of the former City of Botany Bay LGA, is limited when compared to that of the La Perouse area. The La Perouse Aboriginal community's history therefore forms the majority of the information that researchers have today on Aboriginal activity on the bay's northern side.

The Aboriginal story of the former Botany Bay LGA remains a living heritage – closely associated with the adjacent La Perouse story, despite the area's intensively urbanised and industrialised character and its location near the centre of Australia's oldest and largest city.

The presence and recorded history of the La Perouse settlement has ensured a considerably larger historical record regarding Aboriginal people in this area than is available for most other parts of Sydney. Although this would suggest a wealth of historical information regarding Aboriginal people in the former Botany Bay LGA, unfortunately this is not the case. Despite the La Perouse settlement only being just over 1.5 kilometres from the nearest (terrestrial) boundary of former Botany Bay LGA, the official histories and the accounts of Aboriginal people themselves are consistently tightly focused around the immediate area of the settlement – with few mentions of areas that were once part of the former Botany Bay LGA.

More than 600 people identifying as Aboriginal or Torres Strait Islanders were recorded as living in the former City of Botany Bay Local Government Area at the 2006 census. These include descendants of

the Aboriginal people originally living along the north side of Botany Bay as well as Aboriginal people from other areas, such as the South Coast and inland NSW, who have moved into the locality.

Only in the recent past have local or other Aboriginal people had a "direct voice" in contributing to, or preparing, histories and stories about the Aboriginal community and past of the former Botany Bay LGA and surrounds. Even so, much of this social and historical information remains unpublished or unavailable – being either lost under the changes and pressures of non-Aboriginal history or held by the Aboriginal community and not yet publicly recorded or otherwise readily available. Some culturally or personally sensitive information may also be withheld from published histories. An oral history project was attempted as part of the Botany Bay Heritage Review 2016/17, however time constraints of the project meant that this was not able to be completed by the time of publication. This history may therefore be reviewed and added to upon the completion of a separate oral history project being undertaken by Bayside Council with current Aboriginal residents of the Botany Bay area.

DATING OF SIGNIFICANT ABORIGINAL SITES

For tens of thousands of years prior to the first sighting of the Sydney region by Europeans, Aboriginal people had lived in the Sydney Basin. The cultural histories held by Aboriginal people themselves, and archaeological evidence, both point to Aboriginal people living in the Botany Bay area for at least the last 5,000 years – and undoubtedly much longer.

At the time of Lieutenant Cook's declaration that the lands of Australia's eastern seaboard, which he had named New South Wales, were terra nullius, or "no man's land", the Australian continent was owned by over 400 different Aboriginal nations.

The oldest reliably dated habitation site in the Sydney region is 14,700 Before Present (BP), from a rock shelter on the west bank of the Nepean River. During the peak of the last Ice Age (about 18,000 years ago) sea levels were approximately 110-130 metres lower than they are today, and the coastline as much as 15 kilometers further to the east. The coastal topography would have been vastly different to today. La Perouse was joined to Kurnell by dry land and Botany Bay

essentially did not exist as a waterbody, but was most probably a low lying depression. The Cooks and Georges Rivers joined and flowed as a single channel through what today is the Kurnell Peninsula before meeting the sea.

Rising sea levels after this ice age, from about 10,000 years ago onwards, would have progressively flooded the Aboriginal sites along this earlier coastline and pushed the original populations inland across the prehistoric coastal plain over the course of several thousand years. The greater majority of reliably dated archaeological sites around Botany Bay and along Sydney's eastern coastline therefore testify only to Aboriginal people's occupation and use of the coast and adjacent bushland at the current sea levels, dating from about 6,000 years ago after the end of this ice age and sea level rise, with most dates within the last 5,000 years.

Researchers acknowledge the difficulty in estimating the size of the Aboriginal population in the Sydney Region immediately prior to European Settlement. Current estimates suggest a population of 2-3,000 people "around Sydney" and 4-8,000 or 5-8,000 in the greater Sydney region including the lower Blue Mountains. Others suggest a pre-1770 population of around 1,500 indigenous people living in the area now occupied by Sydney's eastern suburbs. Trends in the size of this pre-contact population are even more difficult to ascertain.

However there is growing evidence that the Aboriginal "pre-history" of the Sydney region was not that of a fixed culture reaching back unchanged for millennia, but a dynamic and evolving culture responding to environmental, technological and social changes.

ABORIGINAL LANGUAGE GROUPS IN THE BOTANY AREA

The location and extent of the various groups of Aboriginal occupants and owners of the Sydney region in 1788 is a question of continuing academic and cultural debate. Within this debate Aboriginal languages are accepted as surrogates for, or indicators of, identifiable groups of Aboriginal people. Language groups, or "tribes" as they are usually referred to in historical literature, share common initiation ceremonies and speak closely related languages. Many attempts have been made to map the pre-contact and immediate post-contact territories of Aboriginal people in the Sydney Region.

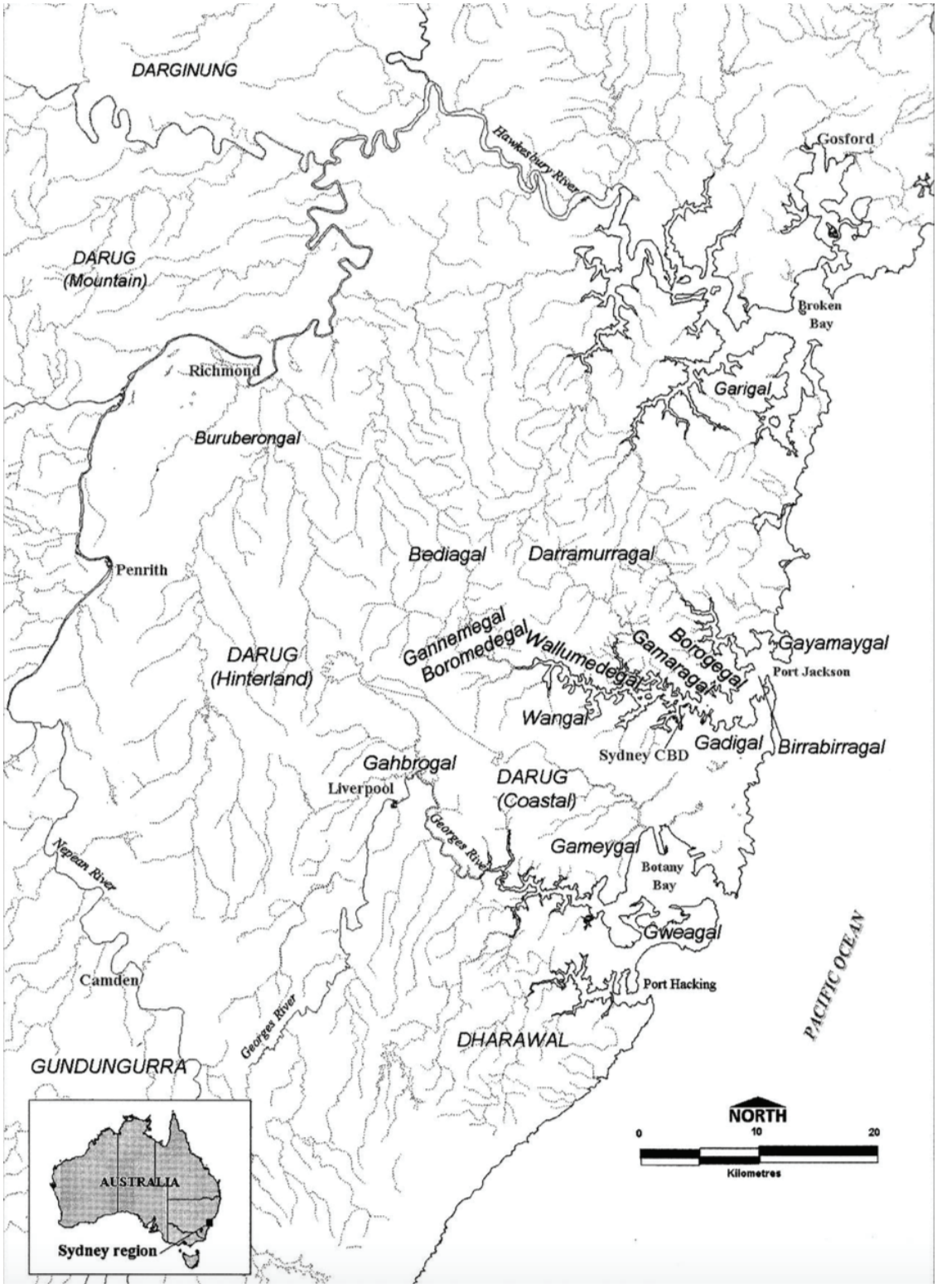


Fig 2.1.1 The location and extent of language, clan and "named" Aboriginal groups at the time of European settlement. (Attenborow, 2002. p.23)

The exact boundaries are very difficult to reconstruct due to the limited information available – many early European accounts date to the period when Aboriginal groups were already being impacted and displaced by the first waves of European introduced disease, and so don't reflect the pre-contact situation. Differing opinions and evidence exist on the location of these boundaries. In 1788, and the years immediately thereafter, it is now generally accepted that the Sydney region was occupied by two major language groups – the Darug and the Dharawal. These two groups were flanked by the Gundungurra on the southern margin of the Cumberland Plain west of the Georges River, and the Darginung in the Colo River area to the north-north-west.

The Darug language covered an extensive area – from the Blue Mountains north-west of Sydney ("Darug mountain"), across the Cumberland Plain ("Darug hinterland"), to the coast on the Sydney Peninsula between Port Jackson to the north and Botany Bay to the south ("Darug coastal") (with the Darug coastal dialect also possibly extending to the north side of Port Jackson and north possibly as far as Broken Bay – an area previous writers had identified as that of the "Guringai" language group). Dharawal, the other major language group, is accepted as being spoken from the southern shore of Botany Bay south to the Shoalhaven River (and possibly to Jervis Bay) and west to Camden.

As well as the accounts of early European writers, the location of a language group boundary at Botany Bay and the Georges River – with Darug to north and Dharawal to south – is also supported by an observable change in rock art styles from the areas north of the bay compared with those in the south. Differences in the cultural practices of Aboriginal groups were also observed along the Botany Bay and Georges River boundary.

More specific to the coastal area of eastern Sydney and northern side of Botany Bay, it is now widely accepted that the Aboriginal people living south from Port Jackson to the northern shore of Botany Bay (and perhaps around the bay's western shore) were part of the Darug (coastal) language group. The linguist Arthur Capell concluded in 1970 that a dialect of the Darug language was spoken on the "Sydney Peninsula" which he described as "extending between the south shore of Port Jackson and the north shore of Botany Bay and as far

inland as Rosehill (Parramatta district)". The coastal dialect of the Darug language, used between Port Jackson and Botany Bay (and possibly beyond), may have been the Eora language – although there remains vigorous debate about this subject in the academic literature.

Within these much larger language groups Sydney's Aboriginal society was traditionally structured into clans, or local descent groups, who traced their identity from a common (usually male) ancestor. These local descent groups, or land-using groups, typically occupied an identifiable area. However resource utilisation customs, cultural responsibilities, and other factors meant that the boundaries of these clan areas were often blurred or "fluid". Clans also did not necessarily always live, full-time, on their lands. The identification and recording of clans and clan areas by the early colonists was also difficult, incomplete and contradictory – making our understanding of these early traditional land use and management areas even more difficult.

A number of contrary views exist – among academics and Aboriginal writers – as to the clan group associated with the northern side of Botany Bay (in 1770 and 1788), and hence within the former Botany Bay LGA.

Several past writers and other sources have identified the Kameygal, also spelt Gameygal, as the clan group for northern Botany Bay. Many of these sources further identify the Kameygal (Gameygal) as being part of the Dharug (Eora) language group. The anonymous 1790-1792 publication *Vocabulary of the language of N.S. Wales in the neighbourhood of Sydney (native and English but not alphabetical)* (recently attributed to Governor Arthur Phillip, Judge-Advocate David Collins and Captain John Hunter) was the original source to locate this group, which it spelt Kamey-gal, to the Botany Bay area. It is presumed that the clan name is derived from the Aboriginal name for Botany Bay – Ka-may or Kamay (or in some accounts Gamay).

In 1790 Watkin Tench referred to the "Bideegal" group living on the peninsula at the head of Botany Bay and "*chiefly on the north arm of Botany Bay*" [Cooks River]. This association has been repeated by some authors in the recent past (such as Dallas 2004 and Bourke 2008), suggesting Bidjigal country extended as far west from Botany Bay as Bankstown and Salt Pan Creek).

However Attenbrow suggests that this recording represents the dislocation of the Bidjigal, or inland "woods person" from the north-west of Parramatta, as a consequence of the small pox epidemic and cites numerous historic accounts – including reported information offered by the Aboriginal people Colbee and Balledderry – in support of this claim (Tench himself also noted this group as occurring at the head of what is now Homebush Bay). Alternatively Attenbrow suggests that the group of Aboriginal people on the north-west shore of Botany Bay were "*so named because of Pemulwy's association with them*" – Pemulwy being known as a Bidjigal man, or an inland "woods person", from the current Hills District of Sydney. Others have speculated that remaining members of the Bidjigal Clan followed Pemulwy to his "*area of operations*" and resistance around Botany Bay.

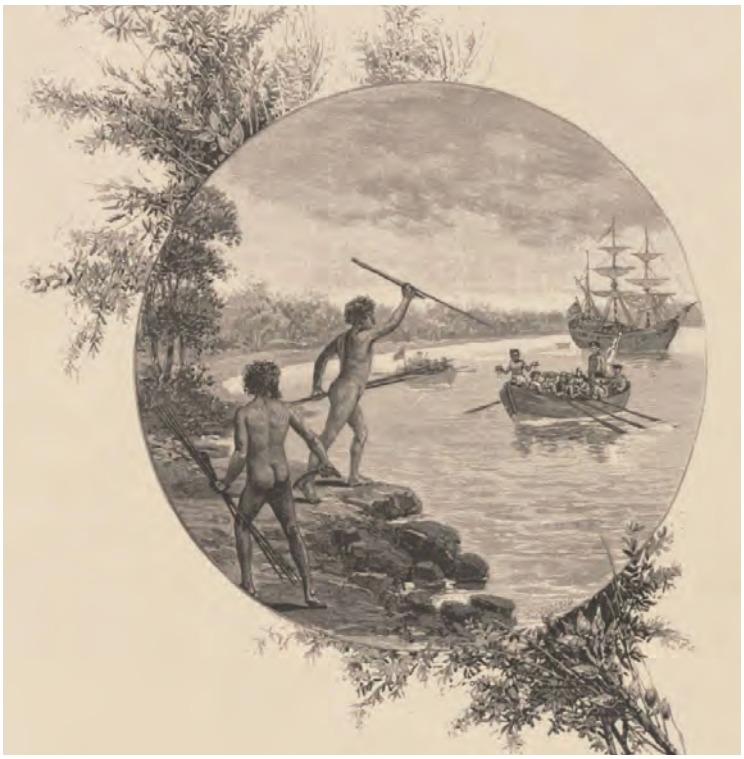
Even today, among non-Aboriginal authors there remain contrary accounts as to the original Aboriginal occupants of the northern shore of Botany Bay. Most recent authors cite the area as being home to the Goorawal people – with alternative spellings as Gooriwal, Goorawahl, or Guriwal – while others identify Gooriwal only as the traditional name for the La Perouse area.

Prior to the 2016 council amalgamations, the former City of Botany Bay Council acknowledged both Bidjigal and Gadigal peoples as traditional owners of the land within the Botany Bay LGA.

2.1.2 FIRST CONTACT AND INVASION

The landing place of (then) Lieutenant James Cook in 1770 was on Gweagal land (a clan within the Dharwal language group) near the southern entrance to Botany Bay – on the opposite side of the waterbody from the former Botany Bay LGA. However as the Endeavour waited offshore to sail into the bay Joseph Banks observed about ten Aboriginal people gathered around a fire on the bay's northern head "*at a very barren place*" [possibly Bare Island], he reported that this group later "*retird [sic] to a little eminence where they could conveniently see the ship*".

This is the first known European description of the Aboriginal occupants of the northern shore of Botany Bay. Banks noted that this group was joined by four men who pulled their two canoes up onto the beach below the group. As the crew in one of the Endeavour's



smaller boats, which was sent to check the bay's depths, rowed towards the group's location Banks recorded that the people "*all retird [sic] higher up on the hill*" with the exception of one man who hid behind some rocks and kept lookout.

Banks continued to watch the northern headland and shoreline, observing that most of the Aboriginal people had followed the Endeavour's boat west around the coves – into the Botany Bay LGA area – but "*a few of the Indians who had not followed the boat remaind [sic] on the rocks opposite the ship, threatening and menacing with their pikes and swords*". He described two of these men in detail as follows...

> "*... painted with white, their faces seemingly only dusted over with it, their bodies painted with broad strokes drawn over their breasts and backs resembling much a soldiers cross belts, and their legs and thighs also with such like broad strokes drawn round them which imitated broad garters or bracelets ... [each had a wooden weapon] about 2½ feet long, in shape much resembling a scepter ... [and they] seemed to talk earnestly together, at times brandishing their crooked weapons at us in token defiance*'.

Fig 2.1.2 'Natives Opposing Captain Cook's Landing'. 1888. By William Macleod.
Available online at: http://trove.nla.gov.au/work/190029789

The final landing place chosen by Cook, on the bay's southern side, was recorded by Banks as "*a small village consisting of about 6 or 8 houses*".

The Dharawal version of the actual landing, as told by Gweagal Elder Beryl Timbery-Bellar (and recorded by Dallas) is as follows...

> *"When they saw a big white bird sailing into the Bay, that's what was handed down to me, they saw this big white bird coming, these two Aborigines went down as a warning party to let them get the children and hide them ! They stood their ground and the others were [in the bushes] a back up to help protect the family groups. On the rocks stood two warriors, and there were about thirty marines. Two against thirty!"*

In his journal Cook described the landing thus...

> *..."I thought that they beckon'd us to come ashore; but on this we were Mistaken, for as soon as We put the Boat in they again Came to oppose us upon which I fir'd a Musquet between the 2 which had no other effect than to make them retire back to where their bundles of darts lay & one of them took up a Stone & threw at us which caused my firing a Second Musquet load with small shott, & altho' some of the shott struck the Man yet it had no Effect other than to make him lay hold of a Shield or Target to defend himself, immediately after this we landed which we had no sooner done then they throw'd 2 darts at us which obliged me to fire a third shott soon after which they both made off."*

After their time on shore at what would later become Kurnell, Cook's landing party returned to the Endeavour and later the same day rowed to the bay's northern shore and went to the location where Banks had observed the Aboriginal group earlier in the day. Banks recorded that "*here however we found nobody*" and Cook's records confirmed...

> *"went over to the north point of the bay where coming in we saw several people ... but when we landed now there were no body to be seen".*

At "the north point of the bay" Cook notes... "*we found here some fresh water which came trinkling [sic] down and stood in pools among the rocks*", *but the location was* "*troublesome to come at*" and so the southern landing place was the preferred. (It was this trickling stream that Cook described in his notes which would entice Captain Phillip 18 years later to land on the northern shore of Botany Bay in search of the fresh water source.)

The early historical work *The History of Australian Discovery and Colonisation*, published in 1865, included a purported account of Cook's arrival in Botany Bay from the perspective of several old Aboriginal men who were claimed to have been eyewitnesses to the event. The accounts were from six elderly Aboriginal men called Yadyer, Bullmayne, Dolmoik, Kurrul, Bluitt and Potta – and it is speculated that they were collected by Obed West "*who had frequent opportunities in his youth in the early part of present century [the nineteenth century], of acquiring information from the Botany Bay blacks, and who always took much interest in all that reacted to them*". The text, although claimed as being sourced from Aboriginal eyewitnesses, was presented in a European voice.

This early historical account includes considerable information on the landing party's visit to the northern shore and the Aboriginal people's response, and includes references to locations as far west as "Bumbera Point" just east of the south-east corner of the former Botany Bay LGA, and so is worth quoting extensively here:

> *"Yadyer says that on seeing the ship he went down to a corner of the beach, where a portion of the tribe were encamped and told them what he had seen. They all thereupon went up the hill to look. ... Some of them thought that the ship was a large bird. But, as the object of their amazement approached the heads of the bay, they came to the conclusion that it was a large canoe with people on board. ... After staying there [the southern shore] some time, the boats came over to the north side of Botany Bay, and landed on the beach at Kooriwal. Three persons then landed from one of the boats; one of these had on his head something like a 'bangalle'. [the text described this as an Aboriginal vessel for carrying water resembling "very closely a cocked hat" – the implication being that this person was Cook] ... These three men walked along the beach, the boats pulling close to land, till they came to Bumbera Point, half a mile from Kooriwall, due north. The blackfellows made their appearance on the bank above the beach, with spears and wommeras; but made no attempt to throw a spear at the strangers. When the aborigines [sic] appeared a second time, two guns were fired from the boats, on which they drew back into the bush. When the three persons who landed came to Bumbera Point, they got into the boat, and after staying there a short time went back to the ship, which was then anchored just outside the Heads. Either that evening or the following morning two boats came*

> *up again to the north side at Bumbera Point, and hauled a seine twice, and then returned to the ships."*

Nugent observes that this account contains small details that accord with Cook's and Banks' journals, but it includes some minor discrepancies and elements that appear to be a mix of the Endeavour's and the First Fleet's arrivals in Botany Bay and the La Perouse expedition.

On 30 April 1770 (the Endeavour's second day at anchor in the bay) Cook records that "*In the AM I went in the Pinnace to sound and explore the North side of the bay where I neither met with inhabitants or any thing [sic] remarkable*". That evening Banks went across to Bare Island on the bay's northern shore to collect shells and noted that as he was (presumably) being rowed there he saw "*six Indians on the main [land] who shouted to us but ran away into the woods before the boat was within half a mile of them, although she [the boat] did not even go towards them*".

Cook and Banks both expressed frustration at the elusive nature of the local Aboriginal people and the lack of any "productive" contact with them – a behaviour which Nugent interprets as a typical/traditional response repertoire of Aboriginal people towards strangers of first deliberately ignoring, then avoiding and at last repelling (preferably from a distance. Cook wrote that "*The Natives do not appear to be numberous [sic] neither do they seem to live in large bodies but dispers'd in small parties along by the water side*", and both Cook and Banks reported seeing several groups of people associated with "hutts" [sic] or houses in several places. Overall Cook and Banks both recorded the Botany Bay area as sparsely populated (a view not supported by Watkin Tench and others on the First Fleet in 1788).

The next recorded visit to the northern side of Botany Bay was on the sixth day of the Endeavour's stay (4 May 1770), when Banks was some distance in from the north-western shore of the bay. He described the future area of Banksmeadow as follows...

> *"Myself in the afternoon ashore on the NW side of the bay, where we went a good way into the countrey [sic] which in this place is very sandy and resembles our Moors in England, as no trees grow upon it but everything is covered with a thin brush of plants about as high as the knees."*

The Endeavour sailed out of Botany Bay on 6 May 1770, after eight days in the bay and nine days since Banks first observed the Aboriginal people on the northern headland. Cook's journal entry for this day of departure summarises his impression of the bay's Aboriginal inhabitants...

> *"... those I saw were about as tall as Europeans of a very dark brown colour but not black ... nor had they wooly frizled hair, but black and lank much like ours - no sort of cloathing [sic] or ornaments were ever seen by any of us upon any one of them or in or about any of their hutts [sic] from which I conclude that they never wear any - some that we saw had their faces and bodies painted with a sort of white paint or Pigment ... However we could know but very little of their customs as we never were able to form any connections with them."*

The Aboriginal people's views as to the unprecedented arrival of this strange vessel in their bay, and the inexplicable and uncustomary behaviours of its occupants, were not recorded at the time – but have been the subject of a continuous narrative in the Aboriginal community, around and beyond Botany Bay, in the centuries that followed.

Esme Russell (nee Timbery) believes her ancestors have always lived on the northern side of Botany Bay (in the La Perouse district) and she is descended from the people who witnessed Cook's arrival. The oral traditions she grew up with is that "*they were standing on the lookout hill and they stood watching him ... on our side the Timbery family just stood and watched ... they apparently did not get shot at ... The Timberys were a real placid family* ".

2.1.3 ENCOUNTERS AT BOTANY BAY - THE FIRST FLEET AND LA PEROUSE

The Aboriginal people of Botany Bay had nearly two decades to recount the story of the Endeavour's stay in their lands until their next, and much more permanent, encounter with Europeans when the Supply, the vanguard of the eleven ships of the First Fleet, sailed into Botany Bay in the early afternoon of Friday 18 January 1788.

Officers and men from the Supply went ashore, at what is today Yarra Bay, and as Second Lieutenant Philip Gidley King recorded...

> *"[we] just looked at the face of the country which is, as Mr Cook remarks, very much like the moors in England except that there is a great deal of very good grass and some small timber trees ... we went a little way up the bay to look for water but finding none, we returned to abreast of the Supply."*

No Aboriginal people were seen, or at least none recorded, until the party returned towards their ship. Here "a group of natives" were observed, and when the colonist's boats pulled into shore near their canoes the following "meeting", as described by King, took place...

> *"They [the natives] immediately got up and called to us in a menacing tone and at the same time brandishing their spears or lances. However, the governor showed them some beads and a ordered a man to fasten them to the stem of the canoe. We then made sign that we wanted water, when they pointed round the point on which they stood and invited us to land there. On landing, they directed us by pointing to a very fine stream of fresh water."*

This "*very fine stream of fresh water*" is now named Bunnerong Creek.

On landing (although the accounts vary somewhat) Phillip approached the group of Aboriginal people alone, unarmed, with his arms outstretched and palms open. As had happened at Cook's landing 18 years earlier two Aboriginal men came forward and approached him, but instead of gunshots this time the new arrivals offered gifts which – with some "*fear and trembling*", as King reported it – the Aboriginal men took and a brief interaction followed until the ship's party "*soon after took leave of them and returned on board*".

Fig 2.1.3. (left) "'Timbere" (Timbery) a native of new south Wales' [sic] as sketched by Jacques Arago c. 1820. (detail) Available online at: http://nla.gov.au/nla.obj-138466855

Fig.2.1.4 (right) 'Australian Aborigines in bark canoes. April 1770. By Tupaia (an indigenous Polynesian on HMS Endeavour) (British Library; London)







Phillip's initial contact with these Aboriginal people on the northern shore of the bay may have been aided by the fact that he was missing a front tooth, which was a sign of initiation and authority among the local men.

Phillip himself later commented regarding Aboriginal peoples' response to his missing tooth that it "occasioned *a general clamour, and, I thought, gave me some little merit in their opinion*". King recorded that the next morning, as the landing party was returning with a catch of fish, "*the natives came down and were much more confident than they were the night before*".

Several of the First Fleet accounts might also suggest a different attitude to the invaders by the Aboriginal people on the north side of the bay (the Gooriwal or Guriwal) from those on the southern shore (Gweagal) – in addition to the less aggressive response to Phillip and his landing parties. Private John Easty recorded on the Fleet's second day in Botany Bay that he...

> "*saw several fires made by the Indians on Cape Banks ... great many Indians on Point Solander came down to the shore and shouted at us and held up their weapons over their heads and shaked [sic] them at us.*"

Fig 2.1.5. 'Natives of Botany Bay' by Thomas Medland. 1789.

State Library of Victoria. Available online at: http://trove.nla.gov.au/work/177671684

Watkin Tench noted "*not less than 40 persons, shouting and making many uncouth signs and gestures*" on the southern shore as he sailed into Botany Bay, and Captain Hunter recorded that "*the men on the southern shore pointed their spears and repeated the words 'wara wara'*" (which the invaders soon came to understand meant "go way" or similar).

By Sunday 20 January all eleven ships of the First Fleet were at anchor in Botany Bay. Phillip was exploring the bay, to assess its suitability for settlement, and water was a critical consideration. He recorded that...

> "*several runs of fresh water were found in different parts of the bay, but there did not appear to be any situation to which there was not some very strong objection. In the northern part of it is a small creek, which runs a considerable way into the country, but it has water only for a boat, the sides of it are frequently overflowed, and the low lands near it are a perfect swamp.*"

The "small creek" that Phillip was so dismissive of was possibly Mill Pond Creek. Although his journals have never been located Phillip was a prolific letter writer, but his encounters with Aboriginal people in these explorations of Botany Bay are largely unknown. However William Bradley, First Lieutenant on the Sirius, recorded that "*the Boats met with Natives in every part of the Bay, but no women had yet been seen.*"

2.1.4 EARLY ENCOUNTERS, RESISTANCE AND DISEASE – 1788 TO 1815

There was frequent movement between Botany Bay and Port Jackson, and well-worn "native paths" were noted between these places from immediately after first settlement – suggesting that these were well established links. "Trinkets" given to Aboriginal people at Port Jackson were observed a few days later at Botany Bay, also suggesting regular traffic – which Attenbrow (2002) suggests increased after invasion with Aboriginal people coming together to talk about the uninvited arrivals.

In 1788 Watkin Tench described a semi-permanent Aboriginal camp at the mouth of the Cooks River (at that time much further east, on the former boundary between Rockdale and Botany Bay Councils within Sydney Airport) as...

> *" ... on the north-west arm of Botany Bay stands a village, which contains more than a dozen houses, and perhaps five times that number of people; being the most considerable establishment we are acquainted with in the country".*

Tench also reported encounters with groups of up to "three hundred persons" north of Botany Bay. Tench again described a "village" in this location in December 1790 as "*... a little village (if five huts deserve the name) ... on the nearest point of the north arm*" [of Cooks River at Botany Bay]", however this report dates from after the first wave of small pox had decimated the local Aboriginal population.

From Aboriginal peoples' viewpoint, the arrival of the First Fleet was an invasion of their land. Initially the invaders were tolerated, especially when they shared some of their material wealth such as fish and iron tools. European "gifts" quickly entered the Aboriginal toolkit, and especially useful items like metal hatchets were traded and specifically sought or requested.

Hunter noted that Aboriginal spear tips were armed with "*bits of glass bottle ... since our settling amongst them*". However when the generosity dried up and some of the invaders, particularly the convicts, began to take Aboriginal possessions, the response was forthright and



Fig. 2.1.6. 'Botany Bay, New South Wales' by Joseph Lycett. c.1825. Lycett's vantage point appears to be close to the mouth of the Cooks River looking along the northern shore of the Bay towards the heads. Available online at: http://nla.gov.au/nla.obj-135701715

sometimes violent. Some writers noted that there was also a change in relations when the new arrivals started clearing the land and it became obvious they intended to stay. Commencing with the killing of two convicts at Darling Harbour on 30 May 1788, violent incidents proliferated around the harbour and soon spread to Botany Bay.

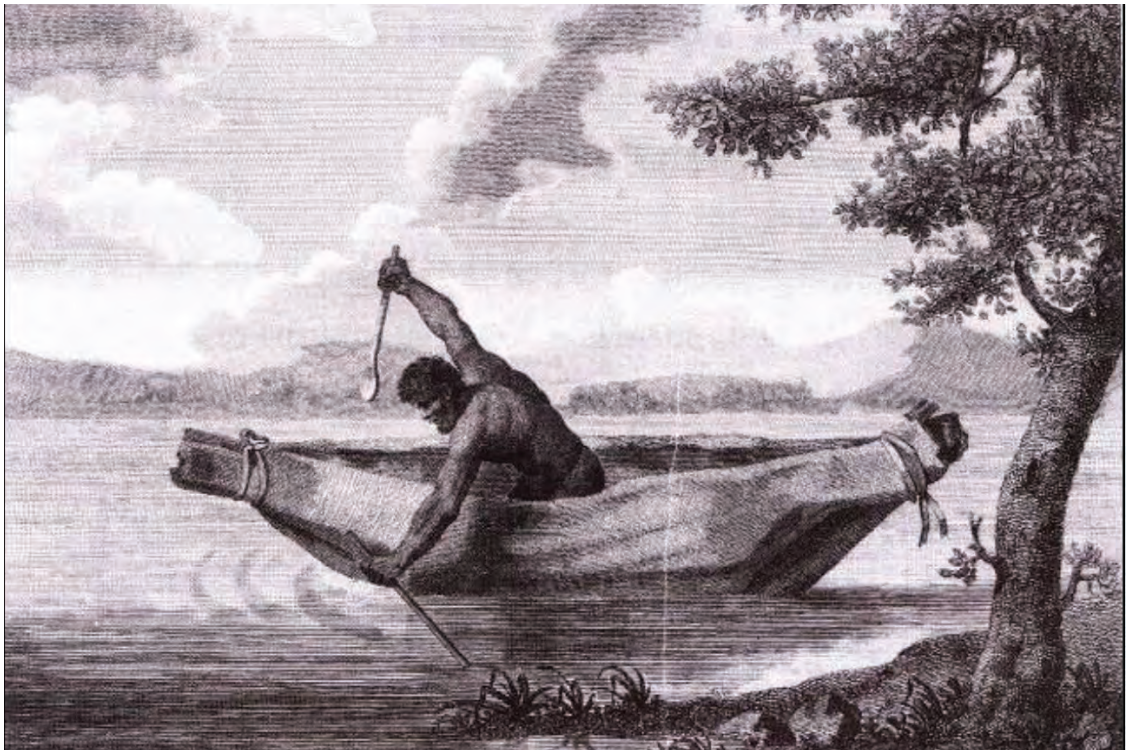
In December 1790 John McEntire the Governor's gamekeeper was fatally wounded in an attack near the Cooks River at Botany Bay, reputedly by the Aboriginal warrior Pemulwuy. McEntire was widely suspected of crimes against the Aboriginal people, but in response to the killing Governor Phillip issued a General Order that demonstrated a hardening in his attitude to the treatment of the Aboriginal people of Sydney. Phillip dispatched the first punitive expedition ordering the capture of six, any six, adult males "*of those natives who reside near the head of Botany Bay*" where the offence took place. Tench led this punitive party, after previously convincing Phillip to change his original orders that ten Aboriginal people be killed in reprisal, and made two expeditions in late December – but both were west of the former Botany Bay LGA.

No Aboriginal men were captured from what Tench described as "*our fruitless peregrination*" (and some writers have interpreted, from Tench's diaries, that he did not make a serious effort to carry out his orders).

There followed 20 to 25 years of sporadic Aboriginal resistance and "guerrilla campaigns" against European settlement and dispossession, reaching a peak from 1797 to 1805, in which the Aboriginal freedom fighter Pemulwuy, and later his son Tedbury, featured prominently. Pemulwuy was a Bidjigal man (translated as an inland "woods person") and was from a group whose lands are more often placed north-west of Parramatta and in the current Hills District of Sydney. However, Pemulwuy was active in pursuing his resistance campaign around the shores of Botany Bay, and elsewhere.

Pemulwuy was wounded or captured on several occasions but always managed to recover or escape, which greatly enhanced his reputation among both the "invaders" and the "natives". He was killed in 1802 but the resistance campaign continued for several years, led by his son Tedbury, particularly along the Georges River .

Some diarists described the Aboriginal people around Botany Bay as still living in their "native fashion" several years after first settlement.



Although this would imply some persistence of the original Aboriginal lifestyle, in reality the Gooriwal and other Aboriginal peoples around Botany Bay felt the full effects of European settlement and alienation of their lands very soon after 1788.

Violence and hostility was not the only blow the Gooriwal and other Aboriginal people suffered in the first years of European settlement. Smallpox broke out among the Aboriginal people of the Sydney district in April 1789. Smallpox is a highly infectious virus that has an incubation period of 12 days. Its main symptoms are pus-filled sores and extreme fever. Children under five and adults over 20 are the most vulnerable. Populations without previous exposure to the disease experience mortality rates in excess of 50%. The impact of smallpox on the Aboriginal people of Sydney, including the Gooriwal, was devastating and it likely that at least 50% of the population perished in several months.

In September 1789 William Bradley, after a survey of Botany Bay, reported that in "*some of the Caves, skeletons of some & loose bones of others were found, who had no doubt died of small pox by their bodies not being removed*". Other diseases that the settlers introduced, and for which the people of the Sydney Clans had no resistance, included influenza

Fig 2.1.7 Pimbloy [Pemulwuy]: Native of New Holland in a canoe of that country by Samuel John Neele; 1804. In James Grant's "A Narrative of a Voyage of Discovery". n.d.

Available online at: http://trove.nla.gov.au/work/186496999

and syphilis. A second wave of smallpox swept the region's Aboriginal population in the 1830s.

2.1.5 DISLOCATION AND REORGANISATION – 1815 TO 1850S

In addition to violence and disease, for the majority of the Sydney Aboriginal Peoples the early years of European settlement represented a time of loss of access to natural resources and ceremonial sites, obstruction of traditional movement patterns, and disruptions to cultural or spiritual practices. It was a time of depopulation and disruption, which for the Gooriwal and other Aboriginal peoples meant the gradual end of their independence and self-reliance.

However the northern side of Botany Bay was somewhat slower to be cleared, settled and developed than those parts of Sydney offering easier terrain and fewer "marshy wastelands". By 1821 there were only three land grants in the area of the former Botany Bay LGA (see Figure 4.1.1) – although this does not mean that unauthorised settlement and "informal" land uses were not occurring. Artist Joseph Lycett described the land on the northside of Botany Bay in 1825 as being "sandy and barren".

For clans such as the Gooriwal, who relied heavily on estuarine resources, Botany Bay came under increasing fishing pressures from the colonists netting large catches for trade and subsistence. With the natural resources dwindling and the disruption of traditional lifestyles escalating, the remaining Aboriginal people became increasingly dependent on what food and clothing was offered by the new settlers. Alcohol, as a currency of the early settlement, further disrupted the lives and social structures of Sydney's original Aboriginal people.

The surviving Aboriginal people formed new groups that the British settlers identified by their geographic location, such as the "Kissing Point Tribe" and the "Botany Bay Tribe". Using ethnographic records, contemporary reports, early census data, and government "*blanket returns*", Dallas recognised two European-labeled "tribes" in the Botany Bay and Georges River area – however it is unclear where exactly the Botany Bay tribe related to.

By 1820 it was reported that only 20 Aboriginal people remained in

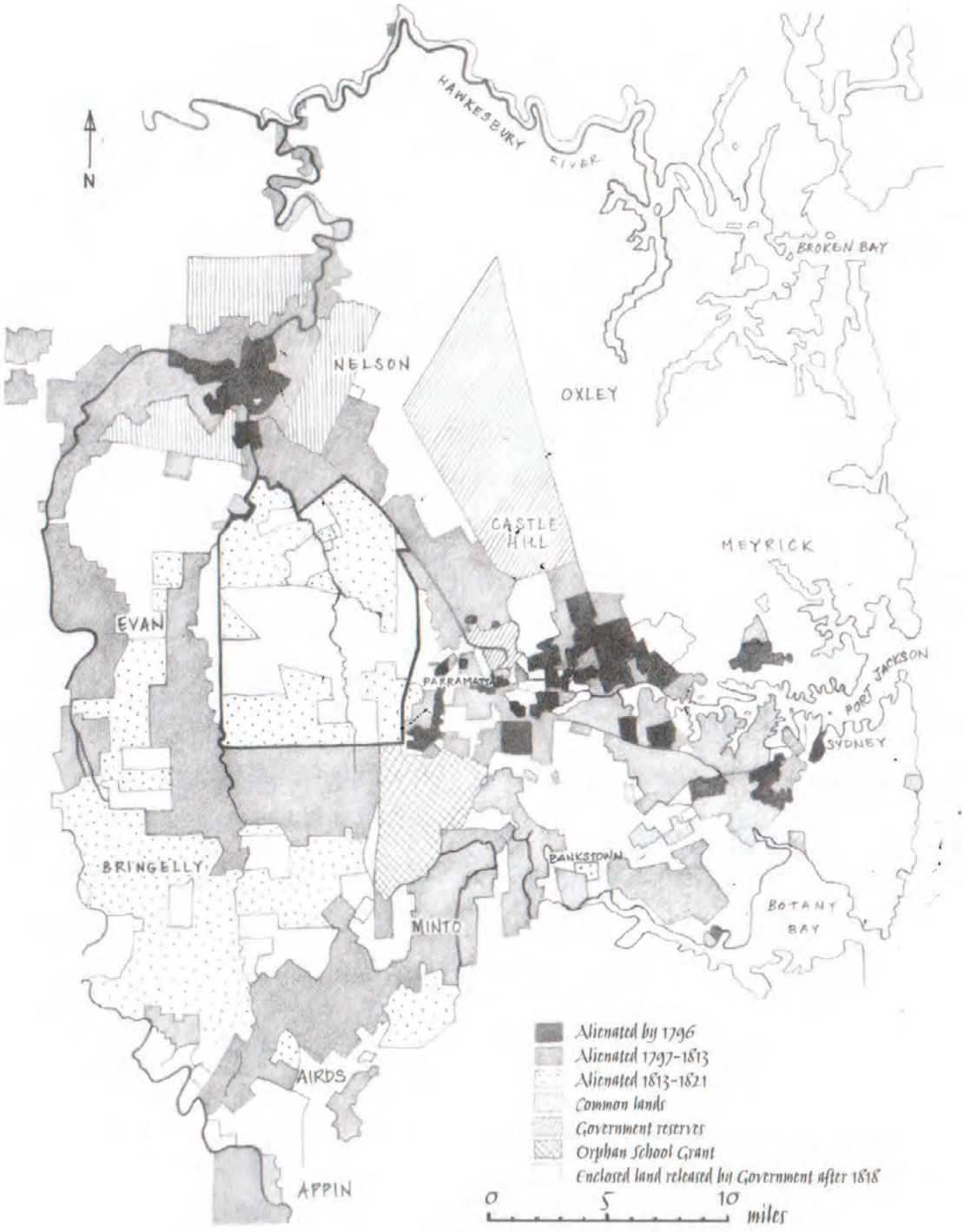


Fig 2.1.8 Land within the County of Cumberland that had been alienated by 1821. The large grants of Lord and Winder had not been formally issued at this time and therefore were not shown.

"The Colony: A History of Early Sydney" by Grace Karskens, p.149

the entire Liverpool Police District, which included the Botany Bay area, but no doubt this was an under-estimate. Reverend William Walker described the Botany Bay Tribe in 1821 as "*not numerous*".

Visiting Sydney in 1820 Thaddeus Bellinghausen noted...

> *"The natives remember their former independence. Some expressed their claims to certain places, asserting that they belonged to their ancestors. It is easy to understand that they are not indifferent to having been expelled from their own favourite localities. Despite all the compensation offered them, a spark of vengeance still smolders [sic] in their hearts."*

By the mid-1800s much of the Aboriginal population around Port Jackson, and the Sydney area generally, was a mix of the few surviving Aboriginal people of the Sydney Clans and the many Aboriginal people who had migrated into the settlement from outlying areas. The dislocation and mobility of Aboriginal people during this time is demonstrated by the settlers' accounts of "Old King Tamara" (also called Tamara [believed to mean "hand"], Tommy or Thomas Tomara) who was painted in 1845 as "The Last of the Sydney Tribe" when living in rock shelters at Double Bay leading a group of 20 Aboriginal people. However Aboriginal people could still gather in considerable numbers, as demonstrated at the opening of the Sir Joseph Banks Hotel (Banks Inn) on the northern shore of the bay – "*in almost virgin bushland beyond the outskirts of the developing settlement*" – on New Year's Day in 1845 when 200 Aboriginal people "gatecrashed" the Hotel's opening and fed on an undercooked bullock deemed unsuitable for European consumption.

2.1.6 MAHROOT

In the written records from this period, the 1840s and 1850s, the Aboriginal man Mahroot figures prominently.

According to his testimony to a parliamentary inquiry held in 1845 – "The Select Committee on the Aborigines" – Mahroot/Maroot was born of "*Aboriginal native*" parents at approximately the end of the eighteenth century (around 1796), at the Cooks River. Mahroot described his clan's lands as stretching roughly from Maroubra to the Cooks River (so possibly taking in most of the former Botany Bay LGA) – although he could not recall (or did not divulge) his clan's

name.



Fig. 2.1.9. 'Maroot' sketched in 1820 when a young man. By Pavel N. Mikhailov. 1820.

Available online at http://trove.nla.gov.au/work/217492202

As a child, after avoiding a traditional initiation ceremony, Mahroot lived in Sydney with Commissary David Allan where he learnt some English. There are records of a "Young Mirouth" participating in "payback" battles in 1805, once felling another Aboriginal named Bidgee Bidgee with a club and suffering a head wound on another occasion – however it is very unlikely that this was Mahroot as he would have been less than 10 years of age at this time. Mahroot later worked as a seaman on whaling ships and spent his wages in public houses with other sailors. He was painted by the Russian artist Pavel Mikhailov at Kirribilli in 1820, and was described as living a life sometimes at odds between the two worlds of his birth and adopted families or lifestyle.

Mahroot lived in a hut on the shoreline of Botany Bay where he fished and sold his catch to buy clothing, meat, flour and sugar. In 1832, Governor Richard Bourke granted him a 10 acre parcel of land "next to a creek near Bumborah Point" – on the foreshore between the 100 acre "Bunnerong" of John Brown in the north and John Crane's (Crain's) land to the east (see Figure 2.1.10).

Mahroot built five small slab huts on the land and leased these out – including to "*some white fellow tenants*" – for one shilling per week and his lands were considered significant enough to be listed in the 1843 District Council assessment book.

Mahroot – who was also known as Boatswain or Boatswain Maroot – claimed to be "the 'last of the Botany Bay tribe" who once numbered 400 people but, by 1845, only he and his three half-sisters had survived. He attributed the decline in the Aboriginal population to a tendency to fight and waning fertility (an aftermath of venereal disease). Mahroot also gave an insight into the translocation of Aboriginal people during this time when he told the Inquiry...

> *"... of [the] approximately fifty Indigenous people living at 'the Heads' in the mid-1840s ... except for himself and three women, these people 'not belong to Botany ... different people raised up here in former times come."*

He recalled "*how during his childhood his people lived on fish and fern roots and did not wander far from the 'sea coast'*". Mahroot encouraged Aboriginal





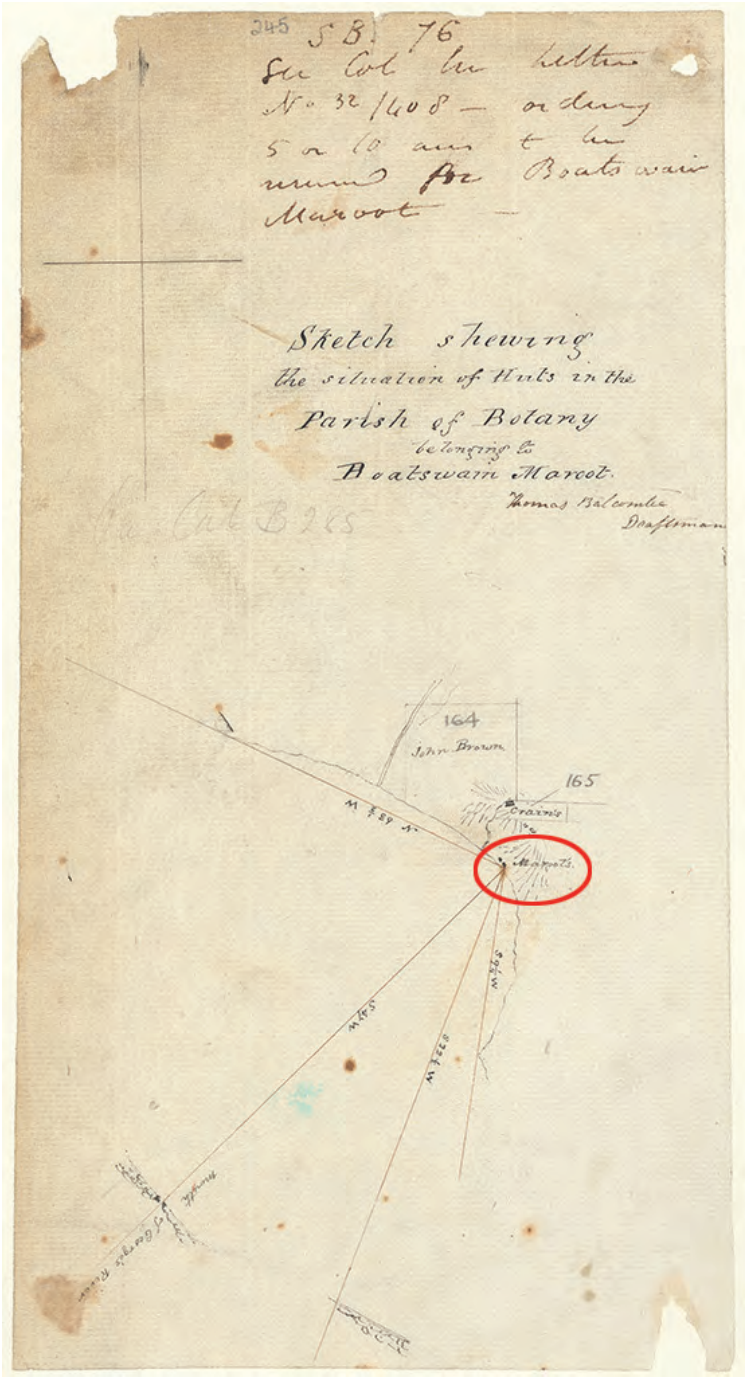


Fig 2.1.10 (a, b, c) (with details)

'Cumberland County, Botany - Sketch shewing [sic] the situation of Huts in the Parish of Botany belonging to Boatswain Maroot.' 1830. Maroot's Hut was located with the group of fishermen's huts to the south-east of John Brown's 100 acre grant. (north to top of page). Also shown is extract from the 1838 Bemi Plan showing the location of Maroot's hut relative to the Village of Banks Meadow and the Veteran Swamp allotments (arrowed)..

Sketch shewing the situation of Huts in the Parish of Botany belonging to Boatswain Maroot Thomas Balcombe (1810-1861), Draftsman Sketch Books of the Surveyor-General, Vol.1, Botany CG13886, X751, Folio 76, p. 245. NSW State Archives

people to accept "white fella" welfare but his efforts were seldom appreciated ...

> *"he considered the best thing whites could do for his people was to 'give him clothing of some kind to keep him away from town, and stop at Botany."*

Blankets were regularly distributed to Aboriginal people and served as a substitute for possum rugs. Possums were now rare, as Mahroot remarked "*you look all day to get one or two*", compared with the twenty to thirty possums, enough skins to make a rug, that could be taken within a week when Mahroot was a child.

Quoted by the then Commissioner of Police W. A. Miles, Mahroot indicated to him that...

> *"this is all my country...nice country; my father chief long time ago; now I chief. Water all pretty – sun make it light. When I was a little fellow, plenty black fellows, plenty gin, plenty piccaninny, great corroboree, plenty fight. Eh! All gone now! ... only me left to walk about."*

Mahroot spent his last years in a bark hut in the gardens of the Sir Joseph Banks Hotel, where he died in c.1854.

2.1.7 REFUGE AT LA PEROUSE – 1850S - MID 1890S

The 1850s and 1860s saw many of the remaining members of the "Botany Bay Tribe" relocated, by coercion and choice, to the growing "illegal" or "informal" camp" at La Perouse. During this and the following decades La Perouse gained an increasingly prominent role as a camping site – possibly due to the good fishing and degree of isolation it offered – for displaced Dharawal People from the Illawarra, South Coast and Burragorang Valley as well as Aboriginal people visiting Sydney from other places. George Timbery was considered to be the father of the camp at La Perouse, where he arrived in the late 1870s and built a hut for his large family and gained access to a boat for fishing.

By 1881 approximately 15 Aboriginal people were reported as camping "on the reserve" at Botany Bay (most likely Meadow Reserve near

the Government Pier at Banksmeadow), and 35 in a larger camp at La Perouse. These camps were regarded as one, and Aboriginal people moved freely between them. The "Botany camp" was located close to the Pier Hotel, and its occupants were subject to a range of depredations and intrusions, as well as temptations. In the early 1880s a missionary called Daniel Matthews persuaded the camp's female residents along with their families to move to his mission at Maloga, and the camp at Meadow Reserve was "closed" in the early 1880s.

The land within the former City of Botany Bay LGA would have provided a main travel route for people moving to and from the La Perouse camp, however this traffic would have been largely confined to the foreshore due to the growing settlements at Botany, Banksmeadow and the market gardens of Veterans Swamp. The market gardens located close to the former LGA boundary would have also prevented any significant spread or "intrusions" from the La Perouse camp into the former Botany Bay LGA.

One centre of activity for Aboriginal people, both local people and those from much further afield, was the Sir Joseph Banks Hotel. From 1884 to 1982 the Hotel was one of the foremost venues in the state for foot-racing – on a purpose built 150 yard track. These races, with cash prizes and gambling, attracted the nation's best sprinters.

Aboriginal men Charlie Samuels (from Queensland) and Bob Macdonald were considered stars (although exactly where Macdonald came from is unclear) and raced against visiting international sprinters. Aboriginal people were regular entrants over most years, although not always fairly treated. In 1885 an Aboriginal man, recorded only as G. Black from an outback cattle station, clearly won the final only to be disqualified after a protest from the (European) favourite. Charlie Samuels, known as the "Black Streak" and a "full-blood Aboriginal" was more fortunate and won the Sir Joseph Banks Handicap in 1886 and scored the fastest time (in a heat) in 1888.

2.1.8 LATE 19TH CENTURY AND INTO THE ABORIGINES PROTECTION BOARD ERA – MID 1890S - POST WORLD WAR II

In 1900 the Aborigines Protection Board decided to close the La Perouse Reserve and relocate its occupants. Despite the Board reducing, and eventually halting, the supply of rations the people

refused to move. By 1902 the Board had resumed supplying rations.

Fishing in the bay provided subsistence and a limited livelihood for the reserve's occupants, and the residents were supplied with materials for sail boats, fishing nets and lines as well as food, tents, and construction materials for huts. "Shellwork", which would become synonymous with the La Perouse area, had also commenced by the early 1900s. Aboriginal people from the reserve, and visiting from elsewhere, would no doubt have also used the beaches of the Botany District. Some Aboriginal men from La Perouse also worked at the "Chinese Gardens" north-east of the reserve (some within the former Botany Bay LGA) and at Maroubra.

In 1918 the Board adopted a dispersal policy and expelled Aborigines who were not full-blood or half-caste from the reserves, on the grounds that they were not Aboriginal and should be part of the "white" community. However these polices do not appear – from the available evidence – to have relocated Aboriginal people into the former Botany Bay LGA.

Possibly as a response to such regressive legislation, La Perouse people became politically active during the 1920s in support of Aboriginal rights – notably through the Australian Aboriginal Progressive Association. Jack Patten, from La Perouse, was one of the Association's leaders and Joseph Timbery and Wesley Simms played a major role in the 1938 Day of Mourning (marking Australia's sesquicentenary).

Hillsdale, in the former Botany Bay LGA, began to develop during this time – largely as a soldier settlement for returning WWI servicemen. It is highly unlikely however that this included Aboriginal people, either as displaced residents of the La Perouse reserve or as returned serviceman, as Aboriginal servicemen returning from World War I were not eligible for soldier settler land grants.

The Aborigines Protection Board was renamed the Aborigines Welfare Board in 1940 and, working under the directions set in the Aborigines Protection (Amendment) Act 1940, pursued an even more aggressive policy of assimilating Aboriginal people into the wider "white" society. However again this does not appear to have meant more Aboriginal people moving into, or living in, the former Botany Bay LGA.

Despite better (public) housing being available in surrounding suburbs. economic disadvantage and a strong sense of community and "ownership" meant La Perouse remained the clear concentration of Aboriginal activity on the northern side of Botany Bay. Even when living in areas around the reserve Aboriginal people most strongly connected with, and identified as, La Perouse residents.

Local employment opportunities for Aboriginal people increased after World War II as industry developed in the district, and many Aboriginal workers filled positions – usually lower paid roles – in offensive industries (such as the foul-smelling wool scouring and tanning factories) often working beside post-war immigrants. Aboriginal women also worked in the surrounding factories and as domestic staff.

The 1960s and early 1970s was a time of increased political action by Aboriginal people and a greater recognition of the rights of Aboriginal people and concern for their well-being by the wider population. This was a period of the "Freedom Rides" (1965), Federal Referendum on status of Aboriginal people (1967) and establishment of the Aboriginal Tent Embassy in Canberra (1972). A NSW Legislative Assembly "Select Committee Upon Aborigines" was set up in 1978 and established two reports, the first in 1980 and the second in 1981. These resulted in establishment of the NSW Ministry of Aboriginal Affairs in 1981 and the NSW Aboriginal Land Rights Act 1983. Consequently, the residents of the La Perouse reserve filed a land claim to have ownership of the reserve lands passed to them, and in 1984 the newly formed La Perouse Local Aboriginal Land Council was presented with the title to the area. The Land Council's first Chairman Tom Williams said at the time "*we always considered it our own*". The Metropolitan Local Aboriginal Land Council was also established at this time.

These trends toward self-determination also saw a range of Aboriginal service, welfare and support organisations – as well as numerous government agencies – be established and evolve over the subsequent decades.

Many Aboriginal people migrated to Sydney in the late 20th century in search of jobs and to be with family. La Perouse and the surrounding areas attracted a considerable proportion of this migration, as well

as natural growth in the city's Aboriginal population. The former City of Botany Bay's Aboriginal and Torres Strait Islander population has steadily grown over these decades – from 1.4% of the LGA's population in 1996 to 1.8% (632 people) in 2006.

2.1.9 SITES OF IMPORTANCE TO THE ABORIGINAL COMMUNITY IN THE FORMER CITY OF BOTANY BAY

The topography and landforms of the Botany District (both within the LGA and beyond) influenced the type, location and density of sites that would have been present at the time of European settlement. The sandy nature of the area, with fewer rock outcrop and stone shelters or overhangs, would have skewed toward a greater number of "open" sites as well as foreshore and waterway sites (most notably middens). However the survival of these, and all, sites has been very strongly influenced by subsequent European land uses and disturbance.

While Aboriginal heritage sites are protected under current legislation, and are therefore perceived "legally" and among the general community to be of value, it is not necessarily the case that all sites are of paramount or equal value to Aboriginal people or that Aboriginal peoples' cultural focus is on sites alone. The full cultural significance of a site, place, collection of sites or a landscape – individually, collectively and with other places (both known and "undisclosed") – is more appropriately determined by the Aboriginal people themselves.

The relationship comprises many inter-related features – physical, social and spiritual – including climate and weather, land and patterns on the land, waters, plants and animals, significant places and stories, historic and contemporary events and land uses, built locations, and people and their interactions with each other and with places.

There are many Aboriginal sites scattered in and around the Botany Bay LGA, including about thirty sites in Botany Bay National Park, which include rock carvings, burial sites, axe grinding grooves and places that show evidence of Aboriginal occupation. Significant sites within the LGA include:

- a historical burial on the East Lakes Golf Course (now possibly re-interred elsewhere);

- the former gardens of the Sir Joseph Banks Hotel, now part of the Sir Joseph Banks Pleasure Gardens (significant for its location and as a site of considerable interaction between Aboriginal people and European settlers during the second half of the 19th century and the site of a possible Aboriginal campsite);
- a historical campsite on the foreshore of Botany Bay (now most probably part of the botany Bay golf course);
- the waters and shoreline of Botany Bay, as a culturally important location for traditional, historic and contemporary use;
- the Botany wetlands, as a culturally important location for traditional, historic and contemporary use;
- a possible midden site, on or just behind the north-eastern Botany Bay foreshore (exact location uncertain)

For a more extensive list and explanation of sites of Aboriginal importance, and for more information on the history of Aboriginal people in the Botany Bay and La Perouse area, please see Bayside Council's *Aboriginal Cultural Heritage Study and Plan for the City of Botany Bay* (2011) written by Alan Ginns and Pamela Fletcher of Gondwana Consulting Pty Ltd with Dr Iain Stuart, JCIS Consultants.



Fig 2.1.11 Some of the Aboriginal heritage sites within the former Botany Bay LGA.

Note that the locations shown are indicative only.

1. Course burial
2. Botany wetlands resources area
3. Shell midden
4. Historic campsite
5. Historic campsite
6. Botany Bay resources area

THEME 2.2 CONVICT

The relevant national-level theme is '*peopling Australia*'. The relevant state theme is '*convict*'. The Local themes within this theme are activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850). The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Early settlement by emancipists
- Simeon Lord and his industrial enterprises

Related themes:

3.4 Environment and cultural landscape - Botany Wetlands
3.9 Industry
4.1 Land tenure
4.2 Towns, suburbs and villages
9.2 Persons

2.2.1 EARLY SETTLEMENT BY EMANCIPISTS

Many of the early promises of land grants in the area were made to emancipists by Governor Lachlan Macquarie, consistent with his policies of rehabilitation and settlement of the convict population.

2.2.2 SIMEON LORD AND HIS INDUSTRIAL ENTERPRISES

Simeon Lord (1770-1840) was born in Todmorden, Lancashire England in 1771. When he was 19 years of age he was tried and found guilty of stealing 100 yards of muslin and 100 yards of calico, numbering 21 pieces of cloth altogether. His father was a handloom weaver, therefore Lord had grown up in the cloth, fabric and mill environment. If Lord had stolen just a fraction more to make a shilling's worth, he would have been sentenced to the death penalty. Instead he was sentenced to transportation to New South Wales and arrived on board the *Atlantic* in August 1791 as part of the Third Fleet. Ironically, stealing cloth was Lord's crime, yet making and selling it in the colony would bring Lord wealth and status likely greater than would ever have been achievable in England.

Lord saw out his full term of seven years, but during his sentence he began his early career as an auctioneer, steadily acquiring finance and powerful connections in the colony. He became a shrewd businessman, ship builder and owner, trader, sealing pioneer and a hat manufacturer, (many titles he held while still serving out his sentence). In 1798 he purchased a cottage in Bridge Street near Pitt Street, later known as Macquarie Place. Various portions of Lord's city holdings were later reclaimed by Governor Macquarie and as recompense Macquarie promised Lord a valuable harbourside dock, which would have suited his growing shipping interests.





Fig 2.2.1 (left) Simeon Lord c. 1830.

Fig 2.2.2 (right) Mary Hyde (Lord's wife) c. 1854-1865. Photographer unknown.
Ambrotype of Mary Hyde (Mrs Simeon Lord) 2015, Museum of Applied Arts & Sciences, accessed 12 September 2017, <https://ma.as/76858>

When this promise was never realised, Governor Darling later gave Lord both financial compensation and additional large land grants elsewhere in NSW. These grants included land in Petersham, Field of Mars (Ryde), Dobroyd, Penrith, Cowra, Orange and Tasmania, making Lord the sixth wealthiest man in the colony in 1822, and by 1828 the wealthiest landowner.

Lord's first land acquisition at Botany was in 1812 when he received 135 acres originally granted to Edward Redmond. At the time Lord was eagerly experimenting with new and exciting industrial ventures. Lord was investing time and money into researching dye manufacturing at this time, so when he acquired the land at Botany - which was sited strategically at the edge of a freshwater wetland - Lord wasted no time in constructing a fulling, or wool, mill.

Fulling involves two processes – scouring and milling (thickening). Fulling or tucking is a step in woollen cloth making which involves the cleansing of cloth (particularly wool) to eliminate oils, dirt and other impurities and to make it thicker. The waterwheel drives the carding machine which prepares the wool for spinning. These are followed by stretching the cloth on large frames (tenting). Simeon Lord was the first man to make cloth directly from Australian wool and at the Botany mill he manufactured clothes, stockings, blankets, flannels and hats. Lord's products began to be recognised for their high quality which were considered to rival those produced in England.

The following year, in 1813, Lord and his business partner at the time,

John Hutchinson, submitted a Memorial to Governor Macquarie to be granted exclusive rights to the waters of the wetlands, including the right to create dams and water races to help power Lord's mills. The application also made clear that Lord and Hutchinson were worried that future Governers would not be so supportive and would attempt to limit their access to the resource (see Figure 4.1.3 for a copy and transcript of this letter). Macquarie looked favourably on the request, but it took until 27 May 1823 for Governor Brisbane to execute the formal grant of 600 acres, which extended Lord's holding over the whole of the lower wetlands.

Lord states in the Memorial that the Governor had already promised land for his factory and cottages for workers and had not waited for the grant to be formalised. By 1813 he had damned the wetlands to create Mill Pond to provide the water to power the colony's first private woollen mill. The mill was built over the waters of the pond, powered by two undershot 8-15hp waterwheels. An undershot wheel is a vertically mounted water wheel that is rotated by water striking paddles or blades. The name undershot comes from this striking action at the bottom of the wheel. This type of waterwheel is the oldest type, often regarded as the least efficient, but is simple and inexpensive to build. It is not always the best solution in areas that are prone to drought or intermittent water supply, but this was not of concern to Lord given that he had assumed access to the waters of the Botany aquifer.

By 1815 Lord had constructed a second dam, known as Engine Pond, and started to build a three-storey flourmill powered by one undershot wheel where the outflow from the pond met the Cooks River.

In 1816 Lord applied to Governor Macquarie to contract production to burl, mill, dye, dress and press cloth to be then sent to the Government factory at Parramatta to be manufactured into clothing. Lord won the contract and was requested to start production at two shillings per yard and retail it to the Government at 15 shillings per yard.

Lord employed sixty convicts at the mill, which formed a considerable proportion of his total workforce of 300. In 1823 he was granted the land requested in his 1813 Memorial. It expanded his holding by 600 acres and ensured him the rights to the waters of the Botany aquifer. Simeon Lord and his wife, Mary Hyde, took up residence at Banks

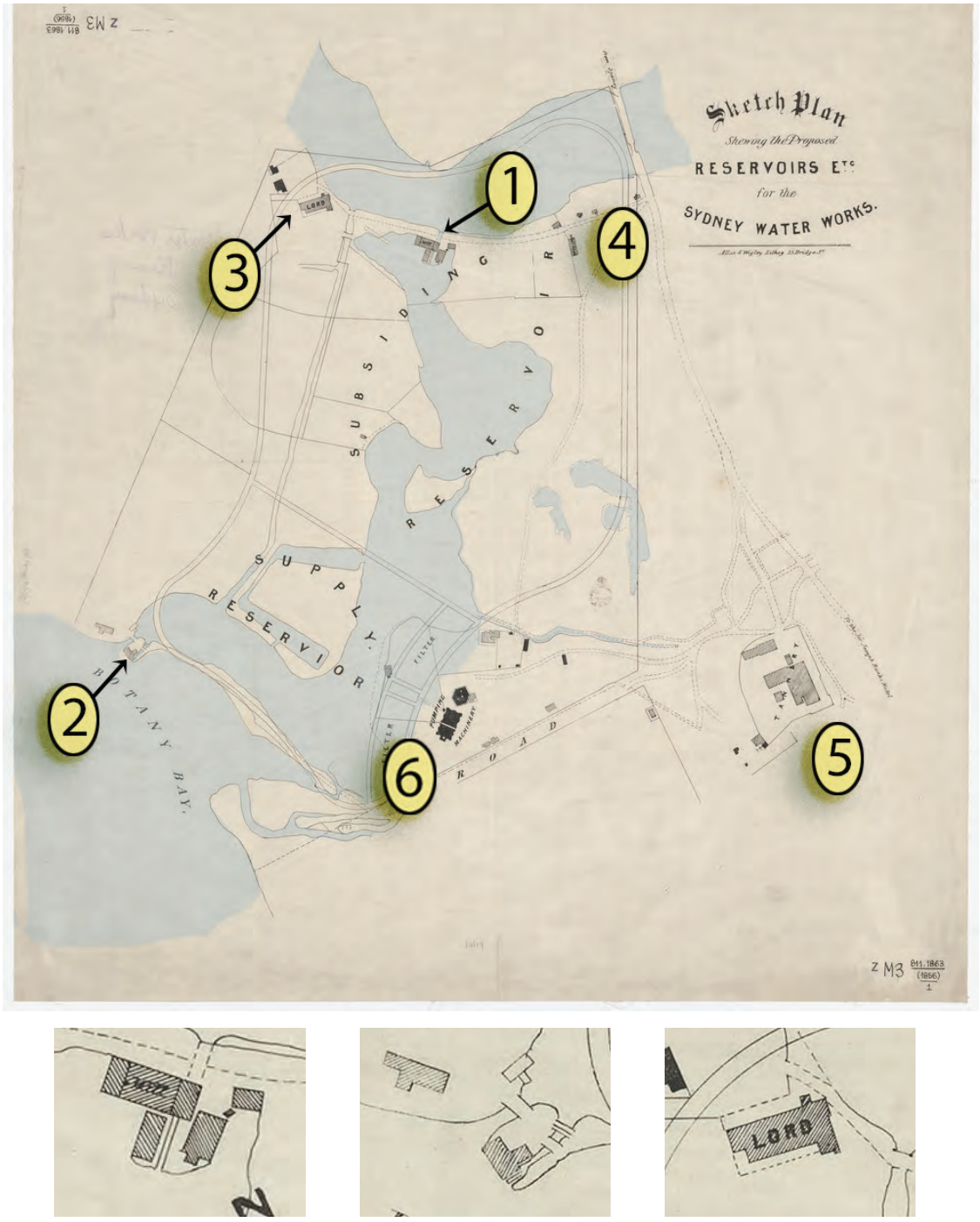


Fig. 2.2.3 1856 plan prepared during planning for the proposed construction of the waterworks showing Lord's lower dams (shaded blue to assist interpretation). The woollen cloth factory ((1) and left detail) was sited at the northern end of the Mill Pond and the flour mill was at the exit to the pond where it emptied into Botany Bay ((2), centre detail). The opening had been dammed by Lord to create the pond system. The location and footprint of Banks House, the Lord's family home, is shown at ((3), right detail). Some of his cottages for workers are also indicated (4), plus Darvall and Castella's large tannery (5). This tannery was situated between today's Byrne and Chegwyn Streets. The northern and southern halves of the Botany area had finally been linked by a bridge over the main pond and the alignment of today's Botany Road identified passing to the tannery.

The waterworks building indicated on this plan at (6) was not its final location; which was near the main outlet at (2).

Base plan: Allan & Wigley 1856, Sketch plan shewing the proposed reservoirs etc. for the Sydney water works, Allan and Wigley, Sydney. Available online at http://trove.nla.gov.au/work/36422384

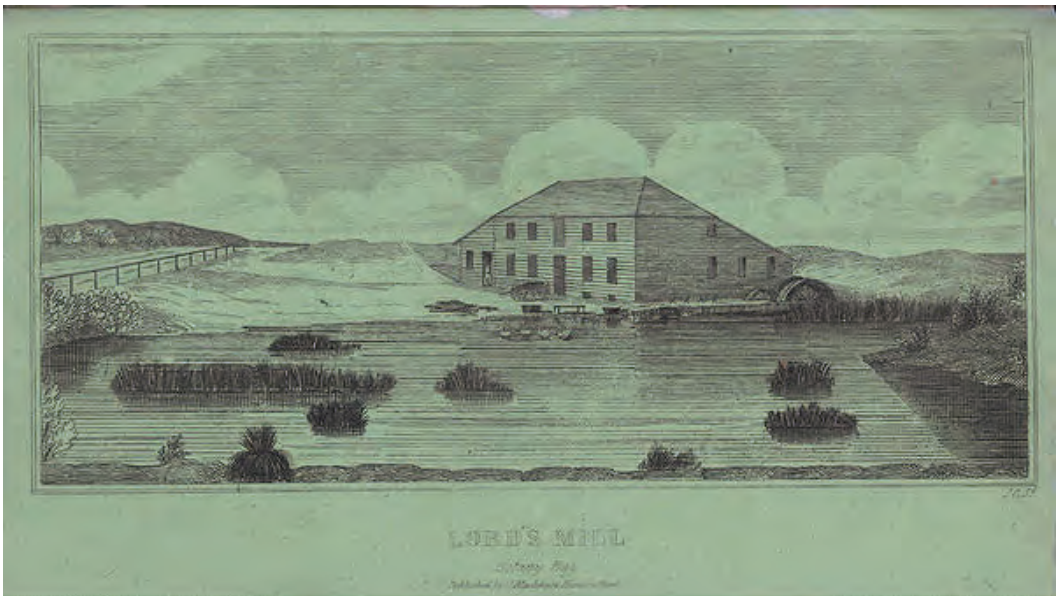
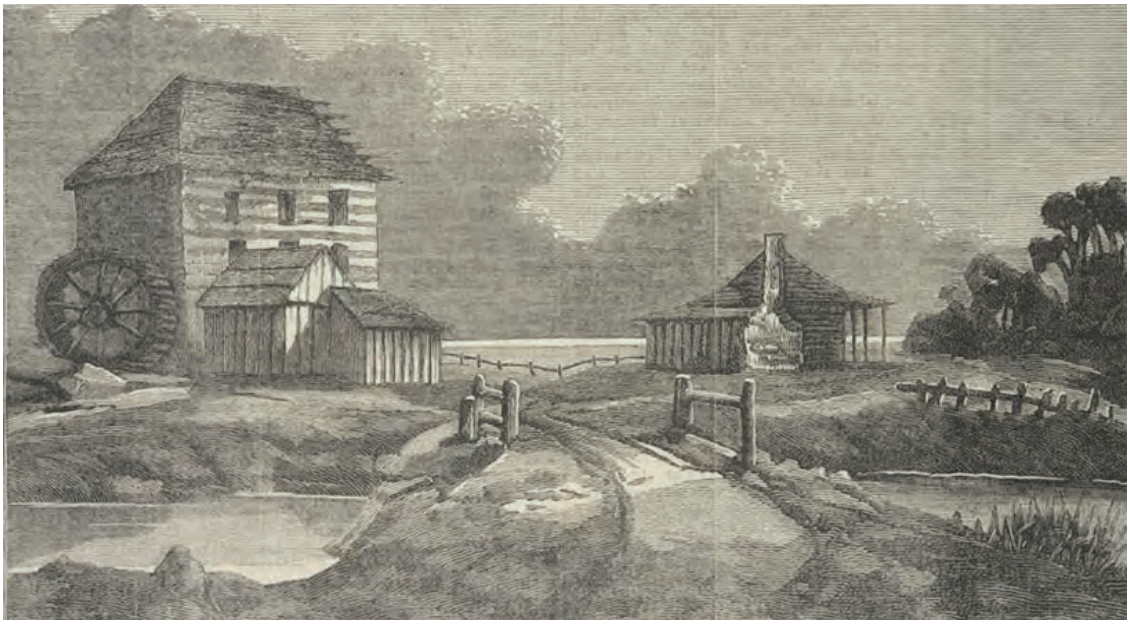


Fig. 2.2.4 (above) Pre 1838 sketch of Lord's woollen cloth factory. Comparison with the footprint of the building shown at (1) in Fig. 2.2.3 (opposite) suggests that this view was made from the eastern shore of the pond looking north-west.

Plate facing p. 175 of: The picture of Sydney and strangers' guide in New South Wales for 1838 / James Maclehose. In Carmichael, John. & Maclehose, James. 1838, Lord's Mill, Botany Bay [picture] / J.C. sc . Available online at http://nla.gov.au/nla.obj-136126304.

Fig. 2.2.5 (below) 1847 Sketch of Simeon Lord's Flour Mill and cottage situated at the mouth of the Botany Wetlands. The cottage was located to the west of the mill, suggesting that this view was sketched from the north and looking to the waters of Botany Bay in the distance. The bridge was the only direct route between the Mudbank area to the south until the final Botany Road was built. The track then passed through the area of Booralee and thence through Byrne's Macquarie Sea View farm and parallel to the bay to the Sir Joseph Banks Hotel.

Original sketch by W.A. Miles in 1847. Reproduced in The Sydney Mail and New South Wales Advertiser, Saturday 6 December 1884, p.1146.



House in the 1820s and leased their city residence. Considering at the time that the Botany area was little more than swamp and scrubland, such a move says a great deal about Lord's anticipation of the mill's financial success. Lord's permanent move to the area was crucial in Botany's evolution as a suburb. Lord himself was a charismatic, well-known and influential character in the political and social scene of the early colony, having gained a long term reputation for reliability and honesty.

Not only did Lord regularly dine with the Governor of the day, but the high quality cloth products he fastidiously produced also attracted attention to the Botany mill. Trips were made to Botany to visit "Lord's mill", indeed, the two mills and then eventually his house became "sites of Sydney" visited by people as demonstrations of progress in the colony.

Lord's presence in the area put Botany 'on the map' in a way that nothing so far had yet managed to do. While many suburbs have similarly been influenced by the holdings of a prominent land owner, Botany's was notable for the particular influence of Simeon Lord. It was not Lord's popularity that brought settlement to the area; it was Lord's settlement itself that populated Botany.

Simeon Lord took an active interest in the growing community, being instigator of infrastructure such as roads and housing, and agitator for local improvement committees. The cottages Lord built for his employees were precursors to the later suburbanisation of the area (see Fig. 2.14). He leased sections of his land to market gardeners and fishermen; an action quickly mimicked by Redmond and other landowners in the area. The village of Booralee was also established within Lord's land holding by Lord's sons, Edward and George, in the 1850s and was the first private (i.e non-government) subdivision in the Botany District.

Simeon Lord died a very wealthy emancipist in 1840. Mary Hyde, Lord's wife, was made executor of his estate and continued Lord's businesses situated at his numerous holdings, including the two at Botany. In keeping with her late husband's values, Mary continued to employ many local Botany people in the milling and dressing of cloth. She remained one of the wealthiest women in the colony in her own right and continued to reside at Banks House in Botany. (As

an interesting sidenote, Mary, like Lord, had also been sentenced to transportation for stealing cloth, at age 17.)

In 1855 the City of Sydney Water Board resumed 75 acres of Botany land and wetlands which included Banks House, the cloth factory mill and the remains of the flour mill (which had been partially demolished in 1847). The precise date in which the main factory mill ceased operation is unclear, however reports generally state between 1853 and 1856. Mary Hyde took the matter to court in an effort to gain financial compensation for her land loss. As she was female, it was a landmark court case which she won in 1859 and was awarded compensation by the Privy Council in England. In that same year, the Botany Water Scheme commenced.

(facing page) Three characteristics of the development of the Botany district since first settlement by Europeans: Market gardens, transport and heavy industry. (BCHA)

3 DEVELOPING LOCAL, REGIONAL & NATIONAL ECONOMIES



Activities relating to the cultivation of resources, production of goods & exchange of services

THEME 3.1 AGRICULTURE

The relevant national-level theme is 'developing local, regional and national economies'. The relevant state theme is '*agriculture*'. The Local themes within this theme are activities relating to the cultivation and rearing of plant and animal species, usually for commercial purposes, can include aquaculture. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Market Gardens
- British and European Market gardeners
- Chinese market gardeners

Related themes:

3.2 Commerce
3.4 Environment- cultural landscape
4.2 Towns, suburbs and villages

3.1.1 MARKET GARDENS

The Botany Sands Aquifer proved advantageous to not only Simeon Lord's fulling industry and to the Government's sewerage farm and fresh water scheme, the vast network of marshy swamps were also a keenly sought and lucrative asset to market gardeners.

The market garden industry began in earnest in 1832 when the NSW Government drained several of the large swamps in the southern end of the area and granted portions of farming land to members of the disbanded NSW Veterans Corps. Most of the Veterans did not cultivate or occupy their grants for various reasons, and several who retained ownership appear to have leased their holdings to enterprising market gardeners who were keen to take advantage of the nutritious soil around the swamp (see Section 4.2.3).

In the 1830s the market gardening industry in Botany was clearly still in its infancy. The Veterans Swamp had only recently been drained and suitably sized plots were only just beginning to come onto the real estate market. The area in the vicinity of Sheas Creek (now Alexandra Canal) along Sheas Creek Road (later King Street) was also being used at this time for market gardening, and it took some time for the relative advantages of the Botany area for market gardening to be widely known.

The Botany tourist, Alexander Marjoribanks, commented in the 1830s upon his visit to Botany that...

> *"The country for ten miles around Sydney, in every direction, but particularly towards Botany Bay, is extremely barren, there being only a few acres to be seen here and there under cultivation, with some*



Fig 3.1.1 Location of market gardens overlaid on 2104 aerial of the area. The central area was reserved for Sydney's water supply and not available for market garden development.

Locations determined from analysis of Council's c.1940 land use planning maps and subdivison advertisements held in the BCHA.

> *bare pasture ground, but there are a vast number of marshy spots which are uncommonly fertile, producing vegetables, with the exception of potatoes, sufficient to supply the whole town." (Historic Botany, p.65)*

By mid-century all available swampland in the area was in productive use. It was not only the good soil that made market gardening in Botany in particular a lucrative business; fresh water was plentiful thanks to the Botany wetlands and Botany Sands Aquifer; and fertiliser could be gathered easily from local boiling-down works, tanneries and stables. The area was also close enough to get fresh produce to Sydney markets but with the bonus of not being cramped by urban sprawl and smaller lot sizes. Establishment costs were minimal for the individual operator and gardeners could expect to turn a strong profit in six to twelve months. In 1841 the industry was able to expand in a significant way with the release of a large area of land promoted directly to market gardeners. The advertisement reads...

> *"Parish of Botany. To Immigrants, Merchants, Market Gardeners, and others: Mr Stubbs will sell by public auction... forty-three allotments of land...situated on a gentle rise, surrounded by Government Roads...and within an hour's walk of Sydney...The capability of the soil may be ascertained by merely looking at any of the neighbouring garden grounds. It is confidently looked forward that Botany will in a very short time supply the Sydney market, as crops may always be depended upon in seasons of drought." (Thursday 21 October 1841, The Colonial Observer, p.21)*

Allotments were quickly purchased, mainly by European and Chinese immigrants, and the market gardens soon dotted the landscape throughout the Botany area. This was followed by another release of land by Edward and George Lord, Simeon's sons, who took control of the Estate following Lord's death in 1840. The land was to be leased in part by market gardeners, and remained un-subdivided until the 1850s when Lord's sons began to carve up the Estate.

The Botany region was largely protected from frequent droughts because of its hardy water supply within the aquifer and wetlands. Successful crops could still be grown while other gardeners further west, in places like Petersham and Camperdown, watched their crops fail in drought years. Botany produce would fetch very high prices at these times and huge profits were made. This led to the not uncommon saying that while others prayed for rain, the market gardeners of Botany were said to pray no less fervently for a continuation of the dry weather. A popular tale at the time was reference to a man named Nield, a market gardener in Waterloo who made £500 in a dry season and built The Cauliflower Hotel on Botany Road in Alexandria out of the profits of a bumper cauliflower crop.

Gardeners sold the bulk of their produce at the Sydney markets which were originally held at the site where the Queen Victoria Building is today (followed by the Belmore Markets on Campbell Street, near the future Central Station in 1869 and then later still at the Paddy's venue in Haymarket by the turn of the 20th century). In the 1830s they travelled to the markets along what was then called Botany Road (now O'Riordan Street) either on-foot or in carts drawn by large shire or draught horses. The gardeners would have left home well before sunrise and returned at around lunchtime, anecdotally frequently asleep in their carts while their horses led the way.

Although it sounds somewhat naive, there does seem to have been a general belief amongst the community that market horses knew the exact route home, and early 20th century oral histories of residents recall times as children when they were scolded for trying to lead the horses away from their route with treats.

It is difficult to grasp just how vast the productive landscape would have been in 19th century Botany. Conservative figures have estimated that in the mid-19th century the Botany area produced at times up to half of Sydney's produce needs. Indeed, gardeners in Mascot produced nearly all of Sydney's potatoes throughout the entire 1870s. Some of the best known are examined below.

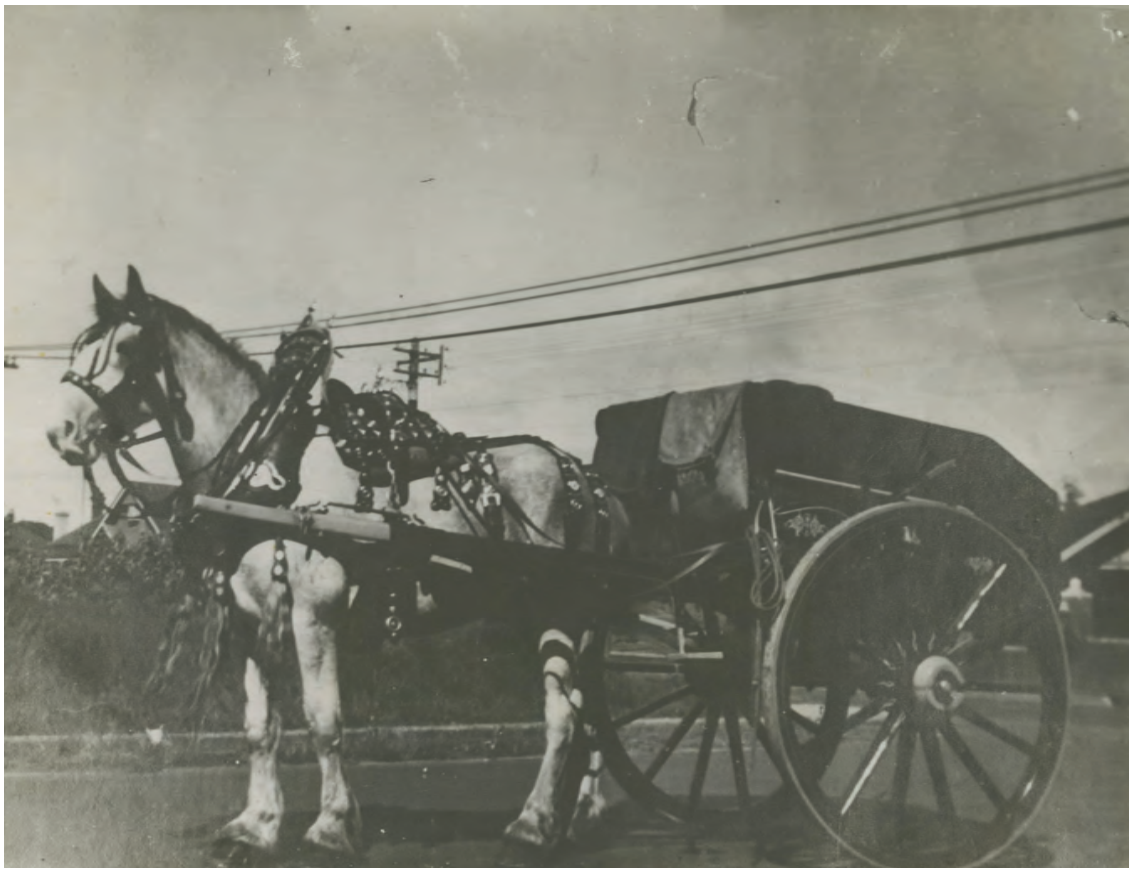


Fig. 3.1.2 The last cart horse and dray used in Botany. Photographed at the corner of Tenterden Road and Botany Road in 1949. (BCHA)

3.1.2 ENGLISH/EUROPEAN GARDENERS

DEAF BOB

Deaf Bob's was the name given to one of the earliest recorded market gardens in the North Botany area, farming between Mudbank Road and Sheas Creek. Little is known of the person, but his productivity was cited in early advertisements for the sale of lots in the area as an example of the agricultural potential of the land. (see also Part 3 Subdivision Plans)

FREDERICK ANDERSON

Anderson came to Sydney from Sweden in 1875 and within two years was working as head gardener at the Sir Joseph Banks Hotel Pleasure Ground. From 1890 to 1910 he ran his own nursery on land near Stephen Road, now the Kellogg site. As well as the nursery, Anderson also served on Botany Council as Alderman from 1907 to 1912.



Fig 3.1.3. Anderson's Nursery c. 1890 (BCHA)



Fig. 3.1.4. George Stiff, market gardener (Sydney Mail and Advertiser, 1 September 1909, p.26)

ANNABEL GARDENS

The Annabel family developed a swampy site of 25 acres into a family business that supported them for over fifty years. By the 1920s the garden was run by the widowed matriarch of the family, Sarah Jane Annabel (nee Chappelow). Her five sons and thirteen Chinese employees grew root vegetables for market up until Sarah Jane's death in 1948, at which time her sons sold the property and left the industry. Today all that remains are the old fig trees on Kent Road that mark the entrance to the property. (Kent Road was actually named after the English birthplace of Thomas Harris, another gardener in Mascot from the 1830s)

GEORGE STIFF

An English farm labourer who arrived in Australia in 1849, George Stiff started market gardening in Mascot in 1849. He raised excellent crops on his farm near Gardeners Road and eventually was able to own fourteen houses in Botany and several in Redfern and Waterloo, as well as 12.5 acres of freehold land. George's son John Stiff also became a market gardener, while his other son Edward Stiff owned a successful grocery store on Gardeners Road. Stories exist of George Stiff returning from market with flowers to re-sell to residents at Mascot – a truly entrepreneurial spirit!

JOSEPH SAXBY'S ORCHARD

Joseph Saxby grew flowers and vegetables on 24 acres of land at Banksmeadow from 1852. He employed four men and his grounds were in a high state of cultivation with beds, nurseries and green houses. He grew over 100 varieties of pansies alone, but also ventured into hyacinths, roses and even Sturt's Desert Pea. Joseph's son, Joseph Henry Saxby, carried on the business until his premature death in 1886. Joseph Henry's wife, Mary Ann, tragically died only three weeks later, leaving their six young children under the guardianship of two Methodist ministers, who also managed the properties. The land was leased to Searl's nursery, another market garden, in 1886 and was sold on to Anderson's nursery in 1907. The land was then eventually sold to the Davis Gelatine company.

SEARL AND SONS

Frederick Rutt Searl and his wife Louisa started a nursery business

at Parramatta in 1849. Their sons, John Thomas and Frederick Henry, continued in the business and in 1887 bought land at Banksmeadow. John managed the Botany nursery in the 1890s and later his nephew William took charge. The 17 acre nursery produced flowers, shrubs, trees, ferns and palms. By 1914 the Botany Nursery was being promoted as the largest of its kind in Australia. Customers were encouraged to book a visit, whereby they would be met at the Botany tram stop and driven to the showpiece nursery.

Fig. 3.1.5. Searl and Sons Catalogue 1902. (SLNSW)

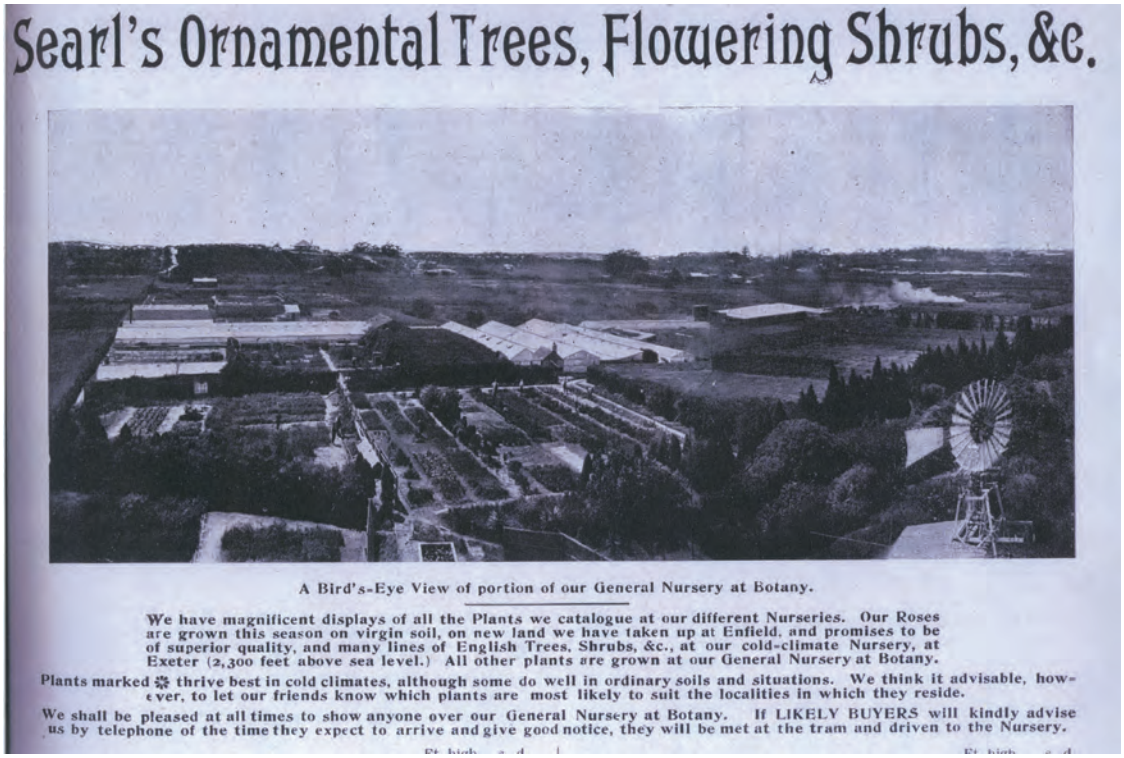
Fig 3.1.6. Advertisement for Searl's Nursery which included an offer to collect customers from the tram-stop. (SLNSW)

The custom of Searl and Sons Nursery declined as the Botany District felt the effects of World War II and the Influenza Epidemic. In addition to this, other competitors such as Yates and Anderson & Co were increasing their market share. These factors combined with bad management of finances sadly led to the decline of the family firm in the 1920s.



WILLIAM LOBB

William Lobb employed over ten men in 1864 and paid them between 15 shillings and £1 per week, with lodging and rations. By 1891 his employees were leasing their land at £1 per week to Chinese gardeners, in effect making a neat profit from the sub-contracting.


Searl's Ornamental Trees, Flowering Shrubs, &c.

A Bird's-Eye View of portion of our General Nursery at Botany.

We have magnificent displays of all the Plants we catalogue at our different Nurseries. Our Roses are grown this season on virgin soil, on new land we have taken up at Enfield, and promises to be of superior quality, and many lines of English Trees, Shrubs, &c., at our cold-climate Nursery, at Exeter (2,300 feet above sea level.) All other plants are grown at our General Nursery at Botany.

Plants marked ✲ thrive best in cold climates, although some do well in ordinary soils and situations. We think it advisable, however, to let our friends know which plants are most likely to suit the localities in which they reside.

We shall be pleased at all times to show anyone over our General Nursery at Botany. If LIKELY BUYERS will kindly advise us by telephone of the time they expect to arrive and give good notice, they will be met at the tram and driven to the Nursery.

WILLIAM STEPHEN & WILLIAM DAVID STEPHEN

William Stephen arrived in Australia in the 1850s and worked on the goldfields in Bendigo, Victoria. He returned to Sydney and worked in a market garden in Rushcutters Bay before setting up his own garden at Botany, which he built into a flourishing business. His son, William David Stephen, continued working in the business and built a second house on the property for his family. When William David's only son died in World War I, he stopped working the garden and sold and leased large amounts of it to Chinese labourers. At Christmas time the Chinese gardeners leasing the land would give presents of ginger and tea to the Stephen family.

3.1.3 CHINESE MARKET GARDENERS

In the 1850s many garden labourers left for the goldfields to seek their fortunes, although the canny ones remained for they knew that the most 'gold' could be found in the rising price of potatoes, which fetched up to £18 per ton in 1858 (approximately $1,500 in today's



Fig. 3.1.7. Cottage occupied by a Chinese market gardener in Kent Road, Mascot in 1938. Note the raised vegetable beds occupying all possible space on the site. Available online at SLNSW, Government Printing Office 1 - 32482



currency). After the gold rush people drifted back to urban centres and to their previous occupations. Among the returned were large numbers of Chinese, and some returned with enough capital to rent or purchase land for market gardening.

By the end of the 19th century improvements in shipping and rail routes meant that produce could now be bought from regional and interstate gardens when Sydney experienced drought. As a writer in 1881 put it, *"The golden harvests of dry seasons can no longer be calculated upon."* No longer could Botany have a monopoly during droughts and soon enough, profits fell.

European gardeners responded to this change by gradually selling or leasing their gardens to others. The majority of the new garden operators were Chinese immigrants from the poor rural areas of Southern China and gardening was one occupation that was open to them under Australia's restrictive immigration laws. Botany and Mascot became a major centre for Sydney's Chinese community as they took to market gardening in strong numbers.

The influx of Chinese gardeners ready to pay whatever rent necessary seemed to be a great financial deal for the European landowners, but

Fig. 3.1.8. The same cottage as shown in Fig 3.1.7. Street view of the cottage on a market garden occupied by a Chinese market gardener. The photographs were taken as part of Council's investigations into the habitability of the property. Also available online at SLNSW, Government Printing Office 1 - 32481

the Chinese custom was to pool resources and form co-operatives. This made them more efficient than their European counterparts in a time of falling profits.

The Chinese method of gardening differed slightly to the European way. They used a system of raised beds and trenches for their crops and they manured the surface heavily. Although they were criticised for using human manure (from the soil of the night-carts, see Section 4.4.5), this was not uncommon in the European method either (and it came to an end for both groups in 1888 when it was outlawed). The method of application of the manure was what differed; the Chinese would ferment their manure and apply it as a liquid fertiliser, whereas the Europeans would dig the manure into the soil.

In the Chinese system crops were grown in all seasons without leaving the land fallow, unlike the European tradition. These subtle yet crucial differences led to a higher and more diverse crop yield all-year round, meaning Botany produce began to obtain high market prices once again – but this time the stronghold was led by the Chinese. The only crop they did not often grow was potatoes (this crop was still dominated by the Europeans, and it is not clear as to the reason why the Chinese did not succeed at growing it in Botany).

Chinese gardeners were dominating the Mascot-Botany landscape from the 1880s. It is estimated that at this time there were 70 gardens with 400-500 men in Waterloo and Botany, including 200 in Mascot alone.

Alfred Sparks, Mayor of Mascot Council, explained the prominence of Chinese gardeners in his borough to the Royal Commission on Alleged Chinese Gambling and Immorality in 1891...

> *"The Chinese generally pay a higher rent, and they work longer hours and more continuously than the Europeans, and they do not let the ground lie fallow to the same extent. They grow crop after crop."*

Despite the anti-Chinese sentiment in greater Sydney at this time, the Chinese market gardeners in the Botany area became recognised and respected as some of the best market gardeners in the country. They were often criticised for working on Sundays by the European population, however this did not cause any serious rifts within the



gardening community. Although both the European and Chinese garden communities tended to share knowledge and resources within themselves, bartering of other material was not uncommon (for example George Stiff traded vegetables for silk).

The best insight into the relations between Chinese workers and Europeans (who were more often than not their landlords and employers) comes from applications made by the Chinese for exemptions from the newly introduced Dictation Test. Chinese labourers often immigrated via an agent and were contracted to work to pay their passage. There was a government entry fee imposed on Chinese immigrants which rose from £10 in 1861 to £100 in 1888. In addition to this, under Australia's Immigration Restriction Act of 1901, Chinese people were required to pass a dictation test to be allowed entry. When wanting to return to China to visit family and friends, Chinese immigrants were required to re-sit the test (and risk a denied entry) unless an application for exemption was made.

This application for exemption required a written reference from an employer or police officer, and it is within these documents that one gains insight into the relationship formed between the Chinese market gardeners of the Botany District and their employers. The

Fig.3.1.9. Extract from an illustration accompanying an article in a Sydney newspaper entitled "Chinese Life in Sydney", showing in the top right a Chinese market gardener at Botany, bottom left a gardener selling his produce and bottom right, a police raid on a gambling den similar to that suspected to have existed at Botany. Saturday 12 June 1880, Illlustrated Sydney News and New South Wales Agriculturalist and Grazier, p.13.

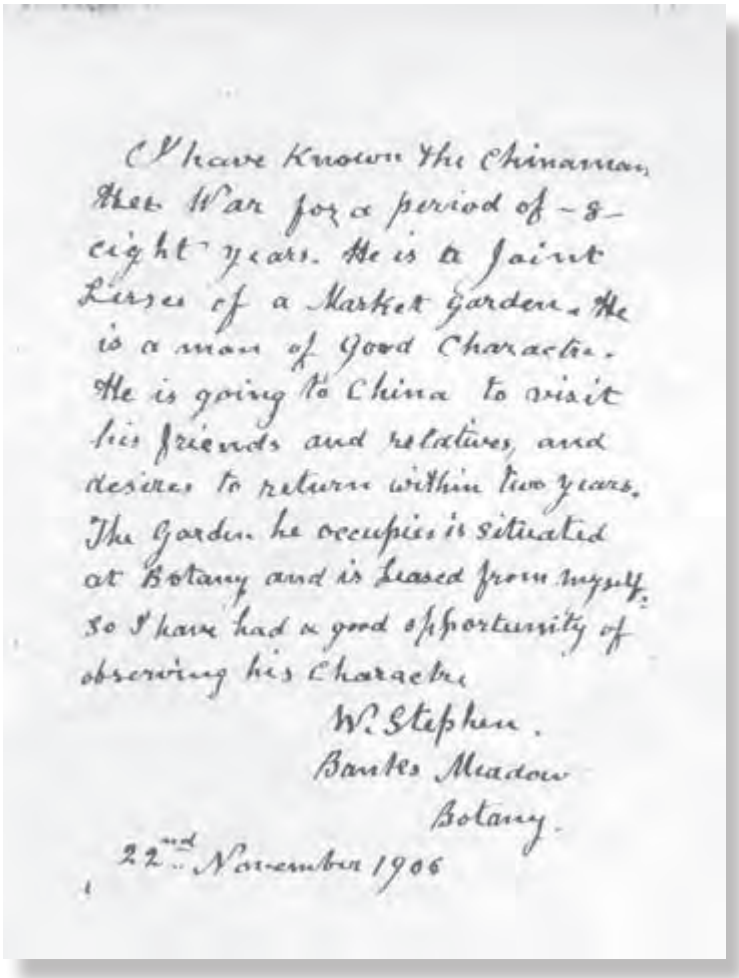
phrasing used was often emphatic in the employer's assurance that their employee was hardworking, honest and fair. Some applications indeed give a sense of a true friendship between the men.

The Chinese presence in the Botany District had a profound impact on the early development of the area. Not only did it result in a population surge, it also helped to enhance the sense of the community within those 'south of the City' – still somewhat isolated from surrounding suburbs by both geography and transport. The Chinese settled well into Botany life, however retained strong ties to their cultural practices. The Yiu Ming Temple was built in Retreat Street, Alexandria in 1908 (itself being a replacement of an earlier altar in use as early as 1870). The temple acted as not just a worship site but also as a meeting place and hostel for new arrivals. There were twelve gambling houses set up in the area to cater to the much loved game of fan-tan. The Royal Commission sought to understand the nature of this market and reported that a fair number of the immigrants smoked opium, however it is now believed that the numbers were likely to have been over-reported due to mistaking long pipes of tobacco 'shag' for opium. Overall the Chinese gardeners were generally regarded as sober, industrious, peaceful and honest members of the Botany community.

Land at Botany, Mascot and Banksmeadow continued to be described as good garden soil for growing vegetables and flowers in the early 20th century. Many local residents who grew up in the 1930s, 1940s and 1950s still remember the various Chinese gardens dotted throughout the area. As children they would be sent on errands to the gardens to buy fresh vegetables before they went to market.

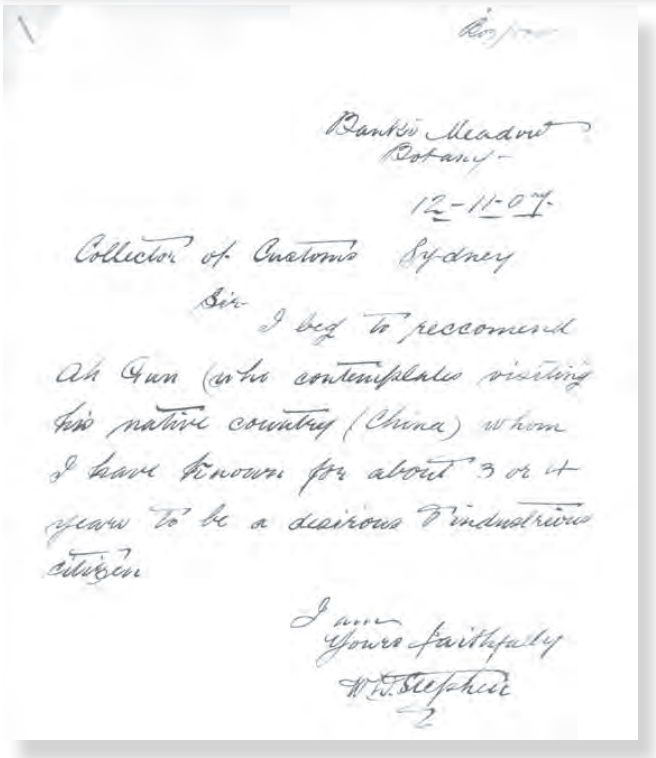
Vera Cragg, a Botany local, recalled how Chinese gardeners would often buy her and her sibling lollies and fruit on their way home from playing pontoon. Most prevalent in her memory was the sound of the loading of their carts at 2 o'clock in the morning, and she has distinct impressions of the Chinese system of watering...

> *"It was back-breaking work and they made each bed just narrow enough so that they could go up between them and water both sides of the garden as they went up the path. They had the wood across their shoulders and the two watering cans attached to rope and they would bend down, fill the two cans up, and come back.*



I have known the Chinaman, Ahee War for a period of -8- eight years. He is a Joint Lessee of a Market Garden. He is a man of Good Character. He is going to China to visit his friends and relatives, and desires to return within two years. The Garden he occupies is situated at Botany and is leased from myself, so I have had a good opportunity of observing his Character.

W. Stephen.
Banks Meadow
Botany.
22nd November 1906



Banks Meadow
Botany
12-11-07.

Collector of Customs Sydney

Sir
I beg to recomend Ah Gun (who contemplates visiting his native country (China) whom I have known for about 3 or 4 years to be a desirous & industrious citizen

I am
Yours faithfully
W.W. Stephen

(Left) "I have known the Chinaman, Ahee War [?] for a period of -8- eight years. He is a Joint Lessee of a Market Garden. He is a man of Good Character. He is going to China to visit his friends and relatives, and desires to return within two years. The Garden he occupies is situated at Botany and is leased from myself, so I have had a good opportunity of observing his character.
W. Stephen
Banks Meadow
Botany
22nd November 1906"

(Below)
Banks Meadow, Botany
12.11.07.
Collector of Customs Sydney
sir,
I beg to recommend Ah Aun (who contemplates visiting his native country /China) whom I have known for about 3 or 4 years to be a desirous and industrious citizen.
I am
Yours faithfully
W.W. Stephen.

Fig 3.1.10. Character references for tenant gardeners written by the owners in support of applications for exemption from the need for the gardener to re-sit the English Dictation test when returning to Australia.
(BCHA)

Instead of walking they would trot along and they would water both sides at the same time. They had everything worked out to a tee." (Personal notes by Vera Cragg held in the BCHA)

As the social and economic needs of Sydney changed, so too did the Botany landscape. No longer were large quantities of fruit and vegetables purchased at the city markets; the main fresh produce market moved to Flemington in 1975 and has remained there ever since. Although there are a handful of small-scale market gardens still in the Botany area, the vast majority of them have been purchased as building lots and developed upon, or have been reclaimed as part of the Government's numerous schemes in the latter half of the 20th century (in particular the 1931 land resumption for the installation of the cable route to Bunnerong Power Station near Banksmeadow). Some gardeners submitted claims for compensation for their loss of land, an action not dissimilar to Mary Hyde's claim in 1856; however, unlike Hyde, the gardeners were offered less than what they asked, at an average of £250 per request (see Section 4.4.5).

Fig 3.1.11. Craige's Nursery in Sutherland Street, Mascot was one of the last surviving commercial gardens in the area. (BCHA)



THEME 3.2 COMMERCE

The relevant national-level theme is 'developing local, regional and national economies'. The relevant state theme is '*commerce*'. The Local themes within this theme are activities relating to buying, selling and exchanging goods and services.

The following activities and places in the former Botany Bay LGA are relevant to this theme:

Shops
Pubs and Hotels

- The Half-Way House Hotel (Thorntons, now the Newmarket) (Rosebery)
- The Lakes Hotel (Rosebery)
- Tennyson Hotel (Mascot)
- Waterworks Hotel (Botany)
- Captain Cook Hotel (Botany)
- Sir Joseph Banks Hotel (1844) (Botany)
- Sir Joseph Banks Hotel (1921) (Botany)
- La Perouse Hotel (Botany)
- Pier Hotel (Banksmeadow)
- Botany Bay Hotel (Banksmeadow)

Other related themes:

5.1 Labour
8.0 Leisure
4.2 Towns, suburbs and villages

3.2.1 SHOPS

Although North Botany (Mascot) developed earlier than the Botany Township, the pattern of development in each was typical of that seen throughout suburban Sydney. The businesses were small in scale and targeted to the needs of the local community, including butchers, bakers, grocers and confectioners. The subdivision and settlement in both areas did not evolve from planned commercial subdivisions, rather, the town centres were formed through a slow but steady growth around the hotels. Both North Botany and Botany also had at least two public hotels around which the shopping precincts grew. These were the Half Way House/Newmarket Hotel and the Tennyson Hotel in North Botany and the Waterworks and Captain Cook Hotels in Botany. James Thornton, publican of the Newmarket Hotel, once commented that there were only ten houses in the village of North Botany when he took over the licence to the Hotel. The story in Botany was much the same, with the small Village of Booralee forming the main residential population in Botany's early years.





Fig 3.2.1. Gosper and Son, Bakers in Botany Road (BCHA)

Fig 3.2.2. McFarlane's general store in Botany Road, Botany (BCHA)





Figure 3.2.3. S. Tapping's Mercer and Draper store at 1187-1189 Botany Road (BCHA)

Figure 3.2.4. Butterfield's chemist was established in 1909 at the corner of Botany Road and King St Mascot. This photo was taken c 1917. The business was later known as FM Davidson's Chemist (BCHA)

Commercial buildings in North Botany were scattered along Botany Road from Thornton's Newmarket Hotel adjoining Gardeners Road in the north down to the Ascot Theatre opposite Robey Street in the south. The shopping precinct in North Botany was not exclusively commercial. Shops were clustered near intersections and tram stops with a mix of residential and public buildings, such as the North Botany Town Hall, interspersed throughout. In the 1880s the post office (and adjoining grocery store) was operated by Mrs Jane Alder near the corner of Annabel's Lane (now Coward Street) and Botany Road. The verandah of this establishment was reputed to have been the local meeting place "for the lads of the district".

Most of the commercial buildings in Botany were located between Hickson and Hale Streets. Public buildings such as Botany Public School, St Matthews Anglican Church, the Uniting Church (former Methodist Church) and the School of Arts/Literary Institute marked the northern entrance to the Botany town centre, while the police station marked the southern end. Botany Town Hall and the Post Office were situated approximately in the centre of the commercial group.

By the 1880s and 1890s other businesses such as saloons (billiard rooms), hairdressers, dressmakers and solicitors were established in the two shopping precincts to service the growing population in both areas. Commercial development at the southern end of Botany Road in the Banksmeadow precinct was noticeably less, with businesses dotted along the road but no core shopping centre was ever formed there despite the presence of the Sir Joseph Banks, Pier and Botany Bay Hotels. The shopping strips along Botany Road in both Mascot and Botany have seen considerable development and change over the years. Although several very early cottages have survived in the commercial areas, few of the 19th century shops remain. One of the only shops that appears to have retained its original form is the old butcher shop at 1619 Botany Road, Banksmeadow.

Other shopping precincts were built in Daceyville, Hillsdale, Pagewood and Rosebery, however each of these were smaller in scale and scope than those of Botany and North Botany. The shops in Daceyville are notable for their planned placement overlooking the park but away from through traffic, and for their cohesive and distinctive Arts and Crafts built form.

The Eastgardens shopping centre was established by retail giant, Westfields, in 1987. At the time of its construction it was the largest shopping centre in Australia, and it has undergone further extension over the years to remain a substantial centre. The site on which it was built included part of the General Motors Holden plant which had closed in 1981 and the former Pagewood film studios. Eastgardens suburb takes its name from this significant shopping centre development.

3.2.2 PUBS AND HOTELS

The pubs and hotels of the Botany Bay area are integral to its historic pattern of development. From the opening of one of Sydney's first tourist attractions, the Sir Joseph Banks Hotel, in 1844, through the many working-man's pubs catering to the industries in the area, to the dearth of hotels in the model suburb of Daceyville, each contributes to the story of Botany Bay. All except two of the original hotels in the area have survived and continue to trade, the two lost being the La Perouse Hotel and the Temperance Hotel, both on Botany Road.

The earliest known hotels in the area were the Sir Joseph Banks Inn, the Botany Bay Hotel, and Thornton's Half Way House Hotel, first recorded in newspapers in 1844, 1848 and 1855 respectively. The Captain Cook Hotel was built between 1860 and 1868.

Eventually an increase in Botany Bay's industrial and residential population from the 1870s to the 1890s, as well as the introduction of the tram system, led to more hotels being established along Botany Road. These included the Waterworks Hotel (c.1874), Tennyson Hotel (c.1881), Pier Hotel (c.1883) and the La Perouse Hotel (c.1885).

Hotels at this time were central community fixtures and there are dozens of newspaper articles detailing the exploits and events that took place at each of these establishments over the years. Most, if not all, lent their balconies and rooms for political and other community meetings (this being before the construction of Mascot and Botany Town Halls). Local election speeches were given at many of the hotels, as well as larger gatherings to debate wider political issues such as the financial clauses of the Convention Bill in 1898 (Botany Bay Hotel) and the Dean Case in 1895 (Captain Cook Hotel). Several of Botany's hotels were also used as meeting places for coronial inquests and strike meetings in the early decades of the area's development.



Fig. 3.2.5 Location of the public hotels in the area (with former names where applicable)
1. Half-Way House/Thornton's/ Newmarket Hotel
2. Tennyson Hotel/The Mascot Inn
3. The Lakes Hotel
4. The Waterworks Hotel/ Endeavour Hotel
5. The Captain Cook Hotel
6. Sir Joseph Banks Hotel (two locations)
7. La Perouse Hotel
8. The Pier Hotel
9. Botany Bay Hotel

Each of these hotels also saw the type of behaviours common to community pubs in this era; assaults, thefts, brawls and drunken misbehaviour. Selling adulterated (impure) liquor, or selling liquor on forbidden days like Sundays or Christmas were also regular occurrences at many of these establishments, with many fines being issued (or else gaol time was given). On a slightly lighter note, many of the hotels had associations with sporting events in Botany. In the 1880s there was a popular Tennyson Handicap race that was held down at the grounds of the Sir Joseph Banks Hotel. Bare-knuckle boxing was also often partaken outside of the Botany Bay Hotel with spectators coming out from Sydney to watch. The Botany Bicycle Club started and finished their races outside the Newmarket in the 1910s-1920s, whilst in the same period the 'Donnellan Cup' for the Botany Harriers started and finished at the Pier Hotel.

In 1908 an inquiry was instigated by a Special Licensing Court into the number of Hotels in Botany and Redfern, as both were rumored

to have too many. The investigation revealed there were 17 licensed hotels in the Botany electorate alone, and therefore a reduction in the licences to the Botany electorate was sought. The investigation of the Licensing Court is well documented in contemporary newspapers and they reveal the tension between the publicans of the Botany hotels, most of which by this time were owned by the brewing giant, Tooth and Co. (Monday 9 March 1908, Evening News, p.5). Many of the publicans, as well as a few loyal patrons, testified to their hotel's purpose and support in an effort to deter it from being de-licensed. Robert Grant, a poulterer, argued that...

> *"both the Botany Bay and Pier Hotels were necessary in the interests of the district".*

Duncan McPherson, licensee of the Botany Bay Hotel, added that...

> *"to the effect that there were wool works, paper mills, and tanneries, and other industries, quite close to his hotel and that the employees of these industries, together with the visitors on Saturdays and holidays, largely patronised the house, which was absolutely necessary in the interests of the district." (Monday 9 March 1908, Evening News, p.5)*

Others who gave evidence were Patrick Donnellan of the Pier Hotel, Angus Nugent (manager of the Springvale Tannery), Thomas Marshall of the Sir Joseph Banks Hotel, Mary Ann Faulkner of the Captain Cook Hotel, Archibald Tulloch of the Waterworks Hotel, Irvine Hamilton of the La Perouse Hotel and James Thornton of the Newmarket Hotel.

In the post-War years the Lakes Hotel at Rosebery, the Newmarket at Mascot and the Tennyson at Mascot were the subject of a historically significant legal action that the police prosecutor described as the first of its type in Australia. In 1948 local residents led by Nicholas Vender Lubbe (against The Lakes Hotel) and Ronald Gibb and Robert Handfield (against the Tennyson Hotel) picketed the hotels, declaring the beer 'black' in protest to the publicans' practices which included restricting hours of trade, non-opening on Saturdays "*so that working men cannot get a drink*" and refusing to sell beer to the locals in pints, half-pints or schooners. They also alleged that the publicans were trading beer on the black market.

This protest was part of a pattern of 'beer strikes' across NSW, most of which were triggered by prices charged, but some, particularly those in Sydney, were in response to issues similar to those expressed at The Lakes, the Tennyson and the Newmarket (the Newmarket had agreed to demands and amended its policies to the satisfaction of the local community). Similar action was taken against the Pier Hotel in 1949, where a formal Union Black Ban was imposed by the Australian Wool and Basil Workers' Federation; a Union organised by John Rowland Dacey, after whom Daceyville was named. The actions were ultimately successful after picketing for five weeks, with publicans agreeing to most of the demands, even though they responded that they were under no obligation to open certain hours or serve certain sizes.

The following pages present a brief summary of the history of the main hotels in the Botany area. For more information about each please refer to the relevant Heritage Inventory Sheet. Original hotel plans and records of the sales of alcohol at most of the hotels are held by the NSW State Archives and the Australian National University.

Although the contemporary alignment of Botany Road was laid relatively late in the development of the area, all except The Lakes Hotel are to be found along its length, from the Newmarket Hotel at the northern end to the Botany Bay Hotel at the southern.

Beginning at the intersection of Gardeners Road and Botany Road, travelling south:



Strike If Hotel Black Ban Broken

MEMBERS of the Wool and Basil Workers' Union employed at Swinbourne and Stephen, Botany, have threatened to walk off the job if a member of their union is seen entering Mascot hotels declared black.

At a meeting, union secretary Mr. E. Glasson, told the workers that one particular union member was being encouraged to break the black ban.

Fig.3.2.6. News item about the threat to strike if the Wool and Basil Workers' Union's Black Ban on the practices of local hotels was broken.

Wednesday 18 February 1948, The Tribune. p.3.Accessibleonlineatwww.trove.nla.gov.au.

THE HALF-WAY HOUSE HOTEL (THORNTONS, NOW THE NEWMARKET) (ROSEBERY)

This hotel was also known as Thornton's Hotel and is now known as the Newmarket Hotel. The current building is the third hotel on the site. The first hotel was established by Maurice O'Rourke in 1855 as the Half-Way House Hotel out of the first subdivision of North Botany land.

The Village of Botany in the mid-19th century was little more than a scattering of approximately ten cottages, and the establishment (and naming) of the Half Way House Hotel was likely intended to attract those taking the somewhat torturous overland route to the Sir Joseph Banks Pleasure Gardens hotel as much as the local community - the site being located roughly half-way between Sydney and the Pleasure Gardens. In 1887 the Hotel was leased to James Thornton.

Thornton was a Rosebery local and was Alderman on North Botany Council, four-time Mayor, owner of the Ascot and Rosebery Theatres and Director of the Rosebery Park Racecourse which was built originally on the site diagonally opposite the Hotel (see also Section 8.4.5). In 1900 Thornton obtained a 60 year lease of the property and rebuilt the hotel into a two-storey Federation Filigree building with the new name of The Newmarket Hotel. Various other additions and alterations were carried out over the next few years. Thornton's high standing among the North Botany community and the Newmarket's prime location led to it being a focal point for community events. Road races for the Botany Bicycle Club started and finished outside the Newmarket on several occasions.

In 1912 Thornton added some adjoining land to his holding, followed by his son who, after taking over the licence in 1915, did the same in 1928. By the mid-20th century the entire site (which had grown to quite a size) was subdivided. In 1953 Lot 2 (most of which was occupied by the Hotel) was purchased by the large brewing company Tooth & Co Ltd and the hotel was substantially demolished and rebuilt in its current form. Lot 3 and Lot 4 which sat behind the Hotel, fronting Gardeners Road, were purchased by Mascot Theatres Pty Ltd and a movie theatre was built over both. In 1963 Tooth & Co Ltd subsequently purchased Lot 3 and incorporated it into the Hotel site.



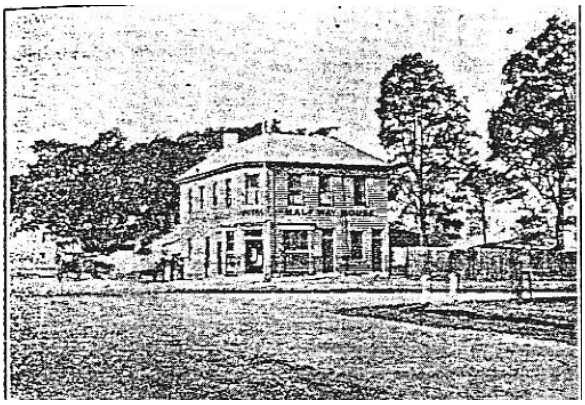




Fig 3.2.7. (top) Thornton's Newmarket Hotel c.1945 showing its early 20th century blend of Classical and Victorian Filigree stylistic influences. (BCHA)

Figure 3.2.8. (below left) In the 1870s the Half-Way House was a substantial, two-storied Victorian building. (BCHA)

Figure 3.2.9. (right) James Thornton (BCHA)

THE LAKES HOTEL (ROSEBERY)

The Lakes Hotel at Rosebery was built in 1938 in the Inter-War Functionalist style. It is the only hotel in the local Botany area that was not set close to Botany Road. Instead built towards the eastern end of Gardeners Road in 1938, the Lakes Hotel was very likely established to service the patrons of the Rosebery Racecourse, which was originally located just to the east of the Hotel. The Second World War broke out just one year later in 1939, and although the Rosebery Club continued to race up until July 1940, Rosebery Racecourse became the headquarters of the 8th Division of the Australian Imperial Force (AIF). The outbreak of war and the use of the racecourse as a military camp would have caused the patronage of the Hotel to develop from the large racing crowds to military servicemen. The military continued to use the racecourse site as the 1st Australian Returned Stores Depot until October 1946. Although the course continued to be used as a training ground for horses, the Rosebery Club never resumed race meetings.

The Lakes Hotel was brought under the banner of brewing conglomerate Tooth and Co. using a licence transferred to Joseph Murphy from the Empress of India (a hotel located closer to the city along Botany Road). In 1953 the licence was transferred to George Williams.

In the post-War years the Lakes Hotel at Rosebery, the Newmarket and the Tennyson Hotels, both at Mascot were the subject of a historically significant legal action that the police prosecutor described as the first of its type in Australia. In 1948 local residents led by Nicholas Vender Lubbe (against The Lakes Hotel) and Ronald Gibb and Robert Handfield (against the Tennyson Hotel) picketed the hotels as part of the Wool and Basil Workers' campaign that declared the beer 'black'. The protested against the local publicans' practices which included restricting hours of trade, non-opening on Saturdays "so that working men cannot get a drink" and refusing to sell beer to the locals in pints, half-pints or schooners. They also alleged that the publicans were trading beer on the black market. After picketing for five weeks in 1948, and despite publicans stating that they were under no obligation to open certain hours or serve certain sizes, the Union was ultimately successful in obtaining their demands.

TENNYSON HOTEL (MASCOT)

The Tennyson Hotel at Mascot was established by at least 1880, however is most likely to have commenced trading some time earlier. It operated originally as the Tennyson but its name changed to the 'Mascot Inn' in the mid 20th century. It has recently reverted to its original name.

The first known mention of the Tennyson Hotel is not a positive one. In 1881 there was a significant news story of a man named Franks, employee at the Tennyson, selling alcohol to two underage boys. The boys were James Keating and William Wolloghan (the latter being the son of William Wolloghan, publican of the Waterworks Hotel). Keating was reported to have been only 12 years of age, while Wolloghan's age was unstated but inferred to be young, at around or under 16 years. It was reported that on 9 July 1881 the 12 year old boy, James Keating, was sold six rums, while the other boy William Wolloghan was given lemonade with brandy. When Keating's mother came to fetch them they were "in a state of drunkenness" and could not even stand. There was outrage over the incident and both Franks and John Green, the publican of the Tennyson who was not in at the time of the incident, were summoned to the Central Police Court.

It was an unfortunate event for Franks to have to defend, for he was at this time waiting for the licence of the Hotel to be transferred to him. The application was promptly refused, however Franks was able to convince the police and licensing court that it was not he who sold the liquor to the boys but his wife, and therefore he could not be refused licence on the grounds of *knowingly* selling liquor to underage youth. Remarkably, and despite the continual outrage from the community and the boys' parents, Franks' licence for the Hotel was approved soon after.

By the turn of the century the tram network down Botany Road had helped to bring new patrons to the Tennyson, and in 1909 business was sufficiently good that a new building was constructed on the site. In 1916 the Hotel was purchased by the large brewing firm, Tooth & Co Ltd. Tooth & Co. They rebuilt the hotel in 1936 to the company's moderne streamlined aesthetic, designed by Sidney Warden, at a cost of £13,000.

WATERWORKS HOTEL (BOTANY)

The Waterworks Hotel was constructed c.1870 at the south-western corner of Botany Road and Bay Street. It was situated centrally in what would become the Township of Botany, however even before the town was formed the Waterworks Hotel would have had regular patronage from the nearby Village of Booralee, which sat at the end of Bay Street.

Its name also indicates its close proximity to the waterworks on Lord's grant. It was this proximity to the ponds associated with the waterworks that gave the Waterworks Hotel its first mention in the Sydney newspapers when a great storm hit Sydney in May 1874. The storm caused the ponds to overflow and flood the surrounding area in the middle of the night....

> *"the inhabitants had to fly for their lives; and a most heart-rending sight was presented by the troop of semi-naked women and children at that early hour in the morning, amidst the pelting storm, making their way to the higher ground. Most of these were the families of fishermen and other poor people. They lost all, or nearly all, their furniture and clothing...Too much praise cannot be given to Mr. Woolligan (sic), of the Waterworks Hotel. He got up in the night, and received the unfortunate people who had been washed out. They filled two rooms of his hotel. Fires were lighted, and he liberally supplied the unfortunates with hot tea, coffee, and other refreshments."*

The Waterworks Hotel encountered much of the same behaviour and occurrences as other hotels in the district; petty thefts, assaults, adulterated liquor and political speeches, union meetings and election meetings. In 1882 it was noted that the Waterworks Hotel and Sir Joseph Banks Hotel were robbed on the same night, with the Waterworks losing £10, said to be more than that of the Sir Joseph Banks (whose loss was unspecified). The Waterworks Hotel still sits today at its historic location at the junction of Botany Road and Bay Street, however its view no longer includes the waterworks and mill pond, nor is its patronage local fishermen. The Hotel building has undergone a series of re-buildings, including in 1900 and again in 1912, with further significant renovations in recent years.

CAPTAIN COOK HOTEL (BOTANY)

There have been at least two hotels of the same name built on this site over the years. It was built between 1860 and 1868. In September 1868 an advertisement was placed in the Sydney Morning Herald for a stonemason to lay a foundation, with the applicants to apply at the "*Captain Cook Inn, Botany*" and then for plasterers in June 1869. These works were potentially for three cottages James Devitt, the hotel's publican, was building nearby.

By January 1872 the licence to the Hotel was transferred from Thomas Howarth to James Marland. The application was approved, however Marland had not had the licence six months before a burglary took place. Thefts were a common occurrence in hotels at this time, however unfortunately for the Captain Cook Hotel, they seemed to be particularly prevalent at this hotel for many decades. There were several instances of not only cash being stolen, but also household items and clothing, including women's dresses worth £60 (from the boarding rooms upstairs; the equivalent of $4,600 today). The individual who stole the dresses made a particularly dramatic getaway from the balcony fronting Botany Road and managed to outrun both the publican, Mrs Faulkner, and the police.

On several occasions between 1873 and 1880 the Captain Cook



Fig. 3.2.12. A coloured postcard featuring the Captain Cook Hotel. The corner of the building closest to the photographer had a small turreted window which has since been demolished. *From the collection of Mr Josef Lebovic. National Museum of Australia.*



Inn/Hotel was advertised for sale by owner James Devitt, and then following his death, as part of his Estate. It had a "large yard" of about two acres and out-offices. Along with the sale were the three cottages Devitt had built nearby, as well as two additional building allotments to Botany Road. The land adjacent to the Hotel included a bowling green. A man named Moyes, an earlier publican, is understood to have been particularly keen on the game and attempted to establish his own lawn at the Hotel "*many years*" before it became a widespread game. Unfortunately, "*interest collapsed*" when the lawn fell into disrepair.

When Niels Olsen re-applied for the licence in 1891 he was refused on the grounds that when he had held the licence previously, the business was not only poorly conducted, Olsen had also delayed and been fined for not fronting court over a previous police matter and was "frequently drunk". The second infamous publican of the Captain Cook Hotel was Martin Harvey who was fined £20 for selling rum that was so adulterated (impure) that...



Fig. 3.2.11. Detail from the 1875 advertisement for the sale of James Devitt'sestateincludingtheCaptain Cook Hotel. The original hotel had a typical Victorian footprint.

Pritchard,W&Reuss,Ferdinand,Jnr&S.T. Leigh&Co1897,[sic-1897]Plan offreehold property and allotments of land, Botany : in the estate of the late James Devitt, to be sold on the ground Saturday Octr. 9th at 3 o'clock, S.T. Leigh & Co., printers, Sydney.

Fig 3.2.12. Captain Cook Hotel c.1980. the decorative corner turret has been removed and parapet added over an addition to the south. (BCHA)



Fig.3.2.13. Emus at the early Sir Joseph Banks Hotel, a watercolour by John William Hardwick, 1853 (Image no. 178829 SLNSW. Online at http://trove.nla.gov.au/work/9891518)

> *"analysis of the liquor produced sold as rum showed that it was an artificial substance, the alcoholic strength being 31 ½ degrees under proof, and was of such a nature as to be entirely unfit for human consumption."*

Harvey did not pay the fine on the grounds of not being able to gather such a sum, however when given a three month gaol sentence instead, he managed to produce the amount necessary to cover the fine.

The hotel was purchased by brewery giant Tooth and Co in July 1899 for £2,250 from the Bankrupt Estate of owner W.Broadhead (1889), with Faulkner retained as publican. The existing hotel building was built in 1903 to the design of Mr Halligan by local builder Mr O.W.Nilson for £2,345. An additional £173 was spent prior to 1920 on further miscellaneous improvements, including the construction of a garage at the rear for a motor vehicle.

SIR JOSEPH BANKS HOTEL (1844) (BOTANY)

The most well-known hotel in 19th century Botany was the Sir Joseph Banks Hotel at Banksmeadow. See Section 8 for a more detailed account of its history.

The hotel had been established originally in 1840 under the name 'Banks' Inn' in a position closer to the alignment of what is now Botany

Road and intended to service the local community of market gardens and industries such as wool scours. By 1844 Kellett had built a new inn between Botany Road and the bay and named it the Sir Joseph Banks Hotel (also known as the Sir Joseph Banks Inn). Kellett promoted the Inn's attractions heavily in the Sydney papers as "*one of the healthiest spots in the Colony, and sea bathing is at the very door of the house*" with "*the scenery all round ..... beyond description*" *(Saturday 21 December 1844, The Sydney Morning Herald, p.1)*. The issue of reliable and comfortable transport down to the Bay for tourists was raised regularly, for despite the assurances of Kellett's advertising, the road to the bay remained poorly defined and maintained and it was not until 1874 that an omnibus service began to service Botany Road from the Government Pier all the way to Circular Quay (by Henry Ramsay; first mail coach driver in Botany and later an early publican of the Pier Hotel). Kellett addressed this problem in his typical entrepreneurial manner: he built a landing jetty from the property to allow guests to travel by chartered steamer from Sydney.

In 1850 William Beaumont had taken over the Hotel and was responsible for the first substantial extension to the existing Hotel building; a new wing at the western end to provide a dining space for up to 60 people. In this same year (1850) a 2,000 seat amphitheatre was constructed in the grounds, as well as a magnificent ballroom. Beaumont began actively promoting the spot for picnics, sports and recreational activities. He enclosed an "emu park" within the grounds and then expanded it to establish his most famous addition to the Estate, the Zoological Garden, which has been widely believed to have been Australia's first zoo (1850). It held Australia's first elephant, a Royal Bengal Tiger, a Black Himalayan Bear, the Red Deer of Manilla and a Grizzly Bear. On Boxing Day 1851 it was reported that 5,000 people, or a staggering 8% of the population of Sydney at the time, attended the enormously successful attractions at the grounds of the Hotel. The following year the company, stud and orchestra of Malcolm's Royal Australian Amphitheatre and Rustic Chorus were engaged, a circus was opened, an abundant luncheon was offered – for a cost of between four and ten shillings. For several years the Boxing Day Picnic at the Sir Joesph Banks, Botany became a highlight in Sydney's social calendar.

By 1861 Beaumont had ended his lease of the Hotel and instead purchased land directly to the west of the Sir Joseph Banks where he opened Correys Pleasure Gardens. In 1862 Kellett leased the Hotel



Fig. 3.2.14. The 1921 Sir Joseph Banks Hotel had frontage to Botany Road. its character also changed from a pleasure resort to a functional pub serving local residents and workforce. (Tooth & Co. Hotels. Held by ANU. http://trove.nla.gov.au/work/210072463)

to Vickers/Victor Moyse, who added a cricket ground, a bowling green and an archery course to the Estate. The gardens were extended and a new road from Randwick to the Hotel was completed. The tramway to Botany would not be developed for another twenty years, so instead Moyse organised to have the mail vehicle carry passengers from Sydney twice a day.

When it suffered decreased patronage and the associated financial strain, the Commercial Banking Company of Sydney sold the large hotel and its grounds (of approximately 26 acres) to the Sir Joseph Banks Estate Ltd in November 1908 for £6,500. The new owners tried to reinvent the historic Sir Joseph Banks Hotel by renaming it (and re-advertising it) not as a luxury resort but as the "Olympic Recreation and Picnic Grounds". Despite the reinvention though, the 'old' Sir Joseph Banks Hotel continued to struggle to increase its patronage. After having eight managers in eleven years, in 1920 the decision was made to subdivide the surrounding grounds up to Botany Road and sell them as residential and commercial lots. The front grounds (the original cricket pitch) were offered for sale. Lot 19 of this subdivision was reserved for a new hotel which was to carry on the licence and

name of the original. In the same year this new modern hotel was built on the corner of Botany Road and the newly created Fremlin Road. The licence to the new Sir Joseph Banks Hotel was sold to brewing conglomerate Tooth & Co Ltd for £600 on 10 May 1921.

SIR JOSEPH BANKS HOTEL (1920) (BOTANY)

The Sir Joseph Banks Hotel was built in 1920 as a replacement to the original Sir Joseph Banks Hotel (1844), when it failed to succeed as a business and establishment in the early 20th century. The 1920 replacement was established on land that had frontage to Botany Road and which was originally used as the cricket pitch in the expansive gardens of the old Hotel. The original Sir Joseph Banks Hotel was built on land purchased in a 75 acre parcel by James Drew and Thomas Kellett for £75. An early plan reveals Kellett first opened a hotel named the 'Banks' Inn' in the area, followed by a much larger establishment called the Sir Joseph Banks Hotel, in 1844. With its sea views, expansive grounds, sporting and cultural attractions (including what is reputed to have been Australia's first zoo), the Sir Joseph Banks Hotel was a hugely popular tourist destination and drew crowds from Sydney frequently, especially on public holidays.

There was a succession of publicans who made oversaw various additions to the property and the expansion of its destination attractions. By the turn of the century the sporting events and attractions offered by the Hotel had started to fall out of vogue and patronage at the Hotel decreased, causing much financial strain. In November 1908 the Commercial Banking Company of Sydney sold the Hotel and its grounds (of approximately 26 acres) to newly formed company, the Sir Joseph Banks Estate Ltd, for £6,500. The new owners of the old Hotel attempted to alter its image from that of a luxury resort to the "Olympic Recreation and Picnic Grounds", however a further ten years of financial hardship led to the decision to finally release the surrounding grounds for sale in lots. A subdivision was created in 1920 that carved up the grounds of the Hotel into commercial and residential lots, including a reservation of land on Lot 19 for the site of a new Sir Joseph Banks Hotel, which was intended to carry on the licence and trading name of the original.

A building application was made in 1920 by brewing conglomerate Tooth & Co Ltd to erect the new Sir Joseph Banks Hotel (BA 20/031).

The licence to the new Hotel was sold to Tooth & Co Ltd for £600 on 10 May 1921. The replacement hotel was a more standard suburban hotel than the original and established a regular patronage, proving that the third and final image for the Hotel had been successful; from a pleasure resort to a functional pub, serving local residents and workforce.

LA PEROUSE HOTEL (BOTANY)

This Hotel is largely unrecognised in Botany's history. It was built pre-1885 and was situated on Botany Road, opposite the front lawns of the first Sir Joseph Banks Hotel. Mr Charles Ryan is associated with this phase of the hotel, although it is not known if he is the one to have established and operated the hotel or was merely one of its early publicans.

The hotel was known interchangeably as the La Perouse Hotel and the Old La Perouse Hotel, and was of a significant size for its day. It began with 11 rooms in 1885 and by 1897 had extended to 23 rooms, with stables and "*every convenience*".



Fig. 3.2.15. The La Perouse Hotel was a traditional late-Victorian building with double storey wide verandahs. It was situated almost opposite the Sir Joseph Banks Hotel site. The hotel uses ceased early in the 20th century, but the building has survived in a stripped and much-altered form. (BCHA)

In 1907 an auction for furniture was held at the Hotel and after this date no mention of the hotel is made in local newspapers, suggesting that the establishment went out of business at around this time. The Hotel's façade still faces Botany Road above the present shopfronts there today, yet the Hotel's existence, both on the road and in the history books, remains largely undocumented.

PIER HOTEL (BANKSMEADOW)

The Pier Hotel has occupied its current site at the corner of Botany Road and Exell Street since 1883. The first Pier Hotel was built by Henry Ramsay and was likely named in reference to the Government Pier which was located almost opposite the site at the time. Henry Ramsay was a colourful pioneer of early Botany. His first profession was as a mail coach driver for Botany (succeeding Joshua Wiggins) when the roads were merely sand tracks. He later expanded his mail





Fig 3.2.16. The Pier Hotel prior to re-building. By the time this photo was taken in the early 20th century the decorative detail had been removed. (BCHA)

Fig 3.2.17. The Pier Hotel after purchase and re-building by Tooth & Co. in its Inter-war house style. The original interior was notable with a long, streamlined counter. (Tooth & Co. Hotels. Held by ANU. http://trove.nla.gov.au/work/210072463)

coach business into an omnibus service. The service ran from the Half Way House (Hotel) on the corner of Botany and Gardeners Roads to Circular Quay.

By 1883 Henry Ramsay took over the licence at the Pier Hotel in Botany, however he continued to operate his omnibus service to Circular Quay. He sold the hotel licence for £600 just two years later to George Full and in the same year extended the omnibus service down through lower Botany to the Pier, suggesting that there was more profit in taking patrons to the hotels in lower Botany than there was in operating a hotel. The house that still stands today next to the Pier Hotel (1749 Botany Road, Banksmeadow) was occupied by Henry Ramsay for many years after his cessation as publican of the Pier Hotel. George Full took full advantage of the Pier Hotel's location when he advertised it in 1885...

> *"GEORGE FULL, late of the Shakespeare, Newtown, and Campbell's Hotel, William street, begs to let his friends know that he has TAKEN the PIER HOTEL, BOTANY, so when you come out that way please to give us a call. All drinks at Sydney prices. Tea, Coffee, Sandwiches. Plenty of Stabling for your horses free. Fishing Parties and Picnic Parties attended to. Fishing Boats for hire." (Tuesday 7 July 1885, Evening News, p.5)*

Full also took advantage of the sporting tourists visiting the area, by advertising to "*amateurs or gentleman wishing for an Afternoon SHOOTING at Pigeons on Dr Gannon's Trap and Ball*" that they could be accommodated at the Pier Hotel and that guns and ammunition would be provided at very attractive prices, along with an oyster luncheon. Several licences were exchanged from the 1880s to 1894, when the Hotel was taken over by Patrick Donnellan. Donnellan purchased the Hotel at around this time and in 1898 the building was rebuilt. Like many other hotels in Sydney, in 1917 the Pier Hotel was purchased by big brewing firm Tooth & Co Ltd, however in a break from their usual pattern of demolition and rebuilding soon after acquisition, the Pier Hotel was only altered to a stripped Art-deco style.

