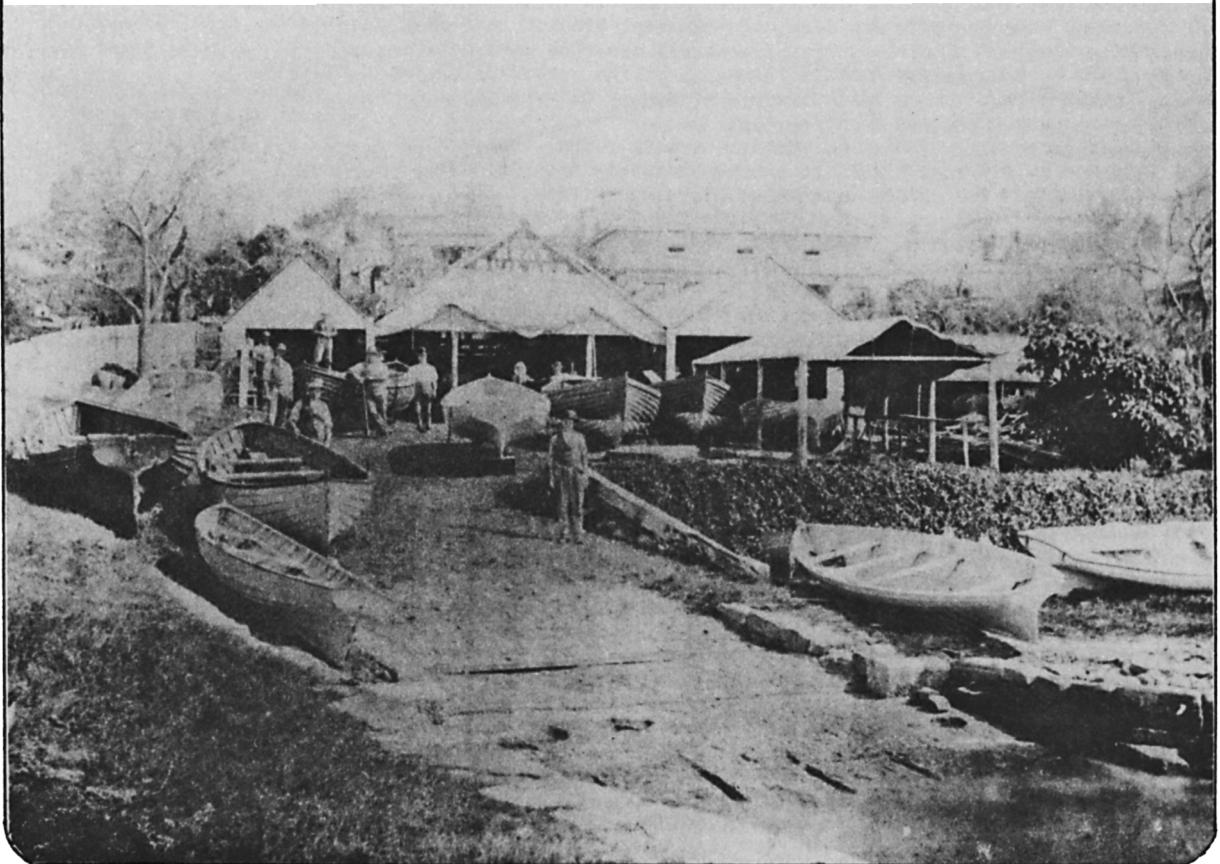


# Leichhardt Historical Journal

No 12  
1983

FROM PEACOCK POINT TO DARLING ST WHARF  
BIDURA THE HOME THAT BLACKET BUILT  
FROM DARLING ST WHARF TO SIMMONS POINT

LOOKE'S BOATYARD AT BALMAIN EAST



Annandale Balmain Glebe Leichhardt Lilyfield Rozelle

# Leichhardt Historical Journal

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© P Reynolds, A Roberts, M Solling  
Peter Reynolds  
Alan Roberts  
Max Solling

## Editors

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The Editors are not responsible for opinions expressed by contributors to the Journal.

Correspondence should be addressed to Dr P L Reynolds, 9 The Avenue, Balmain East 2041.

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## EDITORIAL

THE 1980s: THE CENTENARY DECADE  
The 1970s witnessed increasing interest in local history and building conservation. The fruits of many projects are ripening in the 1980s at a time when many centenaries are being celebrated.

1983 began with the centenary of the death of Sydney's famous architect, Edmund Thomas Blacket (1817-1883). The impact that he left upon his adopted country has been well recorded in the *Australian Dictionary of Biography* and in Morton Herman's *The Blackets*.

Further, in January 1983 the National Trust commemorated his death 100 years ago with an extremely well mounted exhibition, "Our great Victorian architect: Edmund Thomas Blacket".

The timely publication of a book under the same title by the distinguished architectural historian, Dr Joan Kerr, complemented the exhibition. More importantly, the book breaks much new ground and brings to light a great deal of work by Blacket not seen before\*

The architect belonged to a family whose roots were planted in the soil of 14th Century England. His great, great grandson Nick Vine Hall, has produced a mighty family history which he calls *My name is Blacket*.

Timed to appear in the centenary year of architect Blacket, the 357-paged book was launched with befitting ceremony at the gathering of the Blackets at Sydney University last February.

Among the many school centenaries to be celebrated in this decade is that of Nicholson Street Public School.

Completed in 1883 to a design by one of Blacket's pupils, architect W E Kemp, "Nicholly High" is a simple

graceful sandstone school set at the top of the hillside at Balmain East.

Its centenary was declared open by the Hon N K Wran, QC, MP, Premier of NSW, on 23 April 1983.

To sheet home the centenary, the school is publishing *Larrikin Days*, a 100 years of growing up in the suburb, by Annette O'Neill and Tony Stephens. The book gives slices of life in Balmain for important time periods based upon diligently collected oral history.

Orange Grove Public School is also 100 not out this year. The school ground was once part of the Garry Owen estate (now Rozelle Hospital) and gets its name from the orange trees of the property.

When the school opened in 1883 it was called Leichhardt West. The site cost £3 022 and, at first, temporary buildings formed the school. Ten years later the first permanent buildings were erected at a cost of £2 517.

Another centenary due this year is the founding of Balmain Hospital. In March 1883, the efforts of the Balmain working men were successful in the inauguration of the Cottage Hospital.

It is a great pity that no effective historical study of the hospital has been published. R Deveraux's, *Small beginnings: 1883* is little more than a collection of official statistics. A worthwhile history of Balmain's hospital is yet to be written.

Edmund Blacket's house, Alderly, became the Cottage Hospital in 1883. The centenary of the man and the hospital deserves much better than a hard-covered bundle of reports and startling revelations such as that Medibank is a "politically contentious issue". Peter Reynolds

## A Note on Contributors

Peter Fraser is a school teacher; Freda MacDonnell has spent many years on local historical research; and Peter Reynolds lectures in Architecture at the University of New South Wales.

## Cover

Situated on the waterfront at the bottom of Lookes Avenue (on land now occupied by units, 8 Lookes Av), was Looke's boatyard. The boatyard existed from late 1838 into the first few years of this century.

We are indebted to Joseph Looke's great, granddaughter, Mrs May Gray Hogg of Willoughby, for donating the original of this illustration.

The original is undated; in the background can be seen Cliffdale House (8 Lookes Av) and behind that, Durham Cottage (6 Lookes Av).

\* See Ed Note on p 30.

## OBITUARY

Morton Earle Herman, the doyen of Australian architectural historians, died in the early part of this year. He graduated Bachelor of Architecture in 1930, his thesis being the genesis of his first important book, *The early Australian architects and their work*.

The book was not published until 1954 and even in those modern times people scoffed at the very existence of an Australian architecture.

After working in England where he founded the world's first building information centre in the mid 1930s, he returned home to practice.

He was among the first, if not the first, to head the conservation movement at a time when few knew what it stood for and governments and developers cared not a whit.

He lectured at the Universities of New South Wales and of Newcastle. (please turn to p30)

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# Bidura the home that Blacket built

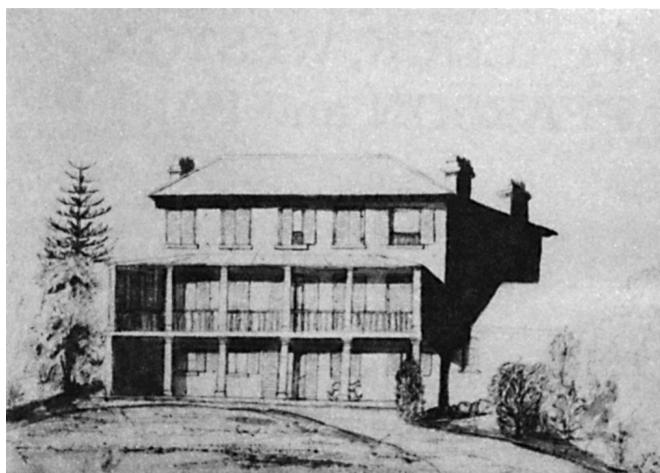
FREDA MACDONNELL, AUTHOR OF *THE GLEBE: PORTRAITS AND PLACES*, WRITES OF AN IMPORTANT HOUSE WHICH HAD BEEN LOST IN THE DEVELOPMENT OF THE SUBURB. BIDURA IS NOW THE METROPOLITAN REMAND CENTRE FOR CHILDREN.

In the heart of Glebe Point is a spacious Colonial Georgian house remembered in the neighbourhood as the home of the popular medical practitioner, Dr. Water Burfitt who purchased the property from Frederick John Perks, a Sydney solicitor. The house, which had been kept in excellent repair, was later purchased by the Crown and is now the property of the Child Welfare Department. Part of its charm used to be the long back garden, stretching down to Avon Street. It is an unusual sight in present day Glebe to see such an area of land left vacant all these years. And it was like this when I saw it about 1974. The lawns, open space and complete privacy were ideal for tiny tots who played there under careful supervision. But with the planning of new premises there had to be changes. Fortunately the old house was retained for administrative purposes, for this is a house of history which should never be demolished. This is where five of Edmund Thomas Blacket's children were born.

By deed dated 10 September 1857 the architect purchased one acre and twenty-five and a half perches of land from Stuart Donaldson, for which he paid £1,200.

The exact position of Edmund Blacket's house had never been known and the whereabouts would probably remain unresolved had not Mr. Surveyor Vernon Clements of Castle Hill offered his grandmother's sketch book to me while writing *The Glebe: Portraits and Places*. Professor Bernard Smith makes no mention of 'Bidura' in his fascinating book *The Architectural Character of Glebe, Sydney*. It was Mrs. Colman Wall who saw that the sketch in my book must be of Bidura (illustration No. 18). Unfortunately by then the book was already published.

A survey by Mr. Surveyor P.J. French, at that time honorary surveyor to the National Trust, confirmed that this was the land on which Blacket's house had stood.<sup>1</sup> But was it the same house? A long correspondence ensued with the Registrar-General, and through his co-operation it was confirmed that 'Bidura' was indeed Blacket's house. The house had



BIDURA, Glebe Point Road, Glebe (Courtesy V Clements) As seen from the rear from a sketch by Edith Blacket. Edith's drawing of the house from the front garden appears in *The Glebe: Portraits and Places*.

been built on portion of a grant to William Dumaresq. It was bounded on the south-east by land belonging to George Allen, solicitor, who made his home at 'Toxteth Park' (now the Convent of the Good Samaritan). The owner of the land on the north-west was William Strachan Clarke who holds the key to the mystery. In part of his Statutory Declaration, now in the hands of the Registrar-General, he declares that Blacket and his successors Robert Fitz Stubbs and Frederick Perks occupied Lot 1 in what is now Deposited Plan 64049 continuously from 1865 to 1905. The Registrar-General concludes: "This indicates that the building known as 'Bidura' was occupied during this period; however it is not shown in any plan of survey in this office subsequent to 1905".

The picture shown in this article is the back of 'Bidura' - one of Edith Blacket's sketches. Edmund Blacket realised that his young daughter had talent and sent her to study with Conrad Martens. Naturally the whole family would have been very proud of the beautiful new home which Blacket had built for them, and it was to be expected that there would be a sketch captioned 'Our Home'.

Blacket, who had staked his whole career for the sake of the woman he loved, left the comparative security of his life in England to cross the world to a new country, Australia, where his genius produced the University of Sydney, St Andrew's Cathedral and a host of lovely churches both great and small, earning him the name of "Australia's Christopher Wren". Yet he found time to build his children a delightful doll's house, and probably the rocking horse on the back verandah of 'Bidura'.

The Blackets were a home-loving family, wrapped up in music. Indeed they formed their own little orchestra. Mr. Vernon Clements has an album of carefully pasted birthday and Christmas cards, an excellent example of Victorian greeting cards. But for him, the sketch book would have been

(please turn to p30)

# PEACOCK, WESTON, PEARSON and PAUL

## How "suburbanisation" began in Balmain

### 1- Peacock Point to Darling Street Wharf

#### PART II\*

PETER REYNOLDS CONCLUDES HIS ARTICLE  
ON THE UPS AND DOWNS IN THE HISTORY  
OF THE PEACOCK POINT PRECINCT.

THE "100 STEPS": Negotiating the sharp drop from the plateau on which Rothesay was built was always difficult. Originally it was just a slippery track made easier by steps hewn out of the rock here and there. The residents of Peacock Point had no dray access until St Mary's Street linked the Balmain East road system with William Street after 1864.

In 1861 that end of Johnston Street was illegally used as a quarry and the adjoining residents petitioned the Council to repair the jagged holes left by the stone-takers. They also asked the Council to provide an easily negotiated flight of steps.<sup>89</sup>

The Council obliged with the construction of the "100 steps" near the present-day steps. Broad stone steps provided a wide public staircase which was not only serviceable but, being of the same material as the exposed rock of the hillside, also blended extremely well with the surroundings.

The "100 steps" were removed in recent years when Hosking Street was re-aligned. Modern traffic needs caused the bottom few steps to be torn out and a retaining wall built using some of the old steps. Above the wall, the steps were covered and trees and grass now conceal what remains of the "100 steps".

CHARLES' VILLAS AND ELIZABETH'S VILLAS: Around the turn into William Street and on to Peacock's subdivision are Charles' Villas and the identical Elizabeth's Villas (29-31 William Street). These two pairs of attic-storeyed attached houses were probably built between 1850 and 1858 by John Sims a Sydney publican. The houses were bought by a Canterbury market gardener, Charles Rembold, in 1874 and he probably named them after members of his family.

The early pattern cast iron balustrading was very likely added during Rembold's ownership.

LITTLE EDWARD STREET: The oldest extant houses on the Peacock subdivision are 2-8 Little Edward Street. Small scale, simple detailing, basic building materials all go together here in the vernacular recipe which turned out this row of two-storey stone houses.

They were built to let by William Dennis in 1844. Dennis, a butcher, did not live long enough to enjoy his rents because he died in a mining accident at Tunkills Mines in South Australia in 1849.

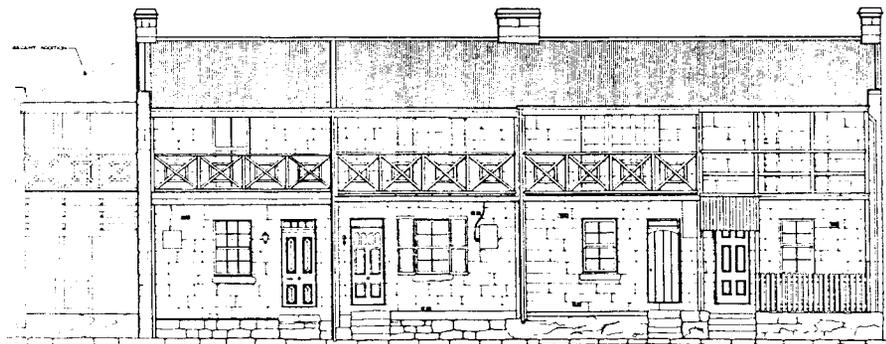
Adjoining these are 10-12 Little Edward Street which are two single-storey stone cottages built by James Suddy, a Balmain slater, in the late 1840s. Again the mixture was the vernacular one. Suddy left his name upon that part of Little Edward Street which bends around to join William Street. It was called Suddy Street in the early 1850s but the name fell into disuse after he sold the houses in 1853.

HARBOUR VIEW TERRACE: Stone was also the building material used in Balmain's first large row-houses, now generally described by the colloquial term "terrace houses". Harbour View Terrace (7-17 Edward Street) was built for rent by Francis Smith senior, a developer in c1870. The six houses are of two storeys with well proportioned dormer windows for the attic bedrooms and balconies with cast iron lace to take in the water views. The dimensioned stone, laid in 12-inch courses, was coated with stucco which was marked out to give the walls the appearance of fine ashlar stonework.

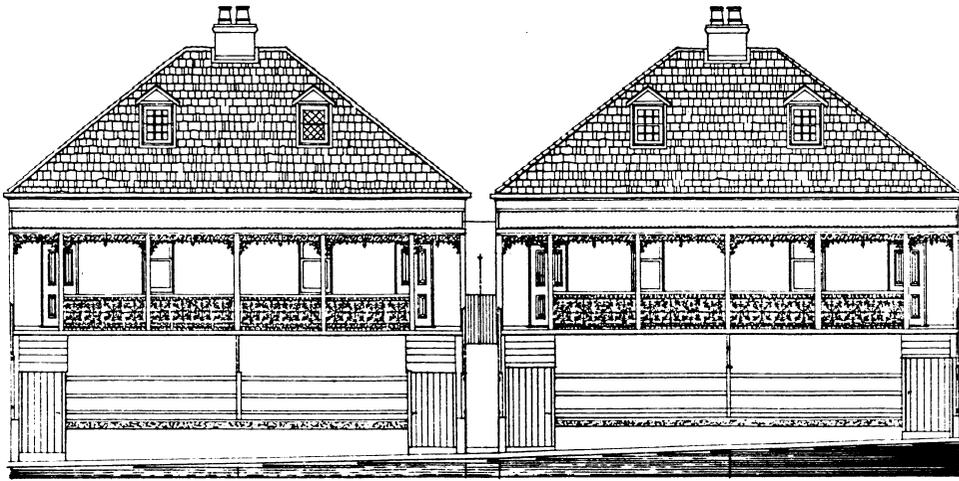
This trick was the trademark of the London Regency architect John Nash who perfected the use of stucco - a mixture of sand, lime and plaster - as an economical way of achieving smooth elegant wall surfaces, rich

\* Part I of this article appeared in *Leichhardt Hist J* No 11 1982

2-8 LITTLE EDWARD STREET: 1844  
Built by William Dennis, butcher,  
for renting purposes.  
(A Farnarkis UNSW)



CHARLES' VILLAS AND  
ELIZABETH'S VILLAS  
25-31 William St):  
1850-58  
Attic-storey cottages in  
two pairs built of stone  
probably quarried from  
the site.  
(E LOPEZ UNSW)



mouldings and unity of material in his large groups of Regency terraces.

Harbour View Terrace shows very little of its Regency antecedents because, although built for speculation as its London counterparts were, it was constructed on a shoe-string budget. Decoration and fine plaster work cost money and so detailing was kept simple and functional.

**DESMOND VILLA:** Francis Smith senior bought lots 29-34 in 1849 from Patrick Killen, a Balmain carpenter, after whom Killen Street was named. Smith re-subdivided the original fan-shaped lots into ten new lots with a laneway. Lots 2-4 of these were conveyed to his son, Francis junior in 1871, who built a fine brick house with a broad verandah and steps leading down to the rocky shore.

Nicholas Hopson, a draper and milliner of George Street in the City, bought the house in 1872 and named it Desmond Villa. It was demolished in the 1960s and the site is now occupied by the new houses, 21-25 Edward Street.

Francis Smith's other lots on Peacock Point were brought by tradesmen engaged in the repair and servicing of shipping. They were shipwrights, boat builders, marine engineers, coppersmiths and ship painters. They reclaimed land from the Harbour, built jetties and boatsheds as well as their own houses

of brick, timber or stone between 1855 and the 1960s.

**THE GARDNER FAMILY:** Although John Bell was the first to establish a shipyard on land south of Darling Street, the Gardners were certainly the longest running family to carry on the business.

The Gardner brothers, Henry and Edward, set themselves up in business on the Johnstons Bay waterfront but before Henry came in the early 1840s he forged a link with one of the oldest family of free settlers to come to New South Wales.

In the first few years of the Colony's existence, one of Governor Phillip's difficulties was the lack of free settlers experienced enough in farming to help feed the inhabitants. After repeated requests the British government allowed five settlers to come out on the *Bellona*. She sailed into Port Jackson on 16 January 1793 and among the settlers were Thomas Rose (1749?-1833), his wife Jane and their children Thomas (aged 13), Mary (11), Joshua (9), and Richard (3). They were the first free family to come to Sydney.<sup>90</sup>

Thomas Rose had been a farmer in Sturminster Newton, Dorset, and had the necessary experience to make a go of it in New South Wales. After early setbacks the Rose family settled at Wilberforce where they prospered.

Joshua Rose, the second son, an estab-  
(please turn to p28)



HARBOUR VIEW TERRACE  
(7-17 Edward St): c1870  
Stone walls coated  
with stucco.  
Balmain's first large  
terrace of houses.

# FROM DARLING ST WHARF TO SIMMONS POINT

## 2 Adam, Roach(Looke), Rogers and Simmons

IN THE SECOND OF HIS ARTICLES ON THE SUBURBANISATION OF BALMAIN, PETER REYNOLDS WRITES OF THE DESTRUCTION OF AN HISTORIC PRECINCT BY "SLUM CLEARANCE".

The present day built environment entombs clues that point to the underlying causes which produced that built environment. These clues are significant indicators in the study of the suburbanisation of the area.

The built environment, or "historical landscape"\*, could be the sprawl of an instant mass-housing suburb; a leafy, dignified retreat; or a high density transformation of an older suburb.

Whatever the visual characteristics of the "historical landscape" may be, scraping away at the existing physical evidence is one starting point for an understanding of how that area became the suburb that it is today.

Look at the widths of the streets; examine cuttings in the ground or rock; and, most important of all, inspect the buildings.

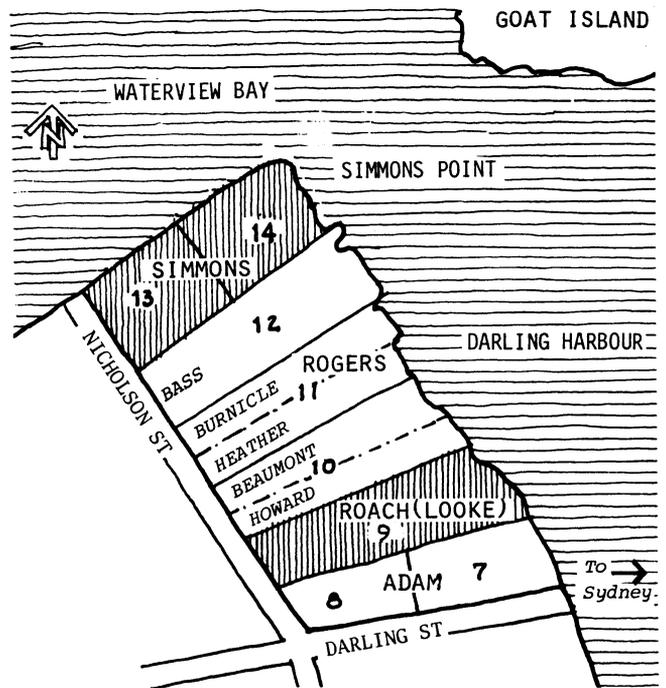
Are they small stone cottages or spacious brick houses; are they richly decorated with iron lace or are they smooth, sleek and streamlined; or are they mediocre "spec jobs" or red-brick walk-ups?

Of course, this physical assessment must go hand-in-hand with the historical research necessary to derive the origins of European settlement in the area. In fact, research into "how it all began" is the opposite end of the scale.

Between these two ends of the life-span of an area lie the changes that took place along the way - a ripe field of study.

In the case of the precinct from Darling Street Wharf to Simmons Point, a tall tower block is adjacent to a small school; several blocks of units are evident; and what appears to be the remnants of the original development still show through.

\* L A Gilbert, W P Driscoll & A Sutherland, *History around us, an enquiry approach to local history* (Sydney 1981).



PART OF GILCHRIST'S SUBDIVISION: 1836  
Lot numbers shown are from Surveyor Armstrong's plan (catalogued under P L Bemi, Mitchell Library).  
Rogers re-subdivided his lots 10 to 12 into five strips each with a water frontage.

Very few of these remnants are repetitions of those adjoining - an indicator of the diverse building styles and types that once occupied the hillside.

The study of the suburbanisation of the land on the other side of Darling Street Wharf, south to Peacock Point, revealed that its characteristics were: regularity of saleable allotments; a street pattern which grew out of land ownership; and survival of a great deal of the historic fabric (i e the buildings).

In direct contrast to this, the suburbanisation of the land across to Simmons Point emphasised: settling on the land; erecting additional houses as the family grew; letting rights-of-way occur as expedience demanded; and, much later, destruction of a great deal of the fabric.

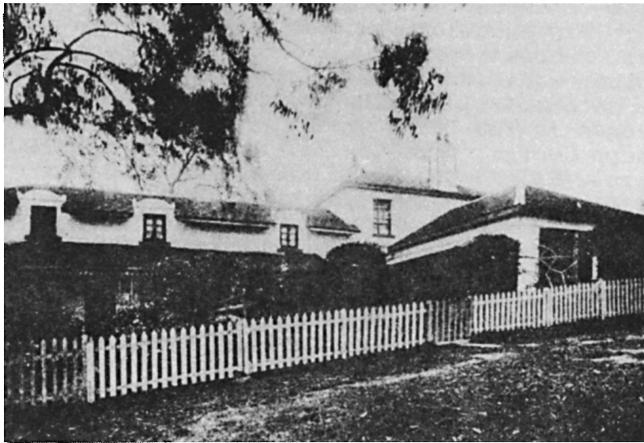
Earning a living from the waterfront was common to both the Peacock Point and Simmons Point precincts. Along to Simmons Point, however, owner/industrial pursuits occurred earlier and continued with little change for many years.

In the case of the boatbuilding Howards, their ownership lasted for 100 years until they sold out in 1937.

During that 100 years, the 12 acres, north of Darling Street Wharf, became a jumble of stone and timber cottages, crazy laneways, and small scale waterfront industries.

In the 25 years that followed, the "historical landscape" did not change markedly. In the period 1962 to 1965, however, much of the building stock was destroyed - a treatment that was to continue in small doses right up to 1982.

\* \* \* \* \*



LOOKE'S COTTAGE IN 1902.  
(Australian Town & Country Journal, 10 December 1902)  
Built of stone with timber shingled roof, the cottage (now 15 Lookes Avenue) had unusual upper-storey windows with parapets.

The first purchasers did not settle down upon the land because to them it was nothing more than a saleable commodity.

Adam, Roach, Rogers and Simmons all bought their lots at Parbury's auction that took place on 24 October 1836 on behalf of the absentee owner, John Borthwick Gilchrist.<sup>1</sup>

**CAPTAIN WILLIAM ADAM:** Like his seafaring counterpart, Captain Pearson of Pearson Street, Adam left almost nothing behind him to reveal his family origins, business interests or activities.

Captain Adam bought lots 7 and 8 of the Gilchrist subdivision which is the strip along Darling Street from the Wharf up to Nicholson Street and across to the northern boundary of Thornton Park, for £145.7.0.<sup>2</sup>

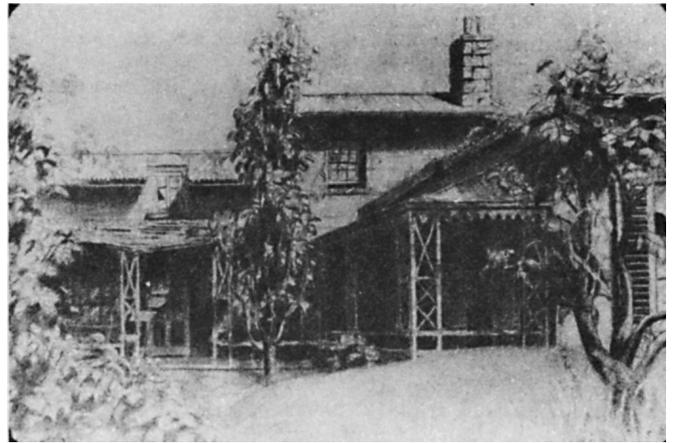
Adam, again like Pearson, held on to his two acres and so rode out the 1840s depression. It was not until 1850 that he sold to George Richard Griffiths of the Sydney merchants, Griffiths Fanning and Co.<sup>3</sup>

**CAPTAIN JOHN ROACH:** A Melbourne sea captain bought lot 9 adjoining Adam's strip, for £160. Roach was the master of Her Majesty's revenue cutter, Prince George, but he did not bother to develop the allotment.

He preferred, instead, to sell the two acres to an emerging Sydney boatbuilder, Joseph Looke, who was to become Balmain's first large scale estate developer.<sup>4</sup>

**JOSEPH LOOKE:** Born in 1803, the son of a mail coach driver, Looke was one of many who took advantage of the British government's bounty scheme to assist worthy tradesmen to come to New South Wales. His boatbuilding trade qualified for selection and he came to Sydney in the Arundel on 11 September 1832. With him was his wife, Hannah Shepherd, whom he had married in London in 1824, and their two sons and a daughter.<sup>5</sup>

After setting up as a boatbuilder on the Darling Harbour waterfront of Sydney Town, Looke bought the Balmain land from Roach at the end of 1838, for £400.



LOOKE'S COTTAGE (date and artist unknown)  
Side wings were added as the family grew. The centre of the building was occupied by Joseph Looke and family by 1844.

The site possessed obvious advantages: it was a few minutes across the water from Miller's Point; the hillside would yield good building stone; the deep water frontage had a small inlet ideal for boatbuilding.

In the absence of records it is reasonable to say that he would have got a weatherboard cottage up first to accommodate his expanding family. The children were William (b 1828), Elizabeth (b —), Sarah Ann (b 1834), Joseph George (b 1836), and James (b 1837). Other children followed: Mary (b 1839), Ann (b —), and Hannah (b 1843).<sup>6</sup>

As well as the timber cottage, Looke, by 1844, had completed the boatyard, a wharf and a timber yard. He had built, and moved his family into, a good stone cottage (later Radcliffe House, 15 Lookes Avenue). Also by that time were two small stone cottages which brought an income from rents. These houses formed the nucleus of the later twin dwellings 11-13 Lookes Avenue.<sup>7</sup>

A good rent also came in from Durham Cottage (6 Lookes Avenue) which he let to Captain Nicholson's son, coincidentally called Durham.<sup>8</sup>

Boatbuilding was not the only interest of Looke. On the creeks that fed into Port Stephens, he had acquired a 52-acre portion of the Australian Agricultural Co's vast holding. The property almost certainly gave rise to the timber yard which he established at the foot of his property at Balmain.<sup>9</sup>

The farm also probably helped him to expand into the coal trade. It was located near the developing coalfields and probably gave him a base for operating in that industry. Because steamers needed bunkering in Sydney Harbour, Looke saw the advantage of setting aside some of his waterfront as a coalyard.

This extra land was won from the Harbour by reclamation behind a sea wall. Using stone from the site, this exercise gave him a generous wharf area.

An advertisement of the time gives an insight into Looke's dour, forthright nature: *Wanted, an active man to make mortar and attend on a rubble builder. To a sober man, and one that knows his business, 50 shillings per week!*<sup>10</sup>

Looke certainly knew his business. Property development was always in his mind. He had the land and because he was thrifty, he was able to recognise the cost-benefit by building in stone quarried from his own land.

Time and the labour of himself and his growing sons was on his side.

He developed his estate on the famous Balmain principle, "build one and let one". Rents were coming in from the houses already built. Timber and coal sales boosted the income from the boatyard.

The chronology of his building activities is difficult to determine accurately but by about 1850, he had built Braeside (9 Lookes Avenue) just across from Durham Cottage!<sup>1</sup>

Lookes Lane, later to become Lookes Avenue, was never officially planned but passed conveniently between the houses and wound down to the wharf from Nicholson Street. Each house was sited to suit the rock ledges, leaving enough land on which other houses could be built when finance allowed. Although the Lane had not been dedicated as a public road, it was an agreed right-of-way to all the houses on the estate but outside residents of Balmain could be prevented from using it if the family so desired.

By 1866, Looke had built Cliffdale House (8 Lookes Avenue) opposite, and very similar to, Radcliffe House!<sup>2</sup>

Both stone houses were of one-and-a-half storeys with distinctive variations on the Scottish-type dormer window. The dormer did not rise up to become part of the roof but terminated in an unusual parapet which, if anything, resembled an acroterion on a Greek temple. Around the building, the topmost course of stone projected a good inch to give a strong definition to the eaves line.

All vestiges of this most interesting detailing have been eradicated by recent demolition.

A twin stone cottage had also been built by this time. Known as "Looke's upper cottage" (2-4 Lookes Avenue), it gave a good return in rent for the portion of the land near Nicholson Street. Increased rents also came in from adding side wings to the tiny twin cottages (11-13 Lookes Avenue) down near the wharf!<sup>3</sup>

Just outside No 11 was a good well from which each member of the family and all tenants were legally entitled to draw water. It was the duty of the estate to keep the well, the Lane and the wharf in good order.

On the waterfront, next to the wharf, was a bathing house built out over the Harbour.

which those on the estate were permitted to use. Its function was more hygienic rather than recreational!<sup>4</sup>

Other additions made before 1866 increased the accommodation in Radcliffe House to suit changes in the Looke family. The second son, Joseph George, died in 1847 aged only twelve years. Elizabeth, the eldest daughter, married Captain John McKinlay in 1852 and lived in Braeside for a few years. Most of their time in Lookes Avenue, however, was spent in one half of the "upper cottage".

Sarah Ann married Thomas Buchanan in 1853. He became the manager of the Bank of Australasia in Wellington, New Zealand, where he and Sarah took up residence!<sup>5</sup>

In 1867 Looke began to respond to a new and more economical building type - one that would occupy the minimum amount of land but would bring in good rents. The new type was the Sydney terrace house.

Adapted from its Georgian London counterpart to Victorian Sydney, the terrace house was the answer to the need to accommodate the growing population. Later highly decorated in cast iron lace and ornamental stucco, the early terraces were much more restrained in detail and in size.