By 1940 Tooth & Co Ltd had demolished the c.1883 building and replaced it with a new hotel building, doubling the size of the previous structure and giving it a streamlined, moderne aesthetic. The overall cost of the rebuild was estimated at £12,000. In 1946 the Pier Hotel was involved in controversy when a 'black ban' was declared on it by the Wool and Basil Workers Union. Union members who worked



in factories near the Pier Hotel were all asked to boycott the Hotel because of allegations that the management of the Hotel had called police to settle arguments between patrons, had not opened the hotel at the right hours, had sold beer to visitors and not to local residents and for its general mismanagement. The Pier Hotel managed to survive the strike however and continued to be a popular hotel in the lower Botany/Banksmeadow area, particularly with patrons from the surrounding industrial precinct. (see also Section 5)

BOTANY BAY HOTEL (BANKSMEADOW)

The Botany Bay Hotel was originally a small weatherboard cottage building, built c.1865 by Richard Exell (also spelled Excell). Exell was a builder, an employee of the Sir Joseph Banks Hotel Pleasure Gardens and was an Alderman at Botany Council (1888-1897). The original cottage building sat approximately 20 meters behind the site of the current Botany Bay Hotel today, and was known as the Botany Bay Inn. The exact date of construction of the second establishment, the new Botany Bay Hotel, the one that stands today, is unclear. It is possible that the Hotel was built as early as 1875, for an article published in the *Glen Innes Examiner* on a coronial inquest into the fatal shooting of a man clearly stated that the inquest took place at the Botany Bay Hotel, Botany and not at the Botany Bay Inn.

Fig 3.2.18. The Botany Bay Hotel in c.1915-1920. The adjoining terrace to the left and small shop or business off small shop to the right can also be seen. (BCHA)

The new structure built by Exell was much larger than the previous

Botany Bay Inn. It was built of stone rather than weatherboard and was a two-storey structure that now abutted Botany Road. A local story describes how the stone for the Hotel was sourced from a quarry behind Matraville, and when a horse and dray were sent out to the quarry without a driver, the materials were loaded onto the dray and the horse delivered the load, without direction, to the building site.

By the 1890s the Botany Bay Hotel had become a popular community fixture along Botany Road. It was the site for bare-knuckle boxing matches and drew some well known boxers, namely Larry Foley and Sandy Ross, along with large crowds. The Hotel was reportedly looted by the crowds after one exciting match, however the 'well-to-do' patrons returned the following day to pay for the drinks that had been taken. A third storey was added to the Botany Bay Hotel in c.1900/1901 and the upper balcony was enclosed at about this time also. The Hotel suffered damage worth £80-£100 in a severe storm that swept through the Botany Bay area in 1917.

In 1932 the dominant brewing firm, Tooth & Co Ltd, acquired the Hotel and soon after this an application was made to Botany Council to carry out renovations worth £153. The renovations were mainly to the Hotel's cellar and minor reconfigurations upstairs. It is one of the few hotels in the area that was not re-built by Tooth & Co. after their acquisition.

THEME 3.3: COMMUNICATION

The relevant national-level theme is 'developing local, regional and national economies'. The relevant state theme is '*communication*'. The Local themes within this theme are activities relating to the creation and conveyance of information. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Telegraphs and telephones

Related themes:

4.4 Utilities

3.3.1 TELEGRAPH AND TELEPHONES

Like the postal service, the extension of the telegraph service into suburban areas depended on the population of the suburb. It was not until April of the relatively late year of 1881 that telegraphic facilities were available in the Botany and North Botany Municipalities.

By 1876 Alexander Graham Bell had patented his invention of the telephone and within eight years telephonic communication was possible between Sydney and Melbourne. The first steps to secure telephonic communication with the city were taken in Botany in 1895 when it was suggested by Botany Council that the fire station at North Botany should be connected with Botany's fire station. The Superintendent of Fire Brigades agreed with this suggestion and before long the first telephone connection in the Botany Bay area was made – although for several years it remained a somewhat private line directly between the two fire stations.

In 1897 Botany residents again petitioned the Council to negotiate with the Post and Telegraph Department to extend a general service to the municipality. At the time there were fewer than 50,000 subscribers in the whole of Australia, and the expense of erecting the lines compared against the potential number of subscribers was a significant limiting factor, which was likely instrumental in the Department refusing the request for connection to Botany.

North Botany had actually been linked to the wider telephone services as early as 1902. The two Councils quickly cooperated to establish a joint exchange which opened in the North Botany Town Hall the following year.

Next came representations for a public telephone. Call boxes were not introduced in New South Wales until after the Botany and North Botany incorporations. The first public telephone in the Botany Bay area was opened in February 1906, however its exact whereabouts remain unclear.

From time to time Botany Council requested to the Postmaster-General for better telephone services, and

in 1929 a request was made for the conversion of Mascot Exchange from manual to automatic. Though Botany and Mascot councils cooperated on this particular venture, they did not end up getting an automatic exchange approved until 1942. The new automatic exchange provided for 1,400 numbers.

Mascot Exchange serviced the whole of the Municipality of Botany until 1954 when business developments in the area and the substitution of underground for aerial transmission resulted in the construction of a new exchange at Botany.

THEME 3.4: ENVIRONMENT – CULTURAL LANDSCAPE

The relevant national-level theme is '*developing local, regional and national economies*'. The relevant state theme is '*cultural landscape*'. The Local themes within this theme are activities associated with the interactions between humans, human societies and the shaping of their physical surroundings.

The following activities and places in the former Botany Bay LGA are relevant to this theme:

- The Government Pier
- Foreshore reclamations
- Lord's Estate
- Sheas Creek/Alexandra Canal
- Other early changes to the foreshore
- Major reclamation – Kingsford Smith Airport
- Major reclamation – Port Botany
- Major reclamation – Foreshore Park

Related themes:

3.1 Agriculture- Market Gardens
4.4 Utilities - Sewage
3.9 Industry
2.2 Convict (Simeon Lord)

3.4.1 GOVERNMENT PIER

The Long Pier, Government Pier, or Botany Pier as it was known locally, was constructed near today's Pier Hotel in the early 1880s as a government pier to receive coal and blue metal. It was a simple carriage pier from Botany Road and started alongside the present day Botany Golf Clubhouse. It was 400 metres (1/4 mile) in length and broadened out at the end to take ships' cargo. The carriage-way was eventually upgraded to take a vehicle each way.

The construction of the pier was built because "*a considerable amount of departmental material was being landed at the wharf for the Sand, Lime and Brickworks, and it was considered desirable that such material should be free from wharfage rates*". As its principal purpose was to unload coal from Newcastle (as well as blue metal from Kiama) the pier's construction can be viewed as the first effort by the Government to establish Botany Bay as an active cargo port.

Prior to 1923, coal was unloaded from the ships in large baskets operated by steam winch and dumped



Fig. 3.4.1 and 3.4.2 (opposite, sketch). The Government Pier was an important part of the local industrial landscape. It allowed the delivery and loading of materials such as coal and metal and eliminated the need to transport heavy goods overland along the notoriously poor roads.

(BCHA)

onto the pier. The coal then had to be loaded into carts by hand shovel. In 1923 Botany Council installed nine coal hoppers and then a further seven in 1931. The hoppers were only used for slake (small) coal and the council charged four pence per tonne for the use of the hoppers to load coal carts. The large type of coal was still unloaded straight onto the pier deck.

The main mover of coal was Henry Wiggins, and later, Henry Wiggins and Sons. Wiggins started carting coal from the pier in January 1916. He held contracts with Bunnerong Power Station (before coal was taken from the steamers to the station via train) and Floodvale and Springvale woolwashers, as well as most tanners in the local area. Wiggins also had contracts to cart the blue metal to various parts of the municipality for council works, at ten pence per tonne, per half mile.

In around 1929 the Australian oil company H.C.Sleigh Ltd established a terminal on the Alexandra Canal, while in 1948 Bitumen and Oil Refineries Australia Ltd (BORAL) established a refinery at Matraville on the northern side of the entrance to Botany Bay. Submarine pipelines were laid to transfer crude oil from ships to the refinery as well as oil by-products for utilisation at market. The development of port facilities to support this level of industry pre-1950 was relatively low scale, however in the second half of the 20th century the port redevelopment took a significant shift and large land reclamations and building works were carried out along the foreshore. By the

1960s the Government Pier was still functioning but was rather redundant, considering its very small capacity and ageing stature. It began to deteriorate and demolition began in 1970, but this work was never fully completed meaning the remains of the old Government Pier/Long Pier/Botany Pier are still visible at the southeastern end of Foreshore Beach.

3.4.2 FORESHORE RECLAMATIONS

The western boundary of the former Botany LGA is defined by Botany Bay and its tributaries. The foreshore of Botany Bay has been extensively modified since the first settlement by Europeans through dredging, reclamation and the expansion of industries and infrastructure.

LORD'S ESTATE

Simeon Lord's control of the outlet of the Lachlan Swamps/Botany Aquifer water system allowed him to remodel the course and discharge points of the streams from the system into the Bay by tightly constraining the outlet and constructing a series of dams, weirs and ponds along the length of his 600 acre grant of land to feed his woollen mills and other industries.

The early maps of the area reveal that the original watercourse had a pair of streams feeding into the bay, one of which ran parallel to the foreshore and the other following a more direct course. Lord did not carry out any significant reclamation works. He excavated the space between these streams and formed the 'Engine Pond' which then provided the water source for his mill. This pond was then further excavated to create a large reservoir to be used by the pumping station as reservoir for the waterworks.

SHEAS CREEK/ALEXANDRA CANAL

The north-western edge of the Botany area was bounded originally by Sheas Creek, which, until 1892, remained a natural watercourse with crossing-points formed by stepping stones and a semi-tidal flow. Increasing industrialisation in the area led to significant increases in water flow, particularly in times of storm, and at the same time there was demand to extend the navigability of the creek. The creek was regularised and lined by ashlar sandstone blockwork to form a navigable canal that was named the Alexandra Canal in honour of



Fig 3.4.3 Most earthworks in the early phase of Botany's development were excavation, not reclamation. Simeon Lord diverted and manipulated the flow of the water in the lower Botany Wetlands to form a series of ponds to use in his mill and factory. These ponds were then enlarged and used by the Waterworks pumping station. (BCHA)

Fig 3.4.4. and 3.4.5 (R). Original Sketch Plan for the waterworks, showing the ponds extant prior to construction of the project (L) and (R) detail of above plan; after construction.
((L) SLNSW, Z/M3 811.1863/1856/1; (R) BCHA)

Princess Alexandra of England. The canal was completed in 1905, but was plagued by silting, making trafficability an ongoing challenge. It was lined by wharves and wool sheds during World War II which have since been demolished. The canal is one of only two navigable canals built in New South Wales but the watercourse remains heavily polluted.

During the course of its construction an amendment was proposed to widen and deepen the canal and extend it to the north. The project commenced in 1887 as a depression-relief employment scheme but was abandoned in 1900, not before the dredging process had revealed evidence of thousands of years of Aboriginal occupation including cutting tools and butchered bones of large animals, including the dugong.





OTHER EARLY CHANGES TO THE FORESHORE

Two major public works impacted on the foreshore of the LGA; the Southern Western Sydney Sewer Outfall System 1 and a long sea wall constructed near the end of the mouth of the original Cooks River, the latter resulting in extensive sand deposition and siltation along the main foreshore visible in the 1943 aerial photographs. The SWOOS system cut across the opening to the Cooks River and did not include reclamation but its ancillary works included the formalisation of the channel adjacent to Bay Street in Booralee and the cutting of direct access to the bay from the fishing village of Booralee, which had a significant impact on the local community through siltation of the waterfront where they accessed their boats.

MAJOR RECLAMATION – AIRPORT

(Please see Section 3.11.2 for a more detailed history of Kingsford Smith Airport)

The original footprint of the Mascot Aerodrome was constrained to the northern bank of the Cooks River, which at that time swept to the east around a peninsula that was used as the Botany Sewage Farm. The ongoing increase in the number of flights and the size and speed of aircraft in the post-war years soon necessitated the expansion of both facilities and runways, with major reclamation of Botany Bay to accommodate first one major runway in 1963 and then, in 1994, a second parallel runway extending 3km into the bay, a total reclamation of approximately 2.7km2.

These extensions resulted in significant changes to the path of the Cooks River, with its sinuous path around the peninsula that had been used as the Botany Sewage Farm infilled and a new mouth to the river formed to the west of the airport as part of the 1963 additions. The later runway extension included the construction of General Holmes Drive though Lord's Engine Pond and an east-west tunnel through the former Sewage Farm.

Figure 3.4.6 The 1943 aerial photograph shows how the construction of the sea-wall near Booralee to divert the flow of the Cooks River resulted in major siltation of the bay adjacent to the village with subsequent destruction of the local fishing industry.
(NSW LPI SIX maps)



MAJOR RECLAMATION – PORT BOTANY

Port Botany was the result of an initiative by the NSW State Government to relocate the container port functions of Port Jackson to Botany Bay, in particular its container operations. Port Botany



Fig 3.4.7. The construction of the SWSOOS was one of the largest infrastructure projects in Australia until that time. The path of SWSOOS 1 cut through Botany, with the section through Booralee laid above ground level, which had the effect of dividing the village into two triangles.

1 Line of the SWSOOS 1 (South Western Sydney Ocean Outfall Sewer No.1)
2 Line of the SWSOOS 2 (South Western Sydney Ocean Outfall Sewer No.2)
3 Engine house for the water works

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Fig 3.4.8. Comparison of aerials taken of the area in 1943 (left) and 2017 (right) show clearly the extent of reclamation that was associated with the major infrastructure projects of the airport and Port Botany.
(NSW LPI SIX maps)





was intended to be the state's major maritime transport facility, and its construction included extensive reclamation to provide the space required for longshore wharves, onloading and offloading infrastructure and the storage of containers as well as bulk liquid shipping (the latter within Randwick LGA). The facility also depended on ready access to Sydney's road network, and the project included the construction of a new road known as Foreshore Road along the edge of Botany Bay. Construction of the first stage of Port Botany began in 1971 and opened in 1979. The facility has undergone several expansions over the years; including most recently the major Port Botany Expansion project, which has included an additional 63ha of dredging and reclamation, completed in 2011 followed by a further 60ha completed in 2014, bringing the area of the reclamation and adjacent deep water berths to over 3km2.

The project also included smaller-scale changes to the foreshore of Botany Bay including environmental reconstruction and restoration and the construction of a boat ramp and facilities at a recreation area adjacent to Foreshore Road.

Fig.3.4.9. Extensive reclamation of the bay and diversion/infill of the Cooks River has resulted in a significant increase in the LGA's land area. Most has been associated with major infrastructure projects such as the airport and Port Botany Container terminal.



FORESHORE PARK

In 1979 reclamation commenced along the foreshore between the Airport/Booralee and Port Botany as part of the construction works for the port. The reclamation was approximately 300m in width and incorporated three parks (Hayden Place Reserve, Esplanade Reserve and an unnamed reserve). Work began in 1979 to the design of Bruce Mackenzie & Associates to create an extended foreshore between the Airport/Booralee and Port Botany. The reclamation was approximately 300m in width and included reconstructed sand dunes, sheltered areas and plantings. A dedicated road for heavy truck traffic to and from the container terminal (Foreshore Road) was also built.

By 1986 the area had suffered significant deterioration and a major refurbishment project was commenced as a Bicentennial project. This work included integration with the Sir Joseph Banks Park and included interpretation of the former Pleasure Gardens that were originally on the site.



Fig 3.4.10. The construction of Foreshore Road (NSW Roads and Maritime Services)

Fig 3.4.11. Botany Golf Course at Banksmeadow with the oil tanks and part of Port Botany in the background.(BCHA)



Fig. 3.4.12. The land reclaimed along the foreshore of Botany Bay acts as a buffer to the newly built Foreshore Road to the container terminal to the south has been dedicated as open space. Foreshore Park (1) is shown shaded yellow and the Botany Golf Course (2) is orange.

Fig 3.5.1 (facing page) Botany Municipality's float in the parade to welcome the Duke of Gloucester in 1934. (BCHA)

THEME 3.5 EVENTS

The relevant national-level theme is '*developing local, regional and national economies*'. The relevant state theme is '*events*'. The Local themes within this theme are activities and processes that mark the consequences of natural and cultural occurrences. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- The Duke of Gloucester's Visit
- The 1937 Cyclone
- Jubilee Celebrations

3.5.1 THE DUKE OF GLOUCESTER'S VISIT

In November 1934 Prince Henry, the Duke of Gloucester, visited Australia and was received with a great flurry of excitement and fervour. A highlight of the Duke's visit was a grand welcoming pageant of floats, entered into by various municipalities of Sydney. Undaunted by the economic "*pessimism of the times*", Botany raised £430 for a float that Botany Council could exhibit proudly. It hoped to "*remind the Australian people of its keystone position in the discovery and first settlement of this continent*" with its entry of a float depicting the *Endeavour* and the landing of Captain Cook.

The float received third place in the competition but received a special mention from the judges who were impressed by the "*originality of conception and general effect*" of the piece as distinct from the floral aspect of the winning entries. Botany's entry was popularly regarded that day as a "*masterpiece*"...since it served to remind the spectators that...

> "*Botany, Captain Cook, the sailors, the Aborigines and the Endeavour are all so much a part of Australia's history and of Sydney*".



The model of the Endeavour was regarded as the best replica of the vessel that had been made to date and was proudly kept as a memento of the occasion in the Council Chambers at the Botany Town Hall.

3.5.2 THE 1937 CYCLONE

By 1937 the Depression had almost run its course and there were some hopeful signs that Botany Bay would be coming into a new era of prosperity. Unfortunately this was not to be. Nature was determined to demonstrate in a dramatic fashion that, while an economic catastrophe had been successfully weathered, Botany Bay's troubles were by no means over. On 25 January 1937, a cyclone struck the peninsula with sudden fury, causing considerable damage to property and livestock. Two people, one adult male and one young boy, died as a result of their injuries.

J. Baldwin, an engineer for Botany Council, recounted that...

> *"The Botany District suffered extensive damage [from the] cyclone which occurred at 3.55pm...The storm gave little warning of its intensity beyond the appearance of heavy clouds and lightening in the north-west. As hail commenced to fall I took refuge within the garage at the rear of the Town Hall...During this short period the noise of the wind and hail was deafening...My impression of the wind action was that it consisted of a series of severe pulses with alternate suction effects which made one feel that the wind paused from time to time in an endeavour to do the utmost damage at its next effort...*
>
> *"Roofs from adjacent properties had been blown across the tram... [and] sheets of galvanised iron were scattered and strewn all over the area. In several cases I observed sheets twisted about poles like sheets of paper."*

3.5.3 JUBILEE CELEBRATIONS

The year of 1938 marked not only the sesquicentenary of the foundation of the New South Wales colony, but also the jubilees of the Botany and Mascot Municipalities. Sydney celebrated its anniversary with processions and enactments of the scenes which had occurred on Botany Bay shores and Sydney Cove 150 years before. The Jubilees of Botany and Mascot were celebrated by a week of festivities which







The Botany district has been subject to several severe and highly localised weather events over the years. One of the worst was a mini-cyclone in 1937 that killed two people in Botany and caused serious damage to homes, industries and livestock. The worst damage was at Callachor Brothers in Aylesbury Street, where a worker was killed by the falling building.

Fig 3.5.2. (top) Workers surrounded by wool in a roofless building at Thomas Elliot's Floodvale Woolworks after the cyclone. (BCHA)

Figs 3.5.3 and 3.5.4 Dozens of factories were demolished in the cyclone. The location of these images is not identified. (BCHA)




HAM & BEEF
BILLY TEA
PATTINSON & Co. CHEMISTS
HERALD

included processions (one "monster procession" from Moloney Street to L'Estrange Park was witnessed by 20,000 people), reunions of ratepayers (some of whom journeyed up to 400 miles to attend), banquets, speeches from Members of Parliament and a Jubilee Ball in the Coronation Hall, Mascot, under the patronage of the Governor of New South Wales, Lord Wakehurst. Over 4,000 school children were entertained at the local picture theatres by courtesy of the proprietors. Finally, on Sunday, a day of thanksgiving was had where prayers were said for the continuance of the development of Botany and Mascot.

Fig 3.5.5. (facing) One of the stranger impacts of the cyclone was the death of 98 dairy cows held at J. Noad and Sons' Seaview Dairy in Smith St Matraville. The cattle were killed by powerlines that fell on the fence to their enclosure. (BCHA)

Fig 3.5.6 The Mascot Jubliee Procession in Botany Road, Mascot in 1938 was attended by crowds of local onlookers. (BCHA)

THEME 3.6 EXPLORATION

The relevant national-level theme is 'developing local, regional and national economies'. The relevant state theme is '*exploration*'. The Local themes within this theme are activities associated with making places previously unknown to a cultural group known to them. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- The arrival of the British
- The arrival of the First Fleet
- The arrival of La Perouse

Related themes:

2.1 Aboriginal cultures and interactions with other cultures

3.6.1 ARRIVAL OF THE BRITISH

Cook's diary entries in the following section have been taken verbatim from "The Journals of James Cook's First Pacific Voyage, 1768 – 1771 : Manuscript 1", available online at http://nla.gov.au/nla.obj-228958440 and transcribed at http://southseas.nla.gov.au/journals/cook/17700428.html

In 1768 Lieutenant (later Captain) James Cook, R.N., was given command of H.M.Bark Endeavour and commissioned to lead a party of scientists on an expedition which would result in the discovery of Port Jackson and the eventual invasion and colonisation of Australia. Its initial purpose was to make solar observations in the Southern Hemisphere and then proceed in search of a reported southern continent.

Cook began by circumnavigating New Zealand before turning west and sighting Cape Everard (now known as Point Hicks) on the south-east coast of Victoria, on 19 April 1770. The Endeavour proceeded to sail north and after an unsuccessful landing in heavy surf at what is now Port Kembla, the party entered Botany Bay on 28 April, 1770. Cook describes the landing thus in his diary...

> *At day light in the morning we discover'd [sic] a Bay which appeard [sic] to be tollerably [sic] well shelterd [sic] from all winds into which I resoloved [sic] to go with the Ship and with this view sent the Master in the Pinnace [author's note: a pinnace was a small boat] to sound the entrance" (28 April 1770)*

Cook anchored "*under the south shore, about two miles within the entrance, in six fathoms water*" (29 April 1770). He remarks how as the ship came in they saw several huts and men, women and children. Cook, Joseph Banks, Dr Solander and Tupia (a Polynesian navigator) boarded small boats and went "*in hopes of speaking with them*", however as Cook himself recounts in his journal, this meeting did not go according to plan...

> *"as we approached the shore they all made off except two Men who seem'd resolved to oppose our landing - as soon as I saw this I orderd [sic] the boats to lay upon their oars in order to speake [sic] to them but this*





Fig 3.6.1 (left) 'Copy of the Original plan of Sting-Ray Bay, now called Botany Bay, by the Master of H.M.S. Endeavour, Captain James Cook, 1770'. (SLNSW Government Printing Office 1-18683)

'Fig 3.6.2 (right) Endeavour River and Botany Bay Lieutenant James Cook 1770. This chart gives soundingsoftheBaybutthedepiction of the shoreline is not accurate - it does not show the sinuous curve of the mouth of the Cooks River. (State Library of Victoria http://trove.nla.gov.au/work/177672777)

> *was to little purpose for neither us nor Tupia could understand one word they said. we [sic] then threw them some nails beeds &Ca [sic] a shore which they took up and seem'd not ill pleased in so much that I thout [sic] that they beckon'd to us to come a shore but in this we were mistaken for as soon as we put the boat in they again came to oppose us upon which I fired a musket between the two which had no other effect than to make them retire back where bundles of thier [sic] darts lay and one of them took up a stone and threw at us which caused my fireing [sic] a second Musquet load with small shott and altho' some of the shott struck the man yet it had no other effect than to make him lay hold of a shield or target, target to defend himself"*

Cook continued...

> *"emmediatly [sic] after this we landed which we had no sooner done than they throw'd [sic] two darts at us this obliged me to fire a third shott [sic] soon after which they both made off, but not in such haste but what we might have taken one, but Mr Banks being of opinion that the darts were poisoned made me cautious how I advanced into the woods"*

The small village of about eight bark huts was abandoned by the Aboriginal group as they fled from Cook's violence. Cook describes how he found in one of the huts "*four or five small children with whome [sic] we left some strings of beeds &C [sic]*". He mentions taking away with him "*a quantity of darts*" that lay around the huts from the 'meeting' that had

just occurred. (29 April 1770)

The party continued their walk along the southern shore, searching for fresh water but found none "*except a little in a small hole dug in the sand*" (29 April 1770). They re-embarked in their small boat and ventured over to the north side of the bay, where they found fresh water "*which came trinkling down and stood in pools among the rocks*" (29 April 1770).

The rock pool however was considered too awkward and difficult to access, and the next day Cook sent out a party of men to dig holes in the sand where they successfully drew fresh water "*sufficient to water the ship*" (29 April 1770)

The party remained in Botany Bay for another week, where they made several expeditions to continue their search for fresh water and specimens. The party employed themselves in grass cutting, hunting and exploring the broader landscape.

Each entry of Cook's diary reveals that contact with Aboriginal people, whether it be close or distant, was constant throughout their stay. An example of a common interaction is described by Cook in his



Fig 3.6.3 'HMS Endeavour off the coast of New Holland' painted by Samuel Atkins in 1794.

(Atkins, Samuel 1794, HMS Endeavour off the coast of New Holland; http://trove.nla.gov.au/work/18659420)

entry for the first of May, where he writes...

> *"In the PM ten of the Natives again Viseted [sic: author's note: visited] the watering place. I being on board at this time went emmediatly aShore [sic], but before I got there they were going away, I follow'd [sic] them alone and unarm'd [sic] some distance along shore but they would not stop untill [sic] they got farther off than I choose to trust myself - these were arm'd [sic] in the same manner as those that came yesterday" (1 May 1770)*

A common occurrence was for Aboriginal groups to run away when the European party approached but remain in the nearby distance, sometimes acting aggressively and at other times, with curiosity or simply just with a watching-eye.

Although aggressive contact was definitely present during the 1770 visit, there was also at times a dialogue between the two groups. William Brougham Monkhouse, surgeon on the Endeavour wrote what is suggested to be the first Australian Aboriginal words to ever be written down. Monkhouse's vocabulary list includes words such as 'moola' (man'), 'din' (woman), 'meebere' (eye), 'moola' (blood), 'goowarra' (wind) and 'dingoo' (dog). Isaac Smith, the young cousin of James Cook's wife Elizabeth, accompanied Cook on his initial landing in the rowing boat (Smith is believed to have been the first Englishman to set foot on the shores of Botany Bay) also wrote down words from his encounters: 'wogool' (one) 'nogooroo' (nose) and 'parkee' (skin). Zachary Hicks, 2nd Lieutenant on board HMS *Endeavour* was the third known scribe of Aboriginal vocabulary, who noted down words for sun, moon and water, among others ('gong', 'eednarda' and 'padoo' respectively).

On 1 May 1770 the body of Forby Sutherland, a seaman who had died the night before, was buried near the party's watering place on the northern side of the Bay. Cook named the fourth point of the bay nearest to the watering place Sutherland Point in memoriam. On this day Cook, Solander, Banks and seven others made another expedition further into land.

Cook's impressions were positive; he commented on the tall and straight trees with no underwood that seemed promising for cultivation. The area was covered in an abundance of grasses and swamps, and they came across some evidence of unusual fauna; an



animal that to them seemed similar to a rabbit, dung of an animal that fed on grass and "*could not be less than a deer*" and tracks of a small animal with a padded foot which resembled that of a dog. (1 May 1770)

It has been commonly stated that upon Cook's exploration of some of the land within the former Botany Bay LGA, he found the '*finest meadows in the world*'. This is somewhat exaggerated, for his actual entry on 3 May 1770 reveals he thought it to be "*as fine meadow as ever was seen*" (3 May 1770). Cook's descriptions of locations are lax at the best of times. Considering this, Cook's discovery of this fine meadow, accompanied in his entry with deep productive black soil "*capable of producing any kind of grain at present*" may have been within what is now the former Botany Bay LGA, however the wider context of Cook's diary entries makes this claim difficult to support.

Within the wider context of the meadows statement, it appears that this discovery might not have actually been within the former Botany Bay LGA. Cook wrote about the discovery of meadows, rocky places and some sandy stone (which "*might be used with advantage for building*") on an excursion taken along the Sea Coast "*to the southward...to the head of the bay*". (3 May 1770)

Fig 3.6.4 'Captain Cook's Tablet at Cape Solander, Botany Bay. 1839'. The tablet is the small square visible on the face of the cliff. It read: "Etched to his Memory on the spot where that great Navigator first cast anchor in New Holland by Sir Thos M. Brisbane, Past Governor of New South Wales.".
(Sketch made by Dr. Lhotsky and published by G.E. Manderley in 1839. http://trove.nla.gov.au/work/34958993)

It was not until two days later, on the fifth of May, that Cook makes mention of going inland on the northern shore with his party. Meadow ambiguity aside, Cook is certainly clear of his opinion of the northern Botany Bay in his journal when he writes...

> *"a party of us made an excursion of 3 or 4 Miles into the Country or rather along the Sea Coast. we met with nothing remarkable. great part of the Country for some distance in land from the sea Coast is mostly a barren heath diversified with marshes and Morasses" (5 May 1770)*

Cook wrote that he intended to give the harbour the name of Botany Bay due to the great quantity of plants Dr. Banks and Dr. Solander had collected there. There has been some debate over when exactly Cook's initial name of Stingray Harbour (or Stingray Bay) was changed to Botany Bay, however it is clear from Cook's diaries (albeit edited in 1969) that the name of Botany Bay was used very early on. Cook wrote his summation of the visit upon the Endeavour's leaving of Botany Bay on 6 May 1770 as:

> *"It is Capacious safe and commodious...I afterwards found a very fine stream of fresh water on the north shore in the first sandy cove within the Island before which a ship might lay almost land lock'd [sic] and wood for fual [sic] may be got every where: altho [sic] wood is here in great plenty yet there is very little variety the largest trees are as large or larger than our oaks in England and grows a good deal like them and yields a redish gum.*
>
> *...there are a few sorts of Shrubs and several Palm trees, and Mangroves about the head of the harbour - the Country is woody low and flat as far inland as we could see and I believe that the soil is in general sandy, in the wood are a variety of very boutifull [sic] birds such as Cocatoo's, Lorry quets ^Parrots &Ca and Crows [sic]...*
>
> *...The Natives do not appear to be numerous neither do they seem to live in large bodies but dispers'd [sic] in small parties along by the water side...However we could know but very little of their customs as we never were able to form any connections with them, they had not so much as touch'd [sic] the things we had left in their hutts [sic] on purpose for them to take away.*

> *During our stay in this Harbour I caused the English Colours to be display'd a shore every day and an inscription to be cut out upon one of the trees near the watering place seting [sic] forth the Ships name, date &Ca [sic] - Having seen every thing this place afforded we at daylight in the Morning weigh'd [sic] with a light breeze at NW and put to sea" (6 May 1770)*

After leaving Botany Bay, Captain Cook sailed north and sighted an entrance to another harbour, however he did not enter it and instead remained on course at sea. If he had entered it, he would have discovered Port Jackson and noticed its superior harbour, thus saving the great disappointment experienced eighteen years later by Captain Arthur Phillip, who quickly discovered when entering Botany Bay on 18 January 1788 that is was not in fact what had been originally advertised.

3.6.2 – ARRIVAL OF THE FIRST FLEET

The diary excerpts in the following section have been taken verbatim from The Journal of Philip Gidley King: Leiutenant, R.N. 1787-1790, Australian Documents Library, 1980, accessible at http://adc.library.usyd.edu.au/data-2/kinjour.pdf

Captain Phillip arrived at Botany Bay on HMS Supply with orders to establish a colony there for the resettlement of Britain's convicts. Eleven ships in total had set sail from Portsmouth, England in May 1787 and the journey to New South Wales took approximately 250 days. The Supply arrived on 18 January 1788, closely followed by the entire fleet which assembled two days later.

Cook's recommendation in 1770 (see 3.6.1) stated that although he originally thought it best to anchor off the southern shore, the abundance of wood and water they discovered later on the northern side made it an attractive option. In keeping with this advice, Phillip anchored on the northern side of the Bay, close to the "fourth shore", now known as Yarra Bay.

On the shore of Yarra Bay there exists a monument stating that the Supply anchored off from it and that Phillip first set foot on Australian soil in its vicinity. Although the first part of this transcription is correct, scholars have entered into great debate over the validity of its



Fig 3.6.4 'Botany Bay'. A drawing made in 1789 by Charles Gore showing the First Fleet at anchor in the Bay. SLNSW DG V1A/8 also available online at http://trove.nla.gov.au/work/38831284)

second part. Researcher Brian McDonald (*The landing place of Captain Arthur Phillip at Botany Bay*, 1990) has analysed key primary maps and diary entries of the visit that together strongly suggest that it was not in fact at Yarra Bay that Phillip and his party set foot on Australian soil, but rather at Congwong Bay – a small bay on the eastern side, near La Perouse.

Philip Gidley King, 2nd Lieutenant aboard the Supply, wrote an account of the expedition's arrival at Botany Bay. He describes how upon their "hauling in" on the 19th at a quarter past two in the afternoon, he noticed...

> *"saw several of ye Natives running along brandishing their Spears & making towards the harbour".*

King continued...

> *"we came to an anchor on the Northern side of the Bay...& just looked at the face of the Country, which is as Mr Cook remarks very much like the Moors in England, Except that there is a great deal of very good grass & some small timber trees. We went a little way up the bay to look for water, but finding none we returned abreast of the Supply"*

Searching for, and failing to find, the fresh water that Cook spoke of is significant, because it is known that a creek did in fact run into Yarra Bay. Therefore, if Phillip had set foot at Yarra Bay, he would likely have found the fresh water Cook described. While some argue that the creek was simply dried up at the time when Phillip arrived, Lieutenant King's eyewitness account gives clarity to the situation that developed upon the group's return to their rowboats after failing

to find Cook's stream...

> *"we put the Boats onshore near where we observed two of their Canoes lying, they immediately got up & called to us in a Menacing tone, & at the same time brandishing their spears or lances, however the Governor shewed them some beads & orderd a Man to fasten them to the stem of the Canoe, we then made*

Fig 3.6.5 Chart of Botany Bay prepared by Lieutenant Bradley of the First Fleet in 1788. The place at which the flag was erected on the southern head near the entrance is marked clearly. (Detail of William Bradley's Manuscript Chart "Harbours in the County of Cumberland New South Wales. The harbours surveyed by Capn [sic] Hunter 1788, 1789". SLNSW)



signs that we wanted Water, when they pointed round the point on which they stood & invited us to land there; on landing they directed us by pointing, to a very fine stream of fresh water"

This excerpt reveals how after returning to Yarra Bay at sunset, Phillip signed to the Aboriginal group that they were looking for water, to which some of the Aboriginal community directed them "round the point" to find a stream of fresh water running into the Bay – highly likely the very same that Cook originally spoke of. This re-direction, combined with Phillip's description of swampland when they first searched for fresh water, suggests that the 'first steps' by the Europeans on Botany Bay's soil may not have been taken at Yarra Bay but were instead at Congwong Bay, La Perouse.

Despite finding a stream of fresh water, Phillip was unimpressed by Botany Bay. The shore was marshy and the harbour itself was exposed to south-easterly winds, which when combined with the Bay's shallow water, was subject to a continual swell and required the ships to be moored far out from shore. Of the deep black soil Cook described, King noted "the soil was nothing but sand". (Similarly, the fresh water stream at Yarra Bay was not deemed large enough to sustain settlement for long. After exploring the area, Phillip sighted another harbour (Sydney Cove) further north and immediately decided to lead the expedition there in search of more suitable land.

3.6.3 THE ARRIVAL OF LA PEROUSE

Just as they were about to leave however, more visitors arrived in Botany Bay. Two ships under the command of French explorer Comte de Lapérouse entered the Bay on 26 January 1788, just days after the English had arrived. To the Aboriginal people it might have caused great concern to see the arrival of what would have looked like reinforcements. The truth was however that the two groups were rivals. It has been stated that La Perouse proclaimed innocence and that they had called into the Bay as they had heard a colony was going to be set up there, and were expecting it to be an established settlement where they could purchase stores. It is unlikely that Phillip believed this explanation, but wishing to downplay the significance of their arrival (as he did not want it to seem as though they had a basis for a French claim to what was then New Holland), Phillip appears to have left La Perouse's expedition to their own devices in Botany Bay, probably assuming that there would be nothing there to

tempt their colonial aspirations.

Phillip wasted no time in leaving La Perouse behind and immediately led the fleet north to Port Jackson, where he selected the shores of Sydney Cove as the site for the new colony. La Perouse remained at Botany Bay for six weeks repairing boats and equipment. La Perouse took a different approach to Aboriginal contact than that of Phillip, due largely to La Perouse's past experiences in Samoa which resulted in conflict with the indigenous peoples and which had killed 12 of his crew. His camp at Botany Bay was fortified as a wooden stockade, out of fear that the Aboriginal people would attack his party. Phillip knew of this and knew of the conflict that it was causing with the Aboriginal people of the Botany Bay area, and he remarked in his journal of his annoyance at this because of his intentions to be on good terms (in his view at least) with the local Aboriginal people.

La Perouse remained at Botany Bay for six weeks, however unfortunately we cannot know much about their stay because their expedition was later shipwrecked and all of their records were lost at sea. The most well known aspect of their visit is that of the death of the scientist on the expedition, Pere le Receveur, who was buried at La Perouse. The tomb now sits within the Botany Bay National Park. Within two decades, from 1770 to 1788, Botany Bay went from being a quiet inlet on the east coast of Australia to being a focus of competitive exploration, becoming a destination, or indeed a 'prize', by not one but two rival colonising powers, who arrived within days of each other. It is difficult to imagine how alarming this period of time would have been for the local Aboriginal people of Botany Bay and of the surrounding areas.

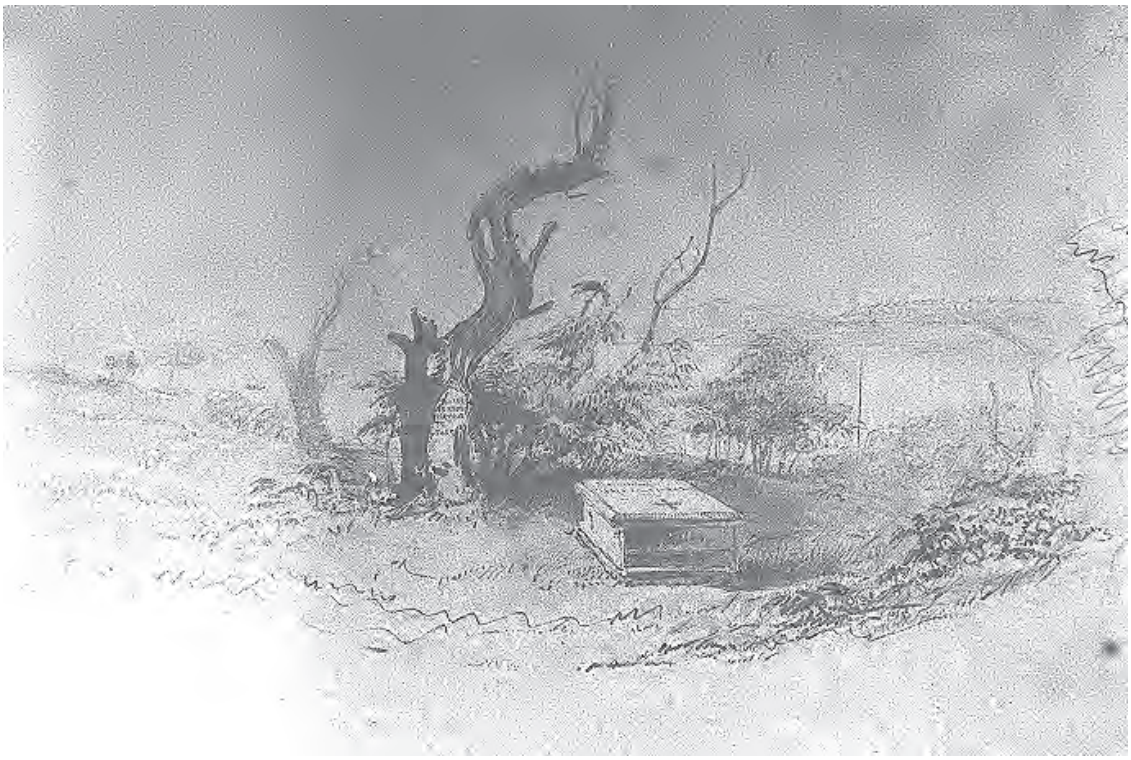


Fig 3.6.6 Detail from the sketch of the grave of the French Franciscan Friar Claude-Francois Joseph Receveur who was the chaplain, botanist and shoemaker on La Perouse's expedition. He died of wounds received earlier in Samoa and was buried on what is now known as the La Perouse headland on 17 February 1788. His grave was originally marked with a piece of tin, however this was quickly removed by the local Aboriginal people. The British subsequently re-marked the spot and built the tombstone seen today.
(BCHA)

THEME 3.7 FISHING

The relevant national-level theme is '*developing local, regional and national economies*'. The relevant state theme is '*fishing*'. The Local themes within this theme are activities associated with gathering, producing, distributing and consuming resources from aquatic environments useful for humans. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Shell lime
- Salt panning
- Fishing

Related themes:

2.2 Convict (Simeon Lord)
3.4 Environment-cultural landscape
4.2 Towns. suburbs and villages (Booralee)

3.7.1 SHELL LIME

The first European industry in Botany was most probably the manufacture of shell lime. Shell fish were gathered by Indigenous peoples as a source of food, meaning over the years Botany had accumulated large quantities of shells scattered along its shores. Early settlers took advantage of this plentiful resource and burnt the shells to create lime for use in building. As early as 1802, Péron, a French visitor, referred to a lime kiln at Botany Bay and in 1803 it was mentioned in the *Sydney Gazette* that lime was being transported by small boat craft between Botany and Sydney Town.

3.7.2 SALT PANNING

The second early industry to develop in Botany was salt panning. Sydney Town recovered salt from salt pans which were set up at convenient locations nearby, one of which was Botany. The *Sydney Gazette* in 1834 refers to two salt panning establishments at Bennelong, near Botany, both of which had a considerable average output of one tonne weekly.

3.7.3 FISHING

Although lime manufacturing and salt panning were the first (European) enterprises in early Botany, fishing was the first serious undertaking in the area. Fishing had been a crucial part of the Aboriginal people's diet and with a scanty food situation in the colony, it was not surprising that the abundance of "*one living mass of fish of all kinds*" quickly drew the attention of enterprising settlers. In the early years of the colony there was no village or major settlement at Botany, so fishing parties would return to Sydney Town to sell their catch at the end of each trip. The general reliability of the fishing grounds meant that "*very early indeed a race of white fishermen began to settle upon the Bay, building their huts...in the fishermen's village and*

carrying their baskets over to the settlements". Reference is made to one of these fishing villages in 1836 by a Quaker visitor to New South Wales named James Backhouse, who went on an excursion to La Perouse and upon his return saw "*a row of fishermen's huts, near to which were men mending their nets*".

It is not clear whether this fishing community was at La Perouse or was perhaps across the bay at Botany or Banksmeadow. What is clear from the historic maps is that by at least 1841 there was a small fishing village established at the beach beyond John Brown's Bunnerong grant. By the following decade, in the 1850s, a second group of fishermen had settled near the foot of what is now Bay Street, forming the nucleus of the early village of Booralee (where many of the families were related to workers in the employ of Simeon Lord, the main landholder in the area).

Fig 3.7.1 Fishermen mending nets on the shore of the bay at Booralee. (BCHA)



THEME 3.8 HEALTH

The relevant national-level theme is '*developing local, regional and national economies*'. The relevant state theme is '*health*'. The Local themes within this theme are activities associated with preparing and providing medical assistance and/or promoting or maintaining the well-being of humans. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Botany's First Midwife
- Baby Clinics

Related themes:

7.4 Welfare
4.5.2 Accommodation (Daceyville)

3.8.1 BOTANY'S FIRST MIDWIFE

The first midwife in Botany was Mrs Joseph Saxby. The Saxby family arrived in Botany from England during the 1840s and bought land from Kellett, an early landowner in the District. Another early midwife in the area was Hannah Arthur (Fig.3.8.1.) Hannah trained in nursing at the Coast Hospital (which later became the Prince Henry Hospital) in the early 1880s and graduated as a midwife from St. Margaret's Hospital. The uniform she is wearing in Figure 3.8.1 indicates that by this time she was a senior nurse. She travelled by horse and buggy and delivered over 2,000 babies in the district over her career. The last baby she delivered was her grandson, Phillip Arthur, in 1926. She died the following year at approximately 54 years of age.

3.8.2 BABY CLINICS

In the early 20th century there was an increase in the awareness of the wellbeing of babies and young children. In the 1880s NSW had a higher infant mortality rate than that of London. The causes of this high infant mortality rate were diarrhoea, perinatal conditions, infectious diseases and respiratory conditions. The NSW Government was aware however that if mother education could be improved in sanitation and proper healthcare, that many of these risks would be lowered. Therefore, in 1904 the NSW Public Health Act and the Infant Protection Act were both passed. These Acts provided legal recognition of the critical role of the mother in the early development of an infant's life.

In light of this, the State Government funded the Baby Health Centre/Clinic initiative, being the first region in the southern hemisphere to establish a network of baby health clinics. Mascot's baby health clinic was a very early one, begun in 1916, while Daceyville's opened in 1918. Many clinics had a slow and rocky start because many mothers felt shame or offence at attending the clinic, or were simply disinterested. To increase use of the clinics the Commonwealth Government in 1912 introduced a baby bonus of £5 for all mothers who registered their newborns at one. This was further added to through

the introduction of the Notification of Births Act 1914. This Act called for all births in specified districts to be notified of at a local clinic within 36 hours of the birth (compared to an average of five weeks it was taking mothers to register at the time).

Baby Health Clinics were often staffed by two nurses; one to perform in-house services and another to do house calls (known as 'outdoor work'). Baby health clinics remained an important part of early childhood health in the community well after the infant mortality rate had dropped.









Fig 3.8.1 (above) Hannah Arthur, midwife in the Botany area c.1880. (BCHA)

Fig 3.8.2. (top right) Baby's first weighing' at the Mascot Baby Health Centre in 1916. (SLNSW; Government Printing Office 1-34240)

Fig 3.8.3 (centre) Sister at work, Mascot Baby Health Centre in 1970. (SLNSW; Government Printing Office 2-39253)

Fig 3.8.4 (bottom right) The Mascot Baby Clinic's official opening in 1916. (SLNSW; Government Printing Office 1-34404)

THEME 3.9 INDUSTRY

The relevant national-level theme is '*developing local, regional and national economies*'. The relevant state theme is '*industry*'.The Local themes within this theme are activities associated with the manufacture, production and distribution of goods. The following activities and places in the former Botany Bay LGA are relevant to this theme:

Tanning

1. Birdsall Leathercraft (Tannery)
2. Bunce's Tannery
3. C.E.Etherden (Tannery)
4. Coghlan Brothers (fur dressers and dyers)
5. Enoch Taylor & Co. Pty Ltd (Shoe manufacturing)
6. Hensley Brothers (Woolscourers, fellmongers, tanners)
7. James Rowe and Sons Ltd –Tannery
8. J.Bayley and Sons Ltd. (Tanners and leather dressers)
9. John Herford and Sons Ltd. (Leather manufacturers)
10. Norton Bros Tannery
11. Platypus Tannery
12. R.W. Moody
13. Thomas Elliot & Co Pty Ltd. (Tannery and Fellmongery)
14. Wild Bros Pty Ltd.
15. William Hale & Sons (Tanners and "fancy leather" manufacturers)
16. W.W. Bayliss (Tanner)

Wool Scouring and Fellmongering

17. Callachor Bros. (Wool packers)
18. Edward Fazakerley/Phizakerley (Woolscouring & Fellmongery)
19. F.W. Hughes Pty Ltd. (Woolscouring)
20. Pine Valley Wool Scouring Co. (Woolscours)
21. Swinbourne & Stephen Pty. Ltd. (Woolscouring & Fellmongery)
22. The Australian Wool and Produce Company Pty Ltd (Fellmongers and woolscourers)
23. Whiddon Pty Ltd. (Woolscouring and Mill)

Other major industries

24. Australian Paper Manufacturers Ltd.
25. Davis Gelatine (Australia) Pty Ltd
26. General Motors-Holden Pty Ltd.
27. Hygienic Feather Mills Pty Ltd. (feather-purifiers)

28. I.C.I.A.N.Z (Orica)
29. Johnson & Johnson
30. Kellogg (Australia) Pty Ltd
31. Laporte Chemicals (Aust.) Pty Ltd (formerly Crystal Laporte / Crystal Chemical Works)
32. Standfield Supreme Mouse Traps
33. Wimbles Ink Factory

Related themes:

2.2 Convict (Simeon Lord)
3.2 Commerce
3.11 Transport
4.2 Towns, suburbs and villages
5.0 Labour

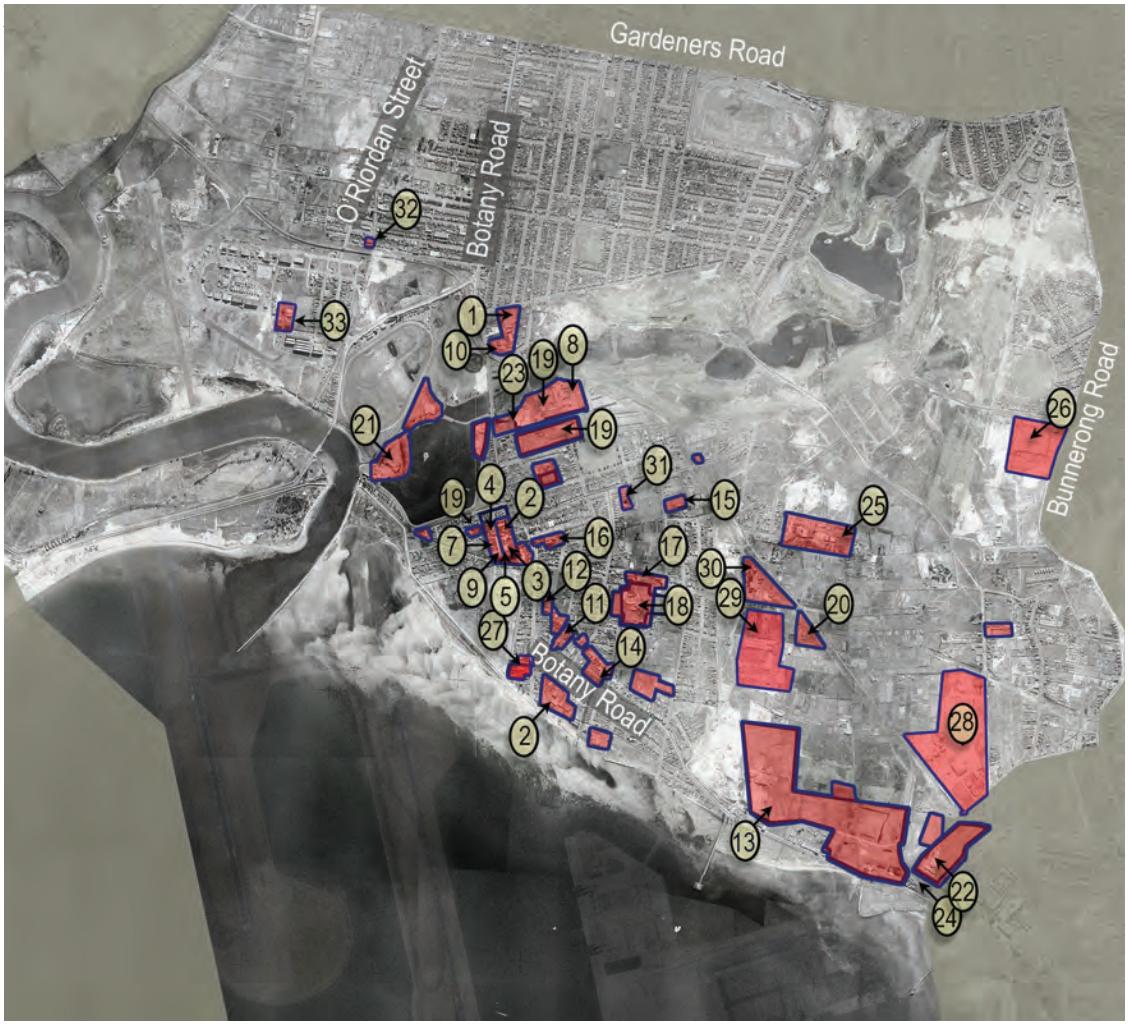
For ease of use, this section has been organised into Tanning, Woolscouring & Fellmongering, and Other Industry. Companies have been listed alphabetically.

Fellmongering: the process by which wool is removed from the skin of a sheep carcass. The skin is then treated for eventual conversion into leather, which is why many Botany Bay fellmongers were also tanners, or had agreements/partnerships with nearby tanneries. The wool that is removed from the skin is then cleaned of the dirt and foreign matter; a process called woolscouring.

Woolscouring: the process where the wool is cleaned and freed from dirt and other foreign matters. To remove the dirt and other unwanted matters in the wool, the wool is immersed in a mixture of hot water and detergent or soap and then passed through a series of scour lines, which are bowls through which the wool is raked and then squeezed against the edge.

Tanning: a multiple-step process of converting raw hides or skins into leather by absorbing tannic acid and other chemical substances which prevents the hide from decaying, makes it resistant to wetting, and keeps it supple and durable.

Pelt: an animal skin with little to no wool left on it.



3.9.1 TANNING

The foundation of the leather industry had been solidly laid before the advent of local government in Botany Bay. In the year of incorporation, 1888, it is known that there were at least four tanners (and most likely many more) in the Botany Bay district. One of the earliest tanners in the area was William Horace Darvall who operated tanneries in his own name and in partnership with Mr Castilla as 'Darvall and Castilla's Tannery' on part of Lord's 600 acre grant immediately easy of Booralee (near the intersection of today's Botany Road and Bay Street) from the early 1850s. (This tannery is frequently mis-titled as Darvall and Costello's Tannery, but Castilla is the correct name) Other early tanners were John Bunce, John Geddes, who tanned basils and hides at Springvale; Frank Lupton who operated at Rosebank Tannery in Botany Road and Messrs. Page and Gorton who also carried on operations.

Fig. 3.9.1 Location of the noxious trades and other major industries in the early 20th century. The numbers refer to industries described in this Section (refer to the previous page for reference numbers). Some of the major industries occupied several properties. The shaded areas show their main premises in 1943-50.

Sites have been identified using documentary evidence including Council's early land use maps, noxious industry annotations to these maps, 1943 aerials (LPI SIX maps), Sands Directories and early telephone directories.

From humble beginnings this important secondary industry grew, and by the jubilee year of 1938, had sufficient capacity to supply the nation's requirements as well as to provide a surplus for export. In 1938 Botany Bay had 21 tanneries that employed 800 people (equating to approximately 40 employees per tannery). The tanneries produced wool dusters and sheep rugs, leather for garments, protective gear, footwear, bookbinding, saddlery, handbags, gloves and travel goods. Some leather firms and tanneries had long associations with Botany's industrial and economic development. These early firms often had humble beginnings in makeshift premises or small sheds before they expanded into the large corporations seen in the landscape in the latter half of the 20th century.

Several Mayors of Botany also had ties to the tanning industry; J.F.Page, F. Luland, C. Etherden, W. Hale and W. Herford.

The main tanneries in the late 19th and 20th centuries were:

Fig 3.9.2 Workers at an unidentified Botany Tannery c.1900. (BCHA)



1. BIRDSALL LEATHERCRAFT (TANNERY)

Birdsall's Tannery was established in 1883 in Beresford Street, Mascot as the 'Birdsall Bros Tannery', later the Birdsall Leather Company and Birdsall Brothers Exports. In 1970, they extended their business as suppliers to industry and importing leathers not made in Australia including linings, soling materials and rubber. The business moved to its current location in Chegwyn Street, Botany in 1988.

Remarkably, Birdsall Leathercraft has managed to endure the rise of imported goods, the Australian dollar and of globalised labour, and continues to operate as a tannery and leatherworks today. This not only makes Birdsall Leathercraft an example of a rare sixth-generation enterprise in Sydney, but also, and most significantly, makes it one of Botany Bay's very few 19th century businesses to survive in its authentic historic context. It continues to manufacture leather goods at its Chegwyn Street site2. .

2. BUNCE'S TANNERY

Perhaps the oldest of the leather firms is John Bunce and Sons Pty Ltd. The firm was founded in 1887 by John Bunce in association with Robert Pousey and James Woodland. As no water supply was available, it was necessary to position the business near a good source of fresh water. A suitable location was selected in what is now Underwood Street, close to a natural drain which provided the water required. When the site was fenced it was the first structure of any kind on what was then known as Berry's Paddock.

The original output was fifty hides per week. In 1893, Robert Pousey left the firm and Bunce and Woodland carried on the business until 1898, at which point Woodland retired from the partnership. Bunce employed the help of his two sons, and together the three men carried on and turned the focus of the firm into the specialisation in manufacturing of sole leather. About this time a steam-driven bark mill, roller and pump were installed, making the plant highly efficient.

In 1906 John Bunce paid a visit to England, leaving the management of the business to his youngest son, John Frederick. J.R Bosley and James Macpherson joined the firm at this time. In 1910 the firm was reconstructed and became known as John Bunce and Sons. In 1915 John Frederick was killed while on his way home from the Liverpool







Camp, a tragedy followed by John Bunce's death in 1920.

The output at this period, under the management of Clifford Bunce, had increased to 300 hides per week, which ended up being beyond the capacity of the Underwood Street premises to handle. The firm acquired "Armstrong Tannery" in Edgehill Avenue, with an area of 10 acres embracing the site of Correy's Gardens with a water frontage to Botany Bay. By 1938 thirty men were employed at John Bunce and Sons which worked all year round and made products being used by Australian boot manufacturers, as well as some general leather export to the United Kingdom and Hong Kong.

3. C.E.ETHERDEN (TANNERY)

This business began operations in 1891 with the manufacturing of sole and harness leather. In 1926 the founder, C.E.Etherden, retired, leaving the business to his sons, H.J and F.A Etherden. The firm specialised in welt leather and had good trade connections with all of the Australian States as well as New Zealand.

4. COGHLAN BROTHERS/MONARCH TANNING (FUR DRESSERS AND DYERS)

The Coghlan Bros started operation in 1923 in a small shed, 20 feet by 12 feet. After 12 months' production, at an average of ten dozen rabbit skins per week, during which time no mechanical operations were used, the high standard of work carried out brought about an expansion. A larger premises was leased from Enoch Taylor & Co. Mechanical appliances were then introduced and machines imported from overseas for the production of more varieties of fur.

Ten years later further expansion was needed and so the premises of Monarch Tanning Company was purchased. In 1938 the firm's output was 15,000 rabbit skins per week, and in addition to this silver fox, mink, marten, American opposums, fitch, badger and skunk skins were treated. The factory was the largest in New South Wales for fur dressing and dying works.

5. ENOCH TAYLOR & CO. PTY LTD (SHOE MANUFACTURING)

In 1892 a small factory in Underwood and Byrne Streets was acquired

Fig 3.9.3 (opposite, top) A panoramic view of Bunce's tannery and approximately 50 of its workers c.1920. (BCHA)

Fig 3.9.4 (middle) Bunce's tannery looking south, possibly off Edgehill Ave, c.1920 (BCHA)

Fig 3.9.5 (bottom) Workers at Bunce's tannery, c.1900 (BCHA)

for the manufacture of boots and shoes. At that time about 90 operatives were engaged. Various additions and improvements were made to the buildings on site and up until the late 1930s there were over 350 men and women employed at the company.

All classes of footwear were manufactured at Enoch Taylor & Co., including a separate factory on-site for the production of Lasts and Wood Heels. Interestingly they fitted out a trailer with displays of their latest range of samples for the inspection of clients in country towns.

6. HENSLEY BROTHERS (WOOLSCOURERS, FELLMONGERS, TANNERS)

The Hensley family has long been associated with Botany's history. In 1900, G.H. Hensley started a small tannery – however unfortunately he was not successful. A later attempt proved more fruitful and G.H.Charles and Alfred Hensley formed the Hensley Bros Company a short time later. The firm is understood to have been the first to sink a bore at Botany to obtain a supply of water, however further research is required to confirm the accuracy of this.

7. JAMES ROWE AND SONS LTD –TANNERY

James Rowe and Sons was founded in 1891 by a partnership consisting of Arthur Shepherd and James Rowe. They continued to partner together until 1898, when the partnership was dissolved and the business carried on by Rowe. Rowe's two sons entered the firm, thus the name change to James Rowe and Sons. The plant was capable of treating up to 500 tides a week. They supplied sole leather to local manufacturers and also exported to Great Britain, the Dominions and the Far East.

8. J.BAYLEY AND SONS LTD. (TANNERS AND LEATHER DRESSERS)

The firm of J.Bayley and Sons Ltd may be considered as a typical example of the evolution of the leather industry in Botany. The founder, John Bayley, severed his connection with a family concern in Nottingham and migrated to New Zealand, where he established a successful tannery business. The imposition of tariffs on the Bayley products by the Australian Government led to the transfer



of the firm's headquarters to Lord Street, Botany where the business flourished and expanded to a size covering 7 acres.

The production of leather goods commenced in 1902. J. Bayley and Sons Ltd. was of considerable economic importance to the municipality, with up to 600 men employed there at its peak. The firm was also a prominent innovator in tanning technology, being the first to successfully produce chrome-tanned sheep- and lambskins. This enabled the establishment of a valuable export trade in tanned hides and a variety of leather goods, further reinforcing their stronghold of the tanning industry in not just Botany but in the wider Australian trade generally.

The firm's main overseas market was the United Kingdom, but exports were also made to Europe, Asia, North America and South Africa. In September 1962 Bayley's became the first Australian tanners to exhibit at the world-renowned Paris Leather Fair and were complimented by the International Council of Tanners for their initiative and foresight. In April of the following year, with the assistance of the Department of Trade, exhibits of Botany leathers were staged at the Tokyo Trade Fair; a move that resulted in additional Asian markets not before seen at any of the other tanneries in Botany.

J. CHEGWYN & SONS (TANNERY)

Chegwyn & Sons was founded in 1886 by James Chegwyn, who

Fig 3.9.6 A group of young women in front of tanning skins drying on rows of racks in the sun at an unidentified tannery. (BCHA)



Fig 3.9.7 Chegwyn's tannery . (BCHA)

arrived in Sydney in 1870 from Launceston in Cornwall, England. For a time he was employed at Alderson's Tannery at Surry Hills, after which he obtained work with Mr T.Shepherd of Canberra. In 1886, Chegwyn established his own tannery at Jamberoo on the New South Wales south coast. Leaving Jamberoo in 1892, Chegwyn arrived in Botany and opened his second tannery upon a site near Chegwyn Street today. He built fourteen pits and started tanning dressed leathers. Some time later he changed to dressing sole leather instead.

In the 1930s sixty pits on the land were in use and the quantity of hides totalled 240 per week.

9. JOHN HERFORD AND SONS LTD. (LEATHER MANUFACTURERS)

John Herford was born in England and arrived in Australia in 1857, aged 9 years. After nine months of Australian schooling he lost his father and had to set to work for a living. He initially drove a horse and cart in connection with the extension of the railway from Parramatta Junction to Blacktown. Later he was apprenticed to John Anthony of Smithfield, from whom Herford learnt the art of tanning.

At 22 years of age he started in partnership with Marsh and Co. of Granville, and four years later, he commenced operations on his own at St Marys. In 1891 the business moved to Rooty Hill at which time Herford employed twelve men. As business steadily grew he began to look for a location for a new tannery.

In 1902 Herford purchased a 2 acre site at Underwood Avenue, Botany. Herford and Sons Ltd remained at this site for several decades and employed 130 men who produced as many as 1,600 hides per week. The enterprise became one of the largest and best known of the Botany tanneries, alongside Bayley's and Platypus Tannery. In 1956 the firm was acquired by Johnson Leather Company Ltd.

10. NORTON BROS TANNERY

Little is known about the tannery operated by the Norton Brothers. They established their premises in Mascot, which is unusual for the time as most noxious trades were further south in Botany and Banksmeadow. The factory was however adjacent to Birdsall's Tannery and was close to the waters of the Botany wetlands. Their business seems to have lasted several decades as they made building applications from 1935 through to 1954.

11. PLATYPUS TANNERY

Platypus Tannery was located in Tenterton Road at Botany. It was established by two brothers, the names of whom are unknown, and their 19 year old nephew, Marcus Dankin. Dankin arrived in Australia from Poland in 1938 in anticipation of the coming war in Europe. His two uncles had been living in Sydney for many years and had up until this time been working in a factory for the manufacturing of leather gloves for the Australian air force and army but wanted to venture out on their own in a tanning business.

When Marcus arrived in Sydney he went to Ultimo Technical College and earned a Bachelor of Science before embarking within the following year into a partnership with his uncles. Dankin recalls how his uncles were the businessmen whilst he oversaw the technical aspects of the business. It was largely, he recalls, self-taught...

> *"no, nobody knew anything....when we started [in Botany] in 1939, mind you, there was a great demand for leather*

because there were no imports or anything and because I must admit I didn't know that much about tanning, because you didn't learn it overnight, but we had to take whatever we did. If it hadn't of been for the war we wouldn't have lasted." (Oral History by Marcus Dankin held in BCHA)

The Platypus Tannery once shared part of the land owned by well-known Botany woolscourer, F. Lupton. Marcus Dankin explained in an oral history for the 2003 Botany Bay Oral History Review that after deciding to open the tannery, he and his uncles had a small building on Lupton's land, known as the Rosebank Tannery, while Lupton himself retained the larger building on the site. Tragically, Lupton later fell into one of his own pits and drowned.

Platypus Tannery became very successful in its production of leather for clothing, handbags, shoes and gloves. It remained a constant in the ever changing landscape of industry in Botany – remaining at its original site for over 65 years and expanding onto a second site in Tenterden Road in 1946. In the late 20th and early 21st century it supplied hides for the New South Wales, Queensland and Western Australia police force (for their leather jackets), the corrective services department and the Army. When various contracts eventually turned towards synthetic materials, Platypus Tannery was no longer a viable business.

Platypus Tannery finally closed in 2006 after over 65 years of continuous operation. Dankin was in his mid-eighties when it closed but had retained ownership of the business. "*Botany was the home of tanneries and everyone who lived there has worked at Platypus at some time*", he commented upon its closing in 2006. At Platypus this was most certainly true; at the time of closing, Manager Jim Hayden had worked there for 47 years, following in the footsteps of his father and uncles who also worked there. Rosalie Byrne, secretary, was also a third-generation tannery worker.

12. R.W. MOODY

This tannery was originally founded by R.W.Moody, Snr, in 1893, in Sir Joseph Banks Street, Botany. Five years later a new tannery building was erected in Rochester Street, Botany. Moody died in 1922 and the management passed to his son, who expanded the business.

Moody, Jnr, specialised in the manufacture of high-grade sole leather and followed methods adopted by English manufacturers. He also manufactured harness leather to meet the big demand for harness requirements as horse and pony racing was a very popular sport at this time.

With the advent of motor transport and the decline in pony racing, the plant was converted and a new plant installed mainly for the manufacture of welting, which previously had been mostly imported.

13. THOMAS ELLIOT & CO PTY LTD. (TANNERY AND FELLMONGERY)

Thomas Elliot, Mr. Walsh and Mr. Rennie were noted to have established their business, Thomas Elliot & Co Tannery, at Springvale Yard in Botany, however it appears to have actually been situated near the junction of today's McPherson and Exell Streets, in what is actually Banksmeadow.

The Banksmeadow site was a large one that extended across most of the eastern large lots of the original Village reserve and appears to have supported more than one firm within its curtilage. The exact pattern of ownership and occupation of the site is also unclear in the historical records. Additional references were made to various others using a site of the same name 'Springvale' for their own tanning works – John Geddes being one of them. John Geddes was closely associated with tanning and fellmongering along Botany Road and had established at least three factories by 1886, including Floodvale Fellmongery which in turn appears to have been taken over or at least shared with Edward Flood.

The first load of sheepskins arrived at Thomas Elliot's Springvale Yard site on New Years Day 1886. Shortly after their opening the firm appears to have taken the name of Thomas Geddes & Co, a relation of the above-mentioned John Geddes. It is unclear what exchanges took place, however it is known that the business then reverted to its original name of Thomas Elliot & Co and came under the sole control of Thomas Elliot.

Elliot wasted no time in acquiring the Floodvale Fellmongery works from Edward Flood (and possibly also from John Geddes, although the latter's name is not mentioned in the historical sources). The

business included a fat extraction factory and slaughter-yard, with large flocks of sheep driven daily from the sale yards at Homebush to Botany to be slaughtered. The company was well known for its horse teams; they ran no less than 16 six-horse teams in addition to smaller vehicles for transportation. Eventually the business was purchased by David Fell who continued the business under the original name of Thomas Elliot & Co for many years, until the works were leased to T.A. Field & Co. Ltd.

The works, encompassing Floodvale (for wool scouring and fellmongering) and Springvale (as a tannery), were continuously carried out for over half a century. When at its peak the works employed between 150 and 200 men. Robert Hanna (father of George Hanna, Mayor of Botany 1966) was Works Manager there from 1911 to 1939. He was recalled from retirement during the Second World War (1939-1945) to again manage the Floodvale works so that younger men could be released for war service.

The cyclone event in 1937 caused substantial destruction in Botany, including two deaths. It was reported that "*Elliott's (sic) tannery at Cook Street near Exell Street was severely damaged and about one-half of the structure was wrecked.*"

14. WILD BROS PTY LTD.

In 1916 two young English brothers, H.J and Robert Wild, had settled in Sydney and visualised the possibilities of the manufacture of fancy calf leathers in Australia. Up until this time fancy leathers could only be obtained by importing them from overseas, so the Wild brothers commenced their business venture, 'Wild Bros', in a very modest manner in Edgehill Avenue, Botany. Like every other industry before them, they also took advantage of the access to fresh water and the generous space at Botany to carry out industrial activities (and hopefully one day, to expand).

In 1918 Wild Bros was reaching capacity at its current site and commenced a search for a more suitable site in the area. Remaining in Botany, they chose a corner site between Botany Road, Margate Street and Sir Joseph Banks Street in Banksmeadow (3 Sir Joseph Banks Street). This site covered approximately 2 acres and already had a small tannery erected upon it (owned by a Mr Camps). The Wild Bros purchased the property and immediately commenced



Fig 3.9.8 Wild Bros. Ltd tanners and leather dressers, c.1936. (BCHA)

building operations to expand the building for their ever increasing trade. The output of this tannery was not inconsiderable at 10, 000 skins per year.

Success for the pair continued and in 1921 the firm was officially incorporated as a Company under the name of Wild Bros. Ltd. The firm continued to work into the 1930s and 1940s, where their output had increased to 350,000 calf skins per annum. The company pioneered the manufacture of velveteen calf, suede, calf and fancy embossed calf leathers in Australia with so much success that they began to export their products internationally.

Today the site of the Wild Bros. enterprise has been replaced by other industrial ventures.

15. WILLIAM HALE & SONS (TANNERS AND "FANCY LEATHER" MANUFACTURERS)

This tannery and factory was founded by William Hale, Snr, in 1902 at what was at the time known as Bunnerong. Hale began as a basil tanner. He traded under the name of William Hale until 1920, when his sons A.E., A.S., and C.R. Hale joined the firm as partners.

The company than expanded into "fancy leather" manufacturing, specialising in sheepskin leathers for the shoe trade.

In 1926, William Hale, Snr, died and the three sons continued operating under the name of William Hale and Sons. Owing to the expansion of the business, two years later the tennery moved to William Street, Botany.

16. W.W. BAYLISS (TANNER)

The owner manager, W.W. Bayliss, was first in partnership with E.W.Fowler and together they traded under the firm as Fowler and Bayliss. In 1921 Bayliss took over sole management of the company and the business traded solely under the name of W.W.Bayliss. The factory comprised of one three-storey weatherboard building which was enlarged in 1933 to a two-storey brick structure with offices, a warehouse, garages and a store. Further additions were made in 1937. The weekly production at W.W.Bayliss increased from 400 skins in 1921 to 1,100 in 1938. During this time, the leather was steadily improved in quality and the product of the tannery was exported (mainly to countries of the Commonwealth). Bayliss' son, Gordon H. Bayliss, acted as the Assistant Manager from 1927.

Fig 3.9.9 Annual 'workers' picnics' were an important event in the industrial calendar. The families of the boot manufacturers, master tanners and leather merchants dressed for the occasion in 1913. (BCHA)



3.9.2 WOOL SCOURING AND FELLMONGERING

Wool scouring and fellmongering were two 'industries' that were often carried out together by the one firm.

> *"A word or two may be said regarding the process through which the wool or sheepskins pass. Some of the largest "washes" at Botany handle over 20,000 skins a week. These are received from the killing yards at the Glebe and other places, being conveyed to the various scours either by motor waggon or horse teams.*
>
> *On their arrival the skins are thrown into huge tanks filled with water ready for their reception. They remain in these tanks long enough to take out all the animal heat, when they are withdrawn and drained in heaps, subsequently passing through the burring machine, which clever device cleanses the wool of all vegetable matter such as burrs, those little green porcupines which as children we alluded to as "cats' eggs." (4 December 1911, The Sydney Morning Herald, p.11)*

Great piles of trefoil and other burr are to be seen lying in heaps on the outskirts of the various scours, furnishing ample evidence of the good work done by this machine.

> *After the burring process is completed the skins are hung in well-ventilated "sweat" houses, where as might be supposed they are allowed to sweat. The term "sweat" really means the opening of the pores of the skin to a degree which will allow of the wool being easily removed without damaging the pelt.*
>
> *From the "sweat" house the skins go to the pullers, who remove the wool from the pelt, at the same time classing it into the different varieties required by the trade.*
>
> *The scouring machines are the next step. These are long troughs about 3ft or 4ft wide, and fully 50ft in length. The wool goes in at one end, and by means of rakes mechanically driven is carried right along, to be finally thrown out at the further end. It then requires only to be dried.*
>
> *In the more up-to-date establishments this is accomplished by*

means of drying machines, into which the wool is shovelled, to emerge again at the opposite end of the heater perfectly dry. Large quantities of wool, however, are still dried in the sun on the greens attached to the various scours. But artificial drying has been brought to such a state of perfection that there is little or no difference in the colour of the staple, whichever way it is treated.

When the wool reaches the packing-room it is baled, branded, and weighed ready for Delivery." (4 December 1911, The Sydney Morning Herald, p.11)

17. CALLACHOR BROS. (WOOL PACKERS)

Early in 1929, Callachor Bros., wool brokers of many years' standing in the city, purchased the building formerly used by Anderson's Tannery in Aylesbury Road, Botany. Transferring their wool business from Ultimo, Callachor Bros. introduced a new business in Botany; that of drying, sorting and packing sheepskins for export. Until the advent of the Callachor Bros. in Botany, all skin drying, classing and packing was done in the city.

The electric skin-dumping press worked continuously throughout the year. In the wool section between 12, 000 and 14, 000 bales of greasy wools were sorted and packed for overseas mills, forming an annual value of approximately £280,000. This scale of work provided permanent employment for up to fifty men in the district, plus many other casual hands were engaged.

18. EDWARD FAZAKERLEY / PHIZAKERLEY (WOOLSCOURING & FELLMONGERY)

The firm of E. Fazakerley (or Phizakerley) commenced operations at Bay Street, Botany, in 1898 under the name of Shepherd and Fazakerley. In about 1908 the business moved to Clevedon Street and then to between Sir Joseph Banks Road and Pemberton Street in Banksmeadow. Fazakerley was a Botany local and was at one time Works' Manager for John Walsh's firm at Bunnerong. Fazakerly employed up to sixty workers at the height of his business.

19. F.W. HUGHES PTY LTD. (WOOLSCOURING)

F.W.Hughes was born in New South Wales and after leaving school joined the firm of John H. Geddes & Co. at Waterloo. He became

assistant Wool Valuer and at the age of 21 he acquired the wool washing business from Geddes and moved it to the Water Reserve at Botany in 1900. (Hughes also became an Alderman of Waterloo Council at only 22 years of age. He was also a prominent breeder of racehorses which he stabled at Booralee)

When the works opened at the water reserve, one washing machine was used for the wool. In 1938 this had increased to ten sets for each unit, which in turn was three times the size of the first one employed. The introduction of machinery did not however dwindle the employee population; 100 men were employed in its beginnings, and even this number is large for the area.

The business continued to expand and by the late 1930s employed 1200 workers and eventually covered more than ten acres. The firm also diversified – station properties aggregating half a million sheep were acquired and what is possibly Australia's largest private irrigation scheme was implemented on Kooba Station on the Riverine, one of the firm's properties. The company expanded into exporting mutton and frozen lamb at the Government's freezing works at Homebush Bay. It also owned and operated canning works in both Sydney and Melbourne. The wool-manufacturing business began to specialise its activity at Botany in carbonising and combing wool to manufacture wool tops. in the early 20th century. Part of this plant was situated in Erith Street Booralee, and was destroyed by a major fire in 1948. (see Section 4.4.4)

Wool tops is the name given to wool after it has undergone the process of scouring and combing. The wool is formed into balls of combed wall and signify a quality and degree of fineness in the yarn. F.W.Hughes was reputedly the first Australian manufacturer and exporter of wool tops, and more research in this area may confirm this. F.W.Hughes Pty Ltd became a part of G.H Michell in 1959; a South Australian company specialising in the scouring, carbonising and combing of wool from 1870 to 1980, now known as the Michell Group. Activities at the Botany sites ceased in 1980.

20. PINE VALLEY WOOL SCOURING CO. (WOOLSCOURS)

Swinbourne and Stephen built the Pine Valley Wool Scour in 1890.

For many years it operated as a box-washing plant, principally for the treatment of locks and short wools. In those early days, the washed wool was sun dried on lawns. This process entailed the employment of much more labour than later methods. Electric motors and automatic machines were eventually installed, making it possible to process scoured wool within 24 hours.

The fellmongering side of the business didn't change for many years. The process consisted of soaking the skins in water for a period, and then hanging them in a closed room until, through bacterial action, the wool could be removed. The sound pelts were treated by the local tanners and made up into leathers and basils, while the damaged pelts were taken and used by the Davis Gelatine Company.

21. SWINBOURNE AND STEPHEN PTY. LTD. (WOOLSCOURING & FELLMONGERY)

Swinbourne and Stephen was another early wool scouring and fellmongering establishment in the Botany District. It was founded in 1889 on Wolli Creek, Arncliffe, by C.R.Swinbourne and J.F.Swinbourne. The site at Arncliffe was found to be unsuitable and the business transferred to "Pine Valley" in Botany in 1890. Pine Valley formed part of William Stephen's property, who together with his son, took up partnership with the Swinbournes.

Land connected with the redundant City Water Supply Scheme at the Botany water reserves was thrown open for public tender from the 1890s onwards. The noxious trades were now allowed back into the area and many businesses took full advantage of the close proximity to fresh water that this land release offered.

Swinbourne & Stephen was successful in obtaining the first lease in the area (in 1893) and established their business, in its third and final location at the western edge of the water reserve close to where Lord's original flour mill had been situated.

Extensive renovations were made to the works in the first half of the 20th century and the firm remained well established for several decades. A notable feature of the complex was that it included a substantial two-storey house (previously part of the Waterworks) which was vignetted in advertisments for the factory (see Fig. 3.9.10).

Fig. 3.9.10 (facing page) Advertisement for Swinbourne and Stephen's Commission Wool Scouring Works at Botany. The image includes vignettes of not only stages in the manufacturing processes but also an image of the substantial two-storey residence which was on the site and surrounded by landscaped gardens. The chimney and building of the Waterworks pumping station were also featured. (BCHA)

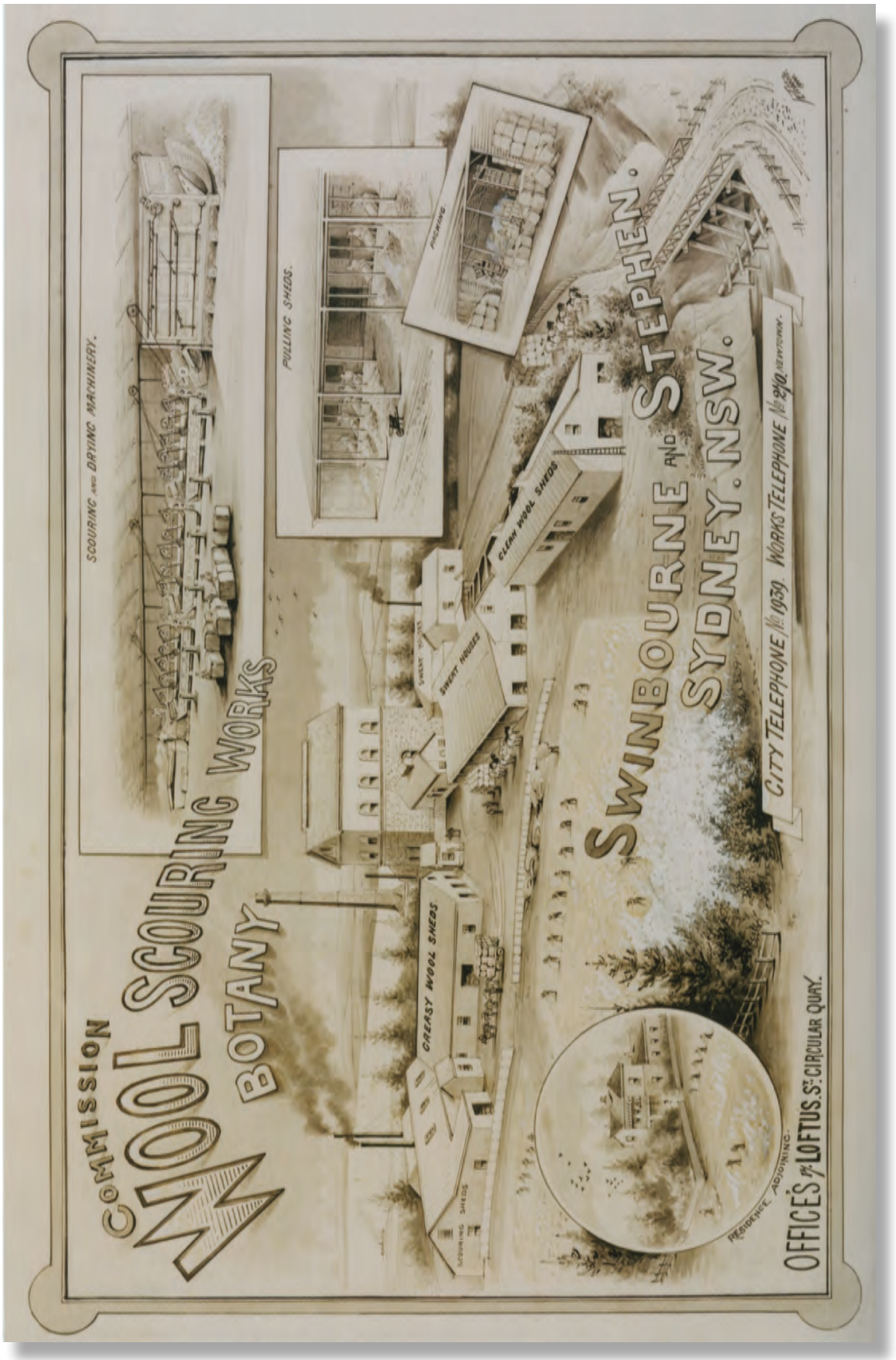

COMMISSION
WOOL SCOURING WORKS
BOTANY
SCOURING AND DRYING MACHINERY.
PULLING SHEDS.
PACKING.
SWINBOURNE AND STEPHEN.
SYDNEY. N.S.W.
CITY TELEPHONE No. 1039 WORKS TELEPHONE No. 8140 NEWTOWN.
CREASY WOOL SHEDS
SWEAT HOUSES
CLEAN WOOL SHEDS
RESIDENCE ADJOINING.
OFFICES 84 LOFTUS ST. CIRCULAR QUAY.







Fig 3.9.11 (top) Botany Pumping Station and the foreshores of Botany Bay with the Swinbourne and Stephen scouring works to its north (left) c.1893. Taken from Mudbank. (BCHA)
Fig 3.9.12 (middle) The Swinbourne & Stephen works from the north, showing the bridge depicted in the advertisement on the previous page (Fig. 3.9.10). (BCHA)
Fig 3.9.13 (bottom) Looking north from the southern shore of the Engine Pond (near Bay Street) in 1921. The Swinbourne family's house can be seen behind the Norfolk Island Pines (r). (BCHA)

22. THE AUSTRALIAN WOOL AND PRODUCE COMPANY PTY LTD (FELLMONGERS AND WOOLSCOURERS)

The Australian Wool and Produce Company came to Botany in February 1917. It not only operated as a woolscour, but also repacked wool and pickled pelts. It was a large operation and employed up to 250 men at a time. The firm originally treated 10,000 sheepskins a week, however like many other woolscours and tanners in Botany, the increasing demand forced the firm to increase their capacity to 40,000 skins per week.

23. WHIDDON PTY LTD. (WOOLSCOURING AND MILL)

After serving five years' apprenticeship in wool scouring establishments in the Botany District, the business of Whiddon Proprietary Limited was founded by Frank and Horace Whiddon as Whiddon Bros, on 1 January 1900. The initial premises were on part of Lyons' Estate, Stephen Road, Botany. The administration was then conducted in the City at Bridge Street in the wool store portion of the New Zealand Loan & Mercantile Agency Co. Ltd.'s premises, where the Whiddons joined the business. They returned to Botany in 1906 when Frank and Horace acquired the business of Messrs. Johnson & Vicars. A few years later the company of Whiddon Brothers Limited was incorporated. A wool combing plant was installed in 1911 and this work was carried out at the site until 1927. The assets were acquired by the original founders and reincorporated as Whiddon Proprietary Limited.

Considerable alterations had been made to the Whiddon building by the late 1930s, with the wool combing plant essentially completely reconditioned. The company had also by this time acquired the neighbouring business of The Bridgewater Wool Scouring Company. At about this time a deal was made with Messrs. Buzacott & Co. who joined the Company in establishing the Lan-O-Leen Company on a portion of the property for the manufacture of sheep dipping and similar preparations. The newly formed joint Company ventured into agricultural and orchard spraying, as well as sheep food known as Vita-Pro-Teen.

3.9.3 OTHER MAJOR INDUSTRIES

24. AUSTRALIAN PAPER MANUFACTURERS LTD.

The manufacture of paper also requires a considerable supply of water. In the 1890s, when the Botany region was no longer required as a domestic water supply, land was opened up for industry once again. In 1901 a paper mill was erected on the shores of Banksmeadow, at the corner of Botany Road and McCauley Street today. Technically this site now sits outside of the former City of Botany Bay's boundary (it now sits in Matraville within Randwick City Council). In 1905 the mills were taken over by the Sydney Paper Mills Limited. In 1920 the firm amalgamated with a Melbourne firm to form the Australasian Paper and Pulp Company Limited. The Botany enterprise, Australian Paper Manufacturers (now Amcor) was the result of a further amalgamation in 1926 with a Lane Cove firm, the Cumberland Paper Board Mills Limited.



Fig 3.9.14 Construction of the Australian Paper Manufacturers Mill at Botany c.1935. (BCHA)



Fig 3.9.15 An aerial view of the Australian Paper Manufacturers Mill c.1938. (BCHA)

25. DAVIS GELATINE PTY LTD

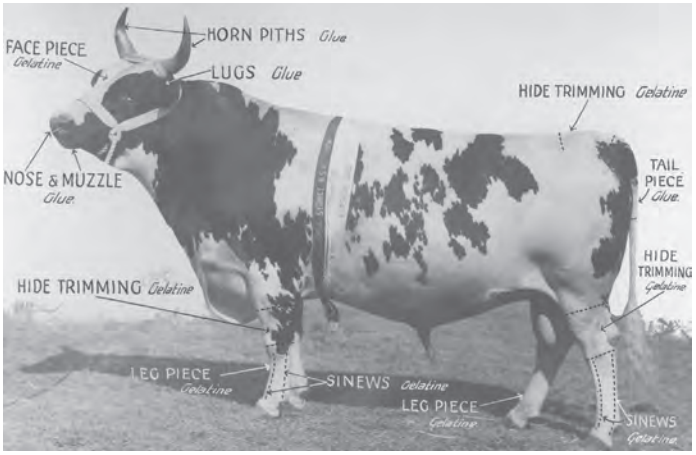
An important aspect of modern industrialisation is the virtual elimination of waste through the efficient utilisation of by-products. An interesting example of this activity is the production of gelatin, a substance used in a variety of manufacturing processes. Australia still largely depended upon imports of gelatine from overseas until wartime isolation caused many lines of supply to be cut off. The urgent need for gelatin forced the development of a domestic industry on home soil. Under the personal supervision of George F. Davis of Christchurch, New Zealand, a factory was erected at Botany in 1917. The site was chosen for its ample natural water for the manufacturing processes (of which it needed 7 million gallons per week) and for its close proximity to neighbouring local industries' such as fell-mongers whose by-products were necessary for gelatin production.

After overcoming tremendous challenges in the establishment of the industry and organising supplies of raw materials from meat works and tanneries, the first delivery of Davis Gelatine was made exactly thirteen months later, in 1919. The Botany plant was made the headquarters of the global Davis Gelatine establishment.

In 1921 the company commenced a large export business with some of the earliest shipments going to destinations such as Kobe, Calcutta, Cape Town, Toronto and London. The Botany plant doubled in size, twice, and a complete chain of administrative offices were established in Australia, New Zealand and also internationally at Capetown, Montreal, and London, to name but a few. Davis Gelatine eventually provided upwards of 12% of the world's total production of gelatin and the Botany plant was the largest of its kind in the world. Throughout the years the nucleus of the million-pound company remained firmly at Botany.

Davis Gelatine's consumption of raw materials from the grazing industry made significant economic contribution to Australia's primary industry, while its exporting activities assisted in earning overseas credits for Australia. A major investment in plant began in 1960 with the installation of 150 fiberglass vats to control the processing solutions. This undertaking was closely followed in 1962 by the completion of a vast new cooling and drying plant which enabled the gelatin to be dried and granulated in two to four hours,







(clockwise from top)

Fig 3.9.16 Davis Gelatine's large scale lime pits, c.1980. (BCHA)

Fig 3.9.17 Tube glue was one of the many products made at Davis Gelatine Pty Ltd. (BCHA)

Fig 3.9.18 The production of gelatine and glue utilised most of the animal, leaving little to waste. (BCHA)

compared with three to six days using the traditional production methods.

The company diversified into glue making for all types of application including, but not limited to, sealants, caulking, putties, concrete additives and even flooring systems, extending the use of the company's products into the packaging, building, engineering, automobile, shoe and refrigeration industries. It would not be far-fetched to state that at one point in Australia's recent history, practically every Australian industry used in some form the products manufactured by Davis Gelatine (Australia) Pty Ltd at Botany.

It is important also to note that the Davis Gelatine industry came at the height of the Garden City Movement. In response to the grimy and sub-standard inner city housing, the New South Wales government moved to make housing and industrial areas surrounded by, and ideally be made out of, healthy semi-rural park surrounds and beautification schemes. The Davis brothers clearly shared the movement's mantra that 'beautiful' surroundings were good for employees' health and morale, and therefore good for the company.

A huge effort was put into beautifying the Davis Gelatine campus at the time of its construction. This is part of what made the Davis Gelatine site so interesting; it was one of the few heavy and 'noxious' industries that planned its site to include gardens, picturesque cottages and park-like surroundings within and around the factory site. The gardens were developed under Davis Gelatine's head gardener, Dan Cameron. (There were no less than seven garden staff dedicated to maintaining the prize winning landscape.) Tennis courts, bowling greens and a rich palette of trees and shrubs were all integrated into the site (the courts and greens were common amenities added to large factory sites as a way of increasing community in the workplace, and for their families). Other additions included a sunken garden built just to the west of the executive offices and a courtyard garden to the east. An industrial expert visited Davis Gelatine at Botany and commented *"with its well kept lawn and park-like approaches, beautiful flower beds, tennis courts and bowling green, it does not look like a factory at all. Nothing for success like a happy contented staff." (BCHA)*

The Davis Gelatine factory was eventually closed in the early 1990s. When Industrial Constructions Australia (ICA) sought to redevelop



SALE OF LAND APPROVED

Motor Assembly Plant In Sydney

SYDNEY, Wednesday.
Parliamentary approval of the Government's desire to sell 33 acres of land at Pagewood to General Motors Holdens Ltd. for the construction of a big motor assembly plant was secured in the Legislative Assembly to-day after Opposition members had attacked the sale price and opposed the construction of the factory in a residential area. The plant will cost £200,000 and will employ hundreds of men. The price of the land to the company will be £13,300

Fig 3.9.19 The site of the General Motors Holden Plant at Pagewood was part of the original Church and School Estate and was purchased directly from the government in 1938. (Thursday 8 December 1938, Northern Star, p.10)

Fig 3.9.20 Prime Minister Robert Menzies speaking at the opening of the new Plant at Pagewood. (SLNSW Home and Away - 10056)

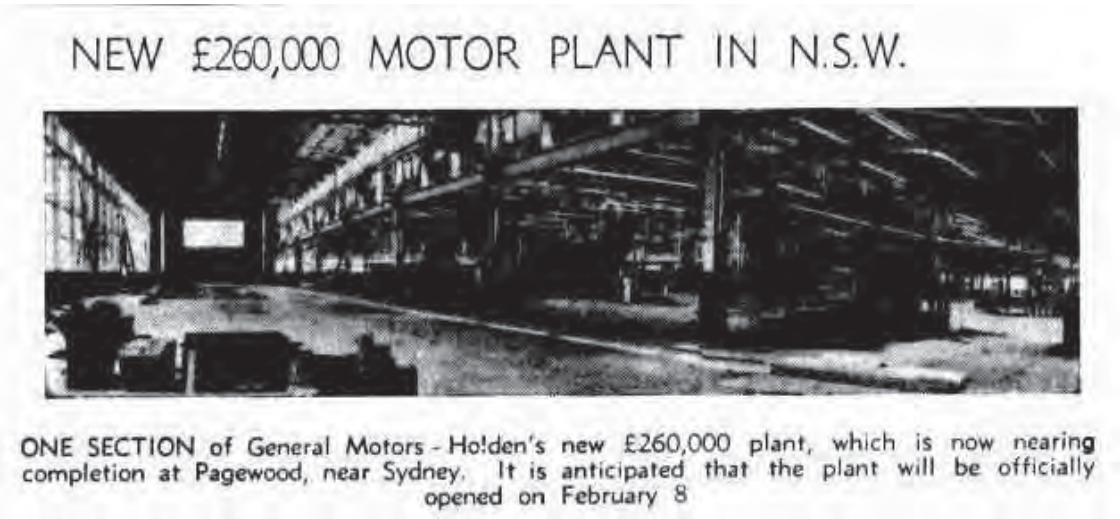
the site a heritage assessment was carried out. Research revealed that the Davis Gelatine sunken garden was the best surviving example in NSW of a factory garden scheme inspired by the Garden City Movement. The sunken garden and most of the landscaping, including the bowling greens, has now been demolished, leaving only a small area of garden surrounding the retained administration building.

26. GENERAL MOTORS-HOLDEN PTY LTD.

Australia is one of only a handful of countries that have been successful in the manufacturing of locally designed vehicles on a large scale. Although the Australian motor industry can trace its origins back to 1900, the greatest development was in the post-war era. One of the most prominent firms throughout the 20th century was General Motors-Holden Pty Ltd.

In October 1926 General Motors, an American firm, opened an assembly plant employing 175 people in Carrington Road, Marrickville. Though originally adequate for its purpose, this site was later considered inadequate for modern vehicle operations. The firm moved to a much larger site in Bunnerong Road, Pagewood in 1940. An important impact of this move was the production




NEW £260,000 MOTOR PLANT IN N.S.W.

ONE SECTION of General Motors - Holden's new £260,000 plant, which is now nearing completion at Pagewood, near Sydney. It is anticipated that the plant will be officially opened on February 8

of a complete Holden car towards the end of 1948, proving that Australia was capable of the complete manufacture of vehicles, not just the assembly of parts produced overseas. G.M.H expanded its property portfolio and its market share. The Pagewood plant, the largest of the G.M.H establishments, was a 54 acre site that held a workforce exceeding 2,200 employees. Due to global interests the Pagewood plant closed in 1980 and the site was almost fully cleared for redevelopment, including the Westfields Eastgardens shopping centre at the southern end.

27. HYGIENIC FEATHER MILLS PTY LTD (FEATHER-PURIFIERS)

This is a somewhat unusual business venture to feature in the industrial landscape of Botany over the years. The business was commenced by Arthur Henry Calloway and John Mackey in 1931 at the height of the Depression. Mackay had been a pioneer in the dairying industry with offices in Sussex Street, whereas Calloway was a Fellow of the Federal Institute of Accountants and the Australasian Institute of Secretaries. The pair were an unusual duo, especially considering their joint venture was not in dairying, nor accounting - but feather purification.

During the Depression good quality down quilts were mainly imported from England – at very high prices. It was generally felt that the introduction of a homemade industry would give valuable work to unemployed factory workers and would also help to minimise the large quantity of feather waste generated by the local poultry industry. A number of companies saw the opportunity to meet

Fig 3.9.21 Article describing the progress of construction of the new General Motors Holden plant at Pagewood in January, 1940.
(6 January 1940, The Mercury, p.13)

this hole in the market however for a few years there was a general hesitation to test the international market in such uncertain times. Eventually Hygienic Feather Mills plucked up the courage to obtain some trial orders, and from then on they were leaders in the market. Production included the washing, steam sterilisation and dusting of feathers prior to their sorting into qualities, with down and super-down separated from the soft and coarse feathers. Blends of feathers were also made from different species of birds, such as duck, goose, chicken and mutton; and then sub-graded by feather quality.

Calloway and Mackay saw the value in using mutton bird feathers from Tasmania. They could be bought for very little above the freight cost, they were useless for any other purpose and were easy to obtain. Other feather-purification companies became aware of the initiative being taken by Feather Mills and soon nearly £2,000 was paid each year to the mutton bird industry for feathers. Other shareholders eventually took an interest and place in the business, however the control of the company remained in the hands of Calloway and Mackay for many years.

28. I.C.I.A.N.Z (ORICA)

In 1941, approximately 140-180 acres of the Veterans Swamp land was purchased by Imperial Chemical Industries of Australia and New Zealand (ICIANZ). At this time the corporation was in its second phase of development, having originated from a four-way partnership made between Nobel, Brunner Mond and Co, United Alkali Company and British Dyestuffs Corporation who came together in 1926 to form Imperial Chemicals Industries. Two years later, in 1928, the Australian and New Zealand subsidiaries and agents of these four companies became Imperial Chemical Industries of Australia and New Zealand Ltd (ICIANZ).

The UK branch of ICI anticipated world wide shortages of key materials in the instance of an outbreak of world war, and this, combined with the Australian Government's provision of an open market (thus forming wider manufacturing margins between production cost and selling price) caused ICI UK to seek to acquire manufacturing centres in New South Wales, Victoria and South Australia. War meant Australian-based manufacturers could achieve higher prices despite the reduction in world trade, therefore ICIANZ was formed to carry out the Australian branch of the corporation.

The land that ICIANZ purchased was largely covered by sand dunes and scrub and was ideally located adjacent to a railway siding and being close to the Bunnerong power station. It was triangular in shape and would over the decades be expanded further north.

The main investments made by ICIANZ in the lead up to World War II were in agricultural chemicals, soda ash, phthalic anhydride, explosives, caustic soda and chlorine, with the latter being the major focus reserved for the Botany plant. Although the Botany complex was not the first of ICIANZ's establishments, being a chloralkali plant it would become an important profit source and eventually the nucleus of ICIANZ's manufacturing activities in Australia.

An urgent approval for the construction of the first four of an anticipated 50 buildings and structures on the site was requested from Botany Council in December 1941. There was a pressing need to commence manufacturing as soon as possible to provide chemicals for the war effort, so approval was granted by Council on the same day and construction began. Buckland & McPhee Smith were architects of the site and J.G.Pettigrew gained the building contract. The building of the new administration block was estimated at a cost of £8,725 and was approved on 1 June 1942. By the end of 1942, 30 acres had been levelled and fenced and the first load of carbon bisulphide had left the factory. The second storey to the administration block was added in 1954.

Like Johnson & Johnson, Kelloggs and Davis Gelatine, the ICIANZ site originally included staff amenities common to large complexes at that time; a large staff canteen, foremen and manager's cottages (along Denison Street opposite the site), a tennis court and a lawn bowl green (both established in the early 1950s). Staff played inter- and intra-company competitions on the court and green up until at least the 1970s.

Botany ICIANZ became the largest single chemical complex under control of one company in Australia, employing at one stage over 800 staff. By the 1980s the plant had evolved significantly in recognition of the rapid growth in chemical production needs and technology, and much of the original manufacturing infrastructure was demolished.

The site was subdivided in 1998 and the northern lots were sold. Chemical production has continued and the site is currently

undergoing adaptation to provide facilities for these new uses. The southern part of the site is owned by Orica but is managed by Qenos. Orica continues to maintain a presence on the site including in the remediation of the ICIANZ site. In recent years Orica has initiated a major program to mitigate the impacts of many years of heavy chemical leakage in the area.

29. JOHNSON & JOHNSON

39 acres of Botany swampland and sand hills were selected by Johnson & Johnson Pty Ltd in 1936 when the company relocated from the city to establish a major manufacturing facility for the local production of its pharmaceutical, surgical and health aids. The land selected was 28 Swinbourne Street, Banksmeadow, at the corner of Stephen Road and opposite the Kelloggs site.

The foundations were laid in 1937 and construction of a state-of-the-art factory commenced immediately. By November 1969 over 38,000 square metres of floor space was occupied by the firm's various production, engineering, research and administration departments.

Fig 3.9.22 The core of the earlier house on Stephen's market garden that was demolished to build the Johnson & Johnson complex had been built prior to 1854, being shown as a cottage on a plan for the sale of the late Hutchinson Bell's estate of that year. Its facade had been remodelled c.1880 but its original roof form had survived the layers of modifications.
(BCHA)





The workforce at Johnson & Johnson was approximately 900 people, many of whom were local Botany residents. The Australian branch of the Johnson & Johnson company was a self-contained and largely self-sufficient member of the global firm. The Botany plant was closed in recent years and replaced by a generic industrial complex.

30. KELLOGG (AUSTRALIA) PTY LTD

Will Keith Kellogg was born in the United States in 1860. He ended up working with his brother and out of a failed attempt at making a cereal of wheats, oats and cornmeal clusters, they accidentally flaked wheat berries. Will Kellogg continued experimenting until he flaked corn, and created the famous Kellogg's Corn Flakes. He opened the Battle Creek Toasted Corn Flake Company and hired his first 44 employees. The cornflakes were a huge success and Kellogg expanded the business all over the world, including in Australia.

Will Keith Kellogg opened in Australia in 1924 in a rented premises in Shepherd Street, Chippendale, however demand outweighed the capacity of the site and in 1928 the company moved to Botany. Four acres were secured on the corner of Stephen Road and Swinbourne Street (eventually the Johnson & Johnson complex would be

Fig 3.9.23. The Johnson & Johnson factory in Stephen Road, Botany, c.1984. (BCHA)

established opposite). The Kelloggs site was officially opened by the State Premier T.R.Bavin in December 1928.

The initial staff of 72 grew to more than 700 in the 1970s. An office block was completed in 1930 and in 1936 a bank of silos for grain storage was built. These improvements were followed by further changes and extensions to the factory, including a second bank of silos completed in 1939. After the war greater consumer demand necessitated the purchase of an additional three acres for factory extensions. The Kellogg Company still have a presence at their original plant on Swinbourne Street, however their administration offices have moved to Wentworth Avenue.

31. LAPORTE CHEMICALS (AUST.) PTY LTD

(FORMERLY CRYSTAL LAPORTE/CRYSTAL CHEMICAL WORKS)

Laporte Industries group was founded in Yorkshire, United Kingdom in the late 1800s and expanded to Australia in the 1930s as Crystal Laport Pty. Ltd. The facility began as a bleaching works using the raw material, hydrogen peroxide. The company then successfully moved into manufacturing the chemical using the electrolytic method, and when it expanded to Australia in the mid-1930s, it was the only firm in the country at the time to manufacture hydrogen peroxide in this way. A site was chosen at 73 Banksia Street, Botany for Laporte's Australian headquarters and a complex of buildings was established at a cost of £50,000.

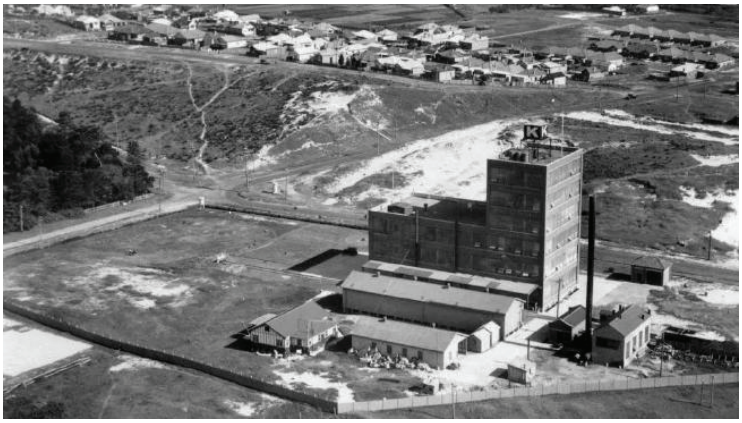


Fig 3.9.4 The Kellogg's plant in 1928, soon after opening. Unknown. published in http://www.dailytelegraph.com.au/newslocal/city-east/kelloggs-celebrates-90-years-in-australia/news-story/1ba74a962ead403cb0c25cc49b61b8b7

32. STANDFIELD SUPREME MOUSE TRAPS

Mascot resident Arnold Wesley Standfield was in his twenties when he began making his own mouse traps in the garage of his home in Macintosh Street, Mascot. In 1933 he officially registered his business and established a factory in Baxter Road, Mascot. Whereas many Botany Bay industries focused on expansion and upgrades, Standfield's held a different approach. The trap making machine was constructed out of second-hand parts and changed very little over its 57 years of operation. By the time of its closure in 2000 the firm was the only wooden mouse trap manufacturer in Australia, and possibly in the Southern Hemisphere.

34. WIMBLES INK FACTORY

F.T. Wimble & Co were the manufacturers of the first printing ink produced in the Southern hemisphere (in Melbourne, 1868). In addition to printing ink manufacture, type founding and electrotyping, Wimbles were the Australian representatives of many overseas manufacturers of printing machinery and accessories.

Wimbles Ink Factory began in the 19th century and operated in orders for ink, rollers, type and electros. At the turn of the century the company absorbed the Australian Typefounding Company and

Fig. 3.9.25 The interior of the Standfield Supreme Mouse Traps showing the traditional hand-worked production techniques. (BCHA)



by 1915 larger premises were necessary. They established at Mascot on a property acquired originally by the Sydney Gun Club for their headquarters. Known as 1 Lords Road, it was situated at the north-west corner of the intersection of Vickers Avenue and Sixth Street. At the time of the purchase of the Mascot property many of the staff, both on the board and floor, were with the Australian forces fighting in World War I. Major plans for expansion were therefore put on hold, however bulk stores were added in 1918. The firm was still operating out of its Clarence Street headquarters at the time therefore the complete transfer to the Mascot site was slow. News-ink and black-ink plants were transferred to the Mascot site over the next few years, followed by the rollers and gravure ink building in 1934. A coloured ink department was added to the Mascot complex in 1947. Two years later, in 1949, the Department of Civil Aviation resumed the land on which the complex sat in order to extend Kingsford Smith Airport (see Section 3.11.2). Wimbles Ink subsequently moved back to Sydney City to continue their operations (at a different site to their original Clarence Street property). The site is now abutted to the west by the domestic terminal but the collection of buildings of the original ink factory have been largely retained and have been adapted for re-use by businesses and services associated with the airport.

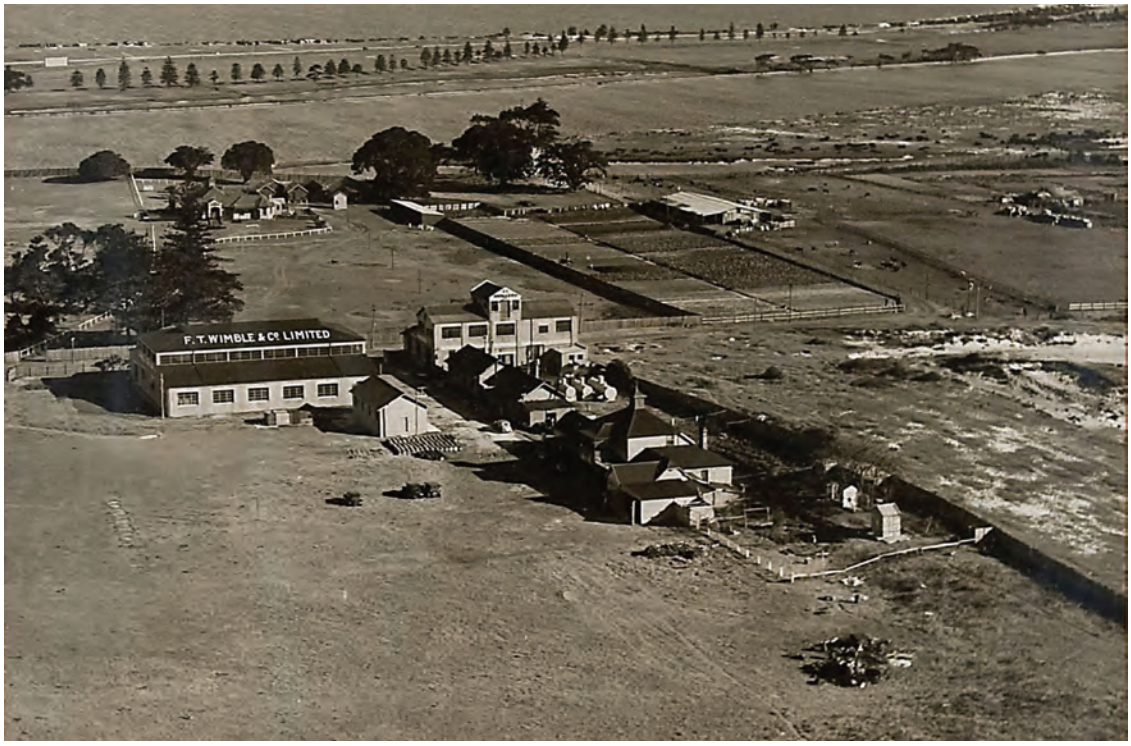


Fig 3.9.6 Aerial photo of F.T.Wimble & Co. Ltd's ink and varnish factories at Mascot.
Museum of Applied Arts & Sciences, accessed 13 September 2017, ‹https://ma.as/144361›

Fig 3.9.27 The Botany district also included other industries such as Anselm Odling Stonemasons in Ross Smith Avenue, Lauriston Park (Mascot), c.1924. (BCHA)



THEME 3.10 MINING

The relevant national-level theme is '*developing local, regional and national economies*'. The relevant state-level theme is '*mining*'. The Local themes within this theme are activities associated with the identification, extraction, processing and distribution of mineral ores, precious stones and other such inorganic substances. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Mutch Park (Flagstaff Hill)

Related themes:

8.2 Leisure (parks and reserves)

3.10.1 MUTCH PARK (FLAGSTAFF HILL)

The landform of Mutch Park was the highest point in the area and is traditionally believed to be the hill climbed by Lieutenant James Cook before surveying the surrounding landscape in 1770, and erecting a flag at the spot, resulting in its name of Flagstaff Hill. (Although widely believed, this anecdote has not yet been able to be verified by contemporary sources) The expansive views available from this high ground led to Botany Council dedicating it as a parkland in 1917. The proposal was put forward by the Hon. T.D.Mutch, at the time the member for Botany in the State Parliament, and as a mark of gratitude from local residents, the new park was named after him. The park was dedicated in two parcels; the first of 24 acres on 21 February 1919, followed by an additional seven acres, bringing the total area to about 31 acres.

The Council, with the intention of constructing playing fields for sport and recreation and notwithstanding its visual and historic qualities, set about excavation of the hill to create a gentle grade between Heffron Road & Wentworth Avenue. The product of this excavation was fine building sand which Council resolved to sell, with the money to be placed in the Mutch Park Trust Account for future use to finance the development of the park. This practice was challenged by the state Department of Lands, which required any moneys from mining to be paid to the Crown. The Council refused, and after it obtained an opinion from King's Counsel, the Council was permitted to continue disposing of the sand, with the proceeds being deposited in the Mutch Park Trust Account. The Trust Account was subjected to regular audits by Council's auditors.

The Crown's ongoing desire to obtain a royalty for the sands led eventually to the dedication of the Reserve being revoked on 31 May 1963. The Department of Lands then called applications for a lease of the parkland for the mining of sand. The Council sought to stop this commercial mining on the basis that a sand pit was a mine, and mines were prohibited under the residential district proclamation covering the area. While the Crown was not bound by the provisions of the Residential District, its Lessee was.

The manoeuvres of the Minister for Lands and counter-manoeuvres of Council created an interesting period for parks in the locality, but it had the effect of delaying the sand mining operations until the Minister for Local Government resolved the problem by utilising the provisions of Section 342 U(2) of the Local Government Act 1919 to make an Ordinance revoking the Residential District for the first time. This had the effect of permitting the Crown's lessee to commence mining the sand by dredging and was therefore an example of the use of legislation to facilitate industrial development in a residential area. A section of the park was reserved from the mine and was returned to Council on 16 February 1973.

On 17 August 1979, Portion 3882 was added to the Reserve. Subsequently, the remainder of the former park was returned to the Council's care, control and management (after the mine had been back filled with 'hard fill', plus refuse from the Sydney Markets). With the revocation of the dedication, the Council feared the funds in the Mutch Park Trust Account would revert to the Crown, but it was agreed early in the dispute that the Council would retain the Trust funds, solely for the development of Mutch Park, with a limit placed on the value of the funds that were to be expended on the Park.

Perhaps unusually in local government, the available funds exceeded this amount, and subsequently, the residue of the funds were released to Council for the ongoing maintenance of the Sir Joseph Banks Reserve, which the Maritime Services Board had developed on land it had reclaimed from Botany Bay.



Fig 3.10.1 Local residents helping to re-vegetate the park in preparation for its official re-opening. (BCHA)

Fig. 3.10.2 1943 aerial of Mutch Park overlaid on a contemporary aerial. Human response to the natural topography is clear, with the highest point the focus of a web of well-worn tracks through the low scrub groundcover. This profile was later significantly altered through sandmining. The preliminary layout of the expansion of the subdivision to the west is also clearly visible.
(base NSW LPI SIX maps)



THEME 3.11 TRANSPORT

The relevant national-level theme is '*developing local, regional and national economies*'. The relevant state-level theme is '*transport*'. The Local themes within this theme are activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Buses and trams
- Kingsford Smith Airport
- Port Botany
- Sydenham to Botany Railway

Related themes

3.4 Environment – cultural landscape
3.9 Industry
4.2 Towns, suburbs and villages

3.11.1 BUSES AND TRAMS

The primary mode of transport between Sydney Town and Botany in the early years would have been on foot or by horse/cart, a journey that could take several hours each way in harsh weather. Tourists visiting the pleasure gardens at the Sir Joseph Banks Hotel in the 1850s, 60s and 70s generally travelled by boat down the eastern coast and into Botany Bay to a pier adjacent to the gardens built specially for that purpose.

As is discussed in Section 4.2.2 (Tolls), using the roads in Botany was a costly exercise in the early-mid 19th century due to the multiple tolls, and using public transport was not much cheaper. Horse-drawn vehicles were the first style of public transportation that Botany received. It consisted of a two-decker 'bus' led by four horses (with extra horses in bad weather), for which passengers were charged 2/- and 2/6 from Botany to Sydney. The hours of travel were inconvenient, the fares were high and the speed of travel was slow. These conditions made the service ripe for entrepreneurs, and within a short amount of time competing transport companies had begun to spring up in the area.

Bob Rolfe was an example of this; he established a stable opposite the Sir Joseph Banks Hotel in the 1860s and hired a driver, Jack Pugsley. Together they went to such lengths as to stage what were in reality road races to attract custom through the speed of Rolfe's service. Old Botany pioneers reminisced about the journey home from shopping sprees in the city...

> *"passengers sitting on one another's knees, some even balancing on the steps, while the four horses, their heads toward their stable, make good progress over a road that often set the overloaded vehicle pitching and*

rolling like a Sydney trawler in a southerly buster." (BCHA)

Despite the increase in competition for speedy service the underlying problem in Botany's transport was the infrastructure: the condition of Botany's roads remained notoriously poor. This led to attempts to establish a railway service to the area. In 1861 prominent Botany residents – G.W.Lord, Thomas Holt, Captain Masters, W. Bray, H. Hollingshed, W. Beaumont and E.Bell were members of a newly formed committee which drew up proposals. The committee proposed to float the Botany Railway Company with an initial capital of £15,000 to construct and manage a new line down to the Sir Joseph Banks Hotel.

Two years later, in 1863, the plans for this railway were abandoned and work on the cutting of a new road, to be called Corduroy Road (Botany Road) commenced. Despite its promising name, this road was soon also criticised for its poor condition and difficulty of passage in wet weather.Its alignment was however an efficient one and it soon became the main road through the area and the focus of commercial and residential development. Its alignment closely followed today's Botany Road.

By 1882 a tram service was established along Corduroy/Botany Road and terminated near the Botany Bay Hotel to the south of the village of Banksmeadow. This service naturally improved the communication between Botany and the city, and acted as the chief form of passenger conveyance to and from the area until cessation of Sydney's tram network in 1960 and its replacement by buses.

3.11.2 KINGSFORD SMITH AIRPORT

In the years during, and immediately following, the First World War, many began to realise the great possibilities of air travel via aeroplanes. Nigel Love was one such individual. Love was a pilot in the War and soon after his return to Australia, he began to experiment with light aircraft manufacturing techniques. In 1919 he joined forces with Harry Broadsmith, an engineer and chief designer for the A.V.Roe aircraft company; and Jack Warneford, a fellow pilot in the Australian Flying Corps in the First World War, with the intention

Fig. 3.11.1 (facing page) Botany Tram no.198 with driver and conductor.

SLNSW At Work and Play - 01454 , also http://trove.nla.gov.au/work/37012435)

Fig. 3.11.2 (facing page) Mascot Aerodrome from the air c.1930. (BCHA)


BOTANY
198



of starting up business together in the building of aeroplanes.

Broadsmith had procured the rights from aircraft manufacturing company 'A.V.Roe' to establish an Australian branch of the company. The trio had capital to start the business and had experience between them to carry it out. The thing they lacked was a venue. They knew they would need a large factory to build their aircraft, however Love also knew they would need an accompanying aerodrome in order to demonstrate their products to potential customers and generate the funds required to expand the business.

After considering a range of potential sites the trio selected a flat and grassy paddock on the banks of the Cooks River. It had the advantage of being relatively close to the Sydney city centre and, according to Love, had just the right qualities needed for an aerodrome....

> *"The surface was perfectly flat...It was covered by a pasture of buffalo grass which had been grazed so evenly by the sheep and cattle running on it that it simply left nothing to be desired...Its approaches on four sides had virtually no obstruction. On the*



Fig. 3.11.3 Nigel Love (centre) at Mascot Aerodrome about to board the Avro 504K. (BCHA)

southern side were the...banks of the Cooks River, beyond which lay the Bonnie Doon Golf Links. On the eastern border was the Ascot Racecourse, and the northern area was bounded by Chinamen's Gardens." (N. B. Love, The Autobiography of Nigel B. Love, pt 7, Aviation in Australia, cited in Georgina Keep and Genie Wilson, Lauriston Park The Forgotten Village. Botany Historical Trust, Monograph Series Number 1. 1996. p.46)

What is *not* mentioned in the above description is Lauriston Park; a small village situated next to the paddock the trio were interested in. Perhaps they thought it not worth mentioning because they did not see how their plans would impact on the village nearby.

At the time this land selected for the venture was owned by the Kensington Race Club, and they leased it at £300 per annum. (Kensington Race Club held the land as a hedge against losing its Government-owned site at Randwick.) Although owned by the Club, it was being used as a fattening paddock by a local abattoir. This business was in the process of closing down and so Love, Broadsmith and Warneford seized the opportunity to take over the lease. The trio leased 200 acres from the Race Club for three years. They established a private aerodrome as well as a small aircraft factory, known as the Australian Aircraft and Engineering Company, which was where they assembled the Avro aircraft under licence from A.V.Roe. At first they used a lightweight canvas hangar at the airport but this was destroyed in a storm and was replaced by a sturdier imported 'Richards' hangar. The administration was carried out at an office at 12 Bridge Street, presumably in the City.



Fig. 3.11.4. The aircraft were made in this small factory on Botany Road at Mascot. Administration was managed from the city. (BCHA)



Fig.3.11.5 Interior of the 'AVRO 504 K' production factory at AAEC, Mascot. (BCHA)

The first flight was taken on 19 November 1919 when Love carried freelance movie photographer Billy Marshall up in the Avro, however the first *official* opening flight took place on 9 January 1920. Unfortunately the Australian Aircraft and Engineering Company was already struggling financially, and enthusiasm and ability were not enough to keep the company afloat.

At this time the Australian Government was also beginning to see the possibilities of air travel. In 1921 they purchased 161 acres of the site for £15,000. Prior to their purchase of the Mascot land, the Government had formed the Australian Air Force as part of the Department of Defence's strategic plan for air power in the event of another war. Their plan was to *"foster and control the development of private and commercial aviation"*. When the land was taken over by the Australian Government, the move was greeted with excitement by most of the local residents. Air travel was still a novelty at this early stage, and Mascot residents felt proud that their Municipality would have a role to play in this exciting new venture. This sentiment would not be held by the locals for much longer though.

Even after the Government's purchase of the site, rules about its use were still lax. Several newspaper articles from the time reveal that unauthorised uses such as local racehorse training and shooting ground practice were being carried out at the Aerodrome – much to the irritation of officials. It was 1924 before the first flights between Sydney, Melbourne and Adelaide were officially made. There were initially teething problems with straying cattle (as the surrounding land was still mostly market gardens and paddocks), however after securing the site many young pilots showed great keenness in putting the Mascot Aerodrome to good use. Pilots such as Captain Shaw, Captain Edgar, Ross and Keith Smith, Amy Johnson and Charles Kingsford Smith all expressed enthusiasm for the site. After gaining broad attention from various pioneering flights, the site was finally made the official permanent location of Sydney's primary airport.

Residents of the neighbouring village, Lauriston Park, were more nervous than most about the new status of the aerodrome as it would mean more aircraft flying low over their roofs – so low in fact that roofs were skimmed and once, in 1928, a misjudged lead weight



Fig.3.11.6. Part of the land within the airport remained in active use for market gardening, including the dark area opposite the hangars in this image, which was known as 'Love's Lease". (BCHA)

attached to a parachute completely destroyed the verandah of a house in Lauriston Park.

By the end of the 1920s the aerodrome's air traffic became crowded. Reporting on the current conditions at Mascot Aerodrome, a Parliamentary Committee noted that "*although* [the site had] *certain disadvantages, an extensive search had failed to discover any equally suitable area within a reasonable distance of Sydney*." It was decided to remain at the Mascot site and to expand it in order to meet higher air traffic demands.

In the 1930s air travel had begun to be an increasingly popular option for passenger flights. The first gravel runways were laid in 1933 (previously it had just been grass in the remnants of the paddock) and in 1934 Qantas began their overseas flight schedule, combined with a joint initiative with British Imperial Airways which established an airmail service with London. At this time the aerodrome was serviced by just eleven staff members and handled 120 flights per week. Its complex was intimate and had only a few permanent buildings, which included several hangars, a refreshment kiosk, an administrative building and a control tower. There were three small strips for runways, the longest of which was 900 metres long.

In 1936 the airfield underwent a name change – from Mascot Aerodrome to being officially renamed as the Kingsford Smith Airport in honour of aviation pioneer, Charles Kingsford Smith. With the name change came a change in status from a local aerodrome for hobbyist aviators to that of an official international airport. The Australian Government funded an increase in development on the site to accompany the name, and status, change.

The end of the 1930s also saw the lead up and eventual outbreak of World War II. The importance of air power was paramount – a fact that the Australian Government had realised in the First World War and was a leading reason for securing the land at Mascot in the first instance. Kingsford Smith Airport took on a new role as a central location for building combat aircraft and training pilots for battle. When war broke out, the hangar space was extended to accommodate the De Havilland factory, which manufactured parts for Tiger Moth Seaplanes.

In July 1945 there was a tragic plane crash when a plane from the British Pacific Fleet crashed into the southern side of Kingsford Smith Airport near the Kyeemagh Polo Ground. Eleven servicemen were killed. The President of the Air Force Association at this time was Nigel Love, the same who originally set up the aerodrome on the site in 1919. His response called for an urgent need for longer runways at Mascot in the name of safety...

> *"It's a pity we have to wait for such a horrible fatality to occur... Our airports must be of adequate dimensions if we are to cope with the overseas air traffic which must inevitably come after the war. If Cooks River was diverted, an immediate extension of the N.E-S.W. strip at Mascot could be effected." (Monday 23 July 1945, The Sydney Morning Herald, p.3)*

Nigel Love's warning was taken seriously. In 1947 Dr K.N.E Bradfield designed extensive alterations to the airport to update its suitability for the 'jet age' era of aircraft from the United States and the Pacific. In the following year Cooks River was indeed diverted away from the area to provide more land for the expansion. Over a period of seven years more than seven million cubic yards of sand was pumped from Botany Bay to fill the old river channel. A large stone protection wall and six-lane road tunnel under the end of the runway were also constructed, as well as a reconstruction of the outfall sewers.

Despite the development and upgrading of the airport, pilots still commented on what "a headache" landing was at Mascot, "*because a pilot had to watch not only the ground but the control tower for a possible red light*". Traffic, both on land and in the air, was again becoming crowded. Surprisingly four runways were included in the original 1947 master plan, but construction costs caused this to be reconsidered and only two were built. This necessitated large land resumptions of property owned by the New South Wales Gun Club (situated on Lords Road) and the Kyeemagh Polo Grounds. The Wimbles Ink Factory on Lords Road and the nearby Mascot Granite Works were also sited on land that would eventually be resumed. (Saturday 9 February 1946, The Sydney Morning Herald, p.3)

It is hard to believe that at the time the Botany section of the Sydenham railway/Goods line actually ran through the middle of what is now the Qantas Jet Base, crossing the old Runway 22. As one could imagine, this ended in disaster when on one occasion in



Fig 3.11.7 Rapid increases in aircraft traffic and increasing size of planes soon necessitated a major expansion of the airport's area. The current area is outlined red over the 1943 aerial photograph. The project required diversion (in blue) and reclamation of the Cooks River and extensive reclamation of the waters of Botany Bay for the two runways. The original railway goods line cut through the northern corner of the site and crossed the main north-south runway via a level crossing. Following several serious incidents the goods line was diverted to eliminate this conflict (large red dots). The area of Lauriston Park is outlined in yellow and the alignment of Lords Road is in orange.
(base NSW LPI SIX maps)



Fig. 3.11.8 Detail of the airport precinct in 1943 showing the main elements in the vicinity. (base NSW LPI SIX maps)

June 1950 an air traffic controller accidentally authorised an Ansett Airways DC3 aircraft to taxi across the train line at the same time as they released a train loaded with coal to cross the runway. The two collided and were badly damaged, however fortunately no one was killed.

To avoid such a mishap happening again, two new bridges were constructed at Robey Street and at O'Riordan Street and the line was substantially deviated around the Airport, resulting in tight curves between Sheas Creek and O'Riordan Street (but ultimately a much safer journey for all modes of transport involved).

The expansions made to the airport in the 1940s helped for some time, however by the 1960s a major upgrade was once again needed. A new international terminal was the new goal set by authorities, with work commencing in late 1966. The new terminal was opened by Her Majesty Queen Elizabeth II on 3 May 1970. In the 1970s the north-south runway was further expanded, making it one of the longest runways in the southern hemisphere at the time.

In 1981 the roads of Lauriston Park, the early 20th century village that was now nearly literally on the airport's doorstep after successive expansions and land reclamations, were also obtained by the government. This meant residents of Lauriston Park needed to acquire a licence that authorised them to use the roads leading to their houses. Over the years it had become increasingly difficult to live in Lauriston Park, however several residents remained until the very end. In December 1990 John Goold became the very last resident to finally succumb to the acquisition of Lauriston Park. Upon his departure the ninety-year old village ceased to exist.

Until the 1990s Kingsford Smith Airport had two intersecting runways. With ever increasing air traffic, one can imagine how this became a problem that no one could ignore any longer. Eventually a controversial decision was made to build a third runway at Kingsford Smith Airport. Protests were held by local residents who opposed the extra noise it would bring to the already-noisy area. The building of the third runway was approved however and proceeded to be built on reclaimed land parallel to the existing North-South runway. The No Aircraft Noise political party was formed in 1995 out of this action, however they failed to win a parliamentary seat in any of the elections

Fig. 3.11.9 The airport in 1948 with the conflict point between runway and goods line shown circled. The main NE/SW runway has been re-aligned and extended and taxi-ways have been added but major reclamation has not yet commenced. (BCHA)

Fig 3.11.10 Looking south-east from the terminal area towards Botany Bay. (BCHA).




JOY



Fig 3.11.11 By 1968 the essential form of the current airport was taking shape. The Cooks River had been diverted and its original course reclaimed. Further reclamation extends the main runway into the bay. General Holmes Drive and the tunnel under the main runway have been completed. (http://www.aamgroup.com/)

it contested.

Since the International Terminal's original completion in 1970 it has undergone two major phases of expansion. One such expansion commenced in the mid-2000s and is due for completion in approximately 2025. A second renovation, again to the International Terminal, was carried out in 2010 at a cost of $500 million.

Demands for a second airport in Sydney to relieve the operating pressures of Kingsford Smith Airport have been ongoing since the 1960s. A series of options have been adopted and subsequently abandoned by successive governments over the decades. Despite this



troubled history, the construction of a second airport at Badgerys Creek was finally approved by the Australian Federal Government in 2016. This airport is intended to supplement, not replace, Kingsford Smith Airport.

3.11.3 PORT BOTANY

Port Botany was the result of an initiative by the NSW State Government to relocate the port functions of Port Jackson to Botany Bay to facilitate bulk handling of goods. The port was intended to be the state's major maritime transport facility, and its construction included extensive reclamation to provide the space required for longshore wharves, onloading and offloading infrastructure, and eventually the storage of shipping containers, as well as bulk liquid shipping (the latter within Randwick LGA). The facility also depended on ready access to Sydney's road network, and the project included the construction of a new road known as Foreshore Road along the edge of Botany Bay.

Construction was estimated at a cost of $75 million and the first stage began in 1971. The Port finally opened in 1979. The facility has undergone several expansions over the years, including most recently the major Port Botany Expansion project, which has included an additional 63ha of dredging and reclamation, completed in 2011 followed by a further 60ha completed in 2014, bringing the area of the reclamation and adjacent deep water berths to over 3km2.

The project also included smaller-scale changes to the foreshore of Botany Bay including environmental reconstruction and the

Fig 3.11.12 Public demonstration opposed to the airport's expansion at Kingsford Smith Airport in 1979.

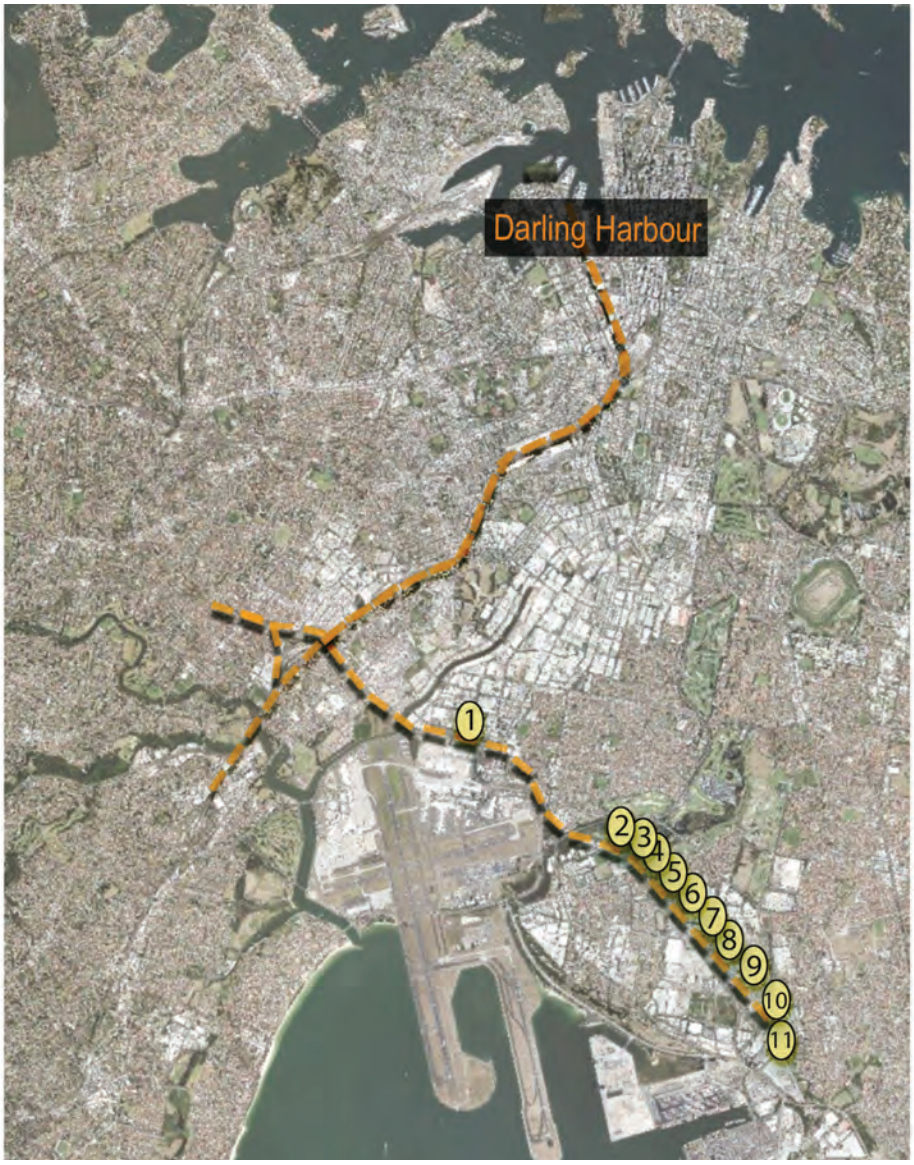


Fig. 3.11.13 Sidings on the Darling Harbour to Botany Goods line. The goods line was a vital part of the delivery of raw materials and distribution of goods to and from the Botany and Banksmeadow areas.

1. Mascot

2. Hardies

3. Commonwealth

4. Hardies II

5. Gelco

6. Ready Mix Concrete

7. Email

8. Total

9. Kelloggs

10. ACI Regis

11. Botany (ICIANZ)

(source: Map of Sydney and Suburban Railways (6 June 1974). accessed online at http://www.nswrail.net/maps/images/sydney-network1974-se.jpg, shown on NSW LPI SIX maps base.)

restoration and construction of a boat ramp and facilities at a recreation area adjacent to Foreshore Road.

3.11.4 SYDENHAM TO BOTANY RAILWAY

For readers who wish to find out more on this topic, the author highly recommends 'The History and Development of the Botany Goods Line' (2002) by Damien Drew.

The first proposal for a railway line to Botany was made as early as 1861. The concept was dismissed, however, on the grounds that trams were considered to be a sufficiently adequate means of transport through Botany. As Sydney grew at the turn of the 20th century, the area surrounding the city's main abattoir, which was located at Glebe Island, had become increasingly residential. The smells associated with the abattoir, and in particular those caused by the further processing of the carcasses, were considered to be too offensive for the area and the carcasses began to be transported by horse and cart to the 'noxious trades' areas of Alexandria and Botany for boiling down.

A report by the Parliamentary Standing Committee on Public Works noted that it was common to see blood dripping from carts onto the road, and that sometimes offal fell off and littered the street. The State Government planned to relocate the abattoir to Homebush Bay, however it was acknowledged that the long distance between the treatment works at Botany Bay to Homebush Bay would have been problematic with putrefaction of the skins and offal setting in before delivery. A faster method of transport was needed, and thus, the proposal of a railway was born.

The railway was planned as an extension to the Metropolitan Goods Line which ran from Darling Harbour to Marrickville (known as Sydenham). A single line from Sydenham to Botany was planned and estimated to cost £74,544. By 1915 the construction of the railway was underway with work beginning at the Botany end of the line. Two years later however construction was terminated amid accusations of excessively high costs. Work recommenced in late 1921 under the auspices of the Railway Construction Branch. The line was opened in October 1925 – with a completion cost of £377,000; almost three times the original estimate.



Features of the original line at the Botany end included a single line steel girder opening span bridge over Sheas Creek with piers and abutments which gave provision for a second line, a single line steel girder bridge over Botany Road, again with abutments for a second line, a single line wooden trestle bridge over the Mill Pond at Botany and loops at Mascot, Stephen Road (Gelco) and a siding and loop at Botany.

The Metropolitan Goods Line/Sydenham railway also became known as the Botany Goods Line and although it was originally intended to transport offal and skins from the abattoirs it was used by numerous trades and industries in Botany. As it was never a passenger line, it had dozens of sidings that served tanners (these have long since been removed). It also serviced the Bunnerong Power Station from 1927, as well as Ampol, ICI(ANZ/Orica), Boral, Kelloggs and many others.

The remnants of Kellogg's sidings can still be seen today. Deliveries of rice and grain were delivered by rail from regional Australia and either terminated inside the building or in designated covered areas. In recent years the track deteriorated to such a state that the locomotives could no longer deliver goods effectively, nor safely.

Fig 3.11.14 Constructing the rail bridge across Botany Road. N.d., likely 1920-1940. (SLNSW)

Deliveries at Kelloggs, and other factories like it, were then wholly made by truck.

General development in the Mascot and Botany areas has continued to impact the line. One of the most significant impacts was a result of the construction of Kingsford Smith Airport. In the Airport's early days the line continued to run through the middle of what is now the Qantas Jet Base, crossing the old Runway 22. As one could imagine, this ended in disaster when on one occasion in June 1950, an air traffic controller accidentally authorised an Ansett Airways DC3 aircraft to taxi across the line at the same time as they released a train loaded with coal to cross the runway. The two collided and were badly damaged, however thankfully no one was killed.

To avoid such a mishap happening again, two new bridges were constructed at Robey Street and at O'Riordan Street and the line was substantially deviated around the Airport, resulting in tight curves between Sheas Creek and O'Riordan Street (but ultimately a much safer journey for all modes of transport involved).

The line was finally extended down to the Port Botany docks when Port Botany opened in 1979. This is an interesting development, for unlike many other goods lines in Sydney which serviced once-flourishing-now-derelict industrial precincts, the Botany Line went from strength to strength as it was made useful by each successive industry that occupied Botany; from noxious trades in the 1920s, to manufacturing industries in the 1940s and 1950s, and now to the container transport and port industry focused around Port Botany and the airport.

The line remained a single track from Marrickville to Botany until as late as 1999, when the increasing traffic loads and upgrade of Port Botany led to the construction of additional bridges over Southern Cross Drive and at the Mill Pond. The line's controlling system was also upgraded in an effort to ease congestion. The track remains unduplicated from near the airport to Banksia Street in Botany.

(facing page) 'Eastside, Astrolabe Road looking south, Dacey Garden Suburb' SLNSW Government Printing Office 1-30348; also available online at http://trove.nla.gov.au/work/12799835.