Looke built Alfred Terrace, a row of three brick and stucco houses (1-5 Lookes Avenue) between February 1866 and May 1868 partly on his own land and partly on a portion bought from Griffiths Fanning and Co in 1854!<sup>6</sup>

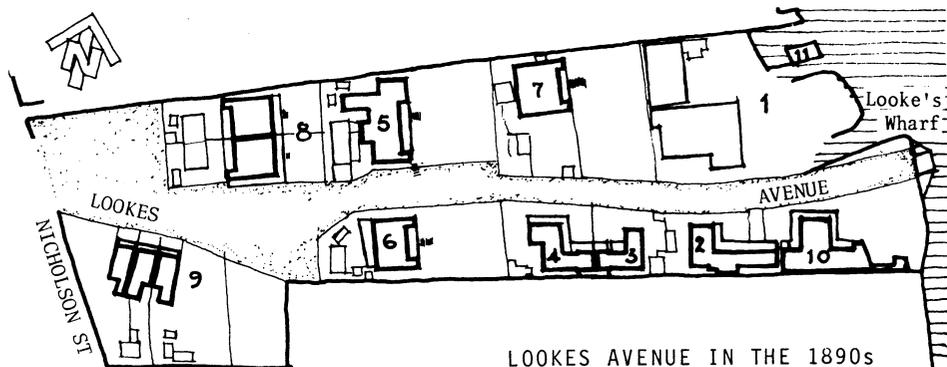
It seems that Looke intended these three as the centre of a larger development. The clue to his recognition of the ease of adding house on to house in a row can be seen in the arched recesses on the blade walls at the ends of the outer houses (Nos 1 and 5). Verandah wall recesses have no real purposes, except to delight the eye, and when they occur on the walls that divide the front verandahs of the houses, are of shallow depth.

When set into end verandah walls, they should be deeply recessed on the verandah side only. The outer face of the end exposed wall should be left unrecessed.

In the case of Alfred Terrace the outer end walls of Nos 1 and 5 have shallow recesses as though they were meant to be dividing walls when more houses were added to the row.

The most likely reason for the additional houses not being built was the sudden death of Looke. On 30 May 1868, he was found floating off his wharf at the foot of the street which still bears his name. He had reached the age of 65!<sup>7</sup>

- 1 Looke's boatyard
- 2 No 15 Joseph Looke's house  
(Radcliffe House): c1844
- 3 No 13: c1844
- 4 No 11: c1844
- 5 No 6 Durham Cottage  
(Norfolk House): c1844
- 6 No 9 Braeside: c1850
- 7 No 8 Cliffdale House: 1860-66
- 8 Nos 2-4 Looke's upper  
cottage: 1860-66
- 9 Nos 1-5 Alfred Terrace: 1867
- 10 No 17 William Looke's house  
c1868
- 11 Bath house



LOOKES AVENUE IN THE 1890s

**WILLIAM LOOKE:** The task of carrying on the family business, and maintaining the unmarried daughters, fell to the eldest son William. His mother, Elizabeth, had predeceased Joseph Looke on 8 May 1867, aged 66, and so Mary, Ann and Hannah were left without father or mother!<sup>8</sup>

Trained in the boatbuilding trade by his father, William married Eliza Gray at St Mary's, Balmain, on 21 September 1854. Their children, all born at Balmain were William James (b 9 July 1855 - d 19 July 1855), Joseph William (b 1859), Eliza Margaret (b 1861), William James (the second of that name, b 1864), Alexander John (b 1868 and Arthur John Gray (b 1876)<sup>19</sup>

Even though Radcliffe House had been enlarged, William's growing family forced him to build a new house - one for his own family quite distinct from the other houses let to tenants by his father. About 1868, William built No 17 Lookes Avenue, probably on the site of the weatherboard cottage which had been the Lookes' first home right on the waterfront. The house is now unrecognisable beneath a modern transformation!<sup>20</sup>

Next door, in Radcliffe House, lived Mary, Ann and Hannah. Under the terms of their father's will, they were entitled to live there for ten years, rent free!<sup>21</sup>

Things changed again when Ann married John Dunmore Andrews, a pastoral superintendent from Maryville on the Manning River on 14 April 1870. In that year Mary moved up the hill to 3 Lookes Avenue, the central house of Alfred Terrace!<sup>22</sup>

Mary married John Stockman Buchanan, a sheep-farmer, in 1875 and they moved to New Zealand. It seems that Hannah, still unmarried, also went to New Zealand. But she might have gone up country to be with her brother, James.<sup>23</sup>

**JAMES LOOKE:** The third Looke son, James preferred farming to boatbuilding. He managed the Port Stephens farm which passed to him by his father's will. It is possible that James was his father's agent in the district for getting the wood and coal down to the Balmain wharf.

On Christmas Eve 1863, James married Eliza Jane Andrews, daughter of a Hunter Street saddler, Robert Andrews. It seems that Andrews had settled on the Manning River because the wedding took place at his home which he called Maryville House!<sup>24</sup>

James and Eliza Jane settled nearby and in 1873 he sold the Port Stephens farm. Their children were Mary Elizabeth (b 1865 m Davy), Joseph, Eliza Annie, Ada (m Small), Catherine



**CLIFFDALE HOUSE (8 Lookes Av): 1860-66**  
Built by J Looke and leased to Captain Trouton for 30 years. The upper storey windows had the same unusual parapets as Looke's Cottage (15 Lookes Av). Cliffdale House became the Church of England Deaconesses' Boys Home in 1905 and was demolished in c1970.

Beatrice, Percy Gilbert, Elsie Margaret, and Hannah Isobel.<sup>25</sup>

After prospering on the Manning River, James died tragically from a gunshot wound "self-inflicted during a temporary fit of insanity" at Maryville on 17 June 1895!<sup>26</sup>

**CAPTAIN TROUTON:** These changes had their effects on the Lookes Avenue property. At the turn of the century, the Avenue was one of the most picturesque parts of Balmain:

*reminding one of a green country lane in the Old Country. The houses are built in the fashion of 60 or 70 years back, with small shuttered windows and tiny, box-like rooms, while the gardens bloom gaily with those old-time flowers which one associates with English cottages - larkspur, Sweet William, hollyhocks, verbenas, meadow sweet, crowd each other. An old sundial tells the time of day, and two stolid-looking sheep (possibly the pet lambs of earlier days) browse placidly along the grassy pathway!*<sup>27</sup>

Life moved very leisurely in Lookes Avenue as the 20th Century began. One of the longest tenants of the Looke houses was Captain Trouton. He had been the tenant of Cliffdale House since 1866.



**DURHAM COTTAGE (6 Lookes Av): c1844**  
Later called Norfolk House by Mrs Chilcott who opened her Ladies School there in 1871. The house was demolished in c1965.

Born in 1826 in Cheshire, England, Frederick Henry Trouton was the fifth son of Charles Robert Trouton of Rathmines, Dublin. He joined the *Bannatyne* when aged 17 as a midshipman. In 1844 he sailed with army and navy reserves to establish the British consulate in China.

It was a perilous voyage - fire at sea and attacks by Malay pirates were two of many dangerous encounters. He also spent two days as a volunteer in the defence of the Canton cotton factories at great risk to his life.

In 1851 he was appointed to the *Zenobia* at the age of 25 and proved himself when he took the ship out to sea in the absence of the captain. A hurricane threatened the Madras Roads where she was moored. Trouton's foresight saved the ship. The other vessels sheltering in the port were totally destroyed.

The 1852 goldrush called him to Victoria but, in the following year, he returned to seafaring when he took command of vessels plying the east coast.

After a few years, he became land-bound again in Geelong where he interested himself in the betterment of the port.

With others he bought the *Balclutha* which he sometimes skippered. She was acquired by the Australasian Steam Navigation Co in 1861. Five years later, Trouton became the Co's general manager. This was the end of his sea-going days.

In all his time at sea, he had never lost a passenger or stranded a ship.

He was general manager of the Co until 1887 when it was wound up. It had been founded in 1851 from the old Hunter River Co.

Captain Trouton, JP, died in Cliffdale House, Lookes Avenue, on 19 September 1896. He had lived there for over 30 years and had identified himself with "many movements for the good of the suburb" and whenever conflicts arose "his voice and counsel lended weight and authority".

His name is remembered in Trouton Street.

**GEORGE JOHN ROGERS:** Alongside Looke's boat-building yard was Howard's Wharf. In occupying the site, William Howard, a Sydney boat-builder, preceded Looke by about 18 months and so became the first boatbuilder to register a block of land in Balmain.

That deed began an ownership chain which was to last until 1937.

Howard bought his long narrow half-acre from George John Rogers, a Sydney solicitor, in May 1837 for £150. This strip was part of the six acres bought by Rogers at the 1836 auction sale and contained lots 10 to 12 of the Gilchrist subdivision.



WILLIAM LOOKE'S HOUSE (17 Looke's Av): c1868  
JOSEPH LOOKE'S COTTAGE (15 Looke's Av): AT RIGHT  
No 17 was "modernised" in c1975 and is now unrecognisable. The roof of the low wing of No 15 was raised in c1928 and a new verandah added (now enclosed). Looke's boatyard would have been in the foreground.

Rogers cut the land up into five strips, each with frontages to Nicholson Street and, more importantly, to Darling Harbour. The strips were bought by William Howard, William Henry Beaumont, Dennett Hersee Heather, William Burnicle and Henry Thomson Bass.

Rogers had been a law clerk in the office of the Chief Justice of New South Wales in 1829 and became a Commissioner of the Supreme Court. In 1830 he began to practise on his own account as a solicitor.<sup>28</sup>

He married Catherine Rebecca Windeyer at St James', Sydney, on 12 November 1832 and the first son was born at their Upper Castlereagh Street house on 20 August 1833. After moving to a new house "on the Parramatta Road", Catherine died on 2 November 1834.

George Rogers remarried on 28 July 1838. The new bride was Martha, eldest daughter of Major Russell of Cawdor. Their first child, a daughter, was born at the Elizabeth Street home on 17 May 1839.

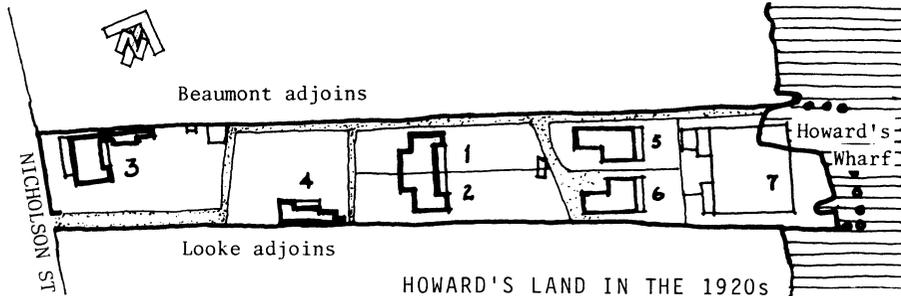
After moving to Craigend, Woolloomooloo, further children were born.<sup>29</sup>

Rogers' successful legal career and lucrative investment life in New South Wales ceased when he moved to Mallow, County Cork, Ireland, where he died a moderately wealthy man on 16 January 1863.<sup>30</sup>

**WILLIAM HOWARD:** Born the son of a convict, Isaac Phillips, and a convict girl, Hannah Howard, William was baptised at St John's, Parramatta, on 5 February 1804.<sup>31</sup>

Hannah received her freedom on 16 June 1810 and it seems that it was left to her to bring up young William. She saw to it that he learnt the trade of boatbuilding.<sup>32</sup>

- 1 Darling Cottage: c1840 (half left in will to William Howard jnr)
- 2 Darling Cottage (half left to John Howard)
- 3 Stone house: c1844 (given to Agnes Howard)
- 4 Stone cottage: c1844
- 5 Unknown house
- 6 Unknown house
- 7 Howard's boatyard resumed by Harbour Trust: 1913



On 23 December 1826 he married Elizabeth Stewart at St Philip's. Sydney. His bride was born in the Colony in 1804. Their children were William junior (b 1827), Agnes (b 1829 m Holley), Mary Hannah (b 1832), Isaac (b 1834), Robert (b 1837), John (b 1839), Martha Elizabeth (b 1842 m Morrison) and Ann Eliza (b 1845 m Waterman)<sup>3</sup>

With his brother-in-law, John Stewart, he set up as Howard and Stewart, boatbuilders, Sussex Street, in 1837. Also in that street, he became the licensee of the Paul Pry Inn.<sup>34</sup>

After buying the Balmain land from Rogers, Howard built his wharf and boatyard. Half-way up the slope, he built Darling Cottage (now demolished), a long narrow, verandahed house with an attic upstairs. Set across the hillside, the house, constructed of stone from the site, was capable of being divided as the family grew.<sup>35</sup>

Although there were many similarities to his neighbour, Looke, Howard did not develop his land for rentable housing to the same extent. The strip was very narrow and would have been difficult to lay out in house lots.

As well as being an expert boatbuilder, Howard was a first-class oarsman. In a race for whaleboats in 1838, he won the first silver cup ever awarded for rowing in Australia. In 1841 he was a competitor in the Anniversary Regatta skiff race. In the 1844 Boxing Day Regatta on Darling Harbour, his sailing boat *Pirate* won the 15 shilling prize easily from Reynold's *Daphne* and Anderson's *Will Watch* while Pegg's *Frances* finished fourth.

On 12 May 1843, for a stake of £50, Howard cockily offered to race his four-oared *Aurora* against the Hobart Town *Centipede*. The outcome of his confidence has not been recorded.<sup>36</sup>

Howard's half-acre was never subdivided in his lifetime but laneways occurred as required. In 1844, as well as the substantial Darling Cottage, he had built a small stone cottage (now demolished) next to Looke's boundary.

On the Nicholson Street frontage he had built a stone house (now demolished) before 1844. He intended to leave this house to his daughter Martha Elizabeth. When his wife Elizabeth became seriously ill, however, he changed his mind and gave it to his eldest girl, Agnes. She married George Holley, a shipwright, in 1865 but the marriage did not prevent her from caring for her mother in the last days of life.<sup>37</sup>

Elizabeth Howard died on 29 November 1875 and William, left a widower, made the house over to Agnes Holley "in recompense for meritorious service in nursing her mother".<sup>38</sup>

Like Joe Looke, Howard had seen to it that

the boatbuilding business would not die with him. Two of his sons, William junior and John were also boatbuilders and on his death on 13 July 1877, Darling Cottage was divided between them. They also received equal shares in the business.<sup>39</sup>

John Howard later moved to Fawcett Street but William junior remained to carry on the business.<sup>40</sup>

**WILLIAM HENRY BEAUMONT:** Next to Howard's, Rogers sold a one-acre strip to Beaumont in March 1840 for £220. Beaumont, a watchmaker, was a partner in the jewellers, Beaumont and Street of George Street.

He immediately mortgaged the land to Reverend William Schofield of Windsor for £300. The death of his partner, Street, and some unwise investments brought him to insolvency in September 1842.<sup>41</sup>

In the following January his creditors put the Balmain land up for sale. Beaumont had by then added a boatshed, two small cottages, another stone cottage and a quantity of stone "quarried for buildings".<sup>42</sup>

Interestingly, the two cottages had been so constructed that their roofs could be "raised and another storey added".

In March 1843 Beaumont opened business as a jeweller opposite Queen's Wharf. In the same year, however, because he could not repay Schofield, he forfeited the Balmain land.<sup>43</sup>

With ruin staring him in the face, Beaumont fled from his creditors in the *William Metcalfe* in June 1844 and was not heard of again.<sup>44</sup>

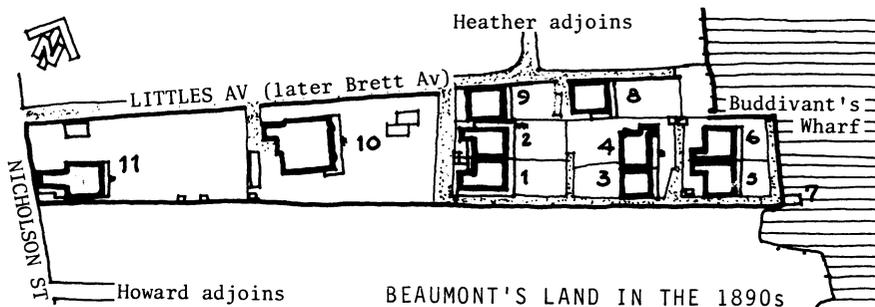
**GEORGE BUDDIVANT:** Before mortgaging his land to Schofield, Beaumont sold a good-sized waterfront portion of it to shipwright George Buddivant in June 1840.

Buddivant laid out his boatyard adjoining Howard's yard and by October 1843 had erected an "excellent cottage of four rooms" with attached kitchen, boatshed and workshop. He borrowed heavily on the land to build further cottages. In May 1844 he had the hull of a "fine new copper-fastened schooner of about 45 tons burden" for sale.<sup>45</sup>

The stone cottages (now demolished), some with attics, were squeezed on to the land in an attempt to get the maximum rent income for the least outlay. There were no planning controls and an owner could build what he liked and where he wanted it.

In the oversupplied market of the 1840s, good rents were hard to come by and after unsuccessfully trying to sell the houses in the teeth of the depression then raging, Buddivant lost all in 1849.

- 1-6 Little's Cottages (formerly Buddivant's Cottages and boatyard): 1840-49
- 7 Little's bath house
- 8-9 Robinson/Wilson cottages (17-15 Little's Av): c1857
- 10 Erith Villa (later Lurley, 5 Brett Av): 1856-60
- 11 Edwyna: c1856 (site of Butement's Terraces 11-17 Nicholson St, 1-3 Little's Av)



BEAUMONT'S LAND IN THE 1890s

JOHN LITTLE: The property subsequently passed to John Little, a well-established Sydney grocer, in April 1850.

Little, a man of some determination, had been noticed by the citizens of Sydney, in September 1843, when licensee of the White Hart Hotel. He became embroiled in a dispute with Captain Peacock and a challenge had been issued.

To avoid a duel, the pair were bound over to keep the peace and were dubbed a "pair of donkeys" by the local press.<sup>46</sup>

In March 1844, Little again showed that he was not to be trifled with when he let all Sydney know that if the lady who sent her footman to his shop "for a cheese and a ham" did not pay, then he would expose her.<sup>47</sup>

When Buddivant's houses came on the market, Little saw them to be a good buy and the houses were soon known as "Little's Cottages". The lane bending around and leading down to them from Nicholson Street became Little's Lane (later Littles Avenue and now Brett Avenue).