4 BUILDING SETTLEMENTS, TOWNS & CITIES



Transactions involving land & the provision of infrastructure

THEME 4.1 LAND TENURE

National theme: *Building settlements, towns and cities*. The relevant state theme is *land tenure*. Local themes within this theme are activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Early grants - Redmond, Byrne, Lewin and Walker
- Large grants - Lord and Winder
- Small grants and sales in the former North Botany area
- Small grants and sales in the former Botany area

Related themes

2.2 Convict (Simeon Lord)

4.2 Towns, Suburbs and villages

4.1.1 EARLY LAND GRANTS - REDMOND, BYRNE, LEWIN AND WALKER

The first recorded grants of land to Europeans in the area was on 6 September 1809, when three ex-convicts Andrew Byrne, Mary Lewin and Edward Redmond, received promised (and later confirmed) land grants from Colonel William Paterson, in the area now covered by Kingsford Smith Airport. All three grants were subject to the usual condition to clear and cultivate one-third of the land and construct a dwelling. Each was also subject to an annual quit rent of 1 shilling to commence on 1 January 1815, after which the grants were formally issued. Their boundaries were defined by basic references, the only physical markers being the river and marked trees or posts. Redmond and Byrne were Irish, and had both been transported on the *Minerva* in 1799. Both men were granted an Absolute Pardon by Governor Macquarie in January 1811. Redmond had occupied his 135 acres of land by 1809 according to a survey made by James Meehan in 1810; and placed an advertisement in the Sydney Gazette concerning a bullock that had strayed from his farm at "Mudbank, Botany". The somewhat prosaic name 'Mudbank' had replaced the original name Redmond selected of "JohnsTown", and remained the general name of the locality for many years, presumably inspired by the expanse of mud that formed the eastern banks of the Cooks River.

Andrew Byrne also established a residence on his farm "Sea View" and had ongoing problems with straying stock. He sold raw materials including timber, meat and lime to the government regularly, and by 1812 had married his neighbour, Mary Lewin; and therefore doubled the area of their farm. Mary died only three years later as a result of childbirth. (Mary's grant was known as "Newcastle"). Despite advertising both Sea View and Newcastle for sale periodically over the years, Byrne appears to have



Fig. 4.1.1 Location of the earliest (pre 1830) land grants and land reservation in the Botany district, numbered in order of the grant being promised.

1. 1809 to Andrew Byrne 'Sea View' - 30 acres

2. 1809 to Mary Lewin 'Newcastle' (30 acres)

3. 1809 to Edward Redmond ('Johns Town', a.k.a. 'Mudbank'(135 acres). Purchased by Simeon Lord 1816.

4. 1814 to Andrew Byrne (promised by Governor Macquarie but not confirmed until 1847; backdated to 1827) 'Castletide'/'Castlehide'/'Cool Harbour'/'Macquarie Sea View'/ a.k.a. Byrne's Bush - 50 acres

5. 1822 to Tom White Melville Winder (417 acres as extension to his Lachlan Swamps Estate)

6. 1823 to Simeon Lord (600 acres)

7. 1823 to John Neathway Brown (100 acres, mostly in the Randwick LGA)

8. 1829 to the Trustees of the Clergy and School Estate (1745 acres)

retained ownership because in 1843 he advertised that he had lost the grant documents and had applied for their re-issue.

Sea View and Newcastle were not Byrne's only interests in the Botany area. An additional 50 acres was promised to Byrne by Governor Macquarie on 4 July, 1814, and in later dispute with Lord it was claimed that he had cultivated the land prior to this. The land was situated to the south of Lord's 600 acres on 'Botany Bay beech'. The grant was not claimed until 1847, with the annual quit rent of one shilling back payable to 1827. This triangular-shaped grant was first known as Cool Harbour, then 'Castletide/Castlehide' and finally "Macquarie Sea View", although it appears to have been known locally as 'Byrne's Bush'. He describes having cultivated the farm, and an 1847 Notice in the Sydney Morning Herald warns against cutting of a timber windbreak "that I have been nursing and growing on the boundary at Botany Bay to defend the crops and fruit trees from the sea breeze" (14 June 1847 Sydney Morning Herald, p.2). Byrne had sold the Seaview/Newcastle farm by this time but was in the middle of action to prove his right to Macquarie's promise of the 50 acre grant and claim the title formally, which he appears to have neglected to do.



By 1816 Byrne had acquired a fourth farm in the Botany district that he named 'Bell View" (also known as Belle Vue and Bell View). The location of this property has not been confirmed, but is was close enough to the 50 acre triangle to form part of a 'run' of land that Byrne advertised this 'run' between 1816 and 1819 for the agistment of stock. Descriptions in notices indicate that Belle View was approximately three miles from Sydney on the Botany Road (which at the time was the 1813 Mitchell alignment from East Sydney to La Perouse), and bounded to the west, north and east by swamps and to the south by the government road. Its actual tenure is uncertain. Byrne describes himself as proprietor of the land, but the nature of this ownership is not clear, for no likely grant has been identified. Depending on the starting-point for the measurement, three to four miles from Sydney along the path of Botany Road is in the vicinity of Gardeners Road to Maroubra Road. The 'run' he described extended to Long Bay on the coast, where he held a fifth farm named 'Long Bay'. (16 October 1819 The Sydney Gazette and New South Wales Advertiser, p.4.) This is curious because the whole of the land between Winder's grant and the coast was reserved for government use as part of the Church and School Lands ten years later.

Fig. 4.1.2 Detail of Redmond's, Lord's and Winder's grants showing their form in 1943. The location of the earliest structures on each are also indicated. (from left to right)
1. Redmond's grant (purchased by Lord in 1816): Lords Mill and Banks House (built by Redmond, altered by Lord).

2. Lord's 600 acres: Factory for the making of woollen cloth and two cottages to the east.

3. Winder's 417 acres: Winder's Mill (below) and Clarkson's Mill (above).

4.1.2 THE LARGE GRANTS: LORD, WINDER AND THE CHURCH AND SCHOOL LANDS

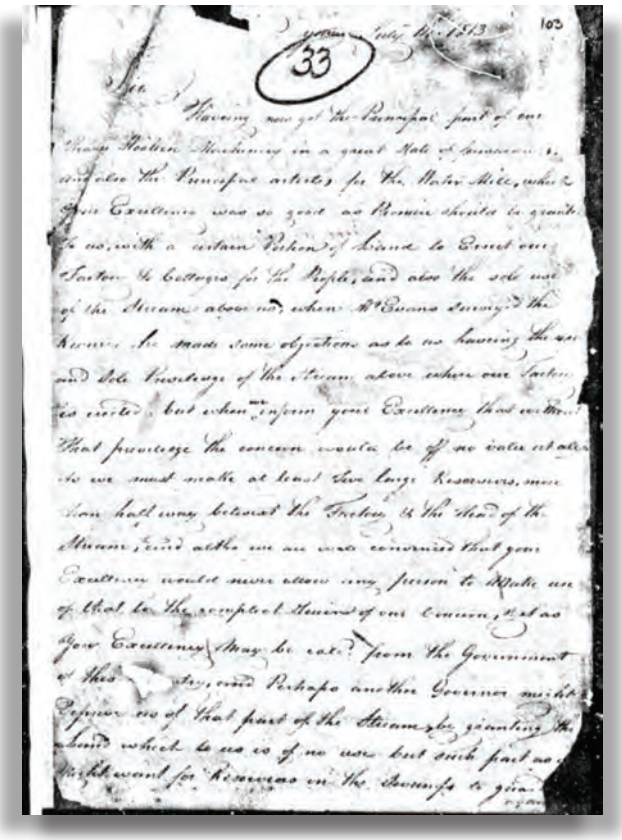
The recipient of the largest and best-known grant in the Botany District was Simeon Lord. Lord was an emancipist businessman who had many estates and interests across NSW, but his primary business and residence was at Botany Bay. This house was located on Edward Redmond's 135 acre Mudbank, which Lord had purchased by 1816, then remodelled and renamed it "Banks House".

Lord had established a flour mill on Redmond's grant at the mouth of the creek discharging from the wetlands, which he had dammed. Lord and his business partner at the time, John Hutchinson, formally petitioned the Governor on 14 July 1813 for additional land, specifically the swamps above the mill, in order to guarantee water supply as they feared future political interference. In the application Lord described his project as being well progressed:

> *"Having got the Principal part of our Heavy Woollen Machinery in a great state of forward [ness?] and also the Principal articles for the Water Mill, which your Excellency was so good as Promise should be granted to us, with a certain Portion of Land to Erect our factory and cottages for the People, and also the sole use of the stream above us, when Mr Evans surveyed the R[illegible] he made some objections as to us having the use and Sole Privilege of the stream above where our Factory is erected, but when we inform your Excellency that without that privilege the concern would be off [sic] no value at all so we must make at least Two large Reservoirs, more than half way between the Factory and the Head of the Stream...."*

Lord concluded his request with a reminder that "*it will be in our power to offer such proposals to Cloath [sic] Government people in this Colony that we are [?] confident your Excellency will not deem it advisable to have any more from the Mother Country*". Governor Macquarie directed Surveyor Meehan to survey the land, but it took until 27 May 1823 for the grant to be formalised. It covered 600 acres of the wetlands of the aquifer. The grant does not appear to have been given a name, being known generally as "Lord's 600 acres".

The second major grantee in the Botany District was Tom White



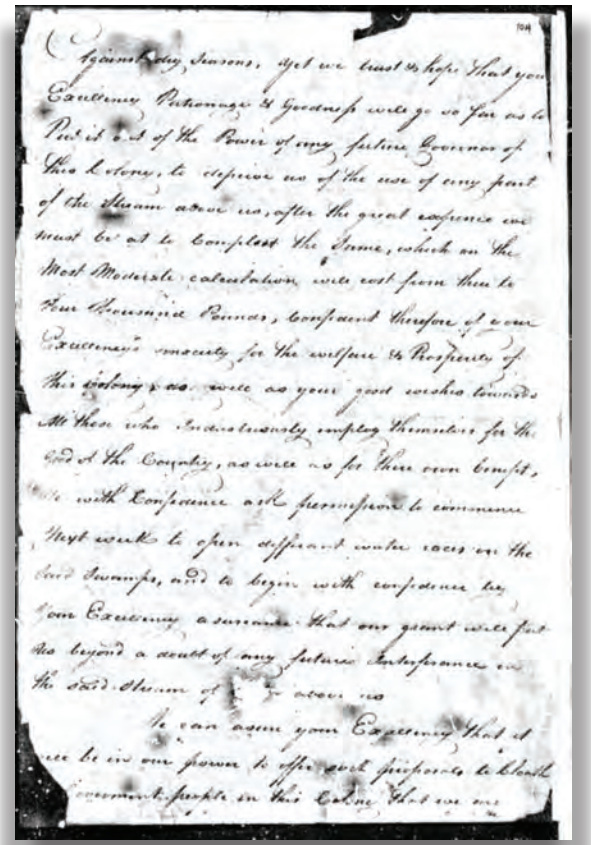


Fig 4.1.3. Memorial letter from Simeon Lord and business partner John Hutchinson to Governor Lachlan Macquarie requesting exclusive and unalienable right to the water supply to support their Mill and proposed factory. This letter resulted in Lord's holding being expanded to cover 600 acres of the Botany Wetlands.
Transcription:
Sydney July 14 1813

Sir

Having now got the Principal part of our Heavy Woollen Machinery in a great state of forwardness and also the Principal articles of the Water Mill, which your Excellency was so good as Promise should be granted to us, with a certain Portion of Land to erect our Factory & cottages for the People, and also the sole use of the stream above us, when Mr Evans surveyed the River [?] he made some objections as to us having the use and Sole Privilege of the stream above where our Factory is erected, but when we inform your Excellency that without that privilege the concern would be off [sic] no value at all so we must make at least two large reservoirs, more than half way betwixt the Factory & the Head of the Stream, and altho we are well convinced that your Excellency would never allow any person to make use of that to the compleat [sic] [ruin ?? illegible] of our concern, yet as Your Excellency may be cast[?] calld [?] from the Government of this [country], and Perhaps another Governor might Deprive us of that part of the Stream by granting the Land which to us is of no use but such part as [??] might want for Reservoirs on the Swamp to guard against dry seasons, yet we trust & hope that your Excellency Patronage & Goodness will go so far as to Put it out of the Power of any future Governor of this Colony, to deprive usof the use of any part of the Stream above us, after the great expence [sic] we must be at to compleat [sic] the Same, which on the Most Moderate calculation will cost from three to four Thousand Pounds, confident therefore of your Excellency's [??] for the welfare and Prosperity of this Colony as well as your good wishes towards All those who Industriously emply themselves for the Good of the Country, as well as for their own Comfort, we with Confidence ask permission to commence next week to open different water races on the said swamps, and to begin with confidence by Your Excellency assurance [con't] that our grant

cont'd/..

Fig 4.1.3 (cont'd)

.....will put this beyond a doubt of any future interference on the said stream of [obscured] above us.

We can assure your Excellency that it will be in our power to offer such proposals to Cloathe Government people in this Colony, that we are [?] confident your Excellency will not deem it all advisable to have any more from the Mother Country.

And we Remain

Your Excellency Most Obeos [sic. Obsequious] Most devoted humble servants

Lord & Hutchinson

[Annotation in Macquarie's hand:]

Answr To ly over for consideration till Mr Meehan returns from Van Diemen's Land - LM. 15 July 1813.

(Archives Office of NSW. NSW Colonial Secretary's Papers, 1788-1825. Memorials to the Governor 1810-25. (microfilm). Accessed via www.ancestry.com.au on various dates 2016-2017.)

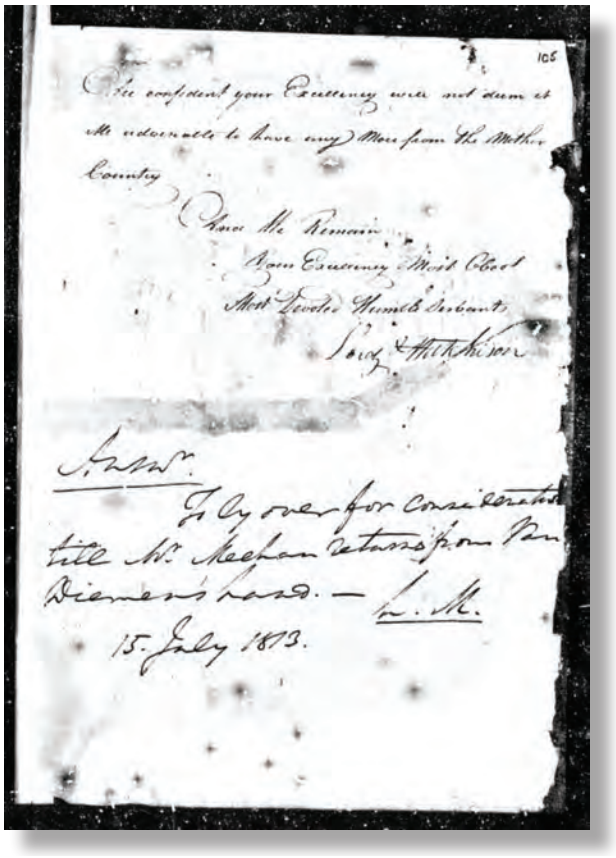
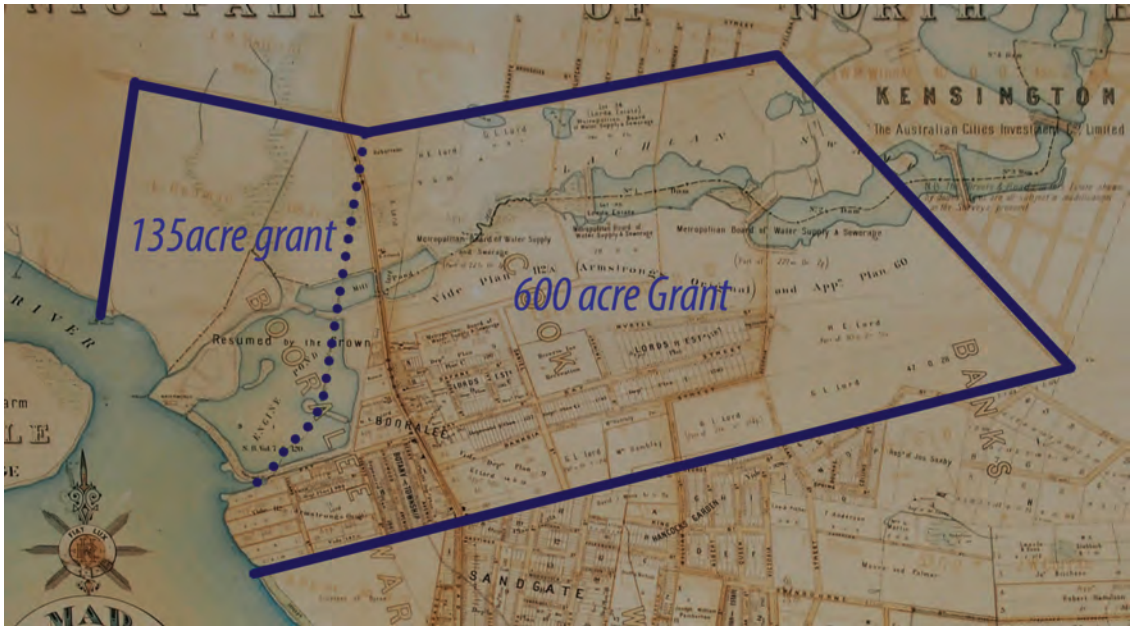
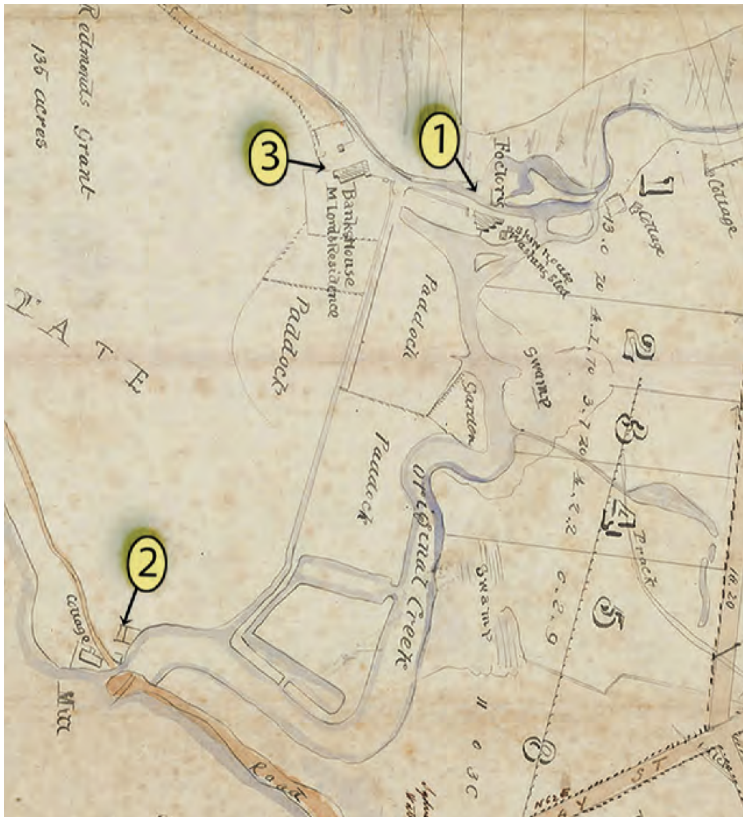


Fig. 4.1.4 (below) The result of Lord and Hutchinson's appeal to Governor Macquarie was that Lord was granted 600 acres extending over the whole of the lower part of the Botany Swamps. The grant was not actually made until 27 May 1823. This detail from an 1880's plan of the area shows the size of his grant and location of Lord's dams and weirs. The dotted line shows the relationship between Edward Redmond's grant (Lord's original purchase) and the 600 acres granted by Governor Brisbane. Note that the roads, subdivision and enlargement of the western-most pond shown on the map were made after Simeon Lord's death (see also Fig 4.1.5 (opposite) and Fig. 2.1.4 for more details of this area). (base: Higinbotham and Robinson, 1880)





Melville Winder, who was surveyed 700 acres on 19 February 1822, 417 acres of which were within the area of the former City of Botany Bay. The land extended from the northern side of Gardeners Road to the north-east of Lord's 600 acres. Two woollen mills, Winder's Mill and Clarkson's Mill, were erected on his grant but most of the land remained undeveloped until the 20th century. Much remains open space in the form of wetlands and golf courses.

The original parish map (Fig.A.2) reveals that almost the whole of the area south of Lord's and Winder's large grants and Byrne's 50 acres was intended to be reserved for the government, with the exception of 100 acres granted to John Nethaway Brown in 1823 by Governor Brisbane. Brown was also of the NSW Corps, and named his farm 'Bunnerong'. Most of this grant is within the Randwick area, with only a small portion at the southern tip of the former Botany LGA.

The area to be reserved included 4175 acres to be set aside to provide a land bank for the ongoing support of Church of England clergy and schoolmasters. This was to be managed by the Clergy and School Lands Corporation. This Corporation had been established in 1826 and was to be endowed with one seventh of all new lands in the

Fig. 4.1.5. Sketch of the western section of Lord's 600 acre grant showing the location of his main improvements. Refer to Section 4.2 for a more detailed discussion of this sketch, and also to Fig. 2.1.4 for a more formal plan of the ponds and dams. (sketch re-oriented to north)
1. Woollen weaving factory
2. Mill
3. Banks House

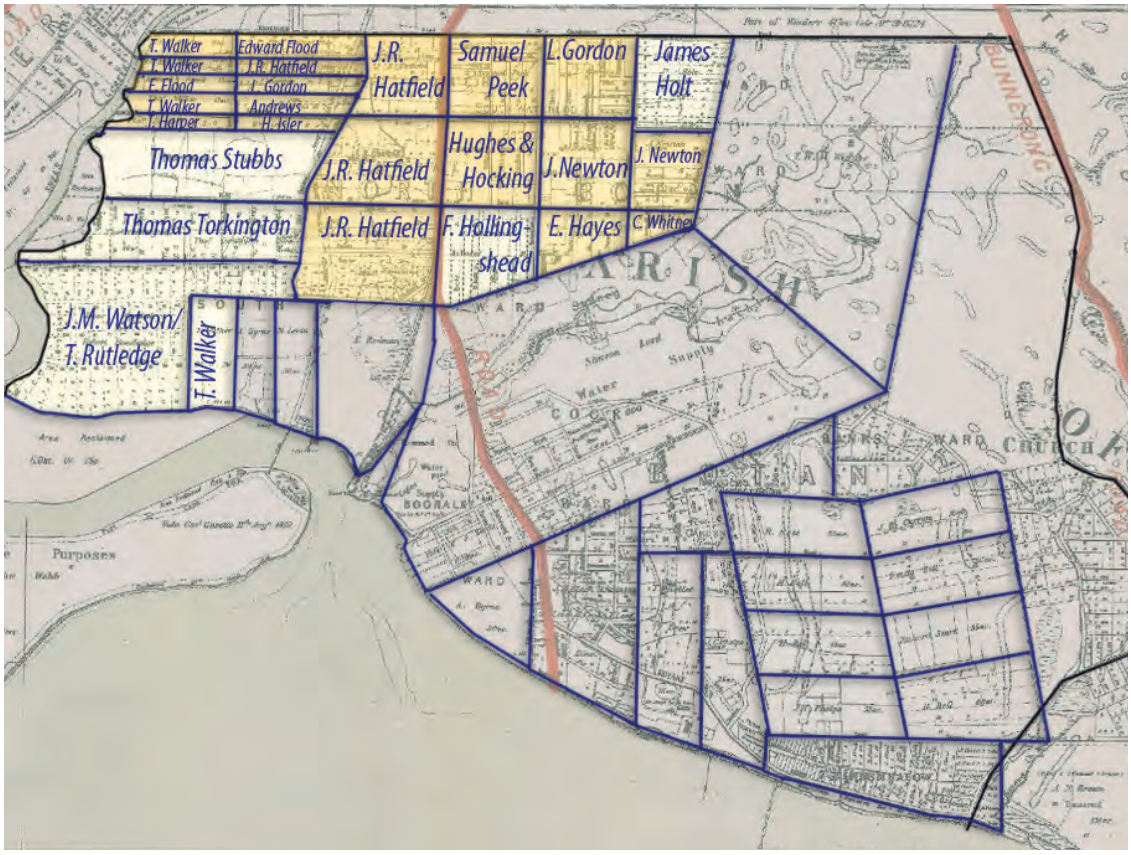


Fig. 4.1.6 The next phase of land grants were made through the revised policy of purchased land grants (shown here in pale yellow) and were located mostly in the area now known as the suburb of Mascot. Under this, the applicant identified the land they would like and then applied for and purchased the grant. This ad-hoc and incremental approach to the subdivision and development of land led to extensive problems and challenges for owners and those administering the system. These problems were endemic across the state, and to address them a new system of organised land release and direct auction sale by the government was introduced. The land shown darker yellow covers these purchases. Note that most purchasers bought more than one lot. (Base 1909RCISS)

Colony. The grant to the Trustees of the Clergy and School Estate was made on 3 February 1829, but following advice from London the scheme was abolished in the same year and all the land reverted to the Crown. In the case of the Botany Church and School lands most of the granted area within the former Botany LGA remained undeveloped until the late 19th century. Regular auctions of market garden lots designed to also attract speculators were held but the pace of alienation was slow. The most notable development in this former Church and Schools Lands was that of Daceyville in 1912.

4.1.3 SMALLER GRANTS AND CROWN LAND AUCTIONS IN THE FORMER NORTH BOTANY (MASCOT) AREA

The early grants in the area had been made in accordance with the early Colonial policy of grant size in accord with legal status and potential, the grant promised on a conditional basis (usually a requirement that a nominated area would be cleared and fenced)





Fig 4.17 (above) and detail (left). An 1836 "Copy of Sketch to shew [sic] the Road on which Mr. Stubbs travelled and selected his 100 acres Grant. Note the yellow is the land measured to Mr Stubbs. The pink is the land which Mr Darcy understood Mr Stubbs desired to select."

The confusion was caused by the multiple tracks through the area and no identifiable road - Stubbs had apparently used the left (western) track rather than the one to the east, which was by then known as "Old Botany Road". The annotation along the line of the western track reads: "Road on which Mr Stubbs travelled but not laid down in the chart", and on the eastern, "Old-Botany Road nearly obliterated". This reveals the poor state of the road by this time. Note also that the labels to Lewin and Byrne's grants have been reversed on this plan. (AO NSW).

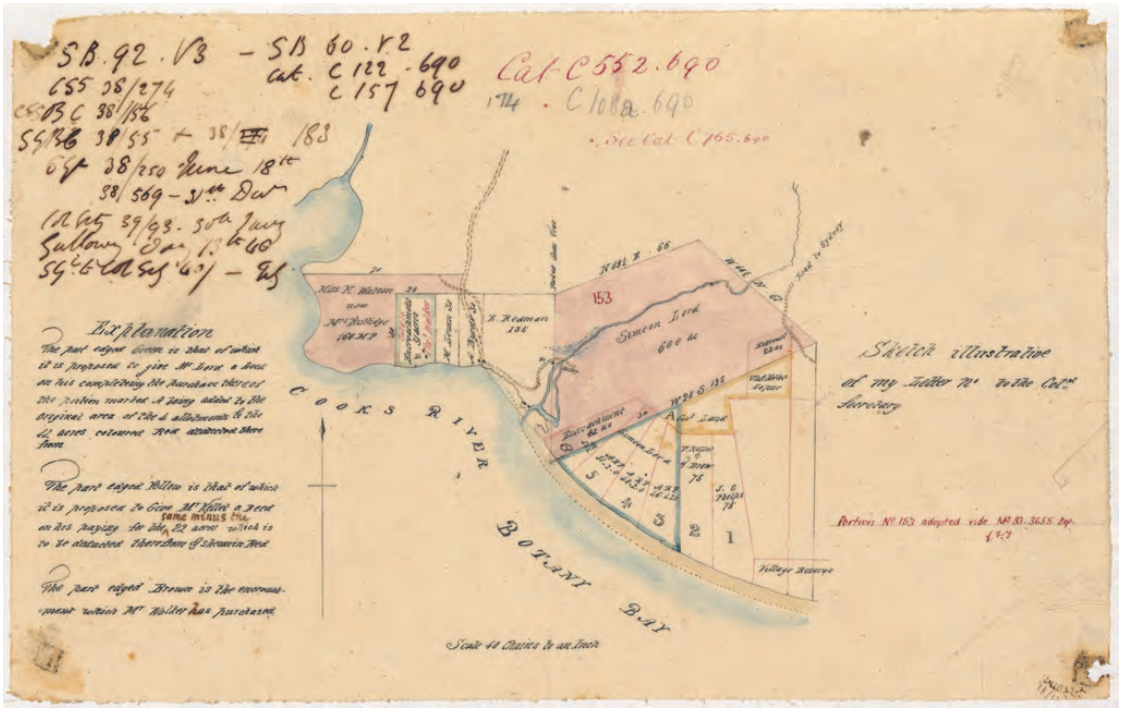




Fig 4.1.8 (with detail, right) Annotated sketch proposing the re-distribution of boundaries and ownership to make good the erroneous identification of Thomas Walker's grant purchase next to Byrne's Sea View. The annotation explains that the error was caused by using 'the wrong starting points' from Lord's 600 acres. This was a common problem caused by the ad-hoc identification of land and undisciplined surveying practice. In this case the boundary marker between Redmond's and Lord's grants had been described as "a forked gum tree". The challenge was often to prevent a follow-on impact on other properties - in this case according to the notes on the sketch, on T.M. Winder's 417 acres to the east. The solution affected Lords, Byrne's 50 acre triangle and Kelletts land. It also wrongly identified Byrne's triangular lot as belonging to Simeon Lord, and resulted in further legal action by Byrne to have Macquarie's original promise of the grant confirmed. The colours on the map appear to have changed over time. AO NSW.

and then confirmed once this had been done and a nominal quit rent charged in perpetuity. From 1825 the system changed to grant by purchase at a rate per acre for most grants, and after 1831 no free grants were made and all lots were to be sold by public auction.

The balance of the land in Mascot was alienated either by purchased 'grant' or by public auction. Part of the advantage of the auction system was that there could be certainty in the boundaries and location of the grants, a significant advantage in the context of development in the Mascot area. There was considerable argument and challenge over the size, location and boundaries of those areas of purchased grants. Thomas Stubbs, for example, was provided with

a grant for land that, he argued, was not the site he had selected. In this case, the alignment and poor condition of Mudbank Road was reputedly to blame - the documentation of the correction included evidence that Stubbs had thought he was on the second 'Botany Road' but in reality was on an un-named track, unaware of the difference.

The alignment of the first Botany Road (Macquarie's 1813 Botany Road) was also the core issue in an appeal to the Supreme Court in 1841 in regard to a property in Surry Hills (refer to Section 4.2, page 259). Errors in recording and mapping the grants also caused problems, including the 30 acres to Thomas Walker (adjacent to Andrew Byrne's Sea View), which was described as adjoining Mary Lewin's Newcastle - land already granted to Andrew Byrne, and therefore an encroachment.

Other issues were caused by physical encroachment of a use - for example, Mrs Rutledge had enclosed the northern strip of her neighbours' land to widen her access to Mudbank Road (Mrs Rutledge was the wife of Thomas Rutledge who, with J.M. Watson, was granted the 160 acres in the south-western corner where the airport is today. She acquired the land as a marriage portion).

The later sales of the balance of the area by public auction seem to have been considerably better managed, with the lots being numbered and identified clearly and the auction proceeding smoothly. Speculation appears likely to have played a role in many sales, with only seven of the 20 lots offered being bought as single lots. Many of these early landholders established small farms on their properties, however little is known about these settlers in this early period. By the mid 19th century most were sub-let to market gardeners. Original owners included Samuel Peek, Lewis Gordon and Jasper Holt, who all acquired land between what is now Gardeners Road and Coward Street. Other early landholders included John Roby Hatfield, Hughes & Hosking, Joseph Newtown, Elisha Hayes, Hollingshed and Charles Whinney.

Irrespective of the method of achieving tenure, most land in the Mascot area was used for market gardens or small farms created by re-subdivision or lease, until further re-subdivided for residential development in the latter part of the 19th and early 20th centuries (see Section 10 for more information about these subdivisions).

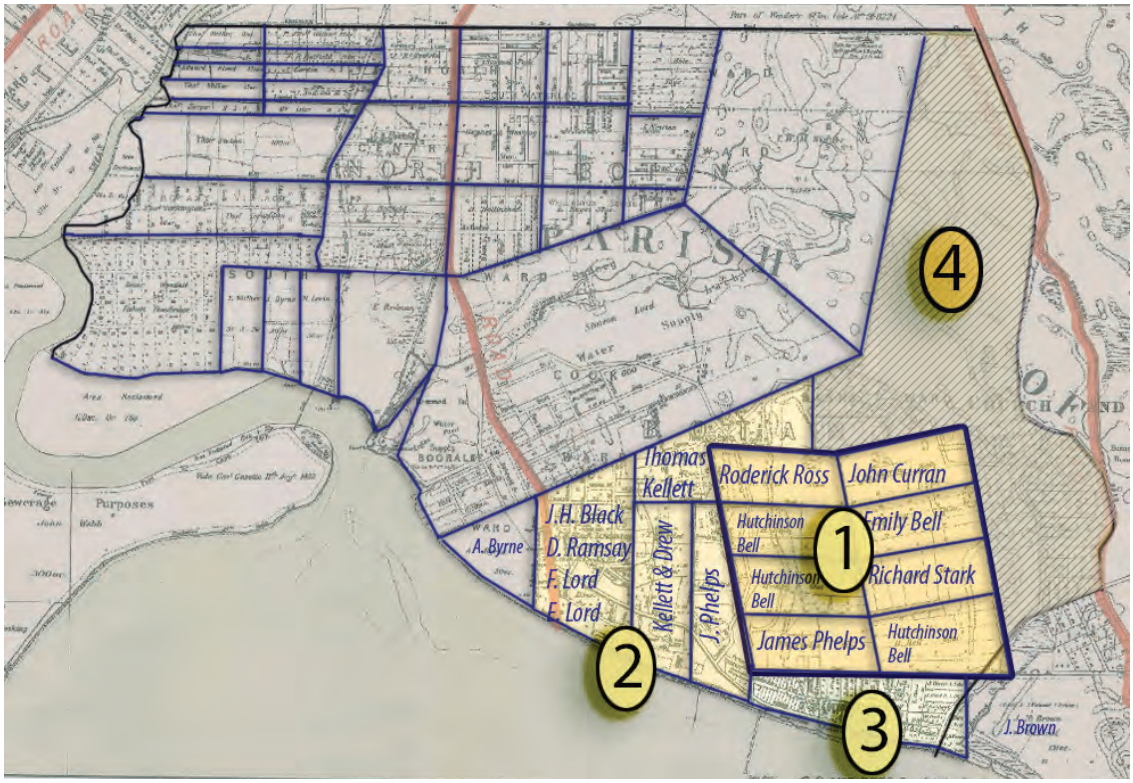


Fig. 4.1.9 Location of the land grants and other types of tenure in the southern Botany area.

1. The Veterans' Swamp

2. Grant purchases

3. Village of Banks Meadow

4. Reservation for Church and School (part of 4175 acres) (see above)

4.1.4 SMALLER GRANTS AND AUCTIONS OF CROWN LAND IN THE BOTANY DISTRICT

The early alienation of land in the areas to the south of Lord and Winder's grants was both less extensive and more targeted than in the north.

THE VETERANS' SWAMP

By 1818 the NSW Veterans Corps was to be disbanded. The Corps had been formed from veterans of the 73rd Regiment, the NSW Corps who had accompanied Governor Macquarie plus veterans from other regiments. The Surveyor-General was tasked to identify suitable land for granting to those veterans who wished to remain in the colony, and after inspection he advised that the swampland "between Sydney and the North Head of Botany" would potentially be suitable.

The Botany Swamps extended well to the south of Lord's 600 acres and included the area that came to be known as the Veterans' Swamp. The Swamp was a wide, natural depression that drained to a central watercourse to the bay (see Section 1.0). The soils in this depression

were relatively rich in vegetative nutrients and this, together with the reliable water supply, made the area a relatively fertile one and promising for cultivation. This was agreed and surveyor Robert Hoddle was instructed to survey between six and twelve allotments and a reservation for a small village. It is possible that the Governor was not oblivious to the strategic advantages of having a trained (if elderly) group of men located in an area that was still considered vulnerable to attack from the sea.

Hoddle divided the swamp area into eight c.50 acre lots in a chevron pattern reflected by a central drain and the Governor offered grants free of any quit-rent to veterans who wished to stay in the Colony and become market gardeners. Take-up of the lots was slow. All except one were promised to veterans on condition that they not be sold or sub-let for at least two years, but only one was eventually granted to the same veteran (Roderick Ross, promised in 1830, granted in 1839), and a second to the son of a veteran (John W. Curran, son of John B. Curran, promised 1831). The remaining lots were acquired by non-veterans, most in 1838 with the final lot in 1848. Despite this, the area remains known as the 'Veterans Swamp'.

BANKS MEADOW

The reservation for the village of Banks Meadow was allocated at the time the farm lots were laid out in accordance with Governor Darling's 1829 Regulations. This was effectively an early town planning control to ensure that, when a settlement had grown sufficiently to warrant a village, land would be available. In the case of Banks Meadow this was not an issue. The area remained a low density one of market gardens, tanneries and wool scours until the early 20th century, but the village was finally subdivided and released for sale in 1863. It was to be a small settlement of 27 cottage lots with 14 larger sites situated on the shores of the bay. Tenure was via the by now standard sale of Crown Land by auction, and evidence of speculative anticipation can be interpreted through the multiple-lot purchases of much of the release. Development was very slow and most lots were eventually amalgamated for the growth of noxious industries (see Figure 3.9.1) .

GRANT PURCHASES

The area between the Veteran Swamp and Lord's 600 acres was divided into four medium-sized grants which were purchased by

Thomas Kellett, James Drew; James Christie Phelps; and a consortium of Simeon Lord's sons, David Ramsay and J.H. Black. Most of this land remained un-subdivided for small-lot development until the late 19th century. One notable land use was the Sir Joseph Banks Hotel on the water's edge at the southern end of Kellett and Drew's grant. The recent redevelopment of the original hotel building was an example of an increasingly common form of land tenure in the former Botany Bay area, Strata Subdivision.

CHALLENGES TO ANDREW BYRNE'S 50 ACRE GRANT

The location and size of the 50 acres granted to Andrew Byrne was the subject of considerable local acrimony between Lord's heirs Edward and George Lord and Byrne in the 1840s. According to the Court of Claims notice in the Government Gazette of 15 August 1846 (p.3), Byrne had been promised 50 acres on Botany Beech [sic] in 1811 and had improved the land before 1814. It was known by various names over the years, including Cool Harbour, Castletide and eventually Macquarie Sea View, but appears to have been identified locally as Byrnes Bush. According to notices Byrne placed in the Sydney Gazette from 1816, Byrne used it as part of a 'long run' of farms that stretched from the 50 acre triangle to the coast at Long Bay.



Fig 4.1.10 (left) Postcard of Cattle grazing at 'Byrnes Bush, Botany' in 1909. The background reveals that this is the 50 acre Macquarie Sea View grant.
(Mr Josepf Lebovic Collection, NLA, available online at http://trove.nla.goc.au/work/173734007)

Byrne did not provide any reason for not pursuing the formal claim for the grant until Lord's heirs Edward and George Lord initiated the process of sale of the land plus other adjoining land to the east of Thomas Kellett (of the Botany Bay Hotel) and Andrew Walker. This proposal had been put forward as a resolution of the encroachment of Thomas Walker's grant in 1838 and nominated Lord as the owner of the 50 acres. This may have been the catalyst for Byrne to seek formalisation of Macquarie's promise. Byrne then initiated an active campaign to prove his claim by taking out advertisements in approximately every two weeks from July 1840 to at least April 1841 such as:

> *"WARNING TO TRESPASSERS.*
> *Whereas my Farm of fifty acres granted to me by Governor Macquarie, and situate in Botany Bay, adjoining the Estate of the late Simeon Lord, Esq , and formerly occupied and cultivated by me, has been trespassed upon by various persons, who have carried away fuel and other timber from the same ; and whereas I have heard a rumour that part or the whole of the said Grant of fifty acres his been offered under the Regulations for the Sale of Land, to be purchased of the Government; I hereby warn all such trespassers to cease from their said and all other trespasses, and also all persons from offering to purchase the same of the Government, as the said fifty acres are my property, by a tenure which has invariably been recognised, from His Excellency Governor Phillip downwards. And that I have memorialised the Secretary of State in order to procure a regular Deed of Grant from the Crown, to which memorial I expect an answer in due course.*
> *ANDREW BYRNE.*
> *Cattle Market, Sydney,*
> *July 1, 1840."*

In May of the same year Byrne offered the land for sale without result and the dispute continued until considered by the NSW Court of Claims. The following notice was placed in the Government Gazette of 15 August 1846:

> *"1259.—Heirs of the late Simeon Lord, of Botany, opposed by Andrew Byrne, of George street, Sydney, licensed victualler, 165 acres, county of Cumberland, parish of Botany, at Botany Bay, allotments originally numbered 3 and 4, also part of 5 and 6, and a triangular piece of land to the north of them. Under an*

arrangement with the Government, the late Simeon Lord was to pay for the 165 [(item) 65] acres above described, minus a deposit, and his heirs are to show to whom a deed of grant should issue, if they think proper to complete the purchase ; fifty acres of the 165 [(item) 65] have been for many years claimed by Andrew Byrne, on the plea of improvements effected before the year 1814, and on the strength of an order dated 14th June, 1811, and which is apparently unsatisfied."

The outcome of the challenge is that Byrne's ownership of the 50 acres was confirmed and the farm known as "Byrne's Bush" remained held by the Trustees of Andrew Byrne until after World War II, when the Commonwealth Wool Sheds were built on the land. These were destroyed in a major fire on 29 August 1969 and then re-built, but have now been replaced by general warehousing and light industry.

DACEYVILLE

The most significant development in the former Church and School Lands was the Dacey Garden Suburb in 1912. This was a visionary development discussed in more detail in Section 4.5.2 but in terms of land tenure was also notable for the planned retention of ownership by the Government as a public housing project. This commitment lasted until 1919 when Premier Holman announced that houses would be able to be purchased. The remainder of the planned suburb of 1473 dwellings was then sold and subdivided as a standard Torrens Title development.

THEME 4.2: TOWNS, SUBURBS & VILLAGES

National theme: Building settlements, towns and cities. The relevant state theme is *Towns, suburbs and villages*. Local themes within this theme are activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- The road to Botany
- Toll trouble
- Subdivision and development

Other relevant themes:

2.2 Convict (Simeon Lord)
3.1 Agriculture
3.2 Commerce
3.9 Industry
3.11 Transport
4.2 Land Tenure (early land grants)
4.4 Utilities
4.5 Accommodation
6.0 Education
7.0 Government and administration
8.2 Leisure
8.3 Religion

4.2.1 THE ROAD TO BOTANY

The previous section outlined the importance of a good road network in developing a thriving settlement. This section explores some of the possible reasons why the Botany area struggled to achieve this (see also Industry (Section 3.9) and Transport (Section 3.11)).

One of the most pressing needs of Botany's early residents, and in particular of the dozens of market gardeners, was for an efficient road network between the settlement and Sydney Town. Although Botany was geographically close to Sydney, it remained extremely difficult to travel between the two for many decades. The road network consisted of a web of dirt tracks woven across the landscape, some at least following earlier Aboriginal routes. The first recorded overland link used by Europeans is shown on a 1799 plan of the settlement of New South Wales by Charles Grimes et.al.. This track led from near



Fig. 4.2.1 Grimes and Arrowsmith's 1799 plan of the settlement surrounding Sydney reveals a track between the southern end of Sydney town to the bay. Its alignment is similar to that of the later Mudbank track/Road (Botany Road no.2, and now O'Riordan Street). The track is likely the route used by fishermen, lime-burners and salt producers. No land grants or settlement existed in the area at this time.

Grimes, Charles. & Arrowsmith, A. & Flinders, Matthew. & Paterson, William. (1799). A topographical plan of the settlements of New South Wales, including Port Jackson, Botany Bay and Broken Bay. http://nla.gov.au/nla.obj-231302539

the south-western corner of Sydney in the vicinity of Redfern and terminated near the mouth of the Cooks River.

The track provided access to the bay for the fishermen, lime burners (attracted to the large shell middens to be found on the shores of the bay) and salt-makers who were the first Europeans to establish on the shores, their products then being transported to town by small boat. It would have also facilitated the movement of troops should the settlement be invaded from Botany Bay, a constant fear in the early years of the colony. The general alignment of this track was an efficient one and persisted through both the later Mudbank Road, the second Botany Road and now O'Riordan Street. It was not, however, the first 'Botany Road'. Between 1813 and 1863 there were three separate roads known by that name.

THE FIRST BOTANY ROAD - GOVERNOR MACQUARIE'S 1813 CARRIAGE ROAD

The first reference to the making of a "Botany Road" was in the 1813 Sydney Gazette and New South Wales Advertiser, which notified the opening of an appeal for funds "*for the purpose of forming a direct carriage*

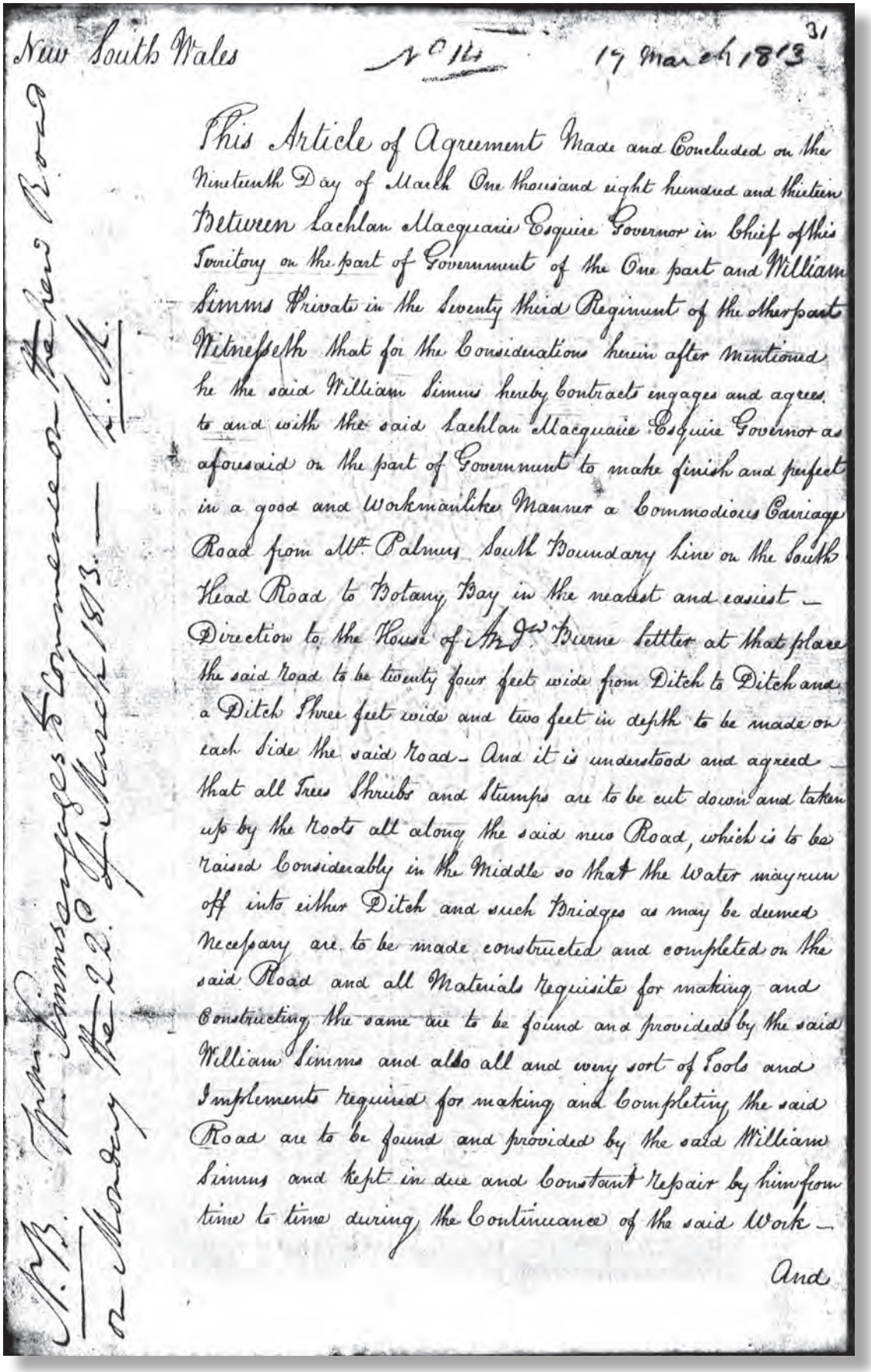
road to Botany Bay to afford a safe and easy passage to one of the most picturesque and delightful places in the vicinity of Sydney.", because the existing access to the area was "*intricate and precarious, and, in many places, dangerous.*" (20 March 1813. p.2). This reference to the existing access was likely a reference to the track shown on the 1799 Grimes Plan. Subscriptions totalled £174/10/0, headed by Governor Macquarie who donated £10.

William Simms, a soldier of Macquarie's own 73rd Regiment, was issued the contract to construct the road on 17 March 1813. He signed the contract as an individual (not on behalf of the Regiment) and employed soldiers of his Regiment as labourers. This was significant in the nation's history, for it was the first such contract in the colony. A toll bar was installed at the south-eastern corner of Hyde Park and a toll was levied on all vehicles carrying any type of goods or produce. Tolls were not payable on private carriages, nor on "*Horses, Cows, Sheep or Cattle of any Kind, on going out to, or returning from Grazing through the said Gate*" (Sydney Gazette and New South Wales Advertiser, 27 March 1813).

The contract for the construction of this road specified that it be...

> "*a Commodious Carriage Road from Mr Palmer's South Boundary Line of the South Head Road to Botany Bay in the nearest and easiest Direction to the house of Andw. Burne, Settler at that place, the said road to be twenty-four feet wide from Ditch to Ditch.....*"

This reference to the road terminating at Andrew Byrnes' house is one of significance to the development in Botany and relevance in tracing the evolution of 'Botany Road'. Macquarie's original intention may have been to simply upgrade the existing Mudbank Track. Byrne and his neighbours at Mudbank were amongst those who had petitioned for the construction of the road and then subscribed to it, and the terms of the contract could be assumed to refer to his house at Mudbank. Byrne had several properties in the area by 1813, with two (Sea View and Cool Harbour/Castletide) known to have been granted/promised and an additional one known as Belle View before 1816. This reference to Belle View is interesting: Byrne identified it in 1816 as being "*about three miles from Sydney on the Botany Road*" and described as "*bounded on the West, North & East by a swamp, on the south by the Government Road*" (24 May 1817, The Sydney Gazette, p.2). When measured from the commencement of the road from the nominated corner of Mr Palmer's land at east Sydney, 3 miles is approximately at



New South Wales No 16 19 March 1813 31

This Article of Agreement Made and Concluded on the Nineteenth Day of March One thousand eight hundred and thirteen Between Lachlan Macquarie Esquire Governor in Chief of this Territory on the part of Government of the One part and William Simms Private in the Seventy third Regiment of the other part Witnesseth that for the Considerations herein after mentioned he the said William Simms hereby Contracts engages and agrees to and with the said Lachlan Macquarie Esquire Governor as aforesaid on the part of Government to make finish and perfect in a good and Workmanlike Manner a Commodious Carriage Road from Mr Palmers South Boundary Line on the South Head Road to Botany Bay in the nearest and easiest Direction to the House of Mr Jn° Byrne Settler at that place the said Road to be twenty four feet wide from Ditch to Ditch and a Ditch three feet wide and two feet in depth to be made on each Side the said Road. And it is understood and agreed that all Trees Shrubs and Stumps are to be cut down and taken up by the roots all along the said new Road, which is to be raised Considerably in the Middle so that the Water may run off into either Ditch and such Bridges as may be deemed Necessary are to be made constructed and completed on the said Road and all Materials Requisite for making and Constructing the same are to be found and provided by the said William Simms and also all and every sort of Tools and Implements required for making and Completing the said Road are to be found and provided by the said William Simms and kept in due and Constant Repair by him from time to time during the Continuance of the said Work

And

N.S.W. Wm Simms Agrees to make the Lieut Governors Road to Botany Bay 19th March 1813 — 12 Miles 1/4 — 1/2 —

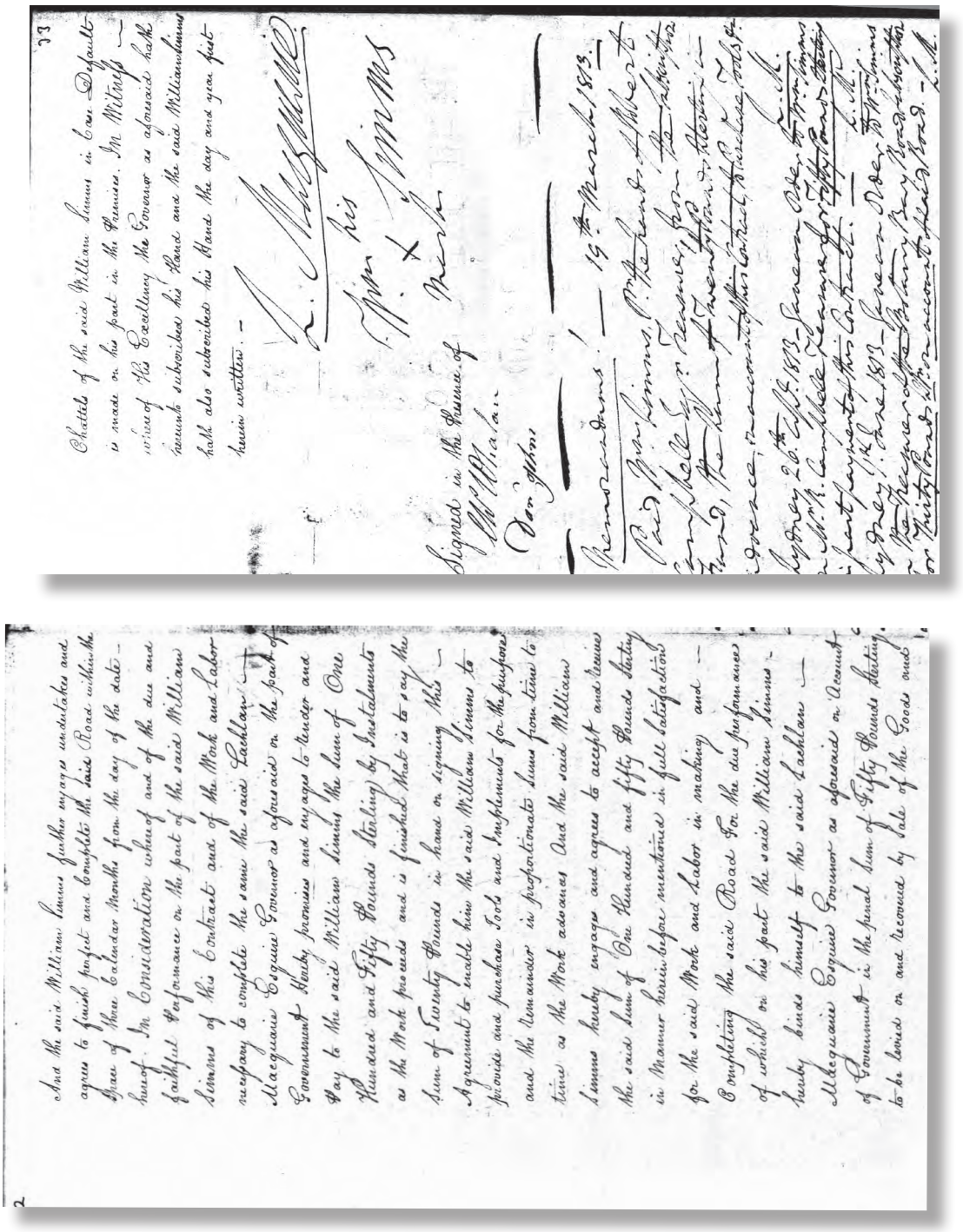


Fig 4.2.2 Signed contract between Lachlan Macquarie and William Simms for the construction of the 'first' Botany Road in 1813. The alignment of the road was not identified in the contract other than stating that it was to commence at the south-eastern corner of Sydney (near Darlinghurst Gaol) and terminate at Andrew Byrne's house at Botany. It appears that the final route was determined by Surveyor-General T.L. Mitchell and extended to La Perouse rather than Byrnes' house; but instead provided overland access from the town to the heads of Botany Bay. At this time there were no formal grants or development south of those granted to Lewin, Byrne, Lord and Winder. The Church and School Grant had not been made, nor had the Veterans' Swamp and the village of BanksMeadow been identified. Macquarie imposed a toll at the south-eastern corner of Hyde Park only days before signing the contract. This agreement represents the earliest known public-private partnership for the construction of a road in NSW.(NSW State Archives, accessed via Ancestry.com.au)

4.2.3 (facing page) Alignments of Botany Road since 1813
The combination of natural obstacles such as the wetlands and division of the area by the large grants of Lord, Winder and the Church and School Lands , together with a lack of traffic-generating settlement further south, meant that the Botany area was relatively slow to be provided with formal roads. A track existed to the mouth of the Cooks River from at least 1799, but the first formal road was not built until 1813.

Opportunities to cross the wetlands were limited to the dam near Lord's Mill/Water Works and a bridge known as 'Kellett's Bridge" at the eastern end of Lord's grant. The only other option, particularly when travelling to Sydney, was via the tracks that led to the 1813 Botany Road along the low ridge to the east.

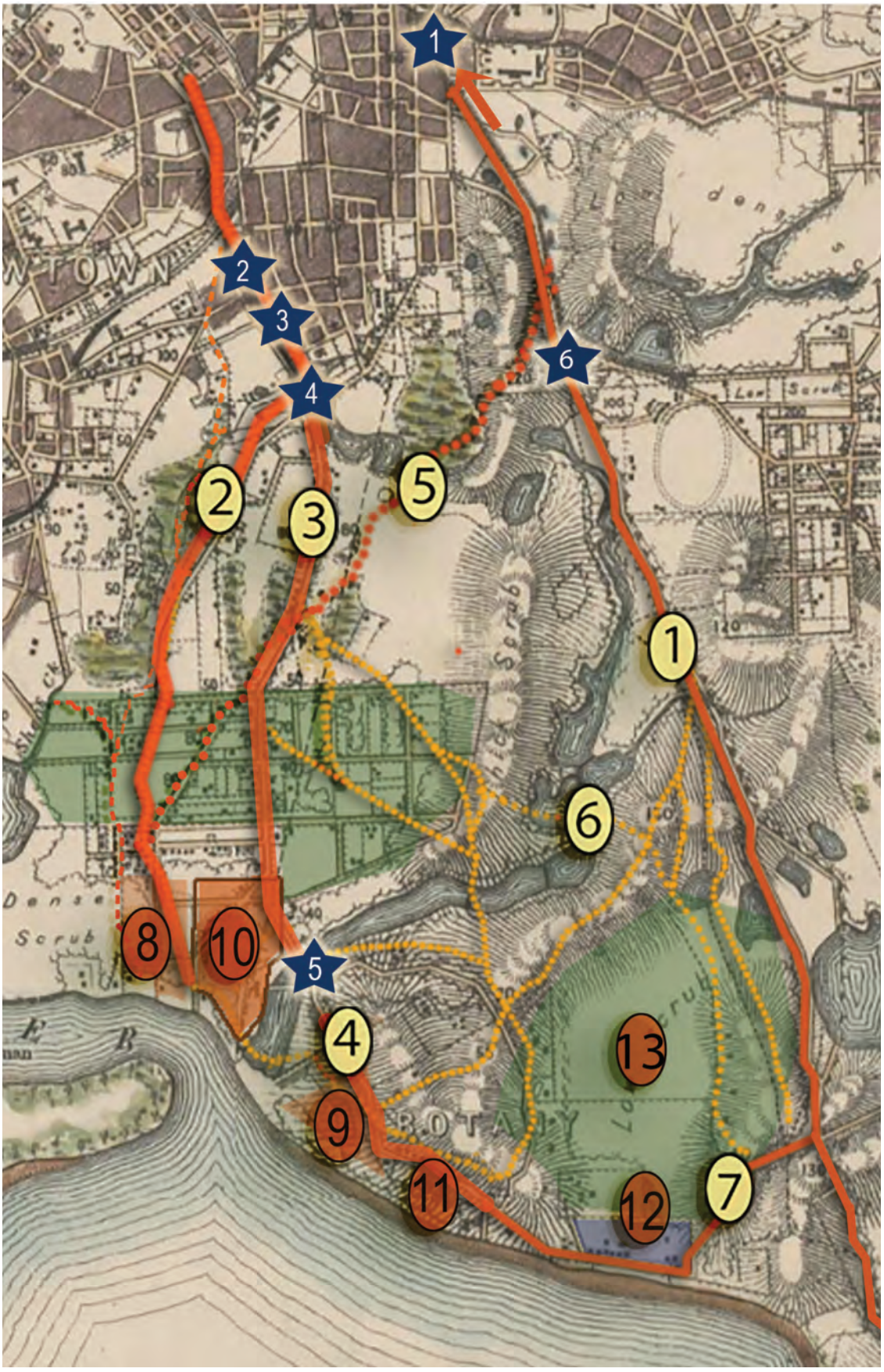
Identifying the roads is particularly challenging due to the fluidity of naming and re-naming roads as they were superseded. The numbers show the location of:

Roads and tracks
1. 1813 Botany Road/Botany Bay Road/Carriage Road/Botany Old Road (now Anzac Parade and Bunnerong Road). Governor Macquarie's Carriage Road built by William Simms. Oxford Street to La Perouse. Route determined by Surveyor-General Sir Thomas Mitchell, and was varied from the original contract.
2. 1830 Botany Road/Mudbank Road/Old Botany Road/O'Riordan Street. Road to upgrade the pre. 1799 Mudbank Track.
3. 1863 Botany Road/Botany Parish Road/Corduroy Road/Botany Road (current). The original extended only to the wetlands.
4. 1864- linking Botany Road to Botany (Botany Road) current alignment
5. Pre 1857, potentially constructed as part of the 1813 roadworks. Track linking Mudbank with the 1813 Botany Road. Appears to have been formalised as a road after 1836. Shown on a plan by the Surveyor-General in 1850.
6. Foot tracks through the area, crossing the wetlands at weirs and informal bridges.
7. 1830 Surveyor Hoddle's link from the Village of Banks Meadow/Veterans' Swamps to the 1813 Botany Road

Places:
8. Andrew Byrne's Sea View
9. Andrew Byrne's Cool Harbour/Byrnes Bush/Macquarie Sea View
10. Edward Redmond's grant (later Lord's)
11. Sir Joseph Banks Hotel
12. Village of Banks Meadow (reservation)
13. Market gardens of the Veterans' Swamps

The stars indicate toll bars discussed in the text.
1. Governor Macquarie's 1813 Toll Bar at the south-eastern corner of Hyde Park (off image area) -covering Botany Road (1) and South Head Road.
2. Toll Bar established by the privately owned Botany Road Trust in defiance of Government directive.
3. Location directed by the Government in 1863.
4. Government-managed Toll Bar at the Waterloo Mill Bridge (1864)
5. 1864 private Toll Bar installed following the extension of Botany Road through Lord's 600 acres.
6. Toll Bar on Bunnerong Road (the 1813 Botany Road). Relocated from near the zoo in Moore Park (today's Cleveland Street).

Green shading indicates the main traffic-generating areas with concentrations of market gardens.


1
2
3
4
5
6
2
3
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1
6
8
10
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4
13
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11
12
7

Daceyville, but the road is not aligned east-west at this point (to allow it to be bounded on the south by a road). Gardeners Road was an early government road, but not identified as such in 1813. A potential location for Byrne's property was in the vicinity of Matraville Public School, on the part of Botany Road that to the Veterans' allotments.

The actual termination of the 1813 Botany Road was not at any of these places. The route was determined by Surveyor-General Sir Thomas Mitchell, who shows it on his 1834 map of the Nineteen Colonies as skirting the eastern side of the wetlands of the Lachlan and Botany Swamps and extending to La Perouse, where by 1822 the watchtower, now known as the Macquarie Watchtower, had been built. It also shows the branch road surveyed by Hoddle to the newly identified village of Banks Meadow on the shores of Botany Bay. The 1813 road did not pass by or terminate at Mudbank, but by 1850 a road linking diagonally south-west to Mudbank had been built, and extended to Old South Head Road. This road was likely formed at or soon after the making of the 1813 Botany Road since it is described in an 1842 case before the Supreme Court as existing in 1814, and furthermore, being the only way to travel between Sydney town and



Fig. 4.2.4. The 1834 Map of the Colony of New South Wales drawn by Thomas Mitchell includes his 1813 alignment of Botany Road to La Perouse, and not Mudbank. The thin line shows the major water features of the wetlands and edge of the Veterans' Swamp at Banks Meadow. (Mitchell, Carmicheal and Carmicheal, (1834) SLNSW)

Mudbank at that time. Evidence for the other party described it as a natural track that formed through efficient use of the topography. In either case, this track was agreed as being the only way to get to Sydney town in 1814. (1 August 1842, Sydney Morning Herald, p.2) Construction of this road/track would also have fulfilled the terms of the contract and encouraged settlers to use the 1813 road, and thus pass through the toll gate at the edge of Sydney Town. It appears to have been formalised in response to an 1836 petition by residents of Surry Hills for a road connecting Mudbank and the South Head Road. The reason behind such a request was not stated in the Notice, but was likely commercial, with any formed road generating passing traffic. (21 January 1836, The Sydney Herald, p.2)

THE SECOND BOTANY ROAD (1830)- IMPROVEMENTS TO MUDBANK ROAD

Access to the Mudbank area was also improved by the track that cut through Waterloo, Alexandria and Surry Hills to meet the new Botany Road near the racecourse at Randwick. This track does not appear to have been formalised and relatively few contemporary maps show it, but its existence and alignment was pivotal in an 1843 Case before the Supreme Court of NSW. The subject of the trial was a parcel of land in Surry Hills, with the key evidence being the path that Andrew Byrne took when traveling between Mudbank and Sydney in 1822, and whether this was the 1813 Botany Road or an informal track. The jury found that Byrne's route to Mudbank was an informal track, and that Botany Road was aligned further to the east. The parties also agreed that there were numerous tracks between Sydney and Botany at the time (1822) but only one road, the 1813 Botany Road, was available to any part of the Mudbank or Banksmeadow areas until the 1830s.

The 1813 road soon fell into disrepair, and by 1830 convict 'working gangs' were constructing a new Botany Road. This road also did not actually extend to Botany, but instead partly followed one of the earlier informal tracks from Broadway to Mudbank. This road continued to be referred to as Mudbank Road at times, including on maps and plans. The 1813 alignment was now re-named 'Botany Old Road', and later, Bunnerong Road. The 1830 Botany Road extended from Broadway and then left the urban area at the south-western corner of Redfern. It then followed a reasonably direct path south past


SURVEY
of a
LINE OF ROAD
leading from the
intersection of the Old Port Piper and the Old South Head Roads
into the Present Road leading to Muddy Bank Botany together with
a Sketch of the Ground immediately around it
1850
Old Road from Sydney
to South Head
WATER RESERVE
Lachlan Swamp
New Road to Cooges
Sydney Race Course
to Botany
Old Road from Sydney
Scale of Chains
Sam'l Terry's 570 ac. Grant
Lachlan Mills Estate
William Hilda Riversis 1400 ac. Grant
Waterloo Estate
Rocky Road from Sydney
to the Sir Joseph Banks Hotel
to Muddy Bank Botany

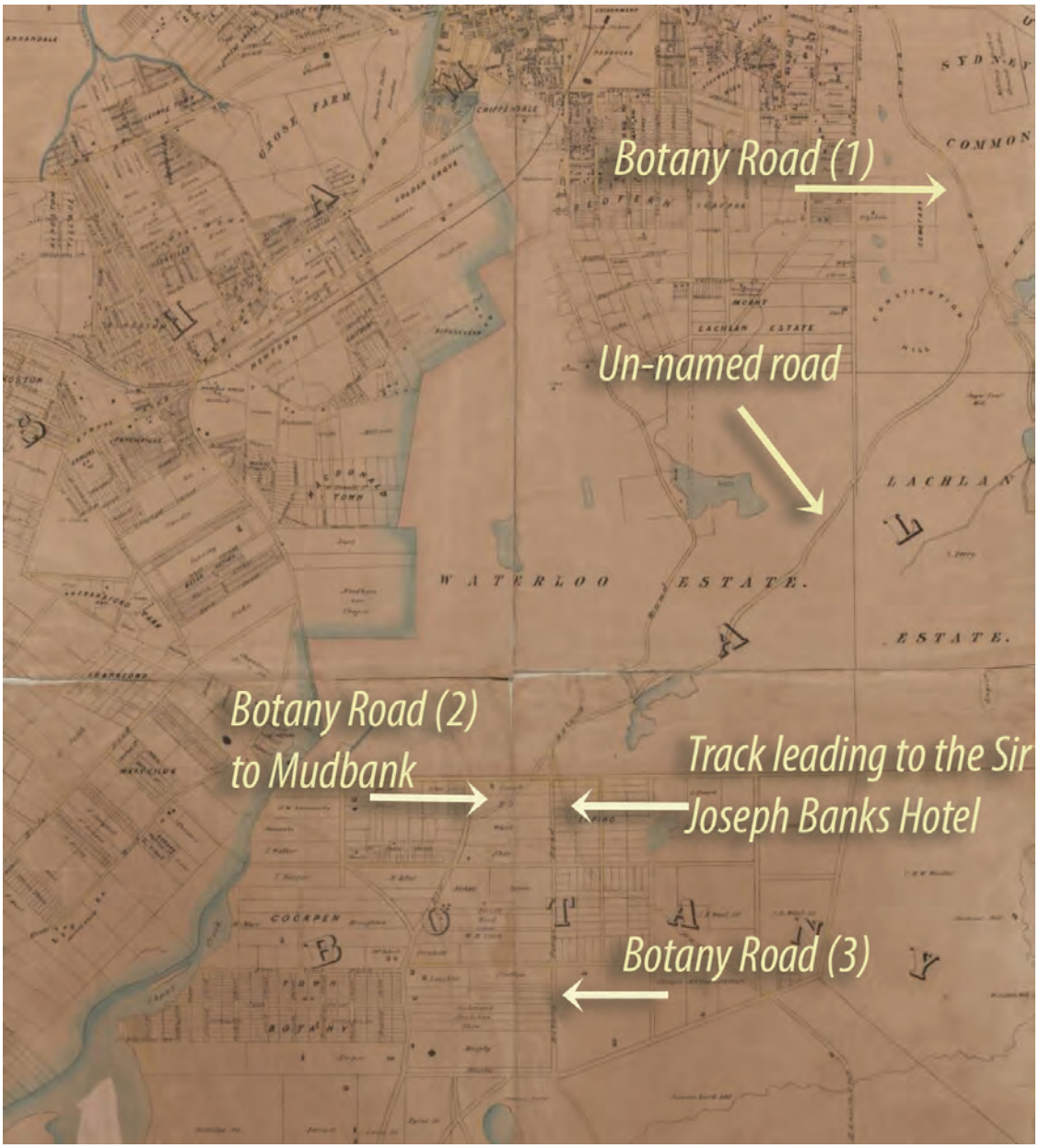


Fig. 4.2.5. (left) Sketch by F.L. Merewether for Surveyor General Mitchell dated 1850 showing the road linking the 1813 Botany Road to the road to Mudbank (Botany Road (2)) This road/track was described in an 1842 case before the Supreme Court as the only means of access from Mudbank to Sydney Town in 1814. It is possible that it was part of the 1813 roadworks, since it both provided the contracted access to Andrew Byrne's farm at Mudbank and would generate toll revenue for the Government. It may also have been created as a road in response to an 1836 petition by the residents of Surry Hills to the government to "open a line of road from the South Head Road to Mud Bank, on the Botany Bay Road". (21 January 1836, The Sydney Herald, p.2) The road continues to be shown on later plans but does not appear to have been formally named. A second track is shown leading from near Gardeners Road to the south-east through the market gardens to cross the Botany Swamps at Kelletts Bridge and then to the Sir Joseph Banks Hotel on the shores of Botany Bay. (rotated north to top, SL NSW, included in Progress in Public Works & Roads in NSW, 1827-1855. Sir Thomas Mitchell)

Fig 4.2.6 (above) Reuss & Browne's 1857 "Map of the subdivisions in and about Sydney and environs" provides a better indication of the route of this link in relation to the development in the Mascot area at the time including the track to the Sir Joseph Banks Hotel. Note that this print shows "Botany Parish Road", which was not to be formally surveyed until 1863. (http://nla.gov.au/nla.obj-229912319)

the Waterloo Mills to enter the North Botany area between today's Botany Road and O'Riordan Street. The alignment of this road then followed closely that of O'Riordan Street to the shores of the Bay at 'Mudbank', which was adjacent to Andrew Byrne's Seaview. Access to Lord's Mill and Factory remained via a private road through Lord's land. This road also soon deteriorated and by 1836 Mr Stubbs, an experienced land selector, was unable to distinguish between this Botany Road and a rough track running parallel through the bush. (see Section 4.1.3)

THE THIRD BOTANY ROAD - THE 1863 BOTANY PARISH ROAD ('CORDUROY ROAD')

In June 1863 a third road, also Botany Road but distinguished in everyday usage as Botany Parish Road, New Botany Road or Corduroy Road, was surveyed. The previous road to Mudbank was designated 'Old Botany Road' and then O'Riordan Street; and the 1813 road lost all reference to Botany Road, becoming Bunnerong Road for most of its length, with the section along the foreshore of Botany Bay becoming Banksmeadow Road.

The Botany Parish Road followed a straight path from the Government Road (Gardeners Road) south between the boundaries of the grid-pattern lots of the Crown subdivision to terminate at the edge of Hollingshead's land north of the wetlands.

LINKING NORTH AND SOUTH

Direct access between the northern and southern sections of the former Botany Bay LGA had been difficult since the earliest years of settlement, with the physical barrier of the wetlands and the legal barrier of the large (600 and 417 acres) and undeveloped holdings of Simeon Lord and T.M. Winder constraining north-south travel between the two halves. Plans of Lord's land as late as 1854 show that no formal road connection had been constructed across the wetlands, and access between north and south was only possible via tracks across the weir and dam walls. Two main tracks are shown on early plans: one that appears to have led across the weir at Lord's Mill at the mouth of the wetlands and then through Byrne's 50 acre Castletide and on to Botany Bay; and a second that cut through the holdings south of Gardeners Road to cross the wetlands via "Kellett's bridge" at the eastern end of Lord's grant, and then through Kellett's land



Fig. 4.2.7 Detail of 1853 plan of the proposed subdivision of Lord's 600 acres showing the existing tracks and proposed roads at the time. The road shown extending south from the wetlands (between lots 1 and 40) is not the current Botany Road. It followed the line of the western boundary of Botany Public School and other lots on the western side of today's road. This road then continued south between Darvall and Castella's tannery and lots 13, 14 and 15 (today's Byrnes Street) and then through Byrne's 50 acre grant to join the road to the Sir Joseph Banks Hotel to the south. A track also led from the mouth of the wetlands at Lord's flour mill through the area shown here as lots 7 to 12 (the planned village of Booralee) and into Byrne's 50 acres. (also marked here as 'Mr Lord's purchase 165 acres'.) Note the many tracks shown to the east of the tannery - and the pencilled line of the current alignment. The alignments of Lord Street and Bay Street have not changed. (SLNSW)

to the Sir Joseph Banks Hotel in the south. Thomas Kellett owned the Sir Joseph Banks Hotel and therefore likely had an interest in convenient access to the southern areas of Botany from the Mudbank/ second Botany Road.

Increasing development to the south of the wetlands in the decades following Lord's death in 1840 seem to have been the catalyst for linking the southern end of the Botany Parish Road near Hollingshead's land to the new settlement of Booralee on Lord's land. The first path of this road was oriented south to meet the road now known as Byrne's Road, which was then the place where the track entered Byrne's 50 acre triangle grant, and then parallel to the foreshore to meet the Sir Joseph Banks Hotel. By 1864 maps and plans show consistently a continuous "Botany Road" extending across the water reserve and following the contemporary alignment of Botany Road to the Banksmeadow area.

All three Botany Roads were subject to ongoing complaints about their condition. The first Botany Road was described in the New South Wales Directory as a highway which "*could become a pleasant drive, being nearly level all the way*". This positive impression was not shared by Alexander Majoribanks, who wrote in 1840 when visiting the colony that the road to the bay was "*wretched in the extreme, deserving merely the name of a cart track*". (Wednesday 5 August 1885, Evening News, p.3) Letters and articles in the media of the time expressed similar opinions over many years and subscriptions to fund repairs were sought, but little maintenance appears to have been carried out.

4.2.2 TOLL TROUBLE

Governor Macquarie had placed a toll bar at the south-eastern exit point from Sydney (near Hyde Park) only days before the contract for the new road using this route was announced, but it levied tolls only on wheeled vehicles carrying produce, timber and goods, and not on livestock or general traffic. The funding issue was not experienced by Botany alone. It was so widespread throughout the colony that the Government passed the Parish Roads Act in 1833 which provided for...

> "*the making, altering and improving the roads throughout the colony of New South Wales and for the opening and improving the streets of towns*".

Effectively this Act empowered the Governor to decide whether parish roads would be maintained at local or public expense. This Act was a failure however, and in December 1840 the Parish Roads Trust Act was passed. This Act allowed for raising funds for the upkeep of roads by endorsing a local Trust to levy rates, buy, sell or exchange land, set up toll-bars and borrow funds, the Trust then being responsible for the road's maintenance. A proclamation relating to such a trust for the Old Botany Road was issued by Governor Gipps on 24 July 1844.

Essentially the Act forced a rate for upkeep upon landowners with a local trust comprised of volunteers. The trustees were required to be owners of land worth at least £200, and which were within three miles of the road. The trustees of the Old Botany Road were Messrs. Lord, Thurlow, Hollingshed/Hollingshead, Want and Holt. Although the election was merely a raise of hands, the Botany Trust was the first to be formed under the new Act and in so doing it technically became the first elected local authority in New South Wales (1841).

The toll-bars went on to become one of the most controversial issues in Botany's early self-management. Unfortunately its eagerness to self-manage was not shared by other localities and by 1848 only four such trusts had been constituted. The voluntary nature of the trusts and lack of enthusiasm for the program led it to be abandoned by the Government in favour of appointed trusts for particular roads in the metropolitan area. The Old (1813) Botany Road continued to be administered by Botany Trust volunteers (with a section eight miles long, together with Randwick and Coogee Roads, placed under a separate Appointed Trust in 1854).

The lack of regulation and independence of management also led to creativity in the location of the toll bars. The 1840 Act had authorised the collection of tolls by the Trust, but did not specify where the toll-bars were to be placed.

A second proclamation was issued by Governor Fitzroy on 15 November 1853, but again the site of the toll-bar was not fixed. The Trust appears to have set up their toll-bar at a location of their choosing, being at a site close to the junction of Redfern and Botany Streets in Redfern. It also covered travel to and from St Peters and the Cooks River Road. (Refer to Fig. 4.2.3 for a plan showing the locations of the toll bars.)

A third Toll proclamation made in February 1863 identified the required location of the toll bar to be within 150 yards of the junction of Redfern and Botany Streets. The Trust effectively ignored this directive and positioned the bar 300 yards to the south, i.e. nearer to Botany, potentially to 'catch' more travellers to and from Botany before they could fan out to disperse through the streets of Redfern.

On 18 December 1863 a fourth proclamation was issued, confirming that the toll bar was to be positioned as directed 150 yards from the junction. No notice was taken of the proclamation and the toll-bar remained in place. A fifth proclamation dated 5 April 1864 fixed the bar instead at the site of the bridge crossing the stream at the Waterloo wool washing establishment to the north of Gardeners Road. The Parish Roads Act had prohibited the collection of tolls at any two places on the same road which were less than ten miles apart. However once again the trustees ignored the proclamation and continued to collect tolls at both points.

Following the linking of north and south Botany via Botany Road, a third toll of threepence was levied by local landowners Lord and Hollingshead and William Beaumont of the Sir Joseph Banks Hotel. No evidence suggests that this toll had official endorsement. The collection point was on Botany Road at the southern side of the bridge over Mill Pond.

A toll bar had also been placed on the 1813 Botany Road, originally near the zoo in Moore Park (Cleveland Street) and then at the intersection of Botany Road and Randwick Road (now known as Anzac Parade and Alison Road) (the 1813 Botany Road). It is described in an 1865 Notice about the proposed formation of a Parish Road leading north through the Veterans' Swamp area and thence through the eastern edge of the Lord brothers' land to connect to Bunnerong Road opposite the toll bar. All official toll collection ceased by 1890.

Regardless of the route, if a formed road was used the cost of these tolls was a heavy burden on the market gardeners of the area and the source of much disquiet. Some used informal tracks, but given that the 'roads' were regularly described as being unusable, the tracks would likely not be a viable alternative for a cart laden with produce.

4.2.3 SUBDIVISION AND DEVELOPMENT

Unlike neighbouring areas of metropolitan Sydney such as Marrickville, St Peters, Alexandria and Randwick, which all experienced steady patterns of residential subdivision throughout the 1850s, '60s and '70s, Botany remained relatively undeveloped until the end of the 19th century.

The reasons for Botany's relatively slow suburbanisation are complex and include the extensive alienation of large areas of land through land ownership and reservation, the impacts of tolls and poor roads and its ongoing reputation as a swampy area dominated by market gardens and later, noxious industries.

The Botany area is distinguished by the amount of land that has been alienated from development since the beginning of European occupation. A large proportion of the area is subject to significant geographical constraints such as the Botany wetlands and ancillary water systems, creeks and marshy foreshores that considerably reduced the amount of land suitable for standard residential subdivision and development. The area available was further constrained by the underlying patterns of land grants, with Lord's 600 acres and Winder's 417 acres effectively bisecting the area and limiting the footprint of development through their size and location, as did the geographical constraints of the wetlands. Lachlan Macquarie's Church and School Reserve also limited development in the 19th century; and in the 20th, Kingsford Smith Airport and Port Botany had similarly dominated the area, both physically and environmentally.

Thirdly, despite the flowery language employed in many advertisements for its subdivisions, Botany's roads remained ill-defined and poorly maintained. Until the construction of a bridge across the wetlands in 1864 Botany Road was also effectively a cul-de-sac, with no through traffic and very low density of settlement to attract commercial or suburban development (for example, see Fig. 4.2.6 (Reuss & Browne's 1857 Map). The need to pay several tolls was also likely to deter suburban or commercial development. As late as the 1860s the area boasted only three small villages (Botany [now


Botany Bay
R. HAYES
purchase
35 Acres
Wilbraps
8 Acre
purchase
purchase
35 acres
R. Kennedy's Grant
134 acres
Mrs LORD'S ESTATE
Cook's River

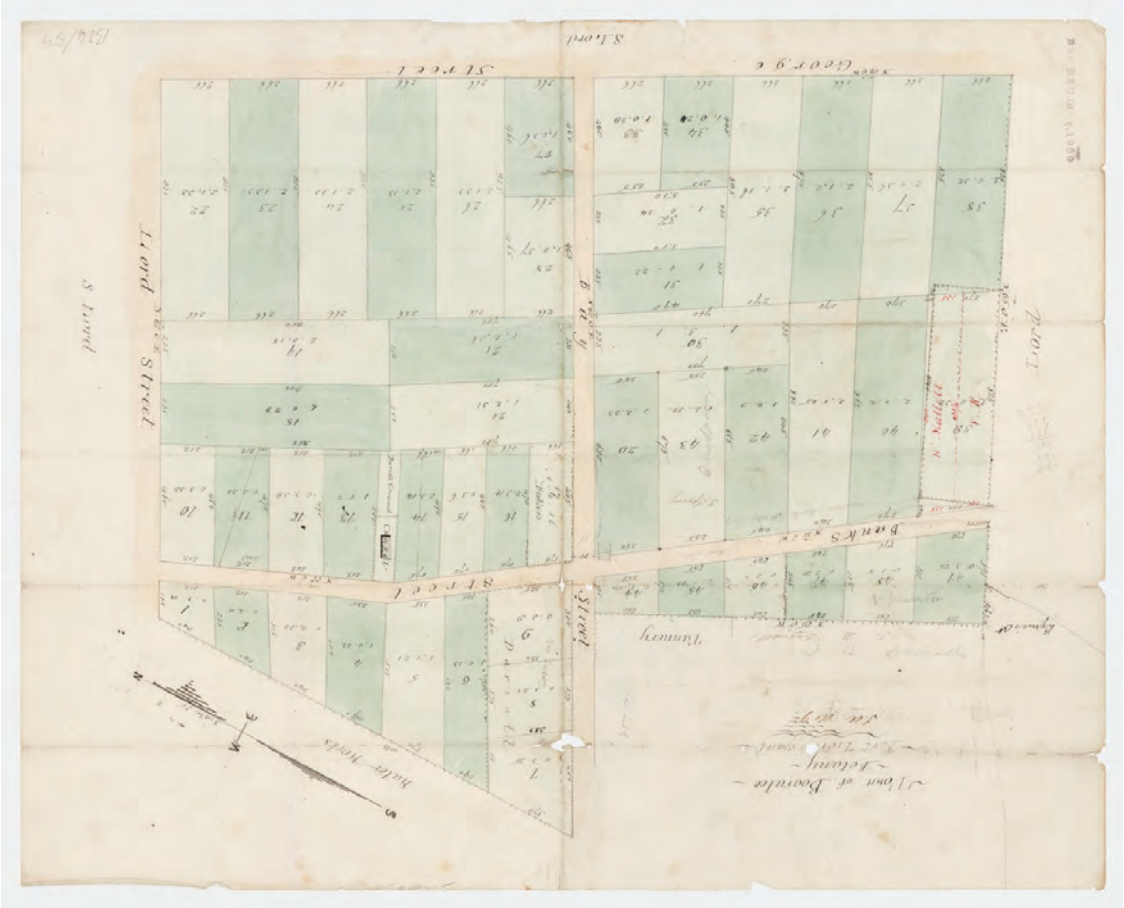


Fig 4.2.8 (facing page, oriented with north to left) A plan of the earliest subdivision of Simeon Lord's Estate, dated 5 April 1854. Simeon Lord himself did not subdivide his property, instead reserving it for his industrial activities and sub-letting to industries such as tanneries. This large-lot subdivision was initiated by his sons following Lord's death in 1840. It was ambitious in scale, and remained largely unsold. It is however significant in that it established the village of Booralee on the shore of Botany Bay and the framework for later, more intensive, development in the area. As has been highlighted throughout this History, Lord's land formed a barrier to movement between north and south, with a web of tracks but no formed road. The 'road' shown heading south from near Lord's Woollen Factory was indicative, and is to the west of the current Botany Road, running along the rear boundaries of the school and adjacent properties. The land to its west was excavated as part of the Waterworks project. (SLNSW)

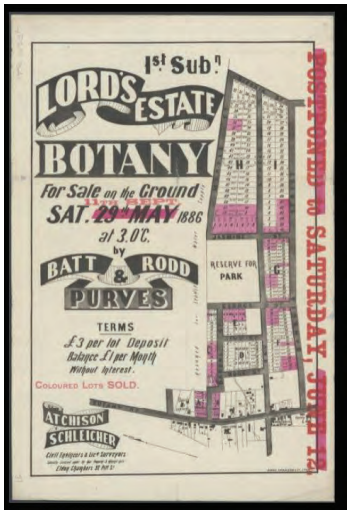


Fig 4.2.9 (above, rotated to correspond more closely to Fig. 4.2.8) Surveyor Dick's Plan c.1871 of the 1859 re-subdivision of the area that was to become the Botany town centre. Land was reserved from sale for the existing Methodist Chapel (with burial ground at the rear) and by the Crown for the proposed Police watchhouse at the southern end of the development. The front boundary of this parcel did not align with Lord's 'Banks Street' (Botany Road) and is perpetuated through the bend at the southern end of the Botany Town Centre today. Unsold lots were converted to Torrens Title in 1863 and re-offered as Deposited Plan 9 - one of the first to be registered in New South Wales. (SLNSW)

Fig. 4.2.10 (right) By 1886 the demand for small-lot residential development in the area led to the re-subdivision of the area between Bay and Lord Streets (DP1787) (BCHA)

Mascot], Booralee and Banksmeadow), spaced far apart. None had any significant commercial activity other than market gardens and tanneries. Although land sales would not have been significantly affected by this aspect, the lack of unity may have played a part in the overall presentation and impression of the suburb to prospective buyers.

Finally, a theory the author proposes is that throughout this period of the 1850s to 1870s, Botany underwent somewhat of an identity crisis. Botany's great natural beauty, fresh air and peaceful landscape were being advertised with vigour by the Sir Joseph Banks Hotel in the 1850s and '60s, and yet by the 1870s the area had also seen a large rise in the number of noxious industries such as boiling-down works, tanneries, woolscouring and glue-makers. Advertisements for land sales at this time were mainly offered as market gardens, not as shop allotments or houses. It could be argued that Botany wanted to be the idyllic day-trip getaway from Sydney life, and it certainly had the aesthetic views and proximity to Sydney to allow it to be. However, its lucrative soil and the presence of highly odorous trades meant it was more likely to be successful as an industrial region in this period, and not a leisure or residential one.

The prevailing pattern of development arising from these diverse influences was a trend to incremental re-subdivision and intensification of residential use.

This led to several of the largest developments in the area, including the original proposal for a "Botany Township" (1841), the large Sandgate Estate (late 19th century) and Dudley (early 20th century). It also resulted in the pattern of small-scale subdivision and industrial development over most of the area.

The three subdivisions that can be considered to have defined the development of the Botany District however are the Veterans Swamp subdivision, Booralee and the Daceyville subdivision.

A more detailed description of the development of each suburb in the former Botany LGA, including the subdivisions and major developments, is included as Section 10, Suburb Histories. The following section provides an overview of the different patterns of development and examples of each.

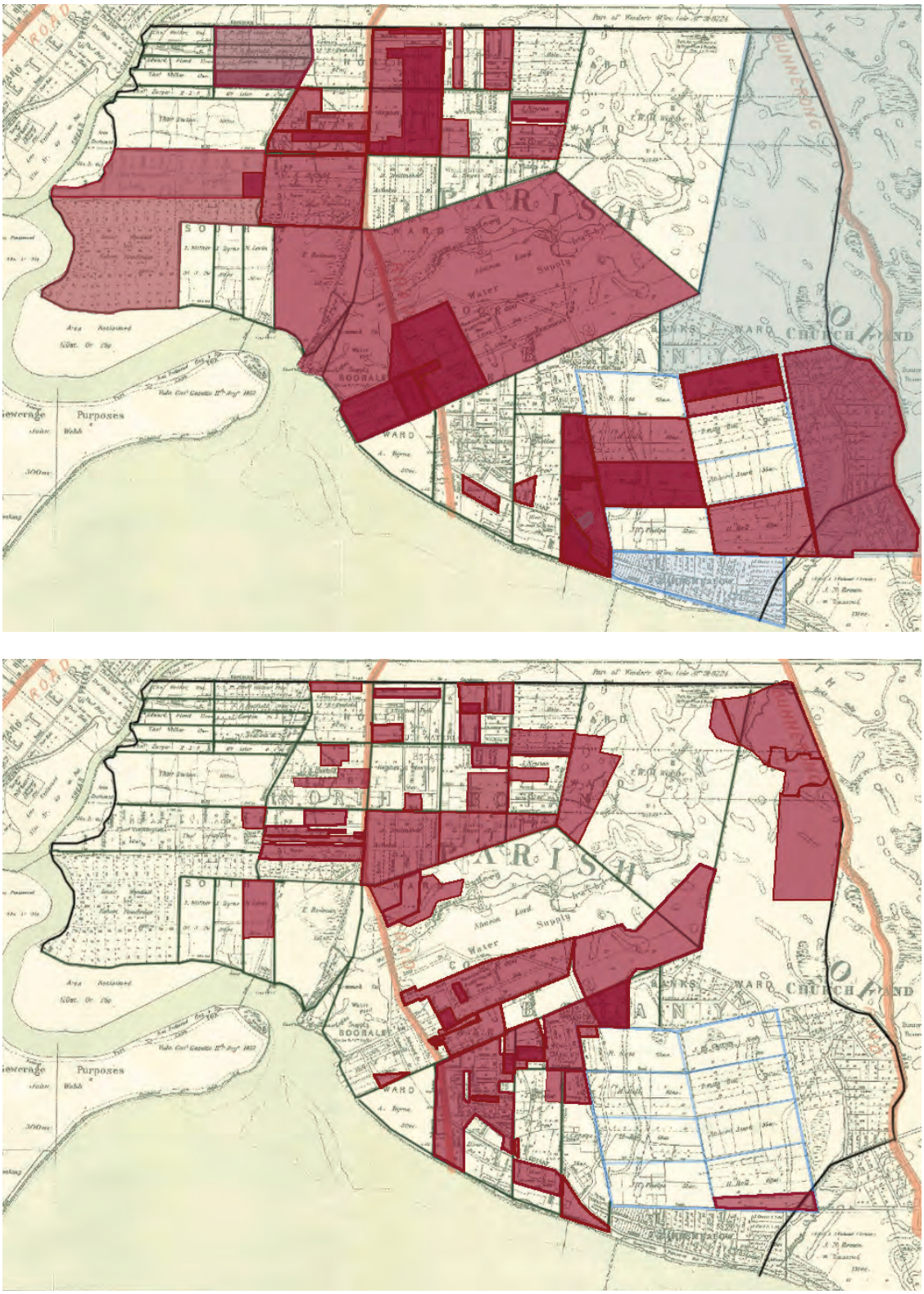


Fig 4.2.11 (top) Primary subdivisions of the original land grants and purchases for which subdivision plans are available (all pre 1900).

Fig 4.2.12 (bottom) Re-subdivisions of primary subdivisions releases into standard-sized residential lots for which subdivision plans are available (pre 1930). The amount of land released for residential purposes was limited compared to other areas this close to Sydney - evidence of the district's strong industrial base.

LAND GRANTS TO MARKET GARDENS AND NOXIOUS INDUSTRIES: BANKS MEADOW AND THE VETERANS' SWAMP

Surveyor-General Major Thomas Mitchell (later Sir Thomas Mitchell) was asked to recommend sites suitable for the making of small grants to members of the disbanded New South Wales Veterans Corps. Mitchell gave orders to Surveyor Robert Hoddle (who later laid out the city of Melbourne) to proceed to the swamp at Botany and to mark out the boundary of a Village Reserve and within it between six and twelve small farm-sized allotments for the disbanded soldiers plus a Reserve for a small village. The village itself was not to be subdivided until required. This was a standard instruction issued at the time to ensure that speculative development did not prevent the formation of a village when the level of settlement made this necessary.

The Surveyor of Roads and Bridges was directed to erect four huts for the use of the veterans. Robert Hoddle, a significant figure in the history of the surveying of early Australia, was responsible for laying out the lots, which he did in a chevron pattern around a central drain. The instructions regarding this drain were specific:

> *"Before you set out you will procure as many spades as you have men in your party, and as soon as you have determined the extremity next the Sea of the middle drain of the swamp you will set them to work to cut the ditch four feet deep in the direction of the middle line." (Historic Botany, p.63)*

Hoddle was also instructed to lay out a new road to the settlement on his return journey. This linked to the 1813 Botany Road and became known as Bunnerong Road after John Brown's adjacent farm of that name. Hoddle's plan was endorsed by Sir Thomas Mitchell who presented it to the Governor for formal endorsement in 1830.

The Veterans Lots were granted to John B. Curran, Roderick Ross, Hutchinson Bell, Richard Stark, and James Christie Phelps. Emily Bell also received a parcel of land after it was promised, but not granted, to Samuel Foster in 1848. The Veterans almost without exception did not long occupy their lands at Botany. Despite this the area became (perhaps somewhat unattractively) known as 'Veterans' Swamp' or the 'Veterans' allotments'. The Bells were the only family who appeared to take up residence in Botany. Their home, "Prospect



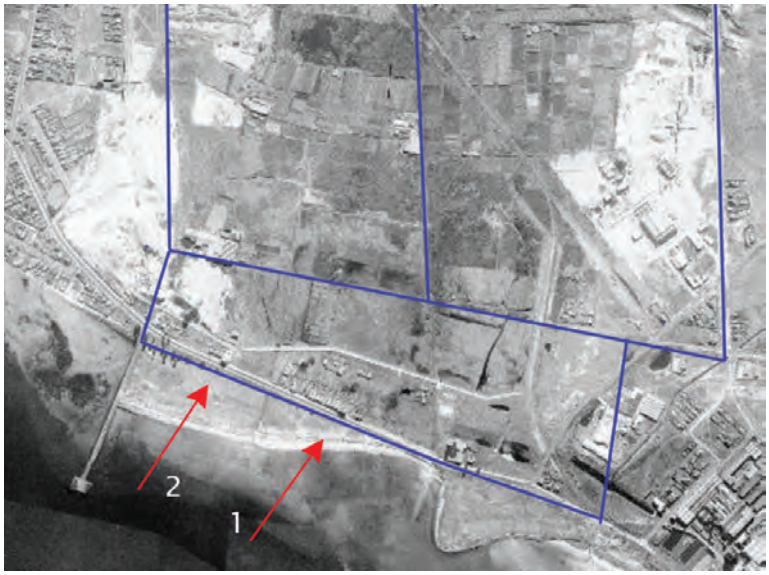




Fig 4.2.13 Plan of the Village of Banks Meadow. The site for the village had been reserved in 1830 but it was not released until 1863. The village reservation was large, extending to today's McPherson Street and between Hills Street and Denison Street (near the adminstration building on the Orica site). Most lots were sold but the rate of construction was very slow, with most land being consolidated for industrial development including wool-scours and tanneries, development not conducive to residential desirability. The only early structures to survive are the Pier Hotel (lot 4-5 in the yellow section) and the Botany Bay Hotel (part of lot 18 in the green section). (SL NSW)

Fig. 4.2.14 and detail (below) The village in 1943 showing the sparsity of development by this time. Most of the early cottages and industries had been demolished, although the pits of the woolwash outlined in red on the plan above can still be seen. The Botany Bay Hotel is at (1) and the Pier Hotel is at (2).

House" and approximately 11 acres of land, was offered for sale in 1834. The premises were described as being of modern erection, built of weatherboard and "bricknogged", as well as being conveniently situated within three minutes of the Sir Joseph Banks Hotel.

The Veterans Swamp land had lucrative advantages; it had notably productive soil, was close to Sydney markets, and was relatively cheap. The on-sold lots were mostly purchased by market gardeners, or landowners who leased to gardeners. The lower part of the swamps were also used for noxious industries such as wool-scouring, fellmongers and tanneries, but this was not a major activity until later in the 19th century.

The Village of Banks Meadow was not subdivided and offered for auction as Crown Land until 7 July, 1863. It included lots of various sizes, from small cottage to large industrial/farm lots. The smaller lots were situated at the western end of the village and the larger were near the main drain and ready access to water and waste disposal, an attractive feature for noxious carcass-processing industries. Despite, or perhaps because of, this, the pace of development within the village was very slow.

All lots had been sold, but there is evidence of speculative purchases, with many individuals acquiring multiple lots. The individual owners gradually re-sold their land and by 1880 all except four of the large lots were owned by fellmongers Geddes and Elliott. One of the four remaining lots had been re-subdivided and the core of the existing Botany Bay Hotel had been constructed by 1875. This hotel replaced an earlier weatherboard hotel known as the 'Botany Bay Inn' which was licenced within 12 months of the land being subdivided. This earlier structure was of weatherboard construction and was situated further to the north than the existing hotel. There was minor re-configuration of the plan in 1885 which had the result of creating Exell Street. The Village of Banks Meadow was formally proclaimed as a Village under the Crown Lands Act of 1884 in the Government Gazette of 20 March 1885 (GG 120 (Supplement) p.1853). By 1943, only 50 years after its establishment, little evidence of the village could be seen. The only buildings to have survived were the two hotels, the Botany Bay and the Pier.

Today, the boundaries of the Veterans Swamp subdivision have been

overwritten largely by major industrial complexes, dominated by ICIANZ (Orica). The original layout can still be interpreted through the underlying street pattern particularly through the alignment of Nant Street (the central boundary of the lots); Anderson Street to the north; Denison Street to the east; McPherson Street to the south and is suggested by Stephen Street to the west. Both the subdivision pattern and the buildings of the village of Banksmeadow have been overwritten by industrial re-development.

BOORALEE: FISHING TO FACTORIES

By the late 1850s, both north (Mascot) and south (Banksmeadow) Botany were thriving market garden settlements. Mid-Botany, around Lord's Estate, remained un-subdivided and lightly settled with a collection of cottages occupied by Lord's employees at the various fulling, flour and paper mills centred around the watercourse.

Simeon Lord died in 1841 and this part of his Estate passed to one of his sons, George, who in 1854 subdivided the whole 600 acres and offered it for sale. Most of the lots were large, 20-40 acres in size, but the area closest to Botany Bay was divided into seven smaller lots of approximately 2 acres each, which were located along the waterfront, and three larger lots of approximately 5 acres each immediately to their east. This area became known as the village of Booralee and provided a convenient location for Lord's workforce and others who needed ready access to the bay. Today's Botany Road did not exist in its present form at this stage, and Bay, Booralee and Luland Streets

Fig. 4.2.15 Detail of the first subdivision of Simeon Lord's 600 acres showing the area of George Lord's first subdivision of his father's 600 acres in 1854 that became known as the village of Booralee. The smallest lots along the waterfront were approximately two acres in size each. Lots 10 and 11 in particular were developed by groups of fishing families who built cottages and huts. The road between the two rows of lots is now Lurline Street and the eastern road is Byrne Street. Note the track through the lots and annotation 'To Kellett's Inn' (the Sir Joseph Banks Hotel) extending from the southern end of Lurline Street. The route of Byrne's Road was soon preferred.

The southern corner of the township was marked by 'A small oak distinctly marked on 3 sides along side of 2 or 3 others'.

(SLNSW)





Fig. 4.2.16 1853 plan by Dick showing the relationship between Booralee and the surrounding area, including the path of both the track through the western lots and along the waterfront to the Sir Joseph Banks Hotel (Kellett's Inn) and the planned extension of Byrne's Road, the section to the east of Byrne's 50 acre grant of which, became part of Botany Road. (SL NSW)

were the focus of the self-contained township. The main access to the north appears to have been via a track from Mudbank along the foreshore which crossed the wetlands near the flour mill and went across the new settlement, continuing to follow the line of the foreshore through Byrne's 50 acres and eventually meeting the road to the Sir Joseph Banks Hotel to the south (see Figure 4.2.3). The only other option was to walk to the east and join one of the tracks that headed north through the scrub and sandhills.

Fishermen soon took advantage of the settlement's proximity to the mouth of Cook's River and Botany Bay's northern foreshore and proceeded to establish a small fishing village, mainly comprised of weatherboard fishermen's huts situated along the waterfront and Bay Street. None of these earliest huts have survived. The area remained a small fishing village focused on the interface with the water, but impacts of commercial fishing on stocks and the siltation associated with the construction of the sea wall at the mouth of the diverted Cooks River meant that fishing became a non-viable activity.



The second significant phase in the evolution of Booralee was the construction of the South West Sydney Ocean Outfall Sewer No.1, or SWSOOS between 1909 and 1916. The main pipeline for this major infrastructure project was laid diagonally through Booralee. Due to Booralee's low elevation the pipe was required to be set above ground in a large culvert that effectively cut the village into two large triangles, with no connection between the halves apart from stairs for pedestrians.

Evidence of the fishing village can be seen in the 1943 aerial photographs, which reveal that the cottages and huts of the fishing village were concentrated in the original lots 9,10 and 11, with the other waterfront lots remaining undeveloped. The buildings are notable for their inconsistency of siting, roof form and footprint, revealing construction most likely by occupiers rather than speculative builders. Cottages had also been built in Lot 15, particularly facing Bay Street. Their roof forms are regular, and suggest that they were built in small groups by a single builder. Few have the idiosyncratic character of the fishing village group, but those that do are also potentially the early

Fig. 4.2.17 Booralee in 1943. The construction of the SWSOOS 1 had a significant impact on the village of Booralee, with the above-ground pipeline cutting diagonally through the area. The original subdivision boundaries can still be seen through the alignment of fences and streets. The cottages of the fishing village were concentrated in lots 9, 10 and 11, and along Bay Street. None of those in the waterfront lots have survived. Most along Bay Street post-date the fishing village, and were likely cottages for workers at the nearby tanneries and other industries, some of which are visible on this photo. Most of the area is now industrial.

cottages of fishing families. A house was also built for the supervising engineer of the SWSOOS line at the southern end of the northern half of Byrnes Street, marked today by the large Canary Island Palms that are characteristic of the project throughout Sydney, being provided by the Royal Botanic Garden as part of the landscaping of the project.

The area today is largely industrial, although several early cottages have survived along Bay Street and isolated houses elsewhere.

CHURCH AND SCHOOL LANDS

The formation of the Clergy and School Lands Corporation by Governor Darling on 9 March 1826 was intended to provide an income



Fig 4.2.18 Maps and plans of the Botany District continued to show the 'Church and School Estate' for more than 50 years after the scheme was disbanded.. This plan of the former Botany LGA was published c.1888. By this time the southern portion of the Estate had been subdivided and auctioned but little development had occurred.

The northern part of the Estate was the site of Dacey Garden Suburb, or Daceyville. Its development did not commence until 1909. (BCHA)

Fig. 4.2.19 (facing page) 1909 advertisement for the sale by auction of the remnant lots in the Church and School Lands in the area now known as Hillsdale. (BCHA)


SUBURBAN LOTS
AUCTION SALE CROWN LANDS
ON THE TRAMLINE FROM
BOTANY TO LITTLE BAY
AND THE BUNNERONG ROAD
AT THE ROOMS OF MESSRS.
HARDIE & GORMAN
133 PITT ST. SYDNEY.
ON WEDNESDAY 23RD JULY 1902 AT 11.30 A.M.
Upset Prices
Borough of Botany
Local Sketch
PLAN
of Portions Nos 182 & 185 to 271
Suburban to the City of Sydney
(Formerly part of the Church and School Estate)
PARISH OF BOTANY
COUNTY OF CUMBERLAND
Metropolitan Land District - Land Board District of Sydney
TERMS Deposit, 25 per cent. Balance in 5 equal annual instalments, with interest at 5 per cent. per annum.
Within the Boroughs of Randwick & Botany
Within the Population Area of Sydney Prod.d 22nd April '86
NOTE. Land for Sale shewn thus
Land Sold do. do. SOLD
Borough of
Randwick
BUNNERONG ROAD
TRAM LINE
"Bunnerong Estate"
J. N. Brown
John Walsh
SOLD

stream through the controlled sale of land to fund Church of England Schools and Clergy. It dictated that one seventh of all unreleased land in a district was to be reserved for the exclusive use by the Church. In accordance with this directive, the whole of the eastern part of the Botany District, or 1500 acres, was reserved as the 'Church and School Lands'. The scheme was short-lived and the land reverted to the Crown. The areas along the ocean coastline were slowly released for development throughout the second half of the 19th century but the part within the Botany area remained undeveloped until the end of the century. The lots themselves were large, but the soil and provision of local facilities were poor. Sales were slow, especially on the western side of Bunnerong Road.

DACEYVILLE

Daceyville, or Dacey Garden Suburb, was an innovative experiment in town planning and the provision of social housing. It was built on part of the former Church and School Estate and was intended originally to cover the whole of the as-yet undeveloped area. A detailed discussion of the development and its historic significance can be found at 4.5.2.

PRIVATE SPECULATIVE DEVELOPMENT

Most of the development in the Botany district was privately initiated and managed, and largely speculative in character. Early grant lots were acquired, subdivided and offered for sale. Further north, the development of Botany Township was also underway. These subdivisions were marketed as the Town of Botany, however, somewhat confusingly, they were actually situated in Mascot (near today's Kingsford Smith Airport). Land sales commenced in earnest during the 1840s, being promoted heavily to market gardeners and artisans. Enticing language was used:

> *"Within an hour's walk of Sydney"*
>
> *"Nearly £2,000 has been already expended towards the completion of a road from Sydney to Botany, which is fast progressing, and must consequently enhance the value of the property."*
>
> *"It is confidently looked forward to that Botany will in a very short time supply the Sydney market, as crops may always be depended upon in seasons of drought."*

"a peculiarly desirable spot, being particularly healthy. Plenty of water may be had by digging."

"The neighbourhood is most respectable, and surrounded by gentlemen's seats, garden grounds, and cultivated lands."

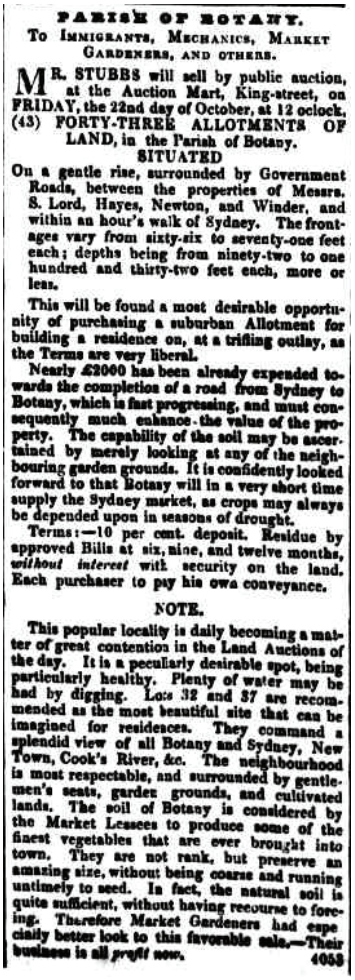
"The soil of Botany is considered by the Market Lessees to produce some of the finest vegetables that are ever brought into town."

The area was described in glowing terms in the advertising for the sale of the 'Township of Botany' in 1841:

TOWNSHIP OF BOTANY, Near Newtown, being a choice bonne louche of one hundred acres, adjoining the Cockpen Estate, and with the rare requisites of soil, situation, roads, river, wood, and water; and its distance about two and a-half miles from the southern boundary of the Metropolis, where the minimum price of land fixed by the Crown is one thousand pounds per acre. ..... MR. STUBBS has now the pleasure to inform all classes of the community, more especially, however, gentlemen in public offices, townspeople, and market-gardeners, &c, that the Sale of the Township of Botany is now fixed for TUESDAY, 8th June, 1841, to come off at the Auction Mart, King-street, at twelve o'clock precisely, positively without reserve ; and as a very numerous company of buyers has been expected to be in attendance, refreshments have been ordered.

The proprietor has prudently preserved the appropriate appellation which this portion of our suburbs obtained from the celebrated botanist Sir Joseph Banks ; and it will be brought out and sold in its present shape on the 8th instant, to be ever hereafter known as the Township of. Botany. It is situated on the right hand side of the old road leading to Botany Bay, and extends westward to the waters which divide the town from the handsome chateau of Mr. Duguid.

It has also very extensive frontages to the said road, and there are a number of neat built cottages opposite, which form the suburban residences of several professional gentlemen, and the happy homes of a number of industrious market-gardeners. The land is composed of rich vegetable mould, and abounds in ferns, which denotes its general fertility ; every allotment might be brought to a high state of cultivation, as there is nothing particularly difficult



PARISH OF BOTANY.

To Immigrants, Mechanics, Market Gardeners, and others.

MR. STUBBS will sell by public auction, at the Auction Mart, King-street, on FRIDAY, the 22nd day of October, at 12 oclock, (43) FORTY-THREE ALLOTMENTS OF LAND, in the Parish of Botany.

SITUATED

On a gentle rise, surrounded by Government Roads, between the properties of Messrs. S. Lord, Hayes, Newton, and Winder, and within an hour's walk of Sydney. The frontages vary from sixty-six to seventy-one feet each; depths being from ninety-two to one hundred and thirty-two feet each, more or less.

This will be found a most desirable opportunity of purchasing a suburban Allotment for building a residence on, at a trifling outlay, as the Terms are very liberal.

Nearly £2000 has been already expended towards the completion of a road from Sydney to Botany, which is fast progressing, and must consequently much enhance the value of the property. The capability of the soil may be ascertained by merely looking at any of the neighbouring garden grounds. It is confidently looked forward to that Botany will in a very short time supply the Sydney market, as crops may always be depended upon in seasons of drought.

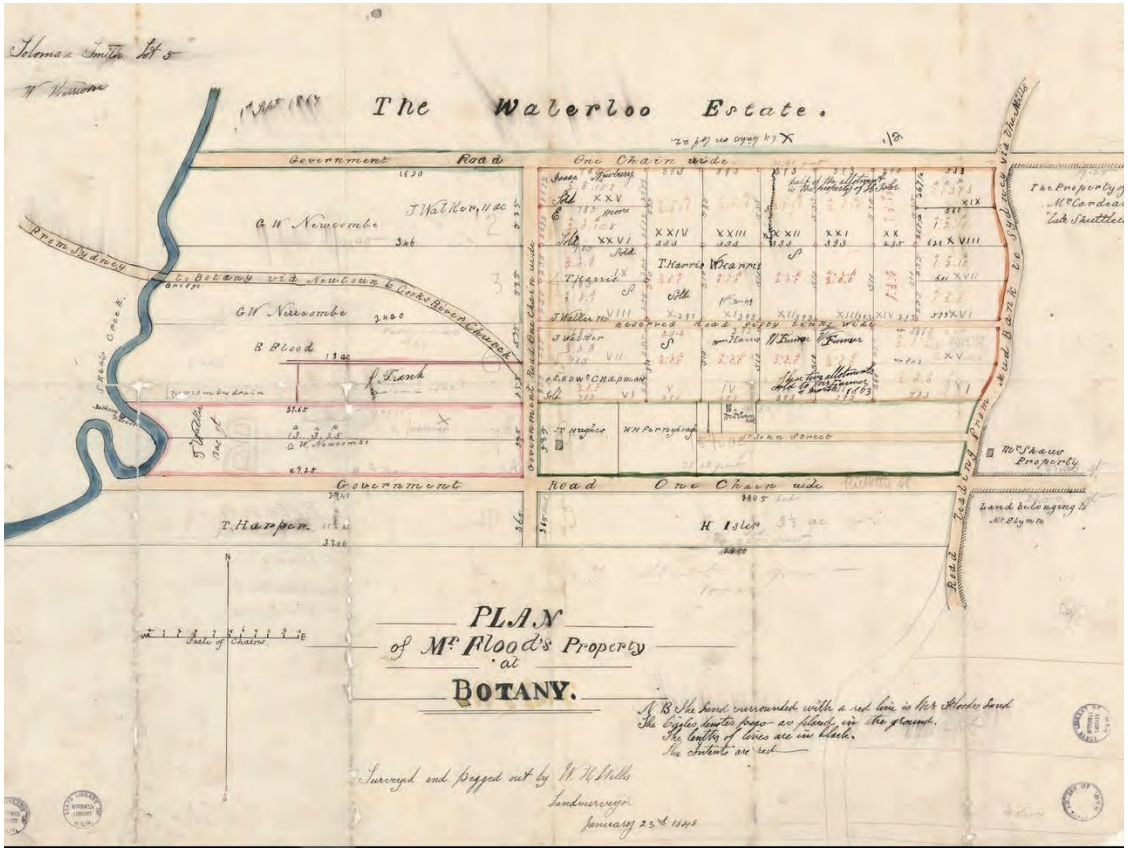
Terms:—10 per cent. deposit. Residue by approved Bills at six, nine, and twelve months, *without interest* with security on the land. Each purchaser to pay his own conveyance.

NOTE.

This popular locality is daily becoming a matter of great contention in the Land Auctions of the day. It is a peculiarly desirable spot, being particularly healthy. Plenty of water may be had by digging. Lots 32 and 37 are recommended as the most beautiful site that can be imagined for residences. They command a splendid view of all Botany and Sydney, New Town, Cook's River, &c. The neighbourhood is most respectable, and surrounded by gentlemen's seats, garden grounds, and cultivated lands. The soil of Botany is considered by the Market Lessees to produce some of the finest vegetables that are ever brought into town. They are not rank, but preserve an amazing size, without being coarse and running untimely to seed. In fact, the natural soil is quite sufficient, without having recourse to forcing. Therefore Market Gardeners had especially better look to this favorable sale.—Their business is all *profit* now. 4058

Fig. 4.2.20. 1841 Advertisement for the auction of 43 small lots created by the subdivision of C. Whitney's land at the south-eastern corner in what is now Rosebery. One of the selling points is that the land is "within an hour's walk of Sydney", and mentioning that a road to Sydney was being funded and soon under construction (Botany Parish Road). Much was also made of the area's potential for market gardening and healthy location, with quality of the soil and ready access to water important selling-points. (11 October 1841, The Sydney Herald,. p.3.)


PLAN OF THE
TOWN
OF
BOTANY.
1841
Ferny hough
Draughtsman
BOTANY ROAD
SOUTH TOWN
NORTH TOWN
SHEAS CREEK
OUGUID STREET
CHURCH STREET
BROUGHTON STREET
SMITH STREET
LOYD STREET
POLDING STREET
O'FARRELL STREET
WELLINGTON ST
WHARF
Deaf Bob's
Chillenden's
Harpers Cottage
Market Gard
Market Gar
NEW ROAD FROM NEWTOWN
17
18
16
15
13
14
12
11
9
10
8
7
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6
4
3
2
1



to obstruct the successful operation of the spade or plough. It resembles the productive garden grounds in the neighbourhood of London, where land not a whit better than this lets for twenty pounds to thirty pounds per acre annual rent, to supply Covent Garden. In fact, these spots, so close to our flourishing sea-port, are only beginning to be duly appreciated; and the productiveness of "Deaf Bob's" and other market-gardens in the town, is the best confirmation of this fact.

The picturesque and diversified views from the township are considered the most enlivening and pleasant things that can be imagined, and added to this, the pleasant and gentlemanly society of the neighbourhood, and the blessings of health, sea bathing, fowling, and angling, are not least of its superiorities." (Tuesday 16 March 1841, The Australian, p.4)

4.2.21 (facing page, oriented with north to left) Plan of the proposed subdivision of Thomas Tonkington's grant in 1842 - the first speculative subdivision for residential, rather than farming, purposes in the District. It was only semi-successful, with the street grid being retained although the township itself never eventuated. (SLNSW)

Fig. 4.2. 22 1843 Plan for the subdivision of Mr Flood's Property. This hand-drawn sketch plan is annotated with the names of purchasers and lot sizes. It also shows the location of cottages on surrounding properties and details such as the location of the road and bridge leading to Newtown and the Cooks River Church. The position of the 'Bathing Sheds' on the bends of Sheas Creek is also marked. (SLNSW)

SMALL-LOT RESIDENTIAL SUBDIVISION

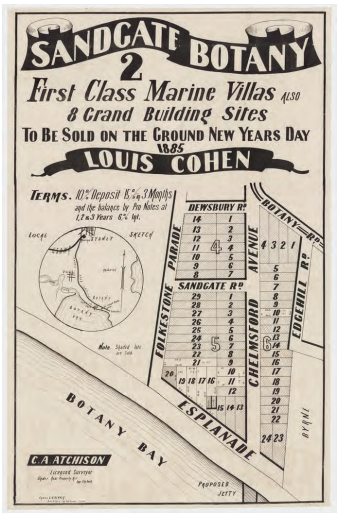
The 20th century saw more land releases than in the 19th century, particularly in the first two decades. There were small subdivisions











such as the estates of Oakdale, Botany Road and Bungoona at Denison Street with 25-27 allotments, and larger schemes such as the Dudley Estate in Ocean Street which comprised 546 allotments. There were also the Sir Joseph Banks, Town Hall and Wentworth subdivisions which averaged approximately 95 allotments each.

The most notable residential development however was the establishment of Daceyville in 1912 (see Section 4.5.2).

SANDGATE

One of the largest single land releases for residential development in the Botany area was the "Sandgate Estate". The Sandgate subdivision was situated to the south of the central portion of Lord's 600 acres. The pattern of its release was characteristic of speculative land sales in the late 19th century, with the lots released from 1882 and the residue re-offered regularly. Advertising techniques were also typical, with florid descriptions of the land and its situation. The southern-most lots were advertised as suitable for 'Marine Villas', but several of the lots became the site of tanneries.

NOTE

Refer to Section 10 of this Thematic History for an overview of the history of each suburb within the former Botany Bay LGA, including subdivision plans.

Fig. 4.2.23 (a,b,c,d and e) Examples of advertising for the sale of the Sandgate Estate from the original release in 1882 to its 'clearance sale' in 1892. The part of the estate closer to the water was promoted as being suitable for 'marine villas' and grand buildings'. The reality included several tanneries and other industries. (BCHA)

4.3 HISTORIC STREETSCAPES





Fig . 4.3.1 (top) Botany Road. (SLNSW)

Fig 4.3.2 (below) Botany Road looking towards the intersection with Bay Street (the Waterworks Hotel can be seen in line with the tram) c. 1890s (BCHA)





Fig 4.3.3 . (top) Corner of Botany Road and King Street c.1938 (SLNSW)

Fig 4.3.4 (bottom) Botany Road, Mascot looking south from the corner of Gardeners Road c.1938 (SLNSW





Fig 4.3.5 (top) Botany Road, Mascot looking north from the corner of Macintosh Street c.1938 (SLNSW)
Fig 4.3.6 (bottom) Botany Road looking south from Mill Pond Bridge c.1930. Lord Street and St Matthews Anglican Church sit 200m further along on the left hand side, while Botany Public School sits just beyond at 800m on the right. (SLNSW)





Fig 4.3.7 (top) Bunnerong Road, Hillsdale after its reconstruction c.1938 (SLNSW)

Fig 4.3.8 (bottom) An old cottage and store along Botany Road (SLNSW)





Fig 4.3.9 (top) Botany Road at the intersection with Hollingshed Street, Mascot. (SLNSW)

Fig 4.3.10 (bottom) Gardeners Road, Rosebery looking west from Dougherty Street c.1938 (BCHA)

THEME 4.4 UTILITIES

National theme: Building settlements, towns and cities. The relevant state theme is *Utilities*. Local themes within this theme are activities associated with the provision of services, especially on a communal basis.

The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Gas
- Electricity
- Postal Services
  - North Botany postal service
  - Botany postal service
  - Other post offices
- Fire Stations
  - North Botany (Mascot)
  - Botany
- Water – supply and disposal
  - Fresh water: the Botany Aquifer
  - Fresh water: the Botany Water Scheme and Waterworks
  - Sewage – the Botany Sewage Farm
  - Sydney's Sewer Network at Botany – the SWSOOS System
  - Sewerage: disposing of Botany's residential sewage
  - Sewerage: disposing of Botany's trade wastes

Related themes

1.0 Environment - Naturally Evolved
3.4 Cultural Landscape
4.2 towns, suburbs and villages

4.4.1 GAS

The provision of street lighting to the two Municipalities was relatively slow. The Australian Gas Light Company had been in existence for fifty years and had made numerous extensions to supply beyond the city core by 1888, including to adjacent suburbs such as Randwick, which had gas street lighting by 1880, but the North Botany and Botany Municipalities remained unsupplied apart from those properties able to access the short main along a portion of Botany Road.

This allowed the two Municipalities, once incorporated in 1888, to make immediate representations for a supply of gas to light the streets. Botany Council made suggestions for lighting as early as 11 July 1888, but it was not until 1891 that a committee prepared plans for gas lamp sites and negotiations were commenced with the gas company, culminating in an agreement to extend supply into the Botany area.

The provision of gas supply generally kept pace with the residential development of the Botany region, however electricity eventually superseded gas and this led to further renegotiation between the Councils, with a fully reticulated supply to the amalgamated area provided by 1935.

4.4.2 ELECTRICITY

Botany Council was interested in electric lighting from as early as 1890. At this time councils possessed the right to light streets as they pleased, but they could not reticulate power to private consumers.

In 1896 the Council of the City of Sydney was granted the necessary power to generate and sell electricity and in 1904 an amendment to the Municipalities Act gave the right generally to all local councils. As with the gas company though, suburban municipalities preferred to purchase supplies of power rather than generate their own (a gas and electricity plant at Botany was briefly mentioned for a short time, before being dropped). The switching on of the city's lights in 1904 opened up possibilities for the extension of electricity to the suburbs, and early in 1908 North Botany Council sought the cooperation of Botany Council to source electric power to be used for lighting purposes. Botany reportedly refused to cooperate however, and, much to North Botany's ire, Botany continued in its own pursuit of electric power.

About this time, the City Council obtained permission to run its power line to the Water Reserve to supply some of the industries there. It was suggested by some that perhaps Botany Council could construct its own gas and electric light plant, however this was quickly defeated. Three years later, in 1911, the matter of introducing electric light was referred to a referendum of the electors, and they decided in favour of the proposal.



The installation in 1929 of a "White Way" of illumination in the Botany shopping area between Hickson Street and Hastings Road was an important initiative. It was a popular innovation in suburban retail areas at the time, with 100 watt bulbs lighting shopfronts. The cost was covered under the General Fund. In 1937 the White Way was extended with 33 lamps from Wilson Street and ran for a length of 500 metres.

The City Council's authority to supply electricity was suspended by the incorporation of the Sydney County Council as the sole supplier for the metropolitan area from 1935. The Botany Bay area had become a lucrative source of revenue, with increasing numbers of factories using electric power, including heavy manufacturing plants and secondary industries, both of which made good use of power at both day and night, consuming more than 10,000,000 kilowatt hours - this compared to about 1,000,000 for the area's other commercial users,



Fig 4.4.1 (top) 'White Way' on Botany Road, 1937 (BCHA)

Fig 4.4.2 (bottom) Substation built in the Arts and Crafts style - located in the Dacey Gardens Reserve 1912-13. (City of Sydney Archives 005\005154 also available online at http://trove.nla.gov.au/work/161132523)

domestic supplies and street lighting.

4.4.3 POSTAL SERVICES

Like most utilities, the commencement of formal postal services depended on sufficient numbers of residents and businesses to warrant the service, and the sparse pattern of development in the North Botany and Botany areas meant that services were slow to commence when compared with more densely settled areas.

NORTH BOTANY POSTAL SERVICE

The first postal service to North Botany was made from the Botany Post Office which had opened in 1861. Mail was delivered to Botany and then redirected to North Botany, which had only a mail receiving-house and no delivery services. Outbound mail was similarly detoured.



Fig. 4.4.3 The location of post offices since their original establishment (disc 1). The early offices of both North Botany and Botany were located at the Council Chambers with dedicated facilities not constructed until the 20th century. Postal services at lower Botany and east Botany were managed by local shops.

Yellow: North Botany Post Office

Orange: Botany Post Office

Blue: (1) Lower Botany

(2) East Botany

Deputations were made to the Post-Master General by the newly elected Mayor and some Aldermen in July 1888 that this arrangement wasted time and was illogical; and stated that

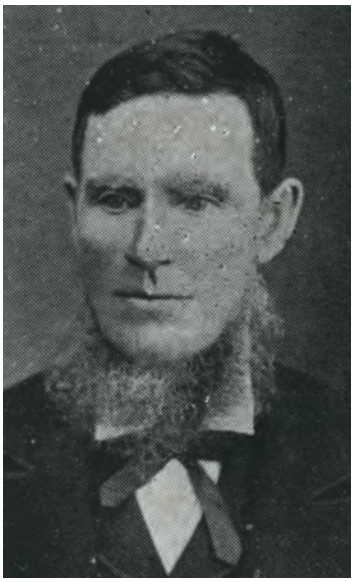
> *"a post and telegraph office was badly needed in his borough, where there was at present only a receiving-house, the nearest post-office being two and a-half miles distant."* (BCHA)

The article then described how the Mayor *"had produced a telegram that had taken five hours in transit from Sydney."* The Post-Master General then advised that the existing mail services in the area ran at a loss and that the additional costs of an extended service would need to be considered in light of this.

The campaign was evidently successful since the 1889 Sands Directory shows a post office and grocery store operating in North Botany, run by postmistress Jane Alder. It has been stated in previous histories that the original location of the North Botany post office was at the intersection of Botany Road and King Street, however the 1889 and 1890 Sands Directories and subdivision plans from c.1894 reveal that this was not so. The original North Botany post office was located at the north-eastern corner of the intersection of Botany Road and Coward Street. The post office relocated to the same site as the North Botany Town Hall after 1894.

Joshua Wiggins, an early North Botany pioneer and Alderman of North Botany Council, was reputed to have been the first to drive a coach that carried the mail between North Botany and the city *"when the road to Botany was still a sandy track"*.

Fig 4.4.4 Henry Frape, first postmaster of Botany c.1870 (BCHA)



The North Botany post office remained at the Town Hall site up until 1969, when the widening of Botany Road caused its demolition. A new post office building was erected at the corner of Elizabeth Avenue on the western side of the Mascot Shopping Centre.

BOTANY POSTAL SERVICE

The first mail contract service between Botany and Sydney had commenced on 1 January 1861 by William Deeman, and in October of the same year the first post office was opened in the district with Henry Frape as the first postmaster. Frape was a bootmaker from England and was only nominally in charge of the post service – his



Fig. 4.4.5 The semi-detached weatherboard cottage in Botany Road (1158 Botany Road, Botany) was the site of the first Botany post office and the second Council Chambers of the Botany Municipal Council, c.1938 (BCHA)

wife attending to the actual running of the business.

It is commonly thought that Botany's first post office was built in 1854 and still stands today at 1158 Botany Road. The old post office seen in Fig. 4.4.5 is indeed 1158 Botany Road, however it is not the same building as the post office built in 1854.

The group of cottages seen today was once a row of only four cottages (1158 to 1164 Botany Road) originally owned by Botany Council Alderman, William Pemberton. The post office was operating from the Frapes' home which was the northern-most cottage of the group. In 1886 there was a house fire in the cottage second from the northern end of the row and the entire group of cottages burnt to the ground. The cottages were rebuilt in c.1887 and in 1889 the newly formed Botany Council leased part of Pemberton's cottage "*with post office adjoining*" for its fortnightly meetings (see section 7.2).

Franklin Garton had taken over postmaster duties by this time and postal services continued to be carried out from the Pemberton cottage until the opening of the Botany Town Hall in 1898, when the Botany Post Office moved with the Council to the new administrative space.

By the 1920s the postal annexe to the Botany Town Hall had become unsatisfactory as a post office, and the Council began to require the space that the Office occupied. A new purpose-built Botany Post Office was therefore constructed in 1923 in Banksia Street.



OTHER POST OFFICES IN THE AREA

In 1881 Frank E.Healey opened a post office in "Lower Botany". The Lower Botany office was associated with some smaller postal services under the management of Mrs Margaret Birkby. Following complaints from local residents for a branch in the vicinity of Wilson Street to serve the Banksmeadow section of the Municipality, an office was opened in 1937 at the premises of a long-standing pharmacy operated by J.F. McCarthy. Later, in 1955, a second branch was opened at East Botany at a fancy goods store in Dalley Avenue.

Three other non-official post offices operate in Mascot; two being at the Sydney International Airport and another at Eastlakes.

4.4.4 FIRE STATIONS

Prior to the incorporation of the North Botany and Botany municipalities, fire-fighting came under the jurisdiction of the Metropolitan Fire Brigades Board. Fire fighting in the colony's early years had been random and sporadic at best; each insurance company managed its own system to protect insured properties. This in effect meant those people and properties without insurance were by and large left to fend for themselves.

Fire was a particularly serious threat to industries that processed animal products, and numerous major fires have been recorded over the years, including at Fowler's tannery that adjoined Botany

Fig. 4.4.6 Botany Post Office's purpose-built facility in Banksia Street taken soon after its construction in 1923. (BCHA)



Fig 4.4.7 The threat of fire was a very serious one in the Botany district, with the tanneries, woolscours and other factories processing animal products particularly vulnerable.

This fire destroyed F.W.Hughes' woolscour and carbonising factory in Erith Street, Booralee in 1947. Brigades from all over the district attended, and local residents assisted with a bucket brigade.

((BCHA, 26 September 1947, Sydney Morning Herald, p.7)

Public School. In 1926 the Station Officer of Botany Fire Station, Frederick Mossis, was killed and two other firefighters injured by the combustion of liquids stored at the tannery. In 1947 F.W. Hughes Pty Ltd's wool scouring and carbonising plant in Erith Street, Booralee, was also destroyed by fire.

NORTH BOTANY (MASCOT) FIRE STATION

North Botany was the first of the two Botany municipalities to form a fire service that served the public. The North Botany Volunteer Fire Service was formed in 1891 out of local civil-minded volunteers. The brigade was established in Ricketty Street. By 1892 they had a premises behind the Town Hall in Coward Street. Despite the official sounding name, the 'fire fighting service' was barely more than a hose and reel at this early stage. North Botany Council sought to help the group persuade the Metropolitan Fire Board to provide better support.



In 1892 the North Botany Council formally leased a small piece of land to the Fire Board for use as a fire station, a lease which was intended to last 21 years. The first fire station was a wooden shed and was operated by a sub-station officer and nine nearby volunteers who formed the 'brigade'. The site had an adjoining patch of land which was used to graze the brigade's horses, however it was not legally owned by the Council and the grazing led to disputes with neighbours, as indicated by the following complaint letter about station horse, Parsee, to the Board of Fire Commissioners...



Fig. 4.4.8 Location of fire stations in North Botany (yellow) and Botany (orange). The Mascot (North Botany) Station has relocated twice since its establishment.

Fig. 4.4.9 The Mascot (North Botany) Fire Station today. (BCHA)

> *"on two previous occasions it destroyed two blouses, two dresses, one tablecloth and yesterday an expensive child's dress. The dress was at least two feet away from the fence, the sand having blown against it and the horse put his head over and tore the articles named almost to pieces."*
> *– Mr Lucas, of Coward Street. (BCHA)*

The Board was not prepared to entertain the claim, but directed the captain of the Brigade to pay the sum as a matter of grace, not liability.

In 1903 the Metropolitan Fire Board bought land in Coward Street for a new fire station. It was completed in 1912 at a total cost of £1,800. A report at the time proudly stated that "*the building presents an imposing appearance. Steel ceilings have been fitted throughout.*" The report also noted that the engine room was

> *"roomy and convenient and opening into the same are the Stables and Fodder Room; besides these on the ground floor are the watch room, single men's room, bath room and lavatory accommodation, also kitchen, laundry etc."* *(BCHA)*

The new station building was opened in 1913. In 1917 it was proposed by the Metropolitan Fire Brigades Board to supply suburban stations with new motorised engines, however Mascot's roads were deemed unsuitable for the new technology and the brigade was told to "*persevere with horse-drawn appliances given the poor state of the roads*". Something the North Botany station did not miss out on however was the telephone. North Botany and Botany fire stations were the first in the district to receive a telephone connection – to each other – installed as early as 1895. Even the Botany Town Hall was not connected until 1908.

Following World War II the Fire Commissioners closed 23 of 76 fire stations around Sydney. Despite protests from Council and locals, the Mascot branch was closed in 1945. It was used for storage up until 1960, at which point it was reopened with a staff of four officers and eight fire fighters.

BOTANY FIRE STATION

Botany organised its first fire-fighting service in 1894. Like in North Botany (Mascot), it was at first a group of local civil-minded volunteers who formed the brigade. Their first building was made of



timber. By 1899 Botany Council moved to establish a permanent home for the brigade. The fire station in Banksia Street was one of a series of stations designed for horse drawn vehicles by E.L. Drew, the Assistant Government Architect during the W.L. Vernon period. The design of the new fire station was based on the English Picturesque Style of Charles Voysey and is similar in design to Neutral Bay, Bexley (former) and Roselle fire stations (McMonnies 1988).

The new building was officially opened on 10 January 1906 and contained very basic fire fighting equipment – a hose, a reel and a manually pumped engine drawn by two horses, Samson and Rover. The Captain and Engine Keeper was a man named Joseph William Cook.

In 1914 Botany received a petrol driven engine and pump mounted



Fig. 4.4.10 (top) Botany Fire Station c.1920 (BCHA)

Fig 4.4.11. (bottom) Botany firemen, c.1928 (BCHA)

onto its horse drawn vehicle, essentially freeing up several hands and making fires considerably easier to fight. In 1920 it was the first in the Botany District to receive a motorised fire engine from the Metropolitan Fire Brigade Board. The engine's arrival was celebrated with a function at the Botany Town Hall. By 1927 the brigade had grown to employ three permanent staff and seven volunteers.

4.4.5 WATER – SUPPLY AND DISPOSAL

The provision of fresh water and disposal of water-borne waste has been an important theme in the development of the Botany area. The rich resource of the aquifer was the catalyst for Simeon Lord's selection of his grant and fueled his industrial empire, as well as the numerous noxious industries that required fresh water for the processing of their raw materials. This same aquifer was also the source of Sydney Metropolitan area's main water supply from 1850 to 1888. By the end of this period Botany had changed from being used for Sydney's fresh water supply to helping dispose of Sydney's sewage and water-borne waste.

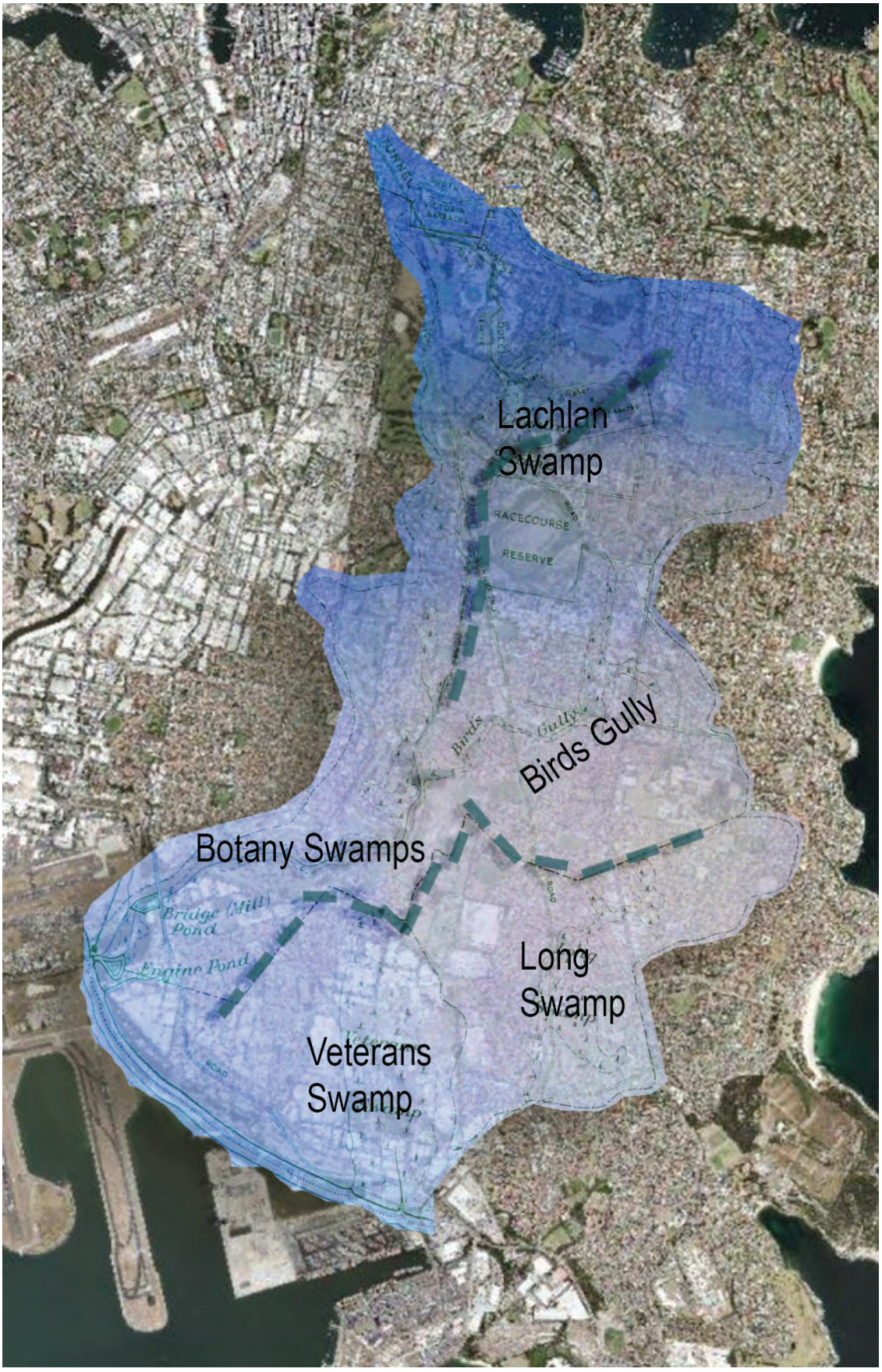
Water supply and disposal remained alarmingly primitive at the local level however, with investigations by the Health Board in response to climbing death rates in the Botany area, which were higher than those in the whole of the remainder of the metropolitan area revealing that residents sourced water by inserting a pipe into the ground and tapping the aquifer, into which their neighbours upstream were discharging human and industrial waste.