John Little was born in Dumfries in 1806 to farmer George Little and Mary Halliday. He married Margaret Alston at Dumfries on 4 March 1831. Their children were Mary (b1832 m Johnston), John (b 1834), Jessie (b 1836 m Smith) George (b 1838) and James (b 1842).<sup>48</sup>

After coming to Sydney in 1838, Little married his second wife, Jane Watson Murray, on 23 April 1855. After his death at Burwood, on 19 November 1862, the cottages passed one each to his widow and the five children.<sup>49</sup>

THOMAS ROBINSON: Reverend Schofield put up Beaumont's land for sale in 1854. The purchaser was Thomas Robinson, a Sydney hairdresser. He had the foresight to found a floating baths on the Woolloomoollo side of the Domain in 1839. He then went to England and on his return here, at the end of 1843, improved the baths and opened another establishment in George Street. The new baths were next to the Royal Hotel where "warm, vapour, shower and medicated baths" could be taken by ladies and gentlemen.<sup>50</sup>

After buying the Balmain land, Robinson and his wife, Charlotte went to live at Paignton in Devon where he died in 1864.<sup>51</sup>

Before he left Sydney for the last time, Robinson cut the land into three lots. Lot 1, the narrow strip of waterfront land next to Little's Cottages, passed through his daughter, Charlotte Amy, to her husband, James Grierson Wilson of the Domain. The block contained two small stone cottages.<sup>52</sup>

EDWARD ROW: Robinson's lot 2 was bought by a Sydney merchant, John Vinson Barnard, who built a fine stone house between 1856 and 1860. Barnard's insolvency lost him the house which was bought by Edward Row of the firm of J and E Row, wholesale chemists and druggists, of Pitt Street, Sydney

The firm later became Edward Row and Co and marketed such preparations as "Row's Emboication or Farmer's Friend" which was held to be:

*an infallible remedy for Sprains, Galls, Splinters, Swellings, Stiffness of Joints in Horses, Sore Udders in Cows, Foot-rot in Sheep, or Mange in Dogs.*<sup>53</sup>



*ERITH VILLA (later Lurley, 5 Brett Av)*

*(K H Tan and M V Hoang)*

*The fine stone house, looking out over the Harbour, has recent additions. A former enclosure of the left hand end of the verandah destroyed the graceful arched valance.*

It was so versatile that it was recommended for humans in the treatment of rheumatism, gout, scalds, and sunburn and at three and sixpence the bottle was within everybody's reach.

A rival chemist, Isaac John Josephson, advertised an "Australian Ointment" which contained lard, beeswax and the leaves of the *Geebung*, *Cullebung* and *Marshmallow* as well as nine indigenous gum trees.

The sales of the pale green ointment impressed Edward Row and he bought the patent rights to it in 1870. Row immediately registered it under his name in all the Colonies and Great Britain.

His company were still selling this remarkable substance in the early years of this century.

Row called his Balmain house Erith Villa (later Lurley, 5 Brett Avenue) and lived there until his death on 21 May 1900.<sup>54</sup>

EDWARD RENNIE: Fronting on to Nicholson Street was Robinson's lot 3 which he sold to Edward Alexander Rennie. He arrived in Sydney on 8 February 1840 and joined the office of the New South Wales Auditor General in 1843.

Before that, in 1842, he helped his father, Professor James Rennie, establish the College High School in Elizabeth Street North where he was first master.<sup>55</sup>

Rennie built a house called Edwyna on his land but sold it in 1884 when he moved to a larger house, Walthamstow, in Ashfield.

Edwyna was demolished by its new owner, Thomas Butelement, a Sydney architect and a founder of the Balmain New Ferry Co (1893). He developed the site by building four terrace houses facing Nicholson Street in about 1903. They were Lorna, Chelvey, Alicea and Dunraven (11-17 Nicholson Street).

Allowrie and Eastbourne were built by Butelement on the Littles Avenue part of the land at about the same time.<sup>56</sup>



**LLEWELLIN'S HOUSE** (19 Nicholson St)  
 From a photograph in the Australian Town & Country Journal, 10 December 1902. By that time the house had been considerably enlarged. It was demolished in 1982, by then it was beyond recognition.

**DENNETT HERSEE HEATHER:** The next strip of Rogers' six acres was bought by Heather in January 1840. He paid £220 for a half-acre. The reason for the price being so high was that the land contained a stone house, later to be called Marine View Cottage (later Oakley in Brett Avenue).

Heather arrived with his wife Mary on the *Orient* on 4 April 1839. He sold his land in the year of purchase to Captain John Gillies. Gillies subdivided it into ten lots so arranged as to keep the house on a good sized block which he numbered lot 5<sup>7</sup>

Lots 1 to 4 were bought by William Norman Llewellyn of His Majesty's Customs in 1844. He built a stone cottage (later Craig Royston, 19 Nicholson Street) which remained in the family until 1914<sup>58</sup>

Marine View Cottage on lot 5 was bought by William Burnicle, one of Balmain's important shipwrights, in 1840 but he sold in the same year to Captain Daniel Nisbett Munroe, marine surveyor. He advertised it to let in September 1844 and gave it its name<sup>59</sup>

Robert Styles, a Portsmouth man, had just stepped off the *st George* from England with his wife and three children and very likely was attracted by the advertisement.

He later bought the house and by purchasing lots 6 to 8 on the east gained a substantial area of land which gave him an uninterrupted view down Harbour<sup>60</sup>

Styles was the secretary of the Australasian Colonial and General Life Assurance Co until his death in 1854 when the property passed to his widow, Mary Ann. When she died in 1861,

her daughter, Mary Ordish Vallack, the wife of Richard Glynn Vallack, became the owner.

Oakley remained in the Vallack family until 1922<sup>61</sup>

George Cannis began a link with present-day industry in Balmain when he bought the waterfront lot 10 in 1842. He owned several lots of land in Balmain and was its first sailmaker<sup>62</sup>

Unfortunately he had to sell the land and stone cottage in 1849 to settle a debt.

**ROBERT HUNTLEY:** In the following year, the property was bought by Dr Robert Huntley. He lived at his country house, Farrington, at Braidwood and probably bought the cottage for a *pied-a-terre* in Sydney. In later years he moved to Goulburn and practised there<sup>63</sup>

The Balmain house passed to his eldest son, Alfred Reynolds Huntley, who sold it to his brother, Frederick, in 1863. Frederick raised a family of 12 children there and enlarged Cannis' cottage and called it Staines House after his birthplace, Staines, in Middlesex.

The family sold Staines House in 1904. Sailmaker Edwin Henry Brett bought it in 1906, thus completing the link with George Cannis mentioned earlier<sup>65</sup>

*E H BRETT, SAILMAKER: c1910 (Courtesy R Evans) Staines House, the Huntley home, is at top right. Little's Cottages are at left.*

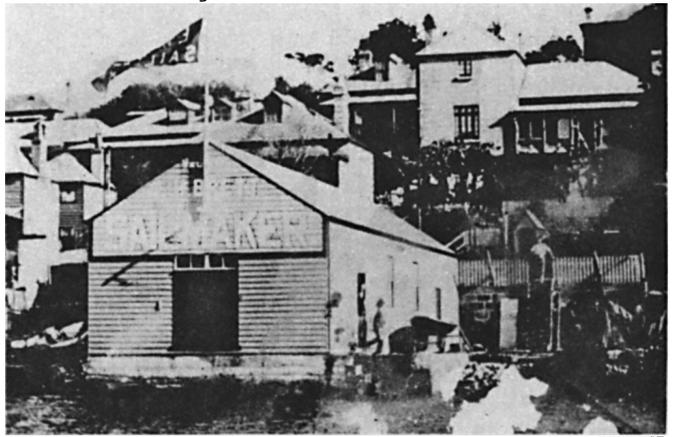
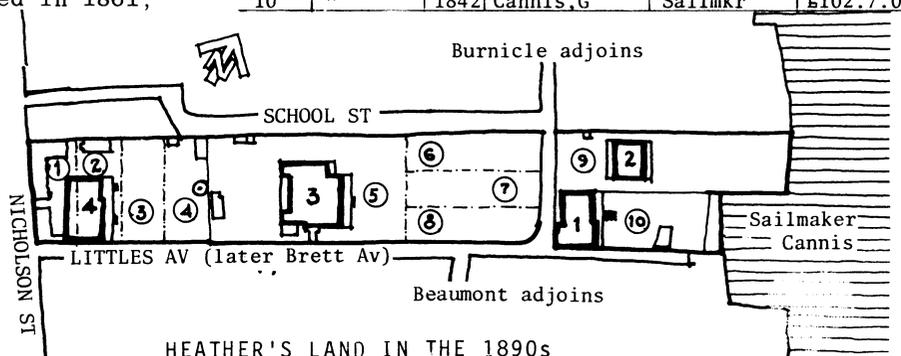


TABLE I - GILLIES SUBDIVISION OF HEATHER'S LAND

LOT	VENDOR	YEAR	PURCHASER	OCCUPATION	REMARKS
1-4	Gillies	1843	Chapman, WH	Gent	£40
5	"	1842	Burnicle, W	Shipbldr	£200 (incl stone house)
6	"	1842	Lewis, T	Boatbldr	£22
7	"	1842	Cooke, H	Plasterer	£25
8	"	1842	Dillon, J	Gent	£32
9	"	1842	Burnicle, W	Shipbldr	£96.13.9
10	"	1842	Cannis, G	Sailmkr	£102.7.0

- 1 Cannis' cottage (later Staines House, later Brett sailmaker)
  - 2 Misses Jenkins' house: c1875
  - 3 Marine View Cottage (later Oakley): c1838
  - 4 Llewellyn's house: c1845
- Gillies subdivision: 1842 shown dotted - lot numbers circled



HEATHER'S LAND IN THE 1890s

William Burnicle re-appeared in the story of this precinct when he bought the waterfront lot 9 next to Cannis in 1842. He needed the land as an extension to his boatyard next door.

**WILLIAM BURNICLE:** Rogers sold a one-acre strip to Burnicle in March 1840 for £220. Just like Looke, Howard and Buddivant, Burnicle set up on the waterfront.

Like Looke, he at first built a weather-board cottage and wharf, which was known as Burnicle's Wharf.

Joining in the rush to develop, he built a more substantial house a little further up the slope from stone quarried on the lower part of the site. The house was a verandahed stone cottage with attic storey (later Kaikoura, 2 School Street)<sup>6</sup>

Burnicle built a large two-storey home on the waterfront for himself in 1844 (7 Gallimore Avenue)<sup>6,7</sup>

Burnicle was a shipwright of some note and one of the boats built at his Balmain yard was the *Sarah*, a remarkable boat of 60 tons. She was commissioned by the Ebenezer Coal Co of Port Macquarie to overcome the very shallow water of the entrance to Lake Macquarie.

Accordingly he designed her on the "Humber-keel" principles with a length of 66 feet, beam of 15 feet and 5 feet depth of hold. Her draught when loaded was only four feet six inches. When launched, however, her draught was a minimal 22 inches<sup>6,8</sup>

To maintain stability, Burnicle provided the schooner-rigged *Sarah* with three keels.

She was launched in July 1842 as a prototype which, if successful, would have gained Burnicle another commission for his Balmain yard.

Burnicle's future depended very much on his health. He had lost his first wife, Elizabeth, aged 42, at Balmain on 22 September 1841 and had re-married on 25 April 1843. The wedding took place at St Philip's, Sydney, and the second wife was the Sydney widow, Mrs Elizabeth Jenkins. He moved from Balmain to her Kent Street house as his health declined<sup>6,9</sup>

In the following year being "in a weakly state of health", he decided to take a sea voyage in the *Elizabeth* to the South Seas. The *Elizabeth* sailed on 18 November 1844 to get a cargo of sandalwood<sup>7,0</sup>

The sea air did little for the ailing shipwright and he died, aged only 48, in February 1846 at the Kent Street house.<sup>7,1</sup>

His widow, Elizabeth Jenkins Burnicle, received the Balmain property and in 1850 decided to sell. The six lots in the subdivision were laid out with a narrow street running down the middle to Burnicle's old house (2 School Street). This lane was the origin of School Street.

The only lot to be sold was bought by Thomas Spence, builder, who had erected a small stone cottage (later Woodbine Cottage, 21 Nicholson Street) on the land with Burnicle's permission before 1844.

The second Mrs Burnicle died in 1874 and the unsold land passed to John Jenkins, her son by a previous marriage. He re-subdivided into 15 lots but re-planned the entry road to bend around Spence's little cottage.<sup>7,2</sup>

Captain Charles Smith bought Burnicle's waterfront house (7 Gallimore Ave) on Jenkin's lot 1 and so the bent street leading down to his house became known as Smith's Lane. Smith's Lane became School Street in 1883 when Nicholson Street Public School opened.

**NICHOLSON STREET PUBLIC SCHOOL:** Jenkin's lots 5 to 15 were acquired for the new school in 1876 for £650. Extra land was added to the School in 1882 from Mr Bass' land.

Public education officially began in Balmain in 1860. Denominational education, however, existed long before.

By 1843 a small wooden Church of England School was situated in Cooper Street on James Templeton's land. Adjoining was the small timber Presbyterian Church and School which had been erected on the corner of Cooper Street by Reverend J D Lang in 1841.<sup>7,3</sup>

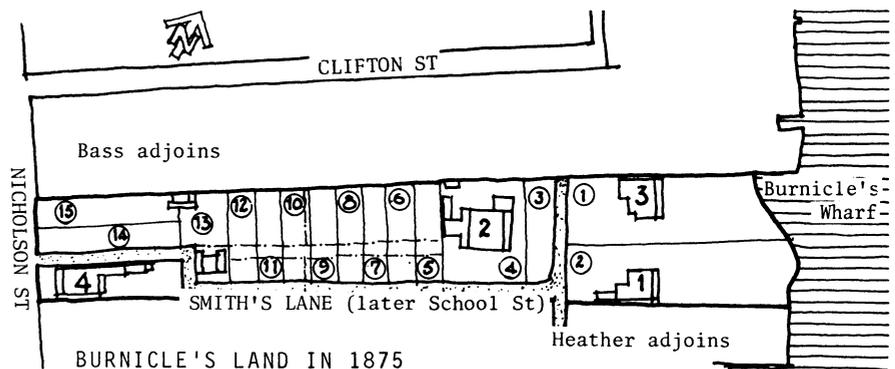
When this building was no longer needed by the Presbyterian Church it became a government supported non-denominational school in the late 1850s. In December 1859, when the parents petitioned the Board of National Education for assistance, there were 39 boys on the roll under the care of Mr Heber Loten.

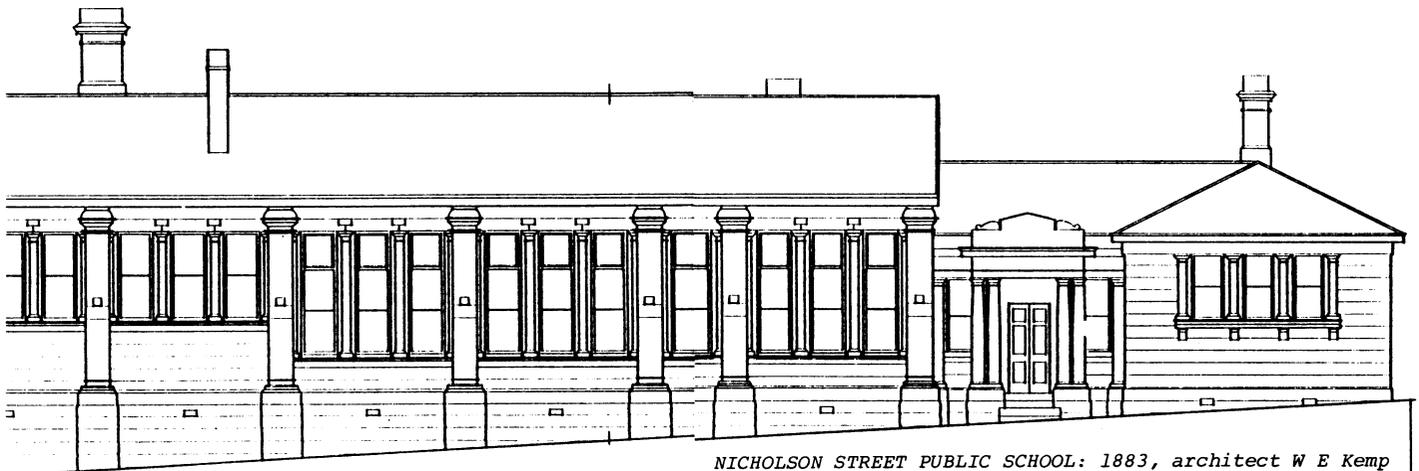
The building was only 30 feet by 15 but it received the title of National School in February 1860. By the end of that year the enrolment had grown to 138 pupils.

Conditions at the little school were spartan and it was reported that:

*the school room is small and unsuitable. It is badly supplied with furniture. The material state is altogether unsatisfactory. From the crowded state of the room, proper discipline is impossible however much the teacher may strive to preserve order.*<sup>7,4</sup>

- 1 Stone cottage: c1844
  - 2 Stone cottage (later Kaikoura, 2 School St): 1840-44
  - 3 Burnicle's 2-storey house (now 7 Gallimore Av): c1844
  - 4 Spence's cottage (later Woodbine Cottage, 21 Nicholson St): c1844
- Dotted lines show Elizabeth Burnicle's 1850 subdvn with central roadway. Unbroken lines show John Jenkin's 1875 subdvn (lot nos circled) - lots 5-15 bought for Nicholson St School in 1876.





NICHOLSON STREET PUBLIC SCHOOL: 1883, architect W E Kemp  
(Measured study by R Kathner, K Leong, B Mancuska, Y Smimazawa - UNSW)

Chief Inspector William Wilkins noted that the proficiency of the pupils was low and their intellectual development small. Mr Loten resigned at the end of the year.

While Mr Loten was struggling to keep order, the Board's architect, Henry Robertson, had been busy with a new school for Balmain. Situated on the Pigeon Ground (now Gladstone Park), the school 74 feet by 24 for a "140 desk sittings" was ready in November 1862. By then the enrolment was about 250!

As the Balmain community flourished, the need for schools grew. In the ten years from 1871 to 1881, the local population more than doubled from 6 272 to 15 063.<sup>5</sup>

The Council of Education responded to this pressure by leasing the St Mary's Church Hall in Adolphus Street from 1 January 1883. The new school was generally referred to as the Adolphus Street Public School.<sup>6</sup>

Herein lies the genesis of Nicholson Street Public School.

The erection of a new school in Nicholson Street was first raised on 23 March by Mr Inspector Johnson who recommended a Primary Department of 70 feet by 20 and an Infants of 50 feet by 28. These dimensions were later reduced and a design produced in September 1876 for an Infants school only.<sup>7</sup>

The proposal was, however, allowed to lapse.

When the matter was revived again in September 1881, a great change in non-denominational education had taken place. The passage of the *Public Instruction Act of 1880* was the primary step towards "free, secular and compulsory" education for New South Wales.

The new Department of Public Instruction replaced the old Council of Education. A new architect succeeded George Allen Mansfield, the old Council's architect.<sup>8</sup>

**WILLIAM KEMP:** The new man introduced a free, secular and classic style to school architecture. Young William was born at Stroud to Simon Kemp and his wife, Mary Ann, on 9 January 1831.

Another son, Charles, was later to become a joint proprietor of the *Sydney Herald* with John Fairfax.<sup>9</sup>

Willie Kemp, as he was known, became a pupil of Sydney's leading architect, Edmund Thomas Blacket (1817-1883), in 1849.

He joined the staff of Colonial Architect William Weaver on 13 November 1854 where he designed public buildings. When Weaver went into private practice, Kemp resigned from government service on 22 April 1857 to join him.<sup>10</sup>

Weaver and Kemp collaborated on works such as the re-building of St Mary's Church, Balmain, between 1857 and 1859.<sup>11</sup>

Kemp again joined the civil service in October 1872 under the Colonial Architect James Barnet. This office was a flourishing design centre which favoured the Classic style of architecture for public buildings. Excellent examples of the office's work can be seen in buildings such as the Sydney General Post Office, the Australian Museum and the Balmain Post Office and Court House.<sup>12</sup>

Kemp learned much from his time with Barnet and faced little competition for the post of architect for the new schools. On being appointed Architect for Public Instruction in July 1880, Kemp made good use of his experience of Classic government architecture to fulfil Sir Henry Parkes' ideals for secular education by producing buildings of secular architecture.<sup>13</sup>

Kemp's predecessor, Mansfield, had recognised that for centuries the Church had been the great educator and so he designed schools in the Gothic (or Church) style. Kemp completely transformed this ecclesiastical approach by freely adapting the Classic architecture of the Italian Renaissance.

For Nicholson Street School, he created a building which expresses this free Classicism. It has a "simplicity and honesty of expression which makes it almost timeless" and which transcends the basic stone box required to enclose the function of school.

Fortunately the 1876 idea of siting the building to face School Street (Smith's Lane) had been abandoned by the time that Kemp was directed to design the School. Even with the extra land bought from the Bass subdivision, next door, Kemp was forced to locate the School right on the Nicholson Street frontage to leave enough land for a sunny playground.

The street entrance porch has Classically derived columns, square in section, with simple capitals, and not only serves to em-

phasise the point of arrival but also separates the two main masses, the classroom block and the office.

Even though the building was conceived in the time of rich Victorian decoration, Kemp's refusal to indulge in fussy, useless ornament has given us a School of clean lines, simple shapes and honest use of the warm Sydney sandstone.

By August 1882, Kemp's plans were accepted and tenders closed on 9 October 1882. Eight tenders were received and the successful builder was J M Moxon on 29 October 1882<sup>84</sup>

Kemp continued to cover New South Wales with schools until he retired in 1896. His principal work was the original Sydney Technical college in Mary Ann Street, Ultimo.

He died at his Stanmore home on 14 June 1898.

While work was underway on the Nicholson Street buildings, the temporary Balmain East school continued to function in Adolphus Street. The teacher-in-charge was Peter Wallace who took up his appointment on 1 January 1883<sup>85</sup>

When Mr Wallace moved the children into the new Nicholson Street School, on 5 May 1884, the Infants numbered 38 boys and 29 girls while the Primary had 156 and 104<sup>86</sup>

The next teacher John C Waterman, appointed on 7 March 1885, had had plenty of experience of Balmain children. He had been the teacher at the Church of England School in

Adolphus Street from 1861 and was the first teacher at the Balmain West (now Rozelle) Public School in 1878. He married William Howard's youngest daughter, Ann Eliza, in 1864<sup>87</sup>

The Nicholson Street School had cost £5 300 to build plus £2 029.18.11 which had been paid out for the land. The cost of the land was £660 paid to Burnicle's stepson, John Jenkins, and £1 369.18.11 for lots 11 to 13 of the Bass subdivision in 1882<sup>88</sup>

**HENRY THOMSON BASS:** This last portion of land bought for the School came from the two acres sold by Rogers to Bass in June 1840 for £600.

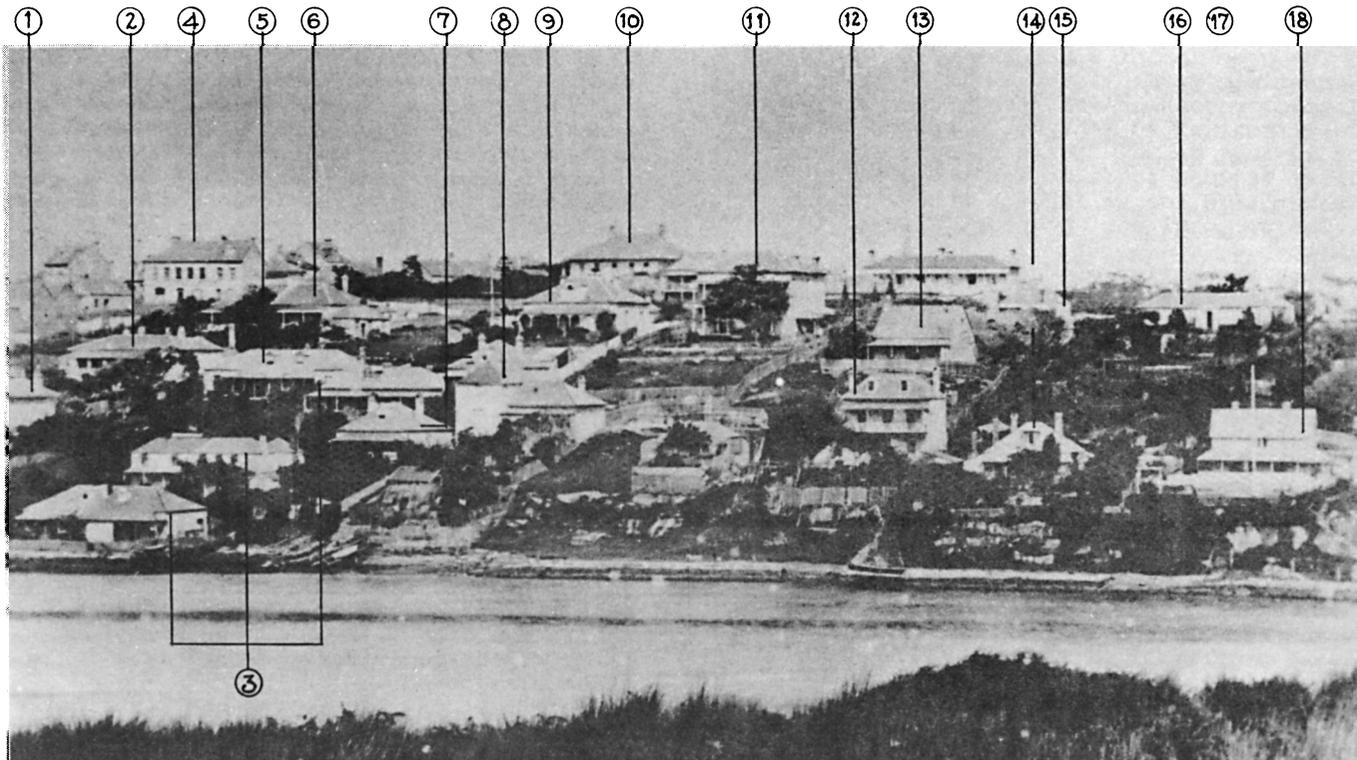
Bass was a shipwright and like his neighbours set about reclaiming the waterfront to build a stone wharf and two weatherboard cottages. By quarrying the site, he was able to use the overburden to fill in the Harbour and the better stone for the sea wall<sup>89</sup>

One of the timber houses was his Nut Shell Cottage (sometimes called The Nut Shell) and he lived there while he built the fine stone residence, Rosebank Cottage on the hill above the quarry.

Bass was first heard of in September 1833 when he bought waterfront land on Darling Harbour where he had a boatbuilding business. He bought other land on the Hawkesbury, the Maria River (County of Macquarie) and on Little Sirius Cove on the North Shore<sup>90</sup>

FROM DARLING STREET WHARF TO SIMMONS POINT IN THE 1870s, FROM GOAT ISLAND (Mitchell Library)

- |  |  |   |
|--|--|---|
| 1 CLIFFDALE HOUSE (8 Lookes Av)          | 7 ROBINSON/WILSON COTTAGES               | 13 KAIKOURA (1-storey, now 2 School St) |
| 2 DURHAM COTTAGE (6 Lookes Av)           | 8 STAINES HOUSE (now 5 Gallimore Av)     | 14 ALFRED COTTAGE (now 9 Gallimore Av)  |
| 3 LITTLE'S COTTAGES (now 3 Gallimore Av) | 9 ERITH VILLA (5 Brett Av)               | 15 WOODBINE COTTAGE (21 Nicholson St)   |
| 4 UNITY HALL HOTEL (now 51 Darling St)   | 10 CAPTAIN NICHOLSON'S HOUSE             | 16 DEVONIA HOUSE (Clifton St)           |
| 5 DARLING COTTAGE (now 14 Gallimore Av)  | 11 OAKLEY (now E H Brett's factory)      | 17 FUTURE SITE OF NICHOLSON ST SCHOOL   |
| 6 "UPPER COTTAGE" (2-4 Lookes Av)        | 12 BURNICLE'S HOUSE (now 7 Gallimore Av) | 18 VERNON COTTAGE (now 14 Clifton St)   |



For reasons unknown Bass decided to leave the Colony for Europe and announced that he would sell all his stock in trade at his Balmain wharf on 7 December 1841, consisting of:  
*gum ship plank, from 4 inch to 1½ inch, boat boards, two pine lower masts and sundry spars, four pumps, keel pieces, heaving down capstain, round and sided timbers, knees, blocks, firewood, etc. Also, smith's forge, anvils, bellows and vyce, quarrymen's tools, shipwright's and joiner's cramps, iron knees, bolts and nails, half worn copper sheet dressed for use, felt, copper boat nails and many other articles*<sup>91</sup>

After the disposal of this comprehensive list of his possessions, Bass guaranteed that he would sell his coasting smack *Sampson* of 20 tons "burthen" with all her stores and sails;  
*This beautiful vessel from her easy draught of water is admirably adapted for the coasting or coal trade from Newcastle to Maitland. She is nearly new and ready for sea.*

To entice cash customers, Bass offered to serve refreshments and to convey them to his wharf by "ferryman's boats"<sup>92</sup>

On 1 January 1842, Bass temporarily cut his ties with Balmain by leasing the two acres to a shipbuilder, John Korff. Leaving James Munn, a Sydney builder, in charge of his affairs, Bass and his wife, Mary, sailed in the *Standerings* for London on 7 May 1842<sup>93</sup>

Returning to Sydney with Mary on the *Briton* in June 1844, Bass found that Korff's insolvency had forced him to withdraw from the lease. He and Mary moved into Rosebank Cottage where he supervised the development of the two acres<sup>94</sup>

Between 1844 and 1847, he built two fine houses of stone on the waterfront - Alfred Cottage and Vernon Cottage, again using stone cut from the hillside<sup>95</sup>

In 1852 Bass decided to capitalise further on his land and subdivided it into 16 lots evenly laid out on either side of a central roadway which he called Clifton Street.

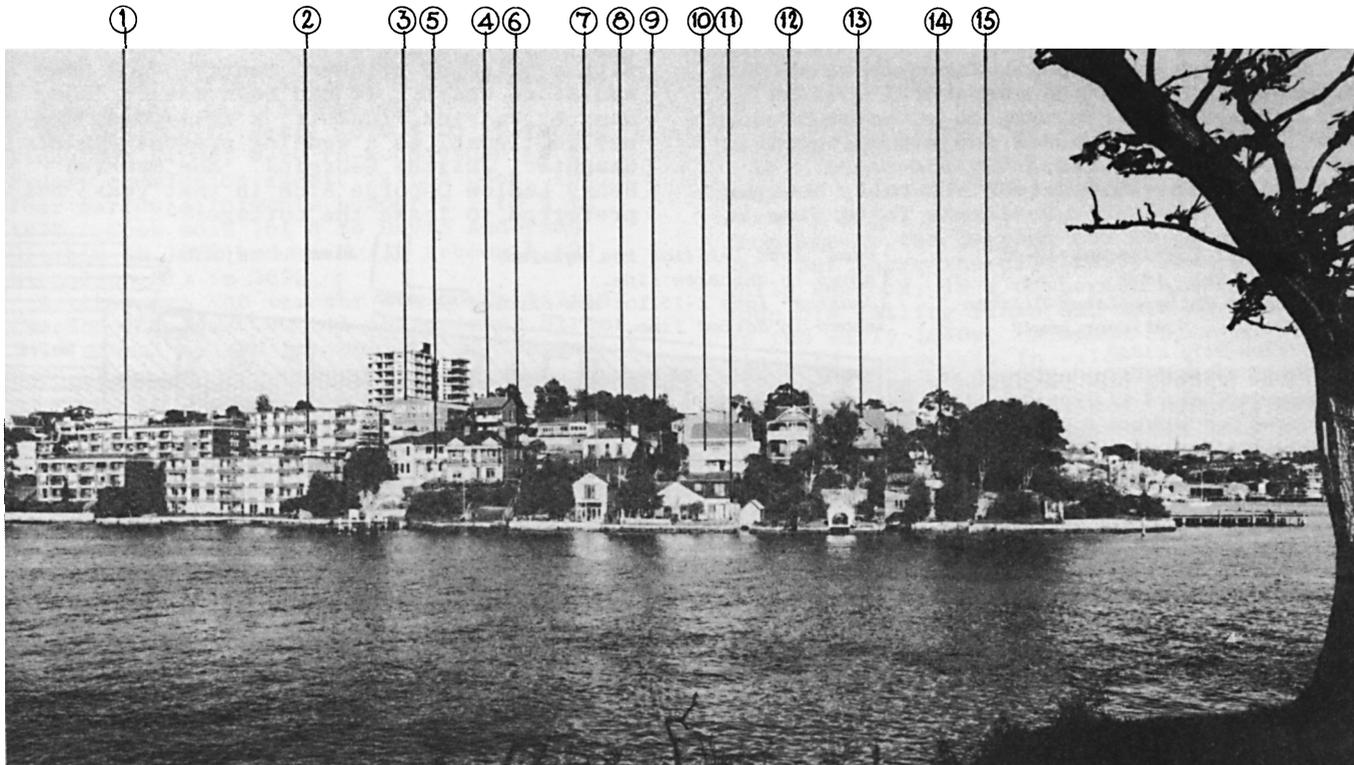
When all the land had been sold, Bass again left for Europe where he died in France on 9 July 1859<sup>96</sup>

Lot 1 with Alfred Cottage and the adjoining lots 14 to 16 were bought by John Row, brother of Edward and partner with him in J and E Row, the Sydney chemists. Alfred Cottage was a delightfully proportioned stone house of one storey with a generous attic, wide protective verandah to the sea, five good rooms and "two wells of water and a neat garden in front". (The site is now occupied by a two-storey brick twin built c1900,9 Gallimore Ave)<sup>97</sup>

Row leased Alfred Cottage and built the weatherboard Devonia House further up the hill about 1857. Devonia House was described in 1870 as having nine rooms, two verandahs, kitchen, stables and coach house<sup>98</sup>

FROM DARLING STREET WHARF TO SIMMONS POINT IN 1983, FROM GOAT ISLAND (Courtesy David Liddle)

- |  |   |                                       |
|--|---|---------------------------------------|
| 1 3 Gallimore Av (fmlly Little's Cottages) | 6 9 Gallimore Av (fmlly Alfred Cottage) | 11 18-20 Clifton St (fmlly Nut Shell) |
| 2 5 Gallimore Av (fmlly Staines House etc) | 7 15 Clifton St                         | 12 5 Simmons St (Brookfield)          |
| 3 E H Brett's factory (fmlly Oakley)       | 8 14 Clifton St (fmlly Vernon Cottage)  | 13 7-9 Simmons St                     |
| 4 Kaikoura (2 School St, new top floor)    | 9 Nicholson Street School (obscured)    | 14 11 Simmons St (obscured)           |
| 5 7 Gallimore Av (fmlly Binnacle's house)  | 10 16 Clifton St (Mrs Rich's cottage)   | 15 13 Simmons St (obscured)           |



In 1875 when his business interests were faltering, Row lost the house to Charles Chapman who in turn sold it to a Sydney solicitor, John England, in the same year. (Devonia House was probably demolished in 1938 to make way for a new subdivision)<sup>9</sup>

Bass' lot 2 contained Vernon Cottage, an even more handsome house than Alfred Cottage next door. Chapman, an oil merchant, bought the cottage from Bass in 1852. It was a one-and-a-half storey house built of stone with six main rooms and good sized attics!<sup>10</sup>

Chapman sold in 1875 to England who sold to Captain Henry Pettit two years later. Pettit fell into debt and was forced to sell in 1882 to Captain James Banks, one of Balmain's most admired personalities!<sup>10</sup>

**CAPTAIN JAMES BANKS:** James Matthew Banks was born on 7 July 1830 to Captain George Banks, a Dundee shipowner. His father took him on as an apprentice to learn the trade of seafaring in his own ship, the *Catherine*, trading to the Baltic.