FRESH WATER: THE BOTANY AQUIFER

(See also Sections 1.0 and 3.4.)

Fig. 4.4.12. (facing page) The waters of the Botany aquifer were part of the system known as the Lachlan Swamps, an extensive sand filter that stretched from Oxford Street in east Sydney to the shores of Botany Bay. Within this, several sub-basins concentrated and directed the overall flow of water through the aquifer.

The Botany Aquifer was part of the system known as the Lachlan Swamps, a natural sand aquifer that extended from Oxford Street near Centennial Park and Petersham in the west to Botany Bay, with its natural outlet near the original mouth of the Cooks River. The potential of a reliable and high quality fresh water supply for industrial purposes was realised by Simeon Lord, who established a


Lachlan Swamp
Birds Gully
Botany Swamps
Long Swamp
Veterans Swamp
RACECOURSE
RESERVE
Bridge (Mill) Pond
Engine Pond

wool fulling mill at the mouth of the wetlands in 1815, followed by a flourmill a short time later on one of the ponds he created by damming the surface water flow of Mill Stream.

Lord was not the only industrialist drawing on the aquifer. Other woollen mills were established along its course, including Winder's and Clarkson's Mills on Winder's Estate (between Lord's land and Gardener's Road) and the large Lachlan Mills, as well as several smaller wool and paper mills to the north, in today's Alexandria. Many smaller industries also drew on the supply, including tanneries, fell-mongers and boiling down works, soap manufacturers and other industries of a noxious nature that relied on large amounts of water in their processes.

FRESH WATER: THE BOTANY WATER SCHEME AND WATERWORKS

Notwithstanding this heavily industrialised 'noxious trades' start, the Botany wetlands played a crucial role in the supply of fresh water to Sydney for a period spanning almost forty years (1850 to 1888). By the 1820s the Tank Stream, Sydney's main supply of fresh water, was deemed insufficient and heavily polluted. In 1824, Governor Darling appointed engineer John Busby as Government Mineral Surveyor. Busby firstly identified the area known as the Lachlan Swamps (named after Governor Lachlan Macquarie who had reserved the parkland area in 1811) and the extensive natural aquifer that underlaid it as having the potential to provide an important reliable source of fresh water for Sydney Township.

A bore, known as Busby's Bore, was formed to extend from the



Fig. 4.4.13 Mill Stream Pond today, looking north. from the eastern side of Botany Road. (Photo: Elizabeth Conroy)



northernmost end of the Lachlan Swamps near today's Lang Street entrance to Centennial Park to terminate at the racecourse (now Hyde Park) and replace the badly polluted Tank Stream as the town's main water supply. Construction commenced in 1827 and took ten years to complete, but the supply soon became polluted once again through poor maintenance, livestock and garbage dumping and a more robust solution was sought.

Thomas Moore, a well-known civil engineer, was asked to give evidence before a Commission on the question of Sydney's water supply. Moore described how he had set off for La Perouse in 1829 but had been unable to cross the significant stream at Botany. He again visited the spot in 1833 and 1834 and was again unable to cross due to the body of water flowing through it. Word was received of this in Sydney and Governor Fitzroy appointed a Board in 1852 to consider the notion of a fresh water supply for Sydney out of Botany. The Board agreed that the Botany Swamps should be used to ensure a reliable fresh water supply for Sydney.

Fig. 4.4.14 The Pumping Station and Chimney was a substantial complex situated at the outlet of the aquifer to Botany Bay. It supplied Sydney's fresh water needs from 1850 to 1888 until replaced by the Upper Nepean Scheme.
(City of Sydney Archives 067/067272, also available online at http://trove.nla.gov.au/work/16196535)

The Botany Swamps were part of a large ecosystem that drained through a collecting bed of marshes into Botany Bay. The catchment extended to parts of Waverley and Woollahra, the boundary being approximately Oxford Street, Cowper Street, Carrington Road Marrickville, and most of Randwick and Kensington, covering an area of nearly 4,300 acres.

The landscape was ideally formed for water purification, with several feet of loam and swamp vegetation sitting above 60 to 100 feet of drifting sand which acted as huge storage reservoir and filter bed combined. These beds absorbed rainfall immediately and consequently had little, if any, run off. The evaporation from wet sand is less than the evaporation from open water, and the scrub which covered most of the area ensured almost perfect water retention.

The Board's plan proposed the interception of the main stream which flowed into Botany about a mile and a half above Lord's dam, so in July 1855 the City of Sydney Council began to acquire land in the Botany wetlands, mainly Lord's grant - of which they acquired 75 acres including his house, flour mill and mill dams. The land was not given up without a fight however, and Lord's widow and executor Mary Hyde won a landmark compensation court case because of it.

This all-inclusive resumption is notable as the first of its kind ever made in Australia. The area remained under the control of the water supply authorities until 1947 when it was re-resumed for the extension to Kingsford Smith Airport.

City Engineer Edward Bell designed new infrastructure for the Botany Scheme which included a sand-cast iron main to pipe water from the new engine house at the Botany Wetlands to the Crown St Reservoir. This was completed in 1859 and exists today as the oldest water main in New South Wales.

The surviving ruins of the Engine House, Boiler House and chimney date from the implementation of Botany water scheme, however the stone retaining walls for the Engine Pond and outlet probably date from the pond augmentation works carried out in the 1870s. (Botany Wetlands, NSW State Heritage Inventory)

The scheme differed from earlier schemes in that it required the water to be pumped to the reservoir where it was then reticulated to consumers.







Fig. 4.4.15 (top) The whole of the lower part of the watercourse within Lord's land, including the Mill Pond, his factory, flour mill and residence were resumed to construct the Engine Pond for the Waterworks (outlined yellow). The waterworks pump house was built at the main outlet, shown circled in blue. Mary Lord won a landmark compensation case after she challenged the compulsory resumption. (BCHA)

Fig 4.4.16 (centre) Sydney Waterworks, Botany in 1873. (Sketch) The cottage in the foreground appears to be the same structure (with minor alterations) as shown in the sketch of Lord's Flour Mill (Fig. 2.16) (State Library of Victoria -available online at http://handle.slv.vic.gov.au/10381/241585)

Fig 4.4.17 (below) Ruins of the pumphouse and chimney in 2003 - taken looking over the Engine Pond. (Image by former Botany Council staff, now at BCHA)

There were originally three steam engines of 100 horse-power each to raise water through a 30-inch main to the Crown Street Reservoir. This was in an age before the telephone, therefore a unique system was put in place to notify the crew of the Botany Pumping Station that the Crown Street reservoir was full; a standpipe was erected near Victoria Barracks, visible by telescope from the pumping station at Botany. When it overflowed, it indicated the pumping was to be ceased.

Increased demand for water in the 1860s led to six additional dams being constructed between Lord's Mill Pond and the site of the present Gardeners Road. (Much of the current wetland layout corresponds to these historic additions.) The dams were constructed using piling of sheet timber facing filled with sand, forming a core

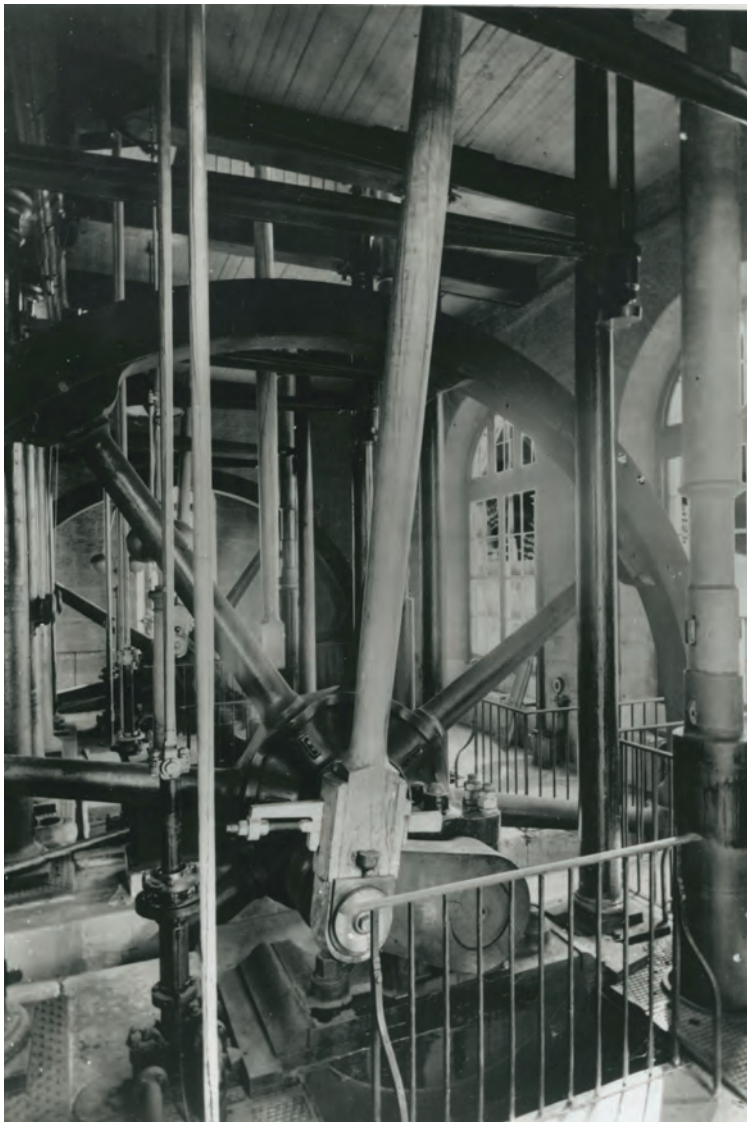


Fig. 4.4.18 Botany Pumping Station - interior of the ground floor of the pump house.
(Butler, Mark, Botany, Dictionary of Sydney, 2011, http://dictionaryofsydney.org/entry/botany, viewed 10 July 2017)



of turfed bank. (Botany Wetlands NSW Heritage State Heritage Inventory Listing). The supply was extended to Glebe, Redfern, Darlington and Paddington - although ironically Botany itself was not serviced with reticulation until 1891.

The suburban extensions to the system put great strain on the Botany scheme. A severe drought in the 1860s cast doubts on the reliability of the aquifer and in 1867 a Royal Commission recommended the Upper Nepean scheme as the next main source of Sydney's water supply.

Work did not stop at Botany however – improvements to the dam, pumps and reservoirs were made throughout the 1870s. Legislation was passed in 1880 that relieved the Sydney Municipal Council of the great task of control of the water supply and vested its management instead in the Metropolitan Water Board. The actual transfer occurred in 1888 and coincided with the conclusion of the Botany water scheme in favour of the Upper Nepean Water Scheme. It also coincided with the incorporation of North Botany and Botany Councils. Bizarrely, the new Botany Council was largely uninterested in applying for an extension of the city's water supply to Botany. Up until this point locals were still using natural sources and tanks for domestic water,

Fig. 4.4.19 Photograph of the waterworks complex in the final years of its operation (c.1879-1888). Charles Bayliss photographer.
National Gallery of Victoria, PH234-1984 available online http://trove.nla.gov.au/work/209673513)

and Council's opposition was based on concerns regarding the additional rates that would be required for the extension.

In an unusual turn of events the Water Board itself took initiative and revealed an analysis of the local water in the Botany area to be unsuitable for domestic use. Still the Council remained uninterested, being finally forced to agree to an extension of the supply in the interest of public health. The first mains for reticulation to householders were laid in 1891 along Botany Road and Underwood Avenue. Dams were also restored for the industries dependent upon them, as well as to control local flooding.

Having moved the water scheme to the Upper Nepean in 1888, by 1893 the Botany Engine House was not even being used for intermittent emergency use, so the machinery was finally decommissioned and sold at auction in 1896. In 1894 various local industrial uses – such as woolscourers and tanners – were permitted to return to the wetland vicinity through leases held until 1947. (Botany Wetlands NSW State Heritage Inventory http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=5051418).

During its use Botany's fresh water scheme played a prominent role in the city's development. In its first year of operation the Botany Pumping Station pumped 326 million gallons into the city's mains. This figure grew to 600 million gallons over ten years. In the years following cessation of the use of the wetlands as a primary water supply the number of noxious industries in the area increased rapidly due largely to the Water Board granting licences for industries to draw water from the wetlands.

In 1928 construction of a clubhouse near Gardeners Road was commenced for the Lakes Golf Club with the course – to the west and north of the chain of ponds – opening in 1930. About 1960 the Eastlakes Golf Club was established with an 18-hole course on the eastern and southern side of the ponds. (Botany Wetlands, NSW State Heritage Inventory Sheet)

The Kingsford Smith Airport extensions in the 1990s made considerable changes to the wetland landscape, as did the 1988 construction of Southern Cross Drive through the middle of Engine Pond (as well as Wentworth Avenue and Foreshore Road to some extent also). Although significant changes have been made to the

wetlands over the past century, its original form and purpose remain substantially intact and clearly interpretable to the informed eye due to the extensive ecological rehabilitation undertaken along its route and protection of its surviving curtilage form .

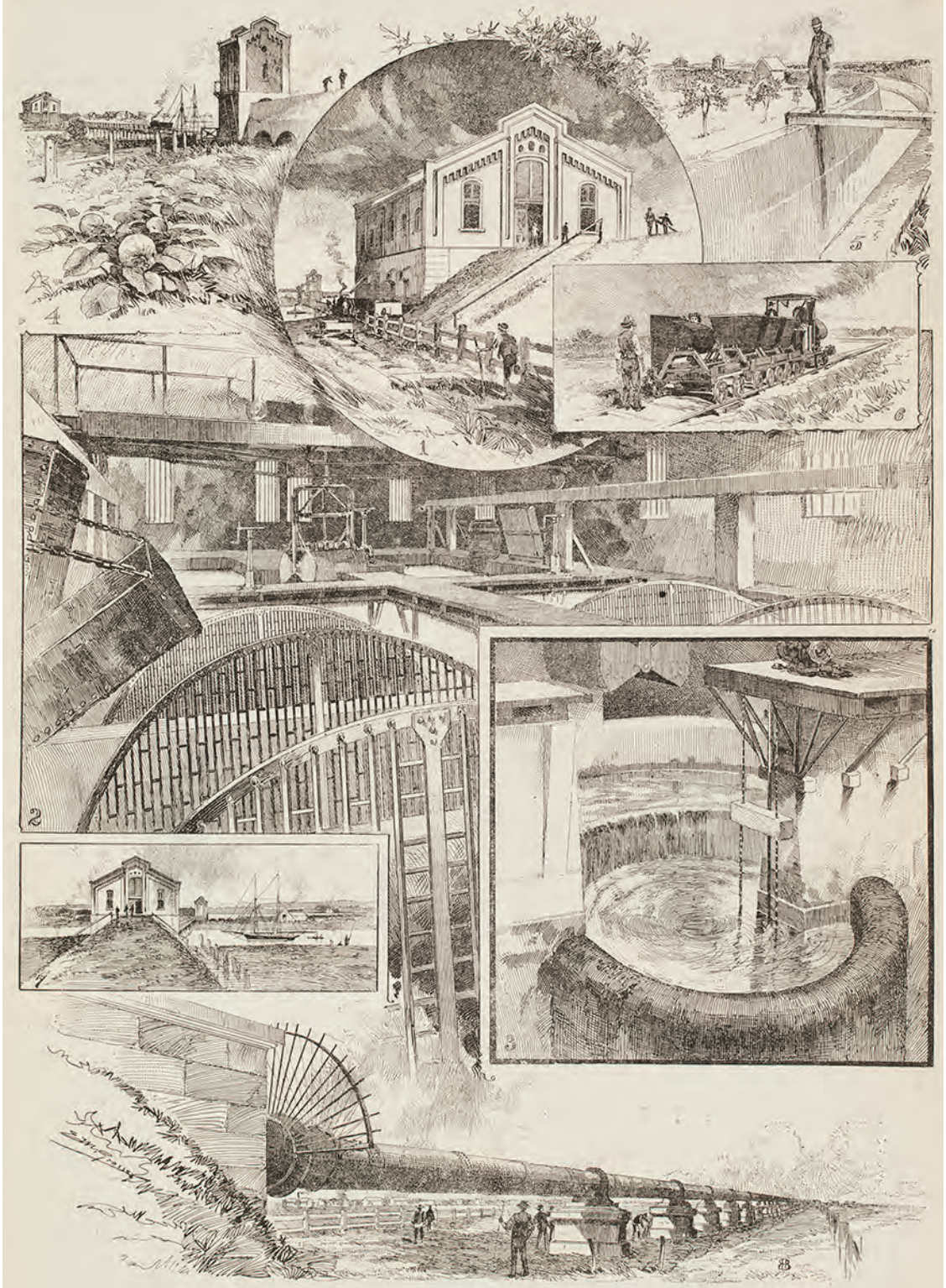
SEWAGE – THE BOTANY SEWAGE FARM

Botany had been not only the source of fresh water for greater Sydney for much of the latter half of the 19th century but was also adjacent to and used the products of a large sewage farm, known as the Botany Sewage Farm, although it was actually located on the southern side of the Cooks River (within the former Rockdale Council area). In 1875 a Board of Health and Sewerage was appointed to investigate improvements to the city's sewerage system (which was considered grossly inadequate). A sewage farm was recommended.

In 1882 the Government resumed 309 acres known as Webb's Grant; a narrow neck of ground at the entrance to the Cook's River. This site was easy to deposit into, far enough removed from suburban sprawl (at the time) and with a covering of drift sand that rendered



Fig. 4.4.20 A 1916 photograph of the Botany Sewage Farm. The sewage farm opened in 1887 and was the primary way that Sydney's human waste was processed. The farm was located on the other side of the Cooks River opposite Mudbank. It is now within the area of the airport. (BCHA)



SKETCHES OF THE SOUTHERN SYDNEY SEWERAGE SYSTEM.——*(By our Special Artist.)*

INLET HOUSE AT COOK'S RIVER, WITH VIEW ACROSS RIVER TO OUTLET HOUSE. 2. INTERIOR OF INLET HOUSE, SHOWING SCREENING APPARATUS 3. SAND BASIN, WITH INLET WELL AT END SYPHON. 4. OUTLET HOUSE ON SEWAGE FARM, AND BRIDGE OVER COOK'S RIVER. 5. CARRIER ACROSS SEWAGE FARM, LOOKING TOWARDS OUTLET HOUSE. 6. DEPOSITING SLUDGE FROM STRAINERS ON THE SEWAGE FARM. 7. GENERAL VIEW OF FARM FROM INLET HOUSE. 8. WROUGHT IRON AQUEDUCT ACROSS SHEA'S CREEK FLAT—PART OF MACDONALDTOWN AND ALEXANDRIA BRANCH SEWER.

it suitable.

The purpose of the Sewage Farm was to filter and essentially re-use human waste. The Farm commenced operation in 1887 and seven labourers were employed under the control of a manager. Subsequent activities developed the Farm into commercial productive land, including a successful 4 acre yield of cabbages, turnips and lucerne. The Farm was however in an exposed position; sand blown by prevailing south-east winds destroyed early attempts in wide areas therefore minimising the productivity of the land. It never produced enough income to cover operating costs, which were high.

Fine cottages, "*brick with tiled roofs to neat design*" (Ninth Annual Report, MBWS&S, 1896, p.6) were built for each of the employees at the Farm in 1898, surrounded by trimmed lawns, new paths and an extended railway to the western perimeter of the Farm to ease the employee's (and their family's) access to Botany and Rockdale.

The Board of Water Supply and Sewerage was formed in 1888 and took control of several large infrastructure projects from the Public Works Department, including the construction of a proposed dedicated main for sewerage from the city to the Botany Sewage Farm. (Botany Wetlands, NSW State Heritage Inventory Sheet) Further assessment concluded that the Botany Sewage Farm was financially and physically unviable and a new solution to the problem of the disposal of Sydney's sewage was required.

The Farm continued to work in the background, but focus shifted to the nucleus of the new comprehensive Western Suburbs Sewerage Scheme, which proposed draining portions of nineteen municipal districts in an effort to underpin the total suburban landscape with a network of mainly underground sewage pipes that led to ocean outfalls.

At the turn of the 20th century the capacity of the Botany Sewage Farm was extended to allow for excess sewerage load while the Western Suburbs Sewerage Scheme was constructed. An additional 309 acres of land was resumed to the west of Webb's farm in the Municipality of Rockdale, making the scheme known from then on as the Botany-Rockdale Sewerage Farm. Much of the resumed land was totally unsuitable for filtration as it was swampy and salty. When this natural unsuitability was paired with an inundated dump

Fig. 4.4.21 (facing page) Sketches of the Southern Sydney Sewerage System as depicted in the Illustrated Sydney News, 7 May 1892.

of excess sewage, the filtration of the sewage failed and led to "merely clarified sewage", which putrefied when it was incubated.

By the turn of the 20th century the usefulness of the Botany-Rockdale Sewerage Farm was fast diminishing. On the other hand, the sewer mains from the southern and western suburbs were proving very successful and were amalgamated and extended in 1909 to a new ocean outfall at Malabar; a scheme known as the Southern and Western Sewer Ocean Outfall System or, SWSOOS No.1 (see Section 4.4.5). This scheme took several years to carry out and was finally completed in 1916, the same year that the Botany-Rockdale Sewerage Farm was finally abandoned. Eventually the Farm land was sold for a variety of other purposes, mainly to facilitate the construction of the Kingsford Smith Airport.

SYDNEY'S SEWER NETWORK AT BOTANY – THE SWSOOS

With the increase in suburban development in the district, the Botany-Rockdale Sewerage Farm had been pushed beyond its capacity and needed to be replaced. South-Western Sydney Ocean Outfall Sewer (SWSOOS) No.1 was built as the solution to this



Fig.4.4.22 Part of the Waterworks pumping station was adapted to provide ventilation for the SWSOOS1 line. This photograph was taken during the conversion work. (BCHA)



problem. It consisted of a network of reinforced concrete mains that would carry sewage from the southern and western suburbs, and instead of depositing in Botany it would carry the waste out to the new Ocean Outfall on the coast at Malabar. This outfall was the third constructed in Sydney, after Bondi in 1888 and Coogee in 1889. (SWSOOS No.1 Historical Notes – Sydney Water Archives)

The work on SWSOOS No.1 commenced in 1909 and took until 1916 to be completed. The work was carried out by the Public Works Department (under the overarching control of the Board of Water Supply and Sewerage 1888) with the chief engineer responsible being E.M. de Burgh; a prominent engineer in the early part of the 20th century and after whom de Burgh's Bridge at Lane Cove is named. *(SWSOOS No. 1 Historical Notes – Sydney Water Archives)*

During the works the Department built an "Engineer's Office" at what is now 23 Byrnes Street Botany, however the listed occupant of this building was not de Burgh but another engineer by the name of H.M. Clarke. It is highly likely that the office acted also as a residence, perhaps for a later site manager, given its very close proximity to the construction works pipeline and main area of construction at the time. The scheme included the adaption of the main chimney from the Botany Water Works, which had been retired for water supply use in 1888, left unused for 28 years, and then shortened and re-used as a vent as part of the sewer construction work. The chimney was further truncated (to its present height) in the 1940s which coincided





Fig. 4.4.23 the cottage erected for the SWSOOS engineer at 23 Byrnes Street adjacent to the line. By the 1980s it had been heavily altered, but the original Federation-style windows with sidelights remained. The property was known as 'Twin Palms" after the Canary Island Palms planted in its garden. (BCHA)

Fig 4.4.24 & 4.4.25 Canary Island Palms were a feature of planting associated with the SWSOOS scheme. Two were planted in the garden of the Engineer's cottage and one on the site of a small pumping station at the corner of McFall and Erith Streets. (Elizabeth Conroy)

with the diversion of the mouth of the Cook's River into Botany Bay.

Works associated with the construction of the SWSOOS scheme were commonly marked by the planting of Canary Island Palm trees within the site curtilage, and the surviving trees can be seen throughout Sydney within the reservation of major sewer lines including along Bay Street in Botany. They were also planted on the site of pumping stations and along the alignment of above-ground infrastructure such as the main pipeline of Hale Street. Canary Island Palms were favoured by J. Maiden of Sydney's Botanic Gardens in the early years of the 20th century and remain characteristic plantings of major civic works undertaken by the government in this period.

SEWERAGE: DISPOSING OF BOTANY'S RESIDENTIAL SEWAGE

In the same way that Botany provided Sydney's fresh water for several decades but did not itself receive reticulation until much later, the provision of sewerage services to the suburbs of Botany was slow. Although it was partly responsible for Sydney's sewerage farm, when the opportunity came for Botany to take a step toward implementing a system of sewerage disposal in 1888, the two Councils were still in their infancy and did not have the administration in place to be able to do so. This meant that Botany residents continued to depend on the more traditional form of disposal – the nightsoil.

Nightsoil was human excrement that was collected by households in buckets, cesspits or outdoor privies and left outside overnight for collection. Nightsoil collectors would take carts along the streets in the dead of night and take the waste to a dumping site. North Botany (Mascot) had organised contractors to collect the nightsoil however Botany had not, and instead relied on locals to empty their soil directly into the trade waste sewer themselves. When the Board of Health and Sewerage refused to allow this, agreements were made between North Botany and Botany Councils to share the contractors, who used the old Church and School Estate as a dumping ground. Eventually Botany introduced an updated 'pan' system and the Board approved a dumping site on Lord's estate in 1896.

The first connection to the Boards sewer was made in the vicinity of Ramsgate, Chatham and Hastings Streets in 1917, and extended gradually to cover the whole area today.

THEME 4.5: ACCOMMODATION

The relevant national-level theme is '*Building settlements, towns and cities*'. The relevant state theme is *accommodation*. Local themes within this theme are activities associated with the provision of accommodation, and particular types of accommodation. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Housing types in the Botany District
- Daceyville

Other relevant themes:
4.2 Towns, suburbs and villages
4.4 Utilities
6.0 Educating

4.5.1 HOUSING TYPES IN THE BOTANY DISTRICT

Little built evidence has survived of the earliest phase of European housing in the area, with the few substantial homes such as Lord's 'Banks House' at the mill and Redmond's Mudbank House long since demolished.

The lack of broadacre subdivision and generally low level of demand throughout the 19th century for residential development in an area dominated by noxious industries meant that there was little speculative housing development in this period. Early housing was very modest and generally workplace related, including the cottages provided by Simeon Lord for his employees across his estate, and the timber cottages of the fishing villages and market gardeners. The extensive use of impermanent materials such as weatherboard and the later layers of re-subdivision and development have meant that little evidence of this earliest layer of residential development has survived.

The next layer, that of detached cottages associated with market gardens; and subdivisions associated with new villages, has survived in places. Most of these houses are very simple timber weatherboard iron cottages with 4 rooms in the typical mid-late 19th century vernacular style. The escalating pace of land subdivision of the early 20th century can be seen through the patterns of Federation and Inter-war cottages that dominate many of the residential streetscapes of the area today.

The residential architecture of Daceyville is notable and unique in NSW. The cottages in the development were also of patternbook form, but they were designed under the supervision of noted architect Sir John Sulman and demonstrate clearly the aesthetic principles of the Arts and Crafts cottage. Later public housing initiatives were similarly standardised, with medium density walk-up flat buildings typical of those found across Sydney constructed in Hillsdale and Eastlakes on ex-industrial sites.

The traditional Anglo-Australian residential character of much of the early residential development throughout the Botany District was significantly layered as a result of post-war migration, with many new residents attracted to the proximity to the employment opportunities in the area. As these groups settled and prospered in the area they were able to adapt and re-build many of the earlier houses in what has been described as the 'Immigrant Nostalgic" style.

4.5.2 DACEYVILLE

For further reading on this topic, the author recommends the following two comprehensive publications: 'Dacey Garden Suburb: A Report for Daceyville Heritage Conservation Area within its historical context' by Susan Jackson-Stepowski (2002) and '*Audaciousville: The story of Dacey Garden Suburb, Australia's first public housing estate*' by Samantha Sinnayah (2010).

At the turn of the century Sydney was riddled with slums and disease. Sydney's rapid increase in population, combined with the inner-city housing shortage and greedy landlords led to suburbs such as The Rocks and Surry Hills containing up to 35% of homes which were dilapidated, unsanitary and unfit for healthy habitation. In 1909 a Royal Commission was called to investigate methods of fulfilling social and hygienic needs by relocating workers into detached, greened suburban houses. In 1911 John Rowland Dacey (1854-1912), the local State member and NSW Treasurer, introduced enabling legislation for a 'model suburb' to be constructed at State Government expense to create healthy, affordable housing to serve as standard for municipal councils and as a monument to the social conscience of the first Labor Government of NSW.

The Housing Act was passed on 24 April 1912, in effect allowing for the first time the State Government to act as both constructor and landlord of housing. The Housing Board of NSW was established to oversee the work that would be carried out in response to the Act. The NSW Labor Government was the first in the world to secure a site for an entire garden suburb that would remain under government management.

The site chosen for the experiment was a large portion of land excised from the abandoned Church and School Lands reserve scheme at Botany. Designed to be the complete opposite of Sydney's inner

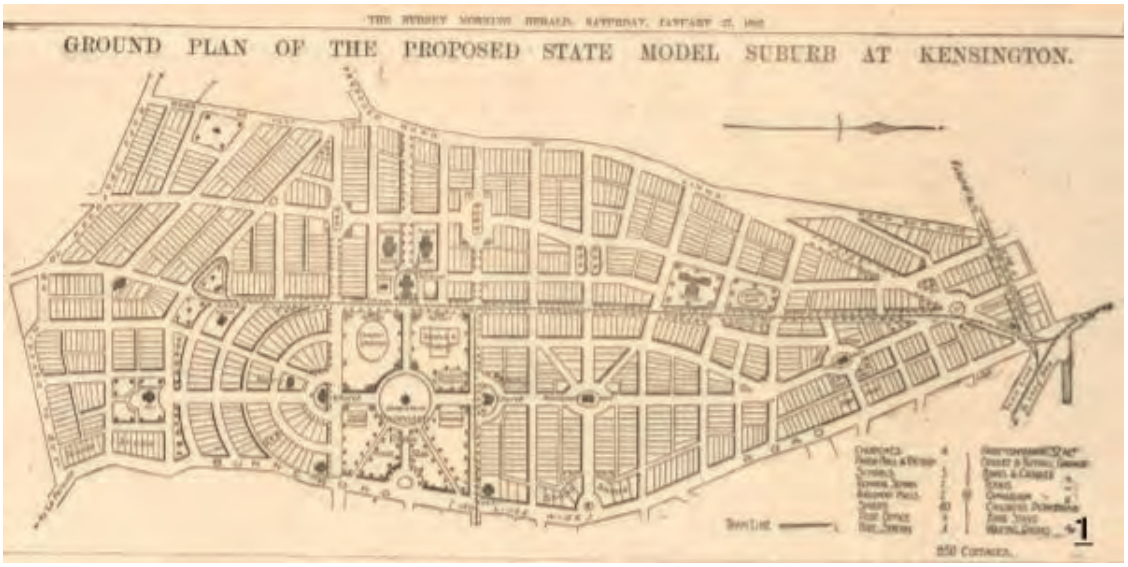
city slums, Daceyville's planners took a very modern and scientific approach to developing the suburb. The ideals of the British Garden City Movement were a major source of inspiration, as shown by the suburb's alternative name – Dacey Garden Suburb.

Born out of the ills of the 19th century industrial city, the 'garden city' movement sought to merge the best elements of city and country life. They were planned to be spacious with wide avenues resembling tree-lined boulevards that radiated outwards from an inner 'hub'. The entrance to the suburb was ideally a garden setting, surrounded by a circular parade of shops and community buildings. Houses were to be set far back from the street to allow for large gardens (where residents were encouraged to grow their own food) and front fences were abolished in favour of wide open greenery. The distinguishing feature of all garden suburbs was its patterns of parks and gardens which linked streets and spaces along wide sweeping avenues.

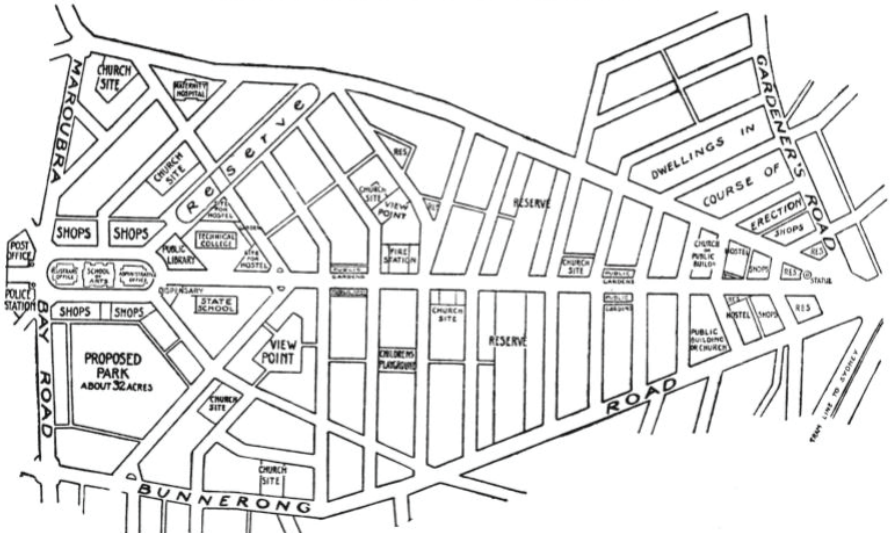
Even though the self-sufficiency of the British Garden City model intended for Daceyville was not achieved, the layout of the suburb certainly aligned with the overarching philosophy; a range of cottage designs of sizes and arrangements of rooms, no front fences, vistas created by curved residential streets whilst connecting roads were



Fig. 4.5.1 Dacey Garden Suburb was built over the barren, sandy landscape of the former Church and School Estate on the western edge of the former Botany LGA. This photo was taken in 1915 prior to the commencement of works. (NSW State Records)



STATE MODEL SUBURB.—PLAN OF DACEYVILLE.



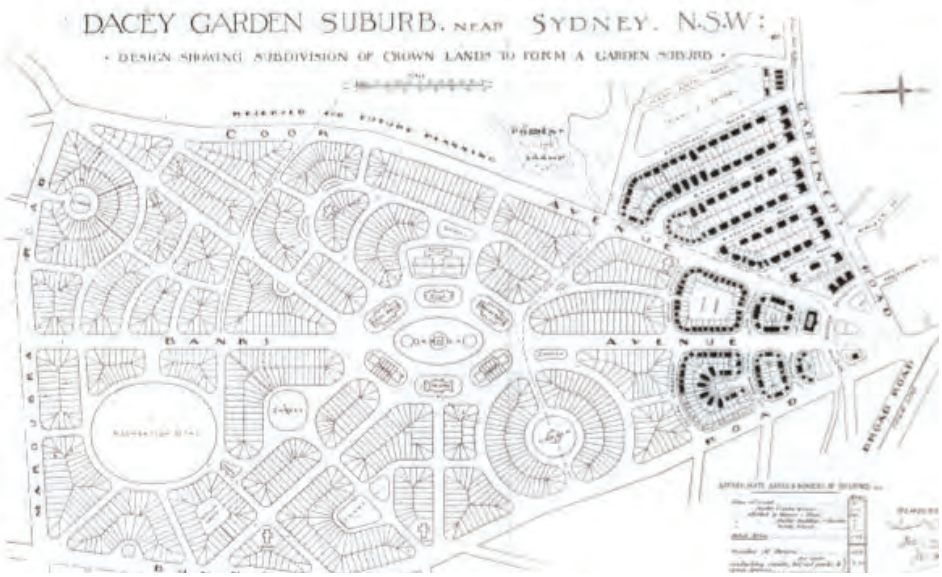




Fig 4.5.2 (opposite, top) The original 1912 design layout for Dacey Garden Suburb. (SLNSW)
Fig 4.5.3 (opposite, middle) The amended design by Sulman & Hennessy later in 1912 (SLNSW)
Fig 4.5.4 (opposite, bottom) The Foggitt Plan for Daceyville 1915-1916 (SLNSW)

Fig. 4.5.5 (above) The original plan for Daceyville was an ambitious one, extending over 336 acres and including 1437 dwellings, plus extensive infrastructure and community facilities. Only the section closest to the artist in this birds-eye view was constructed under the scheme, the lands to the south developed as a planned subdivision for private sale, without the community infrastructure envisaged originally other than a carefully planned network of open space. Bird's-eye view of Dacey Garden Suburb as it will appear when completed. 1918. (NSW State Records)

straight, allotments wedge shaped at the street corners and incidental green spaces interspersed among the housing.

Daceyville was not merely a residential attachment to the metropolis of Sydney; it was to be a self-contained community with its own sense of civic identity. The significance of Daceyville as a suburb is foremost in its pioneering philosophy of self-sufficiency and self-containment within a healthy and spacious setting.

Atypically to development of that time, there were to be no back lanes or pubs (being synonymous with 'slums'). The deliberate absence of a licensed pub in the suburb was indicative of the Government's agenda for social and moral reform, instead advocating the improvement of morality, health and respectability of citizens by providing them with a model environment of ordered streets, abundant nature and single-family homes.

The planning of Daceyville was an evolving process. The original proposal was grand in scale, extending to the shores of Botany Bay and was socially sophisticated, including a maternity hospital, three schools, a technical college, School of Arts, four churches and over 40 shops. Dedicated accommodation for bachelors and spinsters was proposed to prevent the overcrowding that occurred when taking in single people as lodges, along with extensive parks and gardens laid out by the Royal Botanical Gardens' Director, Joseph Henry Maiden.

At the time of its main development between 1912 and the early 1920s, Daceyville was not merely being advertised as a new suburb, but rather as a 'model' one. Daceyville was an advertisement in itself; an ideal town plan built in real form that the Housing Board hoped Sydney's private developers and councils would see the benefits of and replicate.

The scale of the project was reduced in its second iteration, which was designed by esteemed architect and pioneering town planner John Sulman with his partner John Hennessy. Although the communal garden ideal of self-sufficiency did not take off in Daceyville, the plan to have 'everything one could ever need' (bar a local pub) was certainly implemented: A School of Arts and Community Hall (1916) was constructed at Cook and Banks Avenues, a police station (1920) and a row of six shops at 1-11 General Bridges Drive (with residences above). A baby health centre was constructed at 3 Wills Crescent





Fig.4.5.6 and 4.5.7 The theatre (top) and small group of shops (centre) were built at the commencement of the project, but most of the other planned community services and infrastructure, including a maternity hospital, technical college, four churches and a total of 40 shops were not pursued when the project was significantly reduced in scope in the 1920s. (NSW State Records)

Fig 4.5.8 (below) Constructing Dacey Garden Suburb, c.1916 Astrolabe Road, looking south. (NSW State Records; also SLNSW Government Printing Office 1-30348) also available online at http://trove.nla.gov.au/work/209673513)







(1918-1919). The Daceyville Public School was constructed in 1921 at Joffre Crescent. Churches however were required to find their own sites on the periphery of the development.

The amount of public infrastructure would probably have continued to climb had it not been for the delay in the construction of supporting residential development. Rising building and labour costs, combined with a lack of funds, slowed construction. Comments made by Charles Reade, of the British Garden Cities and Town Planning Association, also affected the suburb's plans. To him, Daceyville's road layout, though understandable, was "*extravagant and costly*". Furthermore, the suburb lacked "*anything corresponding to a cul-de-sac or narrow town planning road of modern times.*" (Samantha Sinnayah, *Dictionary of Sydney - Daceyville*, 2011.) Taking these factors into consideration, Government architect, William Foggitt, redesigned Daceyville's street layout midway through construction. Today, one can stand at Cook Avenue,

Fig. 4.5.9 Cottages under construction. Concrete 'Sampson' blocks were used where finishes were to be rendered. 1915.

(NSW State Records)

Fig. 4.5.10 Major drainage infrastructure was required prior to commencement of construction. A freshly-laid storm-water channel in Daceyville, c.1913. The channel was constructed to divert and carry storm water from the swampy edge of the wetlands near Bunnerong Road away from the residential area.

(NSW State Records)

facing away from the Kingsford roundabout, and see Sulman and Hennessey's plan to the right while Foggitt's revised plan to the left. Colonel Braund Crescent, reputedly Australia's first planned cul-de-sac, was constructed out of Foggitt's amended plan.

The re-designed Daceyville plan drafted by Foggitt slowed progress further, and by June 1920, eight years after initial work began, just 315 of the intended 1,473 cottages had been built. The suburb was by no means deserted however, and it continued to have good population growth for decades after it was 'finished'. Remarkably the self-contained philosophy of Daceyville endured regardless and has survived in some aspects in a clearly legible form today.

A particularly beautiful remaining example of the original Daceyville plan is the Dacey Garden Reserve and Substation at General Bridges Crescent. Banks and Cook Avenues were proposed originally to extend through this reserve which was truncated to provide for the turning arcs of the trams and traffic. The Bird's Eye Detail (see Figure 4.5.7) includes imagined structures such as a massive statue at the entrance and pavilions in each sector, but these appear to be speculative elements, with no evidence of them ever being planned or constructed.





Fig. 4.5.11 and 4.5.12. Many of the dwellings, such as these on Colonel Braund Crescent, were a mixture of detached and semi-detached cottages, but some, such as the group at 2-8 Cook Avenue (below) contained multiple dwellings. 1916.

(NSW State Records)





Daceyville on the whole was considered a great success for public housing and before it was even completed a second Daceyville was already being planned. Originally named 'Daceyville No.2', the new housing scheme aimed at easing the wider issue of housing shortages in Sydney after World War I. The Nationalist Party, which by this time held power in New South Wales, introduced a new housing policy that provided financial assistance to those who wanted to buy an existing home or purchase land on which to build one. Because of this policy, Daceyville's southern end, now part of Pagewood, was subdivided and offered for private sale.

Construction of the housing development commenced in 1919 on an area of land between the present Birdwood Avenue and Maroubra Bay Road, now Heffron Road. Daceyville No.2 had several teething problems. It had a more basic road construction and a lack of drainage. There were also problems with shifting sand from nearby sand dunes which, culminated with the poor drainage, would have had an adverse impact on buyers. Many plots of land remained unsold as late as the 1940s.

The new ratepayers living at 'Daceyville No.2' were also unhappy with the name of their suburb. They argued it added confusion in the forwarding of mail, and there was a general underlying sentiment also that the locals wanted an original name that they could claim to be their own, as a manifestation of local community pride. The notion was raised to perpetuate the name of F.J.Page who had entered the Botany Council at a by-election in 1924 and earned great respect of the citizens for his services as Alderman. In July 1929 Botany Council defined the boundaries of the new suburb and renamed it Pagewood.

The Housing Board which was responsible for Daceyville and Pagewood's development was abolished in 1924 and the management of the suburbs was passed firstly to the Public Trust Office and then to the Resumed Properties Department. Finally in 1942 the Housing Commission of NSW was established and in 1948 Daceyville was added to its portfolio.

By the 1960s Daceyville was no longer the 'model suburb' it was designed to be. The suburb's once healthy abundance of green space became overgrown and was casually used for off-street parking. Furthermore, many of its buildings were in dire need of

Fig. 4.5.11 (facing, top) Foggitt's "No.1 Type" cottage was a semi-detached with wide frontage and simple, yet pleasing, detailing such as shingled window hoods and art-noveau profile verandah columns. (NSW State Records)

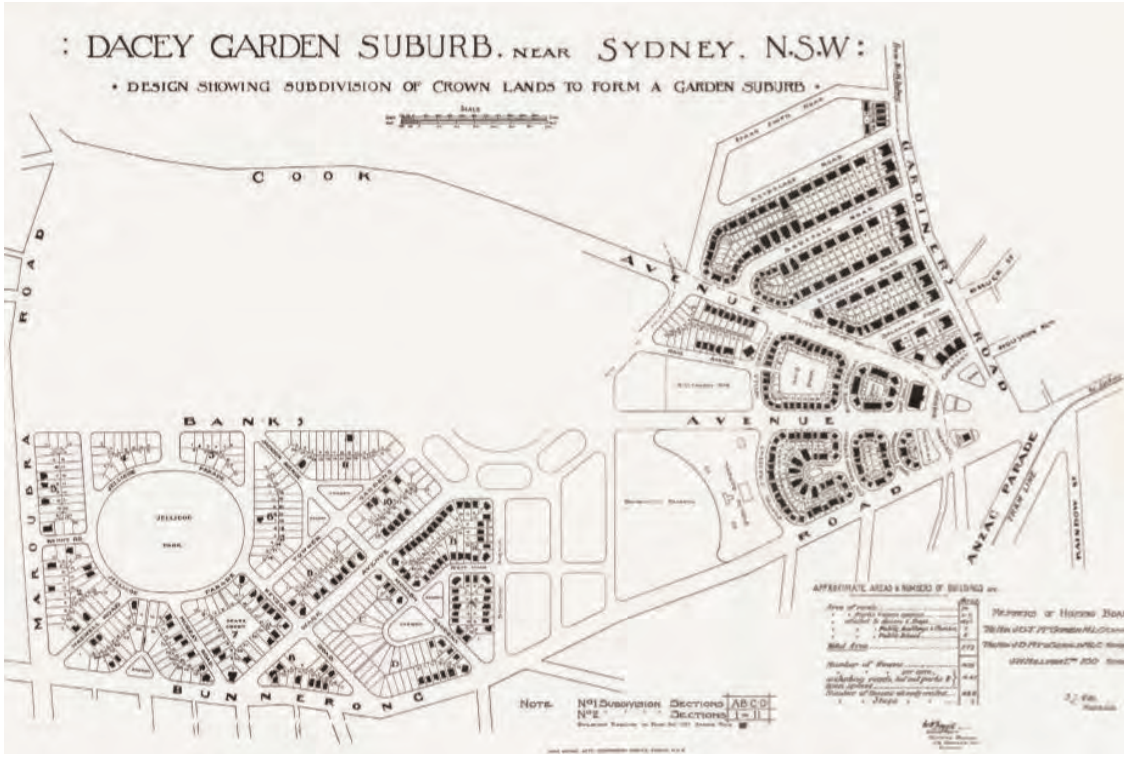
Fig. 4.5.12 (facing, below) Interior of a model cottage. The rooms were modest in scale, but had space for entertainment around the piano. (NSW State Records)

modernisation. These issues, combined with the suburb's prime location in the eastern suburbs between the city and growing job markets like Kingsford Smith Airport (and eventually Port Botany), made its redevelopment seem imminent.

Daceyville was particularly threatened in the 1970s by the proposal of an extension to the eastern suburbs railway from Bondi Junction to Kingsford. The Housing Commission saw this as an opportunity to propose bulldozing the entire suburb in favour of walk-up apartments that were in vogue at the time. The residents who lived in the 315 homes in Daceyville protested fiercely against this and created the Daceyville Preservation Society to fight the proposal, supported by the Builders Labourers Federation (well-known for their 'Green Bans' at Woolloomooloo and The Rocks). Ultimately the railway proposal was cancelled and redevelopment plans were scrapped.

Daceyville again came under the eye of developers in 1979, however by this time they had new issues to consider. Firstly, the high-rise buildings were no longer an option because the Department of Civil Aviation opposed increasing building heights and densities under Sydney's east-west flight path. Secondly, the National Trust had officially recognised Daceyville's historical significance in 1978. In light of both of these considerations, in 1982 the Commission initiated

Fig.4.5.13 (below) Following abandonment of the scheme as an innovative socio-political experiment, the remainder of the original area was subdivided and sold as freehold title. The layout of "Daceyville No.2 Subdivision" was still more advanced than the standard for the time, and included planned parks and carefully resolved geometry.
(SLNSW)



a plan to conserve Daceyville's most historically significant streets whilst also renovating and a (limited) redeveloping of its housing stock through infill development at the centre of the street blocks. Today, Daceyville exists as a finished suburb that has preserved its social housing beginning and, most significantly, has retained its identity as a secluded and peaceful suburb in the midst of the hustle and bustle of Sydney.

Fig. 4.5.14 Coverage of the protests against the redevelopment of Daceyville in the local newspaper The Messenger. (Copyright holder unknown. Microfiche - SLNSW)



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No. 2101 WEDNESDAY, 17th JULY, 1974 PRICELESS

300 Protest Against Plan To Redevelop At Daceyville

A proposal by the Housing Commission of N.S.W. to redevelop the Dacey Gardens Estate was strongly opposed by a meeting of approximately 300 residents in Daceyville Park last Sunday morning.

About 20 percent of the tenants purchased their cottages in 1965 following a special Act of Parliament permitting the sale of the properties.

In a letter to the owners dated June 27, the Housing Commission said that plans were being prepared for the redevelopment of the estate with a modern complex which will provide attractive housing with improved amenities in landscaped surroundings for a greater number of people than are presently accommodated within its boundaries.

The letter said that alternative accommodation would be provided, either in the new development or in some other area.

THREE-STOREY FLATS

A circular signed by Ald. J. Slattery of Botany Council calling Sunday's meeting, said that the Housing Commission proposed to erect three-storey blocks of flats on the same ground as is now occupied by single dwellings.

The circular said "The Housing Commission has the collosal nerve to expect you to sacrifice your homes, your families and your future so that they can settle cheaply and at their own convenience, at least six times as many families in the same area as you now live."

COUNCIL OPPOSES PLAN

It said that the proposal had been opposed by town planners, Botany Council and the Department of Civil Aviation.

Botany Council, said the circular, is vitally concerned, not only for the welfare of its residents, but also because the estate is the only original and only remaining town planned workers' garden suburb in Australia.

Ald. Slattery told the meeting that the Dacey Gardens Estate was the first town planned suburb in Australia.

"Those who purchased their homes in 1965 were not informed that they would be taken from us by the Housing Commission for redevelopment" he said.

"The area is a historical one, planned by Sir John Sulman."

ALD. J. SLATTERY

Ald. Slattery in a statement to The Messenger said "I have been a Public Servant for 47 years.

"It was my ambition to own my own home, which I achieved in 1965 and I looked forward to a life of retirement in it.

WILL FIGHT COMMISSION

"I'll fight with everything at my command to defeat the intentions of the Housing Commission" he said.

Ald. Slattery has represented Daceyville Ward on Botany Council for 15 years. He was Mayor for three years and Deputy Mayor for one.

Work on the estate began about 1912 and was interrupted by World War I.

The 397 cottages were completed about 1920 and the majority occupied by ex-servicemen.

Wran Makes A "Boo-Boo"

The Leader of the State Opposition, Mr Neville Wran, was quoted in the Sydney Morning Herald recently as saying that developers' excesses in Coogee were permitted by the Liberal Party.

Mr Wran has his facts mixed.

The majority of high-rise developments throughout the Randwick Municipality were approved by Labor-controlled councils prior to 1968 and between September, 1972 and June 1973.

Following public outcry against the number of development applications being approved in areas zoned for lesser buildings, the acting Minister for Local Government, Mr A. H. Jago dismissed the Council and replaced it with an administrator.

Announcing his decision, Mr Jago made some caustic remarks about the involvement of some unnamed aldermen in development activities.

'ROYAL' HOME DEMOLISHED

A bright red tin shanty at La Perouse, which once housed Queen Emma of the Illawarra Tribe, is being demolished.

Queen Emma occupied the shanty about 30 years ago.

Materials from a shack originally built by King Billy were used to build the shanty.

King Billy was the father-in-law of Queen Emma.

The shack was finally vacated about two weeks ago.

Mr John Timbery, King Billy's great-grandson and his wife Margery, occupied the shanty during the last war.

The Timbery's did not want to see the shanty demolished.

They wanted it renovated and used for the sale of Aboriginal souvenirs to tourists.

Mrs Timbery said that it could have been a tourist attraction and a central point for their people, but anyone who protested in the area.

The Aboriginal population of La Perouse are being rehoused in modern homes being built by the State Housing Commission.

The partly-demolished shanty with the modern homes being erected for occupation by Aboriginal families in the background.

(facing page) Banksmeadow Park (BCHA)

5 WORKING



Activities associated with work practises & labour

THEME 5.1: LABOUR

The relevant National theme is *working*. The relevant state theme is *labour*. Local themes within this theme are activities associated with work practises and organised and unorganised labour. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Wool and Basil Worker's Federation of Australia

Other relevant themes:

Industry
Commerce

5.1.1 WOOL AND BASIL WORKER'S FEDERATION OF AUSTRALIA

This body is the most significant, and oldest, union to have come out of Botany. It was formed in 1890 and covered all employees in fellmongering and its allied industries. It originally operated as 'The Fellmongers, Woolclassers, Scourers, Curriers and Tanners' Association of New South Wales' however in 1893 its name was shortened to the 'Wool and Leather Workers' Association of New South Wales'. The Association ceased in 1896, only to be re-established in 1901. John Dacey, Member for Botany and after whom Daceyville was named, was Honorary Secretary. The Union continued to progress and in 1902 it was renamed as "The Wool and Basil Workers' Association of New South Wales" and was registered as a Trade Union under the Industrial Arbitration Act. ('Basil' was the name of a part of the woolscouring process.)

In 1912 the state branches amalgamated and achieved federal registration as the "Amalgamated Fellmongers, Woolsorters and Woolscourers' Union of Australia'. Finally, in 1918, the Union underwent another name change – to the Wool and Basil Workers' Federation of Australia. John Dacey was once again involved in organising the Sydney branch.

In 1913 the Union was involved in a demarcation dispute with the Australian Textile Workers' Union, with which it was aligned, over work done at Botany woollen mills.

In the 1930s and 1940s the Union was highly vocal about the pubs and hotel industry in Botany. Its membership was working class men, and part of the regular working day routine was to 'knock off' with a beer at the local hotel, of which there were many. This integral relationship that existed between the Botany Bay hotels and their Union-member patrons was most strongly demonstrated when strikes, bans and legal action was taken by the Union against the hotel industry at various times throughout the course of two decades.

The matters varied over the years, however major recurring issues were the hotels' serving of adulterated liquor, non-opening on Saturdays, restricting hours of trade *"so that working men cannot get a drink"* and allegedly refusing to sell beer to locals in pints, half-pints or schooners and preference being given instead to non-locals. The Union also alleged that beer was being sold on the black market.

A formal Union Black Ban was imposed on several hotels in the wider Botany Bay area, however the most publicised were those against the Pier Hotel, the Tennyson Hotel at Mascot and the Lakes Hotel in Rosebery.

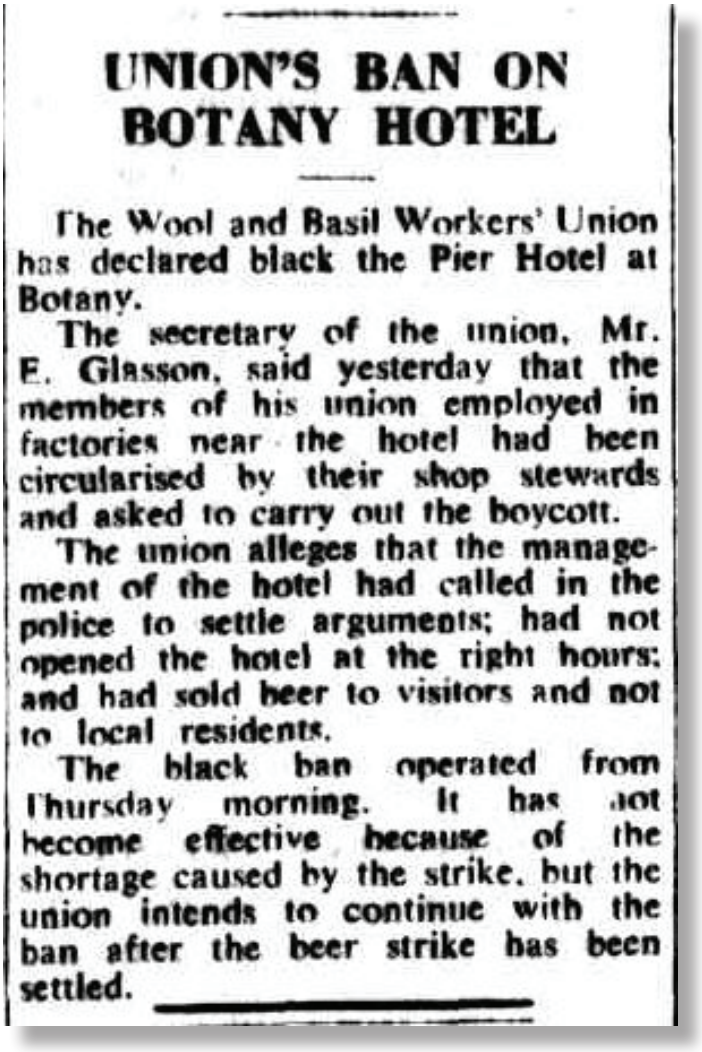
The actions of the Union, although at times dramatic and violent, were ultimately successful. After picketing for five weeks in 1948, and despite publicans stating that they were under no obligation to open certain hours or serve certain sizes, the Union was ultimately successful in obtaining their demands. The Union was also successful in securing better working conditions and a reduction in weekly work hours from 48 to 44. In 1976 the Wool and Basil Workers' Union merged with the Australian Workers' Union.



Strike If Hotel Black Ban Broken

MEMBERS of the Wool and Basil Workers' Union employed at Swinbourne and Stephen, Botany, have threatened to walk off the job if a member of their union is seen entering Mascot hotels declared black.

At a meeting, union secretary Mr. E. Glasson, told the workers that one particular union member was being encouraged to break the black ban.



UNION'S BAN ON BOTANY HOTEL

The Wool and Basil Workers' Union has declared black the Pier Hotel at Botany.

The secretary of the union, Mr. E. Glasson, said yesterday that the members of his union employed in factories near the hotel had been circularised by their shop stewards and asked to carry out the boycott.

The union alleges that the management of the hotel had called in the police to settle arguments; had not opened the hotel at the right hours; and had sold beer to visitors and not to local residents.

The black ban operated from Thursday morning. It has not become effective because of the shortage caused by the strike, but the union intends to continue with the ban after the beer strike has been settled.

Fig. 5.1.1 News articles describing the threat by members of the Wool and Basil Workers' Union to walk off the job if any member of the Union is seen entering hotel that had been declared 'black'. (18 February 1948, Tribune, p.3.)

Fig. 5.1.2 The timing of the Ban on the Pier Hotel was considered carefully: when the Pier Hotel was declared Black, it did not become effective until the beer strike (a separate matter) had been settled. (9 March 1948, Sydney Morning Herald. p.4)

(Facing page) BCHA

6 EDUCATING



The formal and informal learning by children & adults

THEME 6.0 EDUCATION

The relevant National theme is *educating*. The relevant state theme is *education*. Local themes within this theme are activities associated with teaching and learning by children and adults, formally and informally. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- The beginnings of formal education in the Botany District
- Schools:
  - Botany Public School
  - Mascot Public School
  - Banksmeadow Public School
  - Matraville Public School
  - Daceyville Public School
  - Eastlakes Infants School
  - J.J.Cahill Memorial High School
  - St Bernard's & St. Therese's Catholic Primary Schools
  - St Michaels School (also: religion, also: Daceyville/welfare)
- Nursery school (John Brotchie Memorial Nursery School)
- Libraries
- Mascot School of Arts
- Botany School of Arts
- The forming of public libraries
- The decline of the Institutes
- George Hanna Memorial Museum

Related themes:

Towns, suburbs and villages

6.0.1 THE BEGINNINGS OF FORMAL EDUCATION IN THE BOTANY DISTRICT

The establishment of a National School at Botany in 1848 was not only a historically significant initiative, it was also a socially indicative one that reveals the local community's aspirations of the time. Public education at this stage of the Colony's progress was not an orchestrated or administered entity - the establishment of a school being the responsibility of the local community. Education was commonly a subject that encountered an apathetic response, as was stated in a Report to the Board of National Education which described the problem thus...

> *"The first is the apathy of the parents, many of whom appear to care very little whether their children receive any instruction or not, while since some have actually stated their opinion, that children are better off without education." (Graham Norman, "Botany Public School: A History")*

There was a widespread lack of finance to support an education system, so in 1826 Governor Darling

endeavoured to provide funds by reserving one seventh of all new land in the colony as the Clergy and School Lands, the proceeds of which were to assist in the payment of clergy and teachers in Church of England schools.

A large part of the area between the wetlands and the coast was reserved for this purpose and became known as the "Church and School Lands Estate". Although the concept of setting aside land to raise revenue to pay teachers and clergy theoretically had the potential to do so, it was abandoned following legal advice from London and the Corporations established to administer the Estates were dissolved in 1833. The land was then designated general Crown Lands for use by the Government.

It was quickly realised by early governors Bourke and Gipps that an education designed to embrace all classes and sects was the ideal solution for New South Wales.

With this in mind, in 1844 Governor FitzRoy formed the Board of National Education which would supervise the schools provided by the Government under a new centralised Board. In order to promote the new system of education in the colony, the Government was prepared to provide up to two thirds of the cost of erecting and fitting out a school wherever an attendance of at least thirty pupils could be guaranteed.

Botany is notable as the location of only the third school, and the first in the Sydney metropolitan area, to be established under this scheme. (Largs and Dunmore Public Schools were opened before Botany Public School, however they were both in rural NSW.)

6.0.2 SCHOOLS

BOTANY PUBLIC SCHOOL

Botany Public School, also known as Botany Bay Public School, opened in 1849 with 30 pupils, a number that increased to 50 the following year. Although this attendance was impressive in the context of the small size and low density of the local population at the time, the school soon faced financial difficulties. Fees were very low (at 1 penny/week) and the Local Patrons requested that the four shillings/week for the premises be subsidised by the National Board.



Fig. 6.0.1 Location of schools.

1. Mascot Public School

2. St Therese Catholic Primary School

3. J.J.Cahill High School

4. East Mascot Public School

5. Daceyville Public School

6. St Michael's Catholic Primary School

7. Botany Public School

8. St Bernard's Catholic Primary School

9. Pagewood Public School

10. Banksmeadow Public School

11. Matraville Public School

The temporary premises were also not particularly suitable as a place of education. The location of this original school is not known. It is understood to have been established in an upstairs room of a temporary premises in the Botany area. This may have been on Lord's land (ie. close to the present day Botany town centre), since advertisements in the Sydney Morning Herald in 1850 asked those that had subscribed towards the erection of the Botany District National School to please make payment to the schoolmaster "*at the school house, Botany*" or to Frederic Castilla at Darvall, Castilla and Co.'s stores.

Darvall and Castilla were owners of large tanneries on either side of what is now the intersection of Bay Street and Botany Road in the Botany town centre, which suggests that it may have been close to its present position, even though the population in the area was still sparse and access to this part of Lord's land was difficult, since Botany Road did not extend through the site. It is also possible that the school was located in what was known at the time as the 'Botany Township" along the 'old' Botany Road now known as O'Riordan Street.

Prior to the passage of the Public Schools Act of 1866 it was common for private individuals, who perhaps had a bent for teaching or a desire to earn fees for services in a community that lacked schools, to set up private tuition classes. More often than not, these schools were but transitory. Several such schools existed in the early years of Botany, including two in lower Botany for children of wealthy parents living in the vicinity of the Sir Joseph Banks Hotel.

The teacher at the Botany District National School, Mr Samuel Smyth, resigned from his post in 1850 to open his own private school. It appears that at around this time the building being used by the school was required by its owner, and no replacement teacher was appointed or premises secured, so the school closed for eleven years.

In 1862 an 'Application for the Establishment of a Non-Vested National School at Botany Bay' was lodged with the Commissioners. The application was approved and another temporary premises, the Wesleyan Chapel, was used to house the new school which again grew quickly, with 96 enrolments registered in 1864. The Wesleyan Chapel soon became overcrowded, a situation increasingly common throughout early schools in Sydney at the time.

The Government was at this time committed to wide-ranging reforms

Fig. 6.0.2 The original 1868 schoolhouse of the Botany Public School was a typical example of architect George Allen Mansfield's distinctive Gothic design for a two-roomed school in a semi-rural area. It included an attached wing to provide accommodation for the teacher. The wing has been demolished. The grounds were planted with Norfolk Island Pines and Moreton Bay Figs.

It was described at its dedication ceremony in 1868 as being unable to be surpassed in architectural beauty by any of the nearby ecclesiastical buildings.

(NSW State Records, 1 October 1868, Sydney Morning Herald, p.5)



in educational policy and practice culminating in the Public Schools Act of 1866. This Act abolished the National and Denominational Boards that had been coordinating education up until this time and instead placed schools under one controlling body, the Council of Education.

It was to this newly constituted Council that local Botany residents directed their request for a new purpose-built school in 1867 on the basis that the Chapel was far too small as the school's population had by this time exploded to 140 pupils. To expedite the process George Lord donated one acre of land valued at £100 for the new school. The school was situated on the western side of Botany Road and was "*of gentle elevation of land, sandy and naturally drained*". There would also have been a rather pungent odour in the air for the school abutted two tanneries.

Local residents raised £300 for the construction of the school. It was designed by Government Architect, George Allen Mansfield, in his characteristic Gothic style and included a classroom suitable for division into smaller teaching spaces and an attached residence for the teacher - a standard inclusion in schools considered remote from the main residential areas of Sydney at the time. The building was formally dedicated on 30 September, 1868, and classes commenced in January 1869 under Mr Charles Stratford. (Interestingly, the school appears to also have been known locally as Bay Street School, presumably due to its former name as the "Botany Bay School", or possibly its secondary frontage to Bay Street.) It was the practice to supplement the teacher's salary by fees. In Botany these ranged from threepence weekly for one child to a shilling for four or more. Enrolments consisted of a mix of fee paying and free students; a scheme that allowed free education for families that met certain social and economic criteria, based on income, land and number of children. Many of the local families were poor and a considerable proportion of children at the school did not pay fees, leading to a strain on resources and the teacher's income.

The management of the school was considered poor, and the quality of its teaching was considered "*discursive, superficial and mechanical*". A succession of teachers was dismissed due to either the unclean state of the school or their sub-standard teaching and behaviour management. It is not surprising that private schools nearby attracted





Fig. 6.0.3 A photograph of the school taken in 1938. The expansion of residential subdivision in the Botany area in the late 19th and early 20th centuries and introduction of the tram service along Botany Road had led to a rapid growth in student numbers. A second classroom block was added in 1903 to house the primary classes and a third in 1909. (BCHA)

Fig 6.0.4 The original lancet windows to the 1869 classroom that had been removed bu 1938 have now been reinstated.(Photo Elizabeth Conroy)

the better pupils, causing the enrolment to be reduced by almost half. Enrolments had dwindled to 70 by the 1870s, many parents having moved their children to a flourishing private school that had been established on the adjoining site by Samuel Butler, a disgruntled ex-teacher of the Public School. An elderly veteran teacher, Jabez Clarke, took charge of Botany Public School in 1878. He seems to have been appreciated by both parent and student, and enrolments increased rapidly from 79 in 1877 to 236 in 1880. *(Graham Norman, "Botany Public School: A History")*

The opening of the tram line down Botany Road facilitated further increases in enrolment and attendance at the school. Water and gas were added and the teacher's accommodation was increased. Enrolment increased rapidly following the incorporation of the municipality in 1888 and by 1900 had grown to 369. The original buildings form the nucleus of the present Botany Public School, with the addition of a two-storey primary classroom block in 1903, and then third classroom block by the early 20th century and a new hall in the late 20th century. The grounds of the school had been increased gradually by purchase of adjoining parcels of land, and the rear part of the site, extending to Bay Street, was used as a playing oval, with the original timber shelter shed, which had survived almost 100 years, being relocated to this area in December 1975.

MASCOT PUBLIC SCHOOL

Between 1914 and 1918 land from the Estates of H.C. Castle and G.H. Hicks was purchased by the Board of National Education for a school. The erection of a new school was desperately needed for the North Botany area. Gardeners Road Public School was the main catchment school for the area and by 1894 had over 400 enrolled students, with 300 attending weekly. In March 1892 a deputation from the Public School Board and North Botany Council approached the Minister for Education to request a new school with proper brick buildings be built in King Street to help ease the population burden. Nothing appears to have been carried out as a result of this and by 1921 Gardeners Road Public School's population had exploded to 1,700 pupils – a number that far outweighed the capacity of the school.

Originally the new school at Mascot was to be an Infants School, however in July 1920 the scope of the project was widened to be a complete primary school due to this rapid rise in school-age population in the catchment area of Mascot at this time. Plans were prepared and in November 1920 the Department accepted Mr. F. Denham's tender for construction of a primary school.

The school, built of brick with an iron roof in the Arts and Crafts style,

Fig. 6.0.5 Class 4B and their dolls at Mascot Public School. n.d.(BCHA)



was officially opened in 1922 (at the King Street location originally proposed in 1892). Over 600 students left Gardeners Road Public School to attend Mascot Public - a move welcomed by the former for it reduced their population to a more manageable 1, 150 and allowed them to receive kindergarten students for the first time. *(Gardeners Road Public School: 1883-2008 125th Anniversary History)*

Mascot Public School could accommodate 700 students in 14 classrooms. Six additional classrooms were added in 1924. A separate Infants School was built on an adjacent site and opened in 1926. The Infants School was a two-storey brick building on concrete foundations and with a roof of terra cotta French pattern tiles. Special attention was made to the heating and ventilation of classrooms. In the 1970s a new wing was built to contain a canteen and an undercover area. A 1979 fire destroyed two classrooms and an outdoor theatre. In 1993 an administration block and staff amenities were added.

BANKSMEADOW PUBLIC SCHOOL

Banksmeadow Public School began in 1875 as an informal gathering of pupils in a temporary weatherboard building in Banksmeadow. The school had an opening enrolment of 24 pupils and the head teacher was Mr. W. Densley. Application to the Council of Education for a provisional school was refused on the grounds of the location of the school being less than two miles from Botany School (the rules



Fig.6.0.6 The 1938 classroom block at Banksmeadow Public School was a substantial one even though the local residential population was mainly industrial and market gardens. The rapid growth of residents following the release of the Sandgate, Hancock Gardens, Sir Joseph Banks and Dudley subdivisions led to a significant expansion in pupil numbers. (BCHA)

stipulated no two public schools could be closer than six miles apart).

The school was finally approved in 1881 and opened on the 1st of September of that year on land provided rent-free by Joshua Wiggins, an early mail coach driver in North Botany. The premises was a room, 6 by 5 metres in size, owned by Wiggins. By the end of the year there were 94 pupils enrolled with an average attendance of 54 a week. In 1882 Wiggins requested £1 per week as rent. Rather than pay for the site that it had been receiving for free, the school board instead moved to purchase land from William Stephen, a resident of Brighton Street in Banksmeadow whose son operated a market garden on the same street. The school relocated to this land and established a tent upon the property. The tent was said to have been windswept, badly affected by storms, and had no drinking water or toilet facilities. By the following year, 1883, a permanent brick school building had been constructed, at a total cost of £4,297. A teacher's residence, also known as the Headmaster's Residence, was also built just to the north of the school site.

At first the residential population in Banksmeadow was mainly industrial and market gardens. The rapid growth of residents following the release of the Sandgate, Hancock Gardens, Sir Joseph Banks and Dudley subdivisions led to a significant expansion in pupil numbers. In 1895 the school accommodation had reached capacity, being originally designed to hold 236 pupils and with a current population of 261. The Minister for Public Instruction stated in the media that the pupil numbers would continue to grow and that the school's accommodation would need to be increased. Tenders were called for additions to the school building in 1895.

In 1919 fifty trees were planted in the grounds to commemorate the fifty ex-pupils of the school who had enlisted to serve in World War I. Ten of the trees were given "pride of place" to honour those who had lost their lives. *(4 August 1919, The Sydney Morning Herald, p. 8)*

In 1921 the school site underwent major redevelopment. The original 1883 brick building appears to have remained, however major additions were made to the site including the construction of a new two-storey brick building. By the Jubilee year of 1938 enrolment at Banksmeadow Public School had surged to 475 before decreasing slowly over the years to 223 in 1969. Enrolment at Banksmeadow

Public School remained stable at approximately 250 pupils for the next fifty years.

MATRAVILLE PUBLIC SCHOOL

Matraville Public School was the third public school erected in Botany Bay. It originally opened in 1904 as the Cross Roads School. Cross Roads was the local name for the area at the time due to the intersection of Bunnerong and Beachamp Roads. The first application for the establishment of the school was made in 1899. On 24th June Mr Laycock, Secretary of the Botany School Board, wrote to the Minister of Public Instruction urging the erection of a public school in the neighbourhood of the Cross Roads. He informed the Minister that there would be 70 children of school age in the locality, however the Inspector thought the need was insufficient and so the application for another school was refused. Laycock renewed his application in October 1900, however this too was declined on the grounds of insufficient population. Applications continued to be lodged, including proposals that named different locations for the school, but on each occasion they were deferred.

Mr McCredie, the Deputy Chief Inspector, visited the district in November 1902 to decide upon a central and suitable site for the erection of a school. He reported that the erection of a large paper mill within half a mile of the Cross Roads would lead to more settlement of families and in this case, a school could be approved. The original site identified at the Cross Roads was selected and on 3 March 1903, just over 2 acres of land was dedicated for the new public school. Plans were drawn for a building that could accommodate 100 pupils. Tenders were subsequently invited and in November one submitted by Mr J. A. Oag was accepted. Oag had made errors in his tender and so he did not take up the contract, with it instead going to Mr J.





Wilson of Newtown for £1,080. The school buildings were completed by June 1904.

The opening enrolment at the Cross Roads School was 95 pupils. Shortly after it began operating, the Department asked head teacher, Owen Jones, if he could suggest another name for Cross Roads School as another school was operating under the same name. On 17 August Jones informed the Chief Inspector that the residents preferred the name of "Matraville", and on 24 August 1904 the new designation of the school was approved. The suburb was also renamed Matraville, however not until c. 1911.

The name comes from James Maria Matra (1745-1806), a sailor and diplomat in England, who accompanied Captain James Cook aboard HMS Endeavour in 1770. Matra became a leading proponent of the idea of establishing a colony at Botany Bay, and it is because of this connection that the school community chose him as their namesake. In May 1911 the school held a large Empire Day celebration, where "patriotic songs were sung by the children and the flag was saluted." At the celebrations the headmaster also read aloud a letter from the President of the Urban Council in Frome, England (the location of James Maria Matra's country estate), who said that...

> *"the flag recently sent by the school to commemorate James Maria Matra would shortly be unfurled in the Victoria Park, Frome, by the Premier of New South Wales, Mr.McGowen."* *(25 May 1911, The Sydney Morning Herald, p.5)*

Fig. 6.0.7 Matraville Public School opened in 1903 in a weatherboard classroom block typical of schools in outlying areas at the time, with wide, sheltering verandahs. (BCHA)

Fig. 6.0.8 Empire Day celebrations at Matraville Public School in 1911. (BCHA)

DACEYVILLE PUBLIC SCHOOL

Daceyville Public School formed an integral part of the original Daceyville Garden Suburb ideal. Provision of public education through Daceyville Public School was not just about meeting enrolment needs like it was at every other public school in the area. Rather, the Daceyville Public School was, from its very beginning, an idealised provision of public education, of government welfare and of the garden suburb values. It is therefore highly recommended that this section be read within the context of the Daceyville chapter, see Section 4.5.2.

The provision of a place for public education was an essential component of the vision for the design and development of Daceyville. Dedication was originally made for a public school in the area in the original 1913 plan, but it was to be an Infants School initially.

The site selected was at the extreme north-western edge of the plan between Astrolabe and Isaac Smith Street. The temporary school was approved to accommodate primary aged students in 1917.

As the suburb grew, the school outgrew its premises at Astrolabe Road and a new site of five acres (the present site) was obtained from the Housing Board. A new building was designed with a commodious two storey building with wide verandah and balcony for ventilation and health, with accommodation for eight classrooms and four cloak rooms. A Kindergarten building was also constructed on the site in a similar form but smaller scale to the school. The cottage, now used as a child care centre, still stands at the north-west corner of the school grounds.

The main school building was predicted to cost £14,000. The architect is not known, but was likely to have been the Government architect, attempting to add an Arts and Crafts flavour to a standard school block. Daceyville Public School was officially opened at the start of the 1922 school year and had such a rapid enrolment that by 1925 it had again outgrown its premises. This time however extensions were made to the existing school building, as opposed to relocating the school.

The first pre-fabricated classroom building to be erected in NSW was erected in the grounds in 1950. It was imported from Britain and







Fig 6.0.9 The original temporary Daceyville School was located in Astrolabe Road. Photo taken c. 1914-1917s. (State Records NSW)

Fig 6.0.10 The newly completed Daceyville Public School, c.1914. (State Records NSW)

Fig 6.0.11 The student population at Daceyville Public School, c.late 1930s-early 1940s (State Records NSW)

heralded as the first of 185 to be erected in the state, but were not successful and was subsequently demolished. *(2 June 1950, The Sydney Morning Herald, p.1)*

EASTLAKES INFANTS SCHOOL / EASTLAKES PRIMARY SCHOOL

Eastlakes Public School was first established in 1938 as an Infants School. It was originally housed in a church hall in O'Connor Street. The school moved to its current site in 1943 and originally consisted of one building, which currently houses the school library. For many years at the end of Year 2 students moved to one of the nearby primary schools, either Daceyville, Gardeners Road or Mascot Public. Following the redevelopment of the old Rosebery Racecourse in the 1960s into a housing and shopping complex, the number of enrolments grew at Eastlakes Infants School. The need to expand the school to include students from Kindergarten to Year 6 became evident so in 1979, Eastlakes Infants School became Eastlakes Primary School.

J.J.CAHILL MEMORIAL HIGH SCHOOL

The natural outcome of the Public Schools Act of 1866 and 1880 was the introduction of the high school component to a youth's education. Formerly secondary education was mainly provided by private schools, but in October 1883 public high schools were opened at Sydney, Bathurst and Goulburn.

Entrance to high schools was obtained by passing the Qualifying Certificate, the unsuccessful pupils remaining in the primary school until reaching leaving age. In 1823 some primary schools were extended to seventh, eight and ninth classes to cater for successful pupils not wishing to proceed to a full high school course of five years but were too old for the younger grades. During the post-war period further new developments in secondary education occurred, namely the extension of the high school course to six years.

Until 1961 Botany had no public high school. Botany's post-primary pupils had to travel to neighbouring areas such as Randwick and Sydney (city) to attend high school. Junior technical and home science courses were provided at Gardeners Road (located on the northern side of the LGA boundary).

Eventually the Department of Education began searching for new sites for high schools due to the pressure of post-War population growth arising from both the 'baby boom' and immigration.

A site of ten acres was resumed in Sutherland Street, Mascot, in March 1951 for a new high school for the Botany area. Construction began in July 1959 by A.F. Little Pty Ltd. By November 1960 the building was ready for the first group of pupils from Gardeners Road Junior Technical and Home Science Schools. On 31 January 1961 the school commenced as a full co-educational high school with 899 pupils and a staff of 44 teachers. In keeping with a policy of using schools to perpetuate the memory of men who were thought to have contributed to the development of Australia, the State Cabinet named the new building the 'J.J.Cahill Memorial High School' in honour of the late Honourable John Joseph Cahill, Premier of New South Wales. The school was officially opened by Mrs J.J. Cahill on 24 March 1961.

ST BERNARD'S & ST. THERESE'S CATHOLIC PRIMARY SCHOOLS

On 31 January 1885, five Sisters of Our Lady of the Sacred Heart (OLSH) arrived in Sydney and took up residence in a cottage on Botany Road. Although today St. Bernard's Church is in the suburb of Botany, the 1889 Sands Directory reveals that the Sisters were actually living at the southern end of North Botany, between Hollingshed Street and the Botany dams. There was soon a group of buildings built upon the site; the St. Bernards schoolroom, the St. Bernards Church and the Sacred Heart Convent.

When the school opened between 1885 and 1889 it held an enrolment of about 20 pupils. The original school was a wooden structure and served its purpose for many years, during which time hundreds of children came through the school.

Immediately following his appointment as parish priest, Reverend P. Walsh called for plans to construct a new two-storey building which was to serve as a church on the ground floor with a school above it. The building was erected in memory of Father Dowling in recognition of his work in the religious development of the Botany Parish.

In 1936 Fr. Edward Teehan, of Kilmanagh, Co. Kilkenny, Ireland, was appointed as Parish Priest (the parish at this time being St Bernard

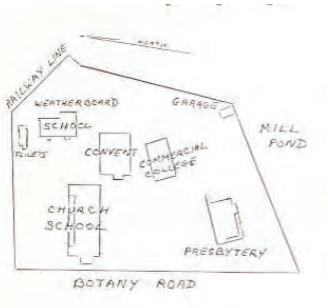


Fig. 6.0.13 (below) Un-dated and unsigned sketch of the buildings in the original St Bernard Church group prior to its resumption by the Civil Aviation Authority and relocation of the Church, school and Convent to Ramsgate Street, Botany. (BCHA)





Fig. 6.0.12 Pre 1895 photograph showing the original buildings of St Bernard's, including the (L to R) schoolroom, convent(at rear), bell tower and the 1860 church. (BCHA)

Fig. 6.0.14 By the early 20th century substantial additions had been made to both church and school buildings and presbytery had been added to the south. (BCHA)

Mascot). In the following year he directed the purchase of the land at the corner of Sutherland, Coward and Harris Streets for an 'out-church' to service the Rosebery-Eastlakes side of the parish. *(St Therese Mascot Parish History, http://sttheresemascot.org.au/parish-history/)*

Despite St Bernard's at this time still being the centre of the parish, the reason for the 'out-church' further north was that it was deemed to *"meet a growing need, for population had not crowded round the St. Bernard's Church-school, whereas further on towards Sydney, Mascot has been expanding considerably". (1 February 1940, Catholic Freeman's Journal, p. 6)*

St Therese's Church was built in 1940 at the corner of Coward Street and Sutherland Street, Rosebery. St Therese's Infants School was the

first building to be constructed on the site, built for The Catholic Church had purchased the site by 1940 and established upon it an Infants School. It was built at a cost of £2,375 and opened in February 1940. The construction and opening of the church building followed several months later. Originally sisters from St Bernard's church and school travelled to St Therese's Infants School to teach.

In 1951 the St Bernard's site was purchased by the Department of Civil Aviation in 1954 and the buildings demolished to make way for the clearance needed for the new East-West runway at Sydney Kingsford Smith Airport. St Bernard's church moved to a smaller site in Ramsgate Street and in 1955 the new school and presbytery, as well as two remodelled adjacent brick cottages, were blessed and opened.

Until the resumptions by the Department of Civil Aviation, the Mascot Parish of St.Bernard's had served both Mascot and Botany Municipalities. When St Bernard's moved to Ramsgate Street, St. Therese's Church at Rosebery became the centre of the parish.

A presbytery was built at the St Therese's site in 1954, followed by the primary school and Sisters' residence the following year. A new infants school was constructed in January 1963.

ST MICHAEL'S SCHOOL

(See also Section 8.3 (Religion) and 4.5.2 (Daceyville))

St Michael's Catholic Primary School sits on a large parcel of land within the second (1915) section of the Daceyville subdivision designed by Foggitt.

The origins of the school actually begin in Kensington, where in 1914 it was announced that sisters from the Our Lady of the Sacred Heart convent at Kensington would begin a small school in a hall (although in reality it was more akin to a shed) situated at the corner of Anzac Parade and Wallace Street. There were 42 pupils at first, but this number quickly grew. In 1919 the Daceyville subdivision began and the Daceyville Parish was formed soon after. There was a large block of land purchased by the Catholic church for use by the Parish at Daceyville. Construction of a new Church-School building upon the site began in 1920.



Fig. 6.0.15 St Michael's Church built in 1924 was also used as the schoolhouse until the purpose-built school was completed, requiring the re-organisation of the interior twice each week to accommodate the two uses. The original church building remains and is now used as a hall. (Elizabeth Conroy)



Fig 6.0.16 Sisters of Our Lady of the Sacred Heart at their convent, beside St Michaels Catholic Primary School on Haig Avenue c.1920s (BCHA)

The learning environment was very trying in St Michael's early years. By 1924 the Church-School building had been completed (it remains today on the site, close to the boundary of Haig Avenue), however its use had to be shared for many years, meaning that after each school day the front part of the building had to be reorganised in preparation for the next morning's Mass, and each Friday, the entire school was reconverted into a Church for the Sunday congregations.

Not only this, but the teaching sisters walked on foot to and from their accommodation in Kensington to St Michael's in Daceyville each day until a convent was finally built for them on a site adjoining the school in 1926. (By 1926 the Sisters leased the baby health clinic, opposite the school at the corner of Haig Avenue and Wills Crescent, to ease the burden of travel while they waited for the convent to be

completed. Nine sisters lived in residence there from 1926 to 1929, at which time they moved to the new Convent).

In March 1938 Friar Foley sought permission to finally erect a proper school building. The application was granted, thus freeing the original building to operate in its intended purpose as a Church for the Daceyville Parish. The new primary school buildings opened in 1939 and by 1950 they held 450 students (both boys and girls).

In 1954 the Marist Brothers established an adjoining school in Banks Avenue for upper primary and lower secondary school boys. A residence for the Marist Brothers was also built on the site (facing Banks Avenue).

In 1992 St Michael's Primary School became a systemic school under the Catholic Education Office and the OLSH Sisters withdrew from the administration of the school. In the following year the neighbouring Marist Brothers school closed and the Brothers took over the administration and management of St Michael's Primary. Closure of the Marist boys college gave St Michael's students the opportunity to use their library and a classroom on that site, however the majority of the old Marist Brothers college became occupied by Catholic Education Offices.

NURSERY SCHOOL (JOHN BROTCHIE MEMORIAL NURSERY SCHOOL)

The proposal to establish a nursery school in Botany was made in 1946 by Mayor J.S. Greenfield and the Town Clerk, John. E. Brotchie. Public subscriptions were immediately opened and temporary accommodation was secured at the Presbyterian Hall, where £2,000 was subsequently spent on improvements and renovations to the building. In February 1949 the Botany Nursery School opened with an enrolment of 36 children.

Following Brotchie's untimely death in October 1949, it was unanimously agreed that the school's title be changed to the John Brotchie Memorial Nursery School to perpetuate his name.

The nursery school remained at the Presbyterian Hall for ten years. In 1959 the Council leased the old Botany Literary Institute/School of Arts building to the nursery committee. Extensive renovations



Fig 6.0.17 The Literary Institute building, also known as the School of Arts building, at 1361 Botany Road, Botany c.1930s.

The Institute was established for the education and betterment of the local working population, and provided a reading room with small library.

The School of Arts was also the location of the first meetings of the newly-formed Botany Council until the Council relocated to Pemberton's cottage opposite the Police Station on Botany Road following an argument with the management over a table left in the hallway (see Section 7.2) .

In more recent years the property was adapted for re-use as the John Brotchie Nursery School in 1959. (BCHA)

and building reconstruction (at the cost of £3,000) were undertaken. During these alterations the façade of the heritage item remained intact. The Mayor of Botany is the Patron of the nursery, thus preserving the historic link between this nursery and (former) Botany Bay Council.

6.0.3 LIBRARIES

Mechanics Institutes and Schools of Art were the precursors of community libraries. They are a legacy of the days when there was no provision for adult education. Interested groups of people formed themselves into associations to provide opportunities for meeting one another and improving their knowledge.

MASCOT SCHOOL OF ARTS

A School of Arts was established in North Botany on the current Council administration site on Coward Street. The exact date of its construction is unknown. The School's peak in popularity appears to have been in the period from 1915 to 1925, when numerous social institutions and sporting clubs met there.

It was very common for these institutions to also host a small library, and North Botany School of Arts appears to have had one. A Return published in the Statistical Register for 1915-16 excludes Botany but lists Mascot as having a library of 1,084 volumes valued at £95. This almost certainly belonged to the School of Arts and not to any other library institute for the collection was marked as the only institution of its kind in the area.

BOTANY SCHOOL OF ARTS

George Lord, son of early Botany pioneer and major landowner Simeon Lord (1770-1841) donated land for a Mechanics Institute in the 1860s on the condition that it should never be sold or mortgaged. The building was constructed in 1867. There was a library at the Institute as well as reading, card and billiard rooms and a lecture hall. The building is known interchangeably as the Mechanics Institute, the Literary Institute and the School of Arts in historical records.

The Botany School of Arts was the location of the meetings of the Botany Progress Association. Presbyterian services were also held at the Botany School of Arts from 1873 to 1879 until the congregation secured a designated church site in southern Botany (1561 Botany Road).

In 1888 the newly formed Botany Council (which formed out of the Progress Association) met in the 'ante-room' of the School of Arts for their fortnightly meetings. Eventually the secretary of the School complained that the Council used and left a table out without first asking, and the Council, rather disgruntled, moved their meetings to a cottage held by one of the Aldermen, William Pemberton Snr. (now 1158 Botany Road).

The School of Arts building continued to be used for rallies, election speeches, voting, general assemblies and meetings. It performed this civic community role right up until the completion of the Botany Town Hall in 1899.

6.0.4 THE ESTABLISHMENT OF PUBLIC LIBRARIES

The Municipalities Act of 1867 had empowered councils to establish public libraries, assisted by a subsidy of £100 if there were at least 300 readers and £200 if over a thousand. Botany Council first considered the establishment of a free public library in 1889, but it was not until six years later that effective steps were taken towards this proposal. Botany's reading population was considered sufficient to obtain a government subsidy of £200 and in July 1896 the library was opened in a room in the School of Arts building for the public to use.

Most of the early libraries functioned under considerable difficulties. There was a general absence of enthusiasm that stemmed largely from the Government's restrictions on lending which impaired the usefulness of the early municipal libraries. Eventually they succumbed to the keen competition of the Schools of Arts and similar institutions, to which the books were generally transferred. This was the fate of the Botany Municipal library collection, which was transferred to the Botany Literary Institute/School of Arts in 1908.

Mascot Council did not appear to establish a municipal library separate to its School of Arts' collection.

6.0.5 DECLINE OF THE INSTITUTES

Institutes for the working classes began to decline in popularity in the 1920s. Government aid was withdrawn and increasingly local Councils were the ones to either continue funding them or let them diminish over time. Eventually both Botany Literary Institute and Mascot School of Arts ceased to function; The Mascot School of Arts was eventually demolished to make way for the Municipality of Botany's new administrative offices in Coward Street in 1929. In 1959 the Botany Literary Institute was leased by Council for the John Brotchie Memorial School, and it remains a child care facility to this day.

The Libraries Act was passed in 1939 empowered local councils to take over existing libraries, or to establish new ones. The Municipal Council of Botany (post-amalgamation in 1948) adopted the Act and built two libraries in the former Botany Bay LGA – Eastgardens library at Eastgardens Westfield Shopping Centre and the Mascot Library and George Hanna Memorial Museum at 2 Hatfield Street, Mascot.

The Joint Library Service between the two Councils was established in January 1976. This saw the establishment of library branches at Coward Street, Mascot and at Botany Town Hall, with the continuation of library services at Maroubra and the opening of new branches at Matraville (1978) and Randwick (1990). The partnership was relatively short lived as local politics saw parochial interests lobby for the dissolution of the Joint Library Service, a decision that was eventually made, amongst much acrimony, in 1983, by then Mayor of Botany, Ron Hoenig. By 1984, Botany Library Service was

again a seperate entity. The Botany Library in the Botany Town Hall was only closed in c.1990 after the opening of Eastgardens Library in 1989. *(http://www.randwick.nsw.gov.au/library/about-the-library/history)*

6.0.6 GEORGE HANNA MEMORIAL MUSEUM

The only local museum in the area is the George Hanna Memorial Museum, named after George Hanna, Alderman of the Municipality of Botany from 1959 to 1968 and Mayor in 1966. It forms part of the Mascot branch of the former Botany Bay LGA library network. (see also Section 9.2 for more information on George Hanna)



Fig 6.0.18 The George Hanna Memorial Museum. (BCHA)

(facing page) "An inspection and march past for 1st Australian Returned Stores Depot" 18 September 1945. 116120. Held by Australian War Memorial Research Centre.

7 GOVERNING



The governance and management of local areas, regions, the State & the nation

THEME 7.1: DEFENCE

The relevant National-level theme is *governing*. The relevant state theme is *defence*. Local themes within this theme are activities associated with defending places from hostile takeover and invasion. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- War Activity in Botany Bay
- The War Effort
- Honouring the Lost
  - Mascot Memorial Park
  - Botany (Booralee Park) War Memorial
  - Arthur Park War Memorial
  - Light Horse War Memorial, Eastlakes (Florence Avenue Reserve)

Related themes:

- 8.2 Sport - Horse Racing

7.1.1 WAR ACTIVITY IN BOTANY BAY

Botany and Mascot both experienced the war on the home front first hand when their racecourses were occupied by the Department of Defence in World War I and World War II. Rosebery Racecourse at Mascot was used in World War I by the 1st Light Horse Regiment as a training grounds and stable, as well as for tent accommodation for recruits. In World War II Rosebery Racecourse was again used for recruit accommodation, however also acted as the headquarters for the 8th Division of the Australian Imperial Force (AIF). Even in the years immediately after the war the Rosebery Racecourse continued to be used as a returned stores depot.

The Ascot Racecourse in Botany did not appear to be heavily used for war activity in World War I (if at all), as it offered to lend its track to the Rosebery Club free of charge when their track was taken over in 1914. The Ascot was however occupied in World War II by the Second and Third Employment Companies who erected small huts on the site and various ancillary buildings. The exact nature of their occupation is not clear, but it is possible that their activity was to do with the Light Horse.

School playgrounds and public parks throughout the area had trenches set at 45 degree zig-zag lines excavated for use by civil defence and as air-raid blast shelters. These trenches are characteristic of those built throughout Australia in World War II.





Fig 7.1.1 Members of the 1st Light Horse Regiment at Rosebery Racecourse in World War I. (P01208.020 Held by Australian War Memorial Research Centre)

Fig 7.1.2 Major-General Plant inspecting the 1st Australian Returned Stores Depot at Rosebery Racecourse in 1945. ("An inspection and march past for 1st Australian Returned Stores Depot" 18 September 1945. 116120. Held by Australian War Memorial Research Centre.)

7.1.2 THE WAR EFFORT

When war was announced in 1914 both Botany and Mascot Councils got heavily involved in the war effort. In 1919 Botany raised double its quota and was presented with a commemorative tablet and an honour flag by the Commonwealth Government for this effort.

Women in the Botany Bay area district joined fundraising drives and attended charity dinners to raise morale and funds. Knitting groups that formed to knit socks for the troops were active in the district and met in church halls, schools and other public spaces.

When the Second Peace Loan was raised in 1920, Botany once again surpassed itself by raising over treble the sum asked for. The Council was this time presented with an autographed portrait of the Prince of Wales together with a personally written message of congratulations. The message read…

> *"Please accept my congratulations on your help to repatriate the Diggers who have done so much for the Empire. They were successful on active service both at sea and on land in The Great War, and those of them who have returned deserve every chance of being equally successful now that they are back in civil life. – Signed, Edward P. 15/8/20"*

In 1939, for the second time in a century, war was declared once more. The Municipalities of Mascot and Botany were again eager to get behind the war effort. One particularly active involvement was the Mascot Citizens' A.I.F. Patriotic Fund which originated from a special Mayoral Minute submitted by Alderman C.J. Sweeney in 1940. In this minute the Mayor outlined a plan for a fund to provide a suitable send-off and home comforts for all local men enlisting in the armed forces. Mascot Council gave unanimous support for the idea and a sum of £200 was set as the target for the Fund. Mascot Council also donated free use of its halls and other property for Fund meetings. Dances, gifts, cabaret suppers and other such fundraisers were held throughout the year and culminated in the very successful result of £1,000 in total which was raised. A similar patriotic fund was established in Botany.

Due to the district's close proximity to the sea, the residents of Botany and Mascot were said to have felt more of an urgency to prepare for



Fig 7.1.3 Members of the Botany Branch of the Red Cross Society, 1925. (BCHA)

air or sea attacks. This preparation alertness only increased after the Japanese submarine attack in Sydney Harbour in 1942. Many residents built for themselves air raid shelters in their backyards, while residents along the foreshore would no doubt have kept a close eye on any activities out at sea.

In a pattern that mirrored World War I, Botany and Mascot contributed generously to the Government war loans and bonds schemes. Between 1942 and 1957, 37 loans were raised by the government for both combat and post-war reconstruction. Botany Council received 25 honour pennants for subscribing, or over-subscribing in many cases, the quota allotted to the municipality.





Fig. 7.1.4 and 7.1.5 Homeowners were encouraged to construct shelters in their back gardens. Most were of lightweight construction and would not likely have provided much protection. (Australian War Memorial)

7.1.3 HONOURING THE LOST

In World War I alone, more than 650 men from what is now the former Botany Bay LGA signed up to serve in the war. Many were young, however older married men and fathers were also well represented. Approximately 15% of those who enlisted from the Botany area lost their lives.

Several places and streets in and around Daceyville were named after Colonels and Generals. Examples include General Bridges Crescent, Colonel Braund Crescent, General Holmes Drive, Jellicoe Park, Haig Avenue and Birdwood Avenue.

Honour Rolls were commenced by both councils during World War I and added to as necessary. Mascot Council originally built just one war memorial dedicated to World War I (Mascot Memorial Park). Botany Council dedicated two memorials; one focusing on World War II (Arthur Park War Memorial) and Botany War Memorial at Booralee Park, which was dedicated to all wars. In 1990 another war memorial was established by the amalgamated City of Botany Bay Council at Eastlakes (the Light Horse War Memorial).

(in order of dedication)

MASCOT MEMORIAL PARK

Mascot Memorial Park sits within a 65 acre parcel of land granted by purchase to John Roby Hatfield in c.1839. Hatfield acquired three grants that totalled 196 acres and extended along most of the western side of today's Botany Road from Gardeners Road to King Street. Hatfield's use of the land is not known, but by 1857 maps show the area in the vicinity of the Memorial Park as being owned by 'Binnie' and used as a market garden. No subdivision plans of the immediate locality are known to have survived, however the first recorded occupant of the land was William Parker, who was described as a market gardener in the Sands Directory from 1889-1898, and then as J.P. and from 1903 to 1916, as the manager of Botany Cemetery. Parker continued to live in his weatherboard cottage within the Memorial Park until his death in 1925, five years after the Park was established. Parker was one of the original aldermen elected to North Botany Council following its gazettal of 29 March, 1888, and offered his property for the inaugural meetings of Council until the Chambers



Fig 7.1.6 The War Memorial in Mascot Memorial Park remains the focus of the community's commemoration of ANZAC Day each year. (Photo: Elizabeth Conroy)

on the opposite side of Botany Road were completed.

Over 500 local men enlisted in World War I from the district and of these, 58 were killed. In the pattern common to local authorities across the nation, Mascot Council resolved to erect a memorial to their service and sacrifice, and in 1920 purchased 4 acres of Parker's land for an estimated £2,000 to establish a Soldier's Memorial in a formal park setting. Mascot Council took great pride in the project and considered it a "showpiece" park. The park's location at the major intersection of Coward Street and Botany Road, and its siting opposite the former Botany Bay Council municipal building and Coronation Hall, give it much gravitas in the local streetscape.

Improvements to the park involved the setting out of memorial gardens and tree planting – work that was carried out at a cost of £2,000. Many of the original plantings include the grand Cottonwood quadrangle, Willows, Canary Island Date Palms and other palms.



Display beds or annual plants, including roses, were also planted. Newspaper articles from the time suggest that the original intention was to link the park to the existing Mascot Park to the west, but this did not occur and the land between the two open spaces was subdivided and sold for residential development.

The park was substantially completed by December 1920 when the foundation stone of the Memorial was laid, being described by Mayor Alderman T.H Hickey as "a handsome [not clear] on which neither money nor work will be spared", the cost being estimated at £1,065, most of which was met by public subscription. (6 December 1920, Evening News, p.9). The memorial was formally dedicated on 4 April 1921.

After William Parker's death in 1925 the cottage was purchased by Mascot Council and was occupied by the Park's caretaker. The cottage was demolished in 1979 but the small formal garden in the front setback retained and incorporated into the park's layout. The area of the cottage remained undeveloped. The tennis courts and buildings now behind the Botany Family Day Care Service and Senior Citizens' Centre have been a long-standing feature of the park, being first considered by Council in 1924 and constructed by 1943.

Fig 7.1.7 Plaques and Memorial gardens were added to the Mascot War Memorial in 1995 to commemorate the end of World War II in Europe and the East. (Photo: Elizabeth Conroy)

The park has suffered during times of drought, to the extent that a water diviner was consulted in 1937. The diviner reputedly advised Council that subterranean water was available, but it is not known if any bores were sunk. (3 January 1937, Sunday Mail Brisbane, p.2) The park has also been used as a gathering-place and a place of protest, including being the site of meetings of the local community that resulted in black bans being placed on three local hotels, The Lakes, Newmarket and Tennyson Hotels, in protest against trading hours and serving sizes. (8 February 1948, The Sun, p.5)

An additional plaque was added in 1967 to commemorate the memory those who died in World War II and in all subsequent wars.

In 1994 the former Botany Bay Council restored and upgraded the park for the anniversary of the end of World War II. Work included extensive restoration of the pre-1920 lights by Mascot Steel, the replacement of concrete features with sandstone and the addition of a decorative sandstone rail either side of the stairs leading up to the memorial. Two `Remembrance Walls' made out of two types of Australian granite were added either side of the memorial to commemorate the Pacific and European campaigns of World War II.

BOTANY (BOORALEE PARK WAR MEMORIAL

In the aftermath of World War I, a local committee at first approved of an idea suggested by T.D. Mutch to reconstruct the Mill Stream Bridge in honour of the fallen soldiers of Botany. This was subsequently abandoned and plans for suitable additions to the Botany Town Hall were discussed, but the final decision was for the erection of a commemorative memorial in Booralee Park. Booralee Park had been established since 1886 and was already cleared, grassed and had some tree plantings. A sum of £1,362 was raised by a local carnival for the memorial. The winning design was by a Mr. Martin and the tender to construct it was won by A.Goode, for £1,850.

The foundation stone was laid on 16 December 1922 and unveiled by the Governor, Sir Walter Davidson, on 5 May 1923. Following his visit to Botany, the Governor had a suggestion for Botany Council...

> *"My wife and I desire to express our admiration of the beautiful War Memorial erected at Botany...[we hope that] the Council and citizens will make the setting of the Monument as beautiful as the*



Monument itself."

Botany Council continued to beautify the surroundings of the memorial, planting a garden and lighting it with electricity in 1923. A fete was held to raise the money necessary to pay the balance owing on the memorial so that the Committee could hand it over to the Council free of debt, which they succeeded in doing in the following year, 1924.

ARTHUR PARK WAR MEMORIAL

Arthur Park is located in Botany between Chelmsford Avenue, Botany Road and Edgehill Avenue. It was established in 1946 as a 'living memorial' to World War II and is classified as a formal garden, as opposed to the two other war memorials that had been established by this time which were both formal obelisk structures set in community parks.

A tree, either a Lombardy Poplar or a *Populus nigra*, was planted and a name plaque erected for each serviceman from the local area who had lost their life in the conflict. There were 28 trees planted altogether,

Fig. 7.1.8 The Memorial to the fallen of Botany was installed in Booralee Park and unveiled in 1923 and was the catalyst for the upgrading of the park. (BCHA)

however only 23 brass plaques have been linked to a serviceman. Following the upgrading of the park in 1985 the plaques were set within a concrete block in an effort to extend their longevity. This had the added benefit of making the plaques easier to view. In 2003 they were reattached to a new sandstone plinth.

LIGHT HORSE WAR MEMORIAL, EASTLAKES (FLORENCE AVENUE RESERVE)

Florence Reserve was created to replace sections of Florence Avenue which was closed due to the construction of Southern Cross Drive. The Reserve was gazetted in September 1973, after which the memorial was established. It commemorates the Light Horse Regiments that trained on the site, the former Rosebery Racecourse. The Regiments commemorated are the 1st Light Horse Regiment A.I.F and HQ 8th Division, 2nd A.I.F.

The memorial was rededicated on 12 August 1990. The memorial comprises of pink coloured granite block mounted on a white marble plinth. Two bronze plaques are mounted on the granite block, while brick paving surrounds the memorial.

Fig 7.1.9 Grand balls were a popular way for the community to celebrate the end of major conflicts. The 1945 Armistice Ball held in Mascot Town Hall was particularly well attended. (BCHA)



THEME 7.2 GOVERNMENT AND ADMINISTRATION

The relevant National-level theme is *governing*. The relevant state theme is *government and administration*. Local themes within this theme are activities associated with the governance of the local area, regions, the State and the Nation, and the administration of public programs. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- The origins of the Municipality of Botany Bay
- Botany Progress Association
  - J.J. Macfadyen
  - Outcomes of the Botany Progress Association
- The Cooksdale Saga
- Incorporation of North Botany (Mascot)
  - Mascot Town Hall
- Incorporation of Botany
  - Botany Council's seal
  - Botany's First Council Chambers
  - Botany Town Hall
- Amalgamations
- The first amalgamation
- The second amalgamation

Other relevant themes:

All themes

7.2.1 THE ORIGINS OF THE MUNICIPALITY OF BOTANY BAY

Municipal governance in Botany Bay has a complex history. Like so many other areas of the Botany District's history, its move towards local governance did not follow the trends being set at the time by other neighbouring suburbs.

When municipal institutions were first suggested for New South Wales during the 1830s, they were widely condemned by the majority of the population. At the time there was no system of direct taxation in the colony and the free community was not anxious to introduce such levies, whether they be income taxes or rates. While the colonists were prepared to make contributions towards the construction and upkeep of roads, they were unanimous in their opposition to any levies for the police (which was the

other major cost other than roads). The general feeling among the population was "If the Home Government thought fit to burden the colony with its felons, it should be prepared to bear the cost" (i.e.. pay for a police force).

It was this pressure that subsequently led to the introduction of District Councils in 1843. Settled areas of New South Wales were placed under the control of these councils, 29 being constituted in all. The Botany area was included in the Sydney District. The District Councils were unpopular though, due largely to their ineffectiveness and impracticality. There was still no local authority for the supply of water, sewerage, drainage and street lighting. Proper town planning was also neglected, despite roads and lines of communications being the most urgent need for the transport of goods to market; a necessity particularly felt by the people of Botany Bay.

By the 1840s Botany's economic development was heavily reliant upon two factors: (1) access to the Sydney markets and (2) citizens of Sydney to spend leisure hours at hotels such as the Sir Joseph Banks along the bay. The demand for road services explains the introduction of road trusts over the State, with Botany pioneering the road trust system in 1813.

The Municipalities Act was passed in 1858 which provided a framework for the first permanent system of local government. Incorporation as a municipal area was completely voluntary and could be triggered by a petition from as few as fifty householders. Ratepayers could please themselves whether they voted for the six (or nine aldermen) or councillors who composed the membership of the council. Revenue was to depend largely upon a rate based on annual rental value and supplemented by government endowment. Its functions in the early years were limited to routine services such as road maintenance, provision of water and drainage and so on.

By the time the Municipalities Act was commenced, Botany had reached a stage where incorporation was clearly necessary. The original road trust, although pioneering, was of limited effectiveness, with roads expensive to use and poorly maintained. Town planning was also in need due to the haphazard layout of noxious trades such as tanneries and boiling-down works amongst pockets of suburban settlement.

A series of *Sydney Morning Herald* articles published in August and September of 1864 entitled 'The District and Bay of Botany' provides more evidence on the debate being fought in the community over whether to become incorporated or not...

> *"Botany is not incorporated. I know of no district near the Metropolis which could be more advanced by Municipal organisation under the Act of 1858. Many, I understand, have thought the same. The majority are frightened by the very idea of direct taxation...*
>
> *Others ask what need there can be to have Botany proclaimed a rural district, and to raise money therein for roads and works when the main thoroughfare by which ALL have to travel to Sydney is a highway already laid out and vested in a trust. True everybody grumbles at the almost impassable state of the same highway...*
>
> *There are many things in Botany, however, in the way of improvement which might be looked into, as well as the main road, and which could only be looked to efficiently by a municipal council. As to the taxes, their amount would be governed by the need for improvement. And a large share of the outlay – a clear half of it for the first five years – would be covered by the endowment. If this outlay were small, the rates would be low in proportion...The working expenses of a Municipal Council in such a place as Botany ought to be trifling."*

The article continues, discussing the problem of inappropriate town planning which could be resolved by incorporation...

> *"The removal of certain wool-washing and other establishments – a necessary measure to preserve the water with which Sydney is supplied from contamination – has for a time and to a certain extent affected the prosperity of Botany. But the check from this cause is but temporary. The removal of these establishments will eventually render the district more attractive to population. The want of a good road is a far more effective bar to prosperity. Even the class of casual visitors are deterred from spending their holidays on the beautiful shores of the Bay.*

> *"There are sites of the finest kind, for residences innumerable – from the stately villa of the merchant prince to the humble cottage of the junior clerk – with scarcely an occupant. These sites are sufficiently near to the capital for business men; but for want of good roads they cannot be got at without difficulty. Good roads would attract visitors and cheapen the cost of conveyance. Actual settlement would soon follow. Property would become more valuable, and the prosperity of the district would be proportionately increased..."*

The emotive plea put forward in this article for Botany's incorporation as a municipality fell on deaf ears, and it remained a task for the Botany Progress Association, formed in late 1885, to bring it about.

7.2.2 BOTANY PROGRESS ASSOCIATION

Progress Associations were common precursors to formal municipal bodies in New South Wales. Most were formed by local businessmen and landowners seeking improvements in the area and a greater role in local decision-making. A preliminary meeting of property owners in Botany was held on 11 December 1885 at the Botany Y.M.C.A building (understood to be 1172 Botany Road today), to discuss the question of the formation of a Progress Association. Various local identities were present including familiar names such as William Pemberton Snr, W. Stephen, G. Garton and J.J. Macfadyen.

After several more meetings, both private and public, it was decided that Botany would form a Progress Association. Resolutions were proposed and adopted on 22 December 1885 with only one significant alteration – in outlining who would be eligible for membership of the association, the classification was changed from "property owners" to "residents". This democratic and inclusive approach shows a small but interesting insight into the motivations of the Association. Furthermore, officers were elected for just six months – to ensure both fairness and protection from corruption that local self-governance could sometimes attract. J.J. Macfadyen acted as chairman and general leader of the Botany Progress Association.

The Botany Progress Association declared its overall objective as to *"not relax our efforts till Botany secures her proper proportion of the Public*

expenditure of the Colony". Its main concerns were:

- To secure more frequent transport to and from Botany Bay
- Special fares for regular commuters
- The introduction of gas
- Improved sanitation
- Additional money grants for reserves etc; and
- Improved roads

Other matters considered were the site of a cemetery (Botany Cemetery), the amalgamation of the post and telegraph offices, reclamation of the foreshores and the removal of seaweed from the shoreline.

J.J. MACFADYEN

James John Macfadyen was born in Glasgow, Scotland in 1850 and in 1878 he emigrated to Australia. He was a civil and mechanical engineer and partnered with R.I. Ball in a foundry business in Goulburn. In 1885 he came to Botany as engineer-in-charge of the waterworks, then controlled by the City Council. Macfadyen was keen to further progress Botany and took the leadership of the Botany Progress Association. He was a driving force behind the campaign for incorporation, and later was eventually required to choose between his career and his office as Alderman and Mayor. He chose the latter and resigned from the Water and Sewerage Board, which had by that stage taken over the supply of Sydney's water.

Among his various ideas for development of the area was a canal from Sheas Creek to Darling Harbour to provide cheap transport for merchandise. The proposed Botany railway captured his interest as a complementary system of transport to the canal. MacFadyen's progressive ideas for development caused Sir Henry Parkes to state *"Mac, you are thirty years before your time."* (A Jubilee History of the Municipality of Botany 1888-1938, p.130)

OUTCOMES OF THE BOTANY PROGRESS ASSOCIATION

The Botany Progress Association had considerable success in prosecuting its objectives. The Minister for Works agreed to receive a new timetable for certain trams to and from Botany; the Minister

also agreed that fares would be reduced to half on 'workmen's trams' (an unusually early form of this concession); a site was reserved for a cemetery behind Bumborah Point; gas mains were laid as far as Bunnerong; and Bay Street from Botany Road to the Bay had been ballasted and partly metalled.

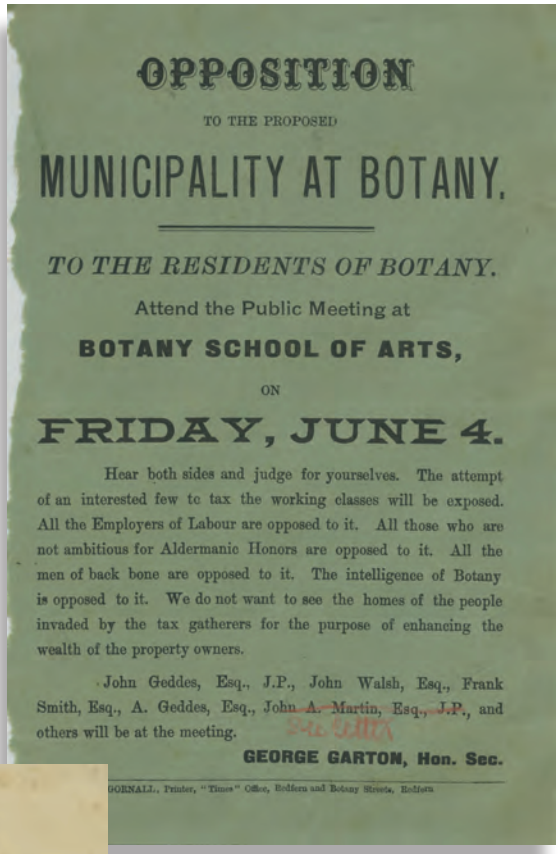
Without any statutory power road building and maintenance was always going to be a difficult challenge for the Botany Progress Association. This is perhaps why after two years of executing improvements to the area, the Association began to focus on the need for Municipal incorporation as the Association's most urgent issue.

It was proposed by the Association that arrangements be made to form a Municipality. They proposed that the area's historical name of 'Botany' be kept and the boundary with the municipality of what would become North Botany be set on the northern side of the water reserve and the southern boundary be at Brown's grant on the shores of the Bay. The division of the proposed municipality was to be into three wards: Booralee, Cook and Banks.

Tireless campaigning, pamphlet advertising, meeting-calling and letter writing was done regularly by the Association in an effort to win over the Botany community in favour of incorporation. As has been discussed, many in the area were distrusting of local governance and the taxation and rates it required. Citizens were therefore urged to observe "*how property has increased in value wherever municipalities have been formed*" and to take advantage of incorporation under the rules introduced in the Municipalities Act of 1867 which called for a maximum rate levy of 1/6 in the pound.

A public meeting held on 14 May 1886 was by no means unanimous on incorporation. Particular opponents were G. Garton and W. Stephen, who held the view that Botany was not "ripe" enough for incorporation. This is not accurate, however, for by the 1880s Botany's progress was comparatively well behind its neighbouring areas of Randwick, St Peters and Alexandria. Despite this, the opponents to incorporation fought strongly...

> *"The attempt of an interested few to tax the working classes will be exposed. All the Employers of labour are opposed to it. All those who are not ambitious for Aldermanic Honours are opposed to it. We do not want to see the homes of the people invaded by the*



OPPOSITION

TO THE PROPOSED

MUNICIPALITY AT BOTANY.

TO THE RESIDENTS OF BOTANY.

Attend the Public Meeting at

BOTANY SCHOOL OF ARTS,

ON

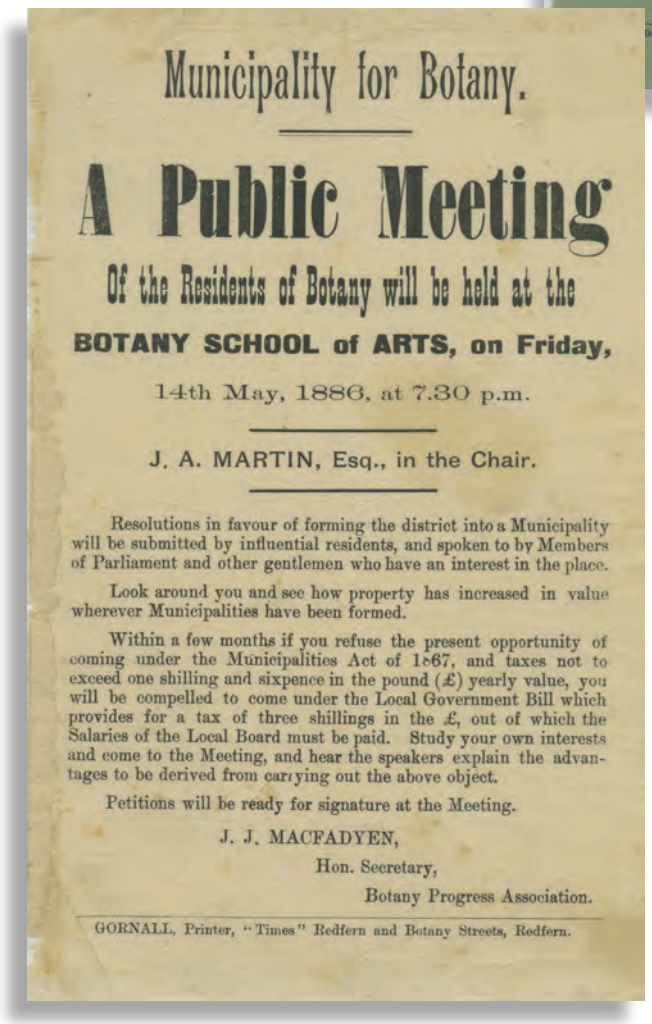
FRIDAY, JUNE 4.

Hear both sides and judge for yourselves. The attempt of an interested few to tax the working classes will be exposed. All the Employers of Labour are opposed to it. All those who are not ambitious for Aldermanic Honors are opposed to it. All the men of back bone are opposed to it. The intelligence of Botany is opposed to it. We do not want to see the homes of the people invaded by the tax gatherers for the purpose of enhancing the wealth of the property owners.

John Geddes, Esq., J.P., John Walsh, Esq., Frank Smith, Esq., A. Geddes, Esq., John A. Martin, Esq., J.P., and others will be at the meeting.

GEORGE GARTON, Hon. Sec.

GORNALL., Printer, "Times" Office, Redfern and Botany Streets, Redfern



Municipality for Botany.

A Public Meeting

Of the Residents of Botany will be held at the

BOTANY SCHOOL of ARTS, on Friday,

14th May, 1886, at 7.30 p.m.

J. A. MARTIN, Esq., in the Chair.

Resolutions in favour of forming the district into a Municipality will be submitted by influential residents, and spoken to by Members of Parliament and other gentlemen who have an interest in the place.

Look around you and see how property has increased in value wherever Municipalities have been formed.

Within a few months if you refuse the present opportunity of coming under the Municipalities Act of 1867, and taxes not to exceed one shilling and sixpence in the pound (£) yearly value, you will be compelled to come under the Local Government Bill which provides for a tax of three shillings in the £, out of which the Salaries of the Local Board must be paid. Study your own interests and come to the Meeting, and hear the speakers explain the advantages to be derived from carrying out the above object.

Petitions will be ready for signature at the Meeting.

J. J. MACFADYEN,
Hon. Secretary,
Botany Progress Association.

GORNALL, Printer, "Times" Redfern and Botany Streets, Redfern.

Fig 7.2.1 and 7.2.2 Posters advertising public meetings for and against the proposed formation of the Municipality of Botany. (BCHA)

> *tax gatherers for the purpose of enhancing wealth of the property owners..." (BCHA)*

In retaliation, the Progress Association responded thus...

> *The "interested few" [are] in fact "a handful of RESPECTABLE RESIDENTS of whom a very large majority favoured the formation of a municipality. Most of those present at that meeting were WORKING MEN! They were the BACKBONE at the meeting and INTELLECT and COMMON SENSE pervaded the meeting!!! What constitutes INTELLIGENCE of Botany? Have not working men in Botany any INTELLIGENCE? Most decidedly. And therefore they are not led away by such vapourings, but readily sign in favour of a municipality and thus enhance their properties and add to the comfort of their houses. The impending fear of invaded houses by the tax gatherer is an unhappy hallucination of a fevered mind."*

7.2.3 THE COOKSDALE SAGA

On 18 November 1886 a separate petition was published in the *Government Gazette* proposing a new Municipality of Cooksdale. The exact boundaries of this proposed area are not clear, however the legislation at the time stated that any borough must contain a population of at least 1000 people and cover an area no greater than nine square miles. The proposal saw a counter-petition which greatly opposed the borough, with one of the main reasons for this being that two-thirds of the proposed Botany area was vacant or unoccupied land from which rate revenue would be very limited. Residents also opposed the name of 'Cooksdale'. Colonial Secretary, Sir Henry Parkes, rejected the proposal for Botany's incorporation in August 1887.

Although Cooksdale did not eventuate, the movement for it somewhat divided the ranks of the "municipalists". The "southerners" had the main push behind rejecting Cooksdale on the grounds of unoccupied lands, whilst the "northerners" became determined to have their own municipality altogether. The Botany Progress Association submitted a petition with 312 signatures (out of a population of 2000) on 31 October 1887. The number of possible ratepayers was given as approximately 800 in an area of 3.38 square miles.



7.2.4 INCORPORATION OF NORTH BOTANY (MASCOT)

After the rejection of Cooksdale in August 1887, the "northerners" began to campaign for a municipality of their own, similar in area to the south, but comprising of the lands between the water reserve and the inner suburban municipalities north of Gardeners Road. Eventually, the Governor was petitioned by 271 "northerners" for incorporation. A petition was gazetted on 17 November 1887 for a Municipality of North Botany, 3.4 square miles in size.

Though the two municipalities were proclaimed on the same day, 4 April 1888, North Botany elected its Council a week earlier than its southern neighbour. The election was held in a marquee erected in Miles' Paddock. There were 15 candidates of whom 9 were elected. Unlike Botany, the area was not divided into wards and instead elected aldermen represented the whole municipality. James Coward headed the poll with 199 votes while the remaining seats in the Council were won by G.H.Bailey, Edward Hicks, Aaron Laycock, John Moloney (also spelled Maloney), William Parker, Henry Ramsay, A.W.Sparks and Stephen Tancred.

Fig. 7.2.3 Location of Council Chambers and Town Halls since their Incorporation. North Botany's are shown in yellow and Botany's in orange.



Fig 7.2.4 William Parker's cottage in Mascot Memorial Park. Parker was a long-term resident of the area who used his four acres of land as a market garden. He was also a Justice of the Peace and original Alderman of North Botany Council, as well as manager of Botany Cemetery.

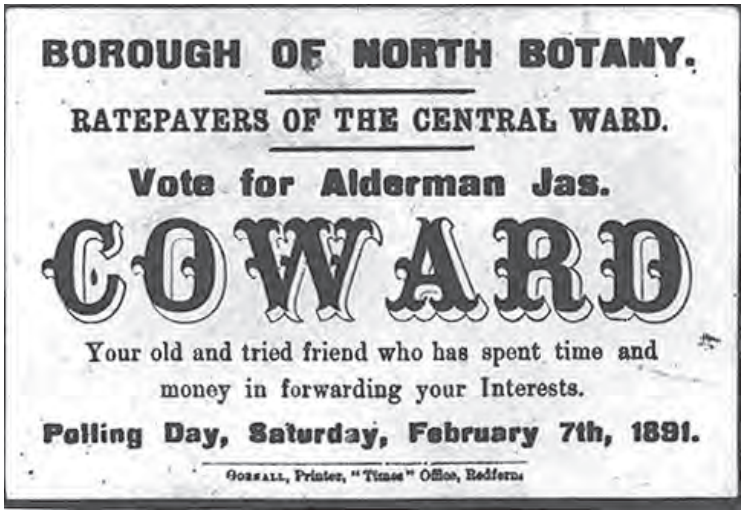
Parker offered his cottage for the first meetings of the North Botany Council in 1887 until the Council Chambers and Town Hall was completed in 1890. Parker continued to live in the cottage until his death in 1925. It was then purchased by Council and incorporated into the park, being occupied by the caretaker. The cottage was demolished in 1979 but the small formal garden in front of it was retained and incorporated into the park's layout. (BCHA)

The inaugural meeting of the North Botany Council was held on 11 June 1888, at the private residence of Alderman W.Parker (a cottage which survived for many years within the Mascot Memorial Park, until its demolition in 1979). Alderman Coward was elected unanimously as first mayor. He held a place in the community similar to that of J.J.Macfadyen in Botany. He had lived in the area for a considerable time and served as chairman on several committees which had played an instrumental part in the incorporation of North Botany. Most of these meetings were held at Gardeners Road Public School where another member of the incorporation movement, John Maloney, was foundation headmaster.

James Coward was elected Mayor for three separate terms, and Coward Street, Mascot was named after him. William Parker supervised council works and Aaron Laycock, who also served three terms as Mayor, had a defining role in the design and execution of the first Town Hall. Henry Ramsay, an old Botany resident and who originally ran buses to and from the city, oversaw road making.

North Botany Council showed early signs of town planning initiatives. In 1893 Council resolved that all further applications for the establishment of boiling-down works, slaughter houses and poultry farms "*should be refused in the interests of the area*".

Almost immediately after the Council began governing there was agitation regarding the name of the Municipality. By 1911 there was such a movement for a name change that a referendum was requested. Three alternative names were submitted to the municipal electors, namely 'Ascot', 'Boronia' and 'Booralee'. Most of the municipal



population voted for 'Ascot'. It is believed the inspiration for the name came from the Ascot Racecourse which was situated in the municipality and had become a popular attraction for Sydney-siders by this time.

North Botany Council applied to have their name changed but the request was denied since there was already an Ascot Council in Victoria. A second application for the name of 'Mascot' was approved.

7.2.7 MASCOT TOWN HALL

The North Botany Council (as it was still known then) considered plans for a Town Hall as early as September 1889. The "northerners" were in complete agreement about their civic edifice. A site was selected at the the south eastern corner of Botany Road and Coward Street (which was at the time known as Ricketty Street). The name Coward Street was after James Coward, North Botany's first Mayor. A loan of £2,000 was raised to finance the work. The Council appointed A. J. King as Clerk of Works for the building.

North Botany's progression to a Town Hall was considerably faster than the lengthy deliberations taken by Botany Council for theirs. In fact, it took North Botany Council just one year from the decision to build a Hall to its completion, compared with Botany Council's much more cautious three years (or eleven years if one counts from the year they decided to construct a dedicated Town Hall).

The official opening of North Botany Town Hall took place on 4

Fig 7.2.5 1891 Election poster for North Botany Council candidate James Coward. (BCHA)

August 1890. An article was published in the Sydney Morning Herald describing the new building...

> *"There are piers below supporting pilasters and cornice above, and the front and exterior generally is finished in stucco. The municipal offices are approached through large double doors leading to the entrance hall, on the right side of which are the council clerk's office and the library. To the left are the Mayor's room and a spacious council-chamber. At the rear of the entrance hall is the main staircase leading to the large hall above, which is 58 ft. 6in by 29ft. 6in...*
>
> *...Off the main hall there is a small oriel balconette. A portion of the building has been rented by the Post Office Department as a post and telegraph office; and in this portion, which is entirely separated from the municipal offices, there is accommodation for the postmaster and his family." (Monday 4 August 1890, The Sydney Morning Herald, p.3)*

The journalist covering the event goes on to describe Mayor Coward's speech in which he reportedly spoke of the great distance North Botany had come from having *"very few residents in the district, and very*



Fig 7.2.6 Mascot Town Hall c.1910 (the Mascot School of Arts was sited near the Hall, and is possibly the building visible to the rear. (BCHA)

little to encourage settlement". He explained that...

> "*at first it was thought by many desirable to have the whole of what was known as the boroughs of Botany and North Botany included in one municipality, but to this proposition* [Coward] *was always opposed, as he considered that the local interests of the two districts were not identical and the area was too large to be properly attended to by one council.*"

Coward concluded his speech by reassuring the crowd that although his Council had built bridges and roads for the population, the greatest public work of achievement was that of the Town Hall, which he hoped would provide "*for the mental culture and social improvements of the people*" by opening a portion of the Hall as a free public library and reading-room. Cheers were given for the Mayor's speech, after which the company and honorary guests sat down to luncheon, followed by toasts to...

> "*The Queen*" "*the Ministry*" "*the Parliament*" "*Municipal Institutions*" "*Success to the Borough of North Botany*" "*The Visitors*" *and* "*The builder and architect*" *and others were honoured.*" *(Monday 4 August 1890, The Sydney Morning Herald, p.3)*

Additions to the building were made over the years as the Municipality of North Botany developed and the extent of Council business grew. The largest of these was the addition of Coronation Hall to the rear of the Town Hall, fronting Coward Street. It was commenced in 1910 and completed in 1911, named in honour of the coronation of King George V which occured that year. In 1929 new municipal offices were constructed in the Inter-war Georgian Revival style to the rear of the town hall. The group of buildings now consisted of the Coronation Hall, the Town Hall and administrative buildings.

In 1933, now more closely mirroring the actions being taken to Botany Town Hall to the south, further additions and alterations were made including:

- Cloak rooms and sculleries
- Tallow-wood floors
- Special decorative lighting
- A fine entrance vestibule and foyer to Coronation Hall treated with polished trachyte pilasters, tiled walls, polished maple fittings and mosaic and terrazzo flooring with decorative brass



inlay patterns

- A "*pleasing textured brick treatment*" to the walls of the smoke-room
- The façade to Coward Street was designed "*to form a balanced part of the existing structure*"

Following the council amalgamations in 1948, the newly formed Botany Council held ordinary meetings at the Botany Town Hall while administration was centred at the Coronation Hall and associated offices at Mascot. It was around this time that the name 'Coronation Hall' was used to refer not just to the rear addition but to the town hall building itself.

By the 1960s the office building which had been built in 1929 had become inadequate and Council moved to construct an entirely new building in its place, demolishing the building and the old School of Arts building which also formed part of the rear complex to the Hall. Plans for the new offices were prepared by Davey, Brindley and



Fig 7.2.7 and 7.2.8 Mascot Council Chambers. Original 1938 (top) and c.1960 prior to the most recent refurbishment. (Fig. 7.2.7: SLNSW Home and Away - 9916, also available online at http://trove.nla.gov.au/work/11855374; Fig 7.2.8: BCHA)

Vickery architects, and a tender of £102,000 for the construction of the new two-storey building was accepted from McConnell and Fear. Provision was made to incorporate all the former administrative offices as well as a staff lunch room, Mayor's room, aldermen's room and two large committee rooms. The new building was of steel-framed construction, with concrete floors and finished externally with "Chromatex" face bricks. The new premises was occupied in September 1962 and used for Council administration and offices until late 2017. The current façade to the Coronation Hall (including the original Town Hall) was remodelled in 1975 to a design by architects Davey, Brindley and Vickery Pty Ltd, the same company who designed the adjacent Administration Building.

7.2.5 INCORPORATION OF BOTANY COUNCIL

The Governor of NSW accepted the petition put forward on 31 October 1887 and proclaimed the Municipality of Botany on 4 April 1888. A "Monster Picnic" was held in the grounds of the Sir Joseph Banks Hotel to celebrate the incorporation of the municipality. Various events were held from skating to a race for aldermanic candidates. Prizes were also given to the eldest male and female residents of Botany, followed by dancing and a banquet at night.

Perhaps the greatest achievement of the Botany Progress Association was its work in incorporating Botany. Several of its members were elected as Alderman and the Association was effectively superseded by the Council and ceased to meet. A public meeting of the electors of the new Municipality was held in the School of Arts building at 1361 Botany Road on 2 June 1888. Nine aldermen were elected and two auditors:

- Booralee Ward – J.J. Macfadyen, Francis John Luland, Samuel Daniels, Joseph Bogus and William Moran
- Cook Ward – John Edward Chant, Charles Russell Luff, John A. Martin, William C.Pinnock, William Hambly and Joseph Pemberton
- Banks Ward – Richard Excell, Charles Swinbourne, Joshua Wiggins and Thomas A. Smith.

The election was contested so a second poll was required. Bogus, Moran, Pinnock, Hambly, Pemberton and Smith were unsuccessful, although Pemberton would go on to replace John A. Martin.

BOTANY COUNCIL'S SEAL

J.J.Macfadyen designed Botany Council's first seal with great attention to symbolism pertinent to Botany. Macfadyen described the meaning as follows:

- On the outer circle is the name of the Municipality and date of its incorporation in 1888
- The monument within the garland is that of Captain Cook which was erected on the shores of Botany Bay. It represents Cook and Banks' exploration of the area
- The group of Aboriginal people holding out the palm leaf was designed by Macfadyen as an interpretation of a welcome token
- The pyramid and mail steamer which *"has conveyed our kith and kin from the "islands" in the north and in the west through the Red Sea and near to Mount Sinai represents and reminds us of the Old World – the homes and lands of our fathers"*
- The packages of merchandise represent Botany's interaction with the rest of Sydney and rest of the world
- The "All Seeing Eye" at the apex of the pyramid represents God over All. The prayer at the base translates as "as God was with our Fathers so may He be with us"
- The pyramid as a whole standing solid, four square and true, is symbolic of solidarity, strength and truth in aspirations and ideas.

Slight alterations were made to the Seal in 1907. It is no longer commonly used.



Fig 7.2.9 The Botany School of Arts was the location of the meetings of the Botany Progress Association and then the first meetings of the newly Incorporated Botany Council before moving to the cottage in Fig 7.2.10 (opposite).
(BCHA)

BOTANY'S FIRST COUNCIL CHAMBERS

One of the earliest acts of the Botany Council was to consider the site of a Council Chamber. It has been commonly assumed that the first Botany Post Office, see Figure 7.2.10 (opposite), was the first council chambers in Botany. Even though late 19th century maps are marked thus, this is not entirely correct. The first official meeting of the Botany Municipal Council was actually held in the 'ante room' of the School of Arts/Botany Literary Institute/Mechanics Institute building (all being names referring to the same building) at 1361 Botany Road. The Council met at the School of Arts for several months. The minutes describe the location of these meetings as either 'ante room, School of Arts' or 'temporary council chambers'. The School of Arts offered to let their hall for the general fortnightly meetings, as well as their library for certain evenings, for 5 shillings per week. In December 1888 it was revealed in the minutes that the Council had received a complaint from the Secretary of the School of Arts concerning ...

> *"the action of the Council in placing a table in the Hall of the School of Arts without first obtaining the permission of the committee."*

Macfadyen and the rest of the councillors were not impressed at receiving such a trivial complaint and an emergency meeting was called to decide how best to proceed. It was decided that a written acknowledgment of the complaint should be given to the Secretary of the School of Arts, however it was also agreed that...

> *"this Council buy a piece of land and erect suitable buildings*



Fig 7.2.10 The cottage in Botany Road used as the temporary Council meeting room and offices until completion of the Town Hall and Council Chamber in 1899. (n.d. for image) (BCHA)

therein for the conduct of the business of this Council and for that purpose a sum of money be borrowed according to law if desirable."

The School of Arts offered to erect a separate room at a rental of 2/6 a week for a lease of three years. Alderman Luland moved to accept this proposal however it was lost and a Hall Committee was established to report upon the most desirable site available for the erection of a dedicated council chambers. Various sites were offered to Council however none were deemed to be acceptable. Three months after opening the search, and unable to make a definitive decision, the Council decided to rent a small cottage held by William Pemberton, an alderman on the Council at the time. Council had definitely moved their meetings to Pemberton's cottage by July 1889, however the move may have been made as early as the previous April. (This building survives as 1158 Botany Road)

BOTANY TOWN HALL

Definite steps to purchase a suitable site for a Town Hall and dedicated Council Chambers were first taken by Council in May 1896, when it was moved to secure 100 feet of William Beaumont's land at Botany Road and 100 feet at Park Avenue, at £1 per foot, for the building. An amendment was made to increase the Botany Road frontage to 150 feet which was carried. . To finance the purchase, the Mayor was empowered to withdraw fixed deposits of £500 held by the Australian Joint Stock Bank. Plans for a prospective building were produced and adopted and a call to tender occurred at once. The question of the legality of using loan money for the construction of the building was raised however, and it was decided to consult the Municipal Association. Despite this concern, plans for the building proceeded. In October the tender of H. Punter was accepted for the building, however various discussions concerning the loan amount and the plans themselves continued to be had. By 1897 Council re-opened the building for tender once again. A plan was again accepted and a loan amount of £2,000 was agreed.

It was at this stage that the executors of the late G.L. Lord's estate offered a site for the Town Hall on Botany Road, opposite the post office and council chambers cottage (1158 Botany Road) being used at the time for fortnightly meetings. The site was offered to Council



It was at this stage that the executors of the late G.L. Lord's estate offered a site for the Town Hall on Botany Road, opposite the post office and council chambers cottage (1158 Botany Road) being used at the time for fortnightly meetings. The site was offered to Council free of charge, yet the Council still managed to negotiate an increase in street frontage from 80 feet to 100 feet. The offer of a valuable and well situated site such as this, free of charge, was too good for Council to reject. Tenders were called in August 1898 for the new Town Hall site at 1423 Botany Road.

H. Punter's tender for the building's construction was once again accepted by Council in November 1898. £2,000 was borrowed for the project and six months was given to Punter to complete the structure – a schedule Punter kept, with the new Town Hall opening on schedule on 13 July 1899 the following year.

The Hall was designed in the Victorian Italianate style. It has classic features such as a balustraded parapet, quoining and elaborate mouldings. Its street frontage is an impressive sight and one can imagine how it would have stirred in the Councillors, as well as the local residents, a momentous sense of arrival as a Municipality.

Fig 7.2.11 Botany Council Chambers soon after completion. The entrance to the Post Office can be seen at the left of the building. (n.d.) (BCHA)

The Town Hall's official opening in July 1899 was performed amidst great fanfare and gaiety. Photos of the day suggest there was a great

excitement and pride in the occasion, in a way that much befitted the grandness of the building itself. Among the official guests were the Governor of New South Wales, William Lygon 7th Earl Beauchamp, the State Premier (and future Prime Minister of Australia), George H. Reid, Varney Parkes (architect and politician) and John Rowland Dacey (a politician, of 'Daceyville' fame). Speeches, ribbon cutting and flag bearing added great enthusiasm to the day. People gathered to cheer and welcome the esteemed guests and school children greeted the Governor with a rendition of God Save the Queen. The Governor in his speech gave his gratitude for the warm welcome and for Botany's expressions of loyalty to the Queen. He concluded...

> *"I join with you in the hope that with the building which we are to open today, will begin a new era in the history of the Municipality; one associated with prosperity and happiness to you all." (Saturday 22 July 1899, The Sydney Mail and New South Wales Advertiser, p.203).*

...At which point the building was declared officially 'open'. A luncheon followed and then later in the evening a commemoration ball, which 250 dancers attended. The proceedings did not conclude until 5 a.m the following morning.

Various improvements were made to the Town Hall between 1899 and 1907. The question of an additional stairway to the main hall was considered, however nothing was done about this for several years. A report on the best method of treating the terrace in front of the Hall was presented in October 1907, in which it was recommended to cover the terrace with a coating of tar and fine metal and screenings.



Fig 7.2.12 The opening of the Botany Town Hall and Council Chambers in 1899 was a grand occasion. (Saturday 22 July 1899, The Sydney Mail and New South Wales Advertiser, p.203)

Various adornments and lighting features were made also. Ventilation was added in 1908, while electric lighting was installed in 1916, at a cost of £87 11 s.

A proposal to enlarge the Town Hall was made in 1919 in a plan prepared for Council by Mr St. Julian. It was proposed to fund the extensions out of more loan funds, however after using loan money to build the hall in the first place, this option was rejected by ratepayers. The Botany Post Office, which had been operating out of an annexe to the Hall since its opening in 1899, was given notice to quit in 1922. This allowed the Hall to expand to the north. The plan was accepted and adopted in 1924.