Young James advanced quickly and became the *Catherine's* chief officer. He later took "forty-niners" to the California goldrush in the *Berwick Castle*. His career was given an even greater impetus, however, when he joined the shipping line of Allen, Edwards and Co aboard the *Alexander*, a 500 ton East Indiaman.

He made his first trip to Australia in the *Alexander* as her chief officer in 1852 and became her master in 1854.

Nothing was too adventurous for Banks. He took the *Alexander* into the Russian Arctic port of Archangel immediately after the Crimean War and shipped horses from Cape Town to Bombay during the Indian Mutiny.

In 1860 he became master of the famous clipper, *Ocean Mail*, and made the run from the Orient to London with tea in 68 days. In the following year he joined the Blackball line of Mackay Bains who expanded their China trade to take in Australia.

Innovations in shipbuilding were an abiding interest for Banks and when the 1 000 ton *Cairngorm*, the first ship to be built of iron beams, was ready for sea, he was a logical choice as her captain.

Sea life inevitably took its toll, however, and his masters put him ashore for a time in

Aberdeen where he "studied and passed in steam". While there he supervised the building of one of the fastest ships of the time. She was the teak-built *Sobraon* which later became famous here as the Nautical School Ship, a home for wayward lads.

The *Sobraon* was moored between Elkington Park and Cockatoo Island from 1890 to 1911.

Appointed the firm's Australian representative, Banks came to Australia in the *Queen of the Colonies* in 1864. He settled in Sydney in 1868 and took charge of Cuthbert's shipyards and later became a well-known marine surveyor.

On his death on 17 September 1924, James Banks was the oldest freemason in Australia and one of the founders of the Shipwreck Relief Society and also the Ancient Mariners Association.

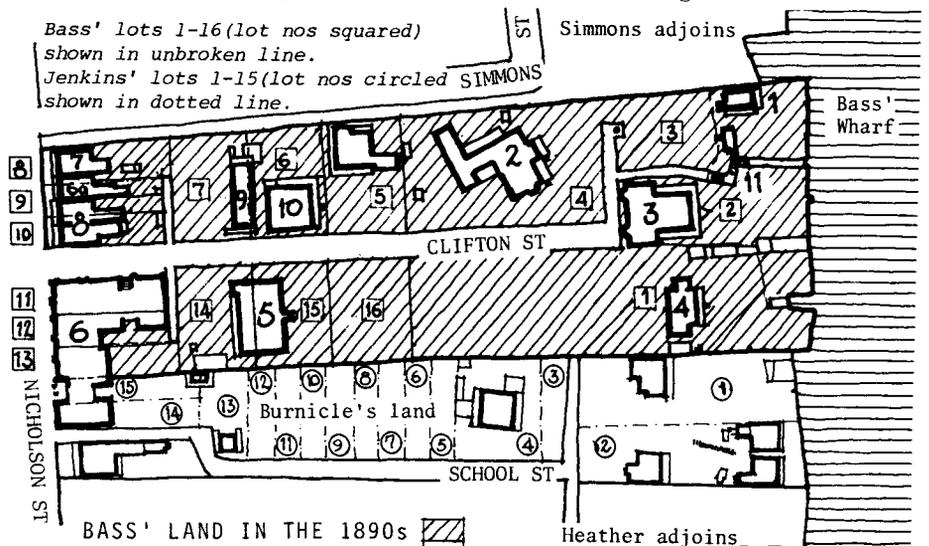
After buying Vernon Cottage in 1882, Banks considerably enlarged it by adding another storey and re-naming it Drummond Lea - a name derived from his wife who was Margaret Drummond!<sup>10</sup>

His sons, George James and Thomas Matthew Banks, leased the waterfront of Drummond Lea in 1913 where they built store sheds and traded as Banks Bros, shipping agents, of Spring Street in the City. It is thought that the store buildings still exist. Drummond Lea (formerly Vernon Cottage) is now 14 Clifton Street!<sup>10</sup>

Between Vernon Cottage and Nut Shell Cottage was a narrow twisting steep path, with steps cut into the rock, leading down to the water's edge. The path was a short cut for workers going across to Goat Island. It was known as Minty's Lane and the steps were Minty's Steps, the name being derived from the Balmain mayor Thomas Minty. The track was re-aligned in 1912 and it later became Clifton Lane!<sup>10</sup>

Nut Shell Cottage on Bass' lot 3 was a "neat little verandah cottage of four rooms" with a detached kitchen, pantry, wood shed, and stone wharf. It had been bought from Bass by Patrick Plunkett, a well-to-do Sydney gentleman, as a wedding present for his daughter, Juliana Georgina. She married Henry Ludlow Osborne Rich in that year, but preferred to lease the cottage!<sup>10</sup>

- 1 Nut Shell Cottage (now 18-20 Clifton St): 1840
- 2 Rosebank Cottage (later Clifton House, also Rostrevor, now 8 Clifton St): c1840
- 3 Vernon Cottage (later enlarged as Drummond Lea, 14 Clifton St): c1845
- 4 Alfred Cottage (now 9 Gallimore Av): c1845
- 5 Devonia House (now School playground): c1857
- 6 Nicholson St School completed 1883
- 6a Arbroath (29 Nicholson St): 1879
- 7 Bon Accord (31 Nicholson St): 1880
- 8 Hare's terrace (27-29 Nicholson St): 1881
- 9 Brick house (2 Clifton St): c1888
- 10 Memel Cottage (4 Clifton St): 1888
- 11 Minty's land and Minty's Steps



In 1889 she built another cottage on the cliff above The Nut Shell and moved in. Mrs Rich's cottage is now 16 Clifton Street. The site of Nut Shell Cottage is now occupied by two new houses, 18-20 Clifton Street.

Bass' house, Rosebank Cottage, on lot 4 (and half of lot 5) was sold by him to Thomas Taylor, merchant, in 1852. At about that time, Rosebank Cottage was rented by James Shoobert, a Mt Keira coal merchant!<sup>06</sup>

**JAMES SHOOBERT:** He was known in Sydney in 1828 when he brought an action against the owner of the sloop *Enterprise*. In 1833 he was listed as the owner of the ketch *Alice*!<sup>07</sup>

He married 16 year old Mary Brady on 12 October 1829 when he was 25. She died, however, on 15 September 1838 at his Hearn Park farm at Mt Keira!<sup>08</sup>

Shoobert married the widow Morris, the daughter of Captain Waldron of Springhill, at Wollongong on New Year's Eve 1838. He took her to live at Hearn Park where their children were born. A public spirited man, Shoobert joined in local activities such as the Illawarra and Berrima Road Committee of which he was a member in 1842!<sup>09</sup>

The Shoobert family moved to Rosebank Cottage between 1852 and 1856 and renamed it Clifton House. He interested himself in community affairs in Balmain and when the time came for the first municipal elections, in 1860, he was nominated to be the first returning officer!<sup>10</sup>

He directed his coal business from Clifton House and when he died there in 1876, was principal partner in the Bulli Coal Co!<sup>11</sup>

**JULIAN PEYRON:** The other half of lot 5 (with lot 6) was bought by Julian Peyron de Riviere, an enameller of photographs. He shortened his name to Peyron and in that name built Memel Cottage, a single storey stone house, in c1888. In 1913 the cottage (4 Clifton Street) became the home of Captain Alfred Auland.

Next door, Peyron built a one-storey brick cottage (2 Clifton Street) which passed to his daughter, Pauline Manceau.

**DAVID RITCHIE:** Bass' lots 8 to 10 facing Nicholson Street were re-subdivided by a Sydney commission agent, Walter Cook, into four narrow allotments, numbered 1 to 4, in 1878. Cook sold lot 3 to David Anderson Ritchie in 1878 and he built Arbroath (29 Nicholson St) in 1879.

Ritchie was the teacher at the Certified Church of England School in Adolphus Street. This school ceased to function at the end of



**NUT SHELL COTTAGE: 1840** (Balmain Association)  
The little weatherboard cottage, Bass' first home in Balmain, stood fronting his wharf.

1882 when State Aid was withdrawn.

The forerunner of the Nicholson Street School opened there at the beginning of the following year!<sup>12</sup>

Next door to Ritchie's Arbroath, David Hutcheon, a pianoforte maker, bought lot 4 from Cook and built Bon Accord (31 Nicholson St) in 1880.

Cook's lot 1 and 2 were bought by a piano tuner, Richard Walker, who forfeited them to Alfred Hare, a jeweller of Sydney. Hare built the pair of houses (25-27 Nicholson St) in 1881. He lived in No 25 and let Aliceville, No 27.

**JAMES SIMMONS:** During the time that Looke, Howard, Beaumont, Heather, Burnicle and Bass had developed their holdings, Simmons land, as far as subdivision was concerned, had lain fallow.

Simmons bought two-and-a-half acres from Gilchrist, in October 1836, attracted by its chief asset - a long water frontage to both Darling Harbour and Waterview Bay (Mort Bay).

In a sense his purchase can be compared to Peacock's made on the same day: the land on Peacock Point was steep and rocky and had a frontage to the Harbour and to Johnston's Bay. But there the similarity ends because while Peacock, in a desperate attempt to recoup his failing finances, sold of the land in the early 1840s, Simmons chose to let his land appreciate in value.

Peacock was a seafarer and trader who found fortune in New Zealand: Simmons was a secure, land-bound merchant with many interests in the City. As well as the houses and stores which he let, he owned the Currency Lass and the Fitzroy Hotels. He also owned the premises in which the chemists J and E Row conducted their business!<sup>13</sup>

His Jerusalem House on the corner of George and Barrack Streets became the house of Messrs David Jones and Co by the beginning of 1849!<sup>14</sup>

James Simmons died on 2 May of that year leaving his widow Agnes and children Joseph, David, Isaac, Sarah (m Hart), Frances (m Minto), Agnes (m Simmons), and Elizabeth (m Wangenheim)!<sup>15</sup>

TABLE II - BASS' SUBDIVISION: 1852-53

LOT	VENDOR	YEAR	PURCHASER	OCCUPATION	REMARKS
1,6 14-16	Bass	1852	Row, J (including Alfred Cottage)	Chemist	£828
2	"	1852	Chapman, C (including Vernon Cottage)	Oil Merch	£510
3	"	1852	Plunkett, WE & trustees for O'Sullivan, J Patrick Plunkett		£310 (including Nut Shell Cottage)
4-7	"	1852	Taylor, T (including Rosebank Cottage)	Merchant	£908
8-10	"	1852	Taylor, T	Merchant	£108.15.0
11-13	"	1853	Row, J	Chemist	£108.15.0

The Simmons Point land passed to Elizabeth under the trusteeship of her brother, Joseph. Elizabeth was then about 14 and the land may have been leased to provide for her upkeep!<sup>16</sup>

She married Gustave Wangenheim on 31 January 1855 and came of age on 31 January of the following year. Now legally entitled to the land, she was evidently advised not to realise upon it by direct sale. She chose instead to empower Joseph to advertise it for building lease for 21 years on 28 July 1858!<sup>17</sup>

Nothing is known of the outcome of this advertisement - leases were often unregistered. It was probably rented for waterfront pursuits such as a timber yard.

Indeed, it was for that purpose that the Mort Bay frontage was to be put.

After the 21 years had expired, Elizabeth Wangenheim decided to sell - a wise choice because her husband was soon to die in 1882!<sup>18</sup>

Her trustees subdivided the land into 14 lots with the L-shaped Simmons Street as the main access. The trustees astutely retained a three-foot wide strip from the edge of the new street running along the boundary of Bass' land. The strip barred legal entrance to any of Bass' lots from Simmons Street but it was later resumed for public use.

By March 1882, Alexander Burns, a Sydney timber merchant bought Simmons' lots 1 to 8 and half of lot 9 which gave him almost the entire length of Simmons Street on the Mort Bay side. The exception was the other half of lot 9 which had been bought, under his nose, by John Pratt, a Balmain shipwright.

Burns re-subdivided into three lots: the very large lot 1 on the water on which he operated the timber yard; and two smaller lots at the corner of Simmons Street, facing Nicholson Street. On these two lots, he built two stylish Victorian houses of generous proportions in 1886 - Alpha and Arakoon (33-35 Nicholson St).

Burns continued his timber activities until he became a victim of the 1890s depression. His estate was sequestered in 1895.

ADELAIDE STEAMSHIP CO: The new owner in 1900 was the Adelaide Steamship Co which extended Burn's reclamation further out into the water and built wharves, stores and workshops!<sup>19</sup>

Pratt built a cottage on his half of lot 9 (16 Simmons St) in c1884 and Burns invested in two houses on the other half in c1885 (on the site of 18 Simmons St). The three houses were bought by the Steamship Co in 1921 but were demolished by developers in the 1970s.

On the Harbour side of Simmons Street, William Morgan, solicitor, bought lots 10, 11 and 13 in March 1881. Lot 10 was acquired by Mrs Margaret Lyons from the insolvent estate of John Black, a Muswellbrook grazier. He had lived for a time in Clifton House next door on Bass' land.

She was a widow and built an excellent double-storey Federation house called Brookfield (5 Simmons St) in c1898.

Morgan sold lot 11 to William Thomas of Balmain and on his death in 1894 the land passed to his wife, Emma Elizabeth Winifred Bramall Thomas. She sold to dredge master Captain William White who sold to George Lyons, warehouseman, in 1903. Lyons built the Edwardian pair in c 1905 (7-9 Simmons St).

William Thomas bought lot 12 directly from the Wangenheim trustees in October 1880 and he built a pleasant verandahed house in c1881 which was the first house on the Point. His widow sold the house to George Sandeman, engineer, in June 1900 and it remained in the family until 1914 (11 Simmons St).

WINIFREDVILLE: A herbalist, Dr Alexander Cole, bought lot 13 from Morgan in July 1883. The adjoining lot 14 was sold by the trustees to Captain John McKinlay (Joseph Looke's son-in-law) in November 1880. He sold to Dr Cole in September 1884 and, by so doing, gave him the choicest block of Simmons' land because lot 14 "rounded the Point"!<sup>20</sup>

Cole built Winifredville (13 Simmons St), a very gracious and beautifully sited residence, in c1884.

- 1 11 Simmons St:1881
  - 2 13 Simmons St(Winifredville):1884
  - 3 2 houses (later demolished, now 18 Simmons St): c1885
  - 4 Alpha (33 Nicholson St): 1886
  - 5 Arakoon (35 Nicholson St:1886
  - 6 A Burns timber yard & wharf:1882
  - 7 Site of future 5 Simmons St (Brookfield: c1898)
  - 8 Site of future 7-9 Simmons St brick twin: c1905
- Wangenheim subdivision: 1880, lots 1-14 (lot nos circled).

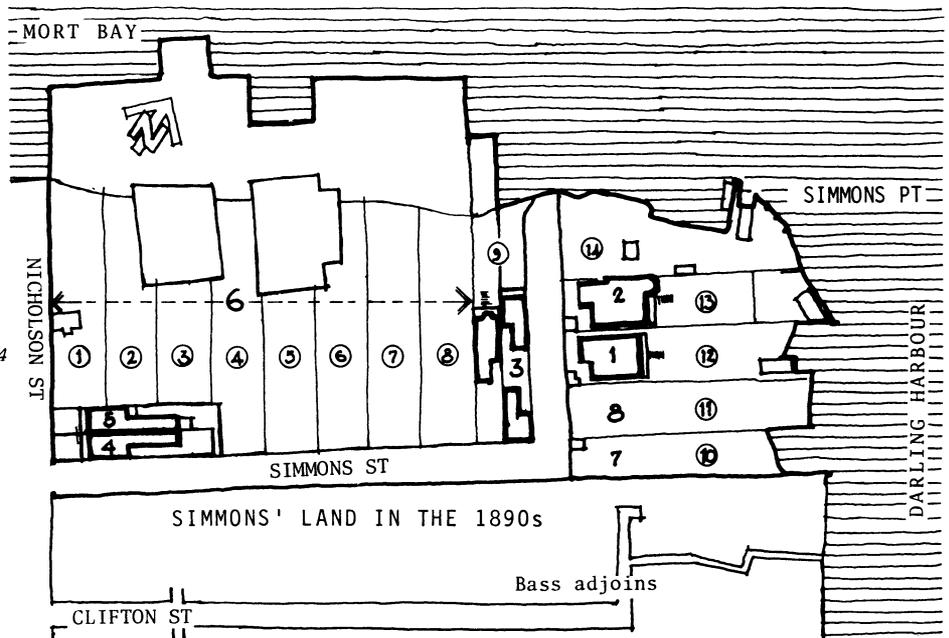


TABLE III - WANGENHEIM (Simmons) SUBDIVISION: 1880

LOT	VENDOR	YEAR	PURCHASER	OCCUPATION	REMARKS
1-4	Wangenheim	1880	Rigg, W	Clerk	L692
5,6	"	1880	Milne, J	Gent	L344
7,8	"	1880	Hebblewhite, S	Merchant	L364
9	"	1880	Ross, T	Shipbldr	L184
10 & 11,13	"	1881	Morgan, W	Solicitor	L601.2.6
12	"	1880	Thomas, W	Gent	L210
14	"	1880	Hourigan, J McKinlay, J	Gent M Mariner	L240

He later transferred the property to his wife's name. She was Annie Jane Thomas, the daughter of William Thomas next door. It seems likely that the name of the house was derived from the Thomas family!<sup>21</sup>

After to moving Strathfield, Annie Cole sold to George Frederick Murnin, a Sydney gentleman, in May 1892. He sold in 1903 to the Adelaide Steamship Co who by this purchase now owned all the land from the Nicholson St Street around to and including Winifredville. The company renamed the house Kenilworth about 1910 and used it for staff accommodation!<sup>22</sup>

Since 1973, under new owners, the house has regained its original purpose as a grand waterfront residence. The waterfront reclamation fronting Mort Bay has become Simmons Point Park.

Of all purchasers of the Simmons Point land, the Steamship Co wrought the most change. After years of intensive use the company sold their holding in 1973 to developers who have retained the waterfront buildings as craft workshops and apartments. In the later 1970s and early 1980s, new housing has arisen on the north side of Simmons Street.

\* \* \* \* \*

**CLIFTON STREET IN RECENT YEARS:** The changes wrought upon Clifton Street were caused by unsympathetic re-development. Nos 2-4 Clifton Street were demolished for town houses in about 1978.

The School opposite bought more land in Clifton Street in 1948, 1971 and again in 1976. With one exception, this brought about the destruction of the 1940s era housing.

At least, this act gave much needed open space and enlarged the playground.

Developers also bought Shoobert's Clifton House (then called Rostrevor) which was demolished about 1972 and later built town houses (8 Clifton Street).

**SCHOOL STREET:** Nicholson Street School having attained the 100-year mark proudly displays its recent renovation and the care and concern of pupils, staff and parents.

Its centenary was officially proclaimed by the Premier of New South Wales, and ex-pupil, the Hon N K Wran, QC, MP, on 23 April 1983.

Burnicle's old house (2 School St) was bought, in 1875, by another of Balmain's "grand old men", Captain Frederick Bracegirdle. He added the upper storey and renamed it Kaikoura.

He died there in 1916. The house has since been renovated!<sup>23</sup>

Captain Smith's house (formerly Burnicle's two-storey house, now 7 Gallimore Av) is now hard to recognise beneath modern renovations.

**BRETT AVENUE:** New town houses have replaced Llewellyn's house (19 Nicholson St) which was demolished in 1982. E H Brett expanded in 1941 by purchasing Oakley which they demolished for the present factory.

Little's Avenue became Brett Avenue at about that time.

**LOOKES AVENUE:** After William Looke's death in 1887, Eliza lived on, supported by her sons, in the home on the waterfront (17 Lookes Ave). At first the sons, Joseph William and William James, kept the business going but Eliza died in 1901, aged 66, and Joseph William in 1904!<sup>24</sup>

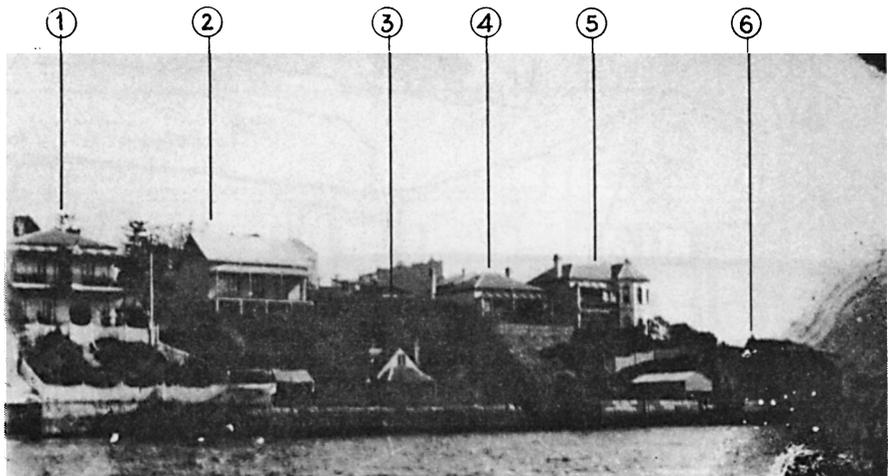
A family settlement in 1909 decreed that the houses on the upper portion of the land were to be sold and the proceeds shared among the descendants of Joseph Looke (snr). These were Nos 1-5, 9, 2-4 and Durham Cottage (No 6).

At the bottom of the site, the boatbuilding business seems to have declined after Joseph William Looke's death. The property became over-secured and passed out of the family's hands between 1925 and 1927. Included were Nos 13, 15, 17, and Cliffdale House (No 8), where Captain Trouton had lived for so long. S G White and Co, marine engineers, acquired the boatyard in 1937.

**SIMMONS POINT: c1895**

(Courtesy Mr & Mrs R Chambers)

- 1 14 Clifton St (Vernon Cottage, enlarged c1882 to Drummond Lea)
- 2 16 Clifton St (Mrs Rich's cottage): 1889
- 3 Nut Shell Ctage (now replaced by 18-20 Clifton St): 1840
- 4 11 Simmons St: 1881
- 5 13 Simmons St: 1884
- 6 Simmons Point



DARLING STREET (NORTH SIDE): On the waterfront, next to the Looke land, Thornton Park was proclaimed for public enjoyment on 8 July 1921, in honour of Reginald Thornton, Mayor of Balmain.<sup>125</sup>

The grassy slope formed part of Captain Adam's original purchase from the Gilchrist auction in 1836. Adam sold his holding to George Richard Griffiths of Griffiths Fanning and Co in 1850.

Griffiths, the son of a London doctor, had been the manager of the Bank of Australasia in the early 1840s but joined William Fanning in partnership in about 1845. The firm flourished in trade with the Orient, particularly in tea.<sup>126</sup>

THORNTON PARK: In 1855 the Thornton Park land was bought from the merchants by Peter Nicol Russell (1816-1905). He was a pioneer ironfounder who first settled near Hobart but later came to Sydney at the beginning of the 1840s. In 1842 he founded the Sydney Foundry and Engineering Works, which won contracts for ironwork at Victoria Barracks and the gaols at Darlinghurst, Newcastle and Maitland.<sup>127</sup>

In 1855, the year of buying the Balmain land, he began to trade as P N Russel and Co. Peter was the resident partner in London while his brother, John, and J W Dunlop directed the Sydney branch of the firm.

The partnership flourished as "engineers, founders and importers". Their immense Darling Harbour workshops contracted for railway bridges, rolling stock, steam dredges, quartz crushers, flour mills and even gunboats for the New Zealand wars against the Maoris.

P N Russell and Co closed down in 1874 after much industrial strife and Peter remained in England. In 1895 the University of Sydney accepted his gift of £50 000 for the "Peter Nicol Russell School of Engineering".

He was knighted in 1904 and died in London in the following year.

P N Russell and Co used the Balmain land as a depot but for most of the time it was

leased for various waterfront purposes. After action by Balmain Council, the land was resumed for public recreation in 1921.

WILLIAM JAMES: The land adjoining the park was owned by William James who combined property development with the trade of woolsorter. He bought the land in 1853 from Griffiths and Fanning and built two houses (Willow Cottages, 1-3 James Lane) facing the water. After his death in 1882 his widow, Jane, who lived in one of the cottages sold the land on Darling Street to a builder, John Dobbie, in 1884.

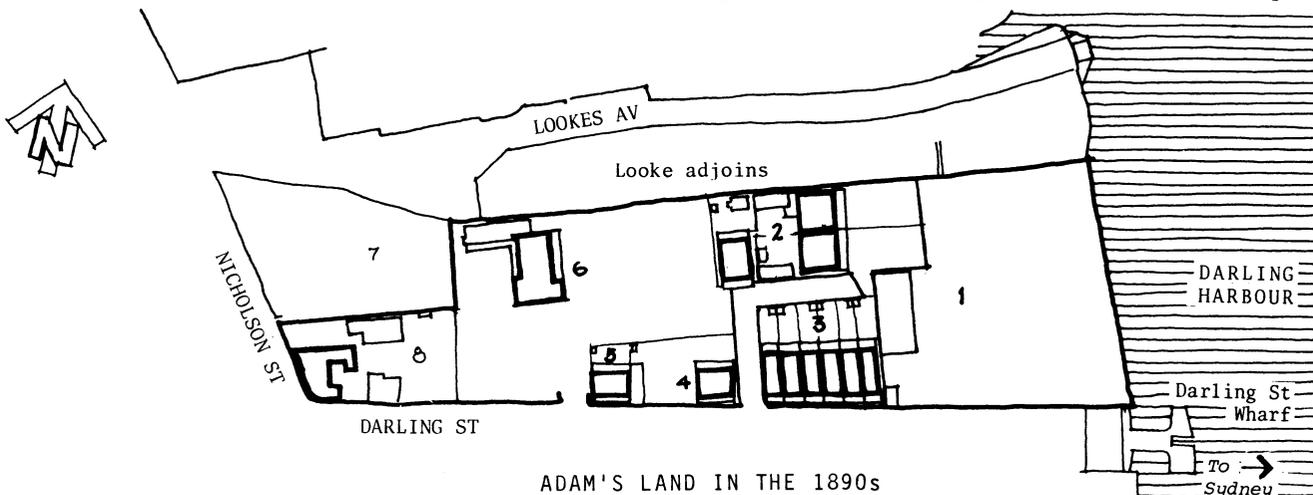
He built a row of six houses which he called Plym Terrace. Marching down to Thornton Park, each house in the terrace has two storeys above the street with a basement opening on to a sunken area. Built of brick and surfaced with stucco, Plym Terrace inevitably suffered later unsympathetic improvements.

In Darling Street on the high side of the lane that took his name, William James built Devonshire Cottage in about 1860. Joshua George, one of Balmain's watermen lived there from 1860 until his death in 1884. His widow, Isabella, lived on there until she died in 1912. The cottage is now the nucleus of 33 Darling Street.

Next door was another small cottage (now demolished), also built by James at about the same time. The cottage became part of the estate of Captain Lewis Truscott of Balmain East.

HELPSTONE: The most important house on the Adam land was called Helpstone. Griffiths and Fanning built a stone house which they called the Red Cottage in c1852. A well connected Sydney businessman, Frederick Parsons, bought it in 1854 and sold it to Ebenezer MacDonald in 1872. He was a person of private means who enlarged the cottage and named it Helpstone. He lived there for a time but leased the house to his sister, Mrs Jeffreys. MacDonald moved to London and sold it in 1920 to William Rupert Snow who divided it into rental accommodation.

- |   |   |   |
|---|---|---|
| 1 P N Russel's depot with iron shed               | 4 Devonshire Cottage (now enlarged to 33 Darling St): c1860         | 7 Allotment bought by J Looke in 1854.  |
| 2 Willow Cottages (1-3,5 James Lane): 1854, c1860 | 5 J Jackson's house (now 37 Darling St with additions): c1860       | Adam's land was subdivided by Griffiths and Fanning: 1851-56. The plan of subdivision has not survived. |
| 3 Plym Terrace (21-31 Darling St): 1884           | 6 Helpstone (fmly the Red Cottage, now site of 41 Darling St):c1852 | 8 Fmly J Beattie's butcher shop   |



ADAM'S LAND IN THE 1890s

**JAMES BEATTIE:** On the Adam land at the corner of Darling and Nicholson Streets was James Beattie's first butcher's shop. Beattie bought the land in 1851 from Griffiths and Fanning and built his house and shop.

In the 1860s he moved the business to the corner of Darling Street and Queens Place where he sold meat to the Balmain community for many years. Beattie Street is named after him.

Captain John Lyons of Branksea (later Onkaparinga, 12 Johnston St), bought the property as an investment in 1875. Beattie's former premises passed to Lyons' daughter, Jane, who demolished the old buildings and built a new brick shop (49 Darling St) on the Nicholson Street corner in 1903.

At about the same time, she built the twin two-storey houses (45-47 Darling St) next door. These two houses reflect the changing times. Built of expertly laid hard, liver-coloured, well burnt bricks, the houses are Edwardian in character but reveal the influence of the Art Nouveau style in the curious curve of the verandah arches.

\* \* \* \* \*

**DEMOLITION AND ROAD BUILDING:** Many other changes were to occur on the hillside. As the 1920s became the 1930s, Balmain began to lose status and became a haven for those seeking cheap rents. After the stagnation of the war-torn 1940s, Balmain's density increased in the 1950s by European migration.

After 1947 Balmain Council was absorbed by the Leichhardt Municipal Council and a long look was taken at the hillside by aldermen desirous of emulating overseas slum clearance schemes. Because of the dilapidated condition, much of the property was going cheap and as the 1960s opened, the Council began to buy up as much land as it could.

Demolition of the old building stock inevitably followed. The idea was to clear away the old houses, abolish the crazy lanes and rebuild. Rebuilding for modern comfort and health requirements, however, also meant catering for the increasing car population.

Gallimore Avenue, which had been a narrow lane across the hillside connecting Brett Avenue with Clifton Street, was named after Elizabeth Sarah Gallimore, a Balmain and (later) Leichhardt alderman.

To give access for large vehicles, the Council planned a new wide road of that name to serve the new development. Because of the steeply sloping site, the new Gallimore Avenue had to be built on two levels and wide enough for modern delivery and garbage trucks.

This meant that a vast scar was left on the area.

On the waterfront, where Little's cottages and Howard's boatyard had been, the Council built Yuruga flats (3 Gallimore Avenue) in c1965. This initial attempt at public housing was not successful enough to be repeated and the remaining Council land was sold to developers.

Helpstone, in Darling Street, was replaced by units (41 Darling St); Looke's Cliffdale House was torn down for units (8 Lookes Av); Howard's Darling Cottage became units (14 Gallimore Av); Huntley's Staines House and the adjacent cottages became units (5 Gallimore Av); Butement's terraces became a residential tower (Eastgate, 9 Nicholson St).

Balmain's skyline was destroyed forever and the scale of Nicholson Street irrevocably altered. An old area had been transformed into high-density living.

After these official and private "slum clearances" had taken place, a reaction occurred. The desire of City workers to live close by was expressed by their buying up the remaining houses for renovation and so the hillside was born again - all too late to save all of the old houses though.

By studying this mixture of new road building, high-density building and the remains of the original architecture, the spectrum of changes to the "historical landscape" can be observed. Digging out facts which reveal the origin of the precinct tie the present built environment to the beginnings of European settlement in Sydney.

Putting it all together completes a picture of the suburbanisation of the precinct.

NICHOLSON STREET PUBLIC SCHOOL: 1883 Clifton St Elevation



R Kathner  
K Leong  
B Mancuska  
Y Shimazawa  
(UNSW)

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(from p23)

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The NSW Registrar General's Department provided land titles information.

REFERENCES

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- 2 All refs to land titles are to be found in my "Balmain: 1836-1980, land use mosaic" (hereafter LUM)
- 3 B Dyster, "The rise of William Fanning and the Ruin of Richard Jones" in J Roy Aust Hist Soc, Vol 67 pt 4, pp366-374.
- 4 NSW Registrar General's Dept (hereafter RGD) Deposited Deed 1566.
- 5 Bounty Index, Mitchell Library, (hereafter ML), alphabetically.
- 6 Index of Births, Deaths & Marriages: 1788-1899 (hereafter BDM) & as derived from my LUM.
- 7 Sydney District Council, Assessment Sheets, Balmain Estate, ML, D65, D66 (hereafter SDC). Looke, wb cott & timber yard, £40 (annual value), occ by John Brown; stone cott, kitchen, garden, timber yard & wharf £100 occ by Joseph Looke; stone cott & kitchen, £15, occ by Vivian Nash; ditto, £15, occ by Richard Cooper; Stone cott, kitchen, stable & garden, £50, occ by Durham Nicholson.