In 1932 consideration was given to the erection of a Dance Hall fronting Edward Street, or extending the existing Dance Hall to the Town Hall Lane. The proposals also included the remodelling of the Council Chamber and other ancillary rooms. After much deliberation and discussion, the renovations were finally adopted by Council and finance of £2,150 was approved under the Government's Emergency Relief Works Scheme – a Depression-era employment scheme introduced in 1934 where the Government paid the wages of men employed by local councils on public works while councils covered the cost of operation. Within a year the number of "dolers" had been reduced from 83,151 to 28,759 and the number of relief workers had risen from 34,229 to 75,648 men. Many such men were employed by Botany Council within the scheme, who not only worked on the Town Hall but also in road maintenance and on the construction of Banksmeadow Park.



Fig. 7.2.13 Building works underway in 1934 to extend and upgrade the Town Hall. (BCHA)



Fig 7.2.14 Botany Council Chambers in 1991. The 1934 improvements were situated at the side of the original hall. (BCHA)

The renovations to the Town Hall were completed in 1934 and consisted of:

- a new Council Chamber;
- an enlarged ballroom with a new floor
- 'modern conveniences' such as cloak rooms, a new kitchen, lavatories and garage
- altering the location and renewing of the existing stage
- substantial brick fencing, both side and in front
- a new waiting room; and
- furnishing of the new Council chamber and Mayor's Room.

During this time gardens and rockeries were also laid out in front of the Town Hall which further improved its street front appearance. The opening of the new extended Town Hall was performed by the Hon. B.S.B. Stevens, Premier and Colonial Treasurer and the Minister for Works and Local Government, the Hon. E.S.Spooner. Much like the original opening in 1899, the occasion ended with a Civic Ball with over 300 guests in the new extended ballroom.

7.2.6 AMALGAMATIONS

The histories of local governance in Botany and Mascot began somewhat together in the early 19th century, then diverged at the turn of the century before coming back together again in the mid-20th century. Lengthy debate over a further amalgamation with neighbouring Rockdale Council has influenced the very recent history of the Council too, making amalgamations one of the most recurrent themes in the history of Botany Bay's local governance.

THE FIRST AMALGAMATION

The original legislation set out under the Municipalities Acts of 1858 and 1867 under which the Botany and Mascot municipalities were created, was responsible for the incorporation of the two relatively small local units. The inevitable outcome of such a "minute division" of the metropolitan area was that major municipal functions were beyond their means. Essentially this meant that the ratepayer revenue was not enough to cover the outputs of Council. It is not surprising, therefore, that suggestions were made to reduce the number of councils in favour of fewer, larger ones. This effort subsequently became known as a "movement for a Greater Sydney".

In 1913 the reorganisation of local councils was investigated by a Royal Commission and legislation was prepared. If this legislation had been passed Mascot and Botany would have both been consolidated into a massive grouping with 35 other local councils into a unified inner zone ruled by a single authority. This proposal did not proceed.

Various other schemes were proposed throughout the next thirty years, however in each one Mascot and Botany were both recommended to be abolished and absorbed into the City of Sydney. After further deliberations and even further re-drafting, the Local Government (Areas) Act was finally passed in 1948. This Act abolished 31 local councils and merged them with neighbouring municipalities. Mascot and Botany escaped becoming part of the City of Sydney, but the two were instead amalgamated.

The consolidated area was 6.9 square miles and contained a population of 29,000. The wider area adopted the name that had already been in use, the Municipality of Botany. Thankfully this was an easy decision to make as there were apparently no alternative titles suggested. The new municipality was divided into two wards – Mascot and Botany. Alderman F.B. Joyce was elected the first Mayor of the united area, an office he held for five successive terms.

The Municipality of Botany fought against a second possible amalgamation in the 1980s and 1990s under long-time Mayor of 31 years, Ron Hoenig, at a time when significant local government reforms were sweeping throughout each state of Australia.

In 1996 the municipality was officially given "city' status and was

renamed The City of Botany Bay. The suburbs that made up the City were Banksmeadow, Botany, Daceyville, Eastgardens, Eastlakes, Hillsdale, Mascot, Pagewood and part of Rosebery.

THE SECOND AMALGAMATION

In 2015, in the wake of a report commissioned by the State Government into the efficiency of local councils, NSW Premier Mike Baird and the Minister for Local Government, Paul Toole, announced the merging and formation of 19 new councils across the State.

One of the councils nominated for amalgamation was the City of Botany Bay, which was proposed to amalgamate with neighbouring Rockdale Council. The City of Botany Bay fought strongly against the amalgamation, however the merge did eventually occur by Proclamation on Friday 9 September 2016. The new amalgamated Council was renamed 'Bayside Council'. The new area covers approximately 55 square kilometres and has an estimated population of 156,500. It includes the suburbs of the former City of Botany Bay as well as those of Rockdale.

THEME 7.3 LAW AND ORDER

The relevant National-level theme is *governing*. The relevant state theme is *law and order*. Local themes within this theme are activities associated with maintaining, promoting and implementing criminal and civil law and legal processes. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Police stations

Other relevant themes:

4.2 Towns and villages

7.0 Government and administration

7.3.1 POLICE STATIONS

Originally, like the postal service, the provision of police services to an area was dependent on its density of population. Consequently it was not until the 1860s that police services were introduced into Botany – and even then, it was just the one constable, a man named Rush.

The site of the station (known originally as the Botany Watchhouse or Botany Lock-up) was reserved by the Crown on 27 February 1871. The side boundary of the reserve was aligned with the southern edge of Lord's original grant, and the front boundary was set at 90 degrees to this. The planned road through the subdivision did not match the alignment established by the Crown Reservation, and was the origin of the bend in Botany Road that has persisted to this day. Two lots were reserved, but the northern one does not appear to have been used as part of the Police function, with a separate cottage being built by the 1880s.

Rush had already established a presence on the site when the formal Reservation was made. The watchhouse was not completed until 1877, being built to the template for small Police Stations provided by Government Architect James Barnet. In 1906 the rear accommodation building for the constable and his family was added. The first policeman to live in the cottage was Constable Waterworth who gained a well-regarded reputation over his long service in the position. The crime rate in Botany was generally quite low, however the wide attraction of the Sir Joseph Banks Pleasure Gardens for sportsmen and crowds meant additional work in the form of supervision of the contests could have been added and was potentially the reason that the site of the Botany police station was at the edge of Botany's civic centre (being closer to lower Botany where these attractions were held). The demand for police presence at the many pubs in the Botany District, as well as the growing population in Botany, resulted in the eventual growth of the police staff in the area to five; a sergeant and four constables. The building is now



Fig. 7.3.1 The site for the Botany Lockup (the first Police Station) was reserved by the Crown on 10 February 1871. Its alignment pre-dated that of the road planned by George Lord in his subdivision plan of the same year (shown here as 'Banks Street', now Botany Road.)

This was never resolved and the different alignments of the front property boundaries remains legible in the bend in Botany Road today. (SLNSW)

unoccupied. It has survived substantially intact to its original period and purpose, although the rear of the site has been subdivided and redeveloped in recent years by the NSW Department of Housing.

Mascot police station was originally situated in Miles Street. Like Botany, the station originally was under the supervision of one resident constable. However unlike at Botany, the station did not include accommodation for the constable. In 1955 the building was remodeled and Mascot Police Station was relocated to new premises at 965 Botany Road.

Fig 7.3.2 The Botany Police Station was built in 1877 and is one of the oldest surviving original buildings in the Botany District. The Station c. 1963. (BCHA)



THEME 7.4 WELFARE

Welfare – see Accommodation – Daceyville

(Facing page) Bruce Mackenzie showing Council the new interpretation sculptures in Sir Joseph Banks Park (BCHA)

8 DEVELOPING AUSTRALIA'S CULTURAL LIFE



Recreational, creative, spiritual & social activities

THEME 8.1: CREATIVE ENDEAVOUR

The relevant National-level theme is *developing Australia's cultural life*. The relevant state theme is *creative endeavour*. Local themes within this theme are activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works, and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative endeavours. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Cinemas and theatres
  - Dacey Garden Theatre/Daceyville Theatre
  - Ascot Theatre
  - Rosebery Theatre
  - Empire Theatre
  - Marina Theatre
- Pagewood Film Studios

Other relevant themes:

- Leisure

8.1.1 CINEMAS AND THEATRES

There have been six picture theatres built in the district of Botany Bay over the last century: Daceyville Theatre (1910, destroyed by fire in 1984), Ascot Theatre at Mascot (1913, destroyed by fire 1966), Rosebery Theatre (1913, demolished c.1960), the first Empire Theatre, Botany (1916, damaged and demolished 1919), the second Empire, Botany (1920, demolished 1972) and the Marina Theatre at Rosebery, built in 1927 and which stands as the only remaining historic theatre in the former Botany Bay LGA.

DACEY GARDEN THEATRE (GENERAL BRIDGES CRESCENT, DACEYVILLE)

The Dacey Garden Theatre was a silent movie theatre located near the corner of Gardeners Road and Bunnerong Road within the Daceyville subdivision. It was built in 1910 as a theatre/public hall and was one of the earliest buildings to be built in the planned suburb. It became a full time cinema in 1916 however was used as a gym when the Democrat theatre was built at nearby Kingsford. It was destroyed by fire in 1984. A new residential building of similar scale and form was built to replace it.







Fig. 8.1.1 (top) One of the first structures to be built in Dacey Garden Suburb was a large theatre. (SLNSW)

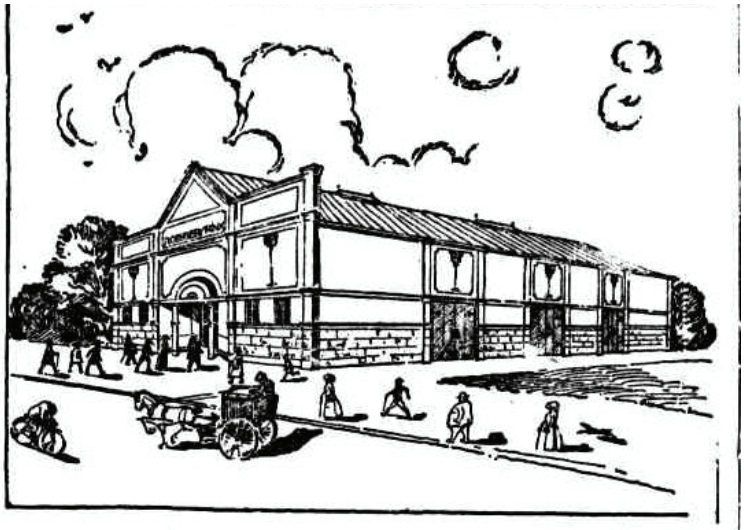
Fig. 8.1.2 (centre) and 8.1.3 (below) The original Ascot Theatre in Botany Road, Mascot was a utilitarian structure and by 1925 had been replaced by a 1621 seat cinema which in turn was modified in 1939 to add Art Deco movie house character to the facade. (BCHA)

The Ascot Theatre was built in 1912 and was situated in Mascot along Botany Road, directly opposite Robey Street. Seating capacity for the theatre was 1,700, but this was later reduced to 1,621. The theatre was re-built in 1925 with modifications in 1939 to add a more 'art deco' character to the facade. It was managed by Mascot Theatres Ltd and remained associated with the Snider and Dean circuit until its

closure in 1960. It was gutted and converted into a large fruit market, however was unfortunately later destroyed by fire in 1966.

ROSEBERY THEATRE (GARDENERS ROAD, ROSEBERY)

The Rosebery Theatre was commissioned by James Thornton of the abutting Newmarket Hotel in 1913 to be both a skating rink and a picture theatre. Named originally the "Rosebery Rink and Picture Theatre", the design was made by Mr. Ros. J. Collins and the building was constructed in mid-1913. It appears that upon its opening it was used as a skating rink through till the skating season's end and by October had been transformed into a picture theatre. The Theatre closed around 1960 and was replaced by a bowling alley.



ROSEBERY RINK AND PICTURE THEATRE.

Mr. Ros. J. Collins, architect, has designed a large hall to be used as a skating rink and picture theatre. It is being built to the order of Mr. J. Thornton, of Thornton's Hotel, corner of Gardener's and Botany roads. The hall is of pleasing design, with a large floor space, perfect ventilation, and it fulfils all the requirements of the Act with regard to ingress and egress and accommodation for the comfort of patrons.

This rink is of steel construction, and will be completed in about six weeks' time.

The first Empire Theatre at Botany was built in 1916 and was located at 1116 Botany Road, next to the Captain Cook Hotel. It was partly open and had wooden benches. It suffered severe storm damage in c.1919 and was demolished to allow the second Empire to be built on the site. The second Empire was a 'hardtop' (i.e fully enclosed) theatre built in 1920. One of its operators was Mr E. G. Siddins, five time Mayor of Botany and who also owned an adjoining newsagent and refreshment store. The theatre closed in February 1965 and was demolished in 1972.

Fig. 8.1.3 Advertisement/article describing and promoting the imminent completion of the Rosebery Cinema and Skating Rink. This complex adjoined the Newmarket Hotel on Gardeners Road.
(14 April 1913. The Sun, p.5. BCHA)



MARINA THEATRE, GARDENERS ROAD, ROSEBERY

The Marina Theatre was built in 1926 for Eric Christensen, W.H.Rumble and William de Putron. De Putron was also the architect of the building. The theatre opened in May 1927. It had a ceiling in pressed metal panels, a stage with an orchestra pit, a painted screen wall for silent films and dressing rooms. In 1939 Mascot Theatres Ltd took over the Marina Theatre – forming a trio of the Marina, the Ascot and the Rosebery Theatres. The Marina continued to be used as a movie theatre well into the 1980s (however was closed and reopened several times). It was eventually turned into a video shop for a short time. At the time of writing this Thematic History the property was vacant.

Fig. 8.1.4 Demolition of the Empire Theatre. c.1972. (BCHA)

Fig. 8.1.5 The Marina Theatre in 2017. (photograph Elizabeth Conroy)







March 12, 1927. Building 141

THE MARINA PICTURE PALACE, MASCOT, SYDNEY (N.S.W.)

William De Putron, Architect

There is no more reliable evidence of the increase in population of a suburb than the number, class and size of the picture theatres, and as such the design of the Marina Picture Palace now nearing completion at Mascot will supply convincing proof of the growth of that suburb. Wherever practicable it is wise to locate all picture theatres on a corner block, which has been done in this case, as the arrangement of exits is greatly simplified. Exits are much more important than entrances; for whereas the audience comes in gradually, it goes out "en masse," sometimes in the event of an alarm, very much so. Picture theatre architectural design stands in a style of its own, like set back skyscrapers. In this case a full length cantilever awning is the main front characteristic on the lower level, whilst a wide central feature flanked with simple lines in brickwork accounts for the upper section. The proposed Marina Picture Palace at Mascot is a good example of typical picture show architecture. It looks like an airy, well ventilated auditorium with great capacity, nothing more being wanted. At one time it was necessary to ring a bell to attract people to a site, whether to church or auction sale, but now it is only necessary to illuminate the scene and people flock towards the brightness. Here the skyline provides one form of lighting; the awning lights illuminate the entrance, whilst the building above the awning could be lighted with flood lighting. All three combined produce the perfect illumination.

Fig. 8.1.6 Article in Building Journal describing the new Marina Picture Palace at Mascot designed by architect William De Putron. Innovative features such as the illumination of the entrance by under-awning lighting. (Construction and Local Government Journal. 23 March 1927. p.6.

8.1.2 PAGEWOOD FILM STUDIOS

Pagewood Studios was built in 1935 as National Studios and was located near the current Eastgardens Shopping Centre site. Although it reported a decent profit in its early years of operation, the Studios shut down from 1937 to 1940 and during World War II was used as a store depot and training ground. The Studios were shut again in 1952 before being sold off completely in 1959.

"In the past, films have been made from time to time in various States, but, at Pagewood, Australia, now has its own thriving film industry – its own miniature Hollywood....tucked away among rows of neat suburban red-roofed cottages and backed by sandhills, the studios outwardly bear little resemblance to the Hollywood seen in films. There are no shiny, high priced limousines standing outside, no glamorous blonde stars or glittering neon lights, no giant iron gates and uniformed attendants barring entrance to any but the privileged few with passes. But behind the administrative building, in former army huts, in makeshift workshops, and in the two huge studios where indoor shots are filmed, there is all the excitement, the glamour and the hard work of Hollywood." *(BCHA)*

Fig. 8.1.7 Aerial view of the National Studios at Pagewood, looking west. c.1937 (BCHA)

Fig. 8.1.8 (facing) A "behind the scenes" article describing the Pagewood Film Studios published in the Australian Woman's Weekly (8 December, 1954. pp.20-21).





Hard work and glamor

Film backroom boys enjoy their jobs

By NONI ROWLAND, staff reporter

Pagewood Studios, seven miles from the heart of Sydney, have become the centre of Australia's biggest film colony

INSIDE AUSTRALIA'S HOLLYWOOD

Made up Pariora

Carpenter actors

THEME 8.2 LEISURE

The relevant National-level theme is *developing Australia's cultural life*. The relevant state theme is *leisure*. Local themes within this theme are activities associated with recreation and relaxation. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Sir Joseph Banks Hotel
- Parks and Reserves
  - The Sir Joseph Banks Park
  - Banksmeadow Park
  - Jellicoe Park
  - Mascot Memorial Park
  - Booralee Park
  - Daceyville Garden Reserve (Daceyville Park)
  - Glanville Park and Towner Gardens

Other relevant themes:

- 3.4 Environment – cultural landscape
- 4.2 Towns, suburbs and villages
- 5.0 Labour

8.2.1 SIR JOSEPH BANKS HOTEL

The most well-known of all of Botany's attractions throughout most of the 19th century was the Sir Joseph Banks Hotel and its adjacent Pleasure Gardens.

On 26 July 1834, James Drew and Thomas Kellett purchased 75 acres of land at the southern end of Botany for £75. (Kellett later purchased Drew's share of the property.) Market gardeners and wool washers were common purchasers of southern Botany land at this time, however Kellett had other business plans. Kellett had been a Private in the 40th Regiment and had acquired experience as a canteen keeper. In 1843 he was described as a gardener and his address was given as being at Botany. An early plan also reveals that at this time Kellett had opened a hotel named the 'Banks' Inn', in the Banksmeadow area, likely within his landholding. Although far from 'civilisation' further north in Botany, the Inn was ideally located for patrons from the many market gardens, wool washes and tanneries based in the vicinity.

In the early 1840s the 'Banks Inn' was replaced by a grander building, called the Sir Joseph Banks Inn (also commonly referred to, even at this early stage, as Sir Joseph Banks Hotel). The new building was built by 1844 (confirmed by Kellett's advertisements of the new hotel placed in The Sydney Morning Herald from December that year).

The Hotel was cleverly marketed as being close enough to Sydney to be a day-trip, yet also with the isolation, health benefits and aesthetic beauty of a peaceful rural escape from city life. Kellett also organised sporting activities to act as a further drawcard for potential patrons. In May 1845 he announced





Fig 8.2.1 1853 painting of the Sir Joseph Banks Hotel from the shores of Botany Bay. The emus are in the 'Emu Park' created in the grounds. ('Emus at the early Sir Joseph Banks Hotel', a watercolour by John William Hardwick, 1853. SLNSW Government Printing Office 1-13054 also available online at http://trove.nla.gov.au/work/9891518)

Fig 8.2.2 The running track in the grounds c.1890 (BCHA)



Fig.8.2.3 Abel & Co.'s work picnic in the Sir Joseph Banks Grounds in 1900. SLNSW Government Printing Office 1-01519 also available online at http://trove.nla.gov.au/work/111335999)

the "Botany Bay Regatta" which comprised several races for a variety of water craft. Kellett also provided riding courses in the surrounding bushland 'wilderness' and along the sandy foreshore which became very popular with the gentry from Sydney.

In 1846 Kellett leased the Hotel and the several paddocks surrounding it to William Beaumont, a timber merchant of entrepreneurial character. Kellett retained ownership of the Hotel and the 25 acres surrounding it until 1861. Significant additions were carried out from 1846 to 1848 including a conservatory, a riding school and a bathing house.

In 1850 Beaumont was responsible for the first substantial extension to the existing Hotel building; a new wing at the western end to provide a dining space for up to 60 people. In this same year, 1850, a 2000 seat amphitheatre was constructed in the grounds, as well as a ballroom. He enclosed an "emu park" within the grounds and then expanded it to establish his most famous addition to the Estate, the Zoological Garden, which is understood to have potentially been Australia's first



Fig. 8.2.4 An 1854 sketch of the grounds and facilities. (NLA)





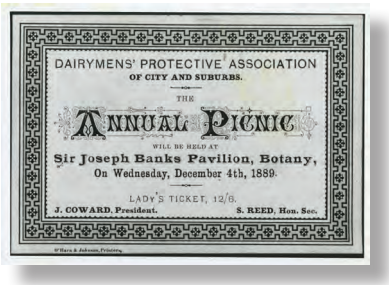




Fig 8.2.5 The vestibule of the grand 1884/5 addition. (BCHA)

Fig 8.2.6 Archery on the lawn was a popular attraction. The large pavilion erected in the background could hold up to 10,000 people. (BCHA)

Fig 8.2.7 An 1889 advertisement for the Dairymen's Annual Picnic held in the grounds of the Sir Joseph Banks Hotel.

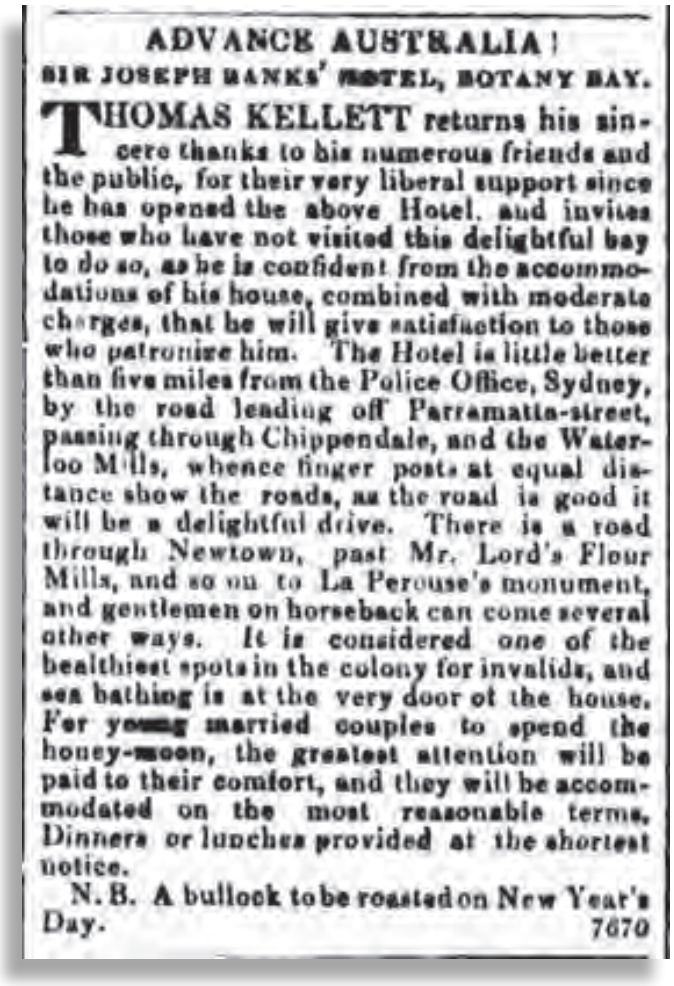
Fig 8.2.8 Business card for the Hotel c.1920. (BCHA)

zoo (1850) and held Australia's first elephant, a Royal Bengal Tiger, a Black Himalayan Bear, the Red Deer of Manilla and a Grizzly Bear.

On Boxing Day 1851 it was reported that 5,000 people, or a staggering 8% of the population of Sydney at the time, attended the enormously successful attractions at the grounds of the Hotel. The following year the company, stud and orchestra of Malcolm's Royal Australian Amphitheatre and Rustic Chorus were engaged, a circus was opened and an abundant luncheon was offered. For several years the Boxing Day Picnic at the Sir Joseph Banks Hotel became a highlight in Sydney's social calendar.

A great benefit of the Sir Joseph Banks Hotel's popularity for the local Botany Bay community was the improvement of Botany Road. The condition of the road was still considered poor at the time of the Hotel's opening, however with such interest in tourism to the area it provided the impetus for the Parish Road Trust to allocate funds to greatly improve the route from Sydney down to southern Botany.

By 1861 Beaumont ended his lease of the Hotel, instead purchasing land directly to the west of the Sir Joseph Banks where he developed Correys Pleasure Gardens. In 1862 Kellett leased the Hotel to Vickers/ Victor Moyse; the man responsible for adding a cricket ground, a bowling green and an archery course to the Estate. The gardens were extended and a new road from Randwick to the Hotel was completed. The tramway to Botany would not be developed for another twenty years, so instead Moyse organised to have the mail vehicle carry passengers from Sydney twice a day. Despite Moyse's sincere efforts to maintain the hype surrounding the Hotel, public interest had begun



ADVANCE AUSTRALIA!

SIR JOSEPH BANKS' HOTEL, BOTANY BAY.

THOMAS KELLETT returns his sincere thanks to his numerous friends and the public, for their very liberal support since he has opened the above Hotel, and invites those who have not visited this delightful bay to do so, as he is confident from the accommodations of his house, combined with moderate charges, that he will give satisfaction to those who patronize him. The Hotel is little better than five miles from the Police Office, Sydney, by the road leading off Parramatta-street, passing through Chippendale, and the Waterloo Mills, whence finger posts at equal distance show the roads, as the road is good it will be a delightful drive. There is a road through Newtown, past Mr. Lord's Flour Mills, and so on to La Perouse's monument, and gentlemen on horseback can come several other ways. It is considered one of the healthiest spots in the colony for invalids, and sea bathing is at the very door of the house. For young married couples to spend the honey-moon, the greatest attention will be paid to their comfort, and they will be accommodated on the most reasonable terms. Dinners or lunches provided at the shortest notice.

N. B. A bullock to be roasted on New Year's Day.

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to wain since the era of Beaumont's management and Moyse ended up leaving the Hotel after six years.

Kellett then leased the property to John Frederick Maloney who, with showman Tom King, set out to transform the Estate into the leading sports ground of the Metropolis. A variety of athletic sports and games were offered, including Sydney's first 1,000 yard foot race, however the venture bankrupted Maloney and he left in 1871. After Kellett's death in 1868 John Thomas Neale inherited the Hotel. He sold it just three months later, in December 1871, to John Mitchell for £2,400.

It was not until Francis Smith purchased the Hotel in 1875 that the Sir Joseph Banks reached its greatest (and its final) peak in popularity (assisted in no small way by the opening of Botany's tramway in 1882). Smith constructed a huge pavilion in the grounds which was capable of holding up to 10,000 people, however this was not the most significant change Smith made to the site. In c.1884/1885 Smith commissioned the construction of a very grand, new, two-storey

Fig. 8.2.9 An 1844 Advertisement for festivities to celebrate the opening of the Sir Joseph Banks Hotel in 'Advertising', The Sydney Morning Herald, 3 December 1844, p.3



Fig 8.2.10 The rustic swings in the picnic grounds of the Hotel c.1890. (SLNSW)

building for the Hotel. It was to be "of a style we have long desired to see at the watering places of Sydney – a really good, luxurious and well-appointed building".

Just like the famous annual Boxing Day extravaganzas once held at the Hotel, Smith revived the Sir Joseph Banks' popularity by hosting annual sporting carnivals on St Patrick's Day and feasts of eight to ten courses for up to 1,000 people at a time. It soon became the Sydney custom to celebrate the holiday at Sir Joseph Banks Hotel, and before long the grounds were used for amateur and professional athletics, attracting competitors such as Tom Malone, Harry Hutches (an English champion), Jim Moody, Eddie Skinner and many others.

The races were so popular that suburban race clubs postponed their own meetings on Botany race days rather than risk heavy crowd losses. Eventually four major handicaps and a number of minor events were held throughout the year at the track. To accommodate the crowds, Smith erected a new grandstand capable of seating 3,000 people.

Frank Smith died in 1893 and it was upon his death that it was discovered that his assets were not enough to discharge the great mortgage on the property. Foot racing fell out of vogue and eventually the buildings on the site deteriorated through lack of maintenance, despite there being a new manager, Bernard Bogan. When the hotel began to suffer further decreased patronage and the financial strain associated with it, the Commercial Banking Company of Sydney sold the hotel and its grounds (of approximately 26 acres) to newly formed company, the Sir Joseph Banks Estate Ltd, in November 1908 for £6,500.

The new owners tried to reinvent the historic Sir Joseph Banks Hotel by renaming it (and re-advertising it) not as a luxury resort but as the "Olympic Recreation and Picnic Grounds". Despite the reinvention though, the 'old' Sir Joseph Banks Hotel continued to struggle to increase its patronage. After having eight managers in eleven years, in 1920 the decision was made to subdivide the surrounding grounds up to Botany Road and sell them as residential and commercial lots. The front grounds (the original cricket pitch) were offered for sale. Lot 19 of this subdivision was reserved for a new hotel which was to carry on the licence and name of the original. The new Sir Joseph Banks Hotel was built on the corner of Botany Road and the newly created Fremlin Road in 1920. The licence to the new Sir Joseph Banks Hotel was sold to brewing conglomerate Tooth & Co Ltd for £600 on 10 May 1921.

Meanwhile, the "Olympic Recreation Grounds" continued to host athletic events. Tommy Burns trained at the Sir Joseph Banks complex in preparation for his contest on Boxing Day at Sydney Stadium, and the first game of representative rugby football in Australia was also played at the Grounds.

The Hotel eventually fell into disrepair. Mr James Ruttley bought the Hotel at auction in 1930. He was reputedly just passing by and



Fig 8.2.11 The Sir Joseph Banks Hotel c.1930s. The building had fallen into disrepair following the relocation of the hotel to the new building on Botany Road. It was purchased by Mrs Rutley who was motivated by a desire to protect it from demolition, in which she was successful. (BCHA)

thought the main bidder was going to demolish it, so he bought it. Fourteen years later, in 1944, James Ruttley's daughter Doris Rutley (her married name, coincidentally spelled with one 't'), bought the Hotel, once again at auction, for £1,600. She divided portions of the hotel into flats to provide an income and with an intention to fund the building's restoration. The Hotel has remained in private ownership and has been altered and added to allow its re-use as medium-density housing.

8.2.2 PARKS

THE SIR JOSEPH BANKS PARK

In 1926 the State Government, driven by concerns and community petitions about sea erosion, purchased 11 acres of the Sir Joseph Banks Estate between the Hotel and the foreshore. The land cost £1,700 of which Botany Council paid £910 and the Government contributed the remaining £790. Like nearby Banksmeadow Park, the land was at first unusable as a public park. It was uneven, low-lying and boggy. Again, the Spooner scheme was utilised to undertake the necessary work. A work force of 120 men was employed at a total cost of £1,657. Council in return received a refund of £1,182 in overdue rates from the men.

In 1941 construction of the Southern and Western Ocean Outfall Sewer between the Hotel and the Bay obliterated most traces of the former Pleasure Gardens relating to the Hotel.

In the 1970s the construction of Port Botany led to millions of tonnes of sand being dredged from the floor of Botany Bay which was then pumped along the foreshore to form a 300m wide band of coastline





(with dedicated truck road) from Booralee to the new port. This reclamation was intended to achieve long-term stability of the foreshore through the inclusion of sand dunes and planting. This area became known as Foreshore Park and abutted the Sir Joseph Banks Reserve.

The Sir Joseph Banks Reserve had consisted of a largely vacant mown grassland for over 40 years before Botany Council decided to undertake an interpretive recreation initiative which would interpret the former Victorian gardens as part of a major Bicentennial project in 1988.

The approximate $1.2 million cost of the upgraded part was jointly met by a $200,000 Australian Bicentennial Authority grant, Council's own funds and substantial corporate sponsorship from local industry.

The park today is the only one in the area that actively demonstrates and interprets its history. Life-size cement statues of zoo animals were sculpted by animal portraitist William Rees and these dot the

Fig. 8.2.12 (facing page) and Fig. 8.2.13 (above) Reclamation along the foreshore of Botany Bay has increased the area of the waterfront open spaces, including (1) Foreshore Park, which has allowed the transformation of the area adjacent to the Sir Joseph Banks Hotel into an area of community open space that interprets the history of the Hotel. The area marked (2) is the Botany Golf Course and the orange is Banksmeadow Park. (BCHA)



landscape and playground; a reference to the zoological gardens that once existed at the site. Two pillars named "Cook" and "Nelson" were also removed from the historic pleasure grounds and erected at the park entrance adjacent to Waratah Street. The park also features a sports oval, thematic gardens, a maze, pergolas, all reinterpreting the activities of the pleasure gardens, as well as a life-size bronze statue of Sir Joseph Banks.

BANKSMEADOW PARK

Banksmeadow Park skirts the foreshores of Botany Bay and was dedicated as a Reserve in 1869, placing it in the same statutory context as Booralee Park in that it was reserved before Botany Council's incorporation in 1888. The transfer of trusteeship to Council hands was not made until 1905. After various small acquisitions over the years the park was roughly 24 acres in size when it came under Council's control. Due to its rough topography of deep gullies and dense undergrowth, the park was regarded as veritable no-man's land for some time.

Fig 8.2.14 Interpretive statues of the early zoo in the Sir Joseph Banks Pleasure Gardens, now forming part of Sir Joseph Banks Park. (BCHA)

It was due to the construction of Bunnerong Power Station in 1927 to 1928 that a huge surplus of soil was deposited on the beach, in effect adding some eight acres to the reserve. Large scale improvements



finally occurred in 1932 when over £5,000 was spent in levelling and grassing the area. At this stage Council decided to convert Banksmeadow Park into a golf links. This would enable Council to maintain the high-maintenance park in a reasonable condition without it being a constant strain on the community's resources.

Advantage was taken of the Spooner Relief Scheme to obtain financial assistance from the Government and by 1934 the work to Banksmeadow Park golf links was completed. The original course covered the old Botany tip, roughly from Botany Pier to Floodvale drain. Subsequently the Australian Oil Refinery took over the far end of the course and as compensation reclaimed for the Council an area of 12 acres extending from the old Government Pier to the Sir Joseph Banks Park at Fremlin Street.

JELLICOE PARK

Daceyville Park, Astrolabe Park and Jellicoe Park are all examples of the priority placed on creating community open space in Daceyville and Pagewood. Following the guidance given to the Daceyville plans by Joseph Henry Maiden, Director of Botanic Gardens, Pagewood's parks were not to be merely just open space; they were 'designed' spaces; viewing points for residents and visitors to not only take in

Fig. 8.2.15 Botany Golf Course was created during the Great Depression under the Government Relief Scheme on part of the land reclaimed by material recovered from dredging and excavation during the construction of the Bunnerong Power Station. (BCHA)

vistas of the suburb, but also to experience seclusion and relaxation.

Jellicoe Park was the main park in Pagewood and acted as a focal point, much like a traditional English village green. It was named after Viscount Jellicoe, a British admiral in World War I. The park is of a significant size and the one-way road (Park Parade) that encircles it ensures its prominence in the local streetscape. Early photographs of the park also reveal that Hills Figs and brushbox trees had been planted around the perimeter of the park in a deliberate and uniformly spaced pattern. Many of these trees remain today, with gaps being infilled by new trees.

The allocation of land for the park was clearly indicated in the 'Daceyville Subdivision No.2' plan of 1921, and by 1925 work was underway in levelling and turfing the area, coordinated by



Fig 8.2.14 Jellicoe Park was designed as the centrepiece of 'Daceyville Subdivision No.2'. This 1943 photograph allows the carefully designed siting of the park to be appreciated, with local views directed to the oval ringed by shady trees. The space was large enough to accommodate four cricket pitches.
(Base NSW LPI SIX maps)



the Daceyville Ratepayers' and Progress Association. By 1930 advertisements were being placed in The Sydney Morning Herald promoting new residential lots in close proximity to Jellicoe Park, however land sales were sluggish for several decades. A 1943 aerial photograph of the area reveals that many residential lots surrounding the park remained undeveloped at this time with only a dozen or so houses erected around.

Jellicoe Park was a popular space for playing cricket and football from the late 1920s onwards, tenders being invited in 1929 for groups to hire the Park for organised sporting activities. Today, the Park remains as much a part of the Pagewood community as it was originally intended. It is informally divided into seven fields that allow for cricket, soccer and football to be played. There is a walk-around track along the perimeter of the park and a children's play area. A small substation was installed post-1943.

MASCOT MEMORIAL PARK

(See also: Defence (Section 7.1).)

Mascot Memorial Park was first conceived in January 1920 by the Mascot Mayor, T.H.Hicks as a picturesque setting for a soldiers' memorial. Hicks successfully campaigned to establish the park and it was not long before 4 acres of William Parker's estate was purchased (at £3,000) to create the gardens.

The flower beds, lawns and layout are testament to the great care and attention put into designing a soldiers' memorial of superb quality; a

Fig. 8.2.15 Jellicoe Park soon after the second subdivision of Daceyville was laid out. The park reserve was planted with Hills Figs and Brushbox and these have now matured to provide a strong sense of enclosure to the oval. (SLNSW)



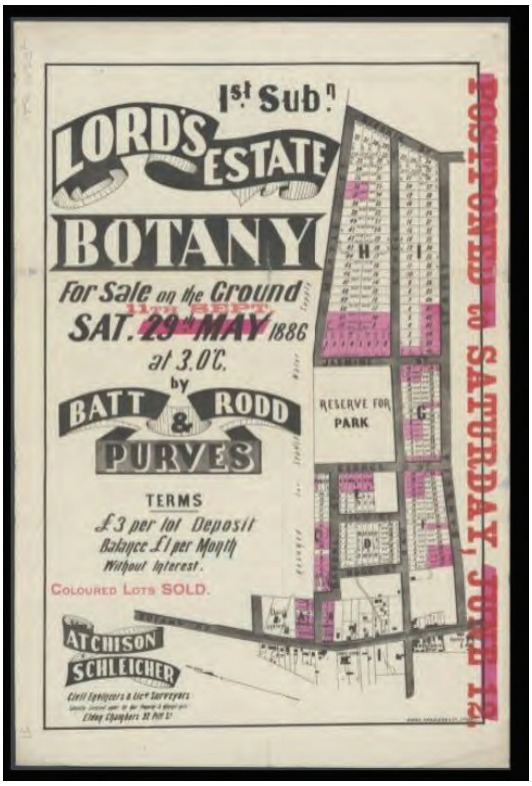
Fig. 8.2.16 Mascot Memorial Park was created from a market garden owned and tended by one of North Botany's first Aldermen, William Parker. Parker's cottage was later used by the Park's on-site gardener. The Park is planted with both native and exotic species and features display beds and elements characteristic of the late 19th - early 20th Century suburban park. Its layout focuses on the War Memorial situated close to the north-eastern corner of the Park which today is surrounded by floral beds and formal plantings. (BCHA)

quality that remains clearly legible in the park today. William Parker's cottage that sat within the park's boundaries was demolished in 1979.

BOORALEE PARK

Booralee Park is comprised of three parcels of land and was proclaimed a Reserve to be known as Booralee Park on 17 September 1886. As this was before the incorporation of the municipality, the Public Parks Act 1884 required that a Trustee of the park be nominated. Booralee Park Trust managed the park until it was transferred to Botany Council after its incorporation (which occured in 1888).

Botany Council cleared, grassed and planted trees in the park. In 1900 an additional five acres was proposed to be added, however this became complicated by the Metropolitan Water Board's control over the area (as it remained within the Botany Water Reserve). No further steps were taken until 1922. Negotiations to dedicate the additional land for public use commenced in 1922 but a resolution was not reached until 1927.





A third parcel was added on 20 December 1935, being Reserves No. 65712 (from Sale) and No. 65713 (from Lease). This parcel was occupied by the Commonwealth during World War II for the storage of ammunitions.

Improvements were made including the laying of wickets for cricket, a changing room was added and a pavilion constructed, the latter being destroyed in the 1937 cyclone. In 1965 an Olympic pool was constructed at the site, opening in March 1966. Today there are basketball courts, two football fields and four cricket wickets on site. The park is ringed by mature Moreton Bay Fig trees which support a variety of birdlife and contribute to the grand scale and visual impact of the park. The Figs also support a variety of birdlife.

Figs. 8.2.17 & 8.2.18 Booralee Park was reserved for public recreation as part of the 'first subdivision' of the Lords Estate (the first small-lot residential subdivision) and proclaimed a public park in 1886. Council assumed care, control and management after its incorporation and added two additional parcels of land. Botany's War Memorial was placed at the south-western corner of the park and today provides a focal point for street views over the area.
(BCHA; NSW LPI SIX Maps)

DACEYVILLE GARDEN RESERVE (DACEYVILLE PARK

Gardens were a key element in every residential lot in Daceyville and the lack of front fences was a deliberate act to encourage a communal sense of care and pride in the gardening venture appropriate to the

principles of 'garden suburb' planning. Central to the Garden Suburb philosophy was the additional provision of recreational and aesthetic space. Originally it was intended for Daceyville to have communal self-sufficient gardens in an effort to replicate the English model, however this did not take hold and instead parks and garden reserves were provided for recreational use.

The Housing Board enlisted the help of the State's foremost expert on horticulture and landscaping, the Director of the Royal Botanic Gardens, Joseph Henry Maiden (1859-1925), to ensure that public reserves and gardens were properly landscaped and maintained. Following his advice, Daceyville's parks were not merely just open space; they were 'designed' spaces; viewing points for residents and visitors to not only take in vistas of the model suburb, but also to experience seclusion and relaxation. Fashionable landscape species were chosen with main boulevards lined with eye catching Washingtonia palms while streets were planted with native Brush Box.

It is difficult to distinguish if the park was proposed in the original 1912 plan, the drawings suggesting a 9-way intersection; but by the second 1912 plan the layout had been simplified and both the park and the substation within it are very clearly defined in the drawings. The space was originally named Daceyville Park, however in the late 1980s it received a name change in recognition of John Rowland Dacey's role in conceiving Daceyville in 1912. Dacey Garden Reserve, or Daceyville Park, addresses the intersection of Gardeners Road and Bunnerong Road. The shape of the reserve is that of a fan, with the gentle curve around its southern edge formed by General Bridges Crescent. The park is divided by paths that radiate from the Crescent to the northern edge of the park towards the intersection. Interestingly, these paths today mark where the edges of Cook Avenue and Banks Avenue once began. The original form of the park (as built) was not as one whole as it reads today but rather was broken up into three smaller spaces wedged between the extensions to Cook Avenue and Banks Avenue that originally continued through General Bridges Crescent and terminated at the intersection to the north with wide areas allowed for tram turning radii. This original form of the reserve can be seen both in Sulman's amended 1912 Daceyville design and in a 1943 aerial photograph of the area. The tree-lined Cook and Banks Avenues were 100 feet wide and would have heightened the sense of





'entry' even further. They also would have acted as a strong visual marker of the garden suburb beyond.

Photographs dated 1913 show the completed 'electric power house' in the park, but Sydney City Council (who at the time were responsible for the distribution of electricity infrastructure from their power station at Pyrmont) did not resolve to connect Daceyville until 1917.

J. Lather, who was visiting Daceyville from Queensland in 1919 provides an insight into what the Park looked like soon after it was established, writing...

> "*In front of* [the shops and Dacey Picture Theatre] *is a triangular park, well kept and green, with trees along the edge, still in their infancy it is true, but giving promise of glorious shade*



Figs 8.2.19 and 8.2.20 show the 1943 (left) and 2014 (right) design of Daceyville Garden Reserve. The original plan was to continue the alignments of Cook and Banks Avenues through the park to the intersection with Anzac Parade, but this was replaced by the radiating avenues being interpreted through the planting and edging in the park, and traffic directed around the perimeter of the quadrant. Comparison of these two aerials also reveals that the north-eastern corner of the park has been eroded by roadworks over the years. The only substantial structure in the Reserve is the former Sydney City (later County) Council Electricity Substation in the eastern wedge. This area is also distinguished in the 1943 image for the relative lack of planting - likely a result of the management of this wedge by Sydney City Council and not the Daceyville Housing Board. (NSW LPI SIX maps)

Fig. 8.2.21 (left) The planting patterns and paths interpret the original radial plan for the park and continue to direct the eye to and from the avenues and Anzac Parade. (Photograph Elizabeth Conroy)

in days to come - and bright beds of cannas making a dash of colour." (Saturday 15 March 1919, The Queenslander, p.41)

By 1960 traffic densities along Bunnerong and Gardeners Roads had increased and the intersection had become a major one. In May of 1960, land was excised from the reserve to form a curved intersection and in so doing, reduced the size of the reserve slightly and altered its northern boundary from straight to convex. The fan shaped boundary to the south remained unchanged, in effect maintaining the overall shape of the reserve. The avenues were filled in up until General Bridges Crescent, enabling the unification of the landscaping and the creation of a large formal garden entrance to Daceyville and to the former City of Botany Bay.

In 1987 the Council allocated funds for the upgrading of the park as the Mayor, Ron Hoenig, saw its potential to become 'The Gateway to the Municipality'. This entry-point quality was already legible in the landscape, and plans were drawn up to acknowledge and formalise this aspect of the park. The substation remained under the ownership of Sydney County Council until 1981, when the site was purchased by the then Botany Council and The Department of Lands for inclusion in the Daceyville Garden Reserve for $8,000. In 1988 a dispute arose over the ownership of the substation, however Council continued to act as caretaker of the substation and associated land.

GLANVILLE PARK & TOWNER GARDENS

Glanville Park is a small triangular piece of parkland situated in a secluded and enclosed space between White Road, Kerr Crescent and Glanville Crescent. It mirrors Towner Gardens which is placed directly opposite, linked by Monash Gardens Avenue. The two parks act as an identical pair, having both been identified and reserved for



Fig.8.2.22 A formal arbour, planted garden beds and seating were established at the north-eastern corner of the Reserve to establish a sense of arrival to the former Botany Bay LGA at its north-eastern corner and the important intersection with Anzac Parade.
(Photograph Elizabeth Conroy)

public use in the original 'Daceyville No.2 Subdivision Plan' of 1921. Glanville Park appears to have been named after James Glanville; one of the pioneers for forming Botany into a municipality and a very early employee of Botany Council. The land sales at Pagewood were sluggish for several decades. A 1943 aerial photograph of the area reveals many lots were still vacant. Approximately only a dozen houses looked out onto Glanville Park and there is no evidence of a children's play area or organised sport area. This is mirrored in Towner Gardens to the west. Towner Gardens and Glanville Park were both dedicated for public recreational use on 21 March 1940. The 1943 aerial photograph of the area reveals that at this time Monash Gardens Avenue extended through the parks to form one continuous road from Banks Avenue to Bunnerong Road. Glanville Park was re-dedicated for public recreation on 8 August 1969, however it is likely that by this time the road had been closed to form one unified space at both Glanville Park and Towner Gardens

MUTCH PARK

Please refer to Section 3.10, Mining.

Fig. 8.2.23 Children's'" play equipment has been updated but retains a traditional Inter-war character of water-pipe construction.
(Photograph Elizabeth Conroy)



THEME 8.3 RELIGION

The relevant National-level theme is *developing Australia's cultural life*. The relevant state theme is *religion*. Local themes within this theme are activities associated with particular systems of faith and worship. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Uniting
- Presbyterian
- Methodist
- Anglican
  - St Matthews Church
- Roman Catholic
  - St Bernard's Church
  - St Therese's Church

Other relevant themes:

2.2 Convict (Simeon Lord)
4.2 Towns, suburbs and villages
4.5.2 Accommodation (Daceyville)
6.0 Education

UNITING

The Uniting Church in Australia was established on 22 June 1977, when most congregations of the Methodist, Presbyterian and Congregational Churches came together under the Basis of Union. As this is a late merging of churches, there are no historic 'uniting' churches in Botany Bay. There are however two Presbyterian churches (768 & 1561 Botany Road, Botany), one congregational (40 King Street, Eastlakes), one Wesleyan church (118 Coward Street, Mascot) and one historic Methodist church, which no longer operates but whose building still stands at 1355 Botany Road, Botany.

PRESBYTERIAN

Presbyterian worship services were being held in the Botany District as early as 1860. They were held under the ministry of Rev. Samuel Humphries, with overall administration of the Botany District coming under Rev. Dr. Fullerton of the Pitt Street Church, and then, following the establishment of the Parish of Waterloo, under the Rev. Thomas J. Curtis. Services were often held at the Botany School of Arts from 1873 to 1879, when a suitable site for a church and manse was obtained in southern Botany (1561 Botany Road).



Fig 8.3.1 Presbyterian Church and Manse. The two buildings are set only centimeters from each other, with overlapping gutters. (BCHA)

The site was only acquired through the generosity and influence of John Geddes, who donated towards the cost of the building. Geddes was an influential tannery entrepreneur, owning at least three and quite possibly more, tanneries and associated works. In September 1879 Rev. Dr. Fullerton laid the foundation stone of the new Presbyterian church and in February 1880 the opening ceremony of the newly completed church was performed by Rev. Dr. J. McGibbon. The church was made of brick and stone and had cost £1,000 to build.

Further alterations were made to the parish boundaries over the decades. Botany and North Botany (Mascot) were separated, not from each other like the other denominations had tended to do, but from Waterloo to form the Parish of Alexandria, which four years later was renamed Botany. It was not until 1903 though that the church had its own Presbyterian minister. A manse was erected in 1896 and finally Rev. James Carson took over the administration and care of the parish.

METHODIST

The early establishment of Methodist chapels was linked with Lord's mill and cloth industries, which drew heavily on west country and Welsh workers, the 'home' of Methodism. Although Lord's family was formally affiliated with the Anglican church, Lord is known to have provided also for the local Methodist community, with the records of the 1821 Methodist Conference revealing that a Sunday School was "*regularly held in a cloth factory at Botany Bay, where eighteen boys attend*". George Lord, Simeon Lord's son, later donated the land in

Botany Road between Daphne and Hickson Streets, opposite the new village of Booralee, for the establishment of a Methodist Church. The Rev. Ralph Mansfield notes in his journal, dated 31 January 1822, that there were four Methodist Sunday Schools in Sydney, one of which was situated on Botany Road. He records that this school was held in a cloth manufactory and instruction given to about twenty boys.

Methodist meetings seem to have continued for some time at the fulling mill, however meetings were also held at the Sir Joseph Banks Hotel. In 1854 a Methodist Chapel was built on land donated by George Lord which fronted Botany Road (1355 Botany Road). The rear of the site, and later the land behind, are identified on contemporary maps as a burial ground for the church. The bodies were later re-interred elsewhere, including several at Botany Cemetery in c.1924.

In 1888 another church was erected beside the chapel and was used as a Sunday School. (This is why there appears to be two 'church' structures on the land to this day.) The old church was demolished in 1902 and replaced by a new structure which is what can be seen today at 1355 Botany Road, Botany. The foundation stones of the 1902 rebuild were laid by the Rev. G. Lane and by three prominent citizens – R.J. Anderson, W. Stephen and W. Pemberton.

The beginnings of the Methodist Church in Mascot date somewhat later (in the historical records at least). In 1843 local preacher, Thomas Harris, was authorised to conduct services at his residence in Kent Road. Up until this point, the Mascot Methodists usually ventured north (often on foot) to Macquarie Street, Sydney to attend worship, rather than south to the Botany Hall. TThe Methodist Church at





Figs 8.3.2 and 8.3.3 The Botany Methodist Church - with original roof form (left) and as altered (right) (BCHA)



Fig. 8.3.4 Mascot Uniting Church at 139 Coward Street. (BCHA)

118-122 Coward Street in Mascot was formed following the joining of three separate groups who operated concurrently in the area until 1901 when the Methodist Church In Australia was formed through the amalgamation of the Primitive Methodists, the Free Methodists, the Wesleyan Methodists and the Bible Christians. All except the Bible Christians had well-established congregations and meetings in early North Botany/Mascot.

The Primitive Methodists began their services in the area as early as 1843. They met in the private residence of their preacher, Mr Thomas Harris. In 1850 they moved to a chapel built on land donated by Harris' neighbour, George Stiff (now part of 639 Gardeners Road). The Primitive Methodists continued to meet at the Chapel on Gardeners Road until the formation of the Methodist Church.

The foundation stone for a Wesleyan Methodist Chapel was laid in April 1850 at the south-western corner of the intersection of O'Riordan Street and Church Avenue (now on the site of the development known as 1 Church Avenue), on land donated by Mr Edward Flood. This Chapel was known as the "Botany Chapel" to distinguish it from the "Botany Bay Chapel" on Simeon Lord's land to the south; and the "Botany Road Chapel" in Chippendale/Redfern. (Sydney Morning Herald, 10 August 1864, p.3)

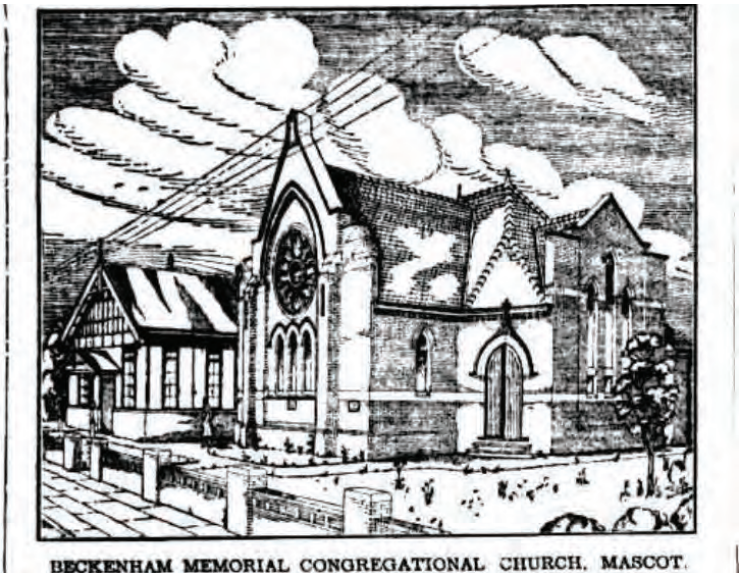
The third group, formed by the Free Methodists of Alexandria, had established a chapel in August 1887 on land purchased from Mrs

Dougherty in Coward Street (then known as Ricketty Street) which was at the eastern edge of the market gardens between Gordon and Dougherty Streets. It was accommodated in a weatherboard building of 30 by 22 feet, described as "lofty and well ventilated", and it was anticipated at the time that "[it] will be much appreciated by the large number of people who have settled on the east side of Botany Road.....among whom hitherto no place for worship has existed" (Daily Telegraph, 17 August 1886. p.5).

Following the joining of the three churches, the Primitive Methodist Chapel on Gardener's Road was closed and both the Free Methodist Chapel at the eastern end of Coward Street and the Botany Chapel on Old Botany Road continued to provide services under the same Minister until the construction of the church at 118-122 Coward Street allowed the congregations to merge. By 1915 it was decided that a larger church and more central location were required, the (former) Free Methodist group considering that they were "away from the centre of things, and was not in a strategic position", so a new site was sought. The property selected was still on Coward Street, but closer to the intersection with Botany Road, between Botany Road and William Street (now Middlemiss Street).

A tender for the construction of the church was let in January 1915 (Construction and Local Government Journal, 25 January 1915. p1); and on Saturday 1st of May there was a gala day to celebrate the laying of the foundation stones for the new church building. The architect and builder were not named in the notice. Six stones were laid and a short service was held. The church opened later that year, followed by a Sunday School. The school was originally known as the Wesleyan Methodist Sunday School of Botany, however was changed to Mascot Methodist Sunday School. The Mascot Methodist Kindergarten Hall opened on the site in 1923.

In 1940 further territorial changes were made in the administration of Methodist services, essentially forming churches at Rosebery and Mascot as one parish. In 1958 a Methodist Church commenced construction at Pagewood, while at around this time a small but attractive church was built at the corner of Page Street and Wentworth Avenue. The building is unique in the history of Methodism in Australia for its large featured mural on the sanctuary wall depicting the last supper, the work of Botany artist Lucy Hertz.



CONGREGATIONAL

The first congregational services conducted in the Botany District had been held in 1911 at a local hall named Dudley Hall, just north of Park Road (now Wentworth Avenue). The meetings were presided over by the Rev. John Beckenham. The initial congregation was small, numbering just sixteen in the morning and forty-five at the evening meeting. Several weeks after commencing the gatherings, a Sunday School was opened. Patronage grew quickly and by 1914 the Congregational Church had opened a new church building that could accommodate 300 people, located just south of Park Road (Wentworth Avenue). This was on the site of 1293 Botany Road, and was later used as the Church's hall until being demolished in 2017 for the Westconnex road project.

When Rev. Beckenham died in 1916 a home missionary assumed management of the services until 1924 when Rev. S.S.W. Horner (M.M) was appointed to the church leadership, a position he held until his death in 1950. During Horner's administration a kindergarten hall and vestry were added to the church hall. a new church building was erected on the site (1295 Botany Road) which adjoined the existing hall and added a School at the rear. Presumably the congregation continued to grow, because in 1930 architect A. Lanyon Clark was engaged to design a new church building. The new building was "*to be erected upon a site adjoining the existing hall*" (25 April 1933, The Sydney Morning Herald, p.2) (on the site of 1295 Botany Road). The new

Fig8.3.5 A sketch of the new Beckenham Memorial Congregational Church at Mascot, placed in the Sydney Morning Herald in 1933.
(Tuesday 25 April 1933, The Sydney Morning Herald. p.2)

church opened in September 1933 and became the third church building for this growing congregation in just under twenty years.

Built over two lots, it was described as a "*church hall, with a school at the rear*". (25 April 1933, The Sydney Morning Herald, p.2) The foundation stone was laid on Saturday 20 May 1933 by the chariman of the Union (Rev. R. B. Reynolds), Mrs J Beckenham, senior and the Rev. S.W. Horner. *(20 May 1933, The Sydney Morning Herald, p.7)*

The new church was built by G.L.Taylor and was designed to be able to seat 200 people. It featured a dark face brick gabled church building in a simple Inter-war Gothic style, with a gabled terracotta tiled roof, brick buttresses, stained glass windows and a large circular stained glass window on its façade. In honour of the congregation's original pastor, the building was named the Beckenham Memorial Congregational Church and was opened in September 1933.

Rev. Horner who pastored the congregation during this time was also responsible for the establishment of another congregational church at Eastlakes (40 King Street) in 1936, and acted as minister for both. The name of the second church was the East Mascot Congregational Church. Following Rev. Horner's death in 1950 the Mascot Church installed a fine stained glass window, and in 1957 they purchased the Horner Memorial Manse in Flora Street, Mascot.

The Uniting Church in Australia was established on 22 June 1977 when most congregations of the Methodist, Presbyterian and Congregational Churches came together under the Basis of Union. From this time, the church at 1295 Botany Road became the Beckenham Memorial Uniting Church.

The lower Mascot church on Botany Road was closed and land resumed in 2015 as part of the New South Wales WestConnex Project. The 1933 church building has been retained however the adjoining c.1914 church hall with adjoining school and vestry were demolished as part of the works. The congregation relocated and joined the congregation of Mascot's sister church at Eastlakes in 2015. The church at Eastlakes was renamed the Beckenham Horner Memorial Uniting Church in memory of Rev. Beckenham and Rev. Horner.





ANGLICAN

Botany was originally within the diocesan Parish of St. Philip, which was proclaimed by Governor King in 1802. In 1838 a new parish, Cook's River which included Botany, was created. Following a further subdivision in 1864, the area fell within the Waterloo Parish and twenty years later the district of Botany was granted its independence in 1884. John Lord was a trustee of the parish church erected at Cook's River (St. Peter's). The Botany folk who attended the services are recorded as having "*walked through the bush amongst the tall stately trees where wild flowers grew in abundance, crossing Chaise* [Sheas] *Creek over stones laid for the purpose where all had to watch their steps to avoid a ducking.*" *(BCHA)*

Simeon Lord displayed a keen interest in the spiritual life of the district and the first local services were held in a building which he provided at his mills.

The first formal Anglican church in the Botany area was erected in 1841. Advertisements in the *Sydney Gazette and New South Wales Advertiser* and the *Australian* invited interested parishioners to attend a meeting at Lord's, Mudbank, Botany to do with the "*Botany Church...about to be erected in the Parish of Botany*", and furthermore, that the Lord Bishop of Australia was expected to attend. (Tuesday 30 March 1841, The Sydney Gazetter and New South Wales Advertiser, p.1; Tuesday 30 March 1841, The Australian, p.1)

Trustees were appointed and within the year the church had been erected "*completely furnished and even provided with a harmonium*". (BCHA)

Fig 8.3.6 St Matthew's Anglican church c.1938 (BCHA)

Fig 8.3.7 St Matthew's Anglican church c.1963 (BCHA)

In the 1850s a larger and more central building was rendered necessary by the increasing population. Funds were raised and land was donated by George Lord (Simeon Lord had died in 1840) just near the Mill Pond along Botany Road. The foundation stone of the new St. Matthew's Church was laid by Bishop Barker in March 1862 and the building was completed by November. Further developments included a rectory in 1892, a parish hall in 1902 and a mortuary (date not known). Nearby Anglican churches were St. Mark's at Matraville, St. Silas' at Waterloo and St. John's at Banksmeadow, opened by Dean Talbot.

The Anglican Church did not establish a parish church in Mascot until 1912, when the Archbishop of Sydney laid the foundation stone of St. Luke's church and hall. For twenty-six years St. Luke's was a 'daughter church' of St. Matthew's (meaning St. Matthew provided assistance where necessary to keep the church functioning) and was therefore serviced by a Botany rector until 1938 when Mascot became a provincial district and acquired Rev. W.S.McLeod as its first minister.

The Mascot district experienced early difficulties. Finance was limited and there was no residence for the minister. For a time one clergyman even occupied a premises above a butcher's shop in Botany Road. In 1948 a new brick rectory was finally completed.

As the parish of Eastlakes became more populous a second Anglican church was established in 1943. Today St. Matthew's at Botany and St. Stephen's at Eastlakes remain open Parish Churches.

ROMAN CATHOLIC

St. Bernard's Church

The first Catholic Church in Botany was erected in 1860 as a modest stone building at a site along Botany Road. The land was donated by Edward Lord, another member of the prominent Lord family who were ecumenical in their support of the establishment of Christian churches in the Botany area.

The construction of the church was due to the fundraising efforts of Mr Smith (tanner), Mr O'Rourke (publican at the Half-Way House at Gardeners Road) and Mr Williamson, a former chairman of Redfern



ORIGINAL BUILDINGS AT BOTANY, PHOTOGRAPHED BEFORE 1895
Above left to right: First schoolroom, first convent, bell tower, 1860 church



Fig 8.3.8 The St Bernard's site along Botany Road pre-1890, showing the 1860 church building (right), the first school room (left), the first convent (background, middle) and a bell tower (to the rear of the church) (BCHA)

Fig 8.3.9 St Bernard's Church & Presbytery, n.d. c. late 19th century. Both church and school buildings had undergone major additions by this time. (BCHA)

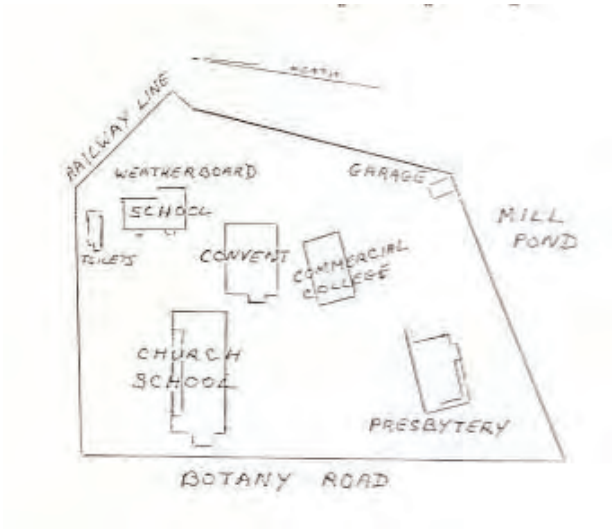


Fig 8.3.10 Site sketch of the St Bernard's complex. n.d. (BCHA)

Municipal Council. Originally the church was associated with the Parish of St. Benedict's and then the Franciscan Fathers until Botany became part of the Mount Carmel Parish.

In April 1885 the district of Botany came under the control of the Missionaries of the Sacred Heart and Father Hartzer became the first parish priest. His successor, Father Henry Chetoal, was instrumental in having the church enlarged and a school inaugurated. In 1908 the parish was transferred to the secular clergy, and through the efforts of the Rev. Father Dowling, a presbytery was added.

On 31 January 1885, five Sisters of Our Lady of the Sacred Heart (OLSH) arrived in Sydney and took up residence in a cottage in Botany Road. Although today St. Bernard's Church is in the suburb of Botany, the 1889 Sands Directory reveals that the Sisters were actually living at the southern end of North Botany, between Hollingshed Street and the Botany dams. There was soon a group of buildings that formed part of the site; the St. Bernards schoolroom, the St. Bernard's Church and the Sacred Heart Convent.

St Therese's

The growing Catholic population soon necessitated a second church and so in 1940 an 'out-church' called St. Therese's was opened, situated at the corner of Coward, Sutherland and Harris Streets in Rosebery.

In 1954 the Department of Civil Aviation purchased the group of St. Bernard's buildings and subsequently demolished them to make way for the nearby airport infrastructure and development. In 1955 four new buildings were blessed and opened in Ramsgate Street, Botany. The school and presbytery were new buildings while two adjacent brick cottages were remodelled for the convent. St. Therese subsequently became the new headquarters of the Parish of Mascot while St. Bernard's continued to be a non-leading church in its new home on Ramsgate Street in the Parish of Botany.

St Michael's

For the history of St Michael's Church at Daceyville, see Schools (p.353).

THEME 8.4 SPORT

The relevant National-level theme is *developing Australia's cultural life*. The relevant state theme is *sport*. Local themes within this theme are activities associated with organised recreational and health promotional activities. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Athletics & Botany Harriers
- Bowls
- Cycling
- Golf
  - The Lakes Golf Club & Eastlakes Golf Club
  - Bonnie Doon Golf Club
  - Botany Golf Club
- Horse Racing
  - Ascot Racecourse
  - Rosebery Racecourse
- Rifle Shooting
- Rugby League and Rugby Union
- Soccer

Other relevant themes:

8.2 Leisure

8.4.1 ATHLETICS & BOTANY HARRIERS

Apart from horse racing, athletics appears to have been the first truly competitive sport in Botany that attracted more than just local interest. The role the Sir Joseph Banks Hotel played in establishing a connection between Botany and foot racing has been discussed previously. The track at the Hotel achieved worldwide fame for the professional athletic events conducted there over the years. Foot racing fell in popularity towards the end of the 19th century, however in 1907 an interest in athletics was revived in an amateur setting.

Harrier Clubs were local social clubs for cross-country athletics. The first meeting held in Botany took place in a small shop at the corner of Botany Road and Bay Street; humble beginnings for a Club that would end up being one of the most successful Harrier Clubs in Sydney, if not Australia. Just one year after its commencement the Botany Harriers became the champion long-distance club. Between 1908 and 1938 the Club won the Cross Country Championship twelve times, the 10 miles championship thirteen times and the Novice Cross Country Championship seven times, as well as dozens of others too numerous to list here. The cups won by the Club were housed at the Botany School of Arts (now the John Brotchie



Kindergarten). The membership grew from seven at its first meeting to 100 in 1938, including several Olympians, namely Jimmy Carlton, George Golding, George Avery and Allan Lawrence, who was placed in the 10 000 metres at the Melbourne Olympics in 1956.



Fig 8.4.1 (right) A Harriers race along Botany Road c.1940s. (BCHA)

Fig 8.4.2 (left) Cecil (Chic) Hensley of the Botany Harriers running a marathon race c.1940. Hensley won several championship titles. He became Mayor of Botany in 1945 and Hensley Athletic Field in Eastgardens was named after him. (BCHA)



Although numbers were solid, Botany Harriers had one limiting factor to their potential growth: the absence of a high school in Botany. High schools acted as nurseries for any Harrier club and they were markedly territorial over the boys coming up through the system. From 1945 onwards many Harrier Clubs began to sponsor schoolboy championships in an effort to boost memberships, leaving Botany Harriers feeling indignant that without a local school to sponsor, they were losing their own local Botany schoolboys to rival clubs. Fears generally subsided however when the Council amalgamation in 1948 made the Botany Harriers the largest club in New South Wales; by 1969, the membership had grown to over 200.

8.4.2 BOWLS

Bowls was one of the earliest sports to be played in Botany. As early as 1854 the Sir Joseph Banks Hotel provided bowls to amuse visitors. No club was formed but the game was played on the Hotel lawns

Fig. 8.4.3 Botany Harriers' Club Championship - celebrating the success of the team and its individual runners. 1920. (BCHA)





Fig 8.4.4 Members of the Mascot Bowls club. (BCHA)

Fig. 8.4.5 Lawn Bowls was one of the sporting facilities provided by major employers such as ICIANZ for employees and the community. 1967 Community Bowls Day at ICIANZ. (Photograph by Jack Hickson, SLNSW Australian Photographic Agency - 26324)

for many years. In 1928 there was an unsuccessful attempt to form a bowling club at Mascot Memorial Park. Instead, bowls were played extensively on the private greens provided by the large industrial firms such as ICIANZ (Orica) complex, Gelco, Davis Gelatine and the Australian Wool Producers.

A site was later purchased for the greens and clubhouse out of land known as Possum Paddock. The building was small but long anticipated. Eventually in 1954 a larger premises was built with a carpeted lounge, dance floor, two bars and a kitchen.

8.4.3 CYCLING

The Botany Amateur Cycling Club was founded in 1903. The headquarters were at a shop near the corner of Botany Road and King Street, owned by Frank Callman, the manufacturer of Ascot bicycles. The old Botany tram hues of green and white were adopted as the team's colours and Alf Bridges was made the first captain. The club races commenced outside of Thornton's Newmarket Hotel on the corner of Gardeners Road and Botany Road – the 'gateway' to the suburbs of Botany from the main city thoroughfare.

Three types of races were commonly entered; short races to Rosebery Racecourse, middle distances to Bunnerong Road and long events to Matraville School and return, in each instance, to Thornton's Newmarket Hotel.

8.4.4 GOLF

The Botany District had four golf links within its boundaries; The Lakes, Eastlake, Bonnie Doon and Botany Golf Course. It could be claimed that Botany is unusual in this respect, for it has such a large proportion of its area, approximately 15%, devoted to the one sport.

The game of golf can be traced in its modern form back to the 18th century in Scotland, and earlier versions as early as Classical times. It took some time for the game to be introduced in New South Wales, and it was not until the late 19th century, when immigrants with playing experience arrived from the British Isles, that the game was generally adopted. The oldest golf club in Australia is the Australian Golf Club (1882) and, interestingly, this club opened and played on the first links at Botany from 1898 to 1905.



The Botany Bay area lends itself highly to the game of golf. Sandhills, swamps and streams were natural forms of Botany Bay's terrain. The Botany links were officially opened by the Governor, Lord Hampden, on 18 February 1899. The Australian Golf Club hosted several national championships at their Botany site. The Ladies Golf Union also held its first colonial championship in 1903 and in 1904 the Australian Golf Union held its first national titles at the Botany links also. The seven year lease held by the Australian Golf Club came to an end and they moved in 1905 to the north, to a 176 acre site in Kensington/Rosebery, where they have remained to this day.

In 1905 the New South Wales Golf Council was constituted to control the game in the metropolitan area. The New South Wales Golf Association was formed in 1948.

THE LAKES GOLF CLUB & EASTLAKE GOLF CLUB

There was a period of inactivity in the sport in Botany Bay following the Australian Golf Club's departure in 1905. It was not until May 1928 that a permanent links course was contemplated for the area. A syndicate led by George Soloman successfully tendered to lease 283 acres of the Botany Water Reserve from the Sydney Water Board to construct two golf courses. A provisional committee drew up plans for a course and founded The Lakes Golf Club. The new 18-hole course took full strategic advantage of the large lake within the holding and in April 1930 the course was opened and recognised by experts as "a true test for any champion".

Fig. 8.4.6 Cycling in Botany was not limited to road racing. Mayor Hoenig opening Botany Council's new BMX track on 30 October 1992. (BCHA)



Part of the terms included opening a public course simultaneously, and it was this agreement that led to the Eastlake golf course being constructed on the Lakes' adjoining land. Whereas golf courses would usually be designed to suit the existing terrain, the redesigned Lakes course was designed to have the mounds and rolls constructed in the positions where they should ideally be. This added technical skill and enjoyment to the course. Tom E.Howard and world renowned golf course architect Eric Apperly designed the courses and made sure to fashion a unique terrain that included sandhills, mounds, valleys and wild bushland around the large water mass "*that would offer Sydney golfers something distinctive*". *(Bruce Johnson, "A History of The Lakes 1928-2014")*

In May 1934 The Lakes Golf Club organised the first international golf match held in Australia, held between a top league American team and an Australian team. The Lakes Golf Club was also host to the Lakes Open and the NSW Open and Closed Championship.

Fig. 8.4.7 Location of Golf Courses
1. The Lakes
2. Eastlake Golf Club
3. Bonnie Doon Golf Club
4. Botany Golf Club

In 1958 the Eastlakes Club formed and took control of the Eastlakes course from the Lakes Club. Eastlakes, because of its lower grading, was not used for major tournaments, and nor was The Lakes.



The government's decision to build Southern Cross Drive in 1968 led to the Lakes course being closed. The works did not interfere with the Eastlake course as the Drive was constructed along the course's western boundary. Well regarded American architect, Robert von Hagge, redesigned the Lakes course and playing resumed with minimal disruption

BONNIE DOON GOLF CLUB

The third golf links in Botany Bay was constructed at Pagewood in 1937 for the New Metropolitan Golf Club Pty Ltd. Lance Giddings oversaw the construction and esteemed architect Eric Apperly was commissioned to design the clubhouse and golf course. Apperly had previously been involved with the designs of both the Eastlake and Lakes courses, as well as the Bonnie Doon Golf Club near Arncliffe.



Fig. 8.4.8 Unidentified player on The Lakes Golf Course. The course was devoid of vegetation in its early years.

(Photograph 1934. Hood Collection part 1. SLNSW. Home and Away - 203-. Also available online at http://trove.nla.gov.au/work/11644881)

Fig. 8.4.9 Newly completed Metropolitan Golf Club House at Pagewood (Bonnie Doon) c.1938 (BCHA)

The New Metropolitan Golf Club was constituted in June 1937; its Clubhouse was completed in September 1937 and in the following year the 18-hole links were laid down. In 1939 the diversion of the Cooks River and other constructions associated with the extension of Kingsford Smith Airport caused the resumption of the previously mentioned Bonnie Doon golf links near Arncliffe. Subsequently a merger was arranged between the Bonnie Doon Golf Club and the New Metropolitan Club where rights to use the Pagewood course were transferred from Giddings to the Bonnie Doon Club in 1947. Bonnie Doon Club absorbed the members of the former association.

The Bonnie Doon Golf Course is graded as a Group One and was the site chosen for the State amateur golf championship in 1969.

BOTANY GOLF CLUB

The fourth golf course in Botany Bay is situated at Banksmeadow Park. Run by Botany Golf Club, the course is not a championship course, nor has it been used for any major tournaments. Steps were taken to establish the Links on 7 September 1932 following a Minute submitted by Mayor Kerr. It was considered that as other forms of sport were catered for, and with a view to keeping the area, Banksmeadow Park, in reasonable order and condition (without it being a drain on Council revenue), a nine-hole golf course be constructed on the site. The course was designed to stretch between Botany Road and Bay, and from the Pier Road to the Randwick-Botany Municipal boundary. Work commenced on the course in 1934 under the Relief



Fig 8.4.10 The Botany Golf Club located on the shores of Botany Bay n.d. (BCHA)

Works Scheme– a popular scheme used to create several Botany Bay landmarks including the Botany Town Hall (see page 391).

The Botany Golf Course was declared officially open by the Hon. H.E.Manning, M.L.C., Attorney-General. The course was extended to an 18-hole links in April 1936. It remains today a more secluded and small scale course set between Botany Road and Foreshore Road, in the foreground to Port Botany beyond.

8.4.5 HORSE RACING

For more information on what can only be described here in brief detail, Wayne Peake has written a compelling history of unregistered horse racing in Sydney, of which both Ascot and Rosebery racecourses were a part. The following sections are based on his thesis, '*Unregistered Proprietary Horse Racing in Sydney 1888 - 1942*', December 2004.

Horse events and racing were amongst Botany's earliest sports. Popular horseback hurdle races and steeplechases were run throughout the 1840s, followed by some horse racing and, even horse riding lessons at the Sir Joseph Banks Hotel. Race organisers were attracted to Botany for its flat terrain, quality of sand under the horse's hoof and close proximity to the city. An article printed in the *Australian* on 14 December 1841 gives a wonderful insight into just how passionate the atmosphere for horse events was at Botany...



Fig.8.4.11 Location of racecourses.
1. Rosebery Racecourse (original location; in Sydney City)
2. Ascot Racecourse
3. Rosebery Racecourse (relocated)

> *"every vehicle serviceable as a conveyance mingled with the tide of eager wayfarers, who were hurrying on the wings of joyous anticipation towards Botany Bay. Botany Bay! Who that looks back to his boyhood and recollects the associations which were twined with that name will not be tempted to smile at the difference of feelings respecting it, which time and circumstance have awakened."*
>
> *"The race took place three miles over the Botany Bay country, with nine post and rail fences four feet high. The ground is heavy and sandy, and calculated to try the wind and bottom of the horses." (p.2)*

The crowd was "much gratified" by the race result and the competitors were "*good sports all, even the losers and those who had to walk back through the sand to Sydney*". It notes at the end that another race was scheduled that afternoon over on the "Sandy Race Course" – this was the Randwick racecourse.

ASCOT RACECOURSE

Ascot Racecourse was the second racecourse in the Botany Bay District, after Rosebery Racecourse, which had opened near the corner of Gardeners and Botany Roads in 1895. Ascot Racecourse no longer exists today, being engulfed in 1947 for a large expansion of Sydney Airport. Today many do not even know that the racecourse ever existed.

Peake writes that the conception of Ascot Racecourse was actually somewhat of a "payback" in consequence of a feud between the Pony and Galloway Owners Association (PGOA) and the Kensington Race Club. The PGOA conceived of the racecourse, and the Lord's Ground Syndicate financed it. At this time there was bitter rivalry between pony and race clubs. Kensington Race Club was a dominant player in the disputes. The PGOA was formed out of disgruntlement towards Kensington Club's "*superciliousness and a growing propensity for punitive disqualifications*". It was this 'snootiness' and harsh penalties for betrayal of loyalty that caused the PGOA to form as a quasi-cooperative in an attempt to recover some control of the industry which Kensington Club had monopolised, and in so doing, "force it to the bargaining table". PGOA's first racecourse created to achieve this was the Ascot at Mascot.



Ascot Racecourse held its first meeting on 7 April 1906 whereupon 2,300 "curious racegoers" travelled to Mascot (later Mascot) to experience the new venue. To ease travel to the site, the large crowds were moved to and from the racecourse by a dedicated tram line which ran up Lords Road from Botany Road. Many bookmakers from Kensington were kept away from early Ascot events with the threat of disqualification. Ascot, however, reciprocated with similar bans.

Ascot hosted three circuits – an inside grass track, a tan track and a cinder trotting course. Allen Windross, a resident of Lauriston Park in the 1940s, recalls how in the earlier years a number of houses on the approach to the racecourse along Lords Road had tall timber towers on their land which were utilised by radio stations to broadcast descriptions of races in progress on the racecourse.

Although the Ascot Racecourse was successful in drawing crowds away from Kensington and lowering its entry fees, Ascot lost a considerable sum of money within its first few months of operation. Despite this, Ascot was not as financially successful as Kensington, Ascot was generally considered to be the more modern and most fashionable site and still drew reliable decent crowds. The grandstands featured attractive gabled roofs and Norfolk pine tree plantings ran parallel to the back straight, while others marked the Engine pond and paddock entrance. An article written in the *Referee* newspaper in 1906 spoke of Ascot as... "*Popular, pure and pretty; fringed with lofty pines, the verdure is refreshing to the eye. In the distance [are] the limpid waters of Botany Bay*". (Not mentioned are the lingering fumes of

Fig. 8.4.12 The Ascot Racecourse in 1943 overlaid on a 2014 aerial of Kingsford Smith Airport. The tracks were situated at the eastern end of today's east-west runway.
(Base: NSW LPI SIX maps)



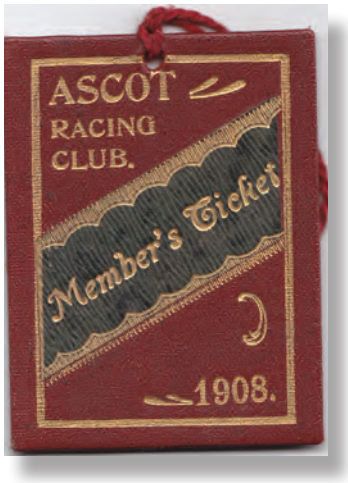


Fig. 8.4.13 Yearly ticket for 1908 to the Ascot Racing Club (BCHA)

Fig.8.4.14 1908 Member's Ticket to the Ascot Racing Club. (BCHA)

the nearby tanneries and boiling down works if the wind blew in a certain direction!) (Wednesday 11 April 1906, Referee, p.4).

The Ascot site also included recreation grounds. (In fact, the business name was The Ascot Racecourse and Recreation Grounds Ltd and in 1924 it was the venue chosen for the State ten miles championship.) The racecourse's flat, open and well-turfed surface also made Ascot an ideal place for aviation. The first aeroplane flight over Sydney was made from Ascot Racecourse in April 1911, by J.J. Hammond in his Boxkite plane. (Hammond flew again from the Ascot on the 3rd and 5th of May 1911). In the following year, 1912, over 50,000 people flocked to Ascot to watch the 'first international air race' between an Australian dentist and flying enthusiast named William Hart and the American daredevil 'Wizard Stone' (Arthur Burr). (Much to the disappointment of the gathered crowd, the event was postponed due to strong winds.)

Functionally Ascot was also much more capable of coping with wet weather than most other tracks in Sydney (bar Rosebery Racecourse, which was similarly as competent). Ascot continued to schedule events precisely when Kensington would also be racing – causing long-held ire, distrust and rivalry between the two clubs.

As Peake describes, the feud between Kensington and Ascot Clubs came to an end when it was realised that the Government was possibly going to bring an end to all private race clubs. The clubs decided to present a unified front and brought an end to competitive scheduling (which was rife across Sydney, not just between Kensington and Ascot). They agreed on a calendar for future years, however their fears were confirmed when in 1943 the new Sydney Turf Act was introduced, rendering their new calendar obsolete.

The Act had taken forty years to draft and gave the newly formed Sydney Turf Club the power to bring an end to privately owned race clubs through a special Racing Compensation Fund, instead bringing them under one club which aimed to host 62 race meetings a year at the various tracks. Many private clubs ceased to exist formally with the introduction of the ban, however thanks to their recent truce, Sydney's clubs continued to race at each other's courses once their leases expired between 1940 and 1944. Victoria Park, Canterbury, Rosehill, Moorefield (at Rockdale) and Mascot's Rosebery were just some of the many clubs affected by the Sydney Turf Act. As was the

case for many of the racecourses, after the cessation of formal private club racing at Ascot, the site continued to be used as a training track, for both horses and some athletics.

Ascot Racecourse was closed in 1943 when it was used by the Second and Third Employment Companies in World War II. 1943 aerial photographs of Ascot Racecourse reveal some evidence of military occupation in the form of small temporary huts, however the scale of war activity carried out at Ascot Racecourse was clearly not as great as that which was carried out at neighbouring Rosebery and Kensington Racecourse.

This difference in scale of occupation is important to note because there was a second Ascot Racecourse, in Brisbane, which became a major World War II military camp occupied by the first US Army troops established in Australia. The Brisbane Ascot, renamed Camp Ascot during the war years, could be easily confused with Mascot's Ascot Racecourse in early aerial photographs because both have airstrips and a winding watercourse in the background. Upon closer inspection however the spatial relationships between these elements are quite different, and the Brisbane camp has a duplicated track compared to the single one at Mascot.

Military occupation of certain racecourses led to damage to the course propers and infrastructure on each site. The Federal Government agreed to pay compensation for the damage however payment was delayed for several years and the amount given was not enough to return the tracks to their pre-war condition. At the same time the Government came down increasingly hard on the horse racing industry, to the point where racing at Ascot, and at nearby Rosebery, became totally unviable. The last race at Ascot was had on 22 August 1942.

In September 1947 the *Commonwealth Gazette* gazetted the federal government's resumption of Ascot Racecourse for the purposes of accommodating larger civil aircraft. The historic association between aviation and the Ascot Racecourse through J.J. Hammond's historic 1911 flight had come full circle. The Department of Civil Aviation resumed the racecourse for the expansion of Sydney Airport and the remaining horses and trainers still using the facilities were required to vacate the site.



Fig 8.4.15 The Grandstand at Rosebery Racecourse, Rosebery, after being vacated by the Department of Defence in 1946. (Australian War Memorial Research Centre, 126627)

Today all that remains of Ascot Racecourse are 15 fig trees which were planted as feature landscaping at the entrance to the site. This is now located near the helicopter precinct, while other landscape plantings associated with the Racecourse include Norfolk Island Pines, Canary Island Date Palms and a Chinese Redwood which are located between the helicopter precinct and the SWSOOS.

ROSEBERY RACECOURSE

There have been two Rosebery Racecourses over the course of Botany Bay's history. The first was established in 1895 on a 20 acre portion of the Cooper Estate. The course was built outside of the current Botany Bay LGA at the north-western corner of the Botany and Gardeners Road intersection. Many historic references state that the Rosebery Racecourse was opposite James Thornton's Newmarket Hotel; this is slightly misleading for the racecourse actually sat diagonally across from the Newmarket at some distance away from the intersection.

James Murtough, the race starter, measurer and sometime promoter of horse races down at the Sir Joseph Banks Hotel, formed a small syndicate of prominent local businessmen to build the first Rosebery Racecourse. A crowd of 1500 to 2000 racegoers attended its first meeting on 12 March 1895. The Rosebery Club was actually the first to conduct unregistered horse racing on a purpose-built track with no associated hotel adjacent to the site.

The first Rosebery Racecourse was small - approximately one tenth the size of Flemington. It was 40 to 50 feet wide and had a



circumference of four furlongs, with a relatively long one-furlong home straight. By all standards, Rosebery was a tight course. Tight circuits were particularly dangerous for both jockeys and horses, and the first Rosebery Park course was "particularly deadly". On the first day of racing in 1895 a crowd of 1,500-2,000 racegoers had gathered to watch the proceedings, but to their horror, they saw one jockey killed and another seriously injured in two separate events that day. Many more deaths at Rosebery followed in 1896, 1897, 1899, 1901 and in 1905. An inquest into the death of jockey T.W.Adams, who had died in 1905, noted the safety of the Rosebery course a serious issue.

In 1906 the government introduced gaming and betting legislation that had many ramifications for the horse racing industry, one of which was minimum course circumferences which ultimately forced all meetings to be held at larger tracks.

The same syndicate that had formed the first Rosebery course went on to the second one. It was to be known as Rosebery Park Racecourse and was located on the southern side of Gardeners Road about 1km to the east on the edge of the Botany Wetlands on land that was originally part of the Lindsey Estate. The new racecourse was built by Foran & Co. and was opened in 1906. A new grandstand

Fig. 8.4.16 Rosebery Park Racecourse in 1943. It was established following the closure of the original Rosebery Racecourse at the north-western corner of the intersection of Botany Road and Gardeners Road. This racecourse was also used by the Army during and immediately after World War II, and in this photograph the Army tents can be seen in the centre of the track.
(NSW LPI SIX maps)

was built in the paddock and although the stand from the old track was moved over to serve patrons in the leger, the cost of the new build was estimated at £12,000.

Considering that the land on which the new racecourse was built was once sand hills and hollows, and it was sandstorms that proved the greatest irritation at the course, it was perhaps rather fitting that the first race run at the opening meeting was won by a horse named 'Sandy'.

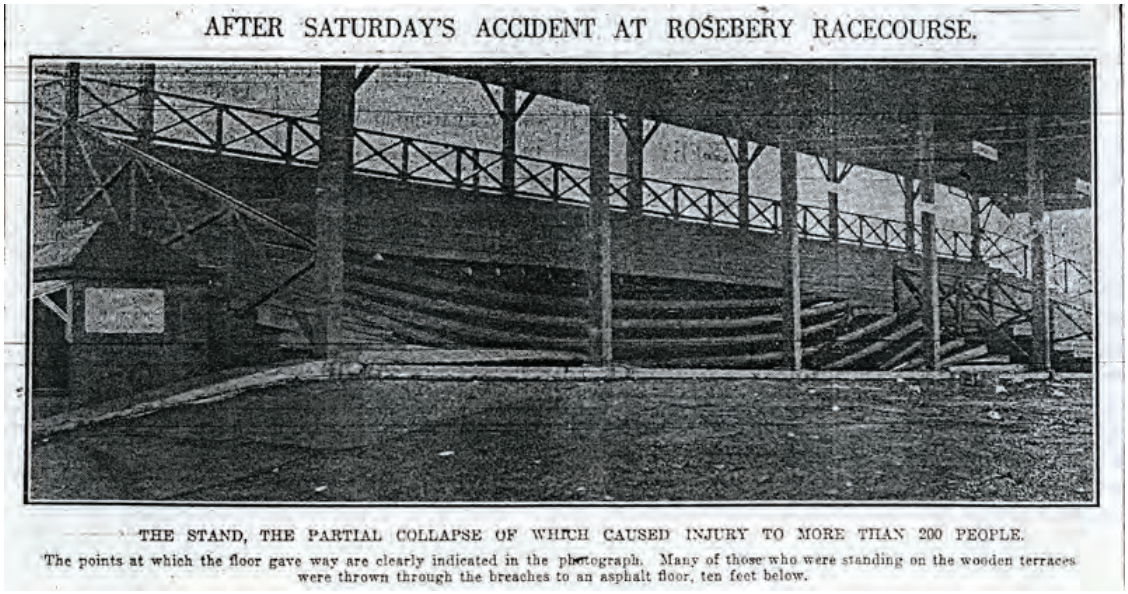
Both the Rosebery and Ascot racecourses were the most apt in Sydney when dealing with wet weather conditions. Although Rosebery's track was superior, its grandstand was not and in 1928 it collapsed under the weight of a particularly large crowd...

> *"Hundreds of men, mad with fear, fought to reach the safety of the ground, heedless of the agonised cries of the women they were trampling underfoot. Some of the panic-stricken racegoers were seen to scramble over a young woman who had fallen, and who was protecting her infant with her own body. Another man explained at the hospital that in the wild stampede a man stood on his face." (Monday 7 May 1928, The Brisbane Courier, p.13)*

No one was directly killed in the accident (however an elderly gentleman received a broken arm and several other injuries and died two weeks later in hospital). The Club invested £100,000 worth of renovations into the course and reopened the following year to much excitement from the racegoers.

In the opening weeks of World War I, the Light Horse Regiment of the 1st Light Horse Brigade occasionally used Rosebery Racecourse as a parade ground. By April 1916, half way through the war, the site was fully occupied by military activity from other regiments and infantry training. There was no racing activity at Rosebery until the end of December that year (bar one meeting in June). Nearby Ascot Racecourse allowed Rosebery Club to meet at their track free of charge during this time, for Ascot was not used for military purposes during World War I (however it was used by the military in World War II).

In World War II Rosebery was again occupied by military activity. Almost immediately after the outbreak of war in 1939, the Australian


AFTER SATURDAY'S ACCIDENT AT ROSEBERY RACECOURSE.

THE STAND, THE PARTIAL COLLAPSE OF WHICH CAUSED INJURY TO MORE THAN 200 PEOPLE.

The points at which the floor gave way are clearly indicated in the photograph. Many of those who were standing on the wooden terraces were thrown through the breaches to an asphalt floor, ten feet below.

military began to establish a training camp for volunteers who had no previous military training. The first 300 recruits were housed in the grandstand, which also doubled as a mess hall.

The Rosebery Club actually continued to race up until July 1940 at which point the racecourse was exclusively taken over by the military. Rosebery Racecourse became the headquarters of the 8th Division of the Australian Imperial Force (AIF). The military continued to use the site as the 1st Australian Returned Stores Depot until October 1946.

Military occupation of certain racecourses led to damage to the course propers and infrastructure on each site. Although the course continued to be used as a training ground for horses, the Rosebery Club never resumed race meetings. The Federal Government agreed to pay compensation for the damage to the courses it had occupied during the war, however payment was delayed for several years and the amount given was not enough to return the tracks to their pre-war condition.

In 1961 the Sydney Turf Club sold Rosebery Racecourse to property developers, Parkes Developments Pty Ltd. Over the next ten years the old racecourse was replaced with a shopping centre (Lakes Shopping Centre), over 65 red brick apartments and a handful of public housing developments – including a complex designed by Harry Seidler.

Fig. 8.4.17 The seating in the timber grandstand at Rosebery Park racecourse collapsed during a meeting in 1928 causing injuries to spectators and death as a result of unjust injury to a 68 year old gentleman. The course was closed until the following year to allow extensive repairs and improvements to be completed.
(Monday 7 May 1928, The Sydney Morning Herald, p.12)

8.4.6 RIFLE SHOOTING

There were four early Gun Clubs in the vicinity of Botany Bay; the Metropolitan Gun Club, which shot live and clay birds in the centre of Ascot Racecourse; Tattersall's Gun Club which was established on land now part of Booralee Park; New South Wales Gun Club which shot first at Lauriston Park and then at Pagewood, and Brighton Gun Club, which was located at Kyeemagh.

These four clubs amalgamated in c.1940 to form the new New South Wales Gun Club. None of the original club buildings have survived.

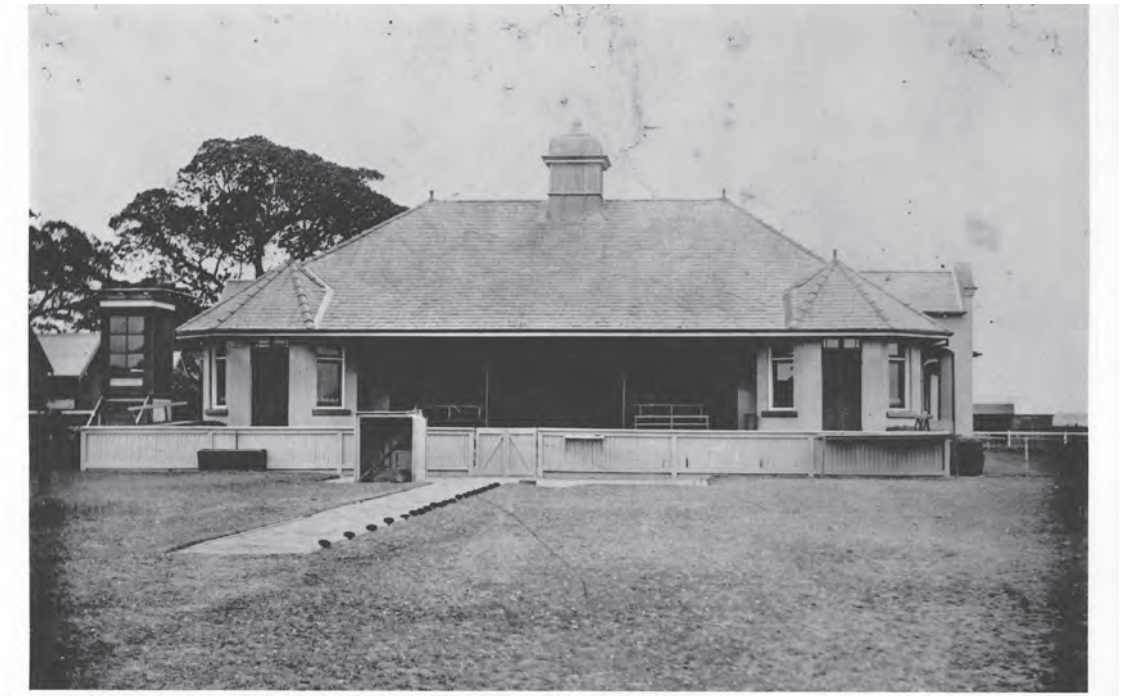
The (first) New South Wales Gun Club, or Pigeon Club, was established at Lauriston Park on Lords Road, Mascot. The Club was forced out of this building in c.1940 (possibly due to being commandeered by the Department of Defence as part of the military activity taking place on nearby Ascot Racecourse at that time). Having to leave their original premises, the Club established themselves at Kyeemagh, opposite the Kogarah Golf Club. After the war the Club's original club house at Lauriston Park was returned to them. The NSW Gun Club continued to shoot at Lauriston Park until 1949 when they were once again asked to vacate – this time for good – as the Cooks River was planned to be diverted right across their grounds as part of the extensions to Mascot Aerodrome. The Club was compensated for their trouble and although their grounds were swept up in the diversion works, the clubhouse itself was not pulled down until 1992 when further extensions to the overseas terminal were carried out.

Fig 8.4.18 The NSW Gun Club's main entrance, Lords Road, near Lauriston Park c.1930s. (BCHA)



Fig 8.4.19 The North Botany Gun Club, 1914. (BCHA)





8.4.7 RUGBY FOOTBALL

Rugby Union was the main code played in Botany before the turn of the 20th century, and the various clubs at the time arranged matches among themselves, mainly by invitation. One of the early teams was Botany Football Club, which was the first to play at the Sir Joseph Banks grounds.

In 1900 the code was completely reorganised on a district basis, with two controlling associations, the New South Wales and the Metropolitan Rugby Union (the latter conducting competitions in Sydney and the suburbs). The area of the Former Botany Bay LGA came under the jurisdiction of the South Sydney Rugby Union Club.

The New South Wales Rugby League was established in 1908. Originally, the third grade competition was not restricted to district clubs, so any teams of a worthwhile standard could enter. Mascot entered a team in the premiership of 1921 and successfully won it – and then went on to win it again the following year.

8.4.8 SOCCER

Despite these setbacks, the inauguration of the Protestant Churches soccer competitions in 1920 was responsible for the development

Fig. 8.4.20 Clubhouse of the NSW Gun Club in 1925. (BCHA)



Fig 8.4.21 The Lauriston United Football Team - winners of the 1927 Argus Cup. (BCHA)

of soccer in Botany – an association that was very significant for its time. No doubt the early migration patterns into Botany from England and Scotland helped boost its popularity. Eleven Botany teams were engaged in the 1963 competitions. Botany Methodist Church alone had eight teams, while the remainder came from Mascot Congregational Church and St. Matthews Church.

An outstanding Botany soccer team of the 1930s was the Banksmeadow Rovers who used Booralee Park as its headquarters. In 1938 the Rovers were the undefeated first grade premiers, having won twelve matches and drawn two.

An English school teacher, J.W.Fletcher, introduced soccer in Australia in 1880 and formed the first club, the Wanderers. Even though the geographical proximity to this introduction was close to Botany Bay, the development of the code in the district was slow. This was due to the fact that the Rugby codes (Rugby League in particular) had a stronghold in the area thanks to the first grade successes by the South Sydney Club, in which Botany Bay residents were a part. Secondly, in a pattern similar to the problems encountered by the

Botany Harriers Club, the secondary schools that pupils attended were often 'nurseries' for senior players, and as Botany Bay did not get their own high school until 1961 (J.J.Cahill Memorial High School), with the result that talented young players were required to play out of the local Botany district.

(Facing page) Local campaigner and activist in the Botany District, Nancy Hillier, addressing a rally in c.1976 (BCHA)

9 MARKING THE PHASES OF LIFE



Significant stages of human life & the activities of significant people

THEME 9.1: BIRTH AND DEATH

The relevant National-level theme is *marking phases of life*. The relevant state theme is *birth and death*.

Local themes within this theme are activities associated with the initial stages of human life and the bearing of children, and with the final stages of human life and disposal of the dead. The following activities and places in the former Botany Bay LGA are relevant to this theme:

See Health (Baby health) clinics and Defence (War Memorials).

Note that the Bunnerong Cemetery is not within the study area.

THEME 9.2: PERSONS

The relevant National-level theme is *marking phases of life*. The relevant state theme is *persons*. Local themes within this theme are activities of, and associations with, identifiable individuals, families and communal groups. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Nancy Hillier
  Port Botany Campaign
  Sydney Kingsford Smith Airport Campaign
  The Orica (ICIANZ) Campaign

Other related themes:

3.2 Environment - cultural landscape
3.11.3 Transport (Port Botany)
7.0 Government and administration

9.2.1 NANCY HILLIER OAM

Nancy (Annie Newall) Hillier (1924-2013) was a Botany local and a passionate community activist. Nancy fought for many decades to alert the Botany Bay community and Australian and State Governments of the dire impacts that the large scale industrial development in the area was having on the community's health, progress and the natural environment.

For over thirty years Nancy Hillier was the driving force behind numerous community-led campaigns and grass-roots agitation protesting against a wide range of issues affecting the people and environment of Botany Bay, and what she saw as the decision-makers' "total disregard for the people" (Obituary Nancy Hillier 1924-2013. 2 December 2013, The Sydney Morning Herald; accessed online at http://www.smh.com.au/comment/obituaries/nancy-hillier-relentless-rebel-with-many-causes-20131201-2yjbq.html.)

Her most powerful protests included the pollution and environmental harm generated by the large-scale heavy industries in the area, in particular the ICIANZ (Orica) plant; the environmental impacts of the (then) proposed expansion of Kingsford-Smith Airport including the construction of the third runway; and finally the major expansion of Port Botany.

Although throughout her years she experienced several death threats and was burgled on several occasions, she had no fear in speaking out against what she saw as the destruction of local community and development. In her own words...



"We have a right to complain about improper planning. A country's wealth must be assessed by the living conditions of its people and not be judged by how many millionaires it can boast."

Her vociferous support for the ordinary resident earned her both great respect amongst the community and great animosity from those who supported these industries, to the point where she became an infamous character in Botany Bay and was referred to as 'the Ratbag of Botany'. In 1985 Nancy was named Botany Council's Citizen of the Year. In 2006 she was awarded an OAM for her services to conservation and the environment in the Botany Bay area and community.

Her determination could not win everything she fought for, however, it can be argued without shadow of a doubt that the industrial and environmental landscapes of Botany Bay have been directly shaped by her actions.

Fig. 9.2.1 and 9.2.2 (facing) Nancy Hillier was a pivotal figure in the campaign to prevent the major expansion of Port Botany. These photos show her addressing a Port Botany protest rally in c.1976.
Daily Telegraph photographs held by BCHA



PORT BOTANY CAMPAIGN

During the 1970s State Government proposals were made to expand Port Botany and to construct a coal loader. This reportedly was not widely communicated to local residents at the time. It was only when Hillier and others noticed vigorous activity along the foreshore that the expansion plans came to light. Hillier was outraged that this had occurred without community consultation and went on to form a small group of approximately 100 locals in the Botany Independent Action Group. Their campaign was fierce and contained letter writing, rallies and public mock "trials" of public bureaucrats.

Against all odds, the grass roots campaign saw significant success. While it could not stop the wider plan of expansion to the port, a huge win was the decision to not build the coal loader at Port Botany. Oil supertankers were also prohibited entry into Botany Bay, and as a concession for constructing Foreshore Road (which blocked access down to the Botany Bay), the nearby Sir Joseph Banks Park was extended for community use. Furthermore, newly elected State Premier, Neville Wran, commissioned a scientific study to be done on the ecology of the Bay, entitled the *Botany Bay Enquiry*. It was this study that largely influenced new legislation to be passed, called the Environmental Protection and Assessment Act NSW (EPA 1979), which formed the basis of the contemporary planning system, which was intended to integrate public submissions and concerns into all planning decision-making.

SYDNEY KINGSFORD SMITH AIRPORT CAMPAIGN

By the 1980s, Sydney's Kingsford Smith Airport was in need of further expansion. The plans for this expansion included adding a third



runway in an attempt to ease the heavy air traffic burden already being experienced at the airport. Hillier was adamant that the addition of the third runway should not go ahead as it would mean more noise, air pollution, road traffic, safety risks and further destruction of the already-delicate ecology of Botany Bay.

The campaign led by Hillier involved staging mass traffic blockades that held up air flights and other vocal tactics for the community to voice their concerns. The campaign was not successful however and the third runway, and expansion of the airport, went ahead. Once again the Government gave concessions to the community. An example of these was the installation of noise insulation in houses and buildings (including churches and schools) within affected areas of the flight paths, at the Government's expense. Although the campaign was lost, it has been argued that if it wasn't for Hillier's relentless protesting, that these concessions may not have been made (or at least not paid for by the Government).

THE ORICA (ICIANZ) CAMPAIGN

This was among Nancy Hillier's greatest achievements in her activism career. In the 1970s Nancy became aware of the expansion of the ICI (now Orica) chemical plant near her home in Botany. Her son suffered from bad asthma, and the chlorine and other leaks were beginning to drastically affect her son's health. Leaving the windows open could, and once did, cause a drastic asthma attack for her son. As a concerned parent and community member, Nancy began keeping records of incidents and wrote many letters of complaint to authorities both low and high.

Fig 9.2.3 A rally at Sydney Airport to protest about the impacts of proposed airport expansion on the local community and environment. 1979. (BCHA).

Nancy was most concerned about ICI's destruction of toxic chemicals using the Geomelt process which was untested for safety at the time. She also campaigned to improve the pollution of the groundwater that leaches into the Botany Aquifer and Botany Bay from the ICI site, for monitoring and reduction of toxic emissions from the chlorine plant and also formally opposed the method of destroying 10,500 tonnes of hexachlorobenzene(HCB) on-site at Botany.

In 2004 it was announced that Orica had withdrawn its application for a $70 million plant to destroy HCB waste because the Geomelt procedure could not be proven to be safe. Not only was this a defining 'win' for Hillier's environmental activism, but the aftereffects of the campaign also saw ongoing improvements in her other area of focus; community activism. Hillier was aware that the residential areas surrounding the industrial precinct of Botany Bay had a high proportion of residents from a non-English speaking background (almost 50%). Previously, residents did not feel confident in speaking out their opinions or in writing letters of complaint, however after Nancy campaigned on their behalf, the Commission of Inquiry now accepts written submissions in nominated languages other than English and pays for them to be translated into English.

This provision, alongside the streamlining of administration required for submissions and the running of "outside of working hours" local meetings, led to significant changes in community relations and increased the empowerment locals felt in the voicing of their opinions; a success of the campaign that greatly befits the area in which Hillier was so passionate.

9.2.2 GEORGE HANNA

The Hanna family have been active residents in Botany Bay for over 100 years. George Hanna was born on 29 October 1912 at 1424 Botany Road – a house named 'Helena', named after his mother (Elizabeth Helena Schlebusch). George Hanna's father, Robert Hanna, had built Helena in c.1904-1906 and worked as a plant manager at Thomas Elliot & Co.'s Springvale/Floodvale woolscour in Botany. He was a "*self made man*" and passed on a keen love of sailing to his son George. At the time of George's childhood the foreshore of the Bay lapped at the backyards of the houses on the southern side of Botany Road in lower Botany. George, like most of the children in the area, grew up



sailing, swimming and fishing in the "*children's playground*" of the Bay.

He remained in Botany all of his life, being elected as Alderman on Botany Municipal Council in 1959, a role he held until 1968. George Hanna was also elected as Mayor of Botany in 1966. Hanna died on 6 August 1996 and the then Mayor, Ron Hoenig, delivered a eulogy at his funeral on 9 August. In his eulogy, Hoenig announced his intention to have Council rename the existing Mascot Library the George Hanna Memorial Museum and Mascot Library (GHHM and ML). The dedication ceremony took place shortly after. The Museum and Library were substantially refurbished in 2012/2013 with a grant from the then Federal Labor Government.

Fig 9.2.4 George Hanna, Alderman at Botany Council from 1959 to 1968, and Mayor in 1966.

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New South Wales, Australia, Colonial Secretary's Papers, 1788-1856

Bayside Council Historic Archives –

Subdivision plans

Photo collection

Council minutes

Map collection

Pamphlet files

Oral histories

City of Sydney Archives - http://www.cityofsydney.nsw.gov.au/learn/history/archives

Dictionary of Sydney http://dictionaryofsydney.org

State Library of NSW

State Library of Victoria

The British Library

(The Voyages of James Cook)

Trove – NLA – http://trove.nla.gov.au

Historic newspapers

Pictures, photos, objects

Maps

Diaries, letters, archives

10 Suburb histories PART 3



An overview of the evolution of the suburbs of the former Botany LGA

Part 3 provides a brief overview of the history of the development of each of the suburbs in the former Botany LGA, together with the main subdivision plans for that area in Bayside Council Historic Archives. The originals of these plans are available at the State Library of New South Wales.

Location of the suburbs in the former Botany LGA.
1. Banksmeadow
2.Botany
3. Daceyville
4. Eastlakes
5. Eastgardens
6. Hillsdale
7. Mascot
8. Pagewood
9. Rosebery
Note that the suburb boundaries of Mascot and Banksmeadow extend off this image and over the reclaimed areas of the airport and Port Botany respectively, and that Rosebery extends across the LGA boundary of Gardeners Road to the north.

The boundaries of the original land grants and Crown Land purchases are shown in blue.



1. THE SUBURB OF BANKSMEADOW



The suburb of Banksmeadow is located at (1) on the photo above. It is comprised mainly of the Veterans' Grants and accompanying village of Banks Meadow reserved in the earliest days of the Botany District's settlement.

The first formal road from the town of Sydney to Botany Bay was commissioned by Governor Lachlan Macquarie in 1813, and although it deteriorated quickly, soon becoming unsuitable for any form of wheeled traffic, it remained the only formal overland link until the current road was extended through Simeon Lord's 600 acre holding in 1863 (known originally as the Botany Parish Road). This road skirted the eastern edge of the Lachlan and Botany Swamps, following a path close to that of today's Anzac Parade/ Bunnerong Road, with a fork meeting the shores of the bay close to today's Banksmeadow before heading north again along the waterfront. In 1823 Governor Brisbane promised 100 acres of land to ex-convict John Heathway Brown on the southern shores of the peninsula adjacent to this road and extending into today's Randwick LGA. The grant was not officially confirmed until 1856, but Brown occupied the property, naming the estate Bunnerong and building upon it the first private dwelling in the Randwick area, 'Bunnerong House' (1825), the site of which would eventually become Bunnerong Power Station. The western part of the grant was used less intensively, being shown on early plans as market gardens, and was subject to later legal argument regarding its size and boundary, but the existing was upheld.

By 1830 the subdivision of the Church and School Lands to the north-east had begun. Action was taken to reserve allotments for veterans of the NSW Corps, leading to the later local name for the area of 'Veterans Swamp'. Eight lots of between 53 and 68 acres each were created, centred on a stream that ran through the centre of the swamp and these were offered to the veterans. Land for a village abutting to the south was also identified but was not subdivided at this stage. The granting of this land was not wholly altruistic, for the presence of a small group of trained men who could act as a reserve in this exposed and isolated area is potentially also to have been a factor in the establishment of the settlement. The veterans did not prove to be enthusiastic farmers however and as soon as the five-years of required occupation had elapsed were quick to sub-let and then on-sell the grants. The new occupants (both owners and tenant farmers) took advantage of the fertile soils of the swamp and the area was soon a thriving market garden precinct, considered one of the most productive and profitable in Sydney. Access to the town remained difficult and was achieved largely via a network of tracks that overlaid the grants to the north and connected to the more formal roads on the northern side of Lord's Estate. Aerial photographs taken in 1943 reveal that most of the area remained undeveloped, with a network of drainage channels linking productive plots and few formal structures on most of the area.

By 1863, following the passing of the Crown Lands Alienation Act in 1861, the village reserve had been subdivided and offered for sale as the 'Village of Banks Meadow' in September 1863. This subdivision was divided into three distinct sections; two offering residential and small business size lots, and the residue divided into approximately 2 acre lots for a range of uses. One year later, in 1864, the Village of Banksmeadow was officially proclaimed, with the village being 20 acres and 'suburban' lands (the larger lots) covering 100 acres. (NSW Government Gazette no.130, Tuesday 7 July 1863 - p.1474; and Sydney Morning Herald, 9 April 1864, p.4)

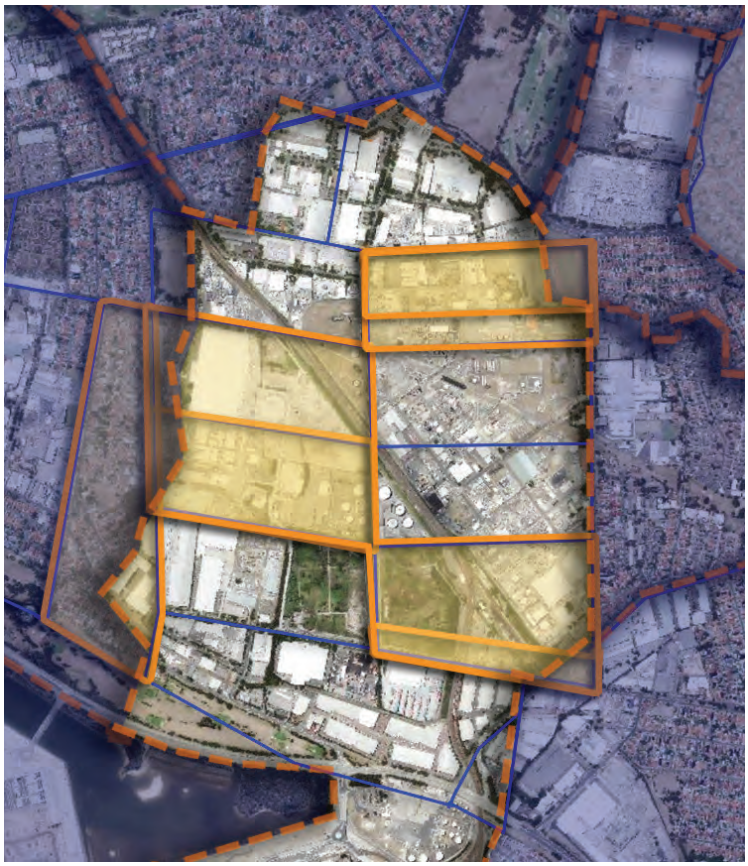
The Botany Bay Hotel sits on land that was once Lot 18 of the suburban lots which was situated near the middle of the village reserve. Richard Exell, builder, employee of the Sir Joseph Banks Hotel and Botany Alderman (1888-1897), purchased the land at its first release. Exell established the Botany Bay Inn in a small weatherboard cottage building on the site by 1864. This Inn was situated approximately 20 meters behind (north of) the site of the

Botany Bay Hotel today. The core of the current hotel was completed c.1875, when it changed its name to the Botany Bay Hotel. Most of the adjoining lands within the village were used for noxious industries such as tanneries and the large fellmongery owned by Geddes and Elliott, whose holdings extended over all except four of the original suburban lots. Not surprisingly given the proximity of these uses, residential development in the core of the village was limited, and most of these sites also became industrial in use.

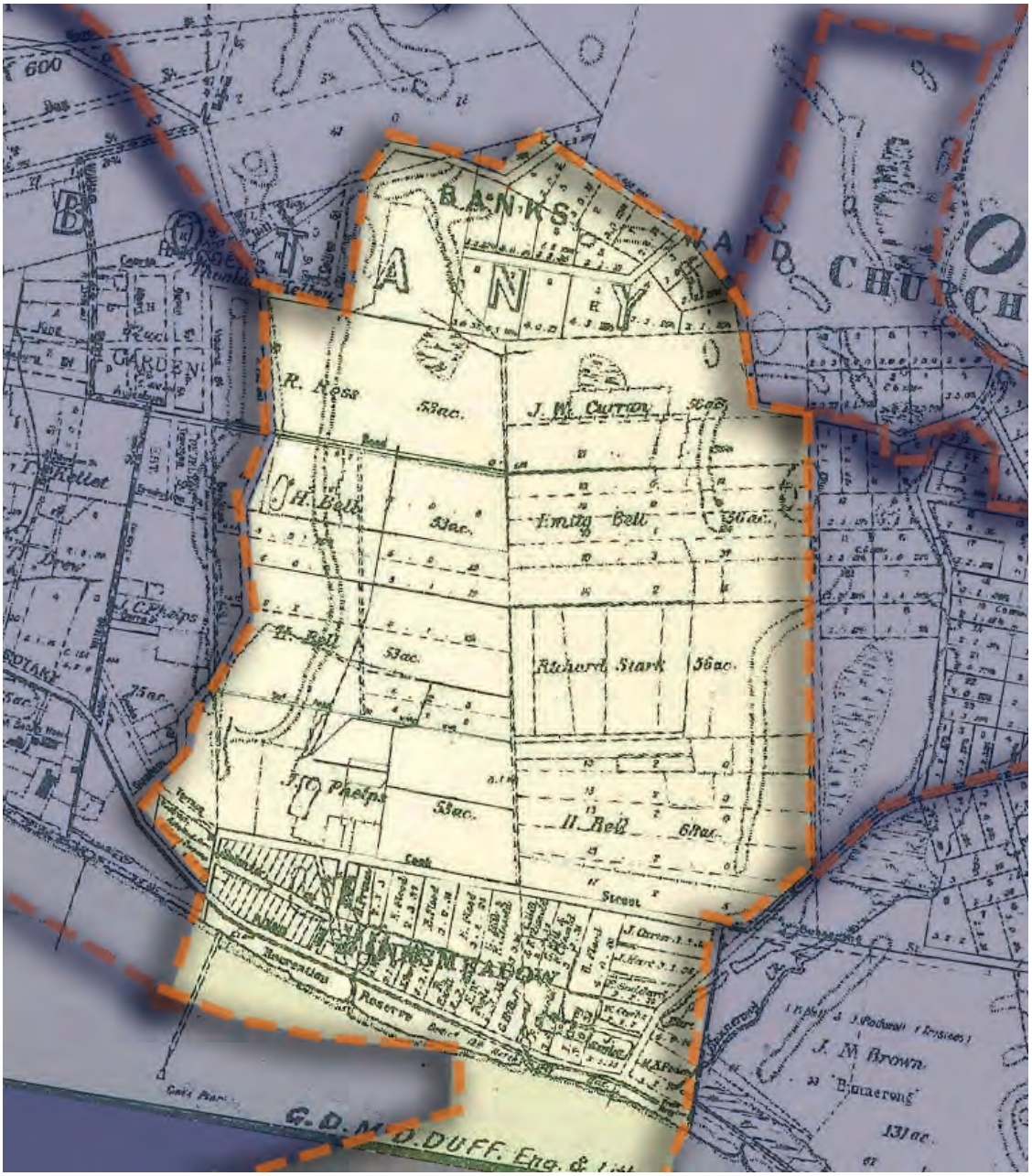
Despite its isolation, the robust working population in the area enabled it to support a second hotel, the Pier. This was located to the west of Exell Street, an undated, c 1890-1900 plan revealing that it was originally built slightly to the west of the existing hotel building. By the 1890s the hotels were known for the types of behaviour seen at many pubs at the time; assaults, petty thefts, brawls and drunken misbehaviour. Bare-knuckle boxing was often carried out at Bunnerong and spectators came out from Sydney to watch. Famous boxers Larry Foley and Sandy Ross were common competitors and in one instance took Richard Exell's boat (the first centre-board boat in Botany Bay) and went out into the Bay, watched by swarms of spectators along the shores. The Botany Bay Hotel was reportedly looted by the crowds on their return, however on more than one occasion the 'well-to-do' patrons would return the following day to pay for the drinks that they consumed. (Jubilee History, p. 134) Evidence was given to a 1908 Special Licencing Court Enquiry into whether there were too many hotels in the area that "there were wool works, paper mills, and tanneries, and other industries, quite close to his hotel and that the employees of these industries, together with the visitors on Saturdays and holidays, largely patronised the house, which was absolutely necessary in the interests of the district." (9 March 1908, Evening News, p 5) Similar opinions were put forward regarding the Pier Hotel, and both continue to serve the local workforce and visitors to the area.

The Government Pier (also known as Long Pier) played a vital role in providing transport of raw materials to and from the rapidly growing industrial area. It was built in 1880 because 'a considerable amount of departmental material was being landed at the wharf for the Sand, Lime and Brickworks, and it was considered desirable that such material should be free from wharfage rates' (Cooper 23/8/1920; in Sydney Ports Corporation Heritage Inventory Sheet

4560021). Its principal purpose was to unload coal from Newcastle, aided by a tramway which ran from Botany Road and the Sand, Lime and Brickworks and onto the pier to facilitate loading/unloading operations (now marked by Coal Pier Road) (Jervis 1938:238 in Heritage Inventory Sheet 4560021). The pier continued to operate after it was de-nationalised, and supplied coal to the Sydney City Council's newly completed power station at Bunnerong in 1929. Active use continued until the 1960s, but it had significantly deteriorated and the pier was demolished as part of the Port Botany Expansion Project. Transport for local industries was largely provided by the Botany Goods Rail Line and later by truck. In the second half of the 20th century Banksmeadow became a major centre of heavy industry centred around the chemical plant, ICI Australia and New Zealand (now known as Orica) and the Davis Gelatine Works which was located immediately north of the market gardens of the Veterans Swamp. The area today remains almost wholly industrial in character, now focusing on the transport industries, of which the Port Botany Container Terminal and the Caltex Fuel Terminal, both of which were built on reclaimed land adjacent to the original Village of Banksmeadow, form the core.



The subdivision plans included on the following pages.

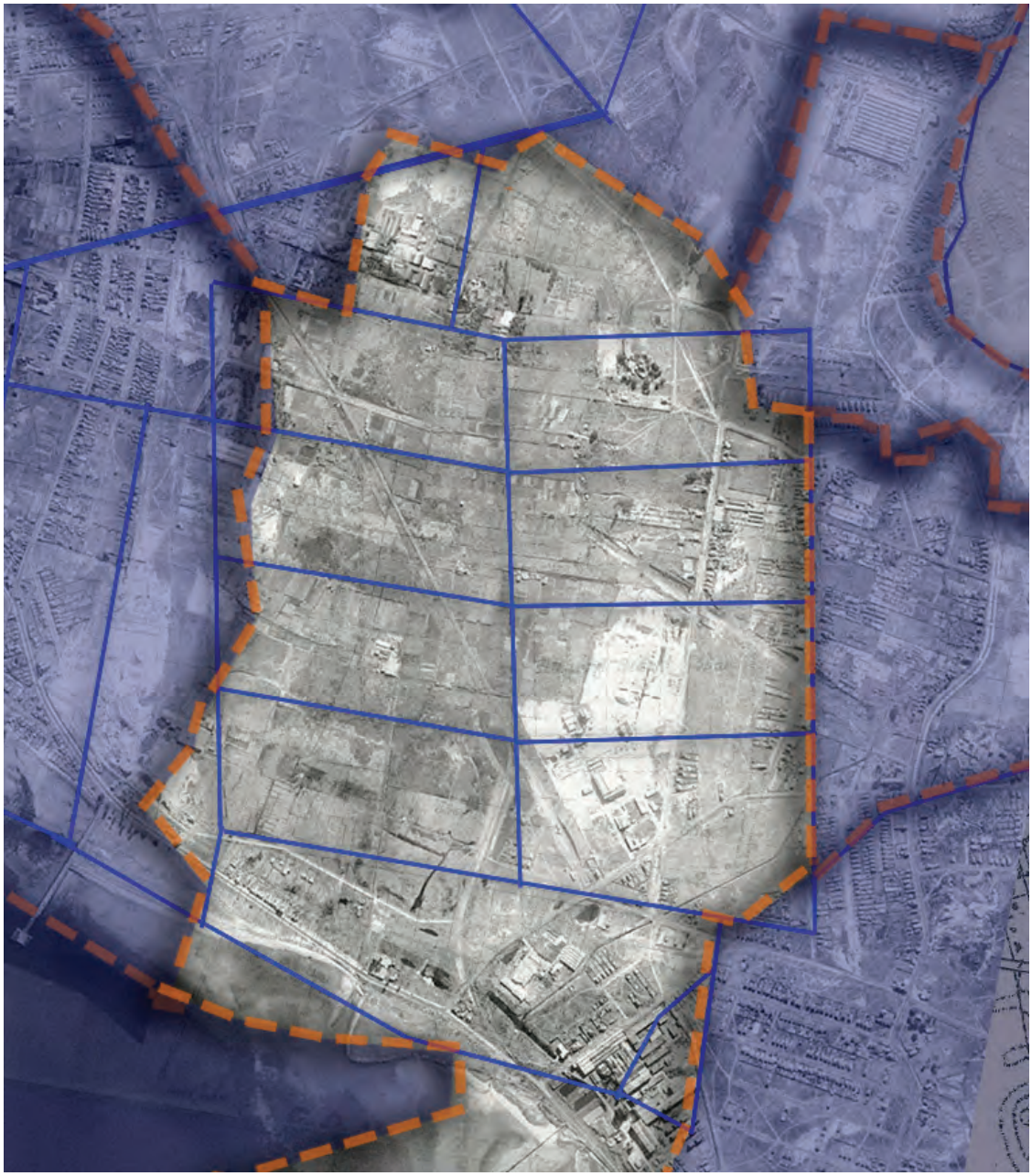


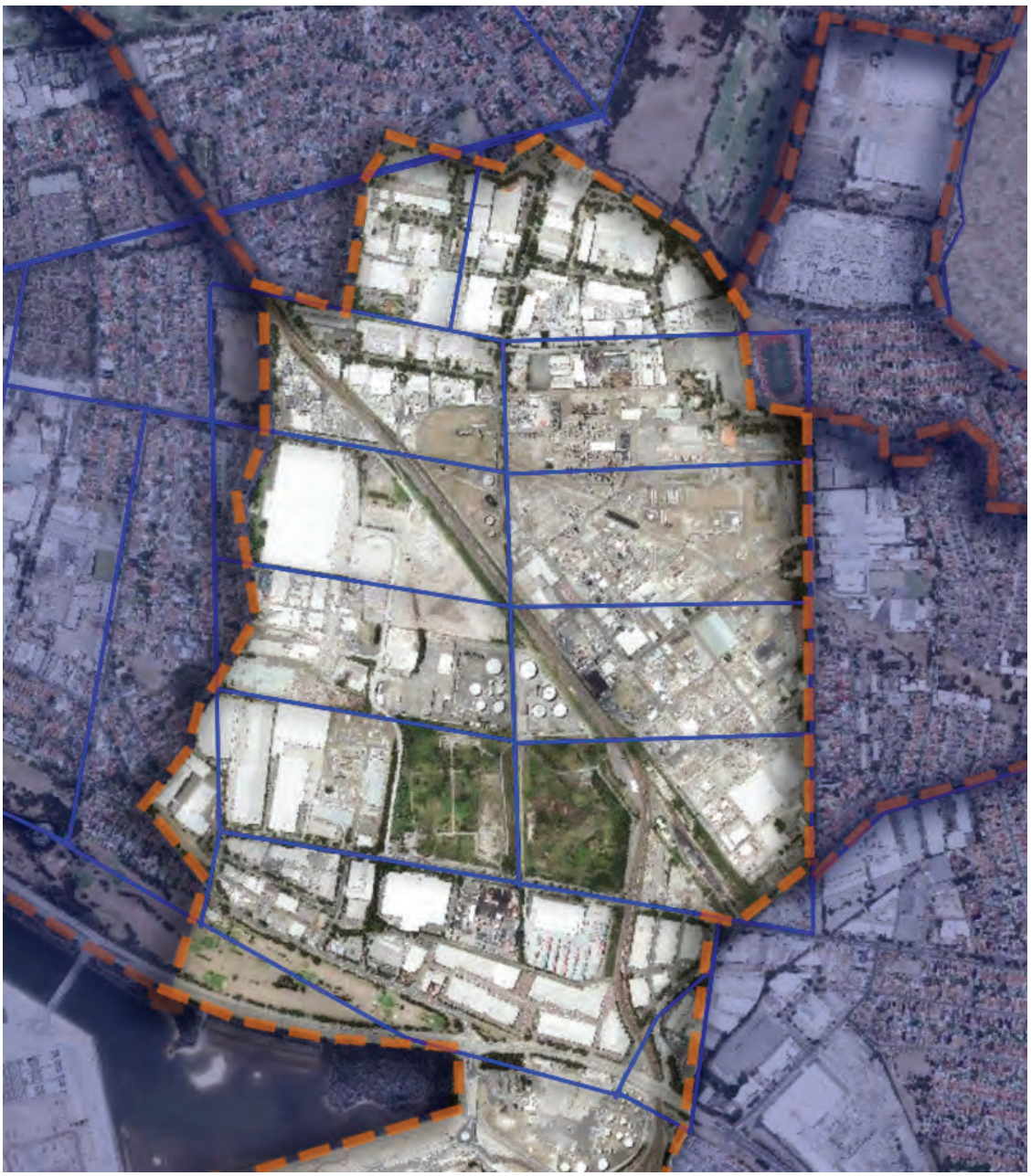
The Banksmeadow area in 1909 (this page) and in 1943 (over page, top) and 2014 (over page, bottom)

Development in the 19th century was minimal, the area used for market gardens with some noxious industries in the village on the shores of Botany Bay.

The beginning of industrialisation can be seen in the 1943 image, which shows the early development of the ICIANZ (Orica) site. Little remains of the original Banks Meadow village.

The area today is almost wholly industrial in character.

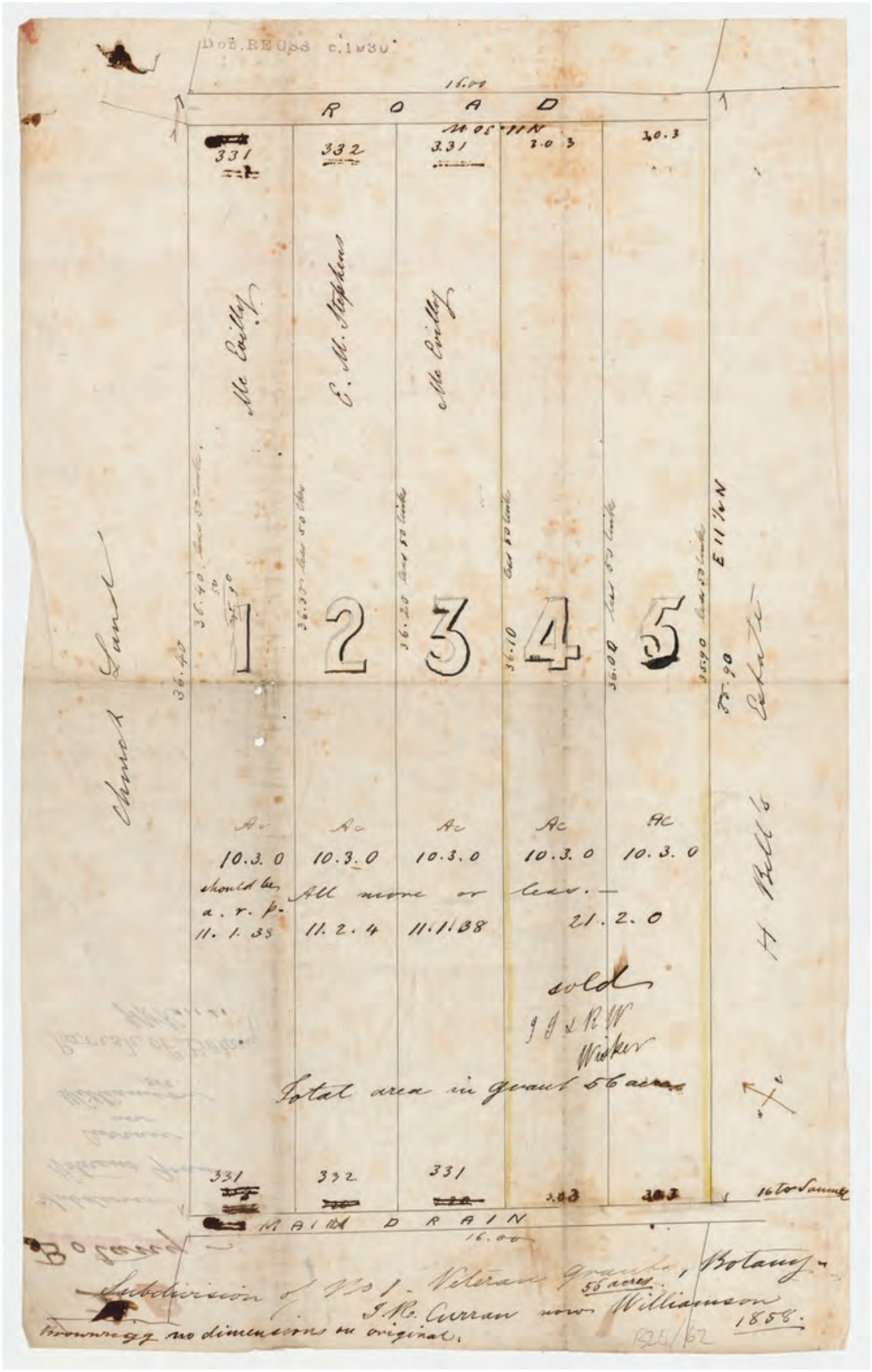








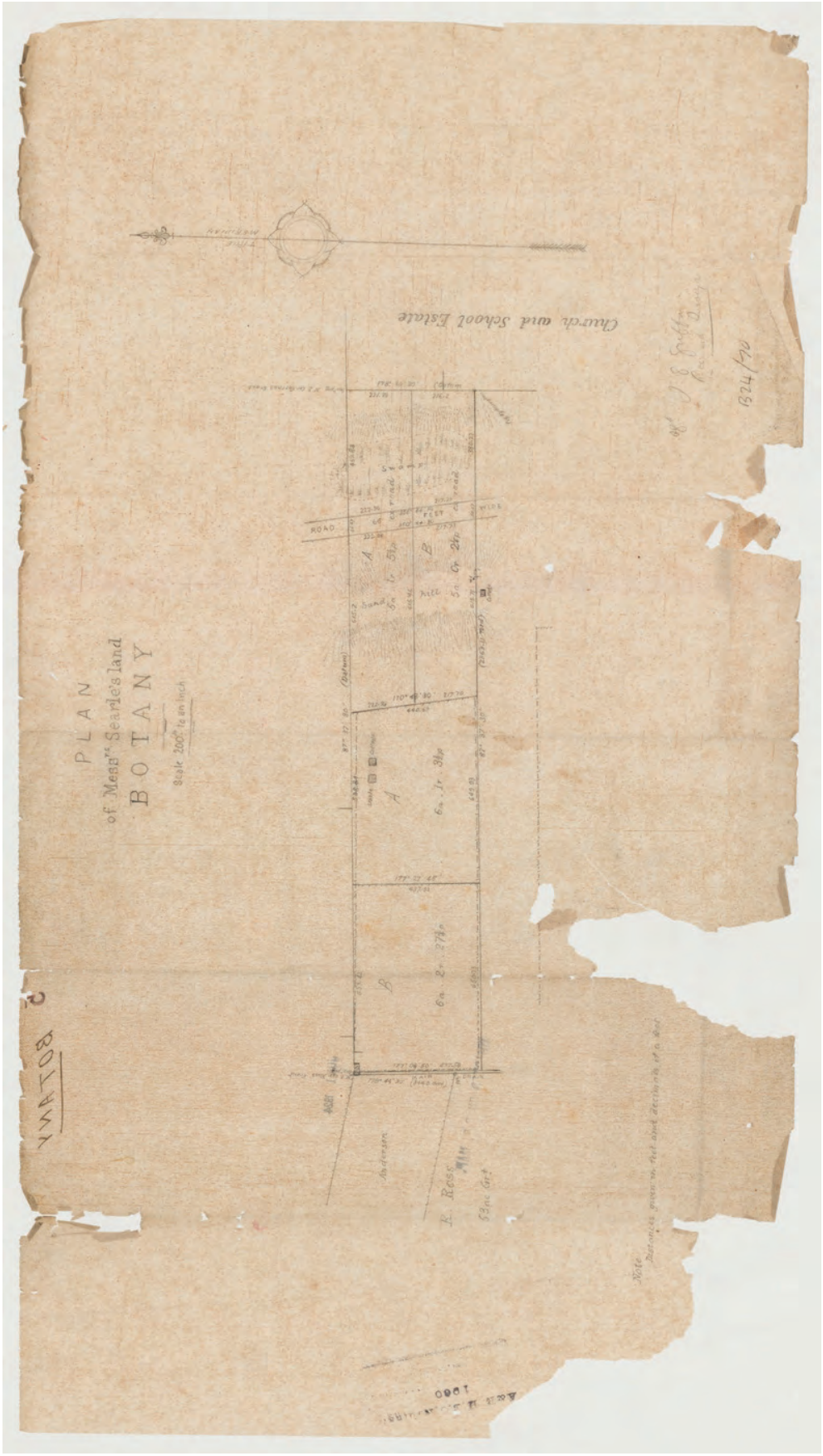
1858 Plan for the first subdivision of the north-eastern lot of the Veterans' Swamp. The land was divided into five long, narrow lots.


Dof. REUSS c.1830
16.00
R O A D
331
332
331
3.0 3
10.3
Mc Carthy
E. M. Hopkins
Mc Carthy
1
2
3
4
5
Channel
Samuel
H Bell's
Lakes
10.3.0
10.3.0
10.3.0
10.3.0
10.3.0
All more or less.—
11. 1. 38
11. 2. 4
11. 1. 38
21. 2. 0
sold
Wisker
Total area in grant 56 acres
331
332
331
3.03
10.3
MAIN D R A I N
16.00
Botany
Subdivision of 331. Veteran Grants, Botany
55 acres.
J. R. Curran now Williamson
1858.
Boundary no dimensions on original.

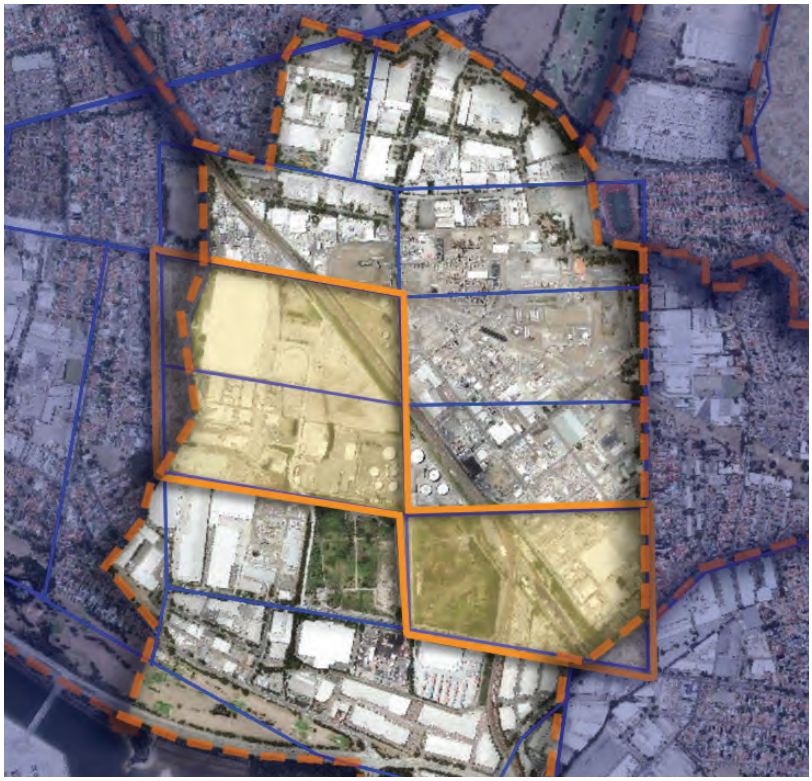




1858 plan of the sale of Searle's farm at the north-eastern corner of the Veterans' Swamp. The location of adjoining cottages is also shown.

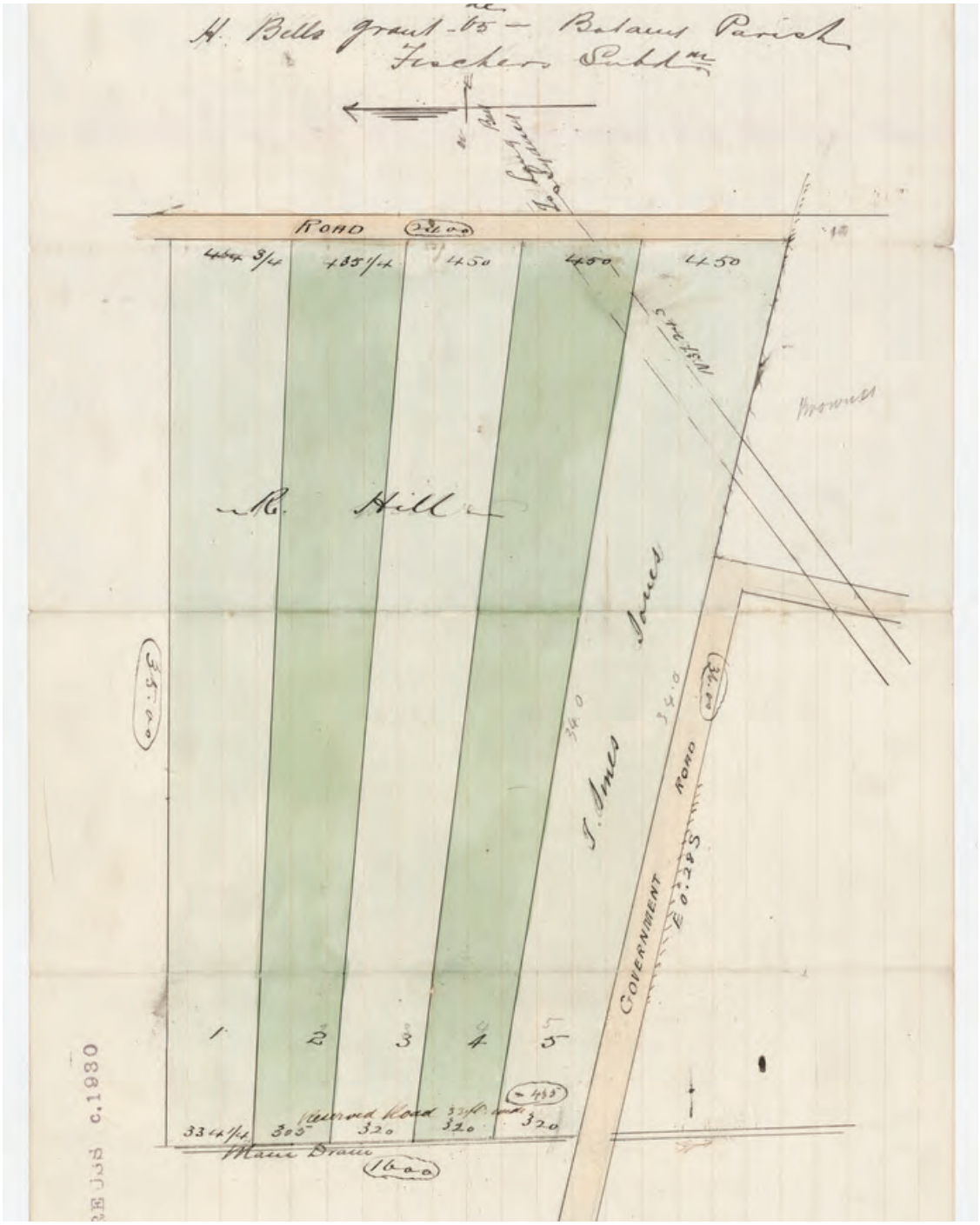

PLAN
of Messrs Searle's land
BOTANY
Church and School Estate
ROAD
E. Ross
Anderson





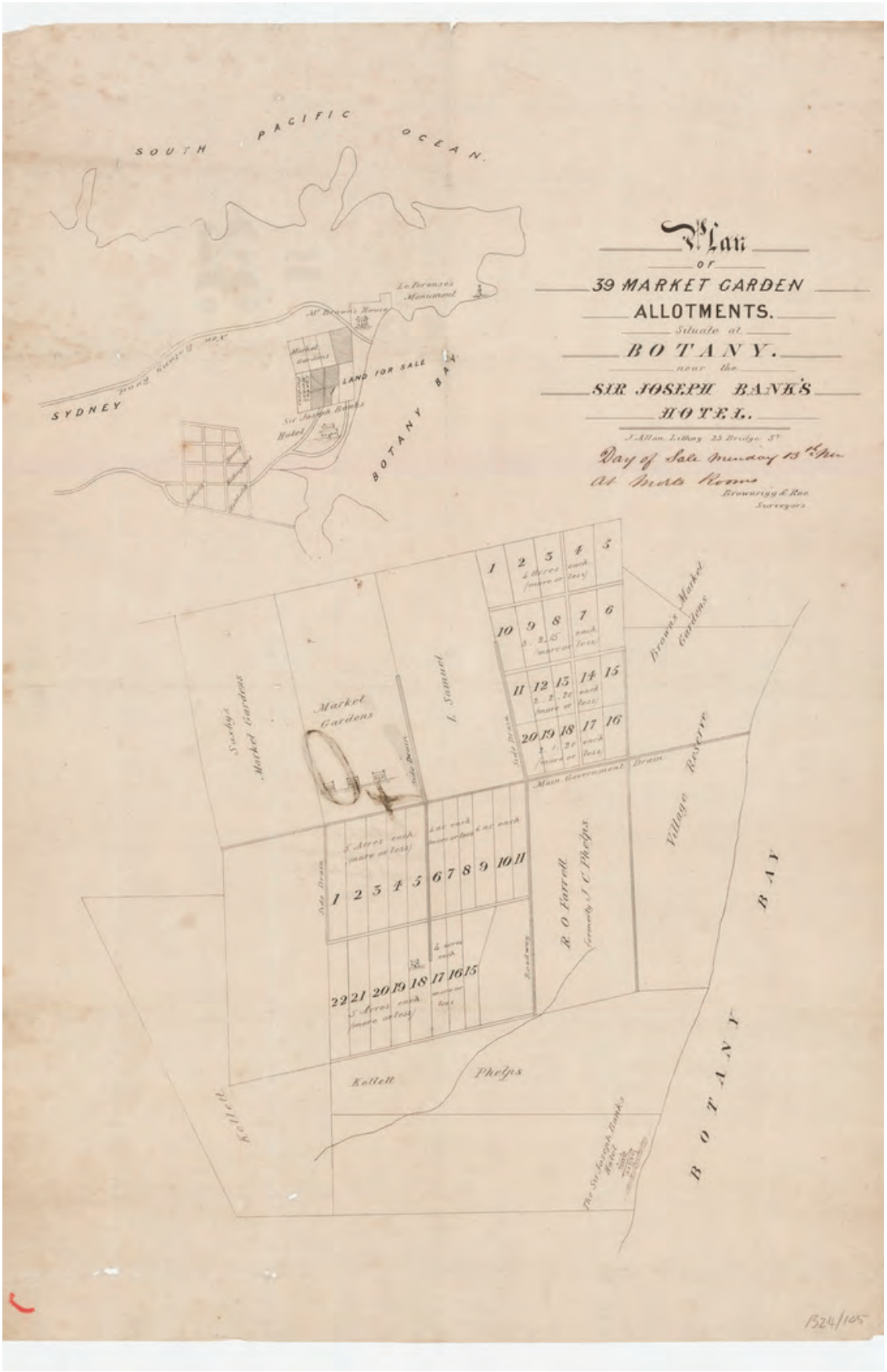
Plan for the sale of Hutchinson Bell's large market garden. Bell had purchased the lots from the original grantees and lived on the farm in his house "Botany Prospect House" until his death. This plan also includes the names of adjoining owners at the time as well as cottages and improvements on these lots.


PLAN OF THE LATE
HUTCHINSON BELLS
Property portion of the
"BANKS MEADOW" ESTATE
BOTANY

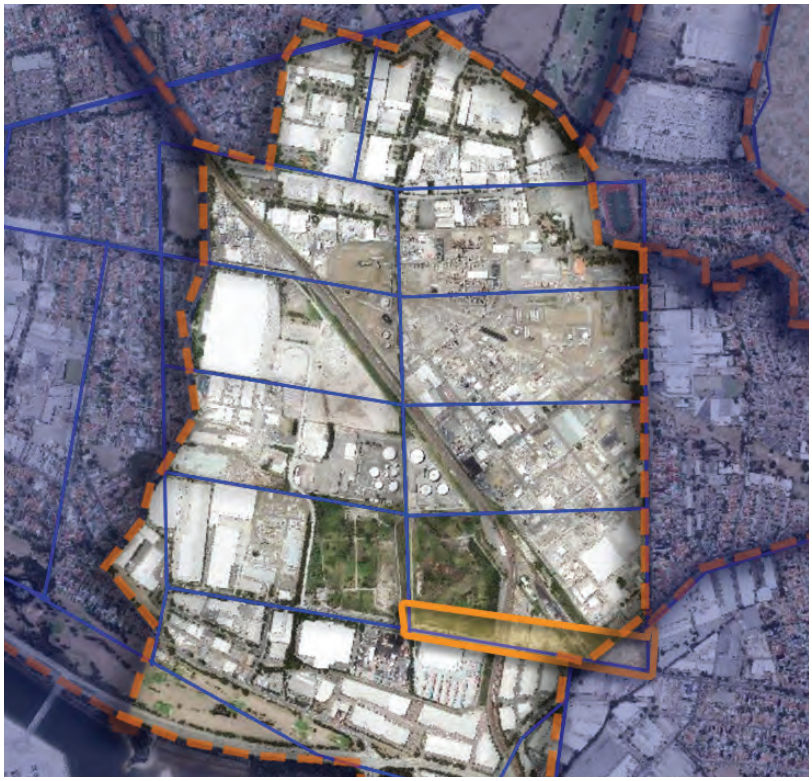


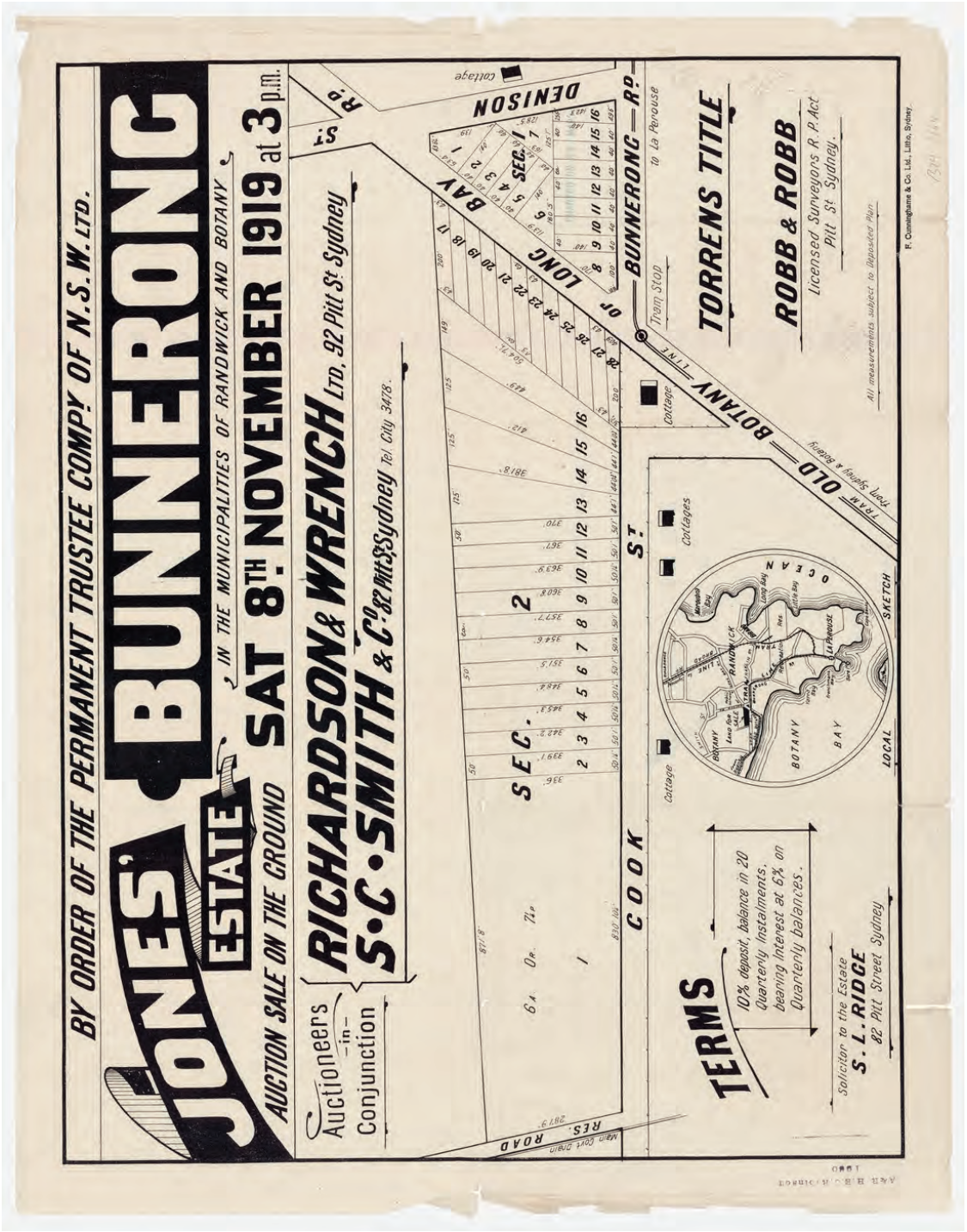
Undated plan of "Fincher's Subdivision" of Hutchinson Bell's Lot 4 of the Veterans' Swamp.

(facing) a plan to re-subdivide all three of Bell's lots.


SOUTH PACIFIC OCEAN.
SYDNEY
LAND FOR SALE
BOTANY BAY
Plan
of
39 MARKET GARDEN
ALLOTMENTS.
Situate at
BOTANY.
near the
SIR JOSEPH BANKS
HOTEL.
Day of Sale Monday 13th Jan
at Mart Rooms
Brownrigg & Roe
Surveyors
Brown's Market Gardens
Village Reserve
Main Government Drain
Market Gardens
L. Samuel
Sandy's Market Gardens
R O Farrell
formerly J C Phelps
Kellett
Phelps
BOTANY BAY
B324/105


BANKS
R. Ross
53ac.
J. M. Cutten
Richard Stark
56ac.
J.O. Phelps
53ac.
H. Bell
6ac.

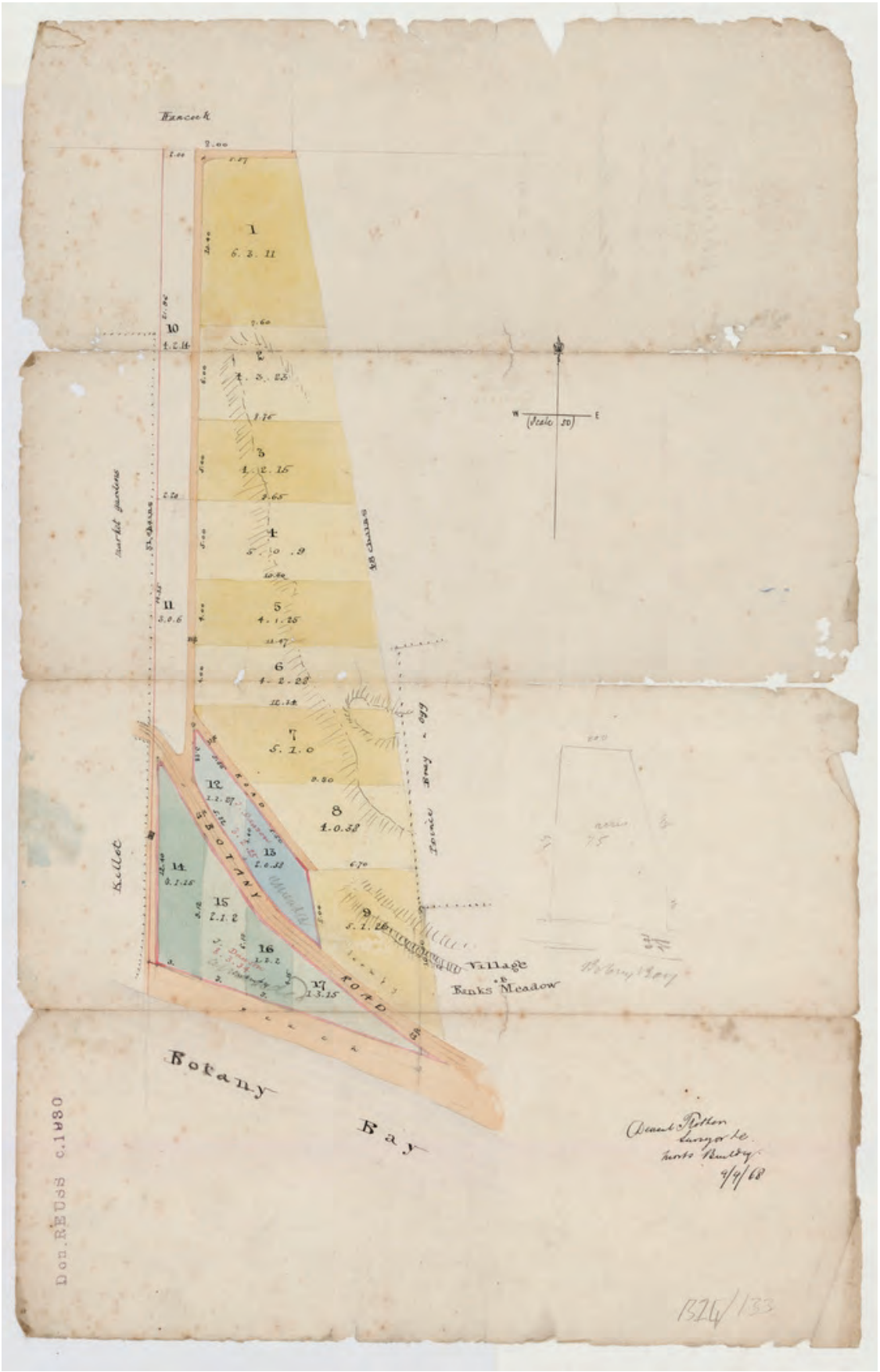



BY ORDER OF THE PERMANENT TRUSTEE COMPY OF N.S.W. LTD.
JONES' ESTATE
BUNNERONG
IN THE MUNICIPALITIES OF RANDWICK AND BOTANY
AUCTION SALE ON THE GROUND
SAT 8TH NOVEMBER 1919 at 3 p.m.
Auctioneers in Conjunction
RICHARDSON & WRENCH LTD. 92 Pitt St. Sydney
S·C·SMITH & Co 82 Pitt St Sydney Tel. City 3478.
SEC. 2
SEC. 1
COOK ST.
BUNNERONG RD.
BOTANY RD.
LONG BAY
DENISON ST.
RES. ROAD
Tram Stop
Cottages
Cottage
TORRENS TITLE
ROBB & ROBB
Licensed Surveyors R.P.Act
Pitt St. Sydney.
All measurements subject to Deposited Plan
TERMS
10% deposit, balance in 20 Quarterly Instalments, bearing interest at 6% on Quarterly balances.
Solicitor to the Estate
S. L. RIDGE
82 Pitt Street Sydney
SKETCH
OCEAN
BOTANY BAY
LOCAL
F. Cunninghame & Co. Ltd., Litho, Sydney





1868 First subdivision of J. Phelps' grant.


Botany
Bay
Village
Banks Meadow
ROAD
BOTANY
Don.REDSS c.1830

2. THE SUBURB OF BOTANY



Botany suburb ([2] on the image above) extends from Southern Cross Drive in the north to the shores of Botany Bay in the south, and from the Kingsford Smith Airport in the west to the Sydenham-Botany Goods Line/Stephen Road to the east. Within its boundaries are a wide variety of residential and commercial buildings, as well as part of the Botany wetlands/Mill Pond site, Sir Joseph Banks Foreshore and an industrial precinct.

The first alienation of the land by European settlers was made to the north-west of the area now known as the suburb of Botany. These included Edward Redmond's 'Mudbank' in 1809 (135 acres), Mary Lewin's 30 acres known as 'Newcastle', Andrew Byrne's 30 acre 'Sea View' and the 35 acres to Thomas Walker located closest to the Cooks River. The major landholder in Botany however was Simeon Lord, who first purchased Mudbank and then was given a grant of 600 acres to ensure permanent access to the waters of the Botany Aquifer. Lord damned the watercourse and created a pond to supply water to firstly a flour mill and then the first factory in the colony to produce woollen cloth, which he sold to the Government.

Lord employed sixty convicts at his Botany site alone (Lord himself was an ex-convict – transported, somewhat ironically, for stealing cloth) and provided cottages and huts for his workforce on the western portion of his holding. After his death in 1840, Lord's sons Edward and George William began to subdivide

the Estate, Edward the western portion near the Cooks River and George the 600 acres of the Botany watercourse.

Booralee was laid out by George Lord as a 'village' set on the shores of Botany Bay. The lots were long and thin and arranged in a grid pattern. Several were sold and groups of cottages and huts built on them which were occupied by fishermen and their families and workers, the area becoming the focus of the local fishing industry until reclamation associated with the airport to the west and wider overfishing in the Bay took their toll.

Other significant uses following the closure of Lord's Mill and factory were the Waterworks and Darvall's Tannery.

The inadequacy of Busby's bore in supplying water to Sydney in the late 1840s led the government to utilise instead Botany's aquifer and freshwater wetlands, swamps and ponds for Sydney's water supply. This was facilitated by the resumption of part of Lord's land to enlarge the main pond and construct a pumping station in 1859 to feed water to Sydney town and the surrounding area. It remained the primary source of Sydney's water until the opening of the Upper Nepean Scheme, finally being decommissioned in 1886.

At this time access to this part of the district was difficult. At least three attempts had been made to build a 'Botany Road' but none actually led to the area now known as Botany. An informal track known as 'Mudbank Road' led to the shore of the Bay well to the west of the wetlands; a formal road built by decree of Governor Macquarie followed an eastern route to skirt the wetlands and meet the bay at the Village of Banks Meadow; and the 'Botany Parish Road' was prevented by the swamps from extending into the area. The only practical route until the 1860s was the deteriorated original Botany Road which followed roughly the course of today's Anzac Parade/ Bunnerong Road, although a series of tracks cut across country to the area; or via a track that cut diagonally through the farms north of the watercourse and then crossed Lord's land at its eastern edge and joined the network of tracks from the eastern road. The other option was to travel to Sydney by water around the coast.

Due to much of its land being held by either the Crown or the Lord family, by the 1860s Botany's relative isolation and still sparse settlement meant its roads, public transport and utilities were

deemed to be 'behind' those of Sydney suburbs. Land sales and residential development were therefore slow to take off in Botany, with traditional industries such as fishing and market gardening being the main activities for many years. This isolated quality was however advantageous to one particular industry, that of noxious trades. Tanneries, wool-scours and boiling-down works flocked to Botany after being pushed out of Sydney by the Noxious Trades Act of 1848. Botany was able to satisfy needs for flat, cheap land with the copious water supply and ready drainage that was demanded by these industries. By 1880 there were numerous noxious trades being carried out in Botany, as evidenced in St Matthew's Anglican Church's birth register, a single page of which lists fathers employed as woolwashers, tanners, gardeners, farmers, a boatsman, a toll-gate keeper, a timber merchant and a labourer.

The economy and population provided by the influx of market gardeners and noxious trade workers eventually led to the evolution of Botany from a small village to a town by the 1880s. This was helped by the establishment of two hotels, the Waterworks and the Captain Cook, plus local businesses such as butcher, baker and grocer in close proximity to the main intersection of Botany Road and Bay Street by the 1880s. Later businesses revealed growing affluence, including confectioners, a picture theatre and a billiards saloon, as well as services such as solicitors, hairdressers and dressmakers.

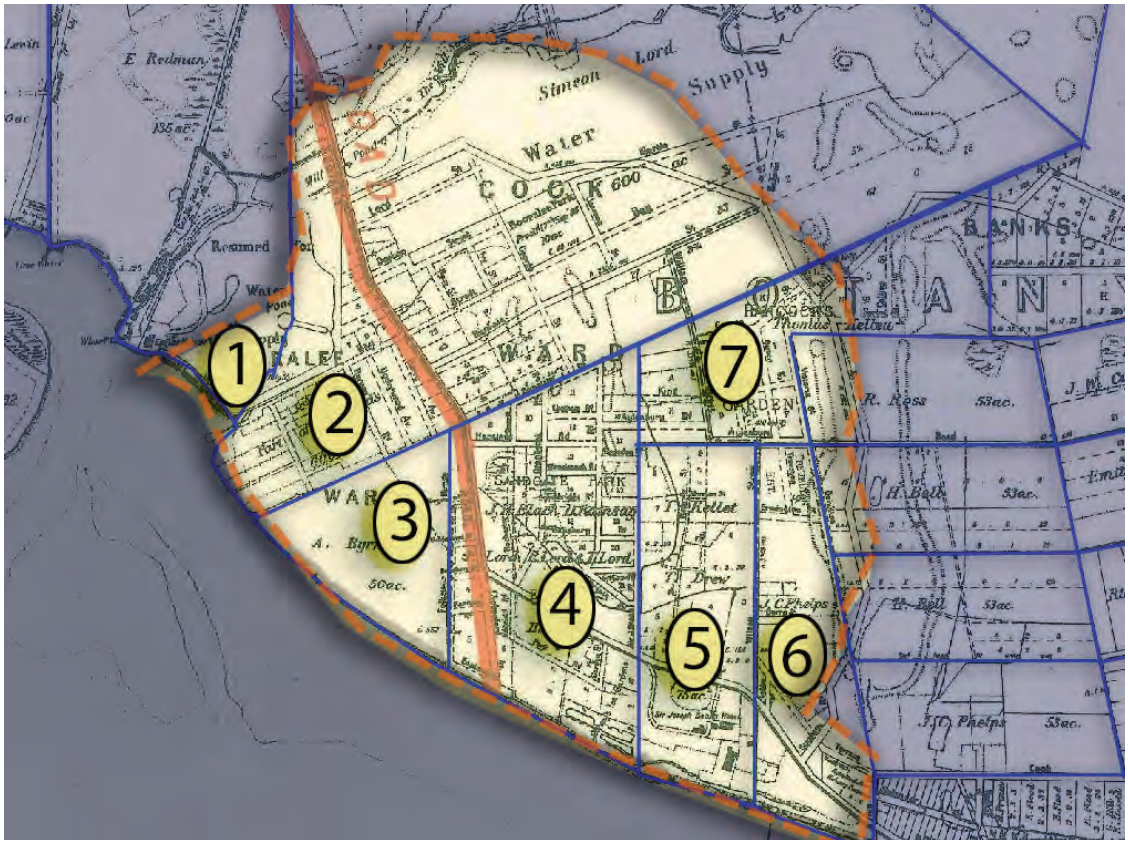
Despite the generally low level of education of the adults in the area, Botany is notable as the location of only the third non-denominational 'National' school in the state, and the first in the Sydney metropolitan area. This school was established in 1848 in temporary premises but closed in 1850. The current school opened in 1862, again in temporary premises (likely the Wesleyan Chapel) and in 1869 moved into the newly completed schoolhouse designed by architect George Alan Mansfield in his characteristic Gothic style.

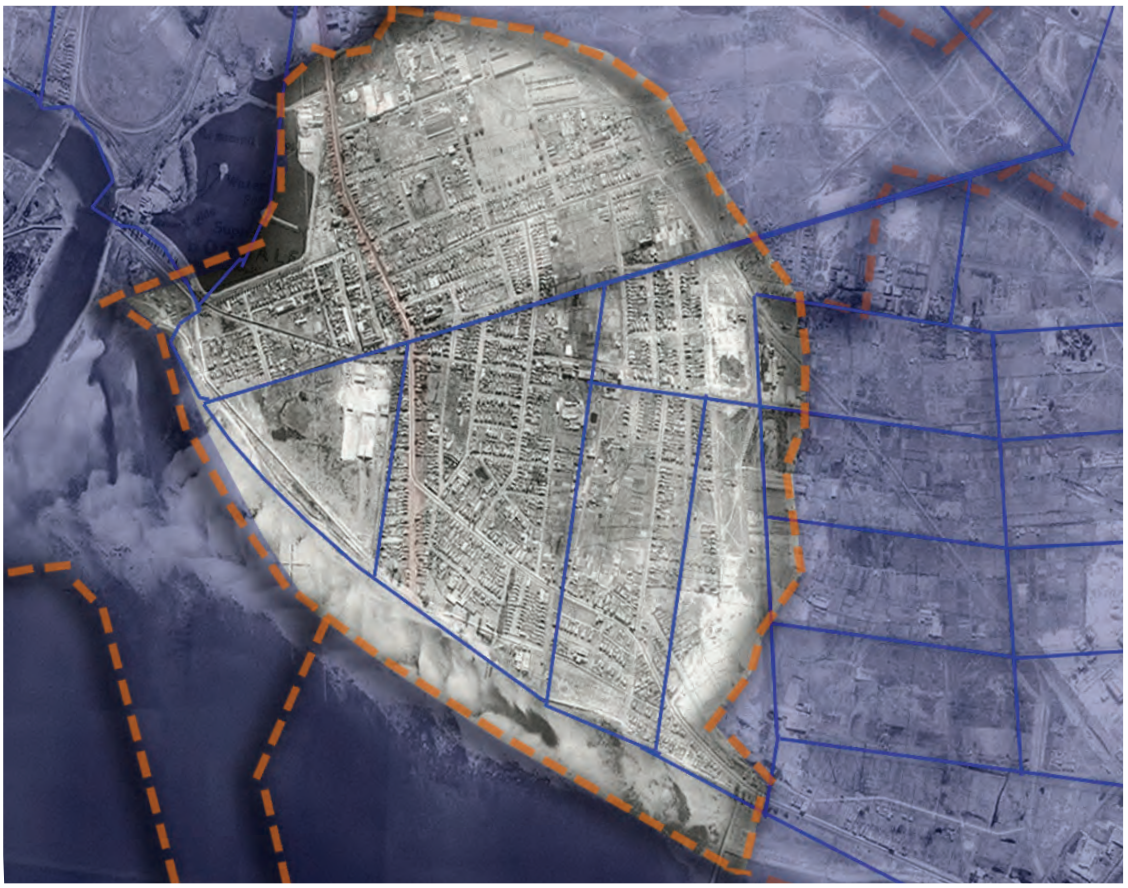
Simeon Lord had sponsored the erection of the Wesleyan Chapel on his land for his workers and George allocated land for the erection of St Matthews Anglican Church in 1841 (rebuilt in 1862). George also provided the site for the School of Arts and Mechanics Institute, and these facilities provided the nucleus for the growing town which was increasingly less isolated due to better roads and in particular the introduction of the tram service in 1882. By 1888 the area was

sufficiently populated and motivated to seek incorporation as a Municipality. The proportion of the suburb available for residential development increased significantly following the large-scale release of 'Lord's Estate' from 1863, with most of the area covered by modest detached cottages over the next 50 years. Some large-scale industries continued to operate, including noxious trades along the edge of the wetlands until after World War II, but these have now ceased and the main industrial activity today is associated with the freight-handling industry servicing both Kingsford Smith Airport and Port Botany.

Botany, in 1909, showing the boundaries of the original land grants in blue. The original grantee/purchasers were as follows:
1. Edward Redmond
2. Simeon Lord
3. Andrew Byrne
4. J.H Black, D. Ramsay, F. Lord and E. Lord
5. T. Kellett and Drew
6. J. Phelps
7. Thomas Kellett
(facing page, top) In 1943

(facing page, below) In 2014







BOTANY SUBDIVISION PLANS



Overview of the location of the available subdivision plans for the suburb of Botany


IPALITY OF NORT
KEN
The Australia
Metropolitan Board of Water Supply and Sewerage
Metropolitan Board of Water Supply & Sewerage
Metropolitan Board of Water Supply & Sewerage
Vide Plan 112A (Armstrong's Original) and Appn Plan 60
Resumed by the Crown
BOORALEE
BOTANY TOWNSHIP
LORDS ESTATE
COOK WARD
SANDGATE WARD
BOTANY
BANKSIA
MYRTLE
GEORGE
KING
QUEEN
VICTORIA
ALBERT
HANCOCKS GARDEN
BANKSHALL ESTATE
Isabella Elliott
EXPLANATORY NOTES





Plan for the first subdivision of Simeon Lord's deceased Estate by his son George Lord. Plan undated, but likely c.1854..

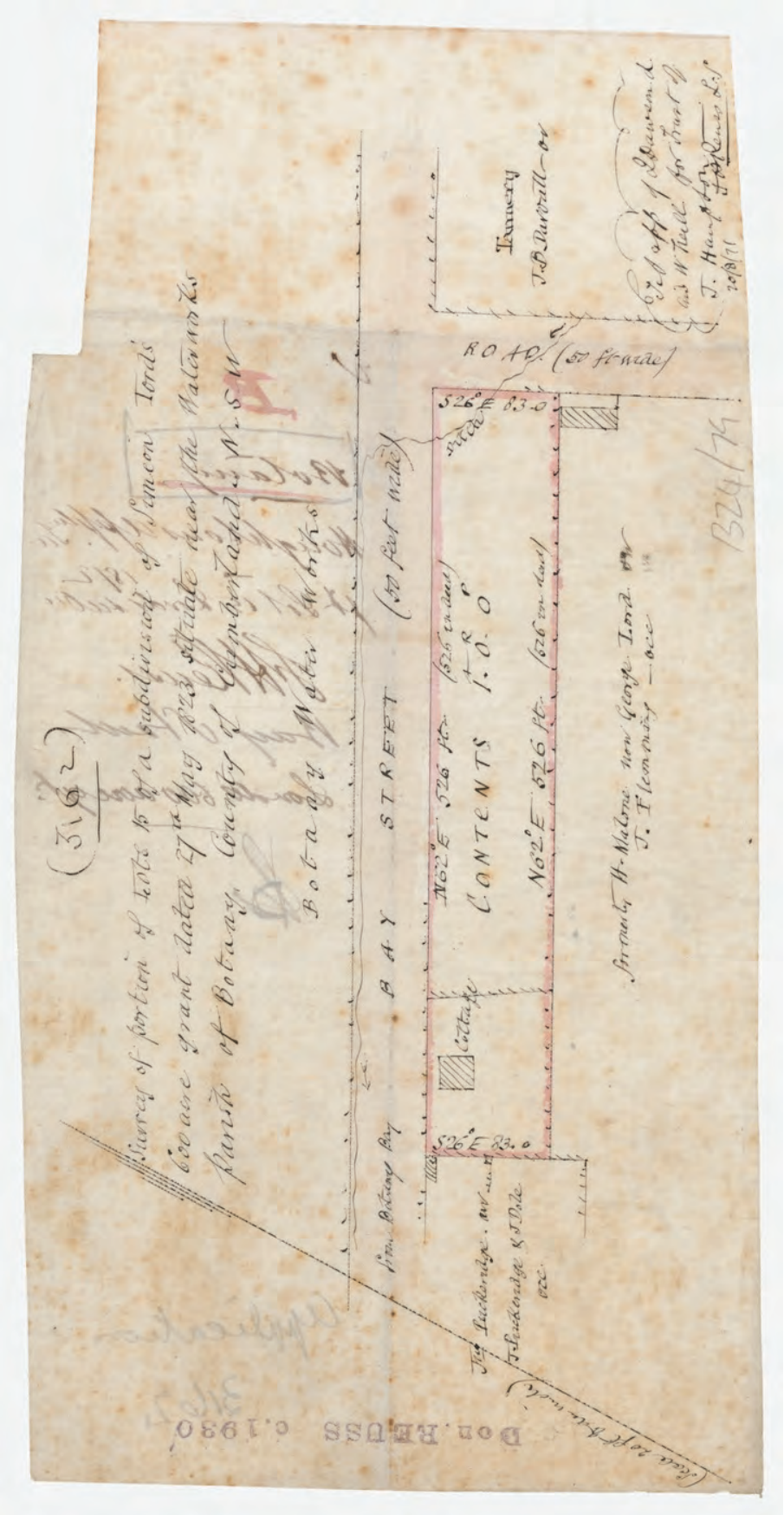

Church & School Land
J.H. Carrans &c
R Ross
To the Veterans allotments &c
J. Phelps purchase
To Kellett &c
The Revd Kellett & Mrs Drew 75 ac
Whitney's 9 Acre purchase
R. HAYES purchase 50 Acres
Mr Williamsons purchase 35 Acres
Mr Bond's purchase 160 ac
Botany Bay
LORD'S ESTATE
Creek & River
Scale of Chains to the inch



This land, facing Bay Street in Booralee, was part of the original Village of Booralee created by George Lord's first subdivision of Simeon Lord's 600 acres. It is not known if H. Malone was the original purchaser, but by 1858 the land (part of the original Lot 15) was being advertised as part of Malone's Insolvent Estate.

The plan for the sale shows the location of a cottage on the site, likely one of the earliest in the village. Unlike most of the early cottages in the district, the advertisement states that the house was "a comfortable brick-built cottage, containing four rooms, &c." (Friday 30 April 1858, New South Wales Government Gazette, p.725). It was located at or close to 15 Bay Street, and is shown on the 1892/1910 Water Board Detail Sheets as "Gemma"; but was demolished after 1943 and the site is now an industrial building.

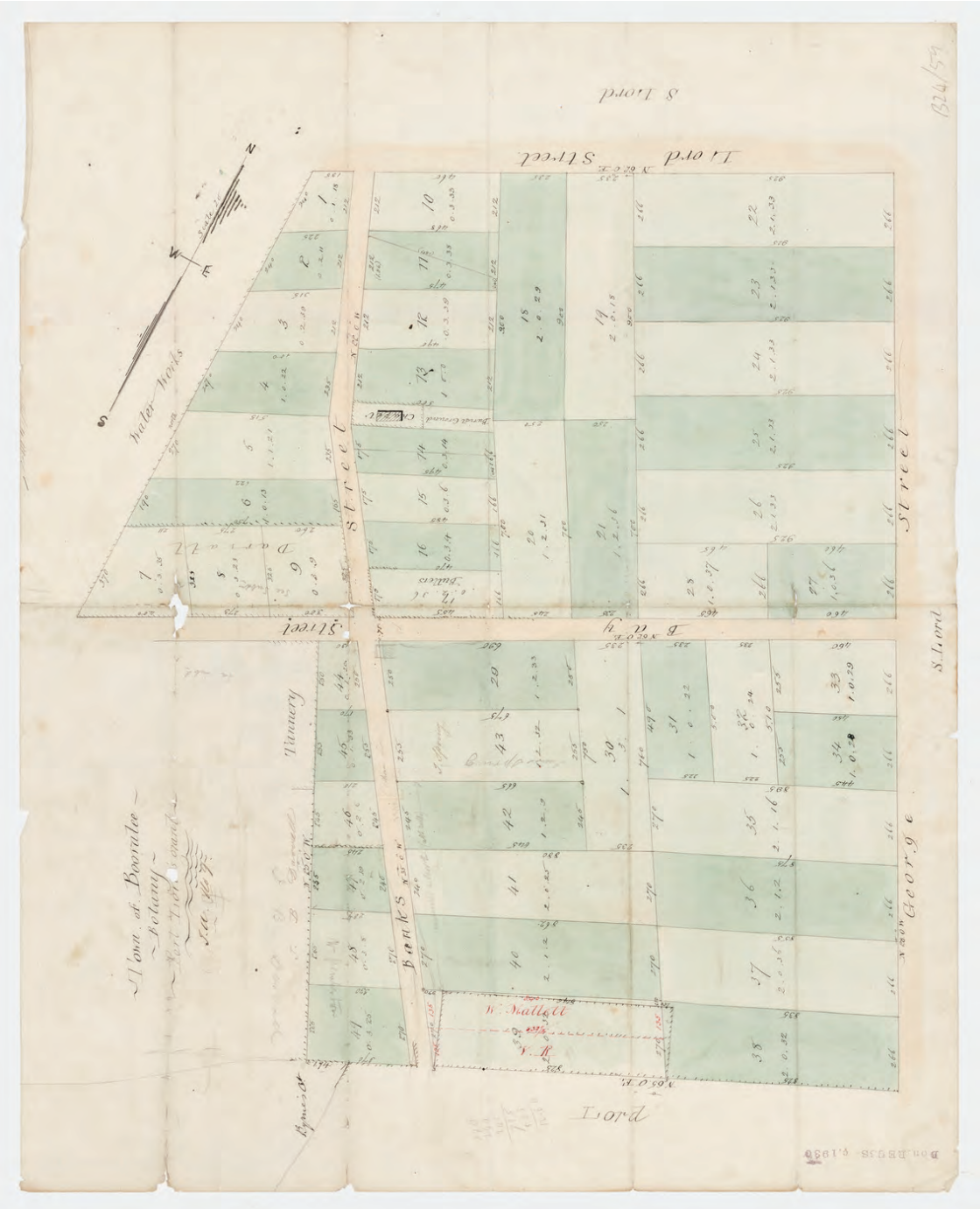



(3162)
Survey of portion of Lots 15 & 16 a subdivision of Simeon Lord's
60 acre grant dated 27th May 1823 situate near the Malabar Rd
Parish of Botany County of Cumberland N.S.W.
BOTANY BAY
STREET
ROAD (50 feet wide)
Tannery
J.B. Turnbull
CONTENTS
1.0.0
N62°E 526 ft.
N62°E 526 ft.
S26°E 83.0
S26°E 83.0
Cottage
Cottage
Surveyed W. Malone now George Ins.
J. Flemming
B24/74
Don. RE.USS c.1930





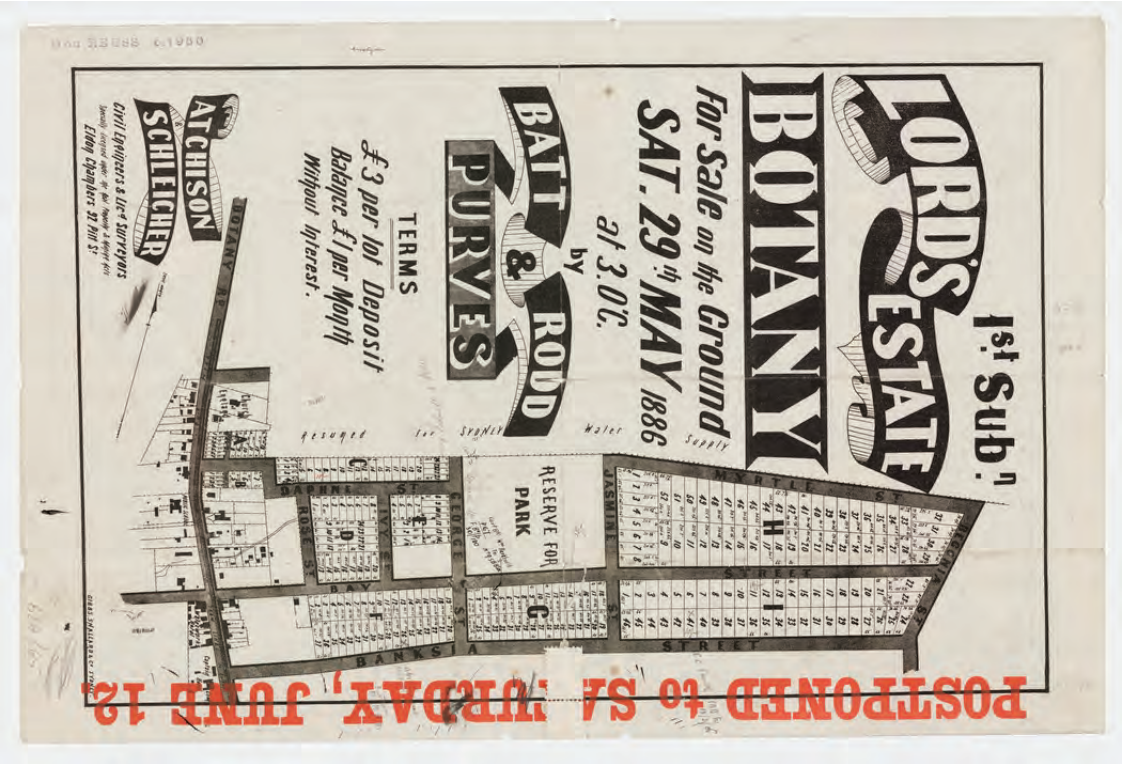
c. 1871 Bemi plan for the 1859 re-subdivision of the core of Lord's Estate. The original sale had not been successful, with most of the earlier lots remaining unsold. The land reserved for the Wesleyan Methodist Chapel can be seen; also the site of the Lock-Up (Police Station) at the southern end ("V.R.")

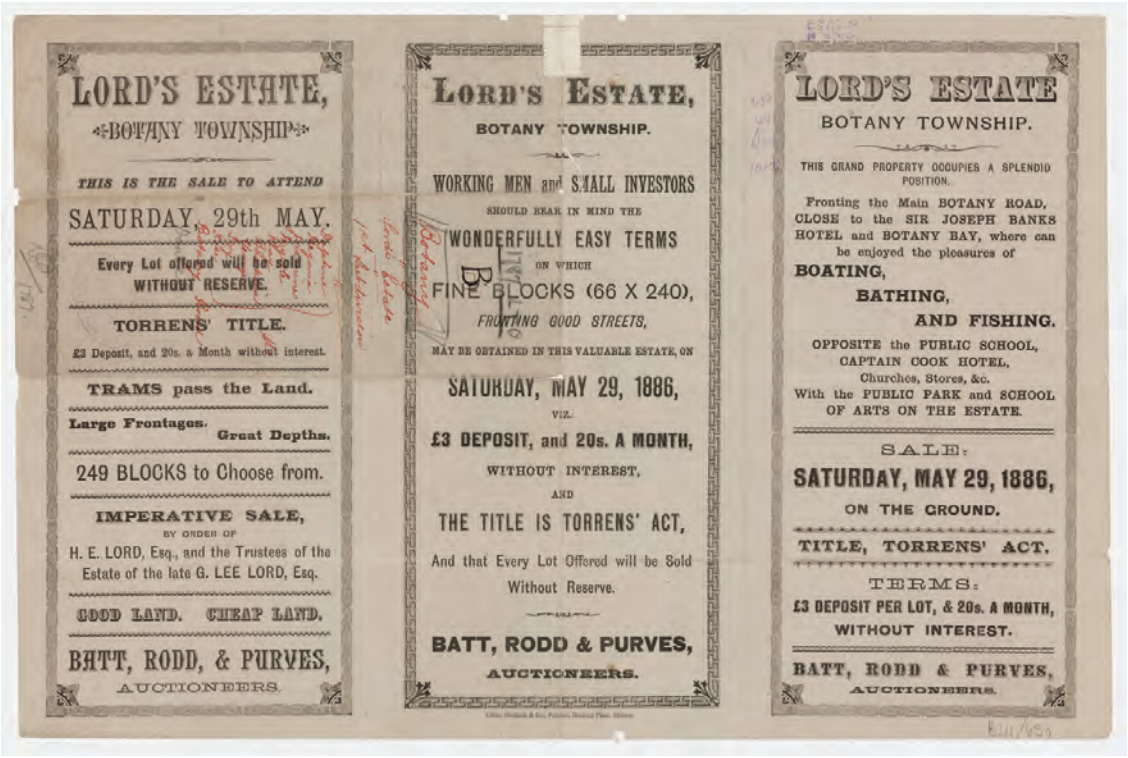

Lord Street
Water Works
Street
Vinery
Banks
Lord
Town of Botany
Potatoe Ground
W. Mallett





1886 advertisement for the sale of a large proportion of Lord's estate. It includes the reservation for Booralee Park.





LORD'S ESTATE,
BOTANY TOWNSHIP.

THIS IS THE SALE TO ATTEND
SATURDAY, 29th MAY.
Every Lot offered will be sold WITHOUT RESERVE.
TORRENS' TITLE.
£3 Deposit, and 20s. a Month without interest.
TRAMS pass the Land.
Large Frontages. Great Depths.
249 BLOCKS to Choose from.
IMPERATIVE SALE,
BY ORDER OF
H. E. LORD, Esq., and the Trustees of the Estate of the late G. LEE LORD, Esq.
GOOD LAND. CHEAP LAND.
BATT, RODD, & PURVES,
AUCTIONEERS.

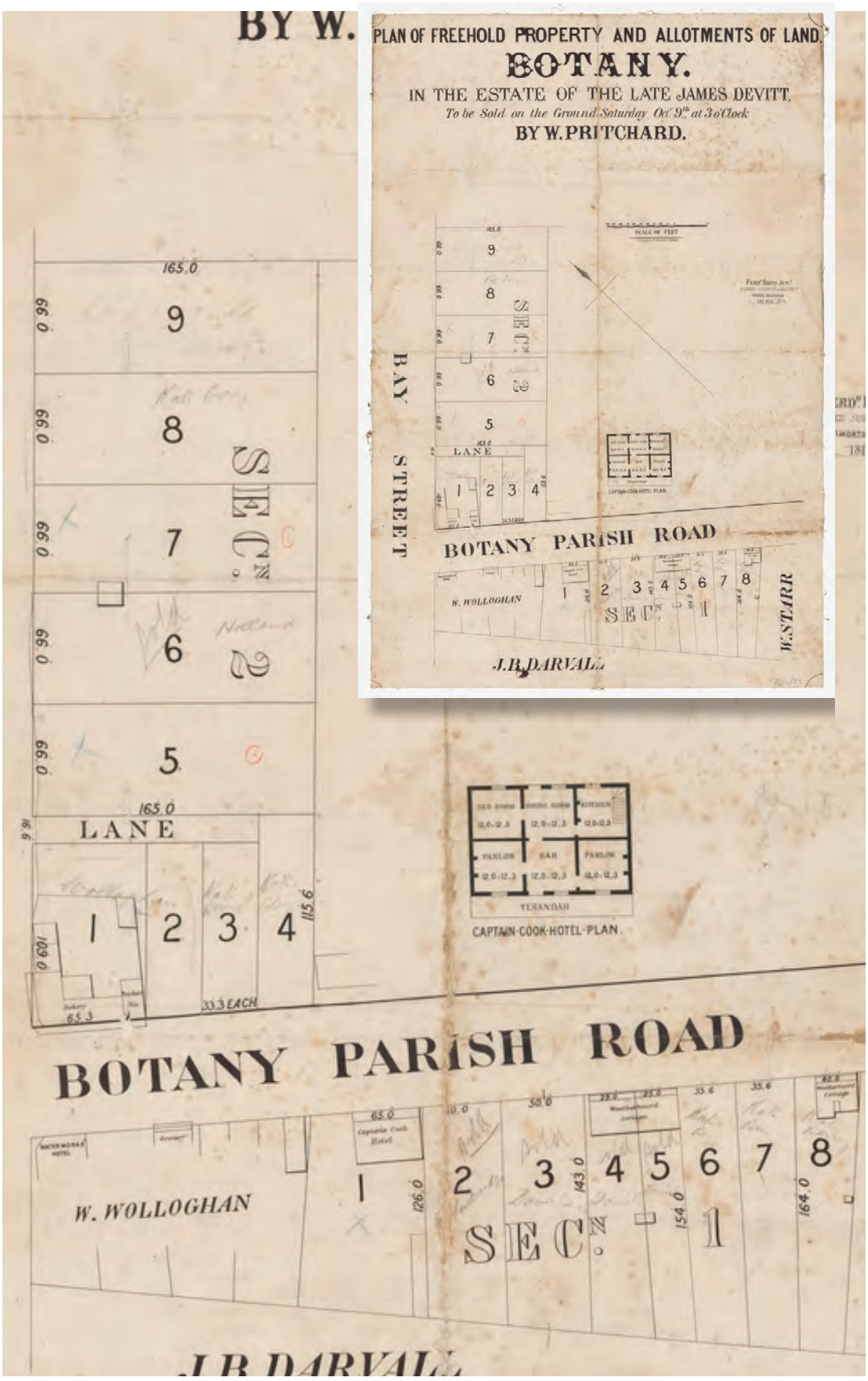
LORD'S ESTATE,
BOTANY TOWNSHIP.
WORKING MEN and SMALL INVESTORS
SHOULD BEAR IN MIND THE
WONDERFULLY EASY TERMS
ON WHICH
FINE BLOCKS (66 X 240),
FRONTING GOOD STREETS,
MAY BE OBTAINED IN THIS VALUABLE ESTATE, ON
SATURDAY, MAY 29, 1886,
VIZ.
£3 DEPOSIT, and 20s. A MONTH,
WITHOUT INTEREST,
AND
THE TITLE IS TORRENS' ACT,
And that Every Lot Offered will be Sold Without Reserve.
BATT, RODD & PURVES,
AUCTIONEERS.

LORD'S ESTATE
BOTANY TOWNSHIP.
THIS GRAND PROPERTY OCCUPIES A SPLENDID POSITION.
Fronting the Main BOTANY ROAD, CLOSE to the SIR JOSEPH BANKS HOTEL and BOTANY BAY, where can be enjoyed the pleasures of
BOATING,
BATHING,
AND FISHING.
OPPOSITE the PUBLIC SCHOOL, CAPTAIN COOK HOTEL, Churches, Stores, &c.
With the PUBLIC PARK and SCHOOL OF ARTS ON THE ESTATE.
SALE:
SATURDAY, MAY 29, 1886,
ON THE GROUND.
TITLE, TORRENS' ACT.
TERMS:
£3 DEPOSIT PER LOT, & 20s. A MONTH,
WITHOUT INTEREST.
BATT, RODD & PURVES,
AUCTIONEERS.





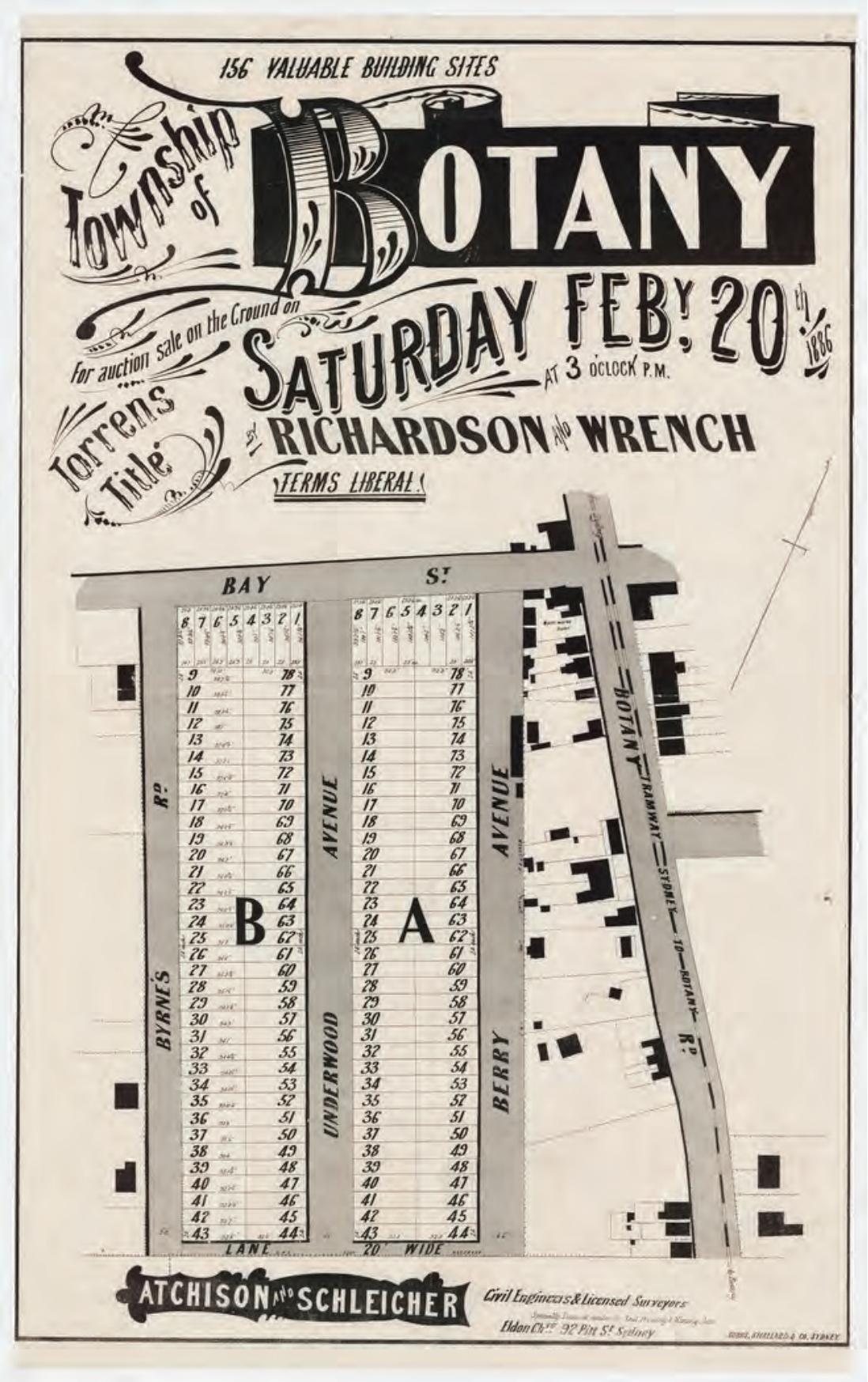
Advertisement for the sale of James Devitt's estate in 1863. This plan has been annotated with the names of purchasers, and also shows the location of the early buildings in the Botany Town Centre. Devitt had been the licencee of the Captain Cook Hotel and the flyer included a plan of the ground floor of the building, revealing its original form.


BY W.
PLAN OF FREEHOLD PROPERTY AND ALLOTMENTS OF LAND.
BOTANY.
IN THE ESTATE OF THE LATE JAMES DEVITT.
To be Sold on the Ground Saturday Oct 2nd at 3 o'Clock
BY W. PRITCHARD.
SCALE OF FEET
BAY STREET
SEC.
LANE
BOTANY PARISH ROAD
W. WOLLOGHAN
SEC. 1
W. STARR
J.B. DARVALL
CAPTAIN COOK HOTEL PLAN.
165.0
9
8
7
6
5
LANE
1
2
3
4
33.3 EACH
BOTANY PARISH ROAD
W. WOLLOGHAN
SEC. 1
J.B. DARVALL





Advertisement for the sale of the land formerly occupied by tanners Darvall and Castella. The plan includes the footprints of buildings along Botany Road at that time. The site had been offered as a single (or potentially two) lots with the tannery buildings in 1869.


156 VALUABLE BUILDING SITES
Township of
BOTANY
For auction Sale on the Ground on
SATURDAY FEB.Y 20th 1886
AT 3 OCLOCK P.M.
Torrens Title
BY RICHARDSON AND WRENCH
TERMS LIBERAL
BAY ST.
BYRNE'S RD.
UNDERWOOD AVENUE
BERRY AVENUE
BOTANY TRAMWAY — SYDNEY — TO — BOTANY RD.
B
A
LANE
20' WIDE
ATCHISON AND SCHLEICHER
Civil Engineers & Licensed Surveyors
Eldon Chr.s 92 Pitt St. Sydney





A sketch plan prepared by Surveyor Dick in 1853 showing the early subdivision of Booralee, the Sir Joseph Banks site and the Emu Park.

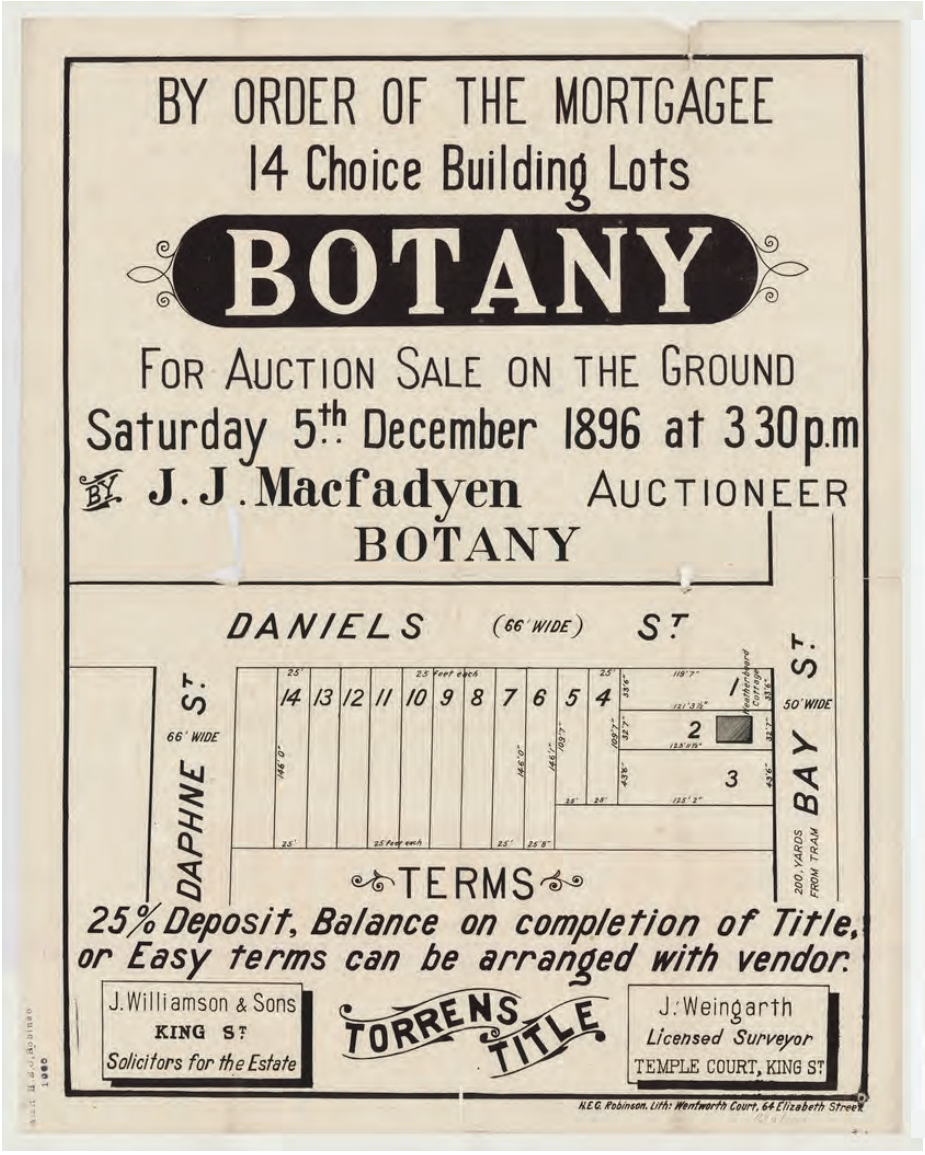

BANK'S
MEADOWS
CERRAN'S
J C PHELPS
Botany
Dicks Plan
BOTANY BAY
REDMAN'S
Z M3 811·186/1853/1

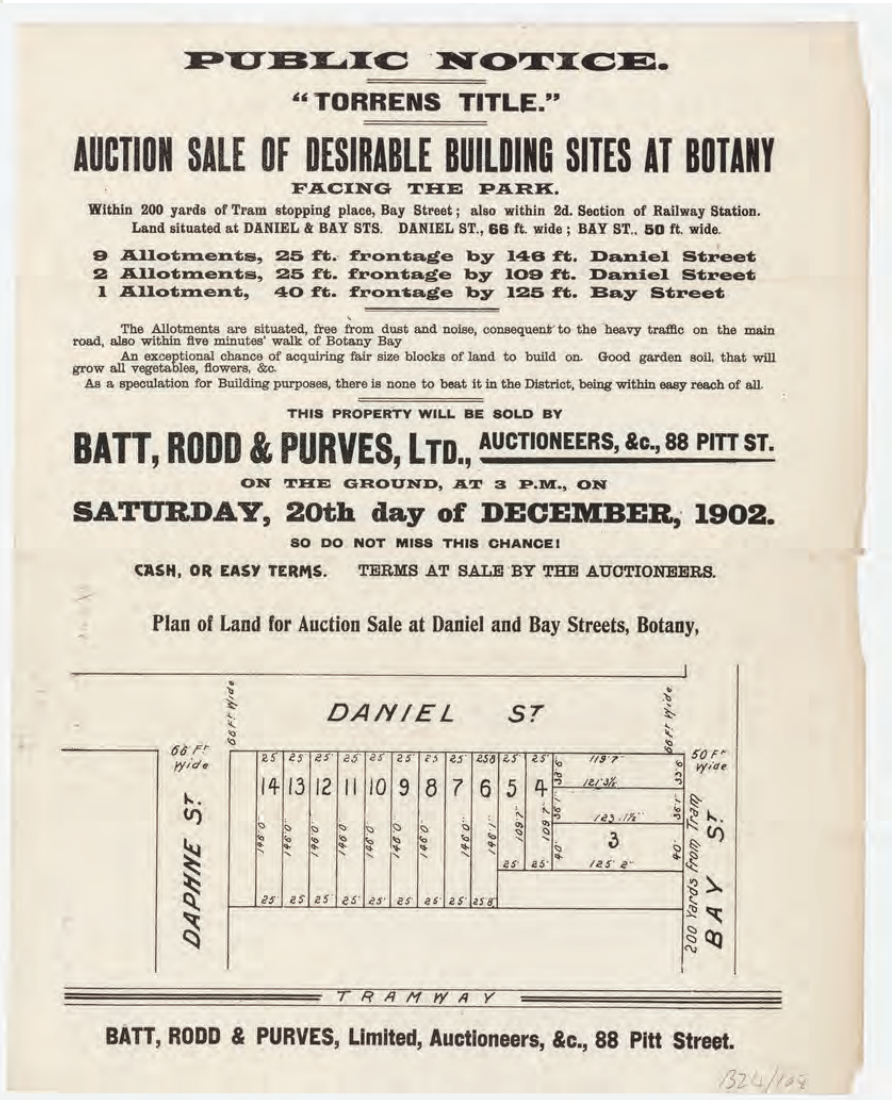

BAY
Vide 107
LULAND
ERITH
Dep. Plan 1889
BYRNES
Deposited
UNDERWOOD
BOTANY
AVENUE
Vide 112
Armstrongs Orig.
Lord
Vide 147(1)
3100





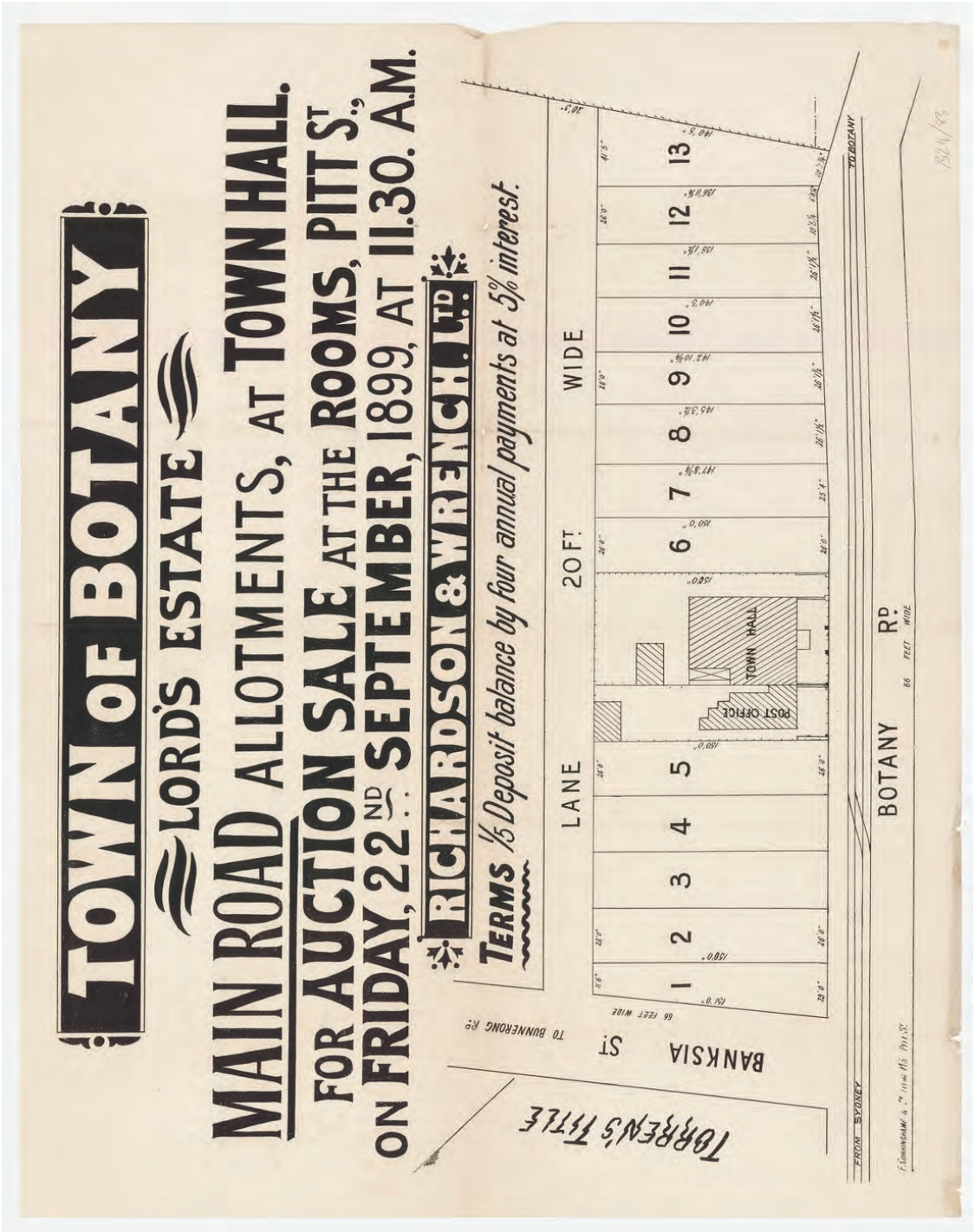
1896 plan for the sale of land opposite Booralee Park. The land was re-advertised in 1902. The plans show the location of a weatherboard cottage on the site.


BY ORDER OF THE MORTGAGEE
14 Choice Building Lots
BOTANY
FOR AUCTION SALE ON THE GROUND
Saturday 5th December 1896 at 3 30 p.m
BY J. J. Macfadyen AUCTIONEER
BOTANY
DANIELS (66' WIDE) ST.
DAPHNE ST.
66' WIDE
BAY ST.
50' WIDE
200 YARDS FROM TRAM
14 13 12 11 10 9 8 7 6 5 4 1 2 3
TERMS
25% Deposit, Balance on completion of Title,
or Easy terms can be arranged with vendor.
J. Williamson & Sons
KING ST
Solicitors for the Estate
TORRENS TITLE
J. Weingarth
Licensed Surveyor
TEMPLE COURT, KING ST
H.E.G. Robinson, Lith: Wentworth Court, 64 Elizabeth Street


PUBLIC NOTICE.
"TORRENS TITLE."
AUCTION SALE OF DESIRABLE BUILDING SITES AT BOTANY
FACING THE PARK.
Within 200 yards of Tram stopping place, Bay Street; also within 2d. Section of Railway Station.
Land situated at DANIEL & BAY STS. DANIEL ST., 66 ft. wide; BAY ST., 50 ft. wide.
9 Allotments, 25 ft. frontage by 146 ft. Daniel Street
2 Allotments, 25 ft. frontage by 109 ft. Daniel Street
1 Allotment, 40 ft. frontage by 125 ft. Bay Street
The Allotments are situated, free from dust and noise, consequent to the heavy traffic on the main road, also within five minutes' walk of Botany Bay
An exceptional chance of acquiring fair size blocks of land to build on. Good garden soil, that will grow all vegetables, flowers, &c.
As a speculation for Building purposes, there is none to beat it in the District, being within easy reach of all.
THIS PROPERTY WILL BE SOLD BY
BATT, RODD & PURVES, LTD., AUCTIONEERS, &c., 88 PITT ST.
ON THE GROUND, AT 3 P.M., ON
SATURDAY, 20th day of DECEMBER, 1902.
SO DO NOT MISS THIS CHANCE!
CASH, OR EASY TERMS. TERMS AT SALE BY THE AUCTIONEERS.
Plan of Land for Auction Sale at Daniel and Bay Streets, Botany,
DANIEL ST
DAPHNE ST.
BAY ST.
66 Ft Wide
50 Ft Wide
14 13 12 11 10 9 8 7 6 5 4 3
TRAMWAY
BATT, RODD & PURVES, Limited, Auctioneers, &c., 88 Pitt Street.


PARISH
WARD
Water
Supply
WARD
BANKS




TOWN OF BOTANY
LORD'S ESTATE
MAIN ROAD ALLOTMENTS, AT TOWN HALL.
FOR AUCTION SALE AT THE ROOMS, PITT ST.,
ON FRIDAY, 22ND SEPTEMBER, 1899, AT 11.30. A.M.
RICHARDSON & WRENCH LTD
TERMS ⅓ Deposit balance by four annual payments at 5% interest.
TORRENS TITLE
BANKSIA ST
66 FEET WIDE
TO BUNNERONG RD
20 FT. WIDE
LANE
1
2
3
4
5
6
7
8
9
10
11
12
13
POST OFFICE
TOWN HALL
BOTANY RD.
66 FEET WIDE
FROM SYDNEY
TO BOTANY



1907 - 171h residue

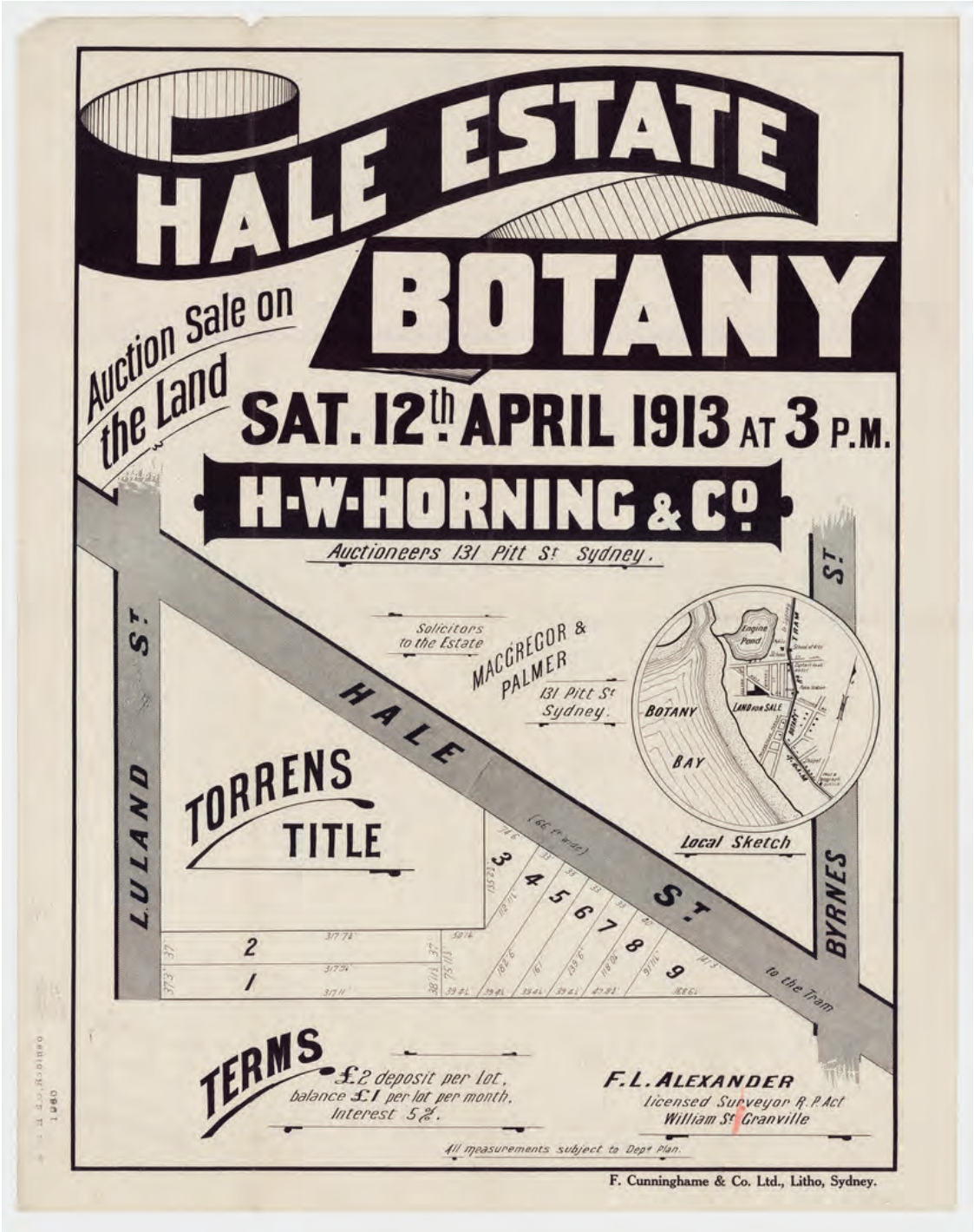



VALUABLE BUILDING ALLOTMENTS
TOWN OF BOTANY
in the immediate vicinity of the
BOTANY TOWN HALL , POST OFFICE , FIRE STATION &c.
For Auction Sale on the Ground
SATURDAY 25TH MAY · 07 at 3 p.m
RICHARDSON & WRENCH LTD.
AUCTIONEERS 98 PITT ST
Vendor, Miss Brenda Lee Lord
BAY STREET
SEC. F
Dep Plan 1787
BANKSIA STREET
BOTANY ROAD
ELECTRIC TRAM
POST OFFICE
TOWN HALL
FIRE STATION
LANE
EDWARD ST
WIDE
GEORGE ST
"TORRENS TITLE"
TERMS
1/3 Cash, Balance in 12 Months at 5% Interest per annum payable Quarterly.
ATCHISON & SCHLEICHER
Licensed Surveyors
Under R.P. Act
Eldon Chamber 92 Pitt St
All measurements subject to Dep. Plan
William Brooks & Co. Ltd. Litho. Sydney





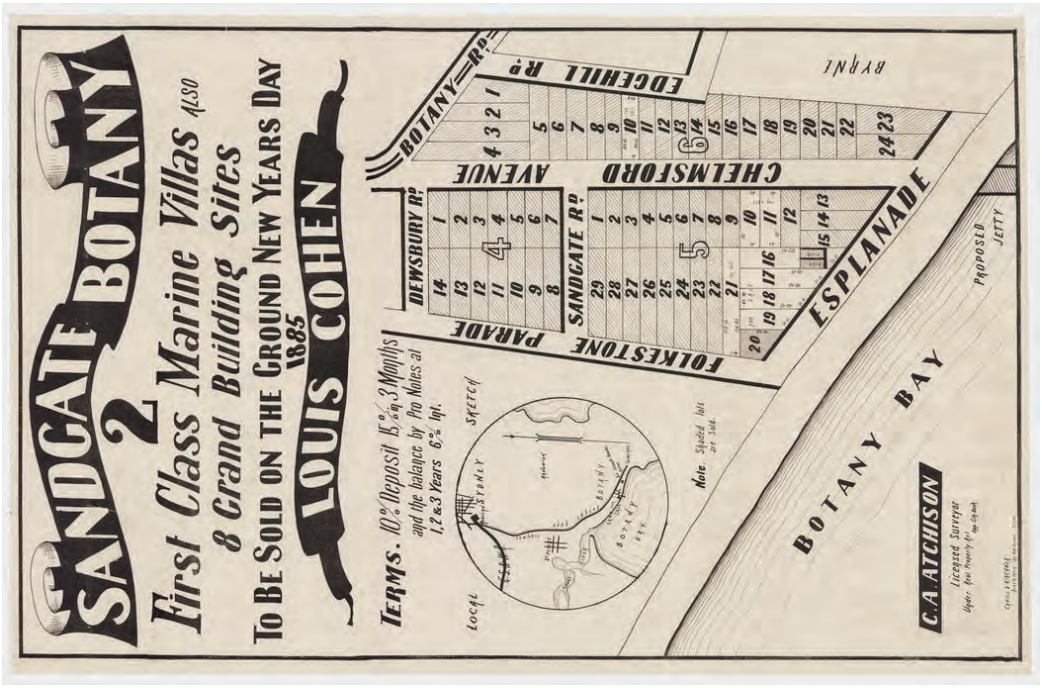
The Hale Estate was formed from the residue of one of the lots affected by the SWSOOS pipeline. It was offered in 1913 and again in 1916.

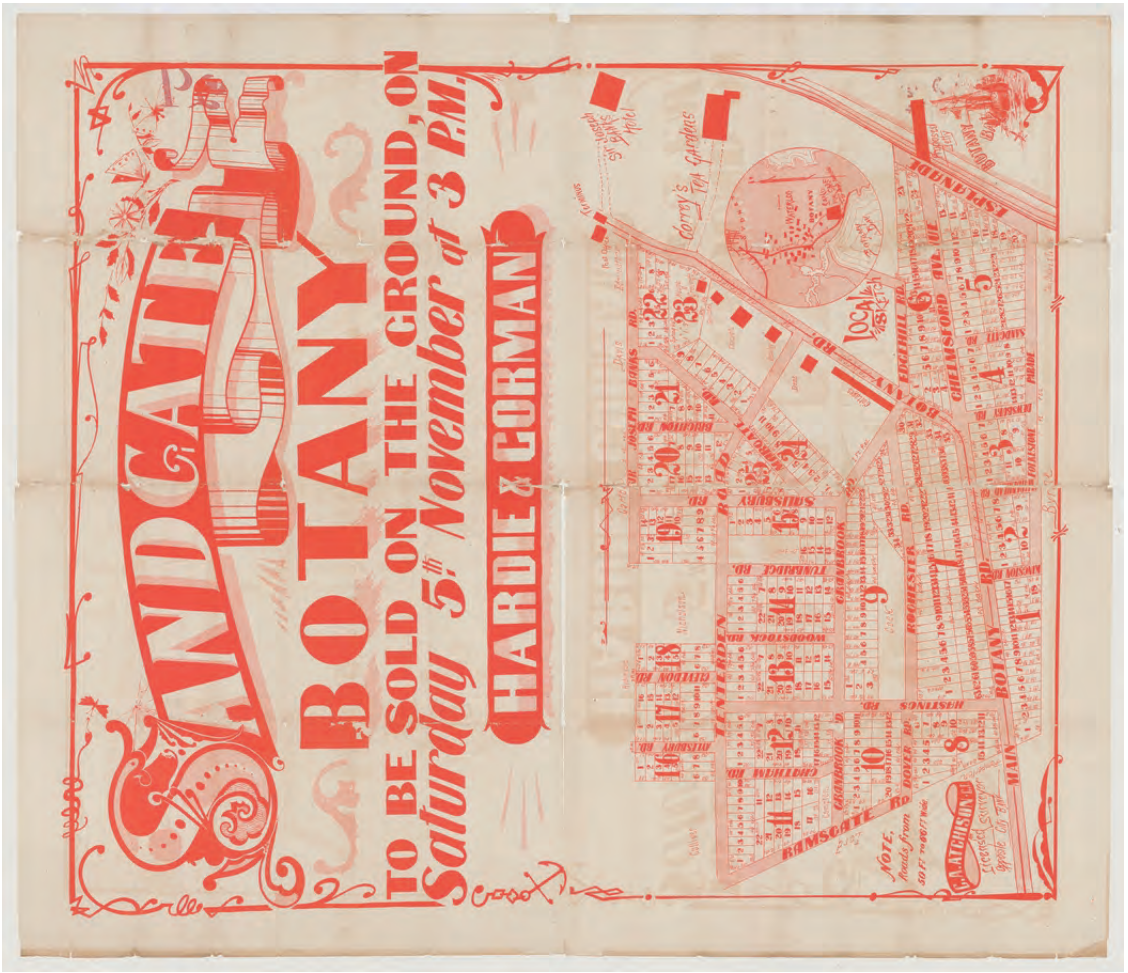

HALE ESTATE
BOTANY
Auction Sale on the Land
SAT. 12th APRIL 1913 AT 3 P.M.
H-W-HORNING & Co
Auctioneers 131 Pitt St Sydney.
Solicitors to the Estate
MACGREGOR & PALMER
131 Pitt St Sydney.
LULAND ST.
HALE ST.
BYRNES ST.
TORRENS TITLE
Engine Pond
BOTANY
BAY
LAND FOR SALE
Local Sketch
to the Tram
TERMS
£2 deposit per lot, balance £1 per lot per month, Interest 5%.
F. L. ALEXANDER
Licensed Surveyor R.P.Act
William St Granville
All measurements subject to Dept Plan.
F. Cunninghame & Co. Ltd., Litho, Sydney.

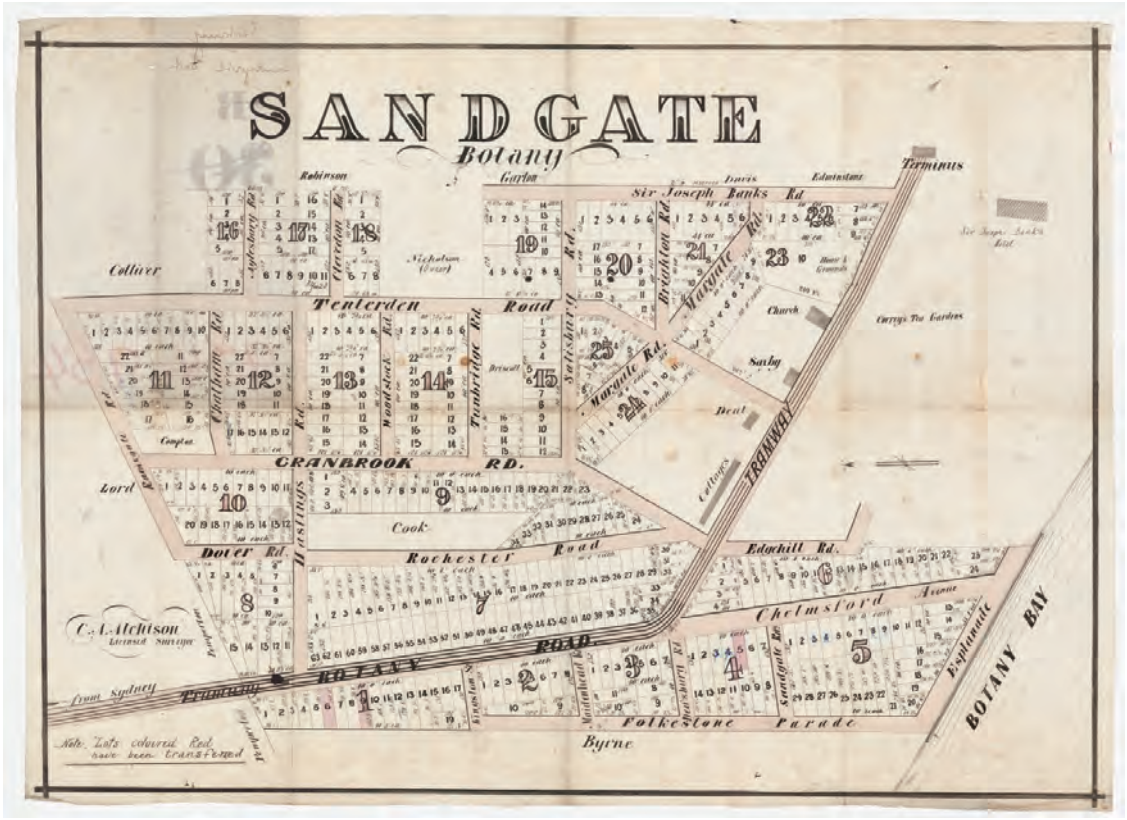




The Sandgate Estate was a large development released in stages from the 1884.

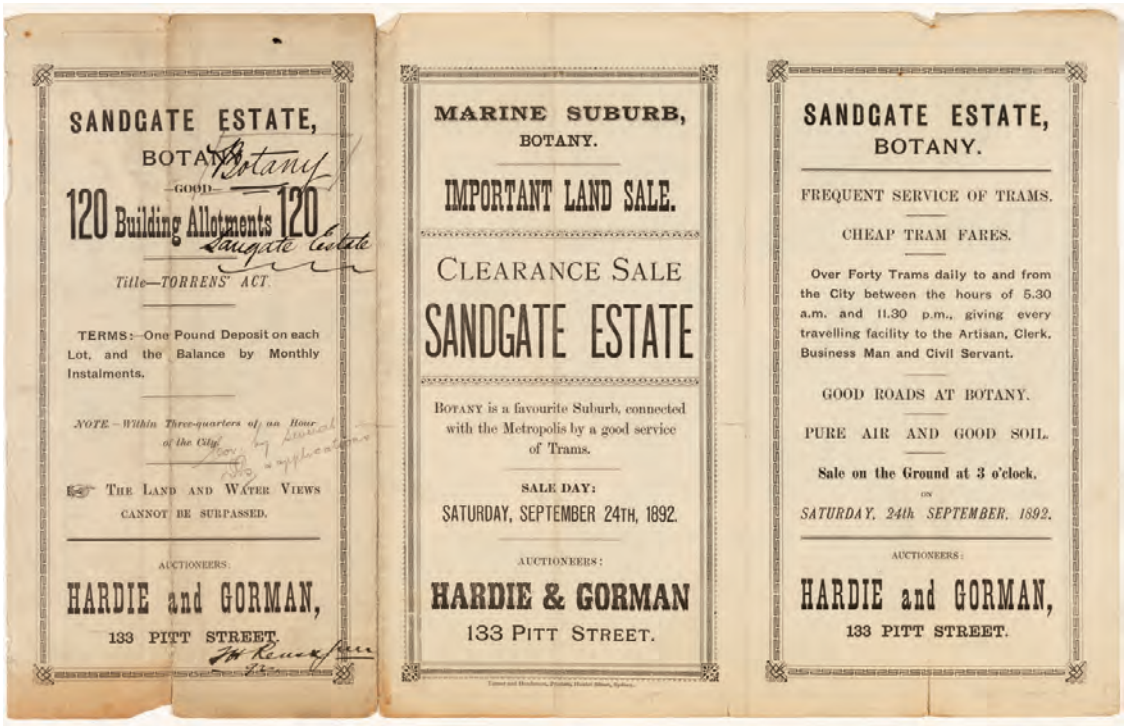

SANDGATE BOTANY
2
First Class Marine Villas ALSO
8 Grand Building Sites
TO BE SOLD ON THE GROUND NEW YEARS DAY
1885
LOUIS COHEN
TERMS. 10% Deposit 15% in 3 Months and the balance by Pro Notes at 1, 2 & 3 Years 6% Int.
Note. Shaded lots are Sold
SKETCH
LOCAL
BOTANY BAY
ESPLANADE
PROPOSED JETTY
FOLKESTONE PARADE
SANDGATE Rd
DEWSBURY Rd
CHELMSFORD AVENUE
EDGEHILL Rr
BOTANY Rd
BYRNE
C.A. ATCHISON
Licensed Surveyor


SANDGATE
BOTANY
TO BE SOLD ON THE GROUND, ON
Saturday 5th November at 3 P.M.
HARDIE & GORMAN
ESPLANADE
BOTANY RD
EDGEHILL RD
CHELMSFORD
RAMSGATE RD
BOTANY BAY
C.A. ATCHISON


SANDGATE
Botany
Sir Joseph Banks Rd
Tenterden Road
CRANBROOK RD.
Rochester Road
Dover Rd.
Edgehill Rd.
Chelmsford Avenue
BOTANY ROAD
Folkestone Parade
Byrne
TRAMWAY
BOTANY BAY
Esplanade
Terminus
Church
Savlg
Beat
Cook
Lord
Hastings
Margate Rd.
Brighton Rd.
Salisbury Rd.
Tenterden Rd.
Cranbrook Rd.
Woodstock Rd.
Chatham Rd.
Clifden Rd.
Sydney Rd.
Fairlight Rd.
Trumbridge Rd.
Wandsleck Rd.
Kingsgate Rd.
Marsden Rd.
Waterhall Rd.
Wentworth Rd.
Victoria Rd.
Princes Highway
from Sydney
C.A. Atchison
Licensed Surveyor
Note. Lots coloured Red have been transferred


1st Periodical Sale of the
SANDGATE ESTATE
BOTANY
ON THE GROUND
29TH MARCH, 1884.
SATURDAY, at 3 o'clock
HARDIE AND GORMAN
TORRENS TITLE
Special Trams
TERMS
10 per Cent Deposit
Balance in 36 equal monthly payments,
extending over 3 years at 6 per cent per annum
Interest
Note. Colored Lots are Sold.
LOCAL SKETCH
SYDNEY
RANDWICK
BOTANY
BOTANY BAY
SIR JOSEPH BANKS ROAD
TENTERDEN
CRANBROOK
ROCHESTER ROAD
DOVER Rd
MAIN ROAD
CHELMSFORD AVENUE
FOLKESTONE
PARADE
ESPLANADE
RAMSGATE Rd
MARGATE ROAD
BOTANY ROAD
SALISBURY Rd
BRIGHTON Rd
HASTINGS
C.A. Atchison, C.E.
Licensed Surveyor
opp. City Bank
John Sands, Lith.





SANDGATE ESTATE,
BOTANY
GOOD
120 Building Allotments 120
Title—TORRENS' ACT.

TERMS:—One Pound Deposit on each Lot, and the Balance by Monthly Instalments.

NOTE—Within Three-quarters of an Hour of the City.

The Land and Water Views cannot be surpassed.

AUCTIONEERS:
HARDIE and GORMAN,
133 PITT STREET.

MARINE SUBURB,
BOTANY.

IMPORTANT LAND SALE.

CLEARANCE SALE
SANDGATE ESTATE

Botany is a favourite Suburb, connected with the Metropolis by a good service of Trams.

SALE DAY:
SATURDAY, SEPTEMBER 24TH, 1892.

AUCTIONEERS:
HARDIE & GORMAN
133 Pitt Street.

SANDGATE ESTATE,
BOTANY.

FREQUENT SERVICE OF TRAMS.

CHEAP TRAM FARES.

Over Forty Trams daily to and from the City between the hours of 5.30 a.m. and 11.30 p.m., giving every travelling facility to the Artisan, Clerk, Business Man and Civil Servant.

GOOD ROADS AT BOTANY.

PURE AIR AND GOOD SOIL.

Sale on the Ground at 3 o'clock.
ON
SATURDAY, 24th SEPTEMBER, 1892.

AUCTIONEERS:
HARDIE and GORMAN,
133 PITT STREET.



1928 - town hall



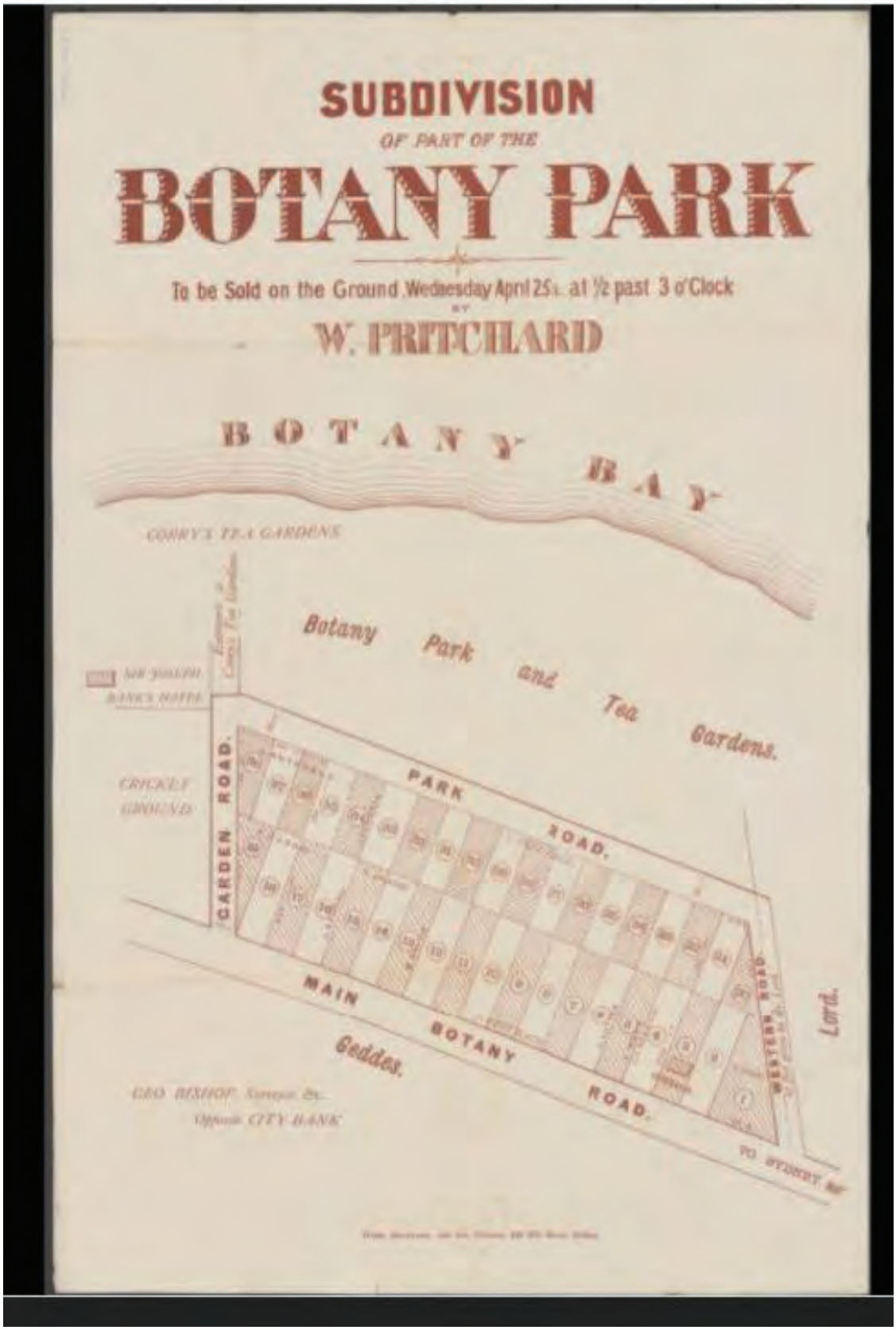
estate


TOWN HALL ESTATE
IN THE CENTRE OF THE RESIDENTIAL SECTION
of BOTANY
THIS ESTATE WILL BE SOLD BY AUCTION ON THE GROUND WET OR FINE AT 3 P.M.
SAT. DECEMBER 15TH 1928.
95 PERFECT HOME-SITES 95
TORRENS TITLE
BUILDING COVENANT.
EASY TERMS
10% Deposit balance over 4 years in 16 equal Quarterly instalments Interest 6% per Annum payable quarterly The right to pay Cash at any time 5% discount for cash within 30 days of Auction.
Solicitors to the Estate MURPHY & MOLONEY 19 Elizabeth St. Sydney.
Licensed Surveyor FRANK M. MASON 56 Hunter St. Sydney.
BY Peach Bros. AND T.M. BURKE PTY LTD
279 GEORGE ST. SYDNEY. PHONES B 6931 (4 Lines)
& AT- NEWCASTLE- MELBOURNE- BRISBANE. ETC.
Auctioneers in Conjunction
76 PITT ST. SYDNEY
7 PEACH CHAMBERS KOGARAH
STATION STEPS ROCKDALE
89 FOREST RD. BEXLEY
BANKSIA STREET
DANIEL ST
TENTERDEN ROAD
RAMSGATE ROAD
DOVER ST
EDWARD STREET
BOTANY ROAD
COTTAGES
SHOPS
TOWN HALL
TENNIS COURTS
POST OFFICE
FIRE STN
BOTANY BAY
SWIMMING BOATING FISHING
NOTE- All measurements, Easements, Rights of Way, Etc. are subject to Deposited Plan.
C.S. SMITH & CO. 32 JAMES BROWN ST. SYDNEY.





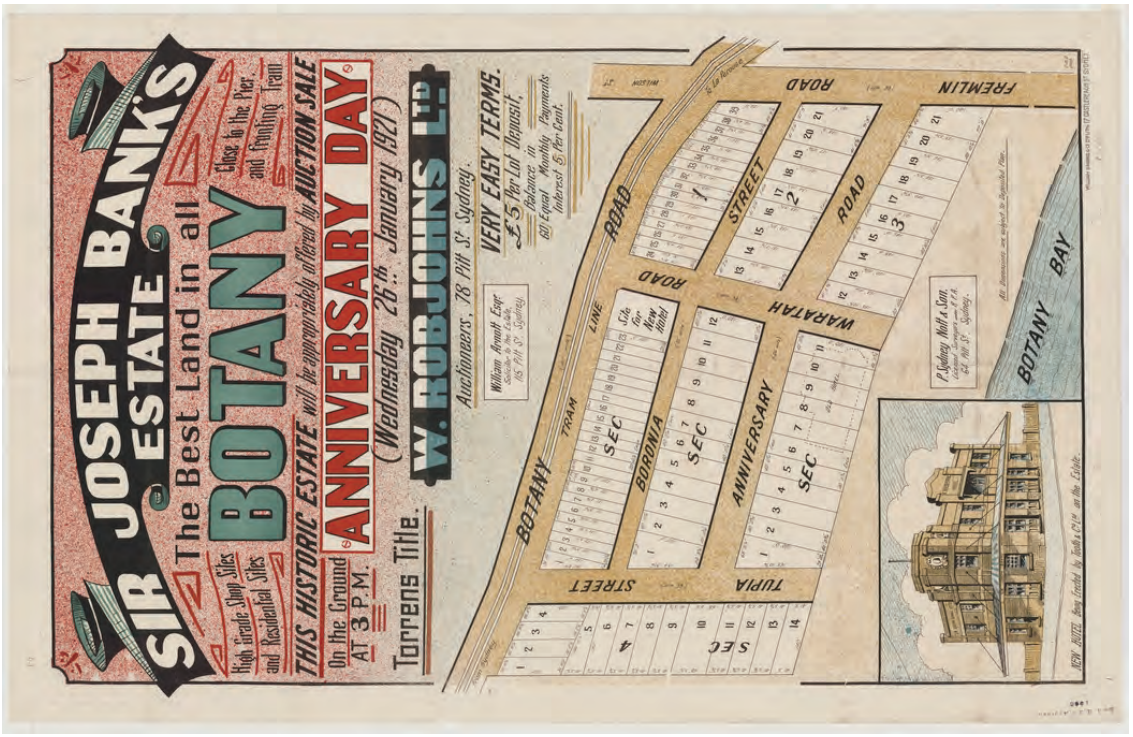
1880 sale of "Botany Park" located between Botany Road and Correy's Tea Gardens. Note the location of an earlier cottage on lot 3 (bottom right corner of the land).

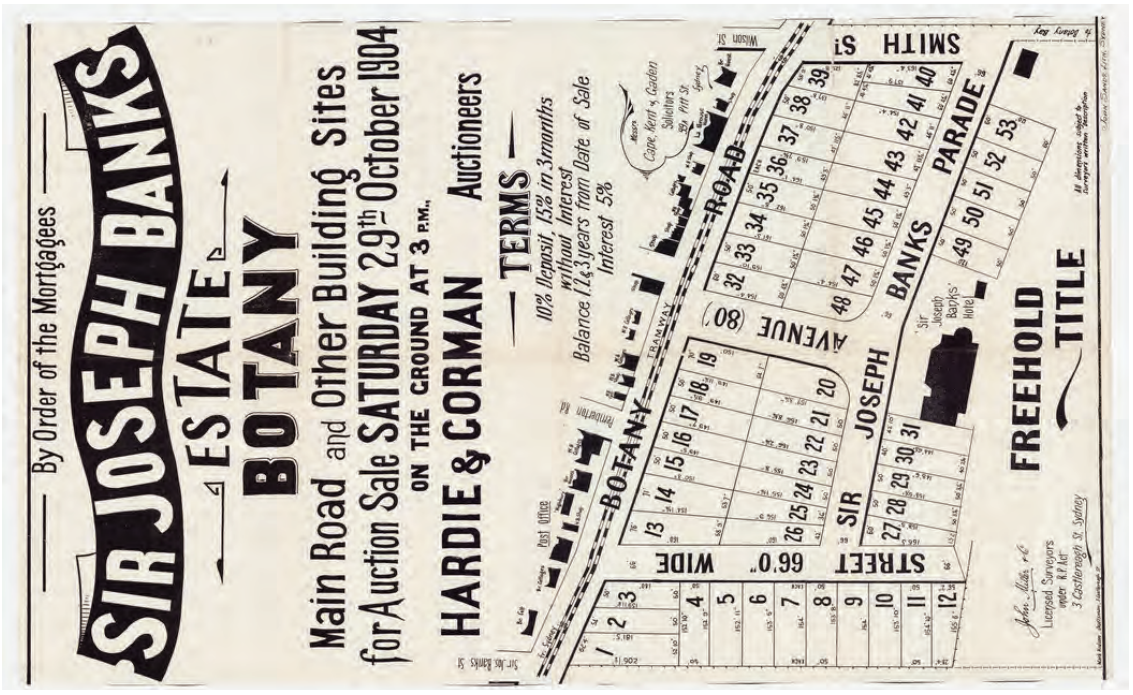

SUBDIVISION
OF PART OF THE
BOTANY PARK
To be Sold on the Ground, Wednesday April 25th. at ½ past 3 o'Clock
BY
W. PRITCHARD
BOTANY BAY
COREY'S TEA GARDENS
Botany Park and Tea Gardens.
CRICKET GROUND
CARDEN ROAD.
PARK ROAD.
MAIN BOTANY ROAD.
WESTERN ROAD
Geddes.
Lord.
GEO. BISHOP, Surveyor &c.
Opposite CITY BANK

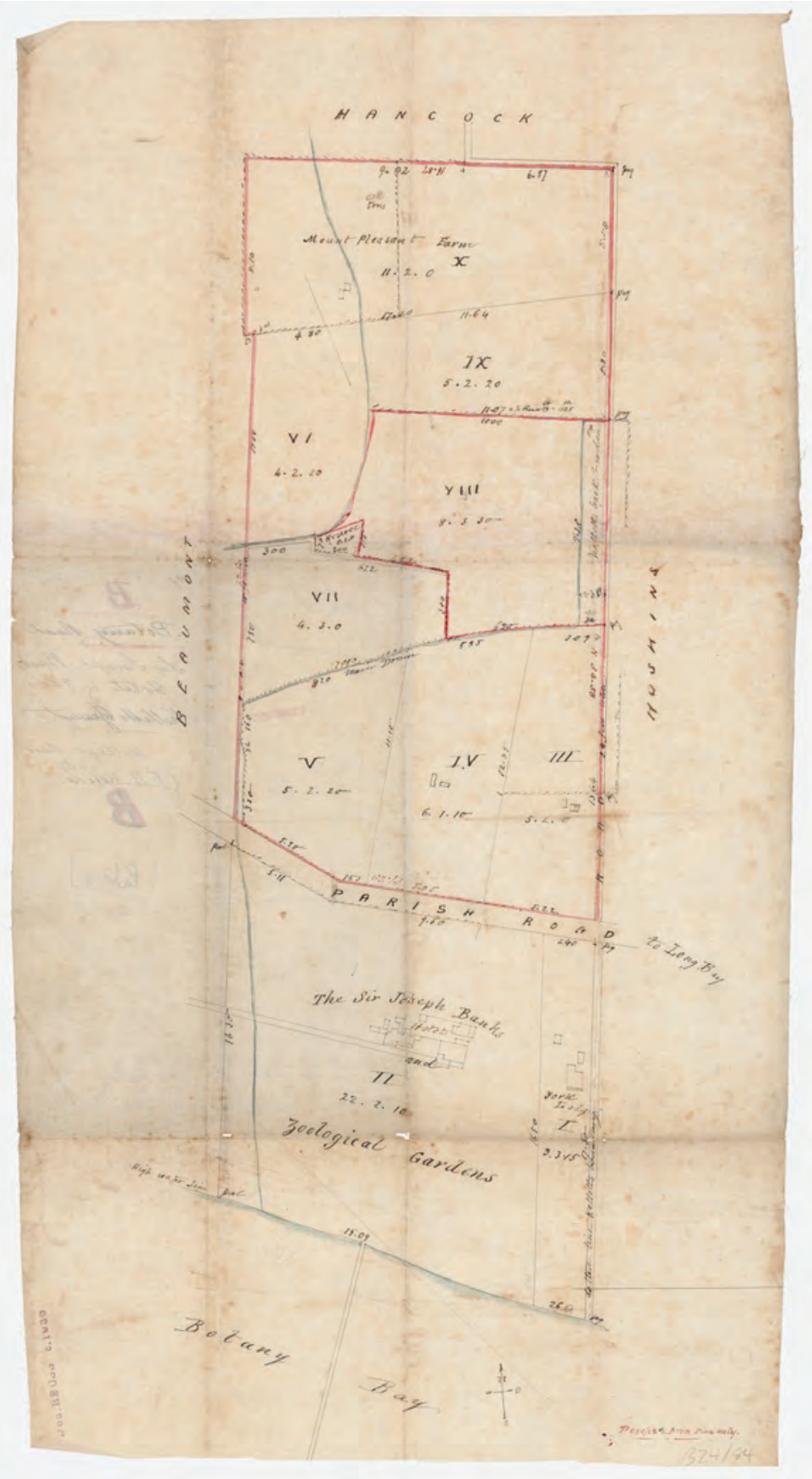


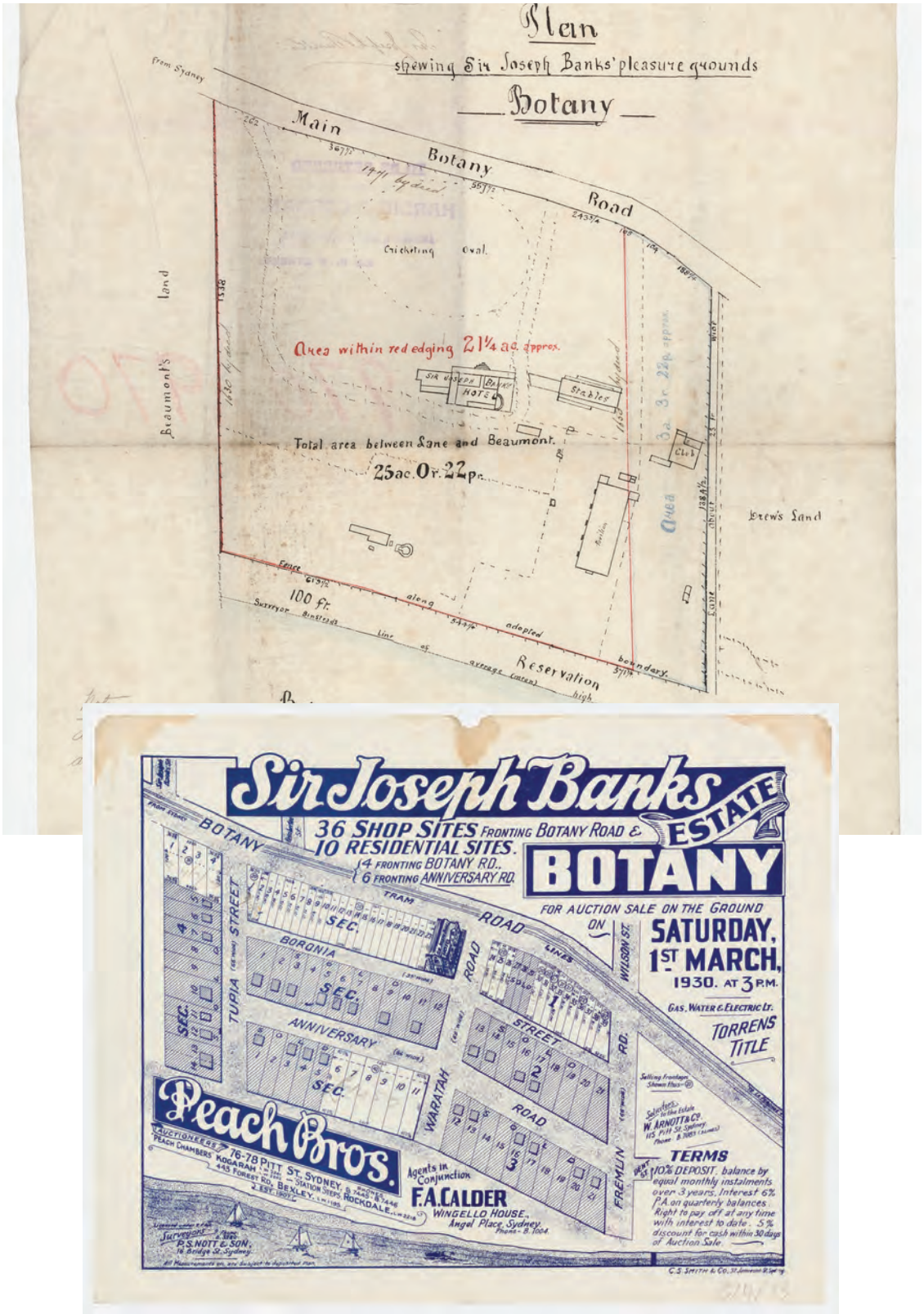


The sale of the Sir Joseph Banks Hotel grounds was a protracted process, with releases in 1902 through to 1936. A sample of the many flyers is shown here. and overleaf.


SIR JOSEPH BANK'S ESTATE
The Best Land in all
BOTANY
High Grade Shop Sites and Residential Sites
Close to the Pier and Proposed Tram
THIS HISTORIC ESTATE will be appropriately offered by AUCTION SALE
On the Ground AT 3 P.M.
ANNIVERSARY DAY
(Wednesday 26th January 1921)
Torrens Title.
W. ROBJOHNS LTD.
Auctioneers, 78 Pitt St. Sydney.
VERY EASY TERMS.
£5 Per Lot Deposit.
Balance in 60 Equal Monthly Payments Interest 5% Per Cent.
BOTANY ROAD
FREMLIN ROAD
STREET
WARATAH ROAD
BORONIA
ANNIVERSARY
TUPIA STREET
BOTANY TRAM LINE
SEC
BOTANY BAY


By Order of the Mortgagees
SIR JOSEPH BANKS ESTATE
BOTANY
Main Road and Other Building Sites
for Auction Sale SATURDAY 29th October 1904
ON THE GROUND AT 3 P.M.
HARDIE & CORMAN Auctioneers
TERMS
10% Deposit, 15% in 3 months
without Interest
Balance 1, 2 & 3 years from Date of Sale
Interest 5%
BOTANY ROAD
SIR JOSEPH BANKS PARADE
SMITH ST
AVENUE (80')
STREET 66'0" WIDE
FREEHOLD TITLE
Post Office
Sir Joseph Banks' Hotel
Cape, Kent & Garden Solicitors 164 Pitt St. Sydney
John Sulman & C. Licensed Surveyors under N.S.W. Act 3 Castlereagh St. Sydney

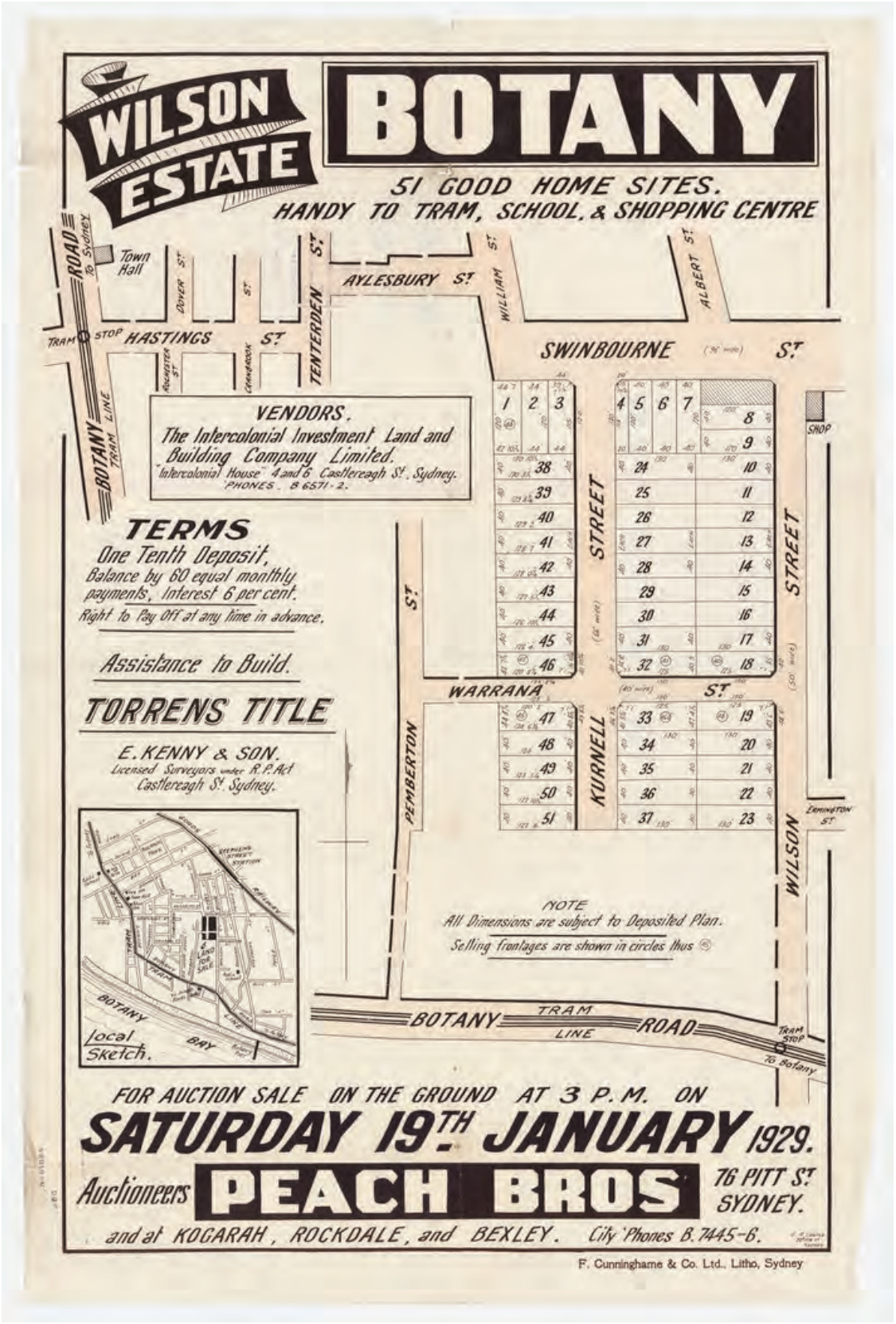

HANCOCK
Mount Pleasant Farm
X
11. 2. 0
IX
5. 2. 20
VI
4. 2. 20
VIII
9. 3. 30
VII
4. 3. 0
V
5. 2. 20
IV
6. 1. 10
III
5. 2. 0
BEAUMONT
HOUSTON
PARISH ROAD
To Long Bay
The Sir Joseph Banks Home and
II
22. 2. 10
Zoological Gardens
I
3. 3. 45
Botany Bay



Early (n.d.; 19th century) plans of the original use of Kellett's land (left) and the grounds of the (sir Joseph Banks Hotel (above)


PARISH
WARD
Water
Supply
WARD
BANKS
WARD

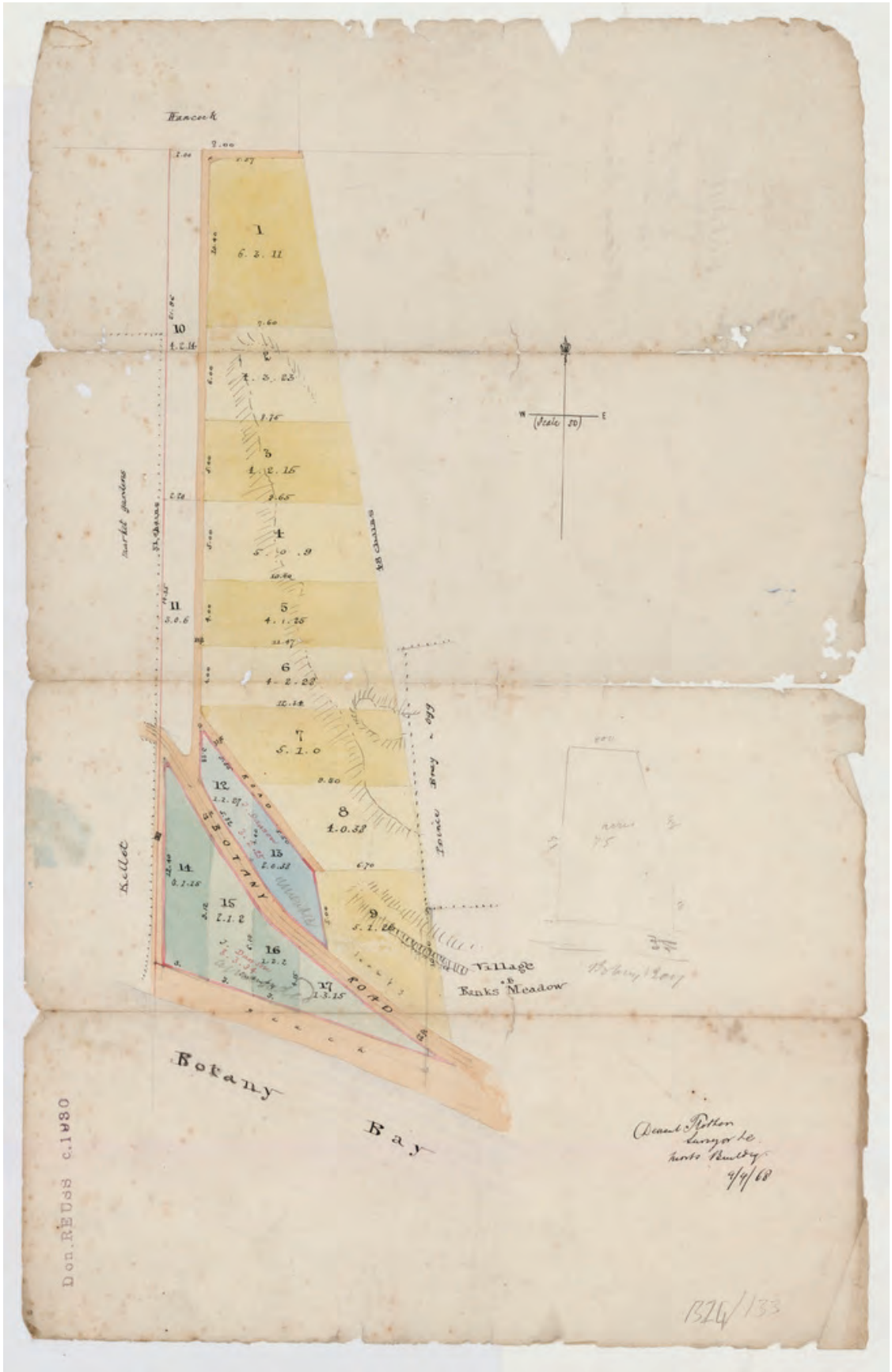



WILSON ESTATE
BOTANY
51 GOOD HOME SITES.
HANDY TO TRAM, SCHOOL, & SHOPPING CENTRE
ROAD to Sydney
Town Hall
TRAM STOP
HASTINGS ST.
DOVER ST.
ROCHESTER ST.
CANADOCK ST.
TENTERDEN ST.
AYLESBURY ST.
WILLIAM ST.
ALBERT ST.
SWINBOURNE ST.
BOTANY TRAM LINE
VENDORS.
The Intercolonial Investment Land and Building Company Limited.
"Intercolonial House" 4 and 6 Castlereagh St. Sydney.
PHONES. B 6571-2.
TERMS
One Tenth Deposit,
Balance by 60 equal monthly payments, Interest 6 per cent.
Right to Pay Off at any time in advance.
Assistance to Build.
TORRENS TITLE
E. KENNY & SON.
Licensed Surveyors under R.P. Act
Castlereagh St. Sydney.
STREET
WARRANA ST.
PEMBERTON ST.
KURNELL STREET
WILSON STREET
SHOP
LEMINGTON ST.
NOTE
All Dimensions are subject to Deposited Plan.
Selling frontages are shown in circles thus
Local Sketch.
BOTANY BAY
BOTANY TRAM LINE ROAD
Tram Stop
76 Botany
FOR AUCTION SALE ON THE GROUND AT 3 P.M. ON
SATURDAY 19TH JANUARY 1929.
Auctioneers PEACH BROS 76 PITT ST SYDNEY.
and at KOGARAH, ROCKDALE, and BEXLEY. City 'Phones B.7445-6.
F. Cunninghame & Co. Ltd., Litho, Sydney



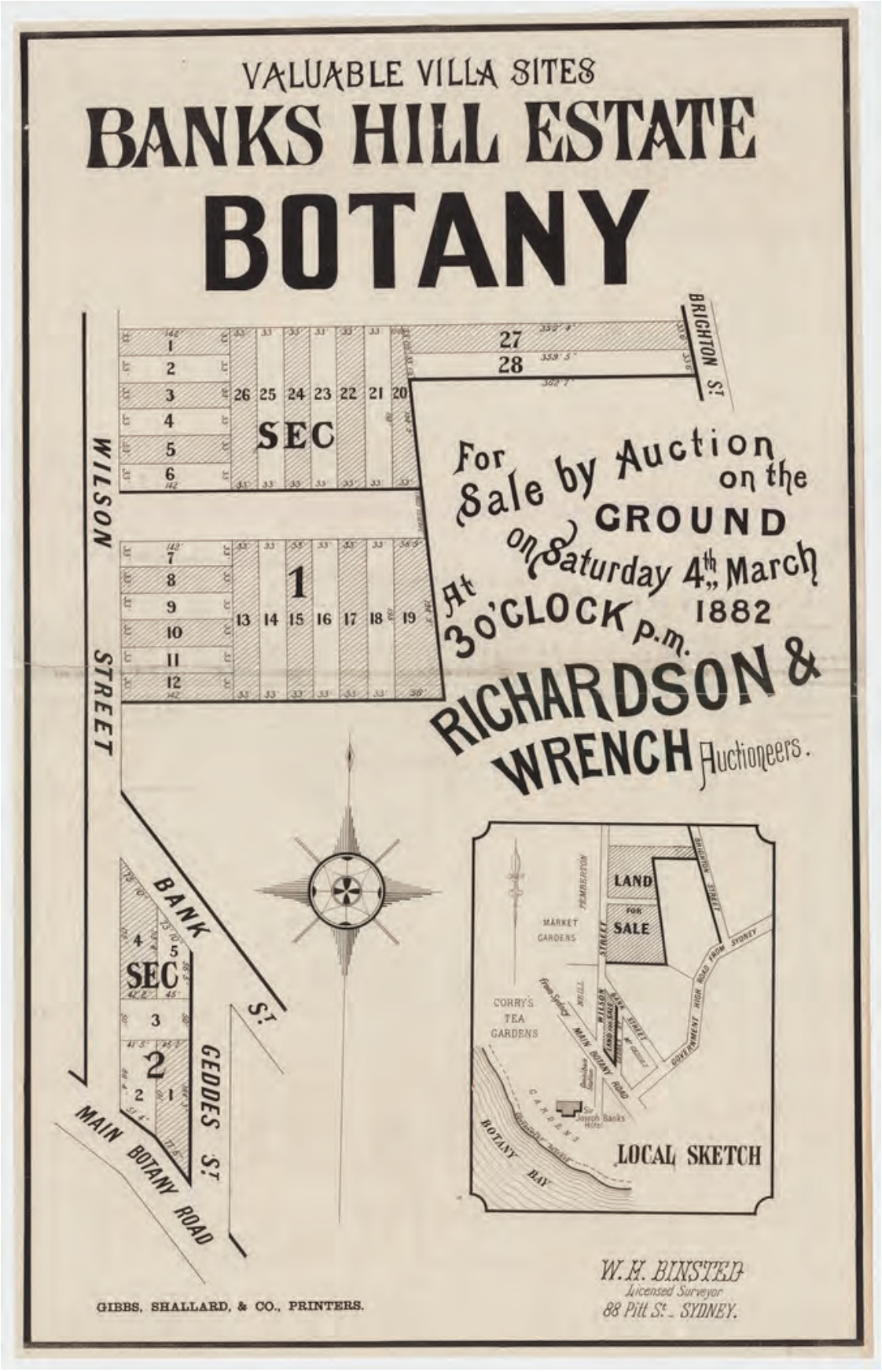


1868 sketch of the proposed subdivision of J. Phelps' land into large lots, known as the Banks Hill Estate.


Botany
Bay
Village
Banks Meadow
Don.RE Dss c.1880
B26/133

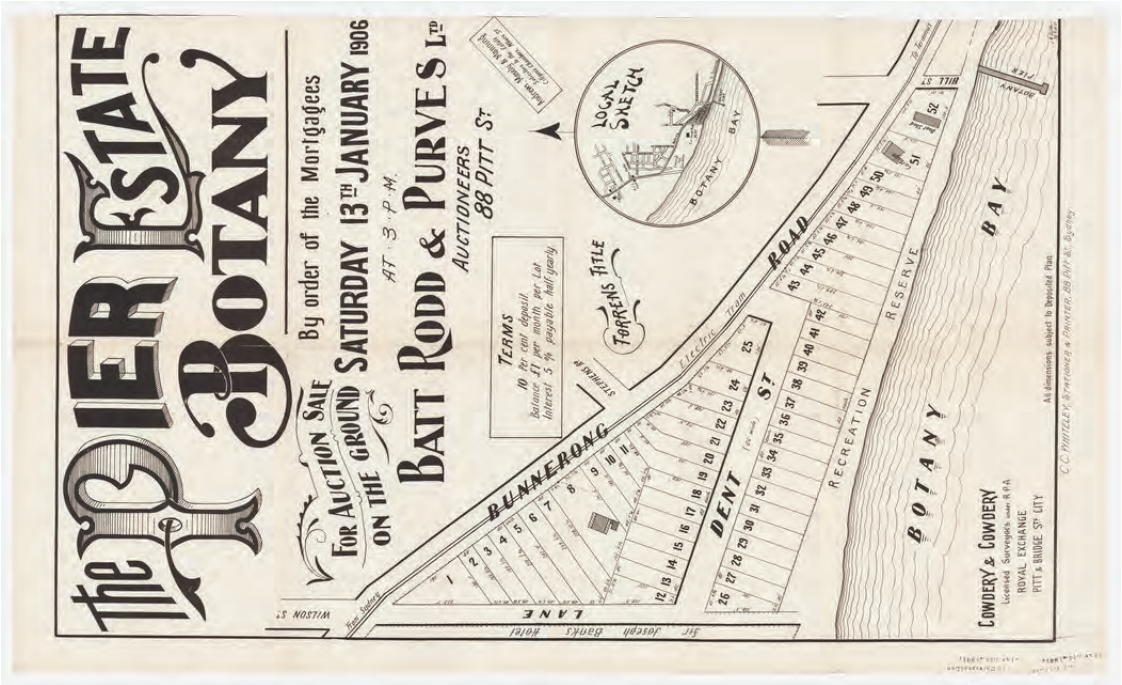

PARISH
WARD
Water
Supply
WARD

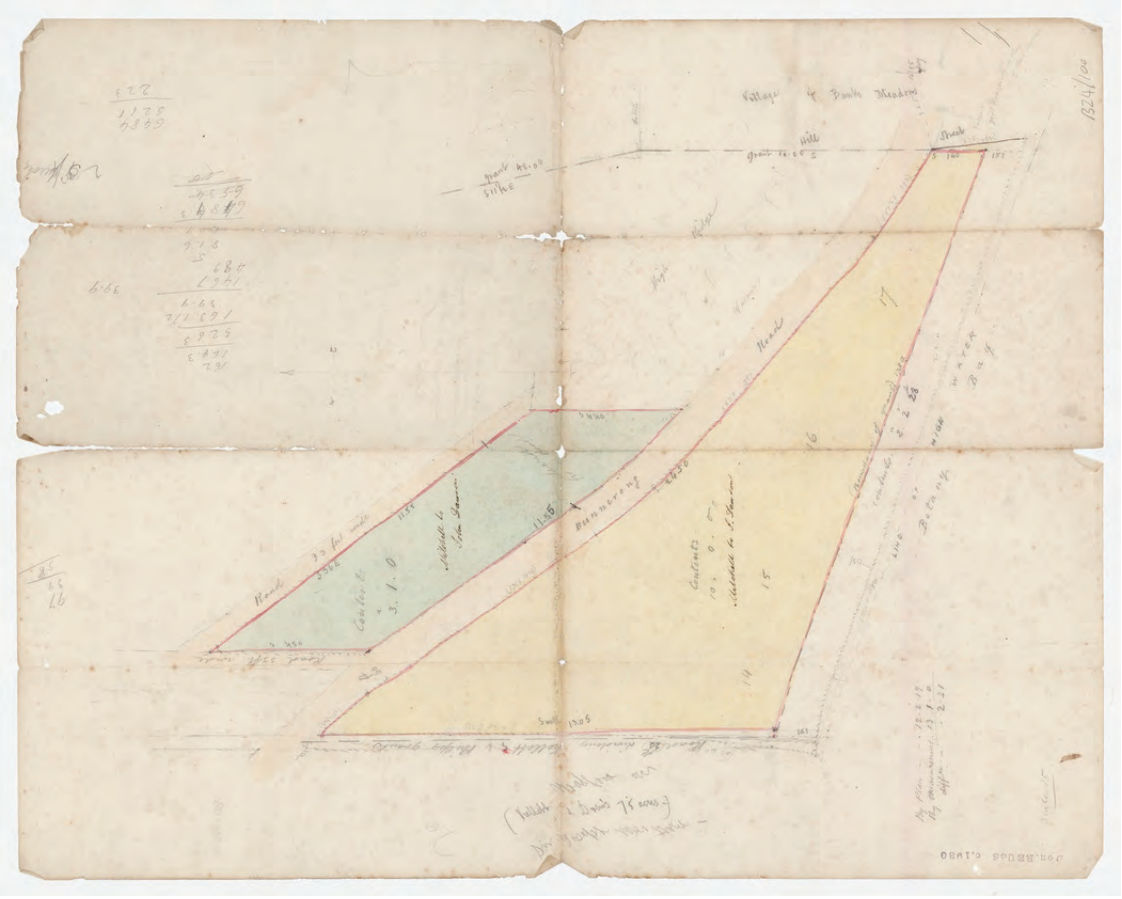



VALUABLE VILLA SITES
BANKS HILL ESTATE
BOTANY
BRIGHTON ST.
WILSON STREET
SEC
1
2
BANK ST.
GEDDES ST.
MAIN BOTANY ROAD
For Sale by Auction on the GROUND
on Saturday 4th March 1882
At 3 o'CLOCK p.m.
RICHARDSON & WRENCH Auctioneers.
LAND FOR SALE
MARKET GARDENS
CORRY'S TEA GARDENS
LOCAL SKETCH
BOTANY BAY
W. H. BINSTED
Licensed Surveyor
88 Pitt St. SYDNEY.
GIBBS, SHALLARD, & CO., PRINTERS.


PARISH
WARD
Water
Supply
WARD
BANKS
WARD

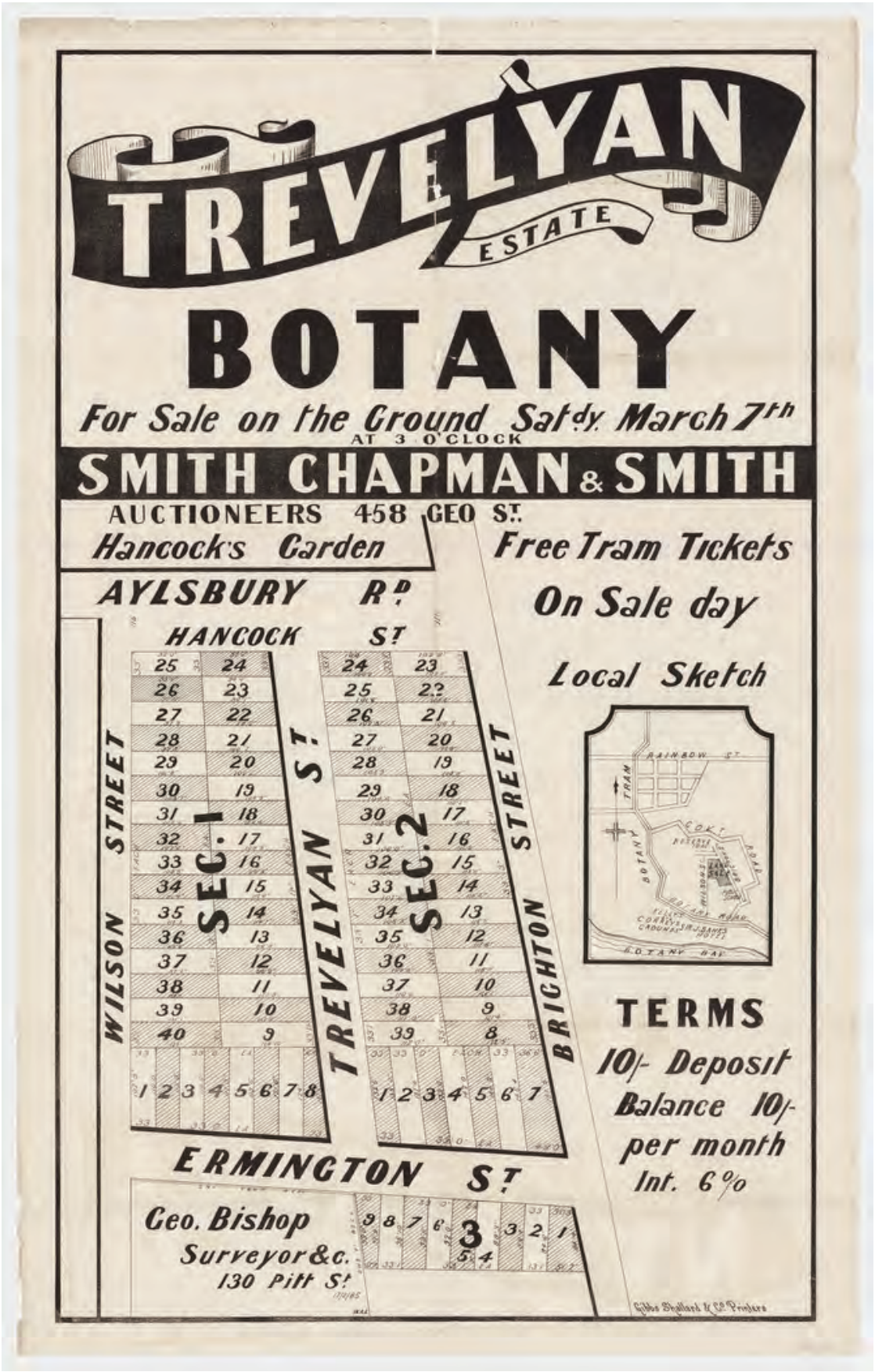



The Pier Estate Botany
By order of the Mortgagees
For Auction Sale
On the Ground
Saturday 13th January 1906
At 3 P.M.
Batt Rodd & Purves Ltd
Auctioneers
88 Pitt St
Terms
10 per cent deposit
Balance £1 per month per Lot
Interest 5% payable half yearly
Torrens Title
Local Sketch
Botany Bay
Bunnerong Road
Dent St
Recreation Reserve
Botany Bay
Lane
Wilson St
Cowdery & Cowdery
Licensed Surveyors
Royal Exchange
Pitt & Bridge Sts City



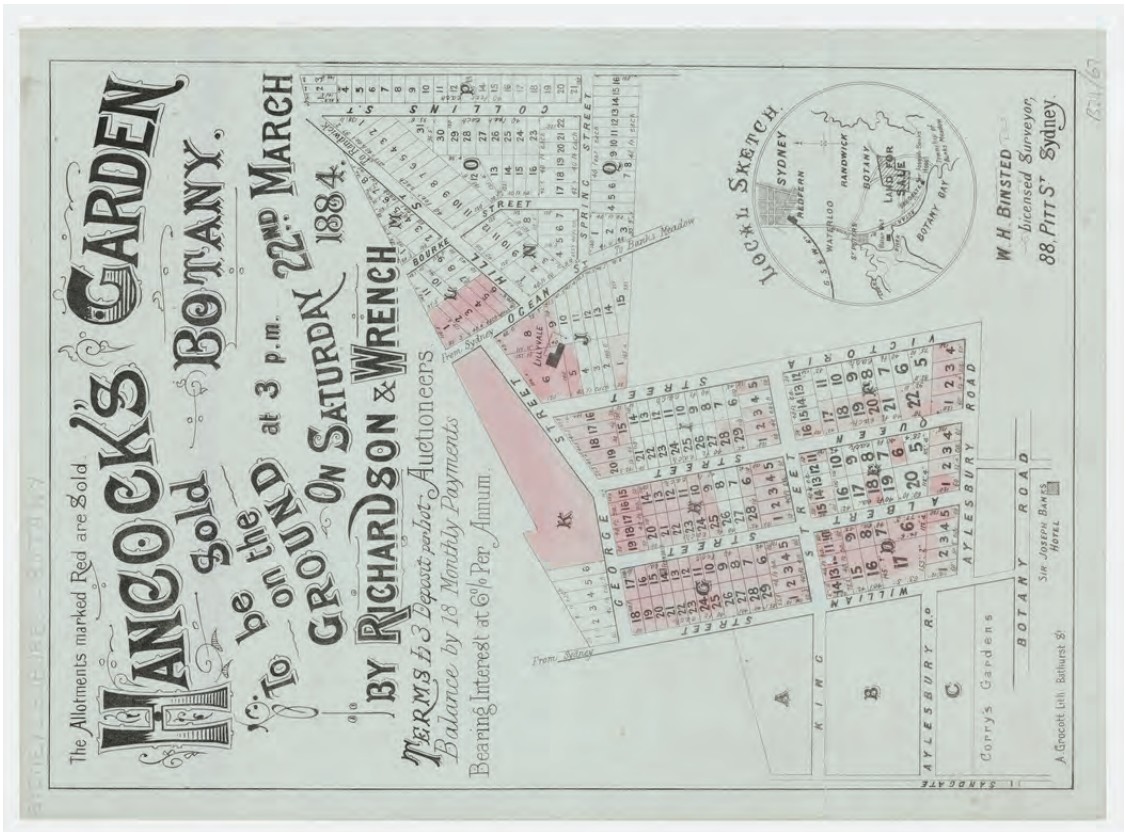

PARISH
WARD
Water
Supply
WARD
WARD




TREVELYAN
ESTATE
BOTANY
For Sale on the Ground Satdy March 7th
AT 3 O'CLOCK
SMITH CHAPMAN & SMITH
AUCTIONEERS 458 GEO ST.
Hancock's Garden
Free Tram Tickets
On Sale day
AYLSBURY RD
HANCOCK ST
Local Sketch
WILSON STREET
SEC. 1
TREVELYAN ST.
SEC. 2
BRIGHTON STREET
ERMINGTON ST
TERMS
10/- Deposit
Balance 10/-
per month
Int. 6%
Geo. Bishop
Surveyor &c.
130 Pitt St
RAINBOW ST
TRAM
BOTANY
COKE
BOTANY ROAD
BOTANY BAY


PARISH
WARD
Water
Supply
WARD


PARISH
WARD
Water
Supply
WARD

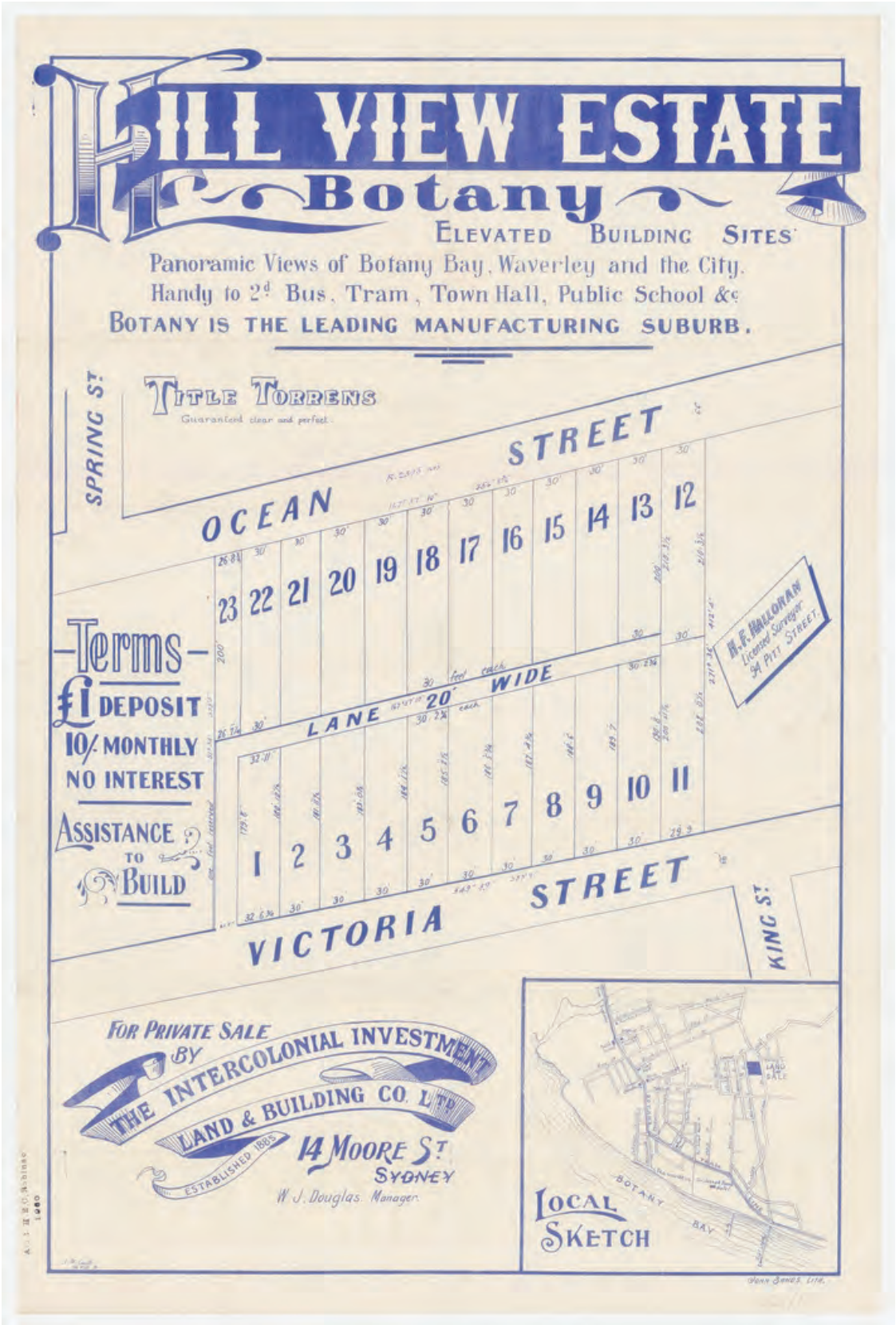

The Allotments marked Red are Sold
HANCOCK'S GARDEN
Sold
BOTANY.
To be Sold on the GROUND at 3 p.m. On SATURDAY 22ND MARCH 1884.
BY RICHARDSON & WRENCH
TERMS £3 Deposit per lot. Auctioneers
Balance by 18 Monthly Payments
Bearing Interest at 6% Per Annum
LOCAL SKETCH
SYDNEY
RANDWICK
BOTANY
BOTANY BAY
LAND FOR SALE
W. H. BINSTED
Licensed Surveyor,
88 PITT ST Sydney
OCEAN
STREET
VICTORIA
ROAD
BOTANY
AYLESBURY
KING
WILLIAM
GEORGE
SPRING
COLLINS
Corry's Gardens
A. Grocott Lith Bathurst St


SATURDAY 28 OCTOBER 1882
at 3 p.m.
RICHARDSON & WRENCH
Auctioneers
TERMS
10% DEPOSIT 15% 3 MONTHS
BALANCE 6.9.12 MONTHS
BEARING INTEREST AT
5% PER ANNUM
W. H. BINSTED 88 Pitt St. SYDNEY
LOCAL SKETCH
SYDNEY
RANDWICK
BOTANY
BOTANY BAY
LAND FOR SALE
OCEAN
STREET
VICTORIA
QUEEN
ALBERT
KING
WILLIAM
GEORGE
SPRING
COLLINS
BOTANY
AYLESBURY
SANDGATE
to Banks Meadow




PARISH
WARD
Water
Supply
WARD
WARD




HILL VIEW ESTATE
Botany
ELEVATED BUILDING SITES
Panoramic Views of Botany Bay, Waverley and the City.
Handy to 2d Bus, Tram, Town Hall, Public School &c
BOTANY IS THE LEADING MANUFACTURING SUBURB.
SPRING ST.
TITLE TORRENS
Guaranteed clear and perfect.
OCEAN STREET
23 22 21 20 19 18 17 16 15 14 13 12
LANE 20' WIDE
1 2 3 4 5 6 7 8 9 10 11
VICTORIA STREET
KING ST.
Terms
£1 DEPOSIT
10/- MONTHLY
NO INTEREST
ASSISTANCE TO BUILD
H.F. HELLORAN
Licensed Surveyor
94 PITT STREET.
FOR PRIVATE SALE BY
THE INTERCOLONIAL INVESTMENT
LAND & BUILDING CO. LTD
ESTABLISHED 1885
14 MOORE ST
SYDNEY
W. J. Douglas. Manager.
LOCAL SKETCH
BOTANY BAY
LAND FOR SALE

3. THE SUBURB OF DACEYVILLE



The suburb of Daceyville is located in the north-eastern corner of the former Botany LGA (3).

At the turn of the century Sydney was riddled with slums and disease. In 1909 a Royal Commission was called to investigate methods of fulfilling social and hygienic needs by relocating workers into detached, greened suburban houses. In 1911 John Rowland Dacey (1854-1912), the local State Member and NSW Treasurer, introduced enabling legislation for a 'model suburb' to be constructed at State Government expense to create healthy, affordable housing to serve as standard for municipal councils and as a monument to the social conscience of the first Labor Government of NSW.

The Housing Act was passed on 24 April 1912, in effect allowing for the first time the State Government to act as both constructor and landlord of housing. The Housing Board of NSW was established to oversee the work that would be carried out in response to the Act. The NSW Labor Government was the first in the world to secure a site for an entire garden suburb that would remain under government management.

The site chosen for the experiment was a large portion of land excised from the abandoned Church and School Estate scheme at Botany. Designed to be the complete opposite of Sydney's inner city slums, Daceyville's planners took a very modern and scientific approach to developing the suburb. The ideals of the British Garden City Movement were a major source of inspiration, as shown by the suburb's

alternative name – Dacey Garden Suburb.

Born out of the ills of the 19th century industrial city, the 'garden city' movement sought to merge the best elements of city and country life. The suburb was planned to be spacious, with wide avenues resembling tree-lined boulevards that radiated outwards from an inner 'hub'. The entrance to the suburb was ideally a garden setting, surrounded by a circular parade of shops and community buildings. Houses were to be set far back from the street to allow for large gardens (where residents were encouraged to grow their own food) and front fences were abolished in favour of wide open greenery. The distinguishing feature of all garden suburbs was its patterns of parks and gardens which linked streets and spaces along wide sweeping avenues.

Even though the self-sufficiency of the British Garden City model intended for Daceyville was not achieved, the layout of the suburb certainly aligned with the overarching philosophy; a range of cottage designs of sizes and arrangements of rooms, no front fences, vistas created by curved residential streets whilst connecting roads were straight, allotments wedge shaped at the street corners and incidental green spaces interspersed among the housing.

Daceyville was not merely a residential attachment to the metropolis of Sydney; it was to be a self-contained community with its own sense of civic identity. The significance of Daceyville as a suburb is foremost in its pioneering philosophy of self-sufficiency and self-containment within a healthy and spacious setting.

Atypically to development of that time, there were to be no back lanes or pubs (being synonymous with 'slums'). The deliberate absence of a licensed pub in the suburb was indicative of the Government's agenda for social and moral reform, instead advocating the improvement of morality, health and respectability of citizens by providing them with a model environment of ordered streets, abundant nature and single-family homes.

The planning of Daceyville was an evolving process. The original proposal was grand in scale, extending to the shores of Botany Bay and was socially sophisticated, including a maternity hospital, three schools, a technical college, School of Arts, four churches and over 40 shops. Dedicated accommodation for bachelors and spinsters was

proposed to prevent the overcrowding that occurred when taking in single people as lodgers, along with extensive parks and gardens laid out by the Royal Botanical Gardens' Director, Joseph Henry Maiden.

At the time of its main development between 1912 and the early 1920s, Daceyville was not merely being advertised as a new suburb, but rather as a 'model' one. Daceyville was an advertisement in itself; an ideal town plan built in real form that the Housing Board hoped Sydney's private developers and councils would see the benefits of and replicate.

The scale of the project was reduced in its second iteration which was designed by esteemed architect and pioneering town planner John Sulman with his partner John Hennessy. Although the communal garden ideal of self-sufficiency did not take off in Daceyville, the plan to have 'everything one could ever need' (bar a local pub) was certainly implemented: A School of Arts and Community Hall (1916) was constructed at Cook and Banks Avenues, a police station (1920) and a row of six shops at 1-11 General Bridges Drive (with residences above). A baby health centre was constructed at 3 Wills Crescent (1918-1919). The Daceyville Public School was constructed in 1921 at Joffre Crescent. Churches however were required to find their own sites on the periphery of the development.

Rising building and labour costs, combined with a lack of funds, slowed construction. Government architect, William Foggitt, redesigned Daceyville's street layout midway through the process. By June 1920, eight years after initial work began, just 315 of the intended 1473 cottages had been built. The suburb was by no means deserted however, and it continued to have good population growth for decades after it was 'finished'. Today, one can stand at Cook Avenue, facing away from the Kingsford roundabout, and see Sulman and Hennessey's plan to the right while Foggitt's revised plan to the left. Colonel Braund Crescent, reputedly Australia's first planned cul-de-sac, was constructed out of Foggitt's amended plan. A particularly beautiful remaining example of the original Daceyville plan is the Dacey Garden Reserve and Substation at General Bridges Crescent.

Daceyville on the whole was considered a great success for public housing and before it was even completed a second Daceyville was already being planned. Originally named 'Daceyville No.2', the new

housing scheme aimed at easing the wider issue of housing shortages in Sydney after World War I. The Nationalist Party, which by this time held power in New South Wales, introduced a new housing policy that provided financial assistance to those who wanted to buy an existing home or purchase land on which to build one.

Because of this policy, Daceyville's southern end, now part of Pagewood, was subdivided and offered for private sale.

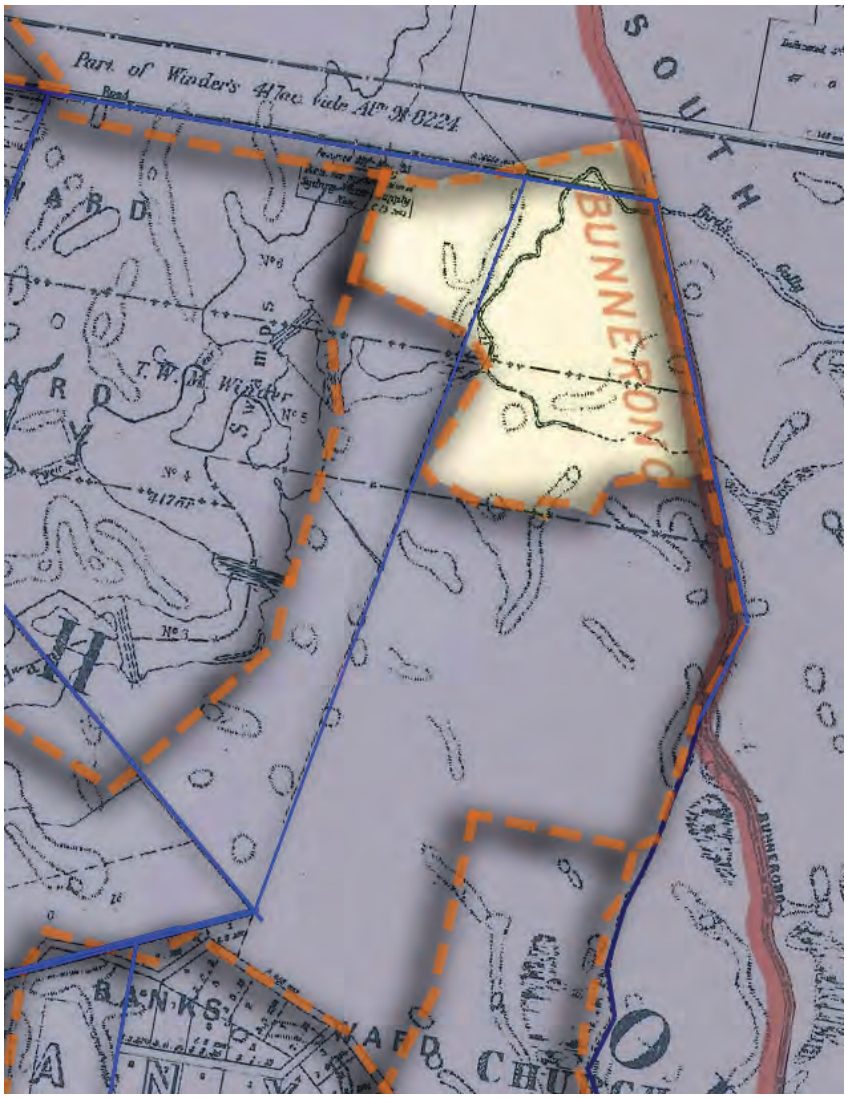
By the 1960s Daceyville was no longer the 'model suburb' it was designed to be. The suburb's once healthy abundance of green space became overgrown and was casually used for off-street parking. Furthermore, many of its buildings were in dire need of modernisation. These issues, combined with the suburb's prime location in the eastern suburbs between the city and growing job markets like Kingsford Smith Airport (and eventually Port Botany), made its redevelopment seem imminent.

Daceyville was particularly threatened in the 1970s by the proposal of an extension to the eastern suburbs railway from Bondi Junction to Kingsford. The Housing Commission saw this as an opportunity to propose bulldozing the entire suburb in favour of walk-up apartments that were in vogue at the time. The residents who lived in the 315 homes in Daceyville protested fiercely against this and created the Daceyville Preservation Society to fight the proposal, supported by the Builders Labourers Federation (well-known for their 'Green Bans' at Woolloomooloo and The Rocks). Ultimately the railway proposal was cancelled and redevelopment plans were scrapped.

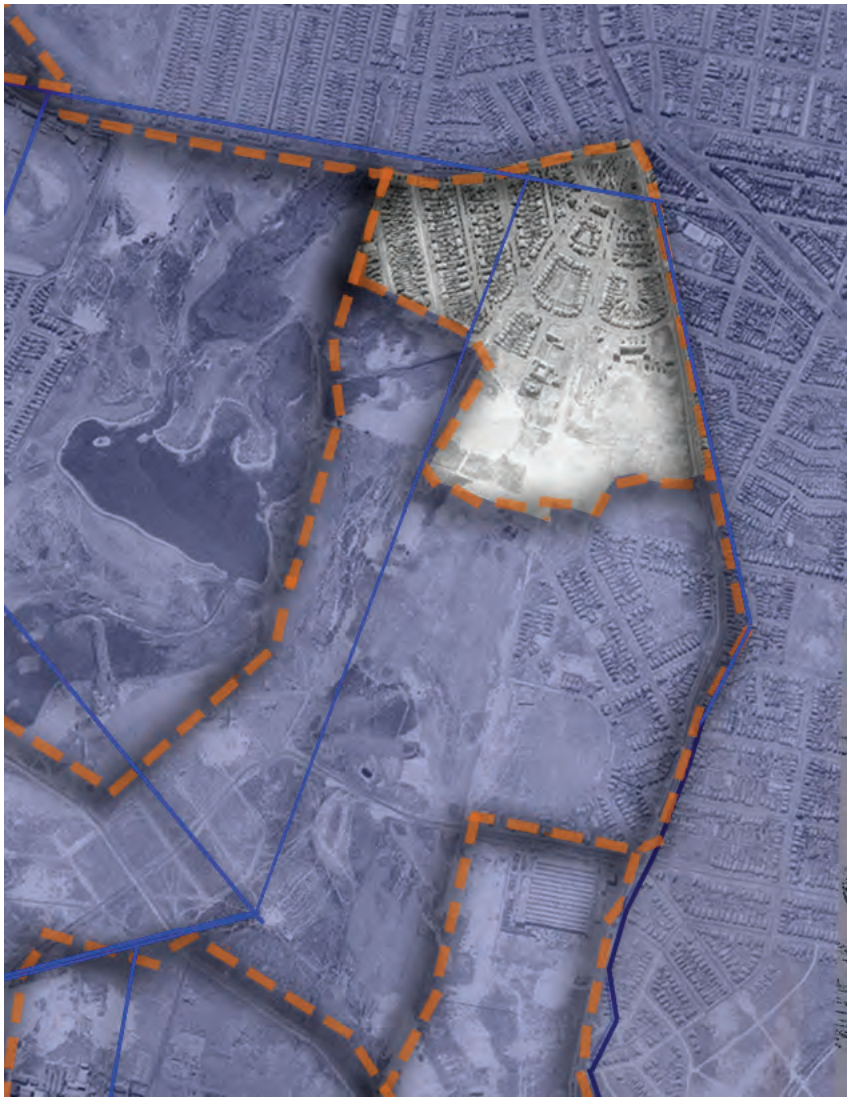
Daceyville again came under the eye of developers in 1979, however the National Trust had officially recognised Daceyville's historical significance in 1978 and In light of this, in 1982 the Commission initiated a plan to conserve Daceyville's most historically significant streets whilst also renovating and a (limited) redeveloping of its housing stock through infill development at the centre of the street blocks. Today, Daceyville exists as a finished suburb that has preserved its social housing beginning and, most significantly, has retained its identity as a secluded and peaceful suburb in the midst of the hustle and bustle of Sydney.

For further reading the following publications are highly recommended: 'Dacey Garden Suburb: A Report for Daceyville

Heritage Conservation Area within its historical context' by Susan Jackson-Stepowski (2002) and 'Audaciousville: The story of Dacey Garden Suburb, Australia's first public housing estate' by Samantha Sinnayah (2012).

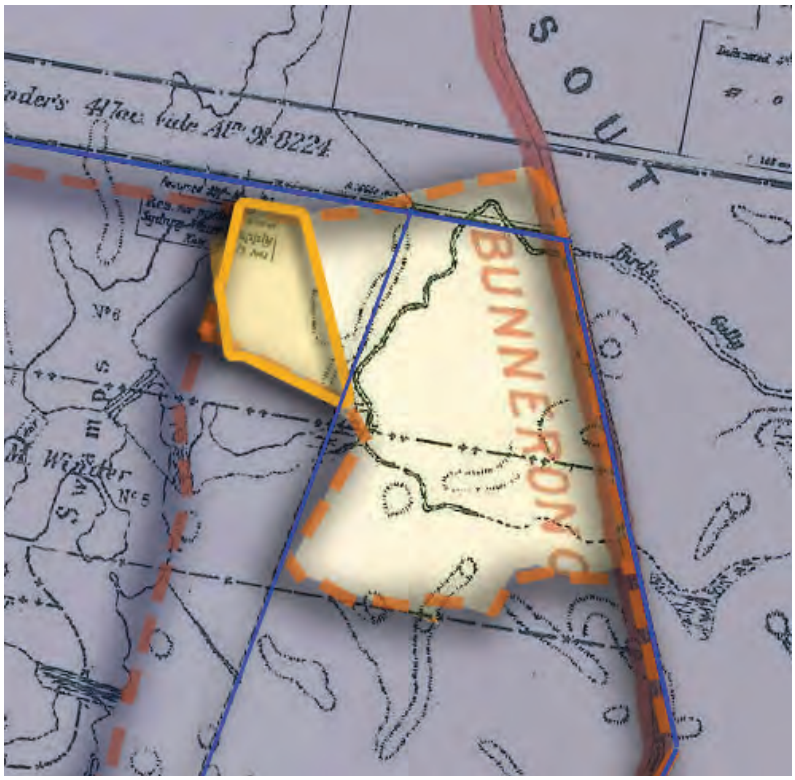


Development of Daceyville did not commence until 1909 on the still-undeveloped sand dunes of the Church and School Estate.



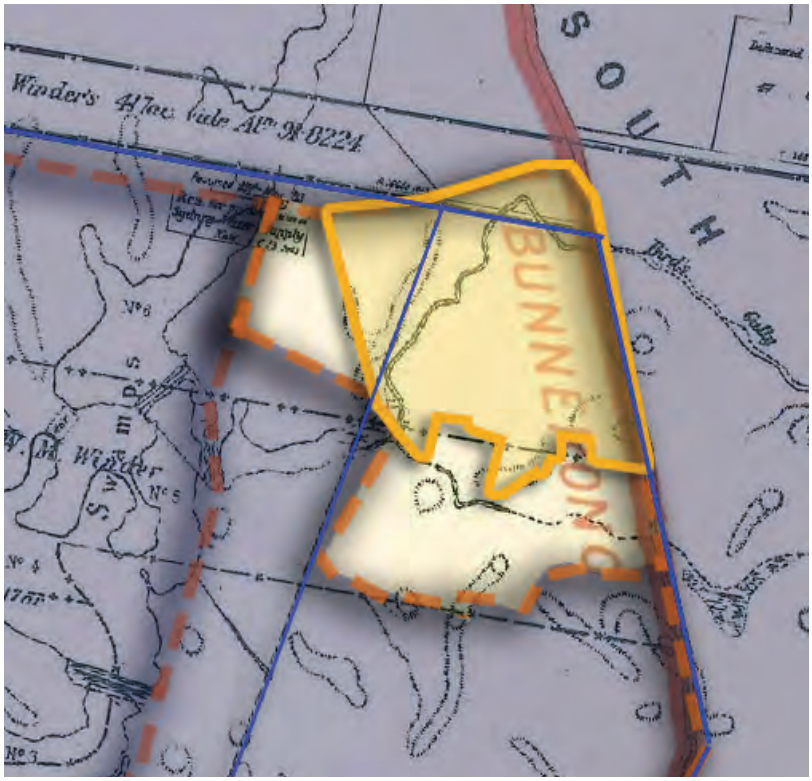
By 1943 the development existed in close to its current form. The school and St Michaels Church and school were built, although landscaping remained in its natural, barren form, with large areas of sand still visible. The first stage of the Torrens-Title Daceyville 2 to the south can also be seen to the south of the highlighted area.





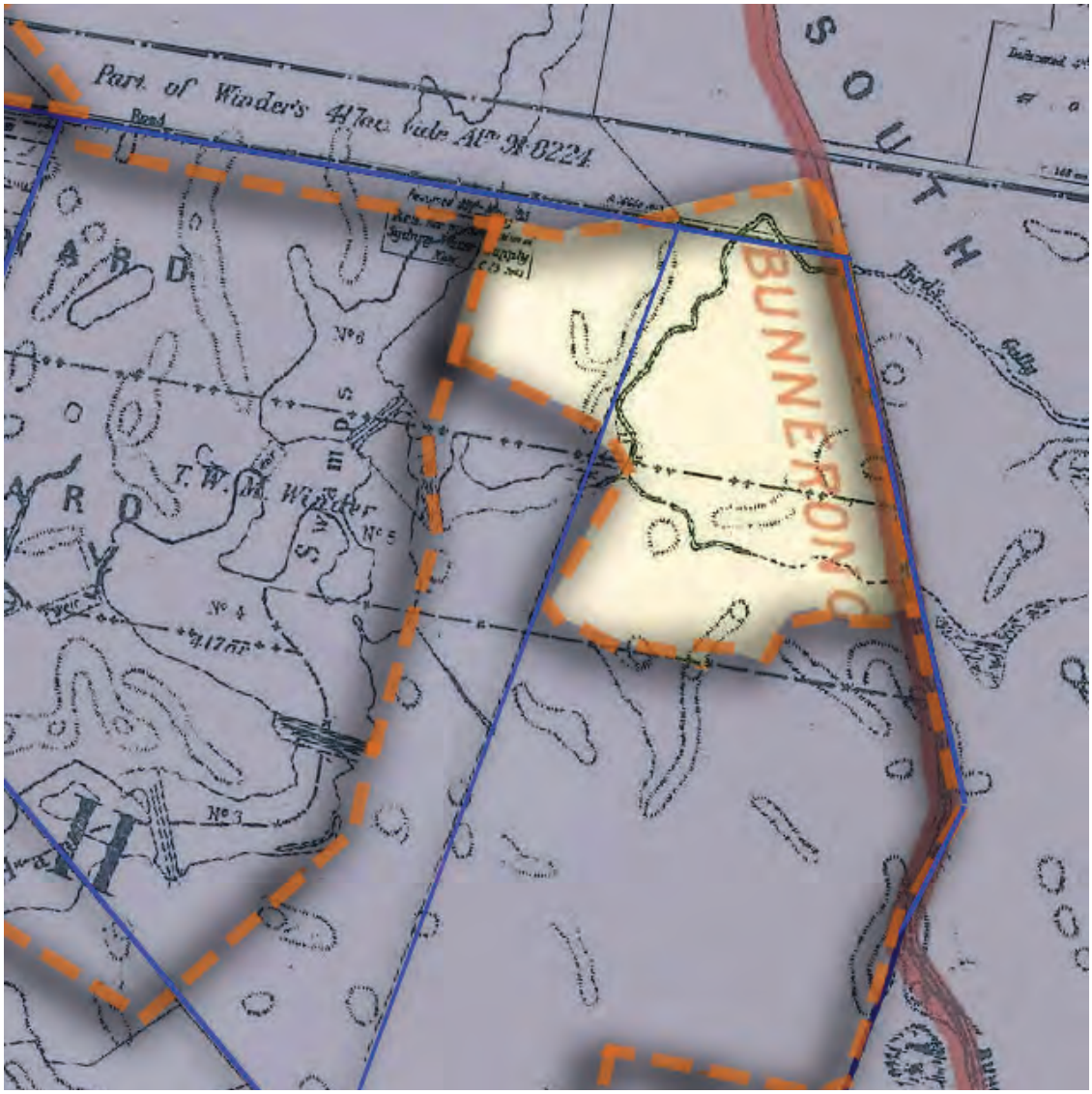


The first release of the Dacey Garden Suburb was laid out in a traditional plan.





The second release established the radial plan proposed for the whole development.


Part of Winder's 47ac vide Alm 3-8224
SOUTH
BUNNERONG
T.W.M. Winder
No 3

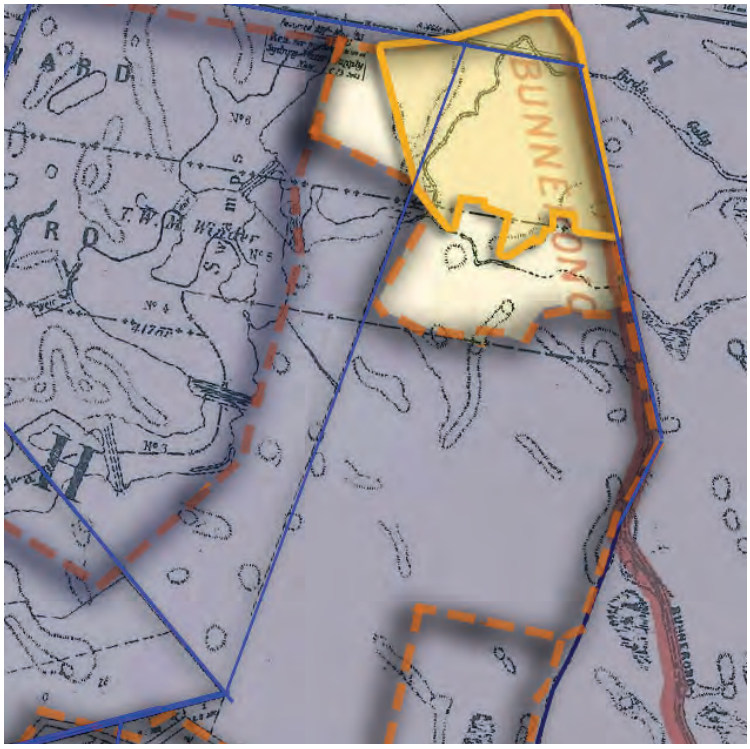


For further reading the following publications are very comprehensive: 'Dacey Garden Suburb: A Report for Daceyville Heritage Conservation Area within its historical context' by Susan Jackson-Stepowski (2002) and 'Audaciousville: The story of Dacey Garden Suburb, Australia's first public housing estate' by Samantha Sinnayah (2012).


BUNNERONG



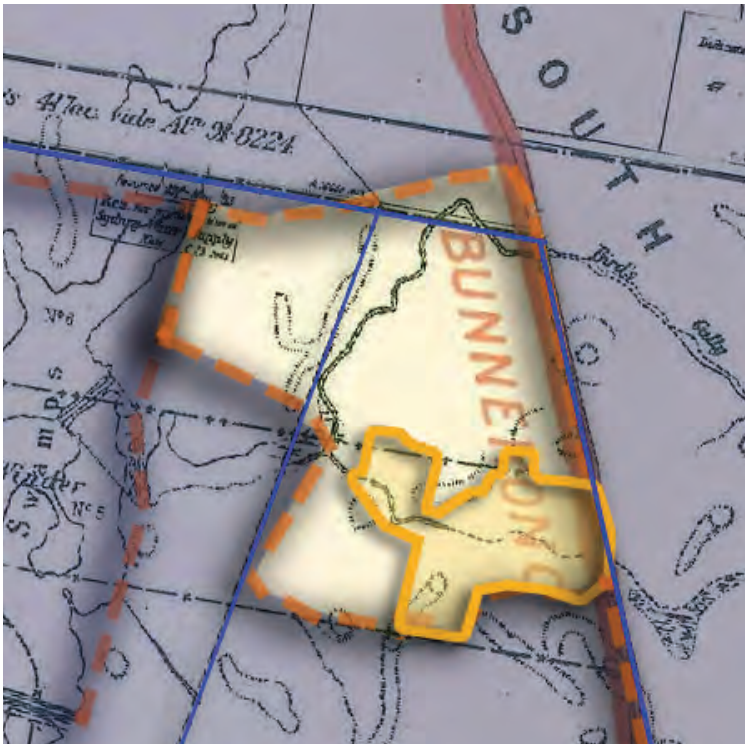

SYDNEY. N.S.W:
ORM A GARDEN SUBURB.
From North Botany
GARDINERS
ISAAC SMITH ROAD
ASTROLABE ROAD
BOUSSOLE ROAD
ENDEAVOUR ROAD
SOLANDER ROAD
AVENUE
HAIG AVENUE
HAIG PARK
WILLIS CRESCENT
BURKE CRESCENT
BRIDGES
AVENUE
PUBLIC SCHOOL
JOFFRE CRESCENT
BOARD CRESCENT
ROAD
APPROXIMATE AREAS & NUMBERS OF BUILDINGS
Acres.
Area of roads 70
" Parks & open spaces 21½
" allotted to Houses & Shops 169½
" " Public Buildings & Churches 7
" " Public School 5
Total Area 273
Number of Houses 1673
" " per acre, including roads, but not parks & open spaces 6.65
Number of Houses already erected 277
" Shops " 6
ARCHITECT
Housing Board
416 George St
Sydney
M10/40





The second stage of the Dacey Garden Suburb established the radiating street pattern linked by rings of roads designed by William Foggitt 1915-1919. It is distinctly different to the more traditional character of the street layout proposed in the 1912 Sulman and Hennessy plan on the facing page.


MACEY GARDEN SUBURB
DESIGN
Showing Proposed Subdivision of Crown Lands West of & adjoining Boundary of A. South of Gardiner's Rd
PARISH OF BOTANY COUNTY OF CUMBERLAND
RESERVED FOR FUTURE PLANNING
GARDINER'S ROAD
BANKS AVENUE
COOK AVENUE
RAINBOW ST
MAROUBRA
BUNNERONG


SOUTH
BUNNERONG



4. THE SUBURB OF EASTGARDENS



The land now established as Eastgardens suburb ([4] on the aerial photograph above) was once originally part of the Church and School Estate – a large reservation of over 4000 acres of land in the Botany Bay area (largely between the Botany wetlands and Bunnerong Road) which was set aside by Governor Darling to subdivide and sell in order to provide revenue to pay for the Anglican clergy and parochial schools. By 1833 the Scheme had been abolished and the land returned to Crown Land status. It remained more or less vacant for many years until it was slowly subdivided and sold off throughout the late 19th and early 20th century. Both Eastgardens and Hillsdale sit on a small portion of this original Estate, however most of the reserve went to building the Daceyville and Daceyville No.2 (now Pagewood) housing developments.

Eastgardens is a small suburb that was created in 1999 by combining small portions of two already established surrounding suburbs – Pagewood and Hillsdale. Eastgardens' creation was prompted by the construction of the large Westfield Eastgardens shopping centre which was built on land originally on the outskirts of Pagewood. The complex was built in 1987 on the corner of the junction between Wentworth Avenue and Bunnerong Road – a site which had a history of commercial use already.

The National Film Studios opened at the site (then in Pagewood) in late 1935. It was a raw-brick building situated where Westfield Eastgardens stands today. Part of its site was taken over by General Motors (see below) in 1939. Many Australian films were made at Pagewood Studios over the years, however none

were considered commercially successful. The Studio eventually closed in 1952.

In 1939 General Motors obtained 52 acres of land between Banks Avenue, Heffron Road, Bunnerong Road and Wentworth Avenue, 33 of which it owned and 9 it leased from the State Government. Within the parcel General Motors leased from the government sat an additional 8 acres of land retained by the government for use as a bus depot. This remained a bus depot until the 1980s when the site was purchased for the new Westfield Eastgardens shopping centre.

General Motors began importing cars prior to World War I, and in 1926 they entered into an agreement with Holden which allowed for Holden to produce car bodies for GM vehicles. At this time General Motors became General Motors Australia and established factories in the capital cities of Australia (Sydney's was on Carrington Road in Marrickville's industrial precinct). In 1931, General Motors Australia bought Holden's body building operations, leading to its final name change of General Motors Holden (G.M.H). By this time the Marrickville premises was deemed inadequate and so the Pagewood plant was opened in 1939 (by Robert Menzies).

Built in 1939, apart from its beginnings during World War II where it manufactured refrigeration machinery, the G.M.H.'s Pagewood plant mainly served as an assembly and holding plant for its cars (however some sources have stated that manufacturing occurred there also). In the early 1960s GMH purchased the adjoining old Pagewood Film Studios site. Despite the expansion and acceptably busy output, the Pagewood GMH was generally considered to be the weakest of G.M.H.'s four plants, and in 1980 the decision was made to shut it down.

In 1982 (and amidst some controversy) Westfield obtained from G.M.H and the Government a merged site which included part of the old Pagewood Studios site, the closed G.M.H assembly plant and the State Government bus depot. Westfield Eastgardens was built upon the site at an expected cost of $84 million. Upon its completion Westfield Eastgardens briefly held the title of Australia's largest shopping centre (it being shortly overtaken by Chadstone Shopping Centre in Melbourne).

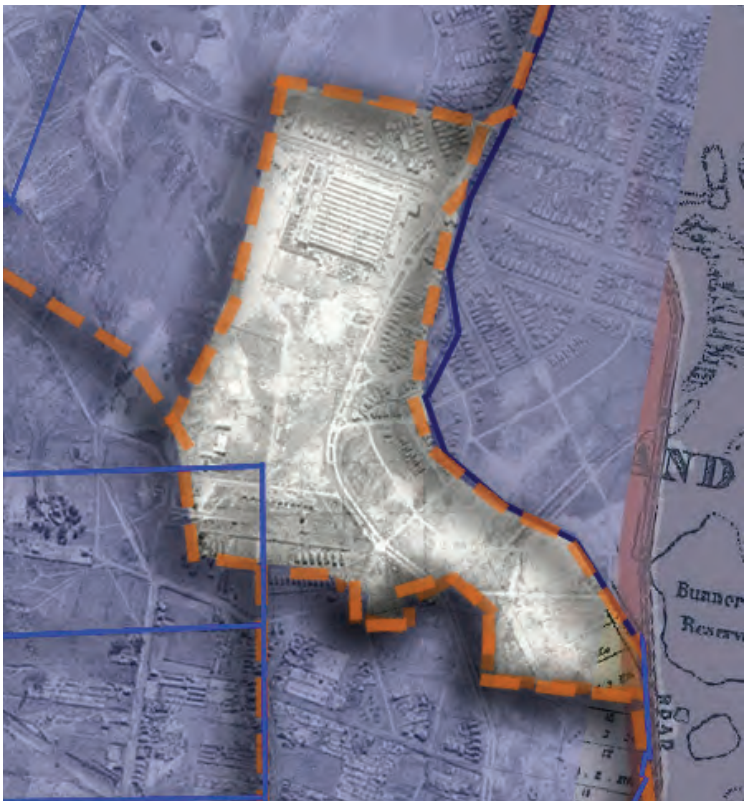
The complex was not long established however before concerns were raised by Westfield about the image the Pagewood site presented to the community. "Pagewood's past and the significance of the GM-H (sic)

site in the industrial history of the city were ill-matched narratives for the contextualisation of their 'shopping paradise'". *(Bailey, Matt., The industrial plant and the 'shopping paradise': General Motors-Holden and Westfield Eastgardens,* in *Green Fields, Brown Fields, New Fields: Proceedings of the 10th Australasian Urban History/Planning History Conference, p.22)* Although Pagewood, unlike Daceyville, was a housing shortage scheme rather than a welfare one, there were fears that the suburb retained connotations of an industrial working-class area.

In 1989 it was proposed by Westfield to change the name of the immediate surrounding area from Pagewood (and parts of Hillsdale) to 'Eastgardens'. The proposal was met with debate and protest, however by 1999 the change was eventually accepted and the new suburb of Eastgardens was gazetted.



Eastgardens remained undeveloped for most of the 19th century. This image shows the status in 1909, with only the southern part subdivided into large lots by the Crown. The south-western corner is within Lot 1 of the Veterans' subdivision.



(top) The only significant development in the Eastgardens area by World War II was the GMH plant at the northern end.

By 2014 (below) most of the area had been redeveloped for a major shopping centre, with the former GMH site being redeveloped in 2017 for high density housing.



The extract from the 1880 Higginbotham and Robinson Map of Botany (opposite) shows clearly the generally undeveloped character of the area, with most of the lots optimistically marked on the plan not occupied.

The Church and School Estate was originally quarantined from development to fund the Anglican clergy and schools, but this scheme was abandoned soon after its establishment and the land reverted to the Crown, who did little with it until the latter decades of the 19th century. A series of land releases and auction sales then followed, but take-up remained slow and later plans reveal few lots sold. .


KENSINGTON
The Australian Cities Investment Co. Limited
ESTATE
SCHOOL
CHURCH
BANKS
WARD
BUNNERONG ESTATE


BETWEEN RANDWICK & BOTANY
ON THE BUNNERONG ROAD
HARDIE & GORMAN
LITH. No 2
Auction Sale 18th July 1898
Upset Prices
Borough of Botany
Local Sketch
PLAN
of Portions Nos 182 & 185 to 271
Suburban to the City of Sydney
(Formerly part of the Church and School Estate)
PARISH OF BOTANY
COUNTY OF CUMBERLAND
Metropolitan Land District - Land Board District of Sydney
Scale
Runnerong Estate
TERMS Deposit, 25 per cent. Balance in 5 equal annual Instalments, with interest at 5 per cent. per annum.
Within the Boroughs of Randwick & Botany
Within the Population Area of Sydney Prodt 22nd April 86
Borough of
Randwick
BUNNERONG ROAD
SOLD
VARIABLE WIDTH
PACIFIC OCEAN


SUBURBAN LOTS
AUCTION SALE CROWN LANDS
BETWEEN RANDWICK & BOTANY
UN THE BUNNERONG ROAD
AT THE ROOMS OF MESSRS.
HARDIE & GORMAN
133 PITT ST. SYDNEY.
ON MONDAY, 18TH JULY 1898 AT 11 A.M.
LITHOGRAPH No 2
UPSET PRICES
Borough of Botany
LOCAL SKETCH
PLAN
of Portions Nos 182 & 185 to 271
Suburban to the City of Sydney
(Formerly part of the Church and School Estate)
PARISH OF BOTANY
COUNTY OF CUMBERLAND
Metropolitan Land District - Land Board District of Sydney
Borough of Randwick
TERMS
Deposit, 25 per cent, Balance in 5 equal annual Instalments with interest at 5 per cent per annum.
Within the Boroughs of Randwick & Botany
within the Population Area of Sydney Proclt 22nd April '86
NOTES
Unconstructed Roads are shewn by Brown Tint.
Many of the other Roads are formed but not metalled
Land for Sale shewn thus
BUNNERONG ROAD
VARIABLE WIDTH
Bunnerong Estate
PACIFIC OCEAN


SUBURBAN LOTS
AUCTION SALE CROWN LANDS
ON THE TRAMLINE FROM
BOTANY TO LITTLE BAY
AND THE BUNNERONG ROAD
AT THE ROOMS OF MESSRS.
HARDIE & GORMAN
133 PITT ST. SYDNEY.
ON WEDNESDAY 23RD JULY 1902 AT 11.30 A.M.
Upset Prices
Borough of Botany
Local Sketch
PLAN
of Portions Nos 182 & 185 to 271
Suburban to the City of Sydney
(Formerly part of the Church and School Estate)
PARISH OF BOTANY
COUNTY OF CUMBERLAND
Metropolitan Land District - Land Board District of Sydney
TERMS Deposit, 25 per cent. Balance in 5 equal annual Instalments, with interest at 5 per cent. per annum.
Within the Boroughs of Randwick & Botany
Within the Population Area of Sydney Procl. 22nd April 86
NOTE, Land for Sale shewn thus
Land Sold do. do.
SOLD
Borough of
Randwick
BUNNERONG ROAD
TRAM LINE
Bunnerong Estate
J. H. Brown
John Walsh
PARRAMATTA ROAD

5. THE SUBURB OF EASTLAKES



Eastlakes is situated at the northern edge of the former Botany LGA marked as (5) on the above aerial.

The suburb of Eastlakes covers the area from Maloney Street to Eastlakes Golf Club, and from Gardeners Road down to Wentworth Avenue. It was named after the great wetland lake system that sits within it, however Eastlakes as it exists today has changed a great deal.

Originally the land that now makes up the suburb of Eastlakes was a collection of land grants and Crown Land purchases, dominated by the 417 acres made to T.W.M.Winder. Winder was granted this land for its industrial potential due to the abundant water supply, but it was never intensively developed and has continued to be largely open space into the 21st century. The boundaries of some smaller holdings are clearly marked by the road pattern. These smaller parcels were purchased from the Crown and used for market gardens. Owners within the Eastlakes area included James Holt, J. Newton and Charles Whitney.

The wetlands environment of Eastlakes was a significant deterrent for housing and industrial development which was being seen in surrounding areas of North Botany (Mascot), Botany and Banksmeadow at the time. The Eastlakes area remained relatively undeveloped until the 20th century, when its wetlands proved to be instead a considerable advantage for one particular use – golf. In 1928 two golf courses were established on the land surrounding the wetlands; the Lakes Golf Club and Eastlake Golf Club (the latter being a public course). Whereas golf courses usually were designed to suit the existing terrain, the Lakes

Golf course was designed to have the mounds and rolls constructed in the positions where they should ideally be. This added technical skill and enjoyment to the course. In May 1934 the Lakes Golf Club organised the first international golf match held in Australia, and was also host to the Lakes Open and NSW Open and Closed Championships.

One of the most obvious changes to Eastlakes over the years has been the addition of Southern Cross Drive which now dissects the suburb. The government's decision to build Southern Cross Drive in 1968 led to the Lakes course being closed to be redesigned around it.

The other major attraction to the area in the 20th century was Rosebery Park Racecourse, which, although named Rosebery, was situated in Eastlakes. It was the second 'Rosebery Racecourse' (the first being constructed just outside of the former Botany Bay LGA, on the north-eastern junction of Gardeners Road and Botany Road) and was built in 1906, with a new grandstand estimated at £12,000. It was a very successful attraction and regularly held meets with thousands of attendees. In both world wars, Rosebery Park Racecourse was used as a parade ground and military training ground (including for the 1st Light Horse Brigade in Wolrd War I) and became the headquarters of the 8th Division of the Australian Imperial Force in World War II.

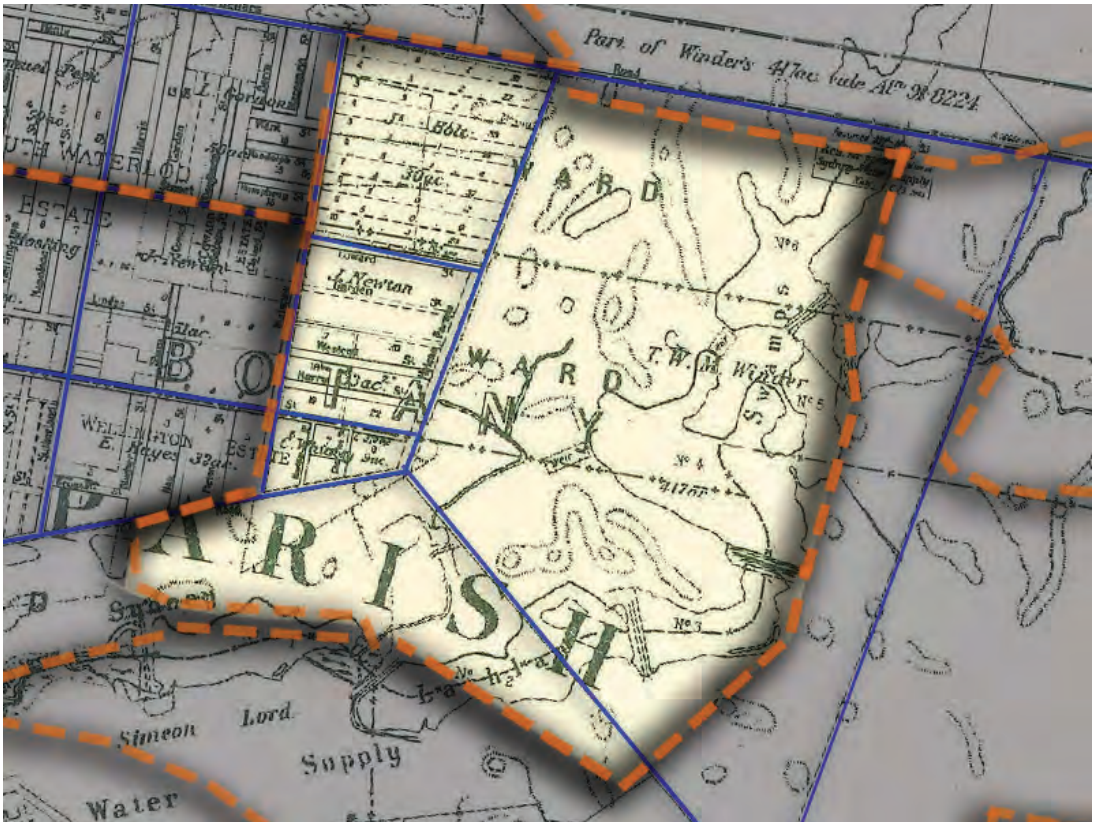
In 1961 the Sydney Turf Club sold Rosebery Park Racecourse to Parkes Developments Pty Ltd. Over the next ten years the old racecourse was replaced by the Lakes Shopping Centre, and over 65 red brick 'walk-up' style apartments, as well as a handful of public housing developments – including a complex designed by noted architect, Harry Seidler (1923-2006). The remainder of the suburb was developed for detached residential cottages.

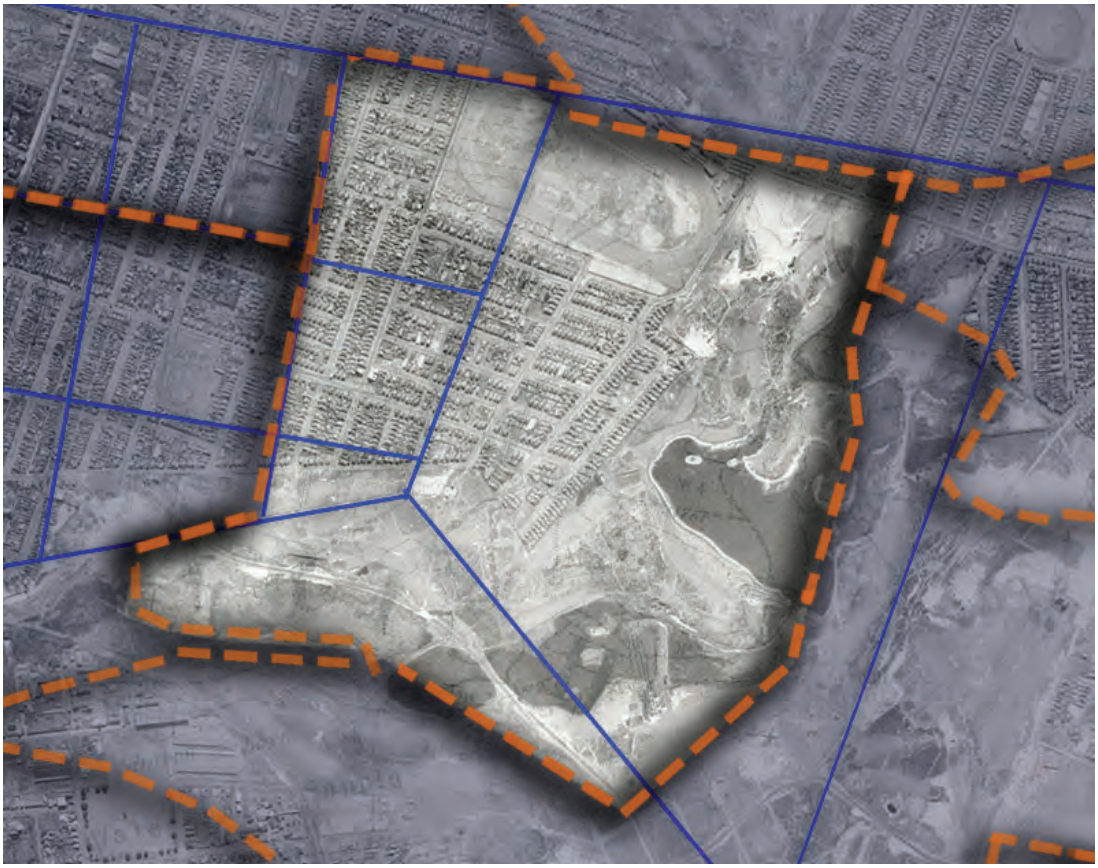
(top) The area covered by the subdivision plans at BCHA.

(below) The suburb of Eastlakes in 2014. Approximately two-thirds is within the area of two of the earliest land grants in the Botany District, the 417 acres to Winder and 600 acres to Simeon Lord. They remain wetlands and open space, although now bisected by the elevated carriageway of Southern Cross Drive. The residential area is mostly low density early 20th century detached housing with some areas of higher density, particularly in the area of the former Rosebery Racecourse.






Part of Winder's 41ac Vide Alt 38-0224
PARISH
Simeon Lord
Supply
Water





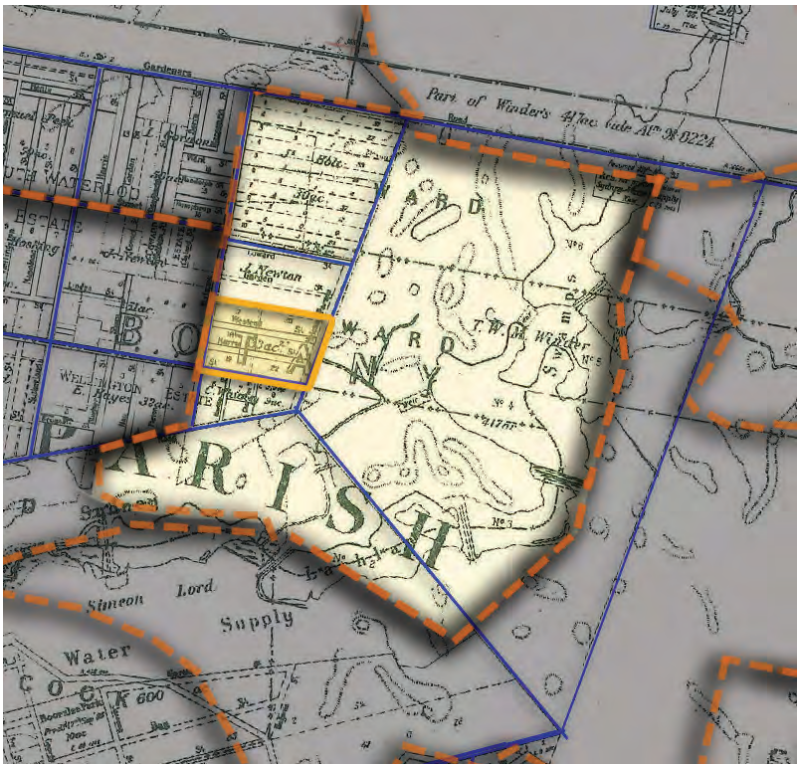


Facing page:

(top) In 1909 Eastlakes was largely undeveloped, with market gardens along the western fringe.

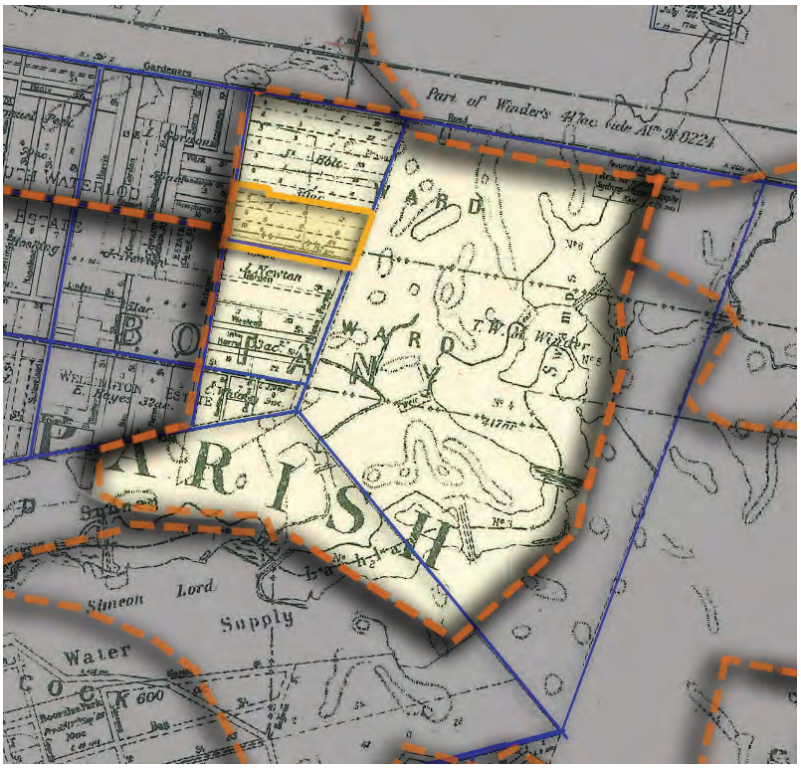
(below) By 1943 extensive residential development can be seen. The area of Rosebery Racecourse is clearly visible.

(this page) Simeon Lord's original 600 acre grant extended into the southern part of the suburb. The area was not suitable for building and has remained open space, although now bisected by the elevated carriageway of Southern Cross Drive.

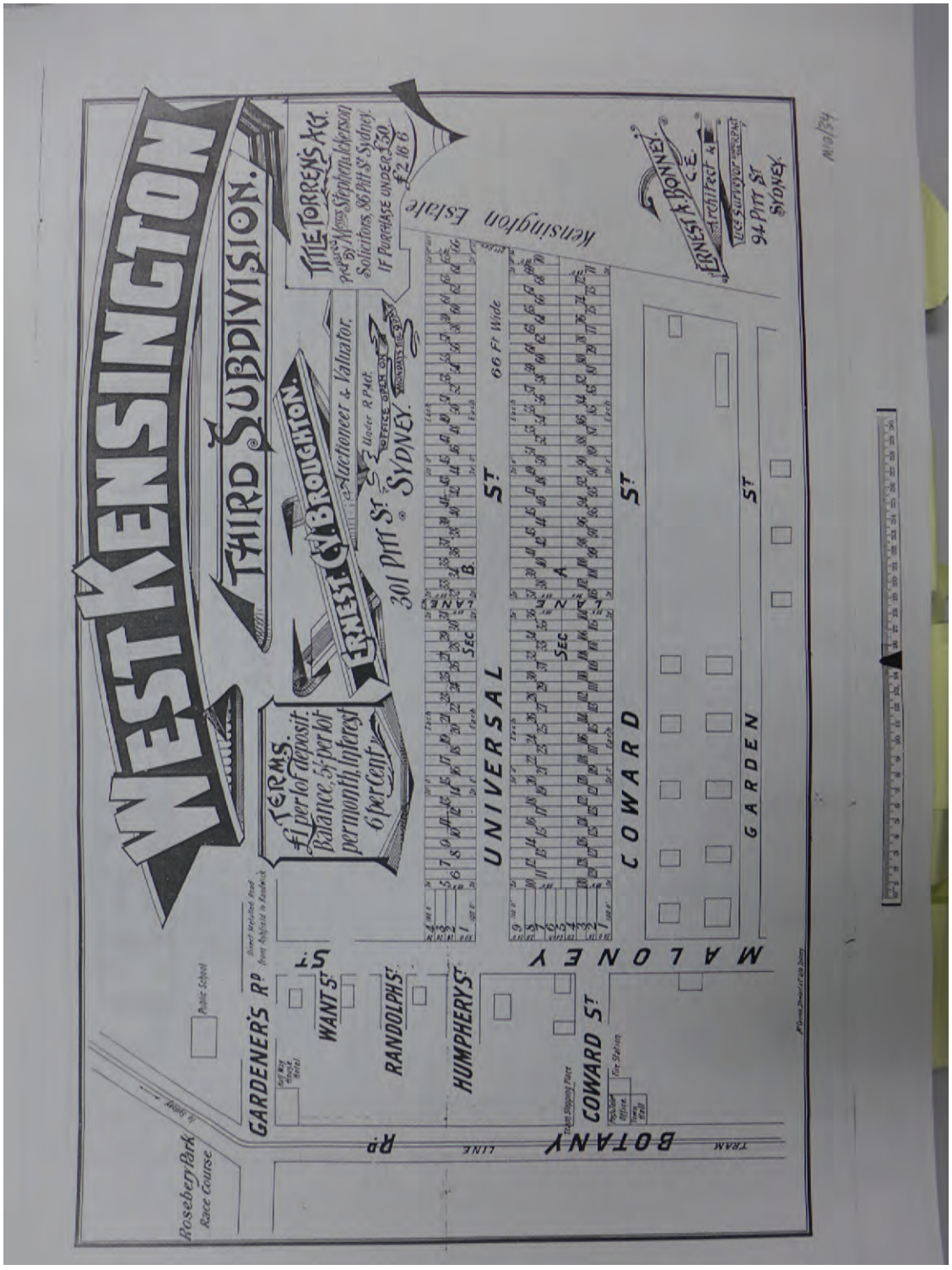

Part of Winder's 47ac Sale A.M. 0224
Gardeners
Newton
Simeon
Lord
Supply
Water

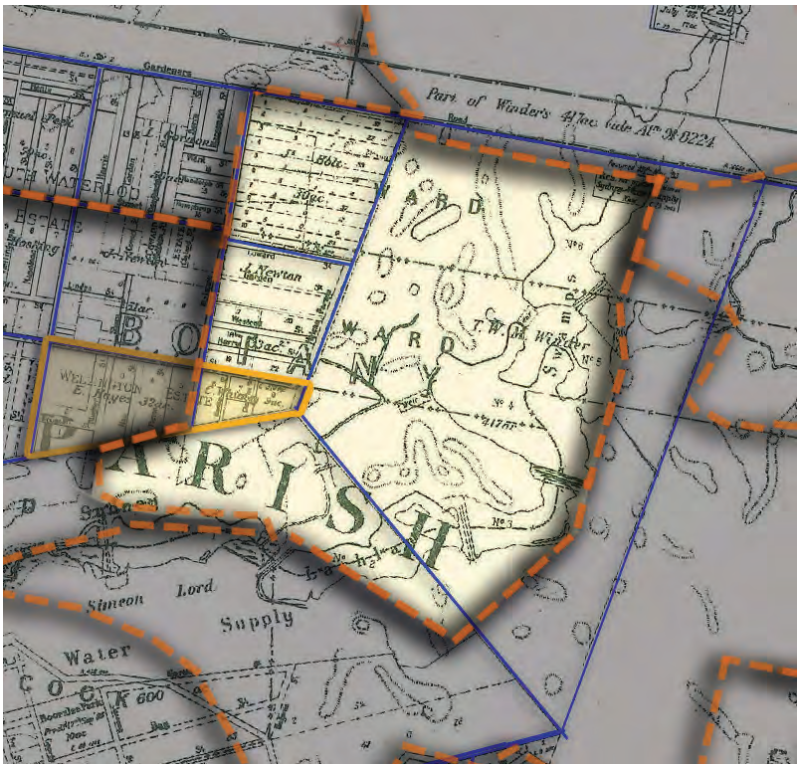



BOTANY ROAD,
SHOWING THE
SUBDIVISION OF THE PROPERTIES
OF THE LATE
R.J. WANT, ESQR.
FOR SALE ON THE GROUND, SATURDAY, DECEMBER 15, AT THREE O'CLOCK,
BY
W. PRITCHARD.
LOCAL SKETCH.
GOVERNMENT ROAD.
BOTANY ROAD.
OLD BOTANY ROAD.
Waterloo Estate.
RESERVED ROAD.

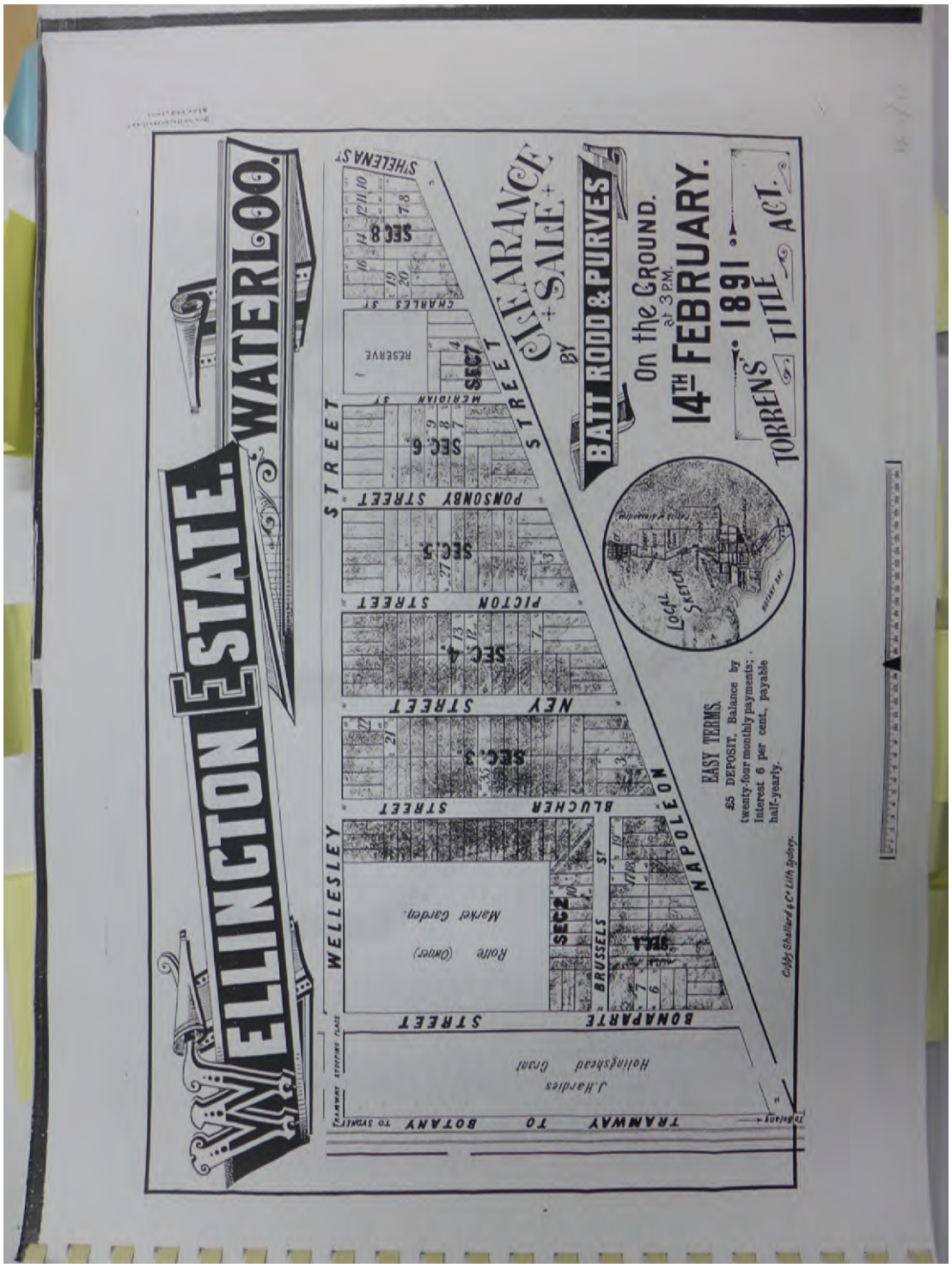

Part of Winder's 47ac Sale A.C. № 0224
Gardeners
Newton
Lord
Simeon
Supply
Water
C O C
A 600

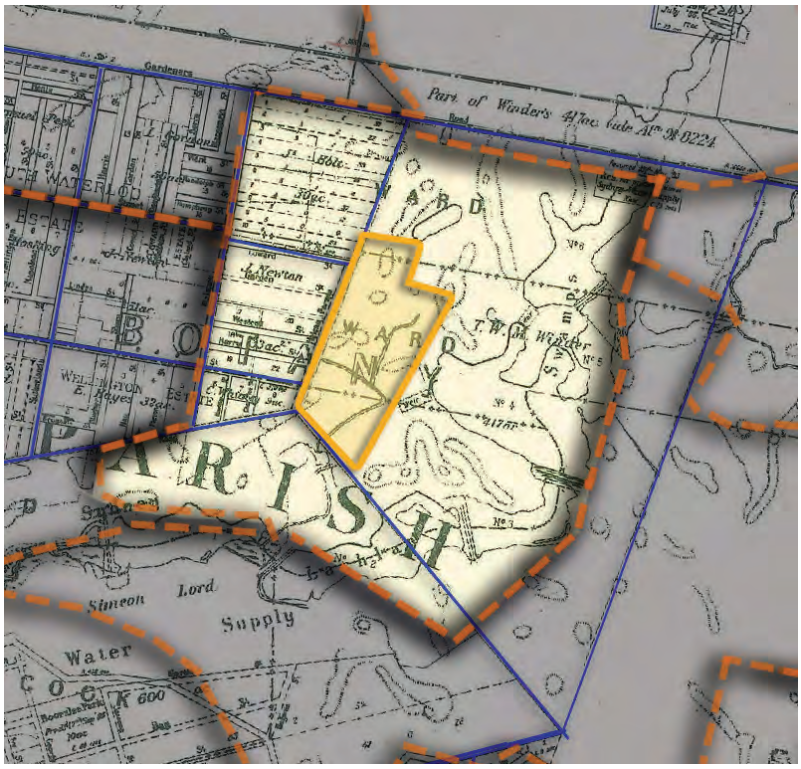



WEST KENSINGTON
THIRD SUBDIVISION.
TERMS.
£1 per lot deposit.
Balance, £1 per lot
per month, Interest
6 per Cent.
ERNEST C. BROUGHTON.
Auctioneer & Valuator.
Under R.P. Act.
OFFICE OPEN DAILY
301 Pitt St SYDNEY.
TITLE TORRENS'S ACT.
Kensington Estate
ERNEST A. BONNEY.
Architect
C.E.
Licensed Surveyor
94 Pitt St
SYDNEY.
UNIVERSAL ST
COWARD ST
GARDEN ST
MALONEY
BOTANY RD
GARDENERS RD
WANT ST
RANDOLPHS ST
HUMPHERYS ST
COWARD ST
Rosebery Park
Race Course
Public School
Tram Stopping Place
Tram Shelter
Post Office
Pillar Box
Water
66 Ft Wide
SEC A
SEC B
LANE
LINE
TRAM

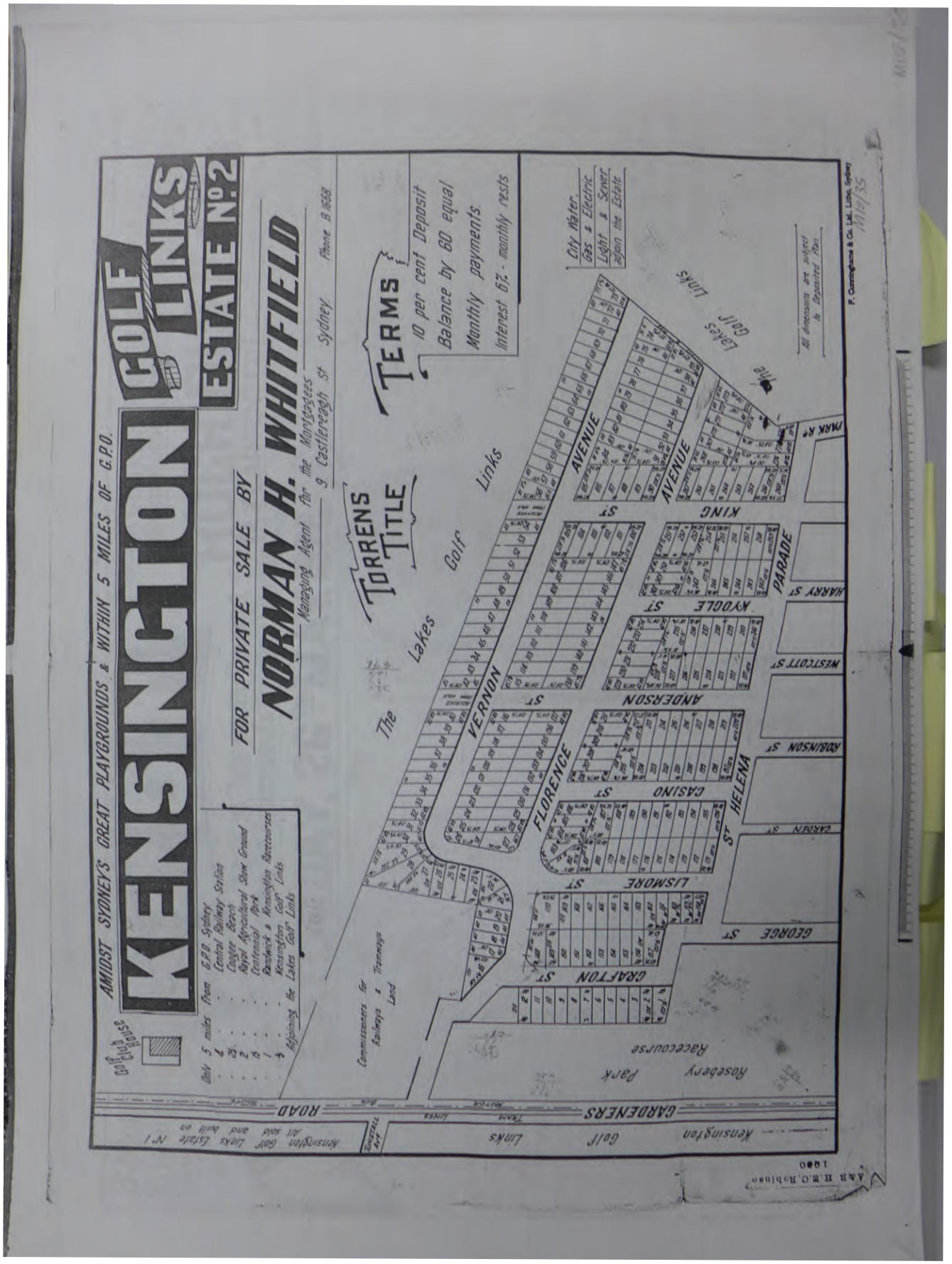

Part of Winders 47ac Sale A/c M 8224
Gardeners
Newton
Lord
Simeon
Supply
Water
C O C
K 600

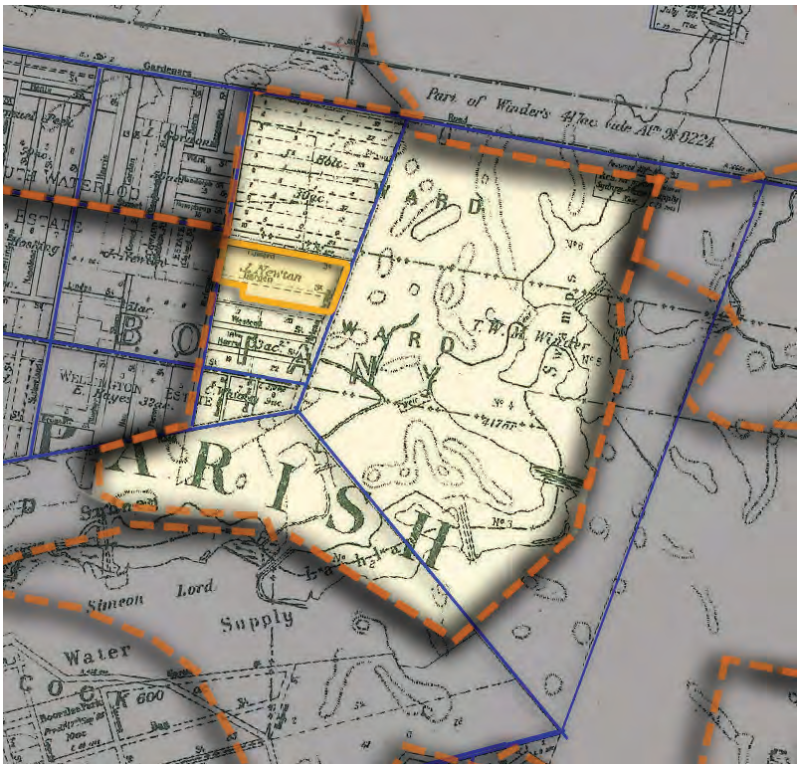



WELLINGTON ESTATE. WATERLOO.
CLEARANCE SALE
BY
BATT ROOD & PURVES
On the Ground.
at 3 P.M.
14TH FEBRUARY. 1891.
TORRENS' TITLE ACT.
Local Sketch
EASY TERMS.
£5 DEPOSIT. Balance by twenty-four monthly payments; Interest 6 per cent. payable half-yearly.
Cuthy Shallard & Co. Lith. Sydney.
SHELENA ST
CHARLES ST
RESERVE
MERIDIAN ST
SEC 8
SEC 7
SEC 6
SEC 5
SEC 4
SEC 3
SEC 2
SEC 1
STREET
PONSONBY STREET
PICTON STREET
NEY STREET
BLUCHER STREET
BONAPARTE STREET
WELLESLEY STREET
NAPOLEON STREET
BRUSSELS ST
Rolfe (Owner)
Market Garden.
J. Hardies
Holingshead Grant
TRAMWAY TO BOTANY
TRAMWAY TO SYDNEY


Part of Winders 41 Acres Gate Alt 98 0224
PARISH
Simeon
Lord
Supply
Water




KENSINGTON GOLF LINKS ESTATE No. 2
AMIDST SYDNEY'S GREAT PLAYGROUNDS & WITHIN 5 MILES OF G.P.O.
FOR PRIVATE SALE BY
NORMAN H. WHITFIELD
Managing Agent for the Mortgagees 9 Castlereagh St Sydney Phone B 1658
TERMS
10 per cent Deposit
Balance by 60 equal Monthly payments.
Interest 6½ - monthly rests
TORRENS TITLE
City Water.
Gas & Electric Light & Sewer often the Estate
All dimensions are subject to Deposited Plan
Golf Club House
Commissioners for Railways & Tramways Land
The Lakes Golf Links
Kensington Golf Links
Roseberry Park Racecourse
VERNON ST
FLORENCE ST
ANDERSON ST
CASINO ST
LISMORE ST
GRAFTON ST
KYOGLE ST
KING ST
AVENUE
PARADE
HARRY ST
WESTCOTT ST
ROBINSON ST
GARDEN ST
ST HELENA
GEORGE ST
GARDENERS ROAD


Part of Winder's 47ac Sale A.C. № 0224
Newtown
PARISH
Simeon
Lord
Supply
Water




MARKET GARDEN SITES
BOTANY
TO BE SOLD ON THE GROUND BY
MILLS & PILE
At ½ past 3 p.m. on Saturday 24th January.
Terms £5- Deposit on each Lot - Balance 20/- per month bearing 7% Interest
FREEHOLD TITLE
COVERNMENT ROAD
COVERNMENT ROAD
COVERNMENT ROAD
COVERNMENT ROAD
GARDEN STREET
1 FOOT RESERVED
66 FEET EACH
66 FEET EACH
22 21 20 19 18
23 24 25 26 27 28 29 30 31 32 33 34 35 36 37
17 16 15 14 13 12 11 10 9 8 7 6 5 4 3
40 39 38 2 1
LOCAL SKETCH
WATERLOO ESTATE
WINDER'S GRANT
GOVERNMENT ROAD
LAND FOR SALE
GARDEN ST
WANT'S SUBDIVISION
GARDENERS ROAD
Half way House
MAIN
BOTANY
ROAD
S. T. Leigh & Co. Printers Sydney
GEO. BISHOP
Surveyor &c.
Opposite CITY BANK

6. THE SUBURB OF HILLSDALE

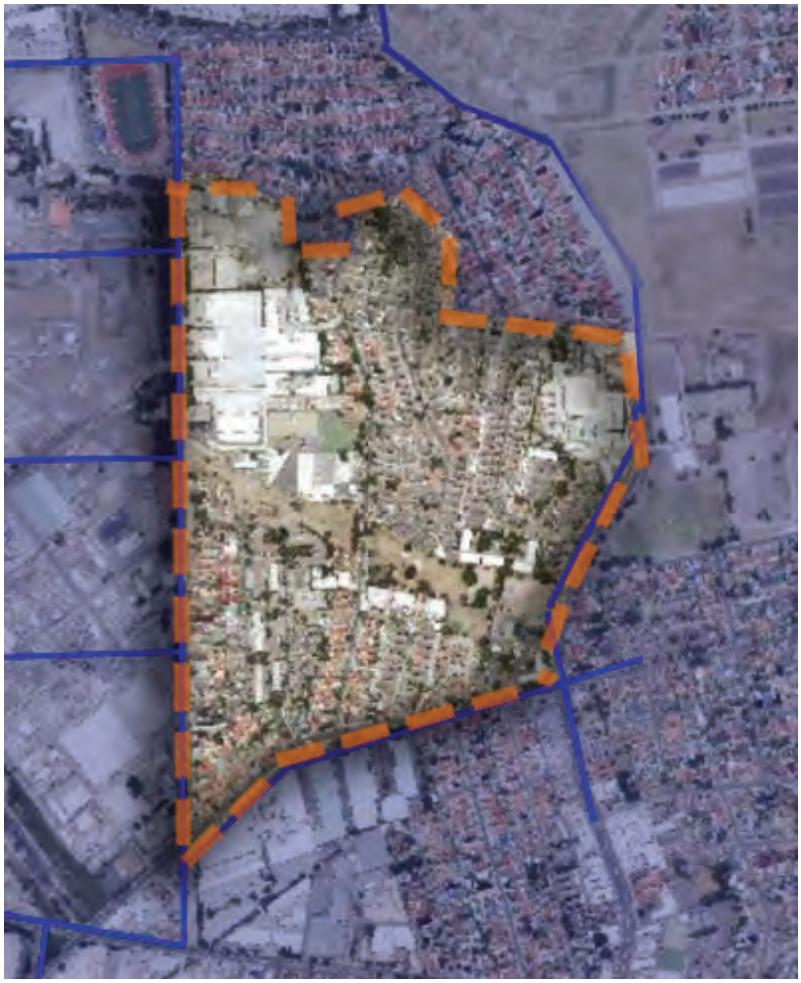


The suburb of Hillsdale (6) is located at the south-eastern corner of the former Botany LGA. Hillsdale was not actually gazetted as a separate suburb until 1961; prior to this, it had been a part of Matraville – a suburb that sat across both Botany and Randwick municipalities. Matraville was originally part of the Church and School Estate which reserved over 4000 acres of land in Botany (and parts of Randwick) to gradually sell in order to generate revenue intended to pay Anglican clergy and parochial schools. The scheme was abolished in 1833 and the land reverted to the crown in 1917. Daceyville was a grand social housing project allocated on part of this ex-reserve, and Matraville was given a similar role, being allocated for a dedicated settlement for soldiers returning from World War I.

The fact that Matraville extended into both Botany and Randwick Municipalities caused significant issues with both local councils, and so in 1961 it was proposed to formally divide the suburb, giving one 'half' to each. Originally the Botany District's portion of Matraville was to be called 'Gilmore' after Dame Mary Gilmore, however it was soon pointed out by the Postmaster-General's Department that there was already a suburb named Gilmore in New South Wales, and therefore the name of 'Hillsdale' was chosen instead - a name chosen to honour Patrick Darcy Hills (1917-1992), a Minister for Local Government in New South Wales.

As was common throughout parts of Sydney at the time, and especially in the Botany district, apartment

buildings became very popular forms of development and it was not long before the typical Sydney red-brick walk-up flats style of housing outnumbered the earlier cottages in and around Hillsdale.



Hillsdale in 2014

(facing page)
(top) Hillsdale had been subdivided and released as market garden lots under Crown Subdivision of the Church and School Lands Estate.

(below) The 1943 aerial photograph reveals that the wide lots of the original market garden subdivision had been largely re-subdivided into long, thin strip plots, with buildings strung along Rhodes Street in a linear manner.









The only substantial subdivision in Hillsdale was the sale of the Crown Land of the Church and School estate by public auction.

Later subdivisions were more ad-hoc and no plans are held by BCHA.

The area has been extensively redeveloped in the second half of the 20th century for medium density residential flat buildings.


BETWEEN RANDWICK & BOTANY
ON THE BUNNERONG ROAD
HARDIE & GORMAN
LITH. No 2
Auction Sale 18th July 1898
Upset Prices
Borough of Botany
Local Sketch
Borough of
Randwick
PACIFIC OCEAN
PLAN
of Portions Nos 182 & 185 to 271
Suburban to the City of Sydney
(Formerly part of the Church and School Estate)
PARISH OF BOTANY
COUNTY OF CUMBERLAND
Metropolitan Land District - Land Board District of Sydney
Scale
'Bunnerong Estate'
TERMS Deposit, 25 per cent. Balance in 5 equal annual instalments, with interest at 5 per cent. per annum.
Within the Boroughs of Randwick & Botany
Within the Population Area of Sydney Proclaimed 22nd April '86
SOLD
VARIABLE WIDTH
BUNNERONG ROAD


AUCTION SALE OF CROWN LANDS
ON THE TRAMLINE FROM BOTANY TO LITTLE BAY
AND THE BUNNERONG ROAD
AT THE ROOMS OF MESSRS.
HARDIE & GORMAN
133 PITT ST. SYDNEY.
ON WEDNESDAY 23RD JULY 1902 AT 11.30 A.M.
Upset Prices
Borough of Botany
Local Sketch
PLAN
of Portions Nos 182 & 185 to 271
Suburban to the City of Sydney
(Formerly part of the Church and School Estate)
PARISH OF BOTANY
TERMS Deposit, 25 per cent. Balance in 5 equal annual instalments, with interest at 5 per cent. per annum.
Within the Boroughs of Randwick & Botany
Within the Population Area of Sydney Proclt 22nd April '85
Bunnerong Estate
TRAM LINE
BUNNERONG ROAD
Borough of
Randwick
SOLD


AUCTION SALE CROWN LANDS
BETWEEN RANDWICK & BOTANY
UN THE BUNNERONG ROAD
AT THE ROOMS OF MESSRS.
HARDIE & GORMAN
133 PITT ST. SYDNEY.
ON MONDAY, 18TH JULY 1898 AT 11 A.M.
LITHOGRAPH No 2
·UPSET· PRICES·
Borough of Botany
LOCAL SKETCH
PLAN
of Portions Nos 182 & 185 to 271
Suburban to the City of Sydney
(Formerly part of the Church and School Estate)
PARISH OF BOTANY
COUNTY OF CUMBERLAND
Metropolitan Land District - Land Board District of Sydney
TERMS
Deposit 25 per cent. Balance in 5 equal annual Instalments with interest at 5 per cent per annum.
Within the Boroughs of Randwick & Botany
within the Population Area of Sydney Prodn 22nd April '86
NOTES
Constructed Roads are shown by Brown Tint.
Many of the other Roads are formed but not metalled
Land for Sale shewn thus
Borough
of
Randwick
BUNNERONG ROAD
Bunnerong Estate
John Walsh
J. W. Curran
PACIFIC OCEAN

7. THE SUBURB OF MASCOT



The suburb of Mascot ([7] on the aerial photograph above) extends south from Gardeners Road to the Botany Bay foreshore, and is located between Alexandra (Sheas Creek) Canal in the west and Maloney Street and Southern Cross Drive in the east (with a small portion in its north-eastern corner allotted to Rosebery). Within its boundaries are a wide variety of residential and commercial buildings, as well as part of the Botany wetlands/Mill Pond site and Sydney's Kingsford Smith Airport (part of which is not included in the photograph above).

The suburb was the location of the first European land grants (see above) made in the Botany area. The first, Edward Redmond's 'Mudbank' in 1809 (135 acres), was located near today's heliport at Kingsford Smith Airport. It was bounded on the west by Mary Lewin's 30 acres known as 'Newcastle' and on her west, Andrew Byrne's 30 acre grant named 'Sea View', both of which were also granted in 1809. Byrne and Lewin later married and consolidated their holding. It was not long before more small parcels of between 20 and 30 acres each began to be granted to various individuals. These grants were situated further north in the vicinity of Gardeners Road, Botany Road and O'Riordan Street today.

The suburb was not known as Mascot until 1911; in its infancy it was usually referred to as simply 'Botany', and following more residential development in the mid-19th century it became known as 'North Botany', the name adopted when the Municipality was incorporated in 1888.

In the first half of the 19th century Mascot remained mostly small scale farms and market gardens. European landholders, who were either granted these farms or who later purchased them, saw the value in Mascot's good soil and many either grew produce for market themselves or leased their land to Chinese gardeners (many of whom migrated to New South Wales on the back of the gold rush of the 1850s to 1880s). Mascot (and the surrounding Botany Bay area) was not as devastated by drought as was most of the Sydney Basin due to its bountiful water supply found in the Botany aquifer and freshwater wetlands. Because of this, produce from both Mascot and Botany often fetched very high prices at market, and it was once quoted that while the rest of Sydney prayed for rain, the market gardeners of Mascot and Botany prayed no less fervently for a continuation of dry weather. Most of the noxious trade industries that dominated the Botany District from the 1830s onwards were located further south down in Botany and Banksmeadow, however there was one major tannery, Birdsall Tannery, which was established in 1883 in Beresford Street, Mascot. Birdsall Tannery still operates however has since moved to premises in Botany.

One of the larger grants in the area, Thomas Torkington's 100 acres between today's King St and Joyce Drive and west of O'Riordan Street (now largely within the airport) was the first attempt at a major subdivision in the area, with the entire area divided into 18 sections, each with approximately 16-18 lots laid out in a strict grid pattern, with areas reserved for churches and parks. The subdivision was not successful and the area remained large market garden lots.

The economy and population provided by the influx of market gardeners (and to some extent, tanners and woolscours) in North Botany led to the development of a small village in the area by the 1880s. It included businesses which were small in scale and targeted to the needs of the local community, including butchers, bakers, grocers and confectioners. Before long solicitors, hairdressers, dressmakers and even saloons (billiard rooms) had also arrived at North Botany. Two major pubs were built in Mascot; the first being the Half-Way House Hotel in 1855 (re-built and renamed the Newmarket Hotel in 1900) and the second, The Tennyson Hotel, built by 1880, and possibly even earlier. North Botany gained a post office (1889), fire service (1891) and a Public School (Mascot Primary School) in 1922. Ascot Racecourse opened in Mascot in 1906, followed by the Ascot Theatre in 1912; both were popular additions to Mascot which by that time had evolved from being a small village one passed through on

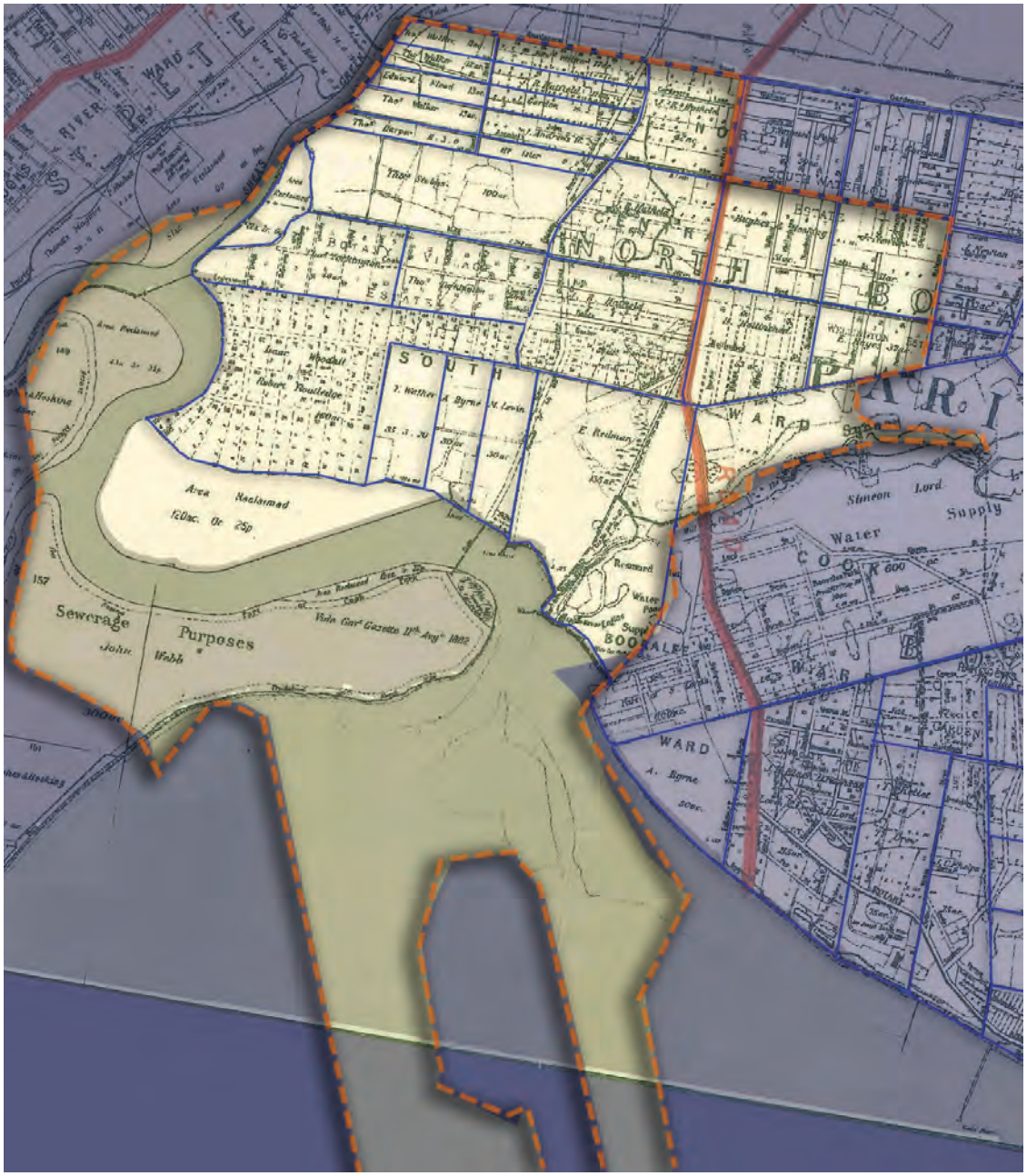
Mascot in 2014. The western and southern parts of the suburb are dominated by the airport.

route to Botany into a thriving local community in its own right.

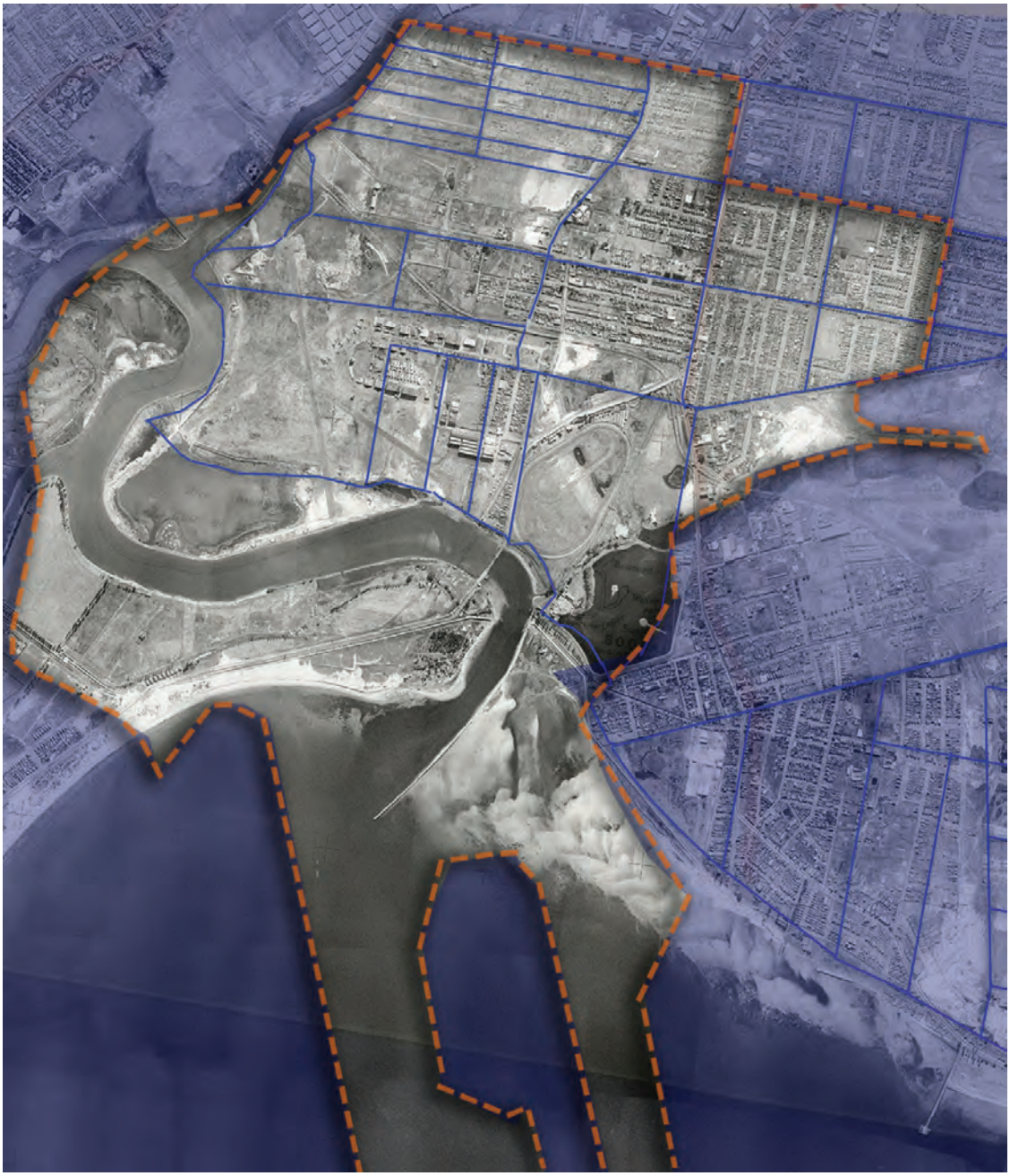
Although the Ascot Theatre was perhaps the most enjoyable development for many young Mascot residents in the early 20th century, the most significant development to occur in the locality was the establishment of Kingsford Smith Airport. Originally operating in a fattening paddock between Alexandra Canal and Ascot Racecourse, the Mascot Aerodrome quickly grew from a private field for flying enthusiasts in 1919 to becoming an Australian Government project in 1921 and in 1936 was given the status as an official international airport, named Kingsford Smith Airport. It was expanded several times over the 20th century, causing the re-alignment of Cooks River and leading to major land reclamations which eventually subsumed Lauriston Park village, the Australian Gun Club and Ascot Racecourse.

Today, Mascot suburb is dominated by the airport and an industrial precinct between Alexandra Canal and O'Riordan Street, most of the businesses within which service the cargo industry. Residential development grew steadily in the eastern part of the suburb in the late 19th and early 20th centuries following re-subdivision of the sites originally used primarily for market gardening.

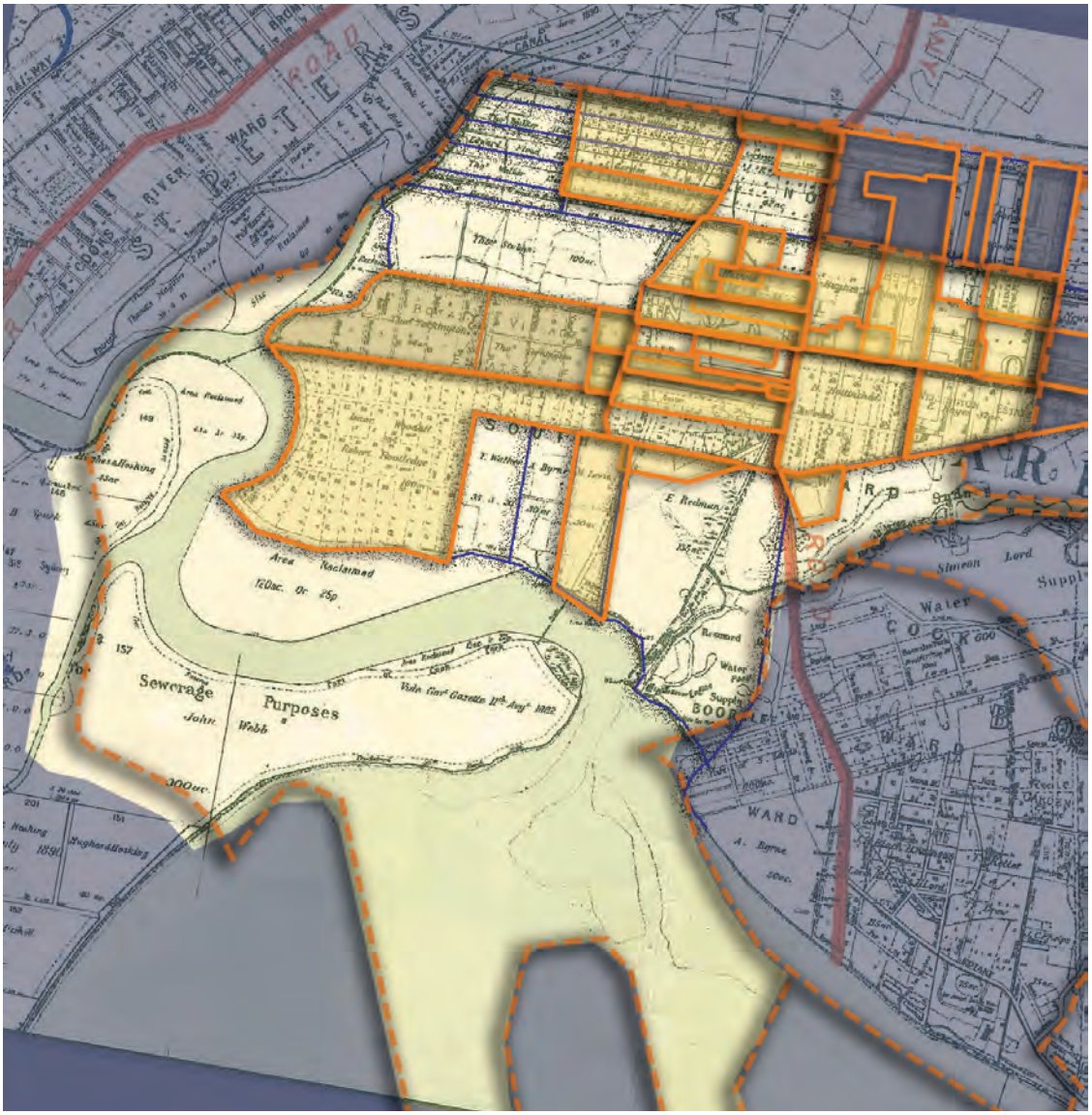




In 1909 the area was still largely semi-rural with much of the land used for market gardens. The western half of the area evolved into an industrial area and the eastern into a residential one. The construction of the airport expanded the area of the suburb considerably and has overwritten all evidence of many of the early subdivisions, including the original land grants. The boundary has also been adjusted to reflect reclamation and the re-alignment of the Cooks River.

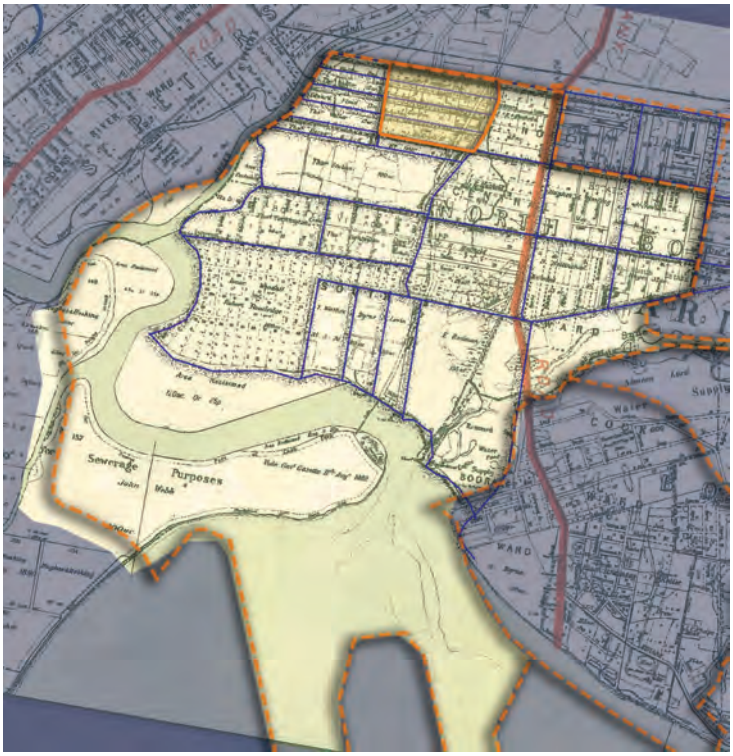


By 1943 residential development was well-established to the east of Botany Road and the western area was starting to be dominated by the airport and its runways. .



Location of subdivision plans held by Council - shown on the 1909 base (above) and 2014 aerial photograph (facing page).

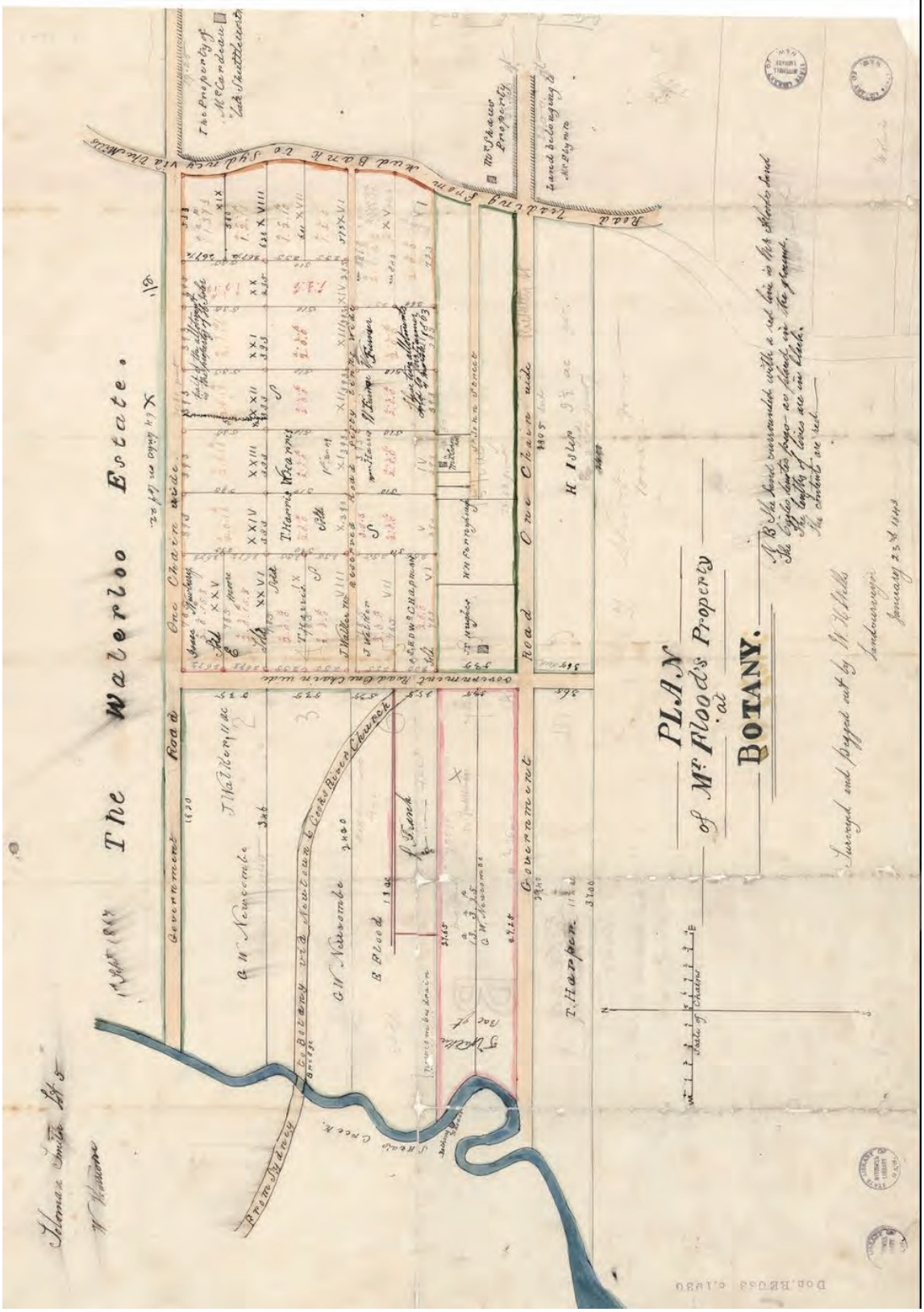






1843

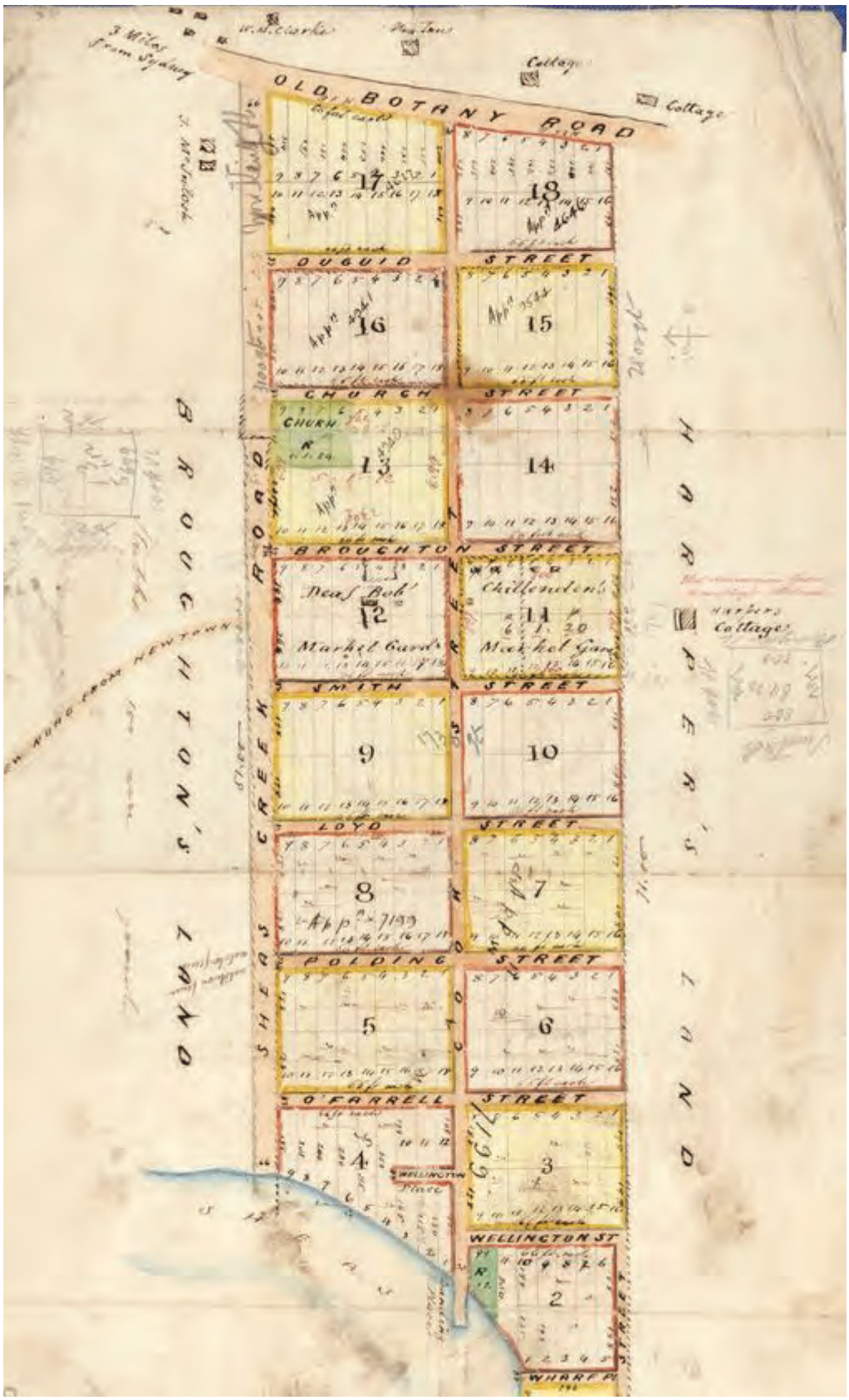
Subdivision of Mr Flood's Land


The Waterloo Estate.
PLAN
of Mr Flood's Property
at
BOTANY.
Surveyed and Drawn out by W. Hassells
Government Road
Government Road One Chain wide
Road One Chain wide
Botany Creek
Bunnerong Creek
Cooks River
Flood
Government
Scale of Chains





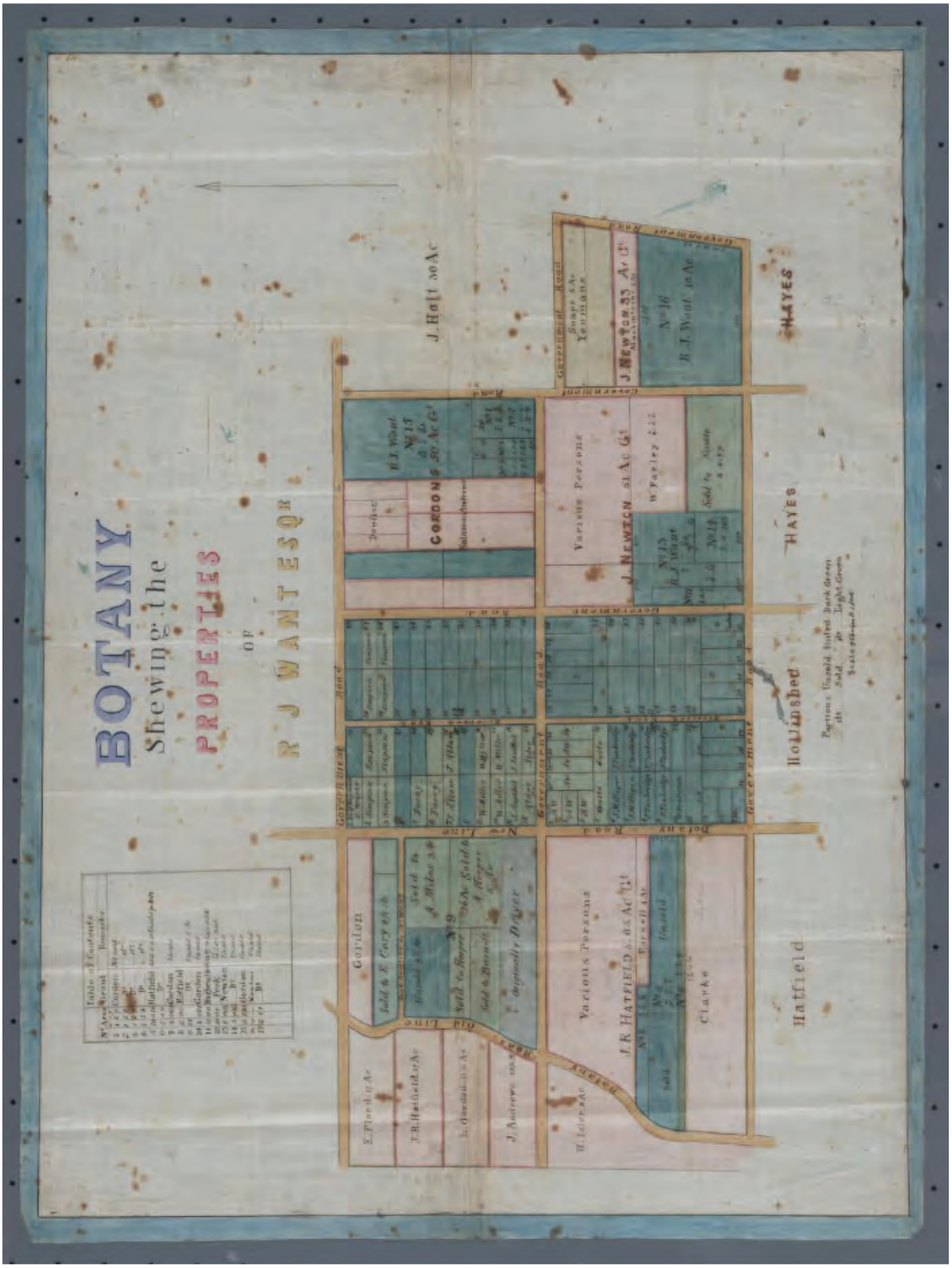
In 1841 a speculative private subdivision proposed the "Township of Botany" in the area now known as Mascot. The subdivision plan shows a basic grid-pattern with little internal differentiation. A small reserve was proposed for a church. The plan also shows the names of some existing occupants and footprints of nearby buildings. A path to the St Peters area is also shown - a bridge was provided to cross Sheas Creek. The development did not proceed, and the land remained in its original configuration and market garden use.


OLD BOTHANY ROAD
OUGUID STREET
CHURCH STREET
BROUGHTON STREET
SMITH STREET
LOYD STREET
POLDING STREET
O'FARRELL STREET
WELLINGTON ST
WHARF
BOTANY ROAD
SHEAS CREEK ROAD
NEWTOWN
Cottage
Cottage
Harbers Cottages
Deaf Bob'
Market Gard
Market Gard
Chillenden's
17
18
16
15
13
14
12
11
9
10
8
7
5
6
4
3
2
1





R.J. Want aggregated a considerable holding in the Mascot area which by the date of the plan to the right (1869), extended from Mudbank Road to Winder's Grant in the east. Most was tenanted to market gardeners, and portions were released for sale periodically, with the residue lots being re-offered over many years. It is these subdivisions that have played an important role in the pattern of development of the suburb today. The shaded areas above show the area to the east of Botany Road that was offered in 1857., and the light green areas on the plan to the right show the lots that had been sold.


BOTANY
Shewing the
PROPERTIES
OF
R J WANTESQR
J. Holt 50 Ac
J. NEWTON 33 Ac
HAYES
J. NEWTON 51 Ac
Various Persons
HAYES
Hollinshed
Gordon
Various Persons
J. R. HATFIELD 65 Ac
Clarke
Hatfield





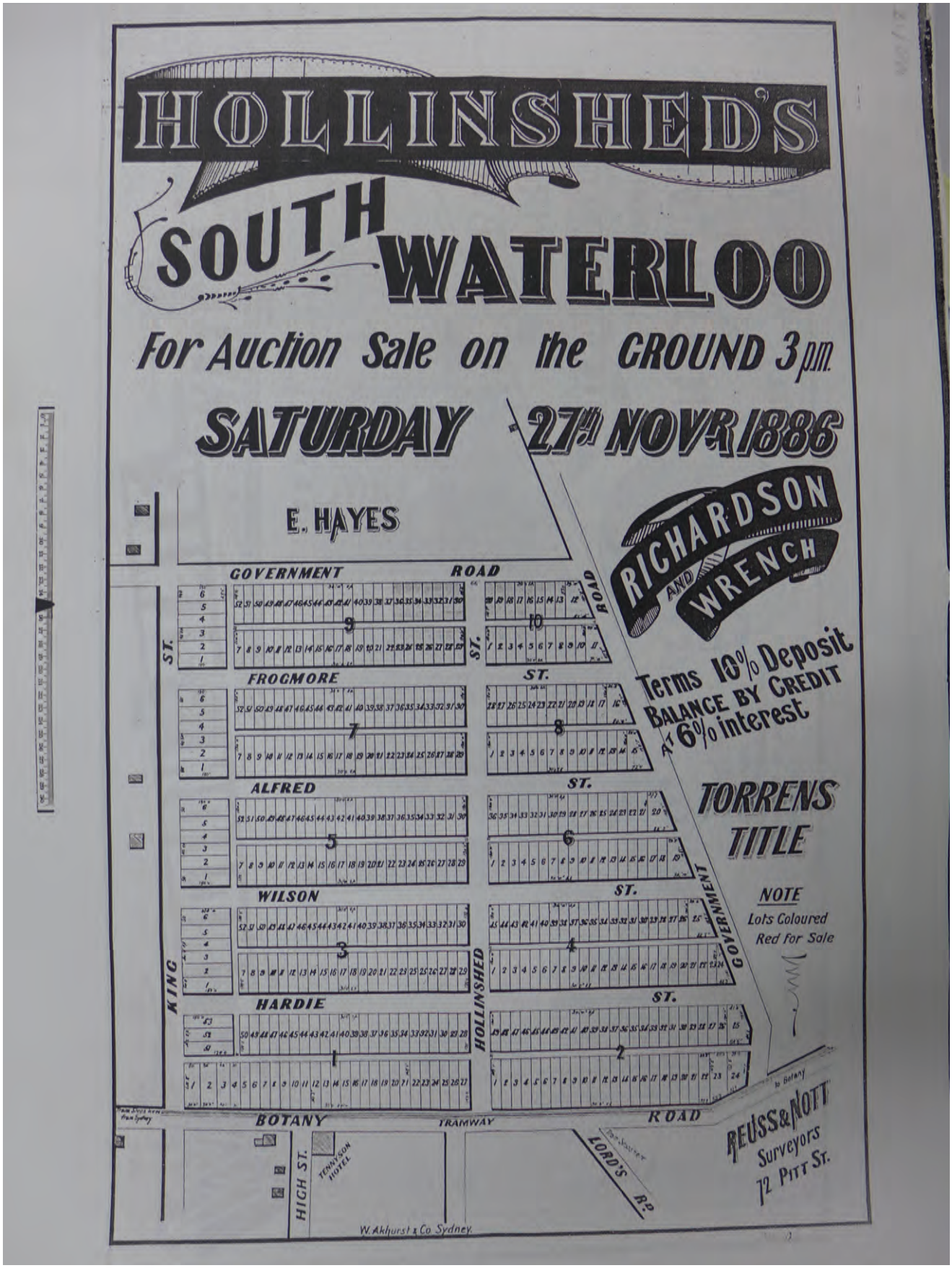
In 1864 this area had been purchased by Edward Lord, Simeon Lord's son and had been subdivided into large, square lots as the Mudbank Estate. The later "Edward Lord's Estate" shows that the western area had been re-subdivided into smaller lots, but was still marketed as "market garden leaseholds'. The advertisement also shows the details of the use of the handle area, with buildings, fences and sheds all included.


Town of Botany
Cooks R.
Botany Road
Botany Road


EDWARD LORD'S ESTATE
BOTANY
MARKET GARDEN LEASEHOLDS
ROAD 1 Chain WIDE
C. L. Lord's Estate
E. Lord's Estate
Lord's Joint Estate
COOKS
RIVER
Chinese Gardens
For Private Sale by
RICHARDSON & WRENCH
Auctioneers
ATCHISON and SCHLEICHER
Civil Engineers & Lic.d Surveyors Elder Chambers 37 Pitt St.
Gibbs Shallard & Co. Sydney

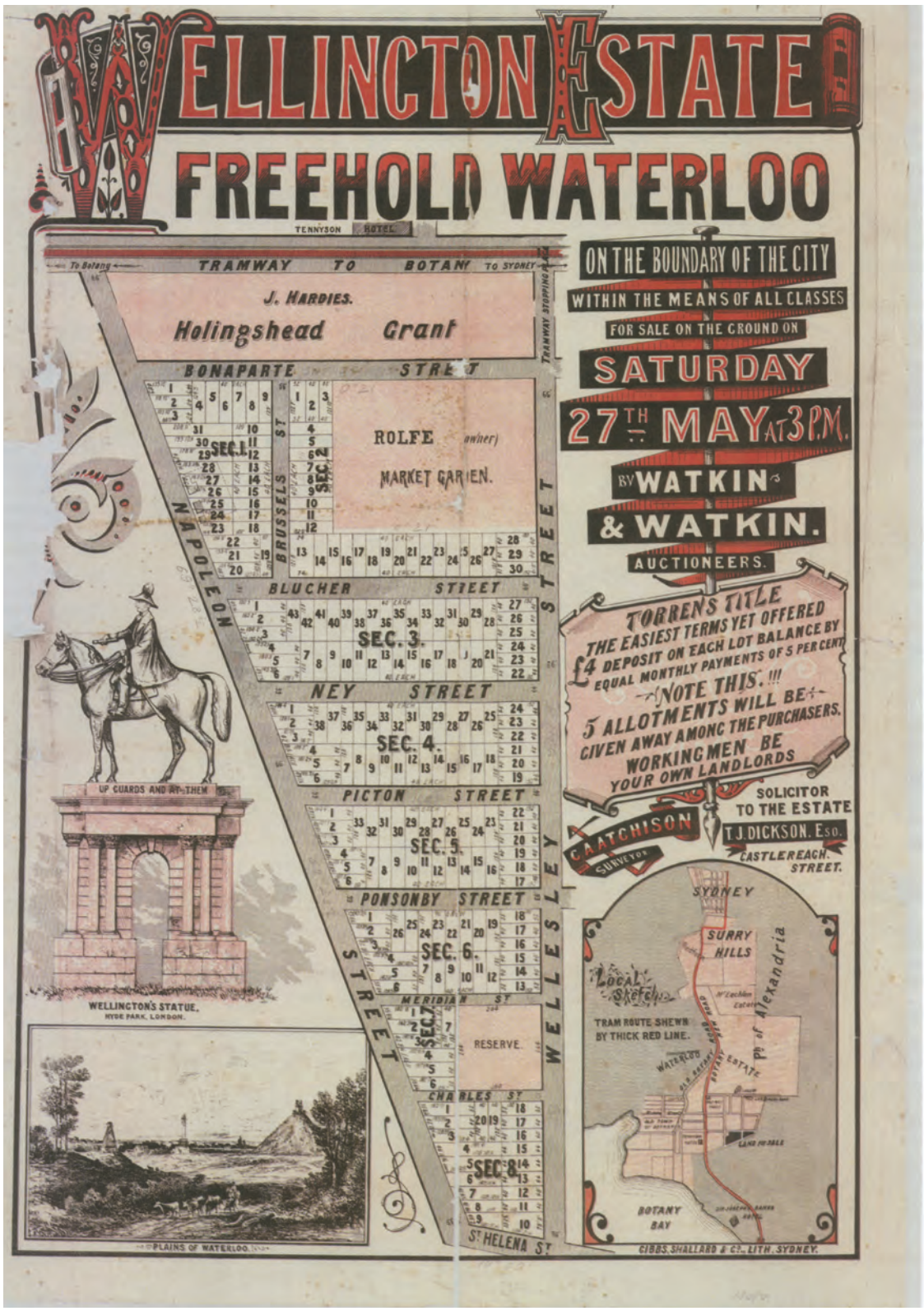

Sewerage
Purposes




HOLLINSHED'S
SOUTH WATERLOO
For Auction Sale on the GROUND 3 p.m.
SATURDAY 27th NOVR 1886
E. HAYES
RICHARDSON AND WRENCH
Terms 10% Deposit
BALANCE BY CREDIT
at 6% interest
TORRENS TITLE
NOTE
Lots Coloured Red for Sale
GOVERNMENT ROAD
FROGMORE
ALFRED
WILSON
HARDIE
KING ST.
HOLLINSHED ST.
GOVERNMENT ROAD
BOTANY TRAMWAY ROAD
HIGH ST.
TENNYSON HOTEL
LORD'S Rd
REUSS & NOTT
Surveyors
72 PITT ST.
W. Akhurst & Co Sydney.

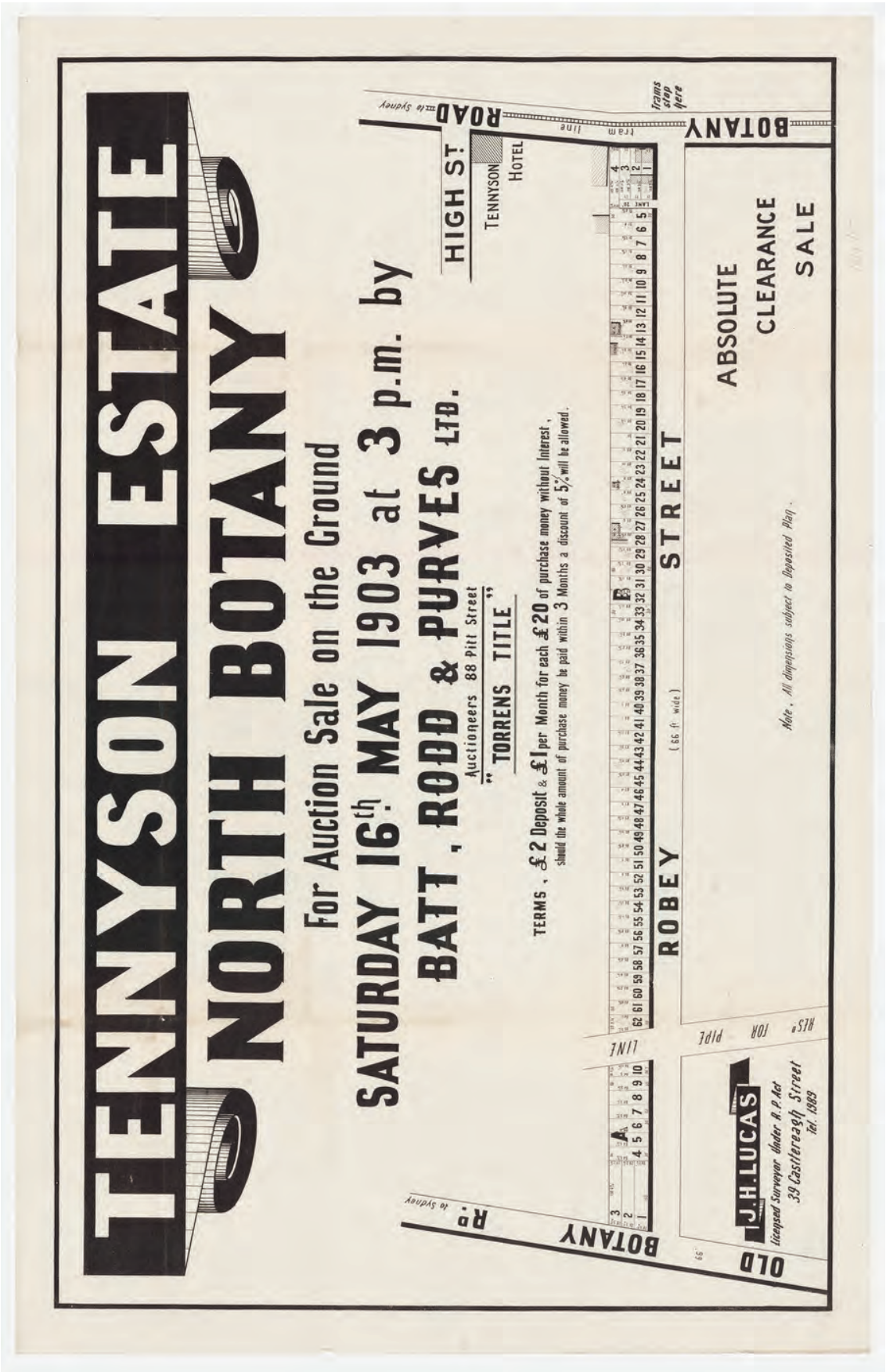

Sewerage
Purposes
WARD




WELLINGTON ESTATE
FREEHOLD WATERLOO
TENNYSON HOTEL
TRAMWAY TO BOTANY
TO SYDNEY
J. HARDIES.
Holingshead
Grant
BONAPARTE STREET
ROLFE owner)
MARKET GARDEN.
SEC. 1.
SEC. 2.
BRUSSELS ST
NAPOLEON STREET
BLUCHER STREET
SEC. 3.
NEY STREET
SEC. 4.
PICTON STREET
SEC. 5.
PONSONBY STREET
SEC. 6.
MERIDIAN ST
SEC. 7.
RESERVE.
CHARLES ST
SEC. 8.
WELLESLEY STREET
ST HELENA ST
UP GUARDS AND AT THEM
WELLINGTON'S STATUE,
HYDE PARK, LONDON.
PLAINS OF WATERLOO.
ON THE BOUNDARY OF THE CITY
WITHIN THE MEANS OF ALL CLASSES
FOR SALE ON THE GROUND ON
SATURDAY
27TH MAY AT 3 P.M.
BY WATKIN & WATKIN.
AUCTIONEERS.
TORRENS TITLE
THE EASIEST TERMS YET OFFERED
£4 DEPOSIT ON EACH LOT BALANCE BY
EQUAL MONTHLY PAYMENTS OF 5 PER CENT
NOTE THIS. !!!
5 ALLOTMENTS WILL BE
GIVEN AWAY AMONG THE PURCHASERS.
WORKING MEN BE
YOUR OWN LANDLORDS
SOLICITOR
TO THE ESTATE
T.J. DICKSON, Esq.
CASTLEREAGH STREET.
C. A. TCHISON
SURVEYOR
SYDNEY
SURRY HILLS
LOCALITY SKETCH
TRAM ROUTE SHEWN
BY THICK RED LINE.
Pt of Alexandria
WATERLOO ESTATE
LAND FOR SALE
BOTANY BAY
GIBBS, SHALLARD & Co., LITH. SYDNEY.

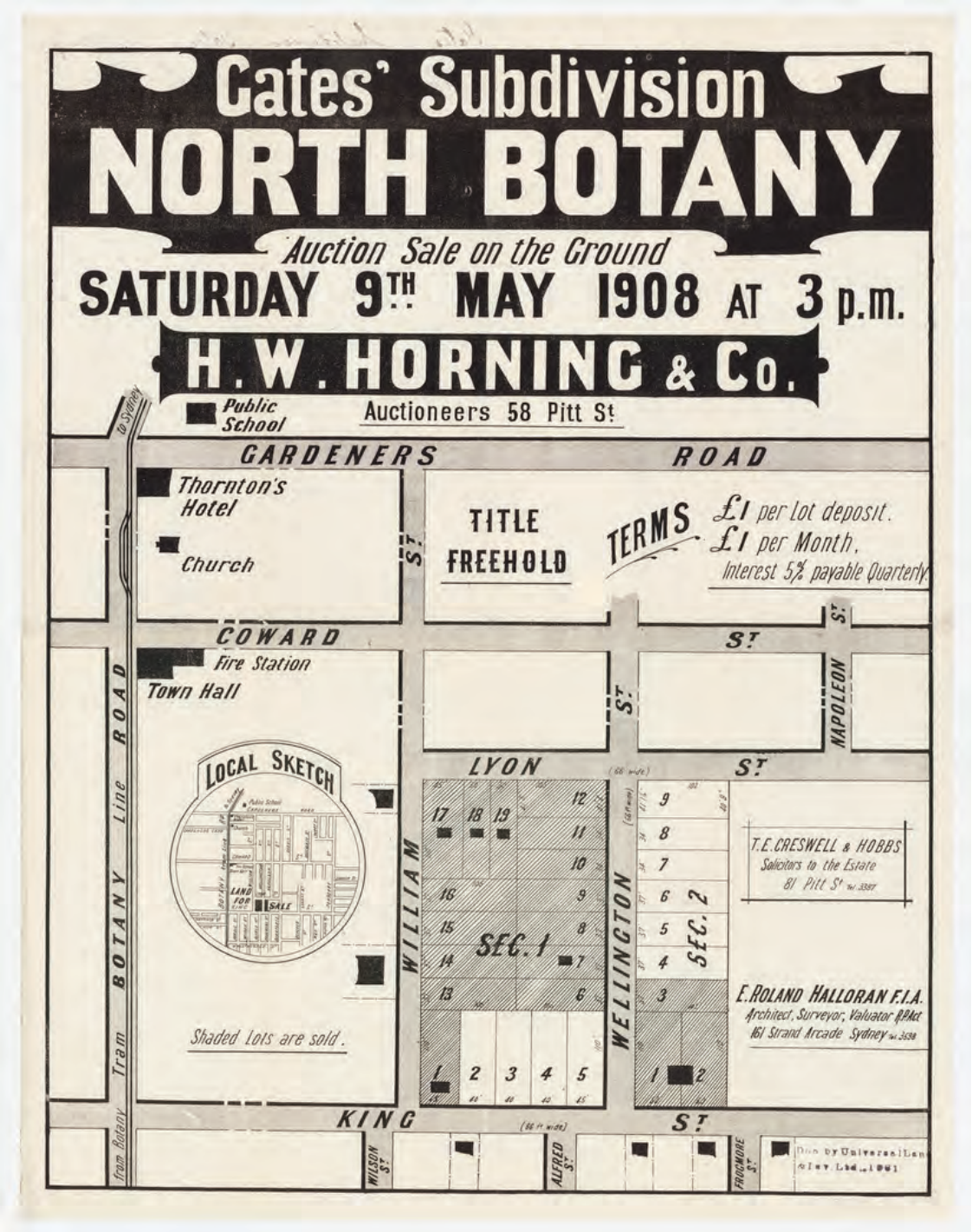

Sewerage
Purposes
BOGA
WARD




TENNYSON ESTATE
NORTH BOTANY
For Auction Sale on the Ground
SATURDAY 16th MAY 1903 at 3 p.m. by
BATT, RODD & PURVES LTD.
Auctioneers 88 Pitt Street
"TORRENS TITLE"
TERMS, £2 Deposit & £1 per Month for each £20 of purchase money without interest, should the whole amount of purchase money be paid within 3 Months a discount of 5% will be allowed.
ABSOLUTE
CLEARANCE
SALE
ROBEY STREET
(66 ft. wide)
HIGH ST
TENNYSON HOTEL
BOTANY ROAD
BOTANY
OLD
J.H.LUCAS
licensed Surveyor Under N.P. Act
39 Castlereagh Street
Tel. 1989
Note. All dimensions subject to Deposited Plan.


Sewerage
Purposes




Gates' Subdivision
NORTH BOTANY
Auction Sale on the Ground
SATURDAY 9TH MAY 1908 AT 3 p.m.
H.W. HORNING & Co.
Public School
Auctioneers 58 Pitt St
GARDENERS ROAD
Thornton's Hotel
Church
TITLE FREEHOLD
TERMS £1 per lot deposit. £1 per Month. Interest 5% payable Quarterly
COWARD ST
Fire Station
Town Hall
LOCAL SKETCH
LYON ST
NAPOLEON ST
WILLIAM ST
WELLINGTON ST
SEC. 1
SEC. 2
T.E. CRESWELL & HOBBS
Solicitors to the Estate
81 Pitt St
E. ROLAND HALLORAN F.I.A.
Architect, Surveyor, Valuator
151 Strand Arcade Sydney
Shaded lots are sold.
KING ST
WILSON ST
ALFRED ST
FROGMORE ST
from Botany Tram Line ROAD
to Sydney

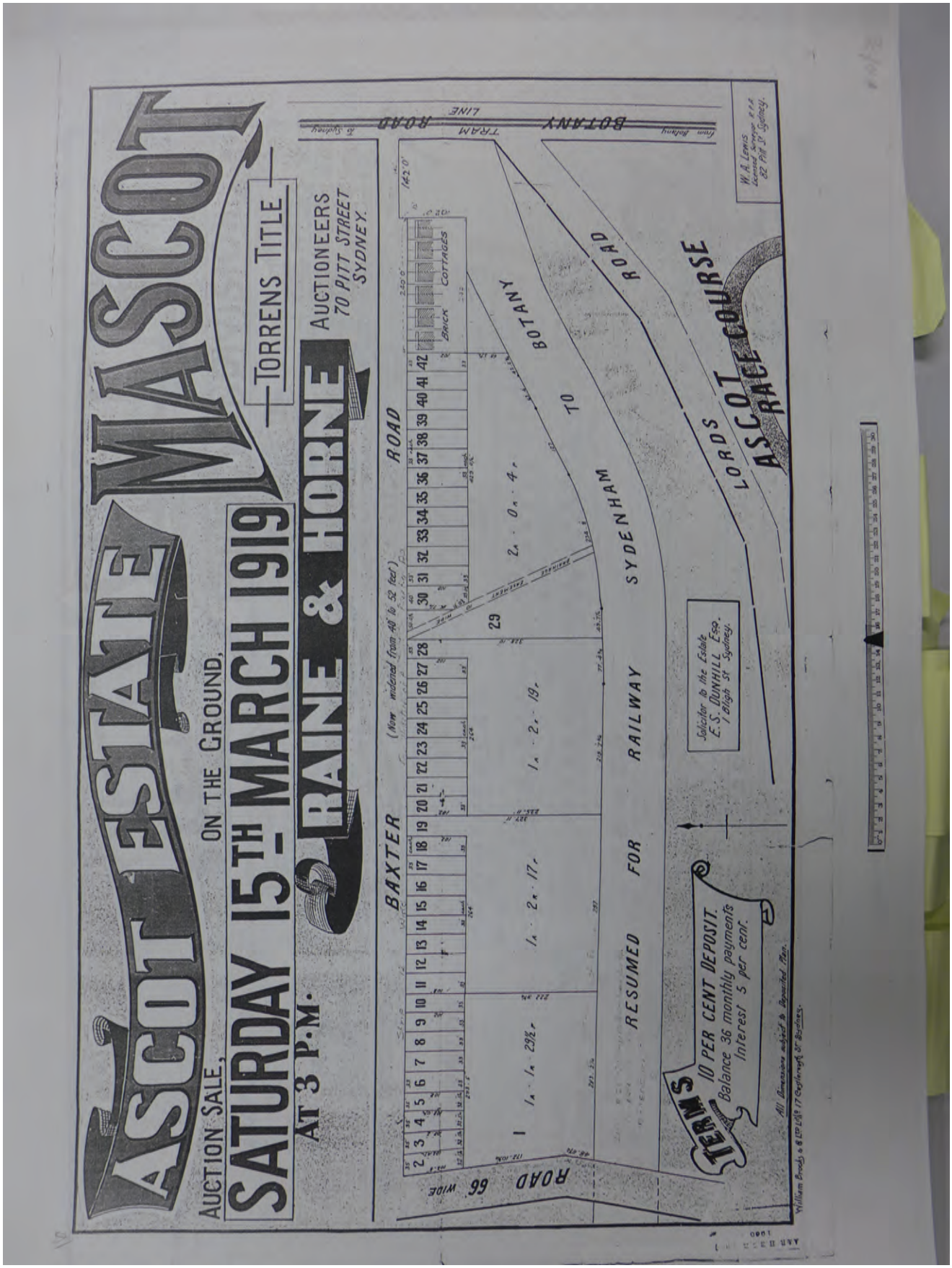

Sewerage
Purposes




ALICEVILLE ESTATE
MASCOT
For Auction Sale
SATURDAY
On the Ground
2ND MARCH 1918.
At 3 O'Clock
EASY TERMS
Vacant Land,
£5 per lot deposit, Balance 36 monthly payments
for the Cottages
⅛ Deposit, Balance in 12 quarterly payments
Interest 5%.
HARDIE & GORMAN
PROPTY LTD
AUCTIONEERS,
133 PITT ST., SYDNEY.
"Kendall"
KING ST.
Kent Cottage
Post Office
To Sydney
SHOPS
KING ST.
(5 Minutes from Estate)
COTTAGES
BOTANY ROAD
or MUDBANK
"Rossiyn"
"Rockbank"
"Thurso"
COLLINS & MULHOLLAND.
Solicitors to the Estate,
77 Castlereagh St Sydney.
SHOPS & DWELLINGS
BOTANY TRAM LINE RD
T.A. Hicks Ltr
COTTAGES
HIGH ST.
COTTAGES
"Grantham"
Tennyson Hotel
SHOPS and COTTAGES
COOK ST.
OLD
"Bon-my-Chee"
TORRENS TITLE.
JOHN WEINGARTH.
Licensed Surveyor
10 Castlereagh St Sydney
Cottages
All Dimensions subject to Deposited Plan.
from Botany
P. Cunninghame & Co. Ltd., Litho. Sydney


Sewerage
Purposes
WARD




ASCOT ESTATE MASCOT
AUCTION SALE, ON THE GROUND,
SATURDAY 15TH MARCH 1919
AT 3 P.M.
TORRENS TITLE
RAINE & HORNE
AUCTIONEERS
70 PITT STREET
SYDNEY.
BAXTER ROAD
(Now widened from 40' to 52 feet)
BOTANY ROAD TO SYDENHAM
TRAM LINE
Brick Cottages
RESUMED FOR RAILWAY
LORDS ASCOT RACE COURSE
ROAD 66' WIDE
TERMS 10 PER CENT DEPOSIT. Balance 36 monthly payments Interest 5 per cent.
Solicitor to the Estate E.S. DUNHILL Esq. 1 Bligh St Sydney.
W.A. Lewis licensed Surveyor 114 22 Pitt St Sydney.

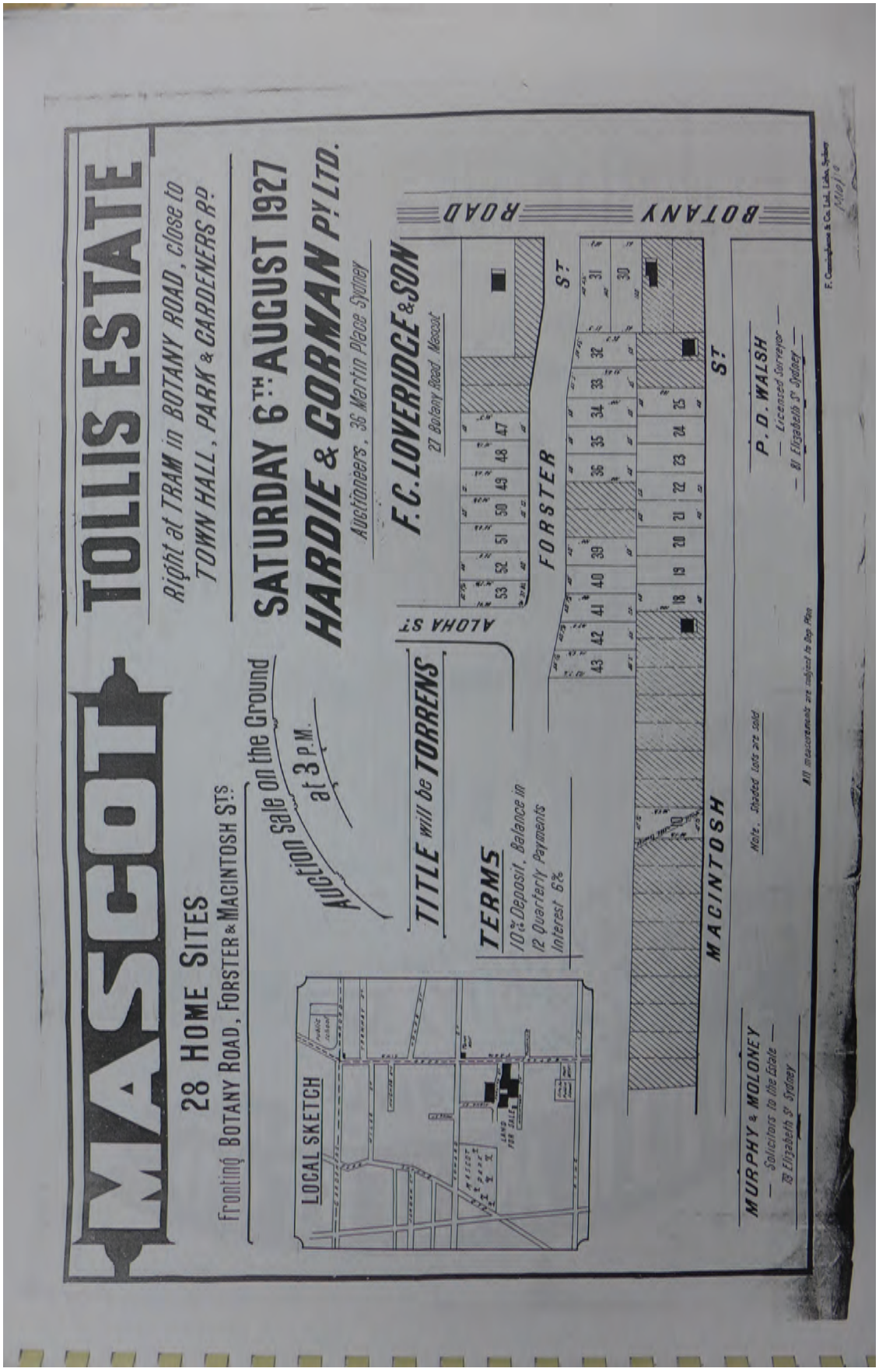

Sewerage
Purposes




O'RIORDAN'S SUBDIVISION
MASCOT
and various Allotments
at MASCOT AND ALEXANDRIA
Auction Sale on the Ground at 3 p.m.
SATURDAY.
22ND APRIL 1922
Auctioneers in conjunction
Hardie & Corman Pty Ltd
36 Martin Place. Sydney.
F.C. Loveridge & Son.
221 Botany Road. Mascot.
Terms
For the land - £10 per Lot Deposit. Balance by 12 equal quarterly payments or 36 monthly payments with interest at 6% payable quarterly. For the Cottage - 20% Deposit, Balance 12 quarterly payments. Interest at 6%.
Title to Subdivision: Torrens.
Title to Scattered Blocks: Freehold.
Murphy & Maloney.
E. Kenny
JOHNSON STREET
RESERVE ST.
O'RIORDAN ROAD
VICTORIA ST.
QUEEN STREET
RESERVE STREET
COLLINS STREET
HANSARD ST.
EPSOM ST.
BOTANY ROAD
CARDENERS
OLD BOTANY ROAD
TRAMWAY
WILLIAM STREET
HENLEY ST.
SUTHERLAND STREET
Public School
Newmarket Hotel
Subdivision

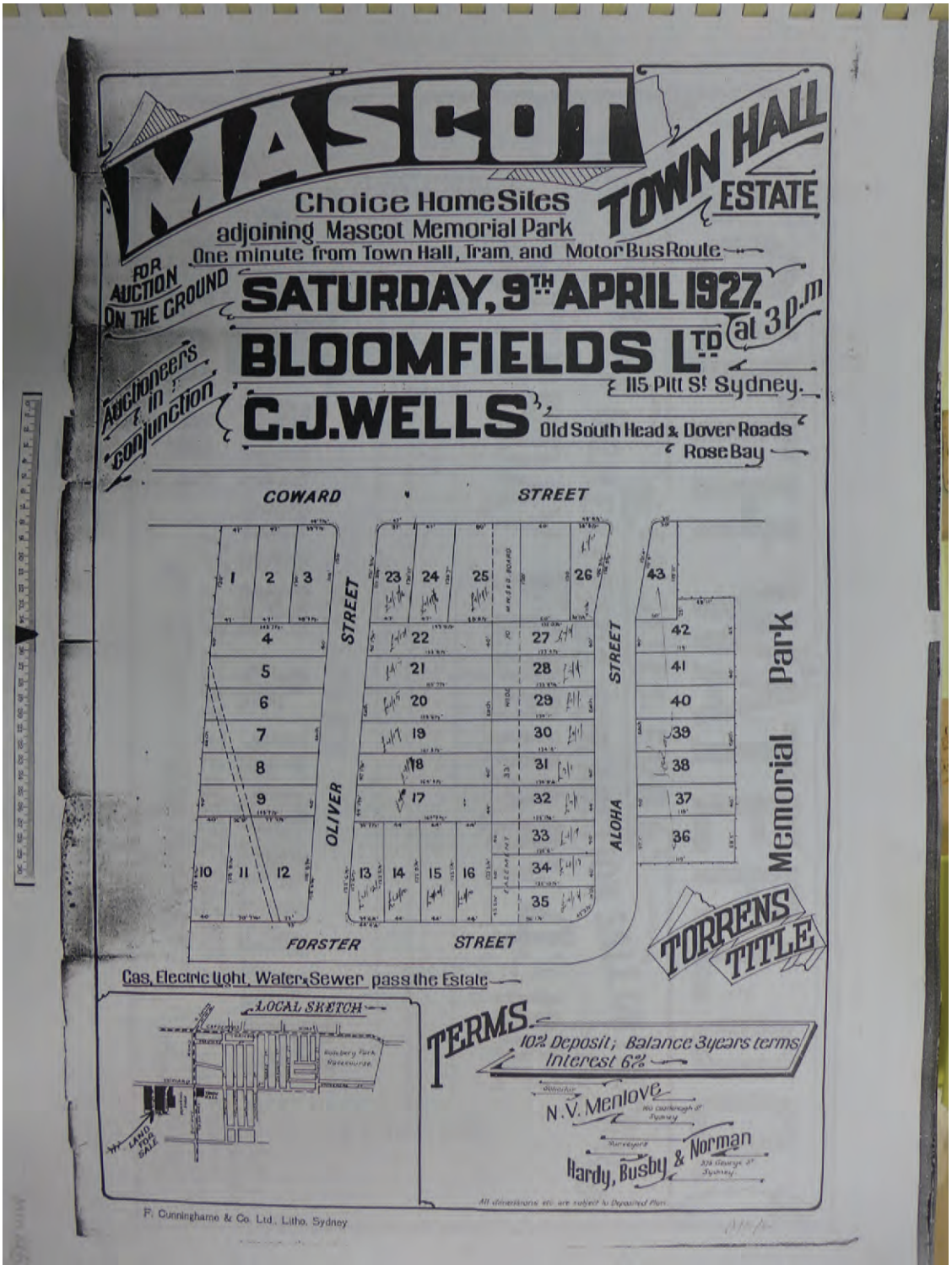

Sewerage
Purposes




MASCOT
28 HOME SITES
Fronting BOTANY ROAD, FORSTER & MACINTOSH STS
TOLLIS ESTATE
Right at TRAM in BOTANY ROAD, close to TOWN HALL, PARK & GARDENERS RD
SATURDAY 6TH AUGUST 1927
HARDIE & GORMAN PTY LTD.
Auctioneers, 36 Martin Place Sydney
F.C. LOVERIDGE & SON
27 Botany Road Mascot
Auction Sale on the Ground at 3 P.M.
TITLE will be TORRENS
TERMS
10% Deposit, Balance in 12 Quarterly Payments Interest 6%
LOCAL SKETCH
ALOHA ST
FORSTER ST
MACINTOSH ST
BOTANY ROAD
Note. Shaded lots are sold
All measurements are subject to Sup Plan
MURPHY & MOLONEY
— Solicitors to the Estate —
78 Elizabeth St Sydney
P. D. WALSH
— Licensed Surveyor —
81 Elizabeth St Sydney

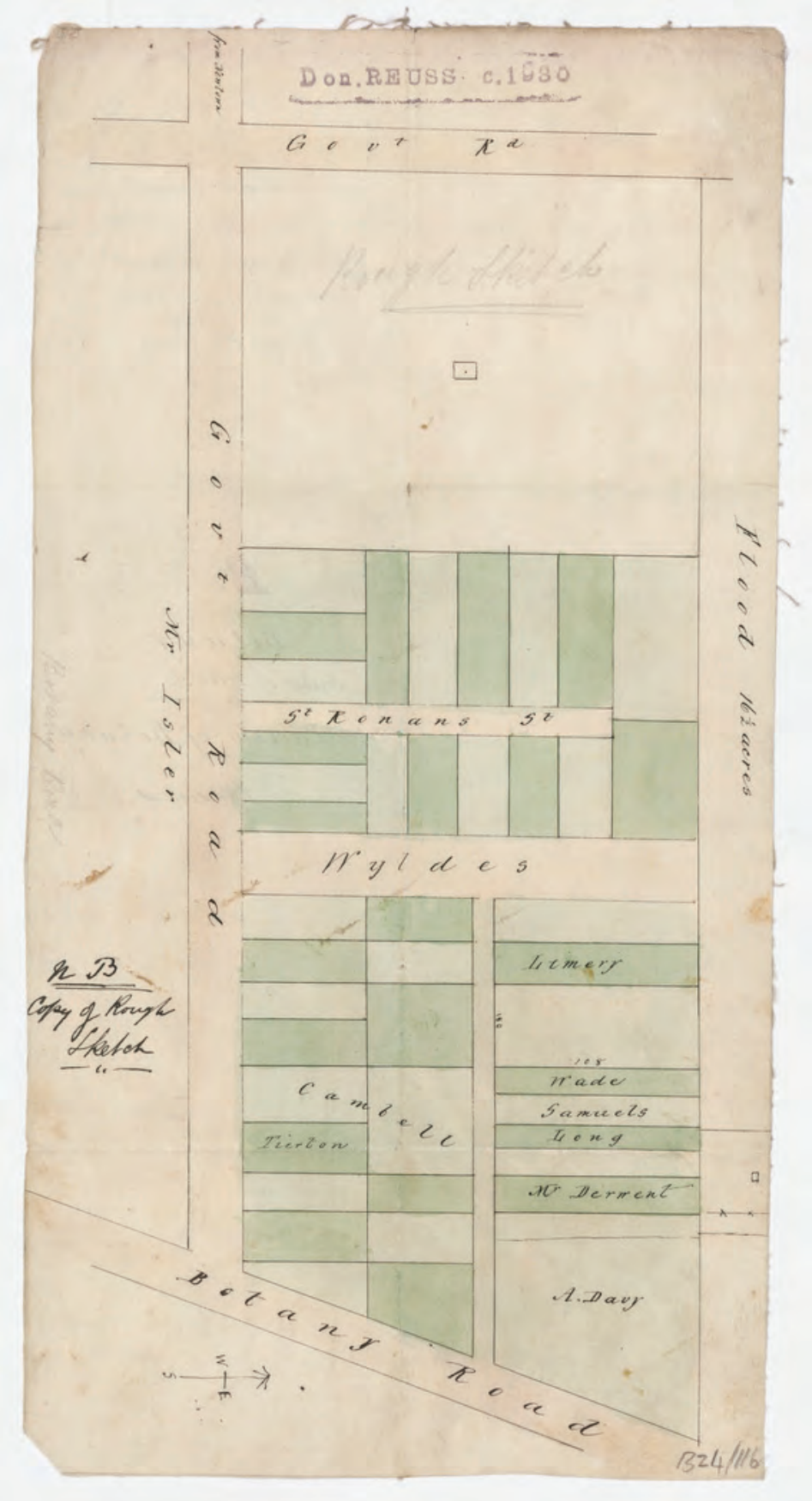

Sewerage
Purposes
WARD

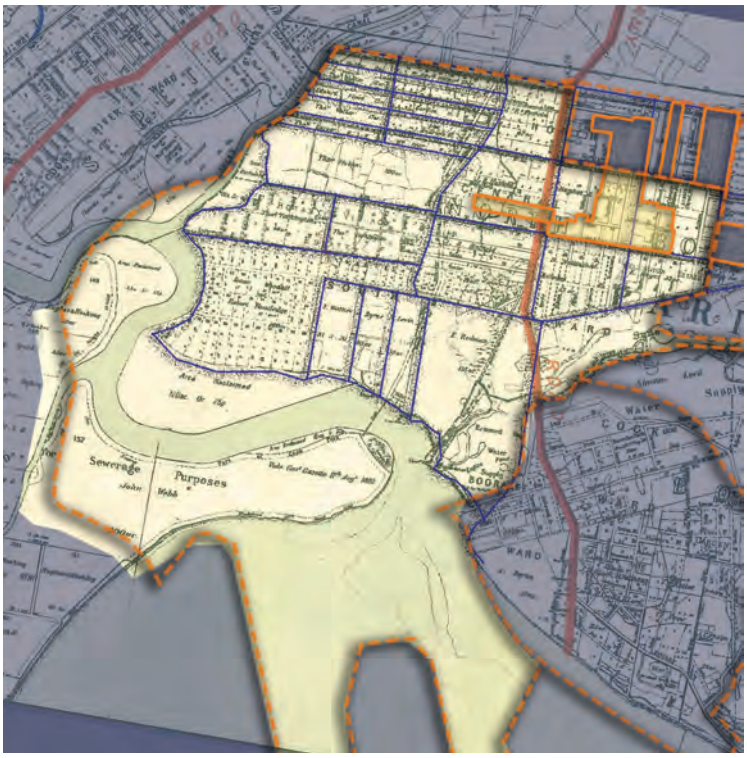



MASCOT
TOWN HALL ESTATE
Choice Home Sites
adjoining Mascot Memorial Park
One minute from Town Hall, Tram, and Motor Bus Route
FOR AUCTION ON THE GROUND
SATURDAY, 9TH APRIL 1927. at 3 p.m
BLOOMFIELDS LTD
115 Pitt St Sydney.
Auctioneers in conjunction
C.J.WELLS
Old South Head & Dover Roads
Rose Bay
COWARD STREET
OLIVER STREET
ALOHA STREET
FORSTER STREET
Memorial Park
TORRENS TITLE
Gas, Electric light, Water & Sewer pass the Estate
LOCAL SKETCH
TERMS
10% Deposit; Balance 3 years terms
Interest 6%
N.V. Menlove
Hardy, Busby & Norman
All dimensions etc. are subject to Deposited Plan
F. Cunningham & Co. Ltd., Litho, Sydney

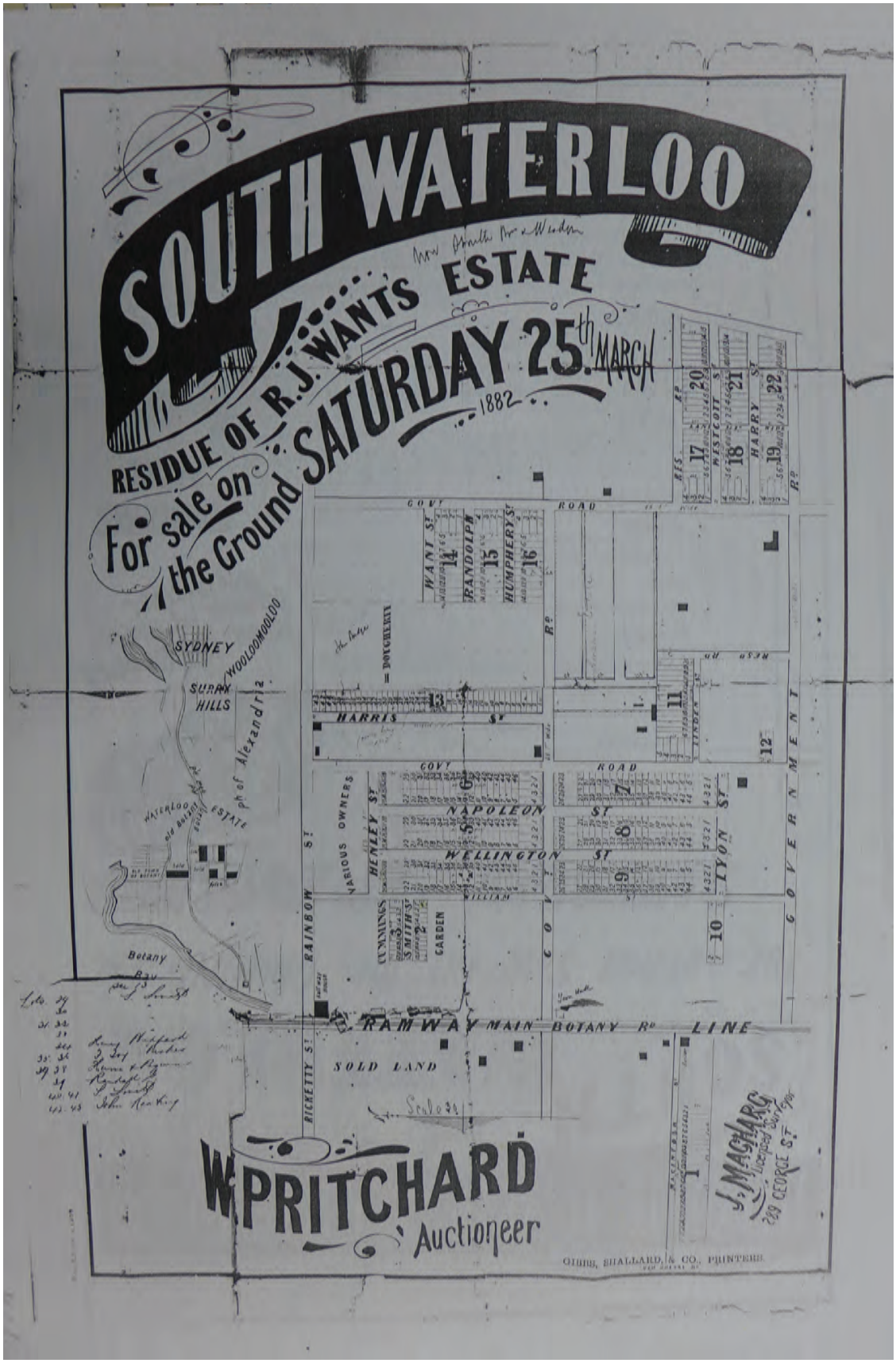

Sewerage
Purposes

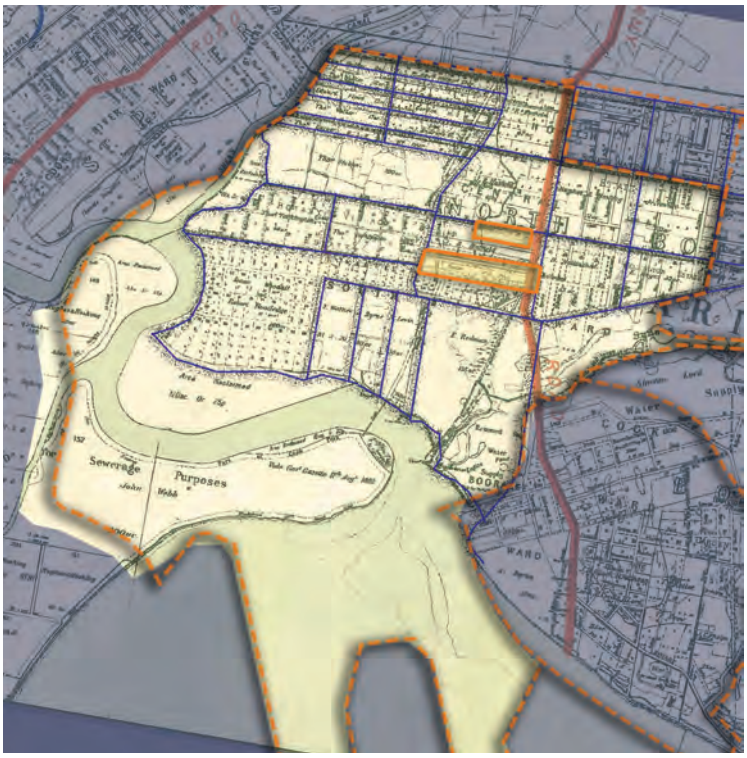



Don. REUSS c.1830
Govt Rd
Rough Sketch
Govt Road
Mr Isler
Wood 16½ acres
St Kevans St
Wyldes
Limery
Wade
Samuels
Long
Mr Derrent
A. Davy
Campbell
Tierton
Botany Road
N
W
E
S
B24/116
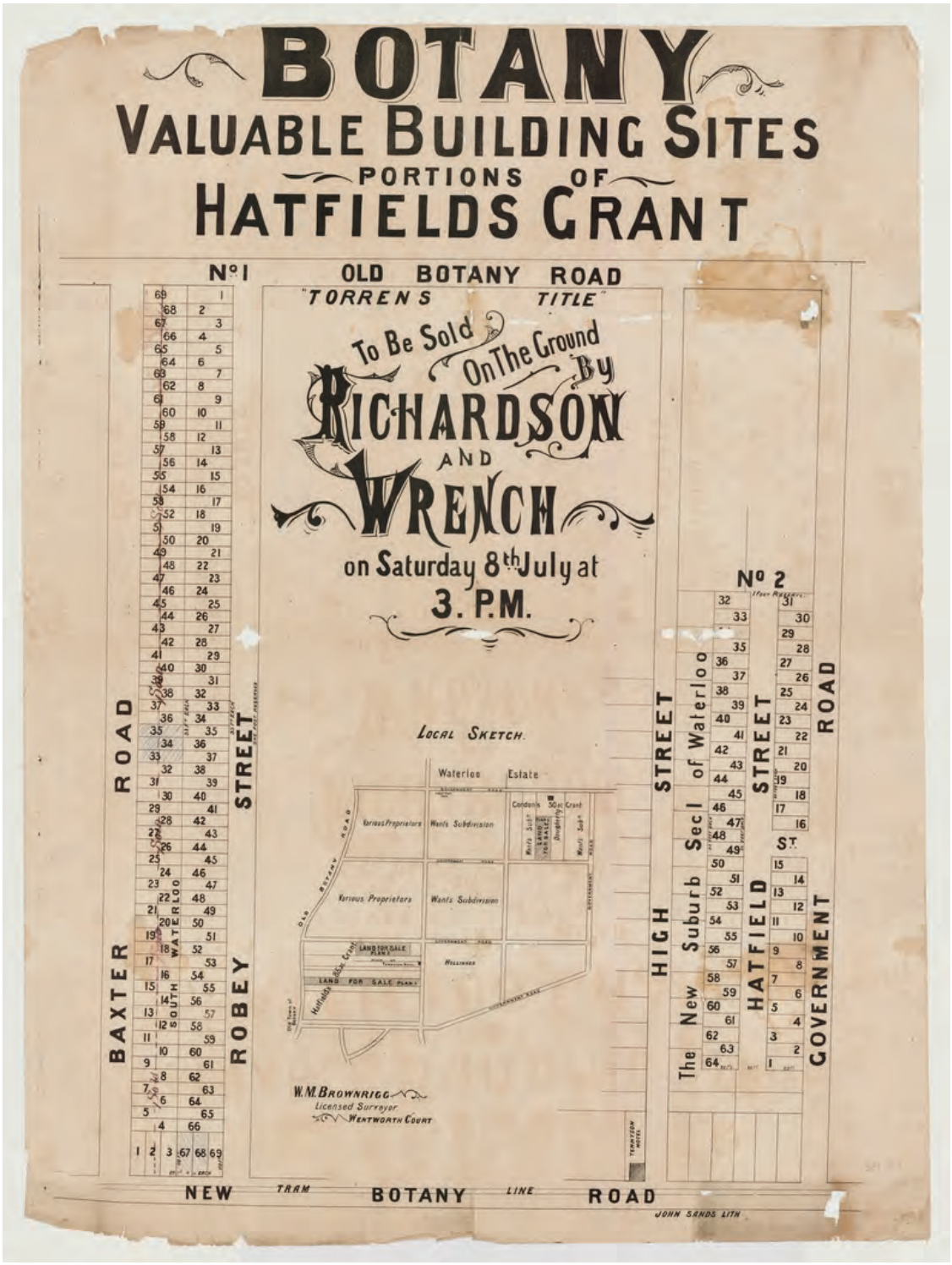

Sewerage
Purposes




SOUTH WATERLOO
RESIDUE OF R.J. WANTS ESTATE
For sale on the Ground SATURDAY 25th MARCH
1882
SYDNEY
WOOLLOOMOOLOO
SURRY HILLS
Botany Bay
WATERLOO ESTATE
GOVT ROAD
HARRIS ST
NAPOLEON ST
WELLINGTON ST
HENLEY ST
TYON ST
RAINBOW ST
RICKETTY ST
WANT ST
RANDOLPH
HUMPHERY ST
HARRY ST
WESTCOTT ST
VARIOUS OWNERS
CUMMINS
SMITH
GARDEN
GOVERNMENT
RAMWAY MAIN BOTANY Rd LINE
SOLD LAND
W. PRITCHARD
Auctioneer
J. MAGHARG
GIBBS, SHALLARD, & CO., PRINTERS

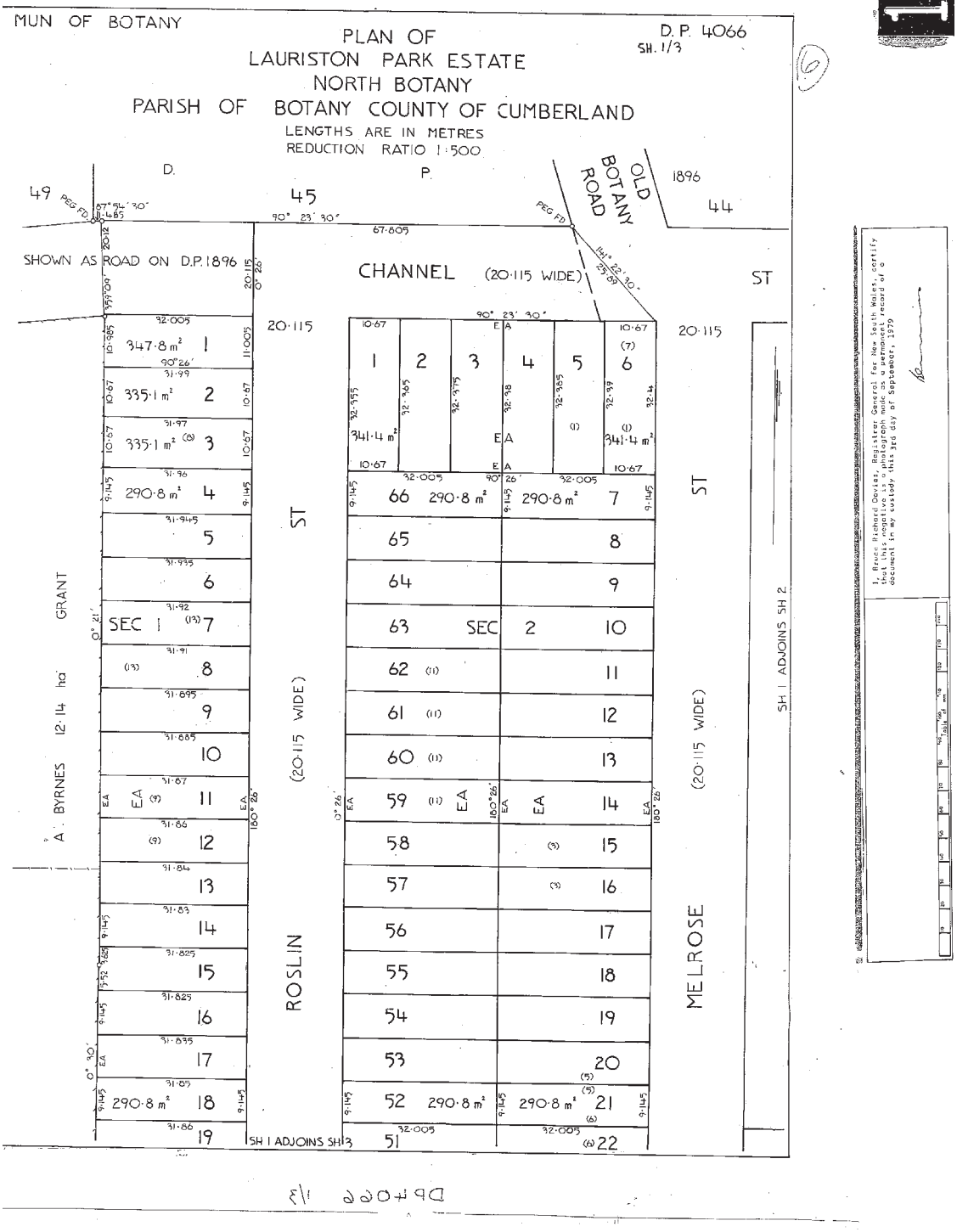

Sewerage
Purposes
WARD




BOTANY
VALUABLE BUILDING SITES
PORTIONS OF
HATFIELDS GRANT
No 1
OLD BOTANY ROAD
"TORRENS TITLE"
To Be Sold On The Ground By
RICHARDSON AND WRENCH
on Saturday 8th July at
3. P.M.
No 2
LOCAL SKETCH.
Waterloo Estate
Various Proprietors
Wants Subdivision
Various Proprietors
Wants Subdivision
LAND FOR SALE PLANS
LAND FOR SALE PLANS
Wellington
Nuttalls 30ac Grant
Old Botany Road
W.M. BROWNRIGG
Licensed Surveyor
WENTWORTH COURT
BAXTER ROAD
ROBEY STREET
SOUTH WATERLOO
HIGH STREET
The New Suburb Sect of Waterloo
HATFIELD STREET
ST.
GOVERNMENT ROAD
NEW TRAM LINE BOTANY ROAD
JOHN SANDS LITH


Sewerage
Purposes



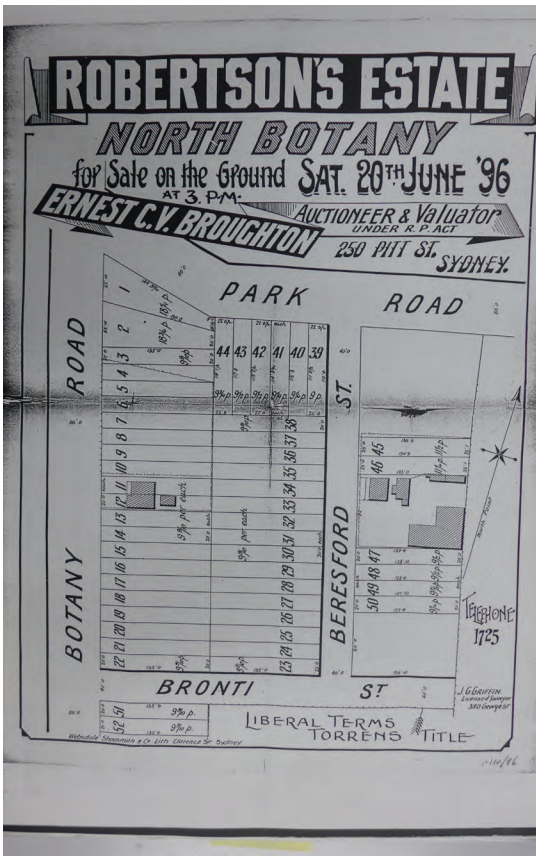


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Sewerage
Purposes
WARD




VALUABLE ALLOTMENTS
BOTANY
TO BE SOLD ON THE GROUND SATURDAY MAY 11th AT 3 O'CLOCK
W. PRITCHARD
LOCAL SKETCH
EPPING
LAND FOR SALE
MAIN
BOTANY
ROAD
ROBERTSON
Sec. 2
Sec. 1
Sec. 3
BERESFORD STREET
BRONTI STREET
RANDWICK ROAD
Mr HARDIE
LORD
from Sydney
BOTANY ROAD
to Botany
Geo. Bishop
Surveyor &c.
Opposite City Bank
Gibbs, Shallard, & Co., Sydney.

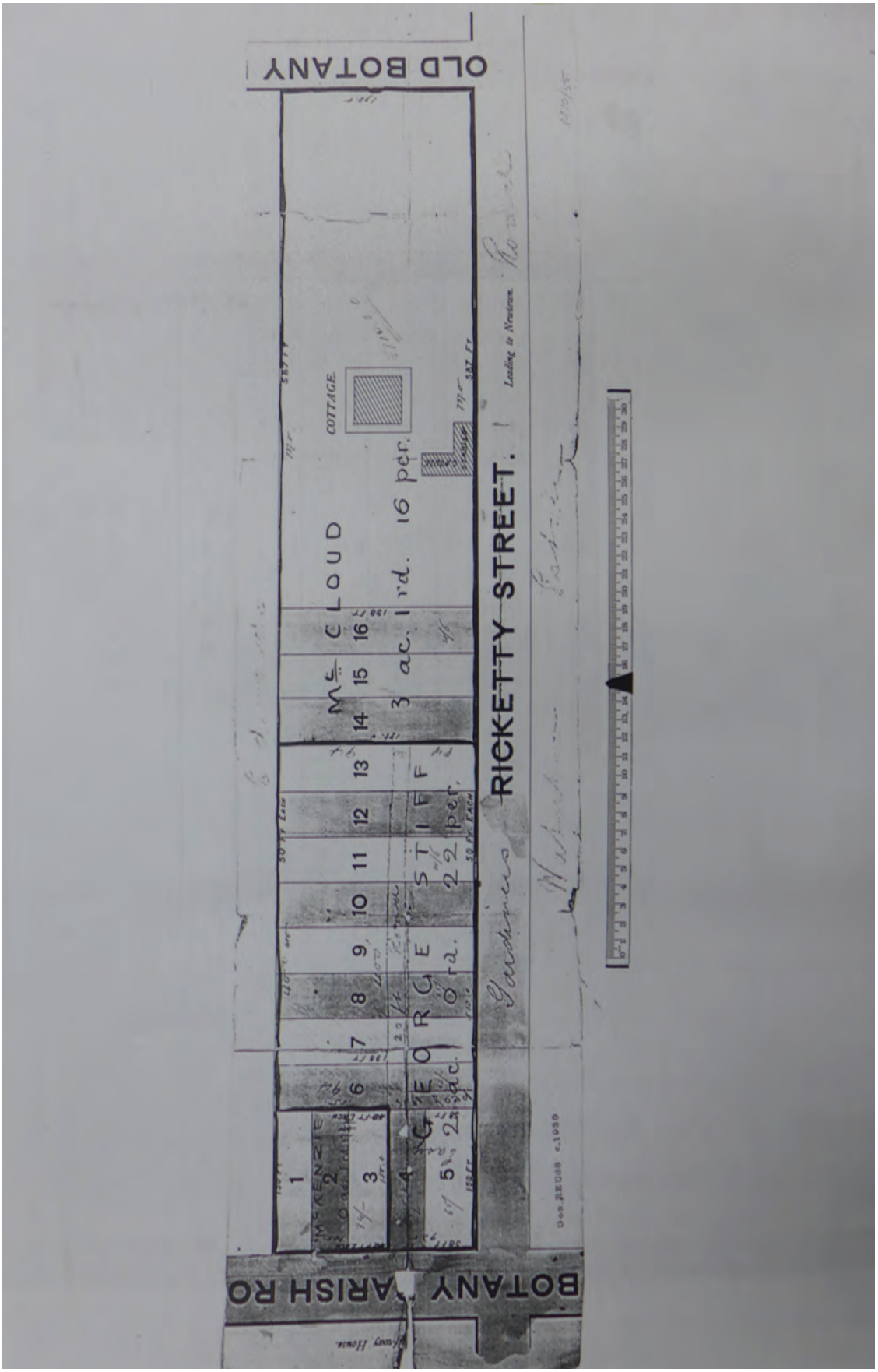

ROBERTSON'S ESTATE
NORTH BOTANY
for Sale on the Ground SAT. 20TH JUNE '96
AT 3 P.M.
ERNEST C.V. BROUGHTON
AUCTIONEER & Valuator
UNDER R.P. ACT
250 PITT ST. SYDNEY.
PARK ROAD
BOTANY ROAD
BERESFORD ST.
BRONTI ST
TELEPHONE 1725
LIBERAL TERMS
TORRENS TITLE


PARK ESTATE
NORTH BOTANY
FOR AUCTION SALE, ON THE GROUND
SATURDAY 21ST DECEMBER 1907
AT 3 P.M.
RAINE & HORNE
AUCTIONEERS 86 PITT ST
LOCAL AGENT Mr NIPPER
PARK ROAD
BOTANY ROAD
AVENUE
Local Sketch
TORRENS TITLE
TERMS
£2 per lot Deposit,
Balance £1 per lot per Month,
with interest at 5% per annum.
Solicitor
J. A. Thompson Esq
Alchison & Schleicher
ELDON CHAMBERS PITT ST


By order of the Executors in the Estate of the late William J. Lupton.
MASCOT
2 COTTAGES AND 5 BUILDING SITES
AUCTION SALE SATURDAY ON THE GROUND
2ND FEBRUARY 1918
AT 3 O'CLOCK
HARDIE & CORMAN PROPY LTD
Auctioneers
133 Pitt St
TORRENS TITLE
PARK ROAD
HARDIE ST.
"Home Leigh"
"Alfra"
Thelmsford
Congregational Church
Cottages
"Te Aro"
"Omrah"
"Olway"
Cottage
Birdsall Bros Premises
BERESFORD ST.
BRONTI ST
ASCOT RACECOURSE
BOTANY LINE ROAD
TRAM
From Botany
To Sydney
Collins & Mulholland
Solicitors to the Estate
77 Castlereagh St
All measurements subject to Deposited Plan.
P. Cunninghame & Co. Ltd., Litho, Sydney.

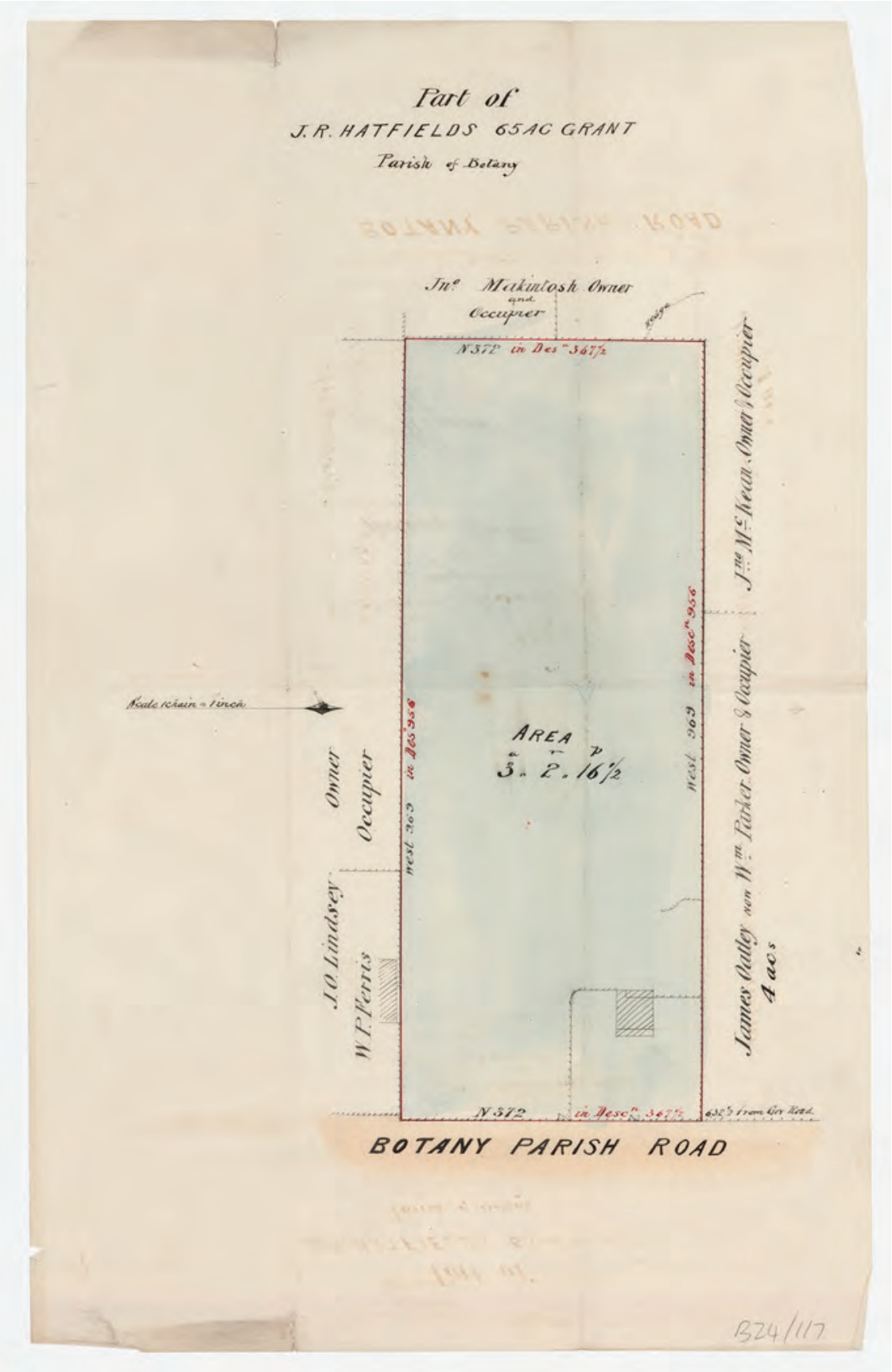

Sewerage
Purposes




OLD BOTANY
RICKETTY STREET.
Mc CLOUD
3 ac. 1 rd. 16 per.
COTTAGE
GEORGE STIEF
2 ac. 0 rd. 22 per.
MACKENZIE
BOTANY

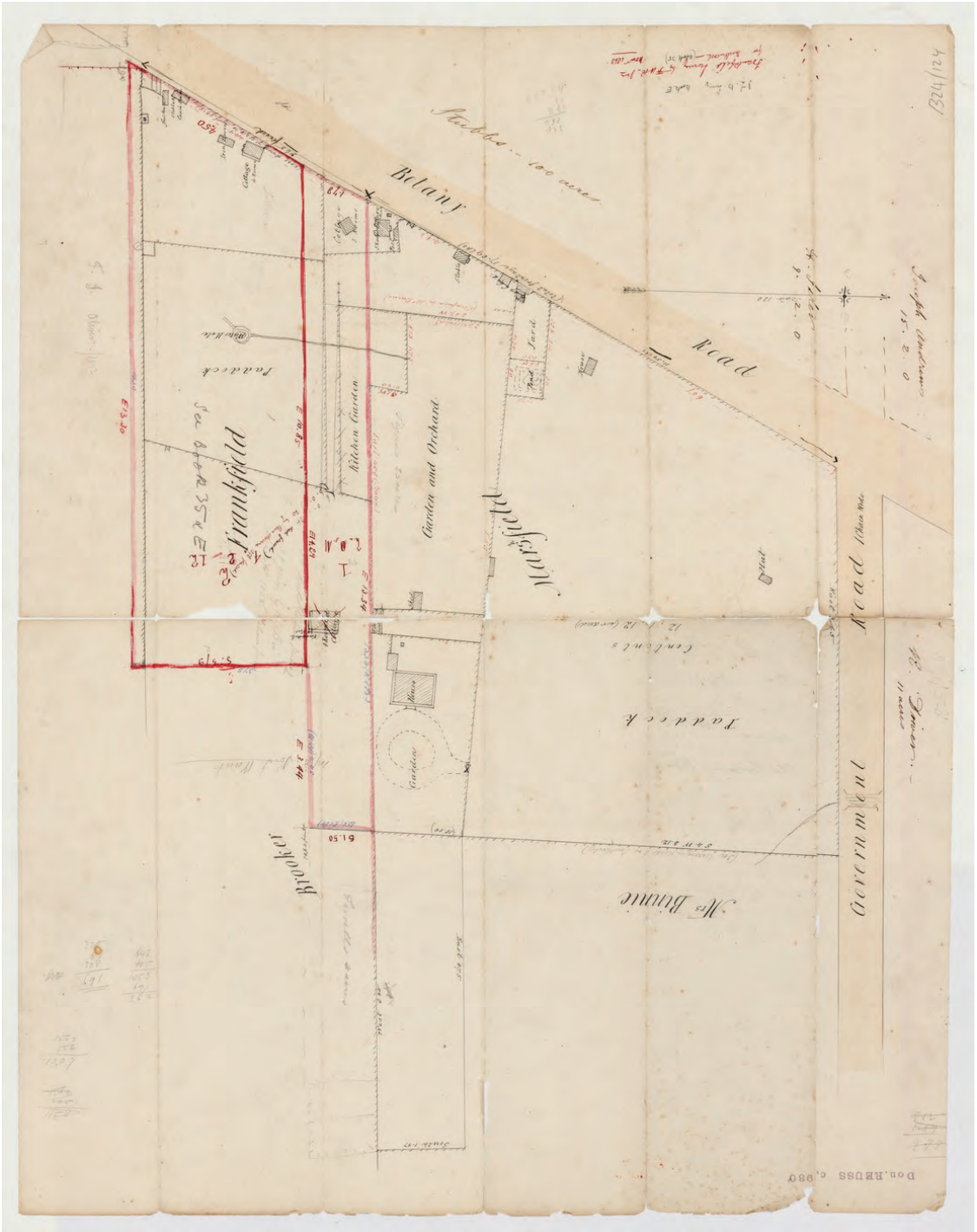

Sewerage
Purposes




Part of
J.R. HATFIELDS 65AC GRANT
Parish of Botany
Jn° Mackintosh Owner and Occupier
N372 in Des" 367½
Jn° Mc Kean. Owner & Occupier
Scale 1 chain = 1 inch
AREA
3a. 2r. 16½p
west 369 in Desd 356
west 369 in Desd 356
Owner
Occupier
J.O. Lindsey
W.P. Ferris
James Oatley now Wm Parker. Owner & Occupier
4 acs
N372 in Desd 367½
632½ from Cox Road
BOTANY PARISH ROAD
B24/117

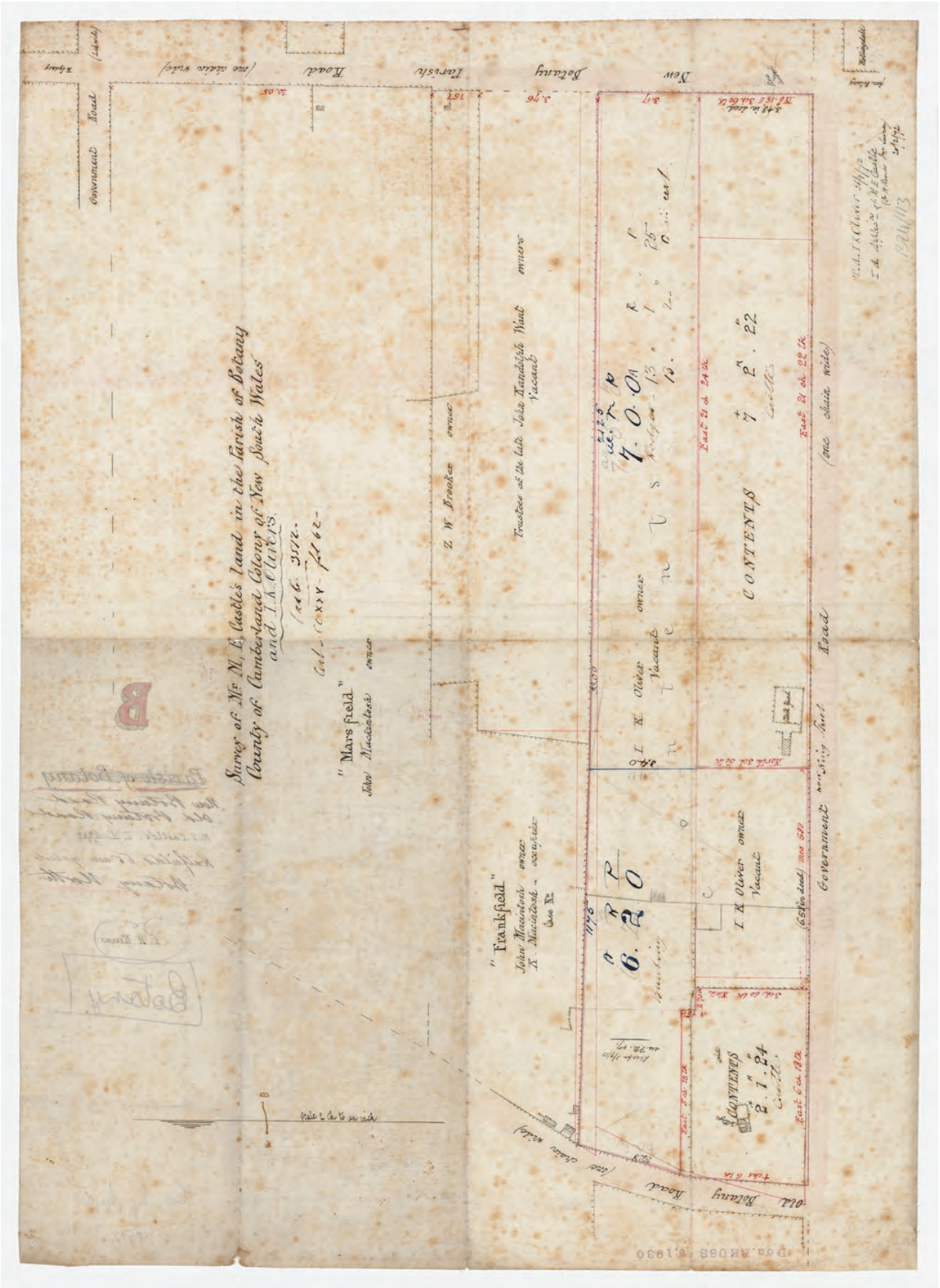

Sewerage
Purposes




Botany
Road
Garden and Orchard
Kitchen Garden
Garden
Brooker
Government
Mrs Bourne
Don.REDSS c.98Q


Sewerage
Purposes




Survey of Mr. M. L. Castles Land in the Parish of Botany
County of Cumberland Colony of New South Wales
and I.K. Oliver's
"Mars field"
John Macintosh owner
"Frankfield"
John Macintosh owner
I K Oliver owner
Vacant
Trustees of the late John Randolph Ward owners
Vacant
Z W Brooker owner
CONTENTS
7. 2. 22
CONTENTS
2. 1. 24
Government Road
Botany Road
Old Botany Road
Turnstile
Road
New
Botany

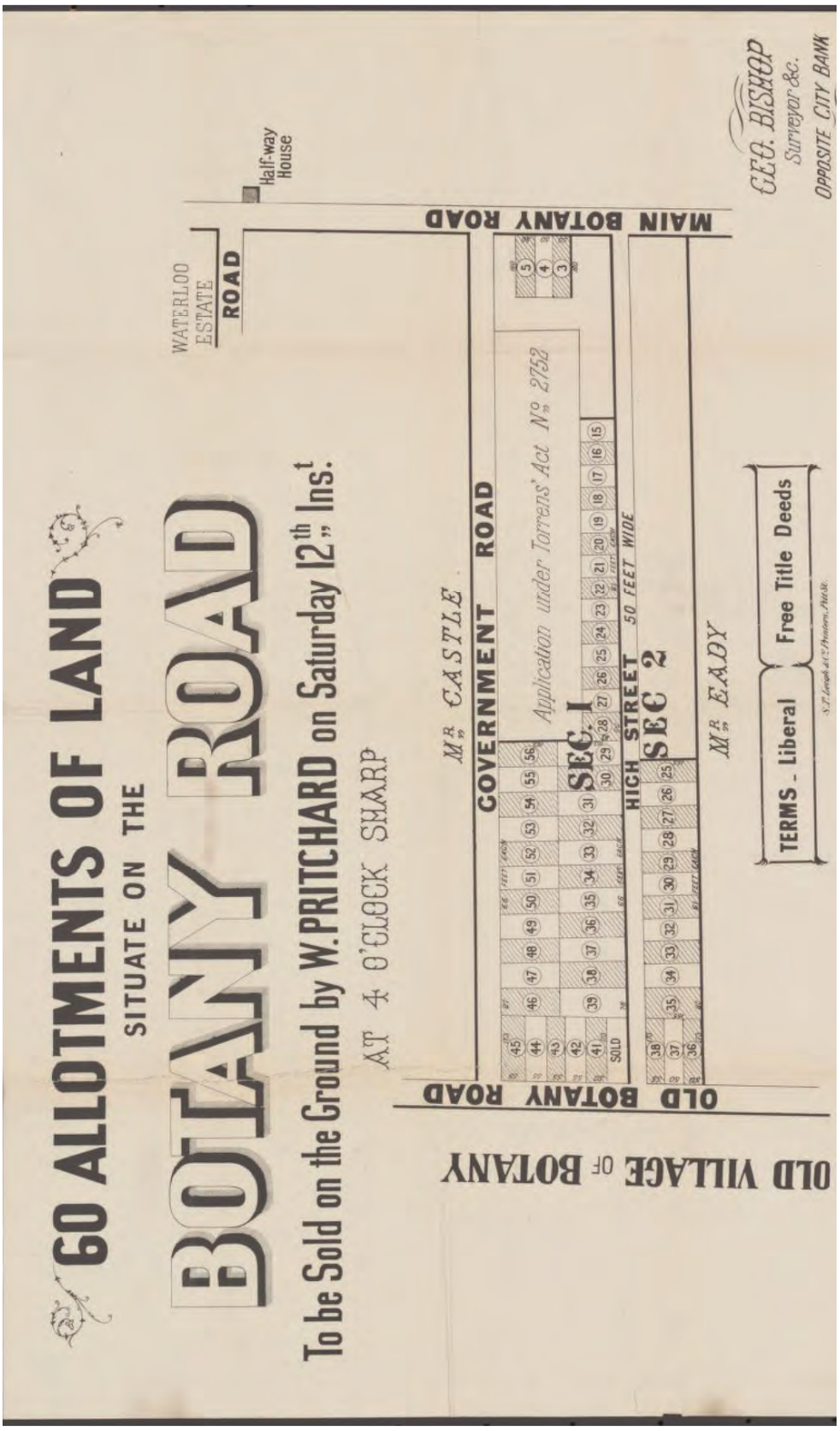

Sewerage
Purposes




MALCOLM'S ESTATE
BOTANY
For Auction Sale at the Rooms Pitt St at 11 A.M
ON MONDAY NOVEMBER 20th
TUNBRIDGE
HARRIS ST
WANT
(Subdivided)
COWARD ST
RES RD
MALCOLM ST
ROAD
COVT
SAUL
SUBDIVIDED
LOCAL SKETCH
RICHARDSON AND WRENCH
AUCTIONEERS
DAINTREY & JONES
SOLICITORS
89 Elizabeth St
REUSS & NOTT
SURVEYORS &c
VICKERY'S CHAMBERS
GIBBS, SHALLARD, & CO., PRINTERS.


Sewerage
Purposes




60 ALLOTMENTS OF LAND
SITUATE ON THE
BOTANY ROAD
To be Sold on the Ground by W. PRITCHARD on Saturday 12th Inst.
AT 4 O'CLOCK SHARP
WATERLOO ESTATE
ROAD
Half-way House
MAIN BOTANY ROAD
GEO. BISHOP
Surveyor &c.
OPPOSITE CITY BANK
Mrs CASTLE
COVERNMENT ROAD
Application under Torrens' Act No. 2752
SEC. 1
HIGH STREET 50 FEET WIDE
SEC 2
Mrs EADY
OLD BOTANY ROAD
OLD VILLAGE OF BOTANY
TERMS - Liberal
Free Title Deeds
SOLD

8. THE SUBURB OF PAGEWOOD



The suburb of Pagewood is located at (8) in the aerial photograph above.

The eastern part of the suburb of Pagewood was originally named 'Daceyville No.2' and was conceived to be an extension of the philosophical and social experiment that was Daceyville, or Dacey Garden Suburb; and the western was a stripped, commercial version of the 'garden suburb' development known as 'Dudley'.

At the turn of the century Sydney was riddled with slums and disease. In 1909 a Royal Commission was called to investigate methods of fulfilling social and hygienic needs by relocating workers into detached, greened suburban houses. In 1911 John Rowland Dacey (1854-1912), the local State Member and NSW Treasurer, introduced enabling legislation for a 'model suburb' to be constructed at State Government expense to create healthy, affordable housing to serve as standard for municipal councils and as a monument to the social conscience of the first Labor Government of NSW. The Housing Act was passed on 24 April 1912, in effect allowing for the first time the State Government to act as both constructor and landlord of housing. The Housing Board of NSW was established to oversee the work that would be carried out in response to the Act. The NSW Labor Government was the first in the world to secure a site for an entire garden suburb that would remain under government management.

The site chosen for the experiment was a portion of land excised from the abandoned Church and School Estate scheme at Botany. Designed to be the complete opposite of Sydney's inner city slums, Daceyville's planners took a very modern and scientific approach to developing the suburb. The ideals of the British Garden City Movement were a major source of inspiration, as shown by the suburb's alternative name – Dacey Garden Suburb. Born out of the ills of the 19th century industrial city, the 'garden city' movement sought to merge the best elements of city and country life. They were planned to be spacious with wide avenues resembling tree-lined boulevards that radiated outwards from an inner 'hub'. The entrance to the suburb was ideally a garden setting, surrounded by a circular parade of shops and community buildings. Houses were to be set well back from the street to allow for large gardens (where residents were encouraged to grow their own food) and front fences were abolished in favour of wide open greenery. The distinguishing feature of all garden suburbs was its patterns of parks and gardens which linked streets and spaces along wide sweeping avenues.

Even though the self-sufficiency of the British Garden City model intended for Daceyville was not achieved, the layout of the suburb certainly aligned with the overarching philosophy; a range of cottage designs of sizes and arrangements of rooms, no front fences, vistas created by curved residential streets linked by formal avenues, allotments wedge shaped at the street corners and incidental green spaces interspersed among the housing.

Atypically to development of that time, there were to be no back lanes or pubs (both elements being synonymous with 'slum housing'). The deliberate absence of a licensed pub in the suburb was indicative of the Government's agenda for social and moral reform, which advocated the improvement of morality, health and respectability of citizens through the provision of a carefully modelled environment of ordered streets, abundant nature and single-family homes.

The original proposal was grand in scale but rising building and labour costs, combined with a lack of funds, slowed construction. By June 1920, eight years after initial work began, just 315 of the intended 1,473 cottages had been built. The suburb was by no means deserted however, and it continued to have solid population growth for decades after it was 'finished'.

Daceyville on the whole was considered a great success for public housing and before it was even completed a major extension was already being planned. Originally named 'Daceyville No.2', the new housing scheme differed from the original in that instead of providing public housing to citizens in need of welfare, it instead aimed at easing the wider issue of housing shortages in Sydney after World War I. The Nationalist Party, which by this time held power in New South Wales, introduced a new housing policy that provided financial assistance to those who wanted to buy an existing home or purchase land on which to build one.

It was out of this policy that Daceyville's undeveloped southern end was subdivided and offered for private sale.

Construction of the housing development commenced in 1919 on an area of land between the present Birdwood Avenue and Maroubra Bay Road, now Heffron Road. Daceyville No.2 was designed with the same objectives as Daceyville (No.1); uniform cottages on sweeping streetscapes and community-enticing culs-de-sac, surrounding large open park spaces that provided not only a place to play but also vistas of greenery and nature – the epitome of the 'healthy setting' a garden suburb was envisaged to be. It even had something Daceyville did not; a golf club and course (Bonnie Doon Golf Club).

Although it had an 'older brother' to learn from, Daceyville No.2 did have several teething problems. It had a more basic road construction than Daceyville combined with a significant lack of drainage. There were also problems with shifting sand from nearby sand dunes which, culminated with the poor drainage, would have had an adverse impact on buyers. Many plots of land remained unsold as late as the 1940s.

The new ratepayers living at 'Daceyville No.2' were also unhappy with the name of their suburb. They argued it added confusion in the forwarding of mail, and there was a general underlying sentiment that the locals wanted an original name that they could claim to be their own, as a manifestation of local community pride. The notion was raised to perpetuate the name of F.J.Page who had entered the Botany Council at a by-election in 1924 and earned great respect of the citizens for his services as Alderman. In July 1929 Botany Council defined the boundaries of the new suburb and renamed it Pagewood.

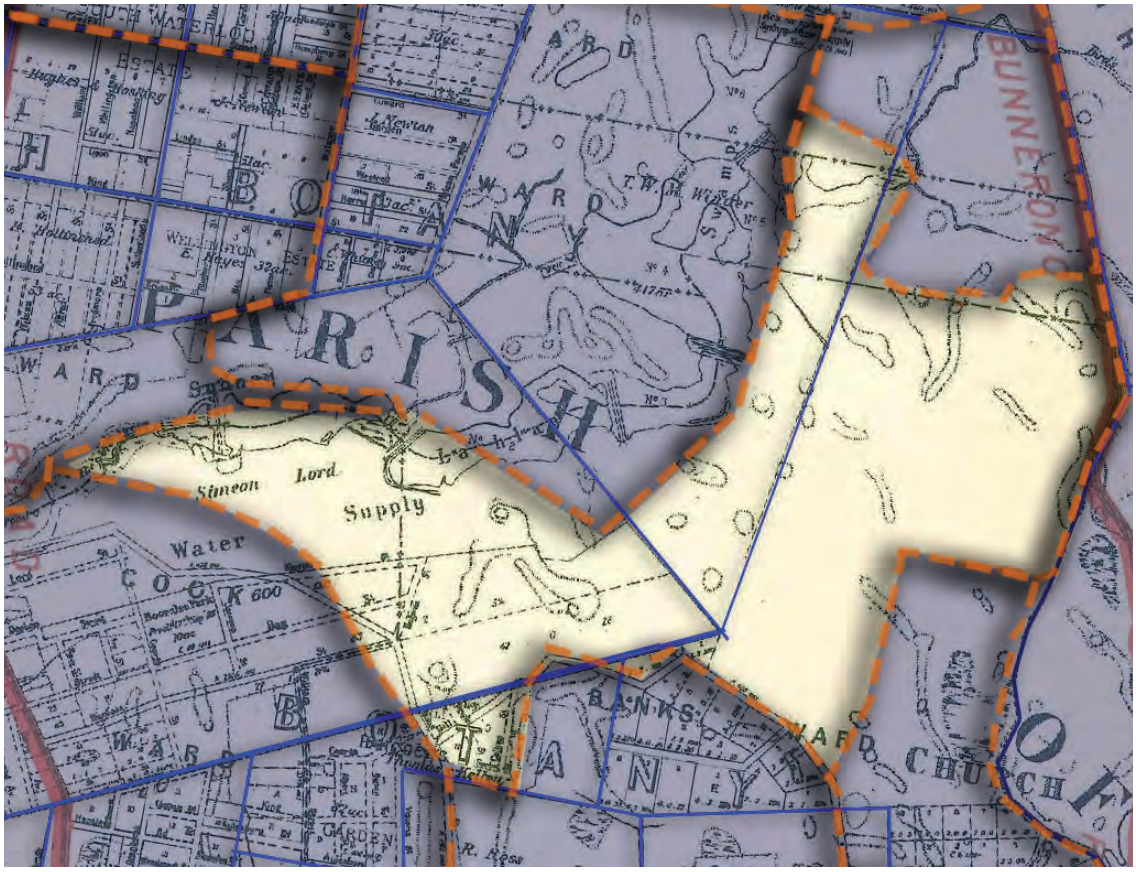
The suburb of Pagewood held several major industries that contributed to the history of the Botany area; namely the National Film Studios, the General Motors Holden (GMH) assembly plant, and an 8 acre State Government bus depot. Each of these establishments were situated (at overlapping times) between Heffron Road, Bunnerong Road, Wentworth Avenue and Banks Avenue between 1935 and 1982. Westfield obtained part of this site for the construction of its new Eastgardens Shopping Centre in 1982. The area of Pagewood that immediately surrounded the shopping centre was eventually made a separate suburb in 1999 and was renamed Eastgardens.

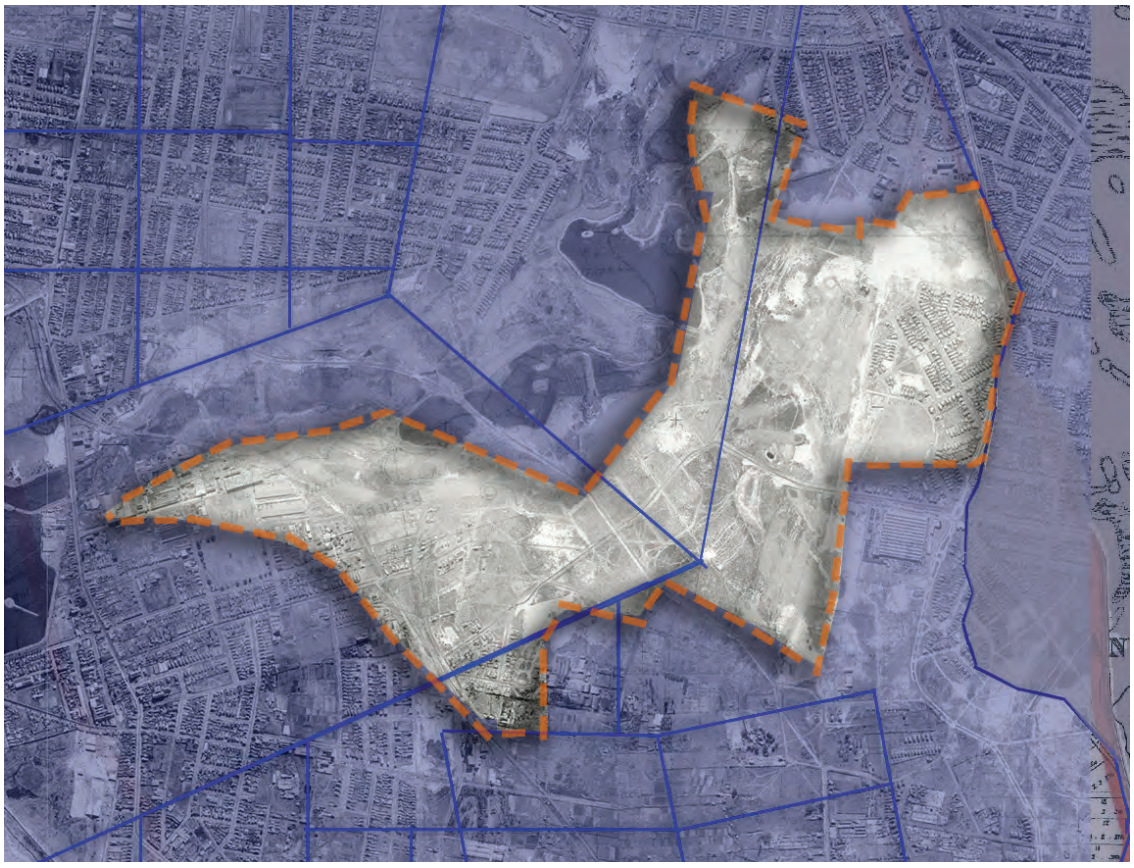
The western end of the contemporary suburb of Pagewood extends over the golf courses and Wentworth Avenue to the railway goods line that separates it from Botany. Most of this area was within Simeon Lord's 600 acre grant aimed at protecting the supply and purity of water for use by his flour mill and woollen cloth manufacturing factory. Although included in the earliest subdivision of Lord's land by his son George Lord, this area remained unsold until purchased and subdivided by real estate entrepreneur H. Dudley, who named the development after himself and set about promoting it enthusiastically as 'Sydney's new garden suburb', despite demonstrating few of the distinctive features of this type of development, such as open space or evidence of a planned layout.

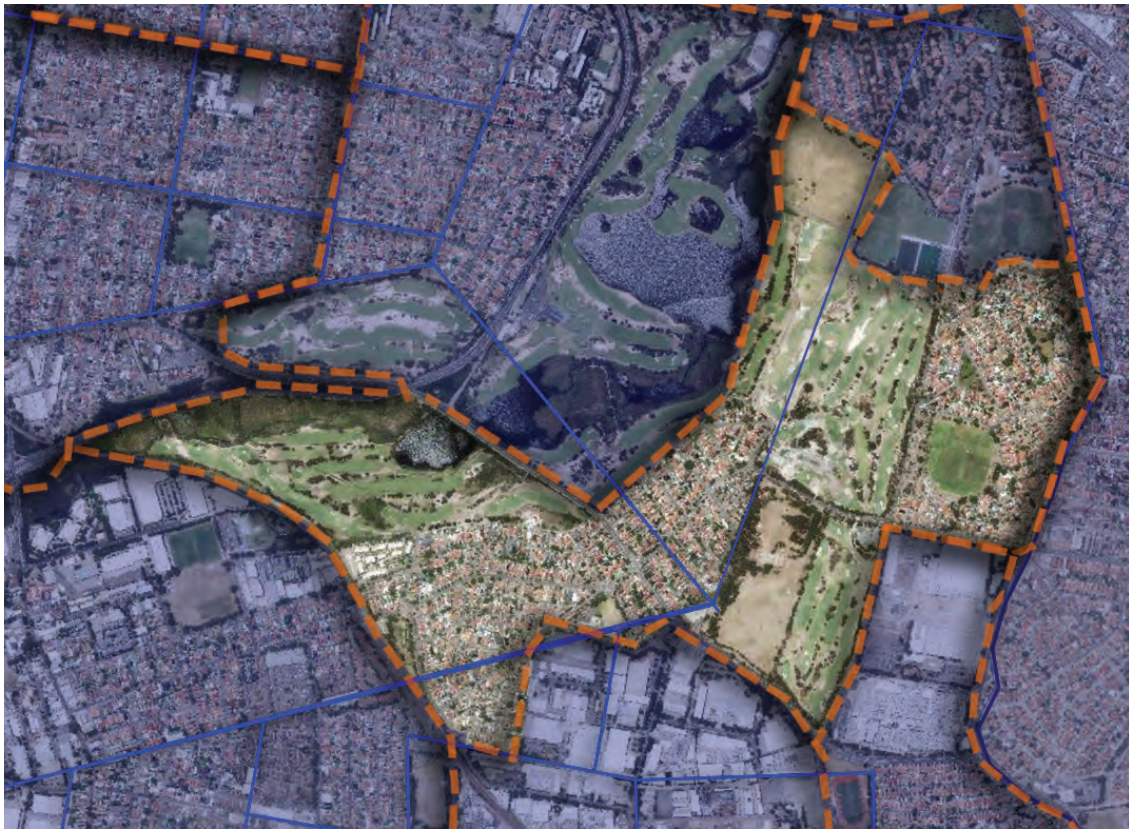
For further reading the following publications are very comprehensive: 'Dacey Garden Suburb: A Report for Daceyville Heritage Conservation Area within its historical context' by Susan Jackson-Stepowski (2002) and 'Audaciousville: The story of Dacey Garden Suburb, Australia's first public housing estate' by Samantha Sinnayah (2012).



Extent of the Pagewood area included in available subdivision plans.


PARISH
Simeon
Lord
Supply
Water
BOTANY
BANKS
BUNNERONG





(facing page, top) Like much of the Botany District, the Pagewood area was essentially undeveloped at the turn of the 20th century.

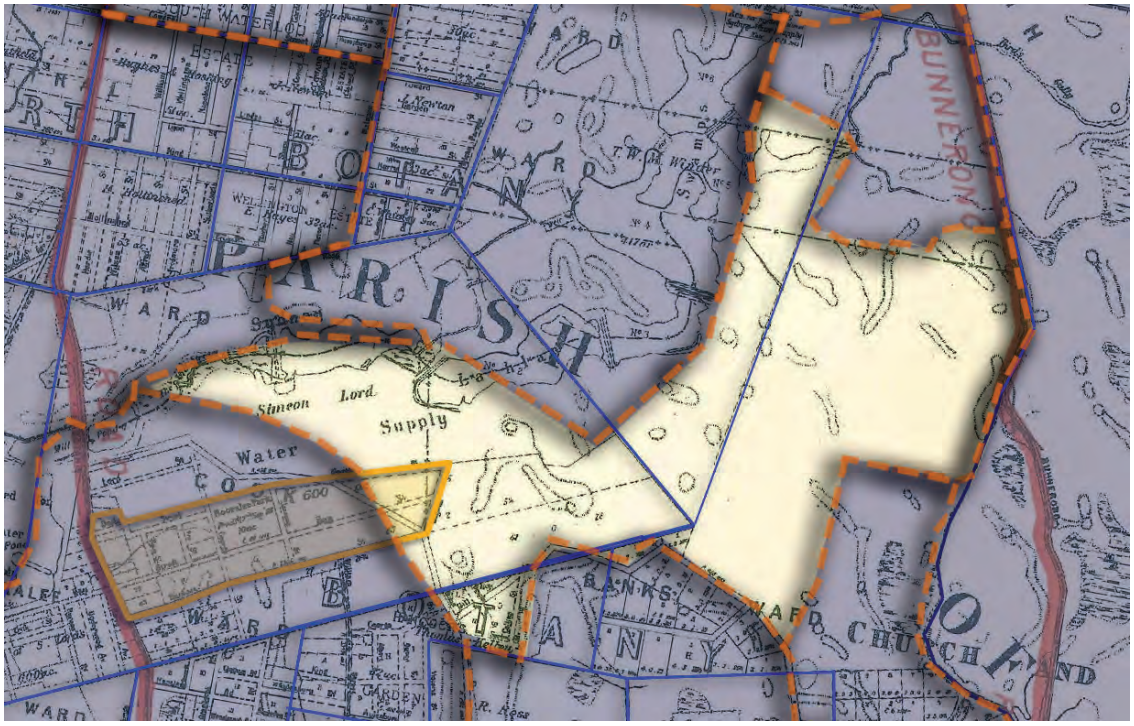
(facing page, below) The 1943 image shows the roads that have been laid for both the new suburb of Dudley (;located toward the south) and Daceyville Subdivision 2. .

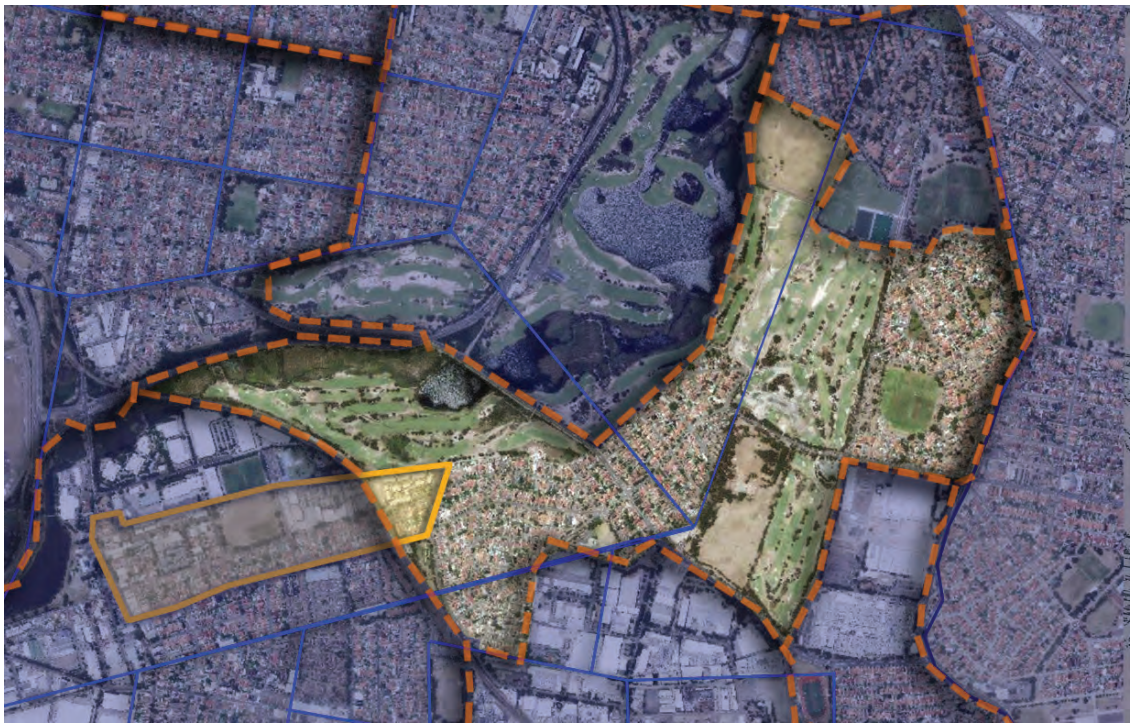
Pagewood in 2014. The suburb covers an extensive area and straddles the three largest early land holdings: Winder's 714 acres, Simeon Lord's 600 acres (to the south-west of Winder's) and part of the Crown Land reserved originally for the Church and School Estate. It also includes two significant subdivisions: the second release of Daceyville which was targeted to the private purchaser but still laid out with careful attention to geometry; and the heavily promoted but only modestly successful Dudley

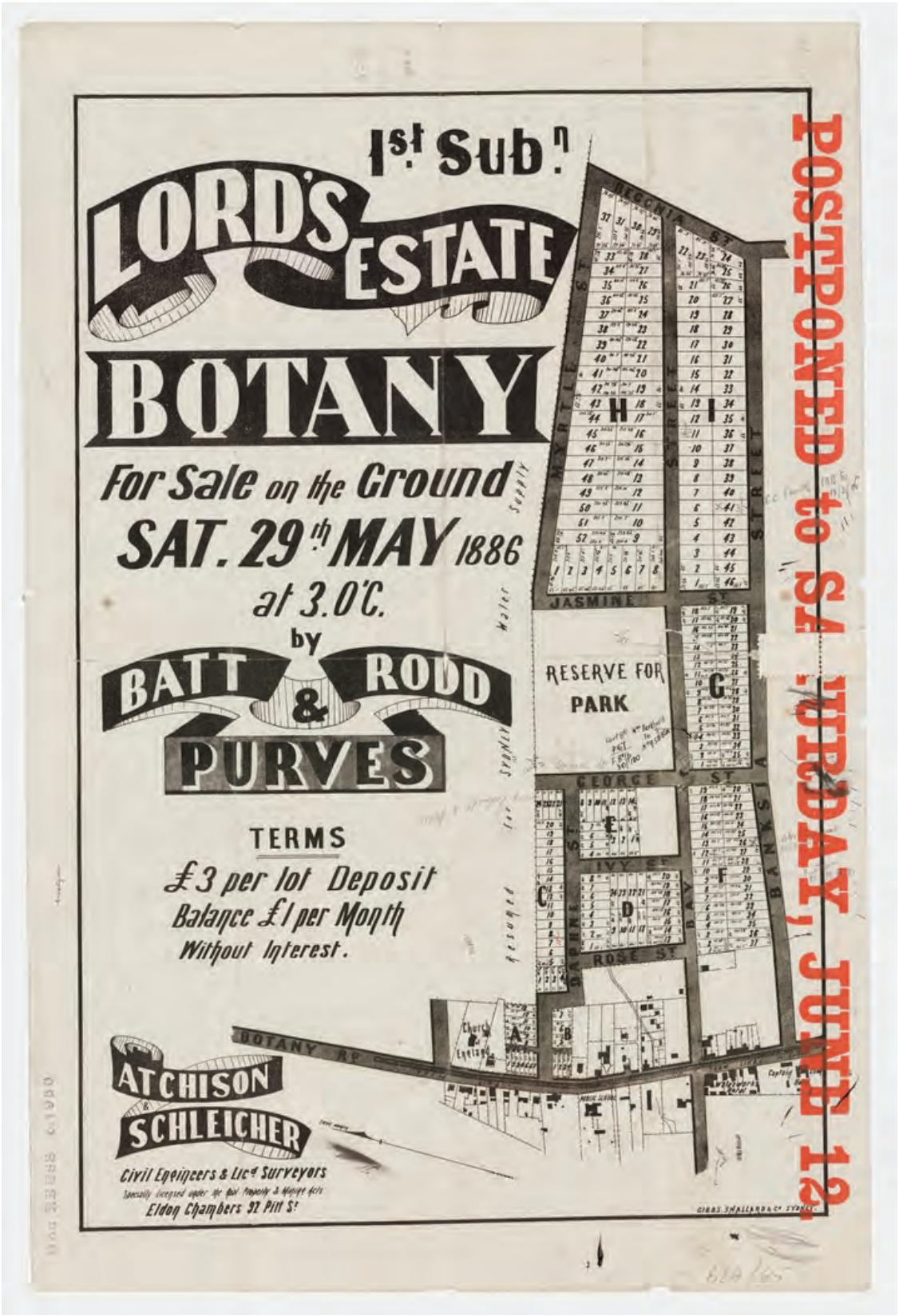

PARISH
Simeon
Lord
Supply
Water
BOTANY
BUNNERONG

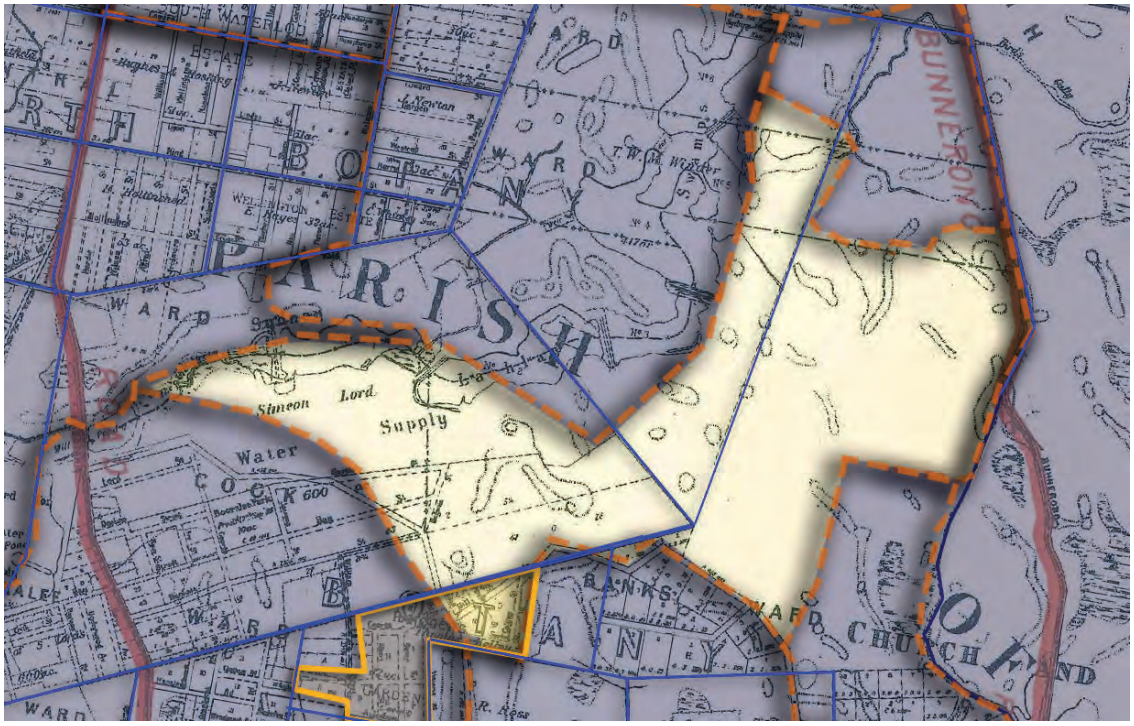



Botany Bay
Cooks River
Whitings 9 Acres purchase
R. HAYES purchase 36 Acres
Mr Williamson's purchase 33 Acres
R. Ross
Wm Carrans
Thos Kellet
Creek


PARISH
Simeon
Lord
Supply
Water
BANKS
BUNNERONG

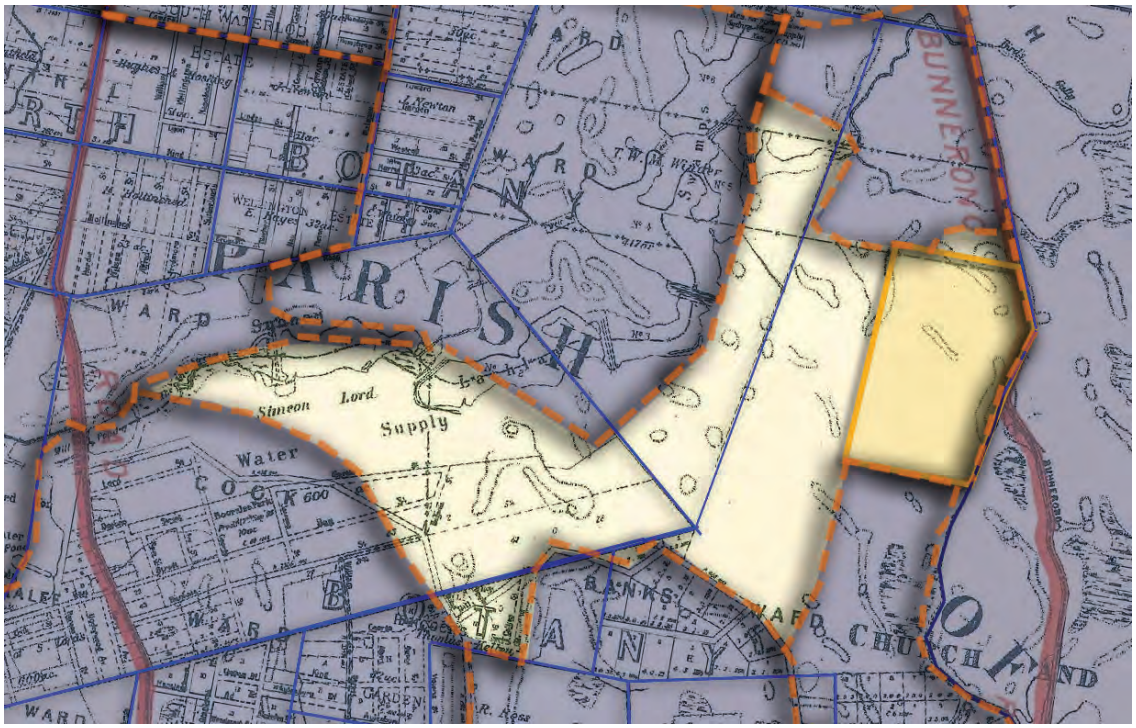



1st Sub.n
LORD'S ESTATE
BOTANY
For Sale on the Ground
SAT. 29th MAY 1886
at 3.0'C.
by
BATT & RODD
PURVES
TERMS
£3 per lot Deposit
Balance £1 per Month
Without Interest.
ATCHISON & SCHLEICHER
Civil Engineers & Licd Surveyors
Eldon Chambers 97 Pitt St
POSTPONED to SAT. JURDAY, JUNE 12
RESERVE FOR PARK
BOTANY RD
JASMINE ST
GEORGE ST
IVY ST
ROSE ST
MYRTLE ST
BEECHIA ST
STREET
BAY
A
B
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F
G
H
I

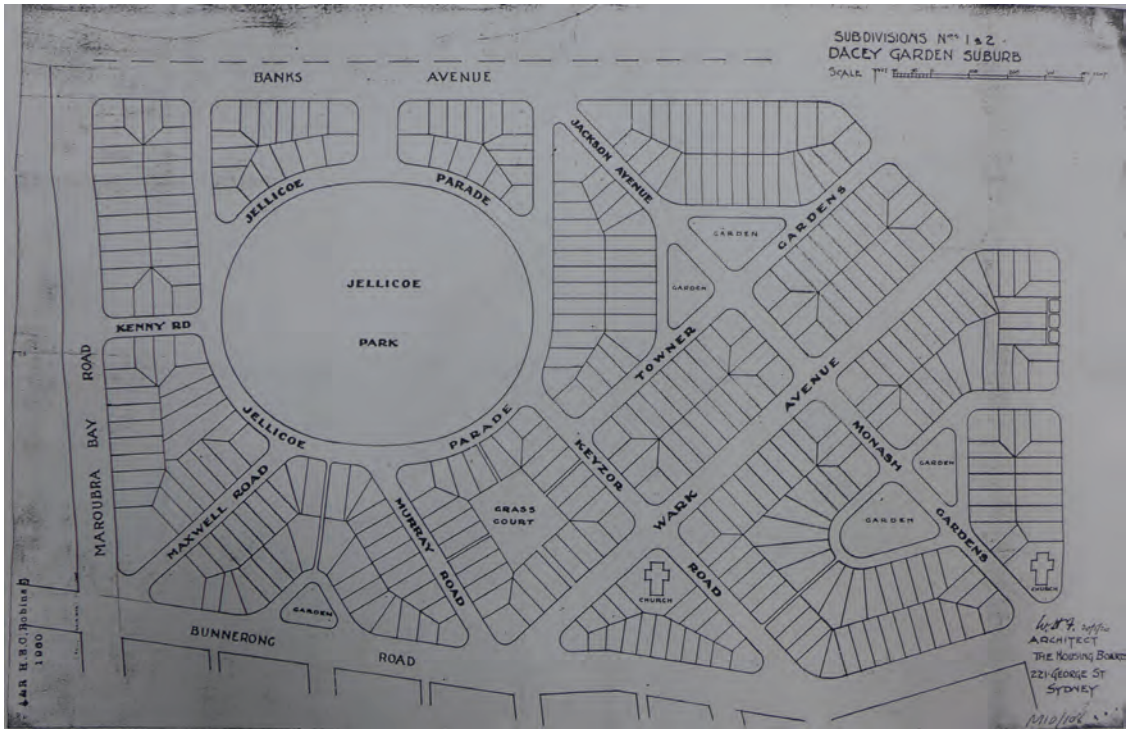

PARISH
Simeon
Lord
Supply
Water
COCK
BANKS
CHURCH



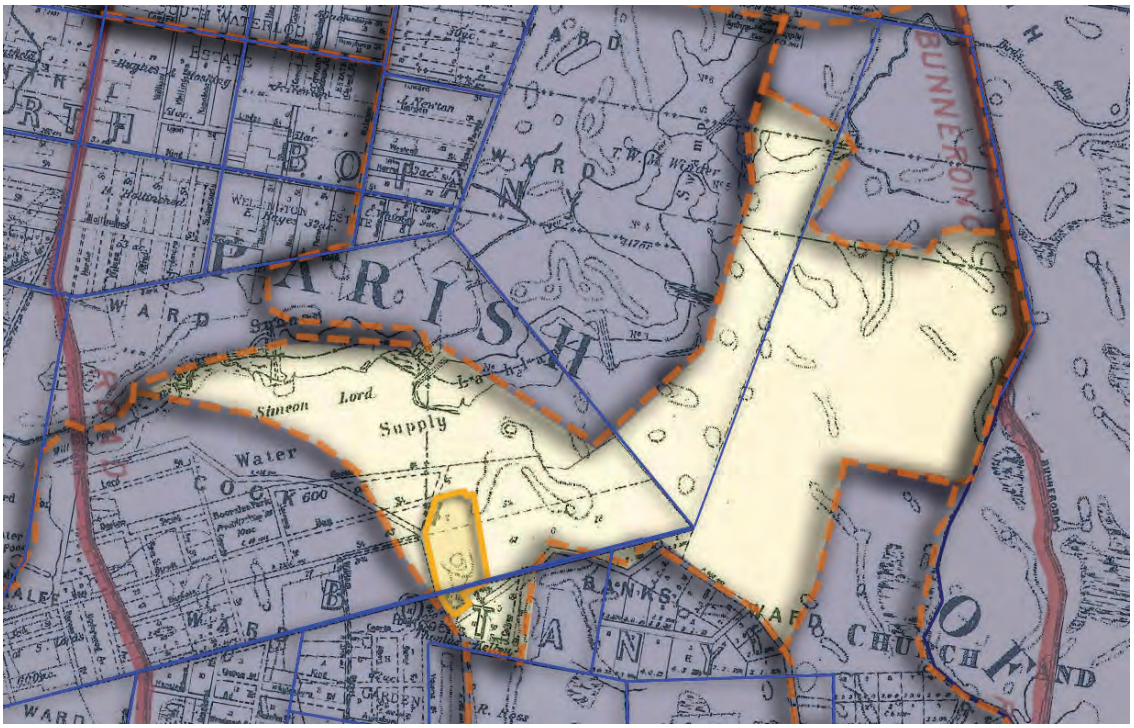

The Allotments marked Red are Sold
HANCOCK'S GARDEN
To be Sold
BOTANY.
To be sold on the GROUND at 3 p.m. ON SATURDAY 22ND MARCH 1884.
BY RICHARDSON & WRENCH
TERMS £3 Deposit per Lot. Auctioneers
Balance by 18 Monthly Payments
Bearing Interest at 6% Per Annum
LOCAL SKETCH
SYDNEY
REDFERN
WATERLOO
RANDWICK
BOTANY
LAND FOR SALE
BOTANY BAY
Corry's Gardens
BOTANY ROAD
AYLESBURY ROAD
KING STREET
GEORGE STREET
QUEEN STREET
VICTORIA STREET
WILLIAM STREET
ALBERT STREET
SPRING STREET
OCEAN STREET
BURKE STREET
HILL STREET
COLLINS ST.
LILLYVALE
SIR JOSEPH BANKS HOTEL
W. H. BINSTED
Licensed Surveyor,
88, PITT ST Sydney.
A. Grocott Lith. Bathurst St

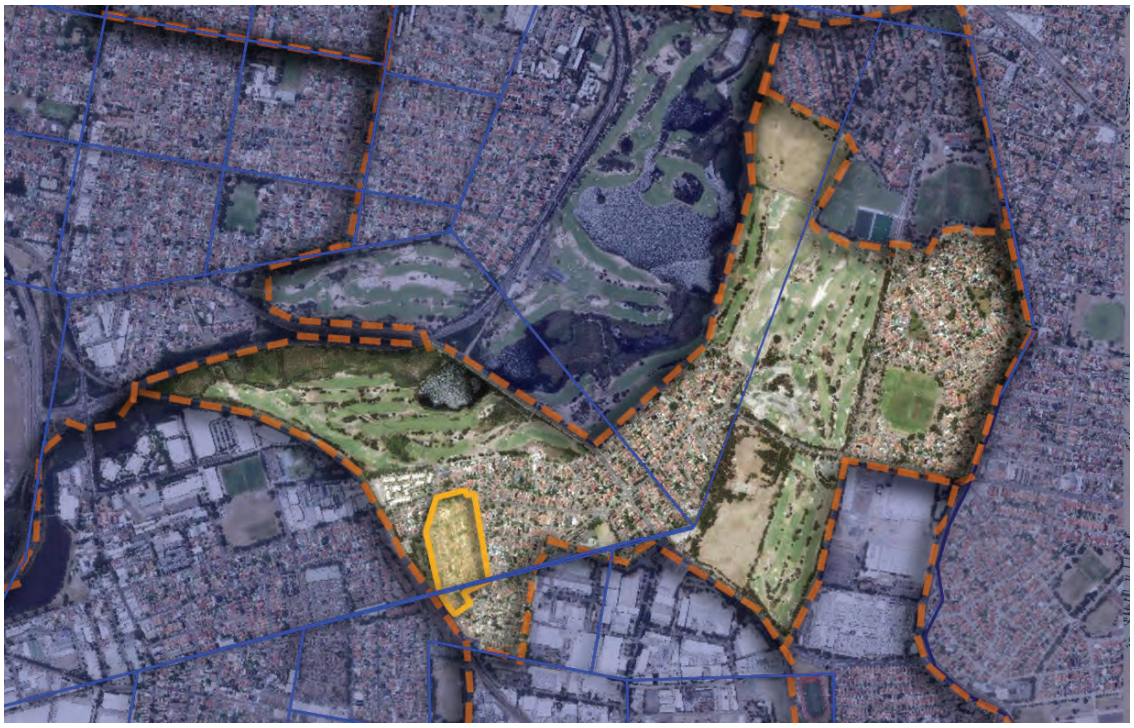

PARISH
Simeon
Lord
Supply
Water
BOTANY
BANKS
BUNNERONG

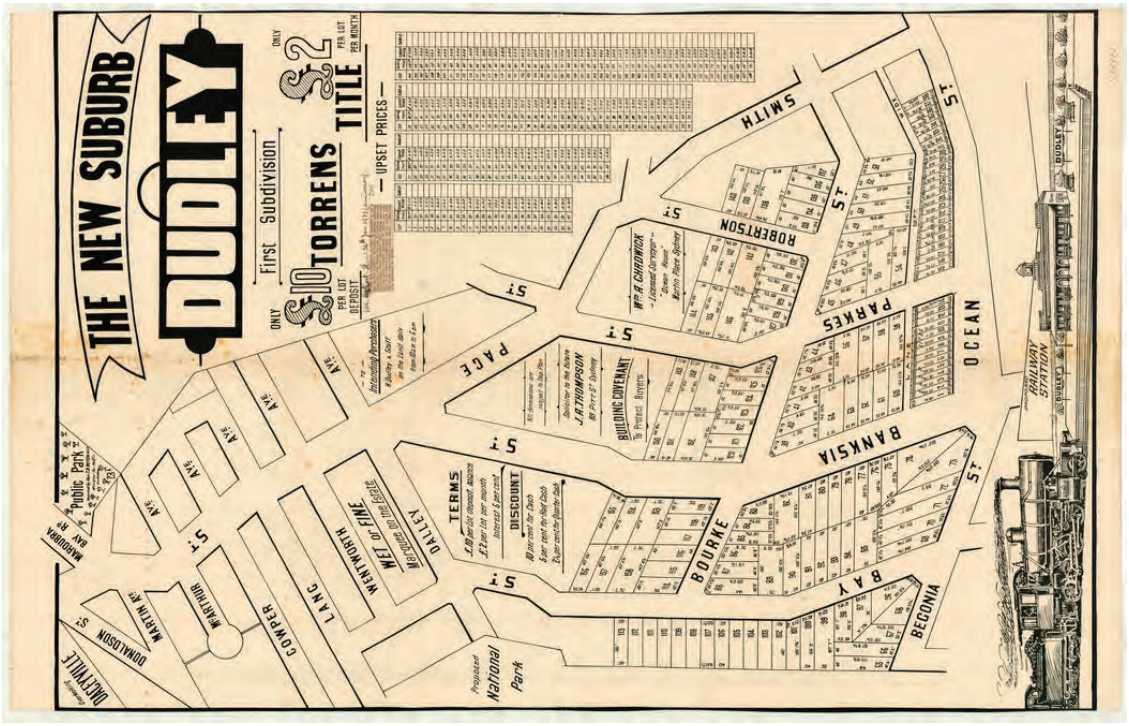



SUBDIVISIONS Nos 1 & 2.
DACEY GARDEN SUBURB
BANKS AVENUE
JELLICOE PARADE
JELLICOE PARK
JACKSON AVENUE
GARDENS
KENNY RD
TOWNER AVENUE
MAROUBRA BAY ROAD
JELLICOE PARADE
KEYZOR
MONASH
MAXWELL ROAD
MURRAY ROAD
GRASS COURT
WARK ROAD
GARDENS
CHURCH
BUNNERONG ROAD
ARCHITECT
THE HOUSING BOARD
221 GEORGE ST
SYDNEY

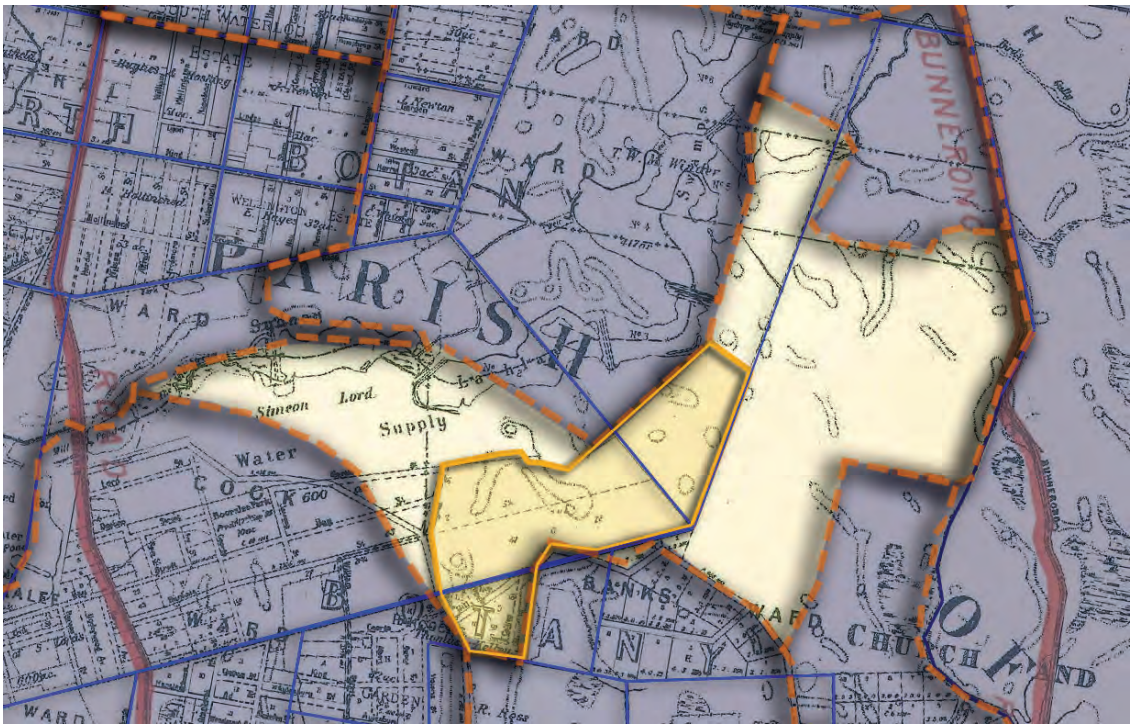

DACEY AVENUE
GARDEN SUBURB
SCHEME 'B'
THE NEW HOUSING OF COTTAGES


PARISH
Simeon
Lord
Supply
Water
BOTANY
BANKS
BUNNERONG

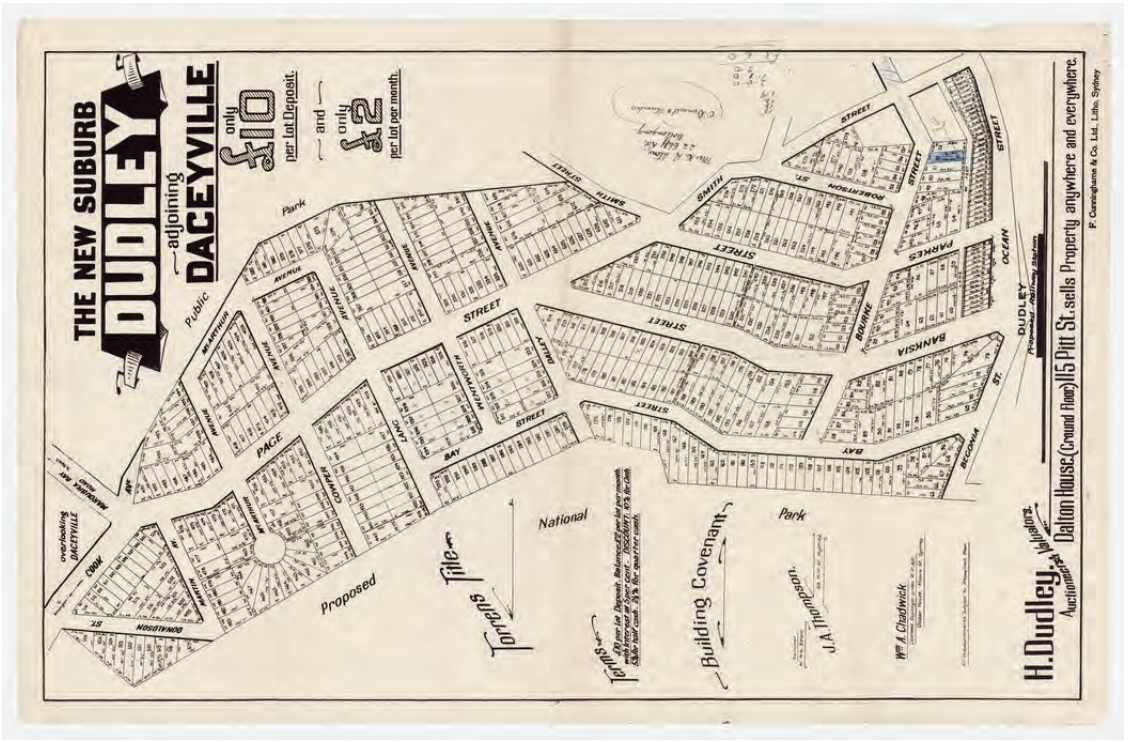


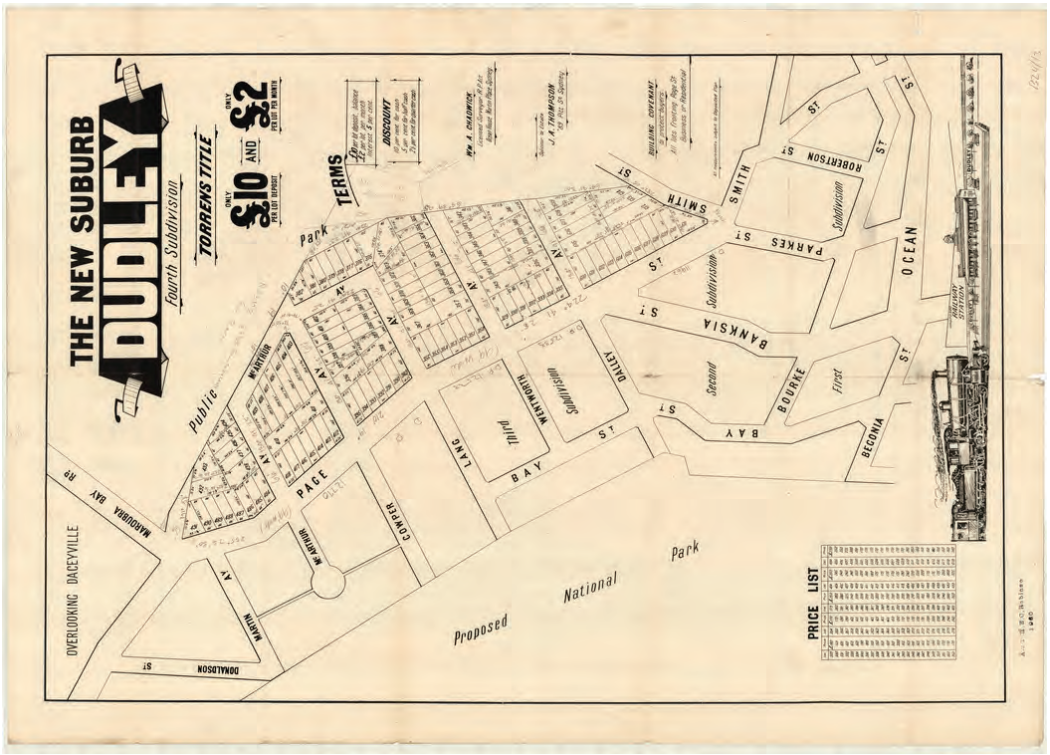

THE NEW SUBURB
DUDLEY
First Subdivision
ONLY £10 PER LOT
TORRENS TITLE
ONLY £2 PER LOT PER MONTH
— UPSET PRICES —
TERMS
DISCOUNT
BUILDING COVENANT
To Protect Buyers
Proposed National Park
OCEAN
BANKSIA
BOURKE
BAY
BEGONIA
PARKES
ROBERTSON
SMITH
PAGE
WENTWORTH
LANG
COWPER
MARTHAR
MARTIN AVE.
DONALDSON ST.
QUEENSCLIFF
MAROUBRA BAY
Public Park
RAILWAY STATION
DUDLEY


SYDNEY'S NEW GARDEN SUBURB.
I AM POINTING OUT TO YOU
DUDLEY
THE LAST NEAR LAND TO SYDNEY
LINKED WITH THE CENTRAL RAILWAY STATION BY THE NEW SYDNEY TO BOTANY RAILWAY NOW BEING CONSTRUCTED with Station at the Estate. The extention of Daceyville overlooking the model suburb, easily reached by the Bus Service from Bondi Junction and with New Roads to connect with well connect the Western Suburbs with the Eastern Suburbs and their glorious ocean beaches, will pass.
"ONE A MINUTE" DUDLEY
SYDNEY
STATION
CENTENNIAL PARK
DACEYVILLE
DUDLEY
GRAND VISTA ESTATE
MAROUBRA BAY
BOTANY BAY
COOGEE BAY
TWENTY MINUTES BY TRAM FROM THE HEART OF THE CITY.
VENDORS' AGENTS
86a Pitt Street
H. DUDLEY
DUDLEY'S CORNER MAROUBRA.
REAL ESTATE AGENTS AND AUCTIONEERS, SUBDIVISIONAL EXPERTS, ESTATES MANAGED IN THEIR ENTIRETY.
£10 Deposit will secure any Block on the Estate, £2 per month completes the purchase, Interest at 5 per cent. per annum.
Only £10 per Lot Deposit
Only £2 per Lot per Month
A Big Discount for Cash 10 %
A Big Discount for Half Cash 5 %
For Quarter Cash 2½ %
OUR CITY OFFICE
If you want to Buy, Sell or Let either City or Suburban Property
SEE US
Our Expert Knowledge is at Your Service.


PARISH
Simeon
Lord
Supply
Water
BANKS
BUNNERONG




THE NEW SUBURB
DUDLEY
adjoining
DACEYVILLE
only £10 per lot Deposit.
and
only £2 per lot per month.
Public
Park
STREET
PAGE
BAY
BOURKE
BANKSIA
OCEAN
PARKES
ROBERTSON
SMITH
BEGONIA
Proposed
National
Park
Torrens Title
Building Covenant
J.A. Thompson.
Wm A. Chadwick
H. Dudley, Auctioneer & Valuator.
Dalton House (Ground Floor) 115 Pitt St. sells Property anywhere and everywhere.
F. Cunningham & Co. Ltd. Litho. Sydney


THE NEW SUBURB
DUDLEY
Fourth Subdivision
TORRENS TITLE
ONLY $10 AND $2 PER LOT PER MONTH
TERMS
DISCOUNT
Public
Park
PAGE
BAY
BOURKE
BANKSIA
OCEAN
PARKES
ROBERTSON
SMITH
BEGONIA
Proposed
National
Park
PRICE LIST
OVERLOOKING DACEYVILLE

9. THE SUBURB OF ROSEBERY



The suburb of Rosebery is located near the centre of the former Botany area (9). Only a small part of the suburb is within the Botany District, the remainder extends north into the Sydney City area. The following historical summary addresses only the land within the former Botany LGA.

The suburb of Rosebery was named after Archibald Phillip Primrose, the fifth Earl of Rosebery, Prime Minister of the United Kingdom from 1894 to 1895. The suburb was named in his honour after his visit to Australia for two months in 1883-84. Rosebery suburb sits across two municipalities; the City of Sydney Municipality, which holds the majority of the suburb, and Bayside Council (formerly City of Botany Bay) which holds a small southern portion of Rosebery that is situated south of Gardeners Road. For such a small area, the 'Botany-side' of Rosebery has been the location of many significant elements in the overall development of the Botany District.

The southern side of Rosebery (within the former Botany Bay LGA) is made up of two small land purchases from the Crown of 50 acres each; one to Samuel Peek in 1839 and the other to L. Gordon in the same year. The two lots were then subdivided and re-subdivided over the years, creating an ever finer grain to the urban pattern bounded by the roads that continue to define the original lots today. The edges of the lots in this Crown subdivision are described by the roads that separate them.

In 1855 a corner acre bounded by Gardeners Road and Botany Road was the site of a very early pub in Botany, named the 'Half-Way House' (as it was sited half way from the City to the Bay, or more likely, to the Sir Joseph Banks Hotel down in lower Botany/Banksmeadow which was a major attraction to Sydneysiders by this time). The Half-Way House was replaced by the Newmarket Hotel and still stands on this corner block today.

In 1913 the publican of the Newmarket Hotel at the time, James Thornton, commissioned a new theatre to be built on the lot he owned adjoining the back of his hotel, fronting Gardeners Road. Picture theatres were a popular attraction in the early 20th century and the Botany District at one time boasted not just one, but five. Thornton's new theatre was unique in the District in that it was designed to be both a picture theatre and skating rink. It opened in 1913 as the 'Rosebery Rink and Picture Theatre' and was popular for many years before falling away from popularity (like all picture theatres of that era) and closed in 1960. The only picture theatre to survive in the Botany District (albeit surviving only in its substance, not in its use) is Rosebery's Marina Theatre, also known as the Roxy Theatre, which continued to be used as a movie theatre up until the 1980s.

A second hotel was built (also along Gardeners Road) called The Lakes Hotel in 1938 and St Therese's Roman Catholic Church in 1940. The first Rosebery Racecourse had been established in 1895 at the north-western junction of Gardeners Road and Botany Road (diagonally opposite the Newmarket Hotel today). The racing activities were relocated in 1906 to a new site called Rosebery Park Racecourse, soon known as Rosebery Racecourse despite it being situated within the adjoining suburb of Eastlakes.

Rosebery was one of the earliest areas within the former Botany LGA to develop a suburban character. The 1909 plan (top) shows that the area had already been subdivided and developed with a mix of market garden and suburban lots.

The 1943 (middle) photograph of Rosebery reveals that the area is almost fully developed by residential cottages.

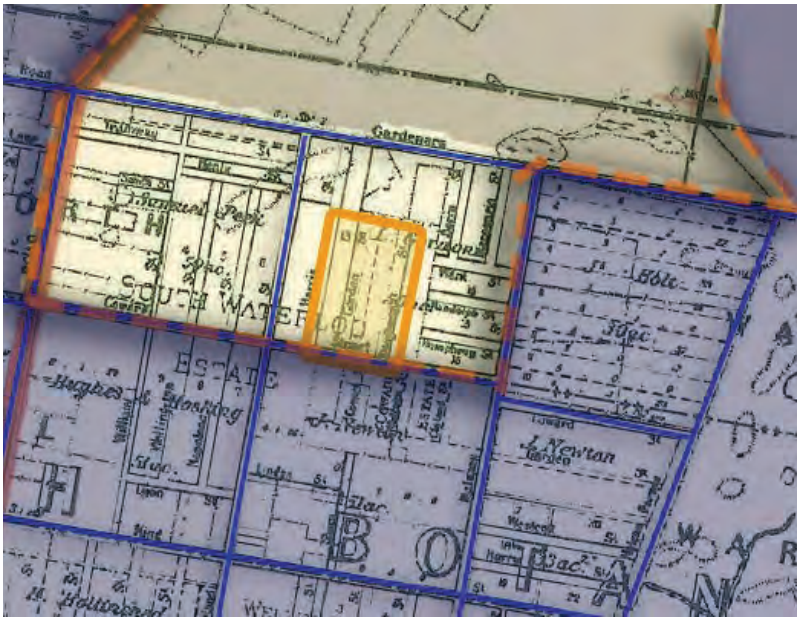
The 2014 aerial shows the overall consistency of land use and lot sizes of the underlying subdivision pattern.


Gardeners
Part of Winder's
SOUTH WATERLOO
ESTATE
Hughes
Kewrton
BOTANY
PARISH
WARD
WARD
WARD



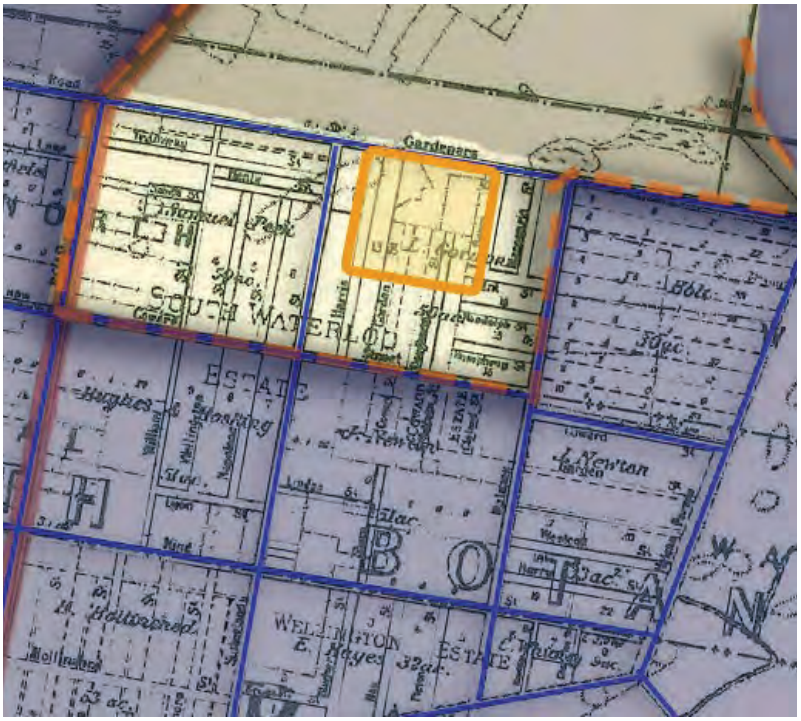


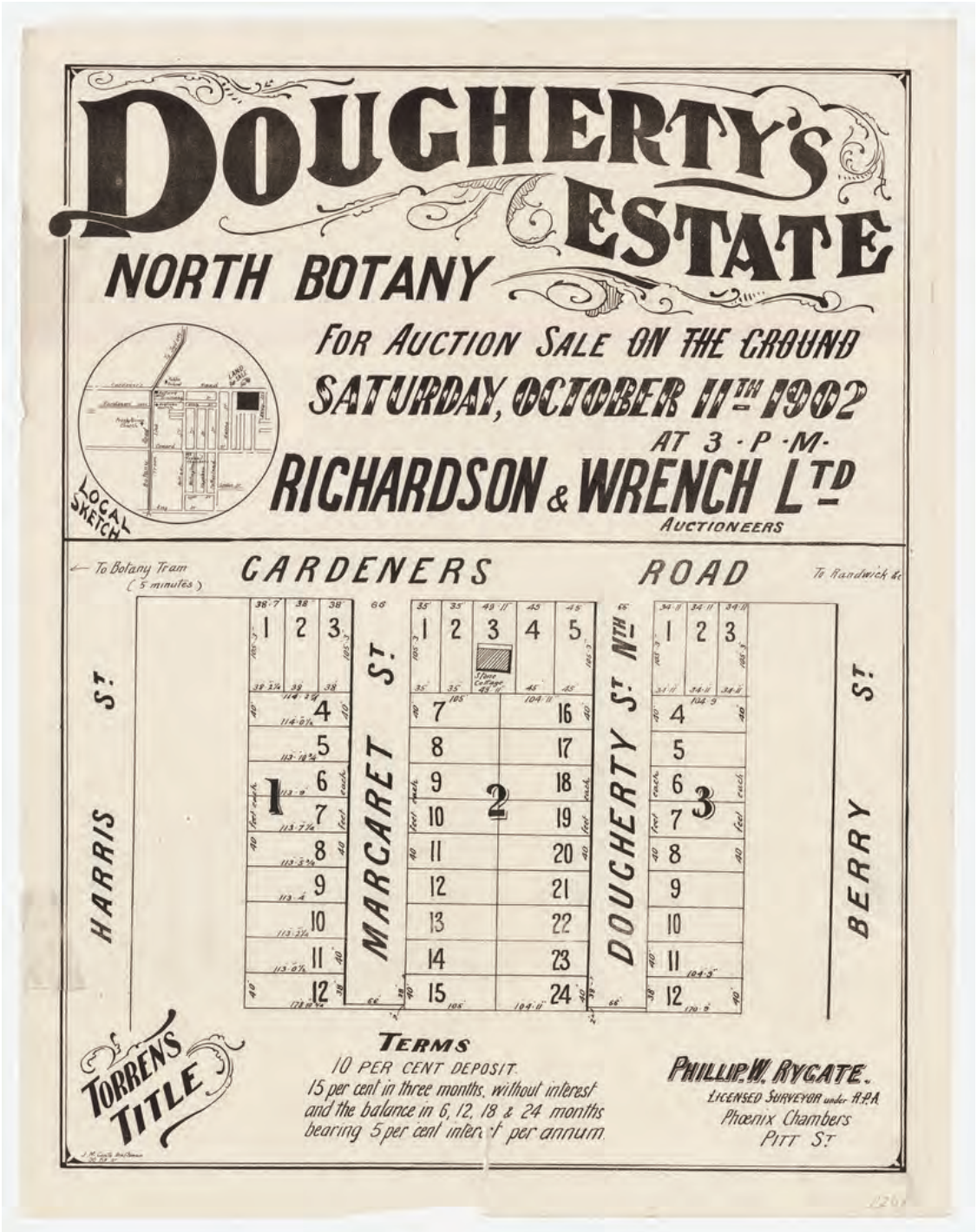


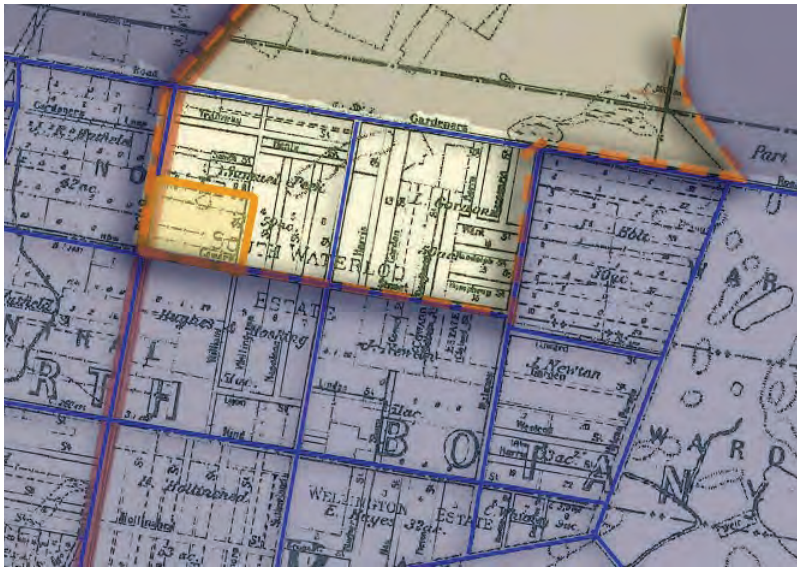

Gardenara
SOUTH WATER
ESTATE
Hosking
Newton
BOTANY


BOTANY
VALUABLE BUILDING SITES
Being Portion of
GORDONS GRANT
GOVERNMENT ROAD
TORRENS TITLE
Dougherty
For Auction Sale BY
RICHARDSON AND WRENCH
AT THE ROOMS
Monday 4th Sept
AT 11.30.A.M
Subdivided formerly Wants Property
GORDON STREET
Dougherty
35
34
33
32
31
30
29
28
27
26
25
24
23
22
21
20
36
19
18
17
16
15
14
13
12
11
10
9
8
7
6
5
1
2
3
4
Waterloo Estate
LOCAL SKETCH
GOVERNMENT ROAD
W.M. BROWN RIGG
Licensed Surveyor
WENTWORTH COURT.
John Sands Litho



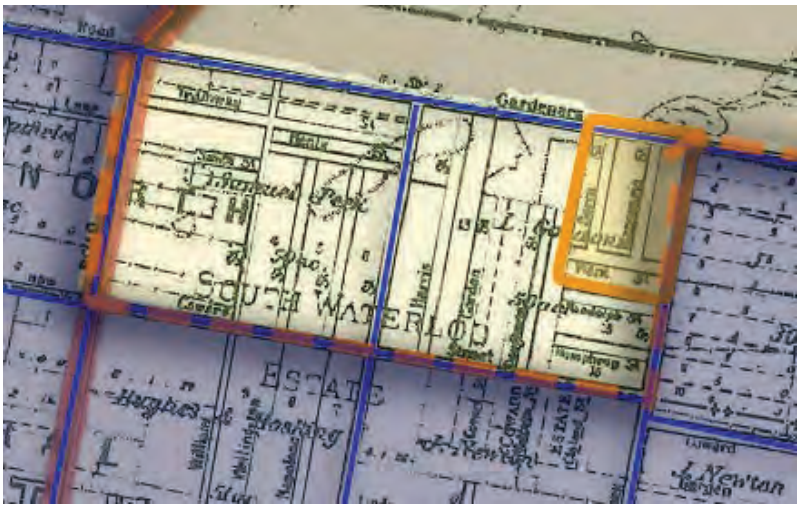

Gardeners
SOUTH WATERLOO
ESTATE
Hartpence
Hastings
Fern Park
Star
Newton
Wac.
Hollywood
WELLINGTON
E. Hayes
ESTATE
BOTANY


DOUGHERTY'S ESTATE
NORTH BOTANY
FOR AUCTION SALE ON THE GROUND
SATURDAY, OCTOBER 11TH 1902
AT 3 · P · M ·
RICHARDSON & WRENCH LTD
AUCTIONEERS
LOCAL SKETCH
To Botany Tram (5 minutes)
CARDENERS ROAD
To Randwick &c
HARRIS ST.
MARGARET ST.
DOUGHERTY ST. NTH
BERRY ST.
Stone Cottage
TORRENS TITLE
TERMS
10 PER CENT DEPOSIT.
15 per cent in three months, without interest and the balance in 6, 12, 18 & 24 months bearing 5 per cent interest per annum.
PHILLIP W. RYGATE.
LICENSED SURVEYOR under A.P.A.
Phœnix Chambers
PITT ST.

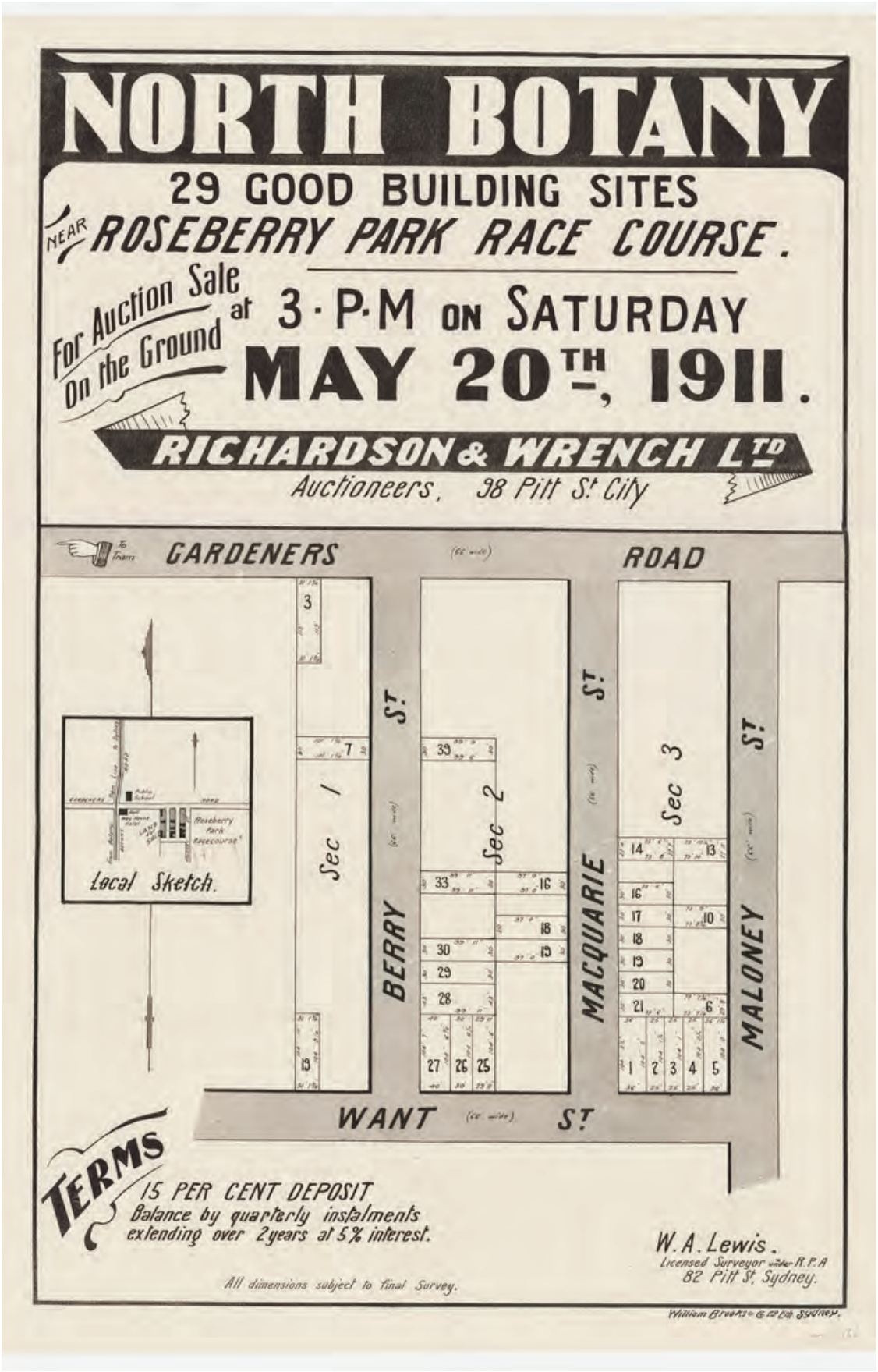

Gardeners
Part
WATERLOO
ESTATE
Hughes
Hollinshead
Lyttleton
Blac
WELLINGTON
ESTATE
Hayes
BOTANY
WARD

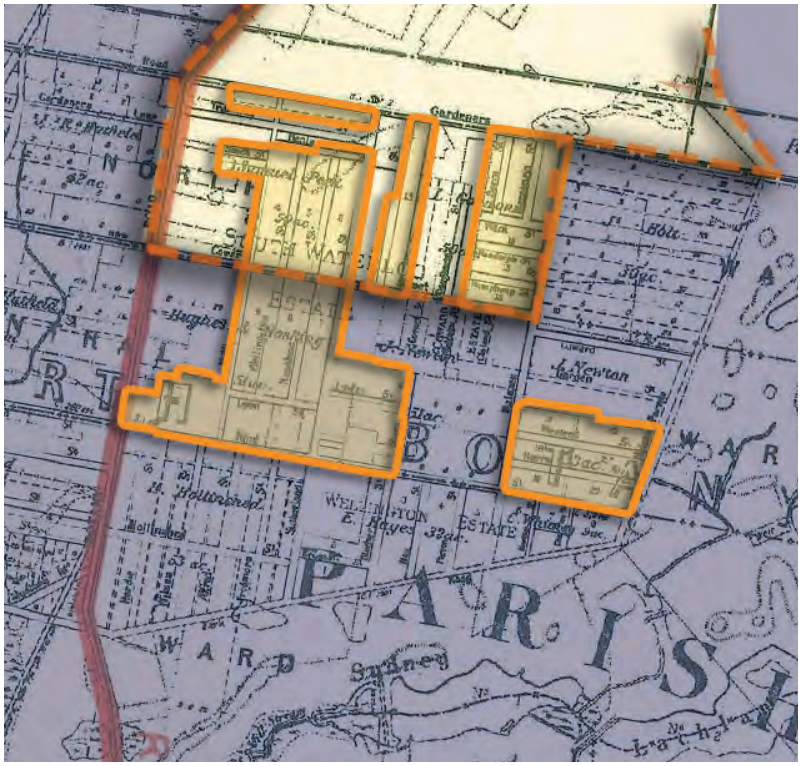



KEATING ESTATE
NORTH BOTANY
Auction Sale
on the Ground
SATURDAY 28TH MARCH · 08 at 3pm
H.W. HORNING & Co
Auctioneers 58 Pitt St Sydney
ROLFE STREET (66 ft wide)
WILLIAM ST
BOTANY ROAD
to Sydney
from Botany
tram line
"TORRENS TITLE"
P.W. RYGATE
Licensed Surveyor & P.Act
164 Pitt St.
Note - All measurements subject to Deposited Plan
LOCAL SKETCH
LAND FOR SALE
TERMS
£1 deposit, balance
£1 per month.
Interest 5%.
DAWSON, WALDRON & GLOVER
Solicitors to the Estate
Yaralla Chambers Pitt St






NORTH BOTANY
29 GOOD BUILDING SITES
NEAR ROSEBERRY PARK RACE COURSE.
For Auction Sale On the Ground at 3·P·M ON SATURDAY
MAY 20TH, 1911.
RICHARDSON & WRENCH LTD
Auctioneers, 98 Pitt St. City
GARDENERS ROAD
Local Sketch.
Sec 1
Sec 2
Sec 3
BERRY ST.
MACQUARIE ST.
MALONEY ST.
WANT ST.
TERMS
15 PER CENT DEPOSIT
Balance by quarterly instalments extending over 2 years at 5% interest.
All dimensions subject to final Survey.
W. A. Lewis.
Licensed Surveyor under R.P.A
82 Pitt St. Sydney.
William Brooks & Co Ltd Sydney.


Gardeners
Hughes
Newton
PARISH
WARD




BOTANY ROAD,
SHOWING THE
SUBDIVISION OF THE PROPERTIES
OF THE LATE
R.J. WANT, ESQR.
FOR SALE ON THE GROUND, SATURDAY, DECEMBER 15, AT THREE O'CLOCK,
BY
W. PRITCHARD.
LOCAL SKETCH.
BOTANY BAY
GOVERNMENT ROAD.
Waterloo Estate.
BOTANY OLD ROAD.
W. M. BROWNRIGG.
Licensed Surveyor.
Allotments for Sale Tinted Pink
N

Rear Cover: Woolwashing at Botany by Eleyard. SLNSW