- 8 Ibid.
- 9 RGD Old System Deed (hereafter OST) Bk 137 No 408.
- 10 Sydney Morning Herald (hereafter SMH), 21 Mar 1855, p1d.
- 11 WM Brownrigg (surveyor), Plan of the Town of Balmain: c1850.
- 12 Registrar in Probate for NSW (hereafter RIP), J Looke, ser 1, will no 7717, 12 Feb 1866.
- 13 RGD, Real Property Application (hereafter RPA) 27958; SDC.
- 14 OST Bk230 No 621.
- 15 Sydney Herald (hereafter SMH) 1 Nov 1847, JG Looke d 31 Oct 1847 & buried at the Burial Ground, St Leonards on 1 Nov 1847; BDM; OST Bk 230 No 621 (Buchanan).
- 16 Op cit (12); codicil 20 May 1868.
- 17 SMH, 5 Jun 1868, pla.
- 18 Courtesy J Gray, Dural (1983)
- 19 Ibid.
- 20 Conjectural, there is no mention of No17 in J Looke's will or codicil and it may well have been built after May 1868.
- 21 OST Bk 110 No 574.
- 22 OST Bk 230 No 621; Sands Sydney Directory (hereafter Sands), 1870.
- 23 BDM; there is no record of Hannah's death or marriage in BDM to 1899.
- 24 BDM.
- 25 OST Bk 137 No 408; courtesy R Collins, Strathfield (1983).
- 26 Courtesy R Collins.
- 27 SN Hogg, "Balmain past and present!"
- 28 Historical Records of Australia, ser 1, Vol XIV, p663; Vol XV, p689.
- 29 Sydney Herald (hereafter SH and after 1842 SMH), 15 Nov 1832 (1st marriage); 22 Aug 1833 (1st son); 6 Nov 1834 (d of 1st wife); 3 Aug 1838 (2nd m); 20 May 1839 (1st dau 2nd m); 14 Jan 1841 (2nd dau); vide refs in Index to Australian 1824-1842 & Index to SMH 1842-1845.
- 30 RIP, ser 1 will no 5938, 5 Jan 1854.
- 31 Mutch Biographical Index, 1787-1815 (hereafter MBI).
- 32 Sydney Gazette, 16 Jun 1810; MR Sainty & KA Johnson (eds), Census of NSW, Nov 1828 (hereafter Census), p411 shows William H to belong to "Boat's Crew".
- 33 MBI; BDM
- 34 MBI (Howard & Stewart); Australian (hereafter Aust), 29 Jan 1838, p3; 2 May 1839, p2.
- 35 LUM; SDC, Howard, stone cott, kitchen & garden, £30, occ by Capt John Collins; stone cott & kitchen, £12, occ by Elijah Fowler; stone cott, garden, boatyard & wharf, £70, occ by William Howard (Darling Cottage).
- 36 Souvenir to commemorate the 50th anniversary of the incorporation of the Municipality of Balmain: 1860-1910 (hereafter Souvenir), p55; Aust, 28 Jan 1841, p2; 27 Dec 1844, p2; 12 May 1843
- 37 OST Bk 160 No 792; BDM.
- 38 OST Bk1835 No728; Ost Bk160 No792.

- 39 Willm H jnr m. Elizabeth Holley, 2nd dau of Joseph Holley, Lymington, Hampshire, at St Mary's, Balmain on 23 June 1852. He d. 22 Mar 1915 at Balmain, his wife d. 11 Jul 1917. John H m. Sarah Robinson at Windsor 23 Aug 1871. He d. 23 May 1894, his wife d. 31 May 1937.
- 40 RPA 43821.
- 41 SMH, 27 June 1842, p3; 1 October 1842, p2; G L Lockley, "William Schofield" in Australian Dictionary of Biography (hereafter ADB), Vol II, pp423-424.
- 42 Aust, 4 Jan 1843, p4e; SDC stone cott (small), £10, vacant (Rev Hurst, agent).
- 43 Aust, 4 Jan 1843, p4e.
- 44 SMH, 10 Mar 1843, p3.
- 45 SMH, 11 Jun 1844, p2g.
- 46 SMH, 22 Oct 1843, p3f; SDC, Buddivent (sic), wb cott, garden, boatyard, £52, occ (1844) by Buddivant; Greenwell (leased from Buddivant in 1840 for £20 pa for 3 yrs), 2 small stone cotts, small boatyard and shed, vacant (1844). These were the first of the six cotts later called Little's Cottages; SMH, 10 May 1844; Aust, 4 May 1841, p3f (name spelt Buttervin); his wife was Amelia (no date of m.), chn Amelia Mary B (b9 Nov 1833 MBI); Ada F B (b1837); Caroline Mary, eldest dau m. 1845 Charles Kay - d. aged 19, Feb 1849 at her residence Kent St Nth); Elizabeth Emily B (3rd dau of George B, m. 16 Sep 1850, Robert Nash, eldest son of David Nash, HM Customs, Sydney, at St Philip's, Sydney); Maria B (m. 1853, James R Pate, BDM); vide Index to SH, Aust, SMH. BDM has Amelia J B (b1843) dau of James H B & Jane C B.
- 47 SMH, 26 Sep 1843, pp2.
- 48 SMH, 4 Mar 1844, pl.
- 49 RPA 31605. John L jnr m. Louisa Phillips in 1861. He d. 23 Apr 1882 his wife d. 17 Jun 1922 at Wallendbeen. Another dau was Elizabeth. A dau born to John L & Jane Watson M L d. 1862.
- 50 RPA 31605; by will ser 1 no 5514a 26 Nov 1858 John L snr left his own house to his eldest son John L jnr; his widow Jane WM L got cott occ by Mrs Mary Eliza Robertson; James L got cott occ by Capt Machin; George L got cott occ by Henry Allen; Mary L got cott occ by John Somers Gard; Jessie L got cott occ by Jeremiah Coar
- 51 Aust, 21 Sep 1838, p3; 10 Oct 1839, p3; 29 Jul 1836, p1; SMH, 25 Aug 1842, p3; 18 Dec 1843; vide Index several entries.
- 52 OST Bk 813 No 414; Charlotte R d. 7 July 1889 at Paignton
- 53 MIB, Charlotte Amy R was b. 1 Jul 1834, Sydney, bap St Philip's 22 Nov 1834, she d. 11 Mar 1901.
- 54 Index to SH, Aust, SMH, various entries for Row family; R Keil, Collecting Australian pot lids, p75-76.

- 54 OST Bk 670 No119.
- 55 Courtesy Dr H Rennie(1983); Index to SH,Aust,SMH for various entries for Rennie family.
- 56 Souvenir,p29;Sands,1905,1911.
- 57 Aust,6 Apr 1839,p2; John Gillies, Manning River,m.Mrs Eliza Rottenbury,Sydney, on 29 Sep 1834.
- 58 Aust,6 Oct 1840,p2(arrival?);SMH, 25 May 1844,p2; William N L m. Mary Ann,eldest dau of John Henry Black,cashier,Bank of NSW on 7 Aug 1850(2nd marriage?),chn were Florence(b1851),Louisa(b1853), Violet(b1858),William(b1863),Herbert(b1864),Ernest Edward(b1867), Jeanette(b1873), Alice(b1854-d1859),Laurence(b?-d1860),Isabella KM(b?-d?). William N L d.26 Mar 1885,his wife d.5 July 1892.
- 59 SMH,12 Sep 1844,p3f;17 Sep 1842, p2(of the Lunar);3 Dec 1842(of the Waterlily);ibid,(of the City of Sydney);vide Index to SH,Aust.
- 60 SMH,11 Sep 1844,p2a.
- 61 SMH,4 Jan 1845,p3a;OST Bk89 No248. SDC.
- 62 Aust,4 Oct 1836,p2(arrival);vide Index to SH,Aust,SMH.
- 63 Courtesy R Evans,Old Toongabbie (1983);RPA 14396(Staines House).
- 64 Real Propert Act Certificate of Title(hereafter CT) V568F162. SDC:infra(123).
- 65 SDC,Burnicle,stone cott,kitchen yard,L35(annual value)2 School St, occ by Thomas Nalder; wb cott L18 occ by John Robertson;stone house, kitchen(unfin),shipwright's wharf, shed & hut,L70,occ by Burnicle, 7 Gallimore Av;Aust,1 Oct 1844,p2c.
- 66 Aust,25 Jul 1842,p2a.
- 67 SH,25 Sep 1841(d.1st wife);26 Apr 1843(2nd m.);MBI has Elizabeth Barnacle(sic) b.27 Dec 1833.
- 68 RIP,WBurnicle,ser 1,will no 1692, 1 Nov 1844;SMH,19 Nov 1844,p2a.
- 69 SMH,13/14 Feb 1846.
- 70 SDC,Burnicle,stone cott,kitchen & yard,L15,occ(1844)Thomas Spence; OST Bk 18 No 75(Spence);Sands, 1886(Woodbine Cottage);OST Bk 557 No 403 (Elizabeth B);Bk 150 No 447(Smith).
- 71 Dept of Education,Div of R&P,"Balmain Public School:1860-1960",et seq;vide my "John Fraser Gray and Watervue House" in Leichhardt Hist J No 10 1981, pp12-13(plans) for location of Anglican & Presbyterian churches:Surveyor General's plan for Darling Street,1860, names Dr Lang's church as "National School".
- 72 "Balmain Public School:1860-1960".
- 73 M Solling,"A theatre of suburbs" in Leichhardt Hist J No 5 1975,p5.
- 74 Archives Office of NSW(hereafter AONSW),School Files,5/14776.1;10/4770.
- 75 AONSW, 5/14776.3(Infants).
- 76 Dept of Education,Sydney and the bush,a pictorial history of education in NSW,p98 et seq.
- 77 I Sansom,"The life and work of William Edmund Kemp(1831-1898: unpub B Arch thesis,1968,UNSW.
- 78 PL Reynolds,"The evolution of the Government Architect's Branch of the NSW Department of Public Works 1788-1912",unpub PhD thesis,p226; p244.
- 79 Op cit(79);SMH,16 May 1856 (Weaver's tender notice, St Mary's Church);SMH,20 Nov 1856(stage 1 completed);SMH,10 Sep 1857(Weaver & Kemp's tender notice for "Parsonage at Balmain").-courtesy R Maguire,Hunters Hill (1983).
- 80 Op cit(80) Reynolds,pp279-281.
- 81 Ibid.
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- 83 "Balmain Public School :1860-1960" AONSW.
- 84 AONSW,5/14776/1; P L Reynolds, Rozelle Public School:1878-1978, a centenary celebration, p10;BDM.
- 85 "Nicholson Street Public School", addendum to "Balmain Public School: 1860-1960", Dept of Educ, R&P.
- 86 SDC, Bass, Stone cott,kitchen, shed,garden & wharf,L65,occ(1844) HT Bass(Rosebank Cottage);wb cott, L7,vacant; wb cott,L7,occ George Butler.
- 87 NSW Calendar and Directory:1834; OST Bk L No 60;Bk N No 521; Bk P No 179.
- 88 Aust,30 Nov 1841,p3.
- 89 Ibid.
- 90 OST Bk Y No 898; Aust,10 May 1842.
- 91 SMH,27 June 1844,p2;Aust,25 Jul 1842;SDC & supra (89).
- 92 OST Bk 13 No839.
- 93 RIP,HT Bass,ser 1 no 5508a,4 May 1842.
- 94 SMH,27 Jul 1852,plg.
- 95 SMH,1 Oct 1870.
- 96 CT V4051 F104, DP18361 for Flowerdew's subdivn.
- 97 Op cit (97).
- 98 Op cit (27); J Wright, St John's Church, Balmain:1882-1982, p88-91; J Wright,"The three lives of the Sobraon" in SMH,18 Jun 1983,p36.
- 99 RPA 16363.
- 100 Bk1015 No585;Bk1431 No637.
- 101 RPA 16363; RPA 18016.
- 102 RPA 10706.
- 103 OST Bk46 No212.
- 104 Aust,30 Jan 1828;19 Jul 1833.
- 105 MBI,witnesses,John Richardson & William Brady,both of Sydney, Scots Church,Sydney,Rev JD Lang; Aust,21 Sep 1838(d.1st wife). Mary B was born in the Colony, dau of Mary Brady,sempstress who came free in the Royal Admiral. Other chn in 1828 were John B, 9 yrs;George B,7;James B,4: from Census of 1828,p59.
- 106 SH,4 Jan 1839(2nd marriage);Aust, 23 Dec 1842,p3;30 Dec 1842,p1;vide Index to SH for chn of 2nd marriage.
- 107 Souvenir,p31;Sands,1862.
- 108 RIP,J Shoobert,ser 1 no 393,13 May 1876.
- 109 AONSW,5/14776.1;10/4770.
- 110 RIP,J Simmons, ser 1,no2010,16 March 1849.
- 111 Ibid.
- 112 Ibid;vide Index to SH.
- 113 Op cit (113)
- 114 SMH,28 Jul 1858;RPA6184;Sands, 1867(Wangenheim's Hotel,Jamison St); 1880(Castlereagh St).
- 115 BDM.
- 116 The title was Associated Steamships Pty Ltd in 1964.
- 117 Sands,1892(Dr A Cole,88 Bathurst St),1895(A Cole,herbalist)
- 118 RPA 8515(Winifredville,occ 1891 by GF Murnin);William T d.21 Jul 1894 in Simmons St,64yrs,m.Emma Winifred Bramall at Surry Hills 1854,chn William John (b1857);Annie Jane (b1857 m.A Cole);Henry Noel(b1863), 2 dec males. He arrived Sydney 1851.
- 119 Sands,1895(Everton Rd,Strathfield); 1911(Kenilworth).
- 120 Op cit (27);supra (67);RIP Index to Wills for d.His wife,Sarah Elizabeth B died there 27 Aug 1916; Sands 1886(Kaikoura).
- 121 Courtesy J Gray;Durham Cottage became Mrs Helen Chilcott's Ladies' School in 1869(Sands)&she called it Norfolk House in 1871(Sands); Cliffdale House became the Church of England Deaconesses' Boys home in c1905(Sands)
- 122 Parish of Petersham Map,1937.
- 123 Op cit (3).
- 124 A Corbett & A Pugh,"Sir Peter Nicol Russel" in ADB,Vol VI,p76.

## NOTES

\* (ADDENDA TO REFERENCES ABOVE)

- \* 5 Mary Looke's m cert,1270,shows her mother's Christian name to have been Hannah,not Elizabeth. John Stockman Buchanan was b.in "England" of John B,sheepfarmer & Elizabeth B (nee Stockman).John Stockman B and Mary Looke were m. at St Mary's Balmain on 17/11/1875 OST Bk230 No621 (Buchanan) gives the spelling as Willingham,NZ. 11 Lookes Av in J Looke's will (17 February 1866) was occ by Capt J McKinlay and was left to James L.On his d.the house was to pass to his wife Eliza Jane L (nee Andrews) and then to her chn. After many years the house was condemned by Leichhardt Council who bought it in 1967 to demolish it for road widening.A new house is being(1983)built on the site.
- \* 23 Mary Looke Buchanan d at Elsthorpe,NZ, on 7 Dec 1907. John Stockman B died there,70,three months later.He left a daughter, Mrs A W Kenderdine.(Courtesy E Leyer). Elsthorpe was Buchanan's sheep station at Hawkes Bay.49 miles south of Napier,north island,NZ (Wise's New Zealand index,1907,p88).

(please turn to p31)

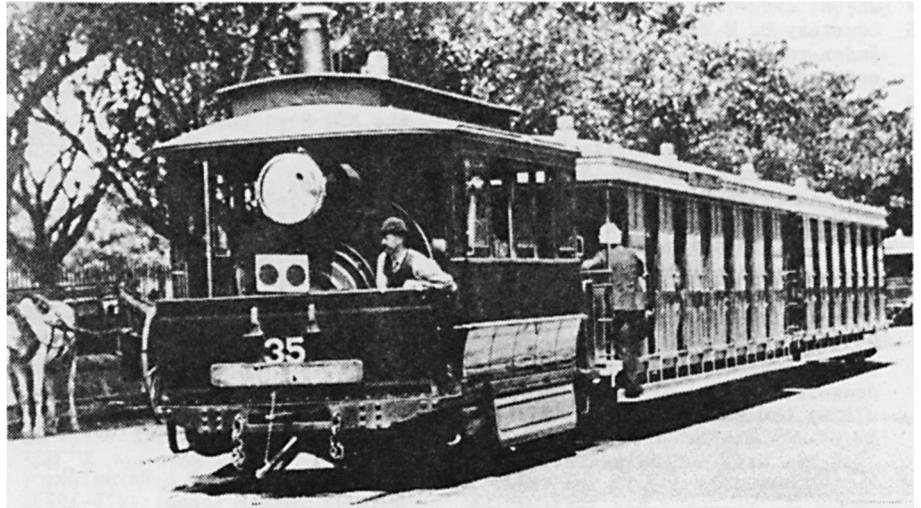
## AN EARLY STEAM TRAM

(Urban Transit Authority)

The carriages were pulled by a steam motor controlled by a driver and fireman. Coke and water provided the power.

The "coke burners" on the Balmain run were replaced by electric trams in 1902.

The photograph at right is reprinted from J Bates, *Gathering the strands ...for Rozelle Public School (Rozelle 1980)*, with the permission of the author.



## The First Steam Tram to Rozelle: 1892

BEFORE BUSES THERE WERE ELECTRIC TRAMS.  
BEFORE THE ELECTRICS, STEAM-POWERED TRAMS  
CHUGGED OVER THE DIFFICULT TERRAIN TO  
ROZELLE (BALMAIN WEST). PETER FRASER  
WRITES OF WHAT IT WAS LIKE TO TRAVEL  
BY STEAM TRAM.

Apart from a brief experiment with trams between 1858 and 1869, Sydney's network of tramways began with a "temporary" line built in 1879 to carry people from Redfern Station to the Exhibition Building. This was so successful that representatives of twenty-two suburban municipalities waited on the Minister for Works and asked that the construction of tramways should be extended to their respective districts. Partly as a result of this pressure, the Government brought in a measure on 26 February 1880 entitled "A Bill to authorise the construction and maintenance of tramways along certain streets and highways in the City of Sydney and elsewhere".<sup>1</sup>

"The introduction of the steam trams almost created a major revolution in the habits of residents who formerly relied on the vagaries of horse omnibus companies. Their vehicles plied the various arterial highways at a sedate pace quite in keeping with the mid-Victorian period of no hustle and no bustle".<sup>2</sup> But not everyone liked the trams. They were condemned for "the ugliness of the rowdy whistling motors", for "the soot and cinders emitted from their vociferous - but beautifully designed copper-topped chimneys" and for their speed which was apparently too much for streets crowded with horse traffic.<sup>3</sup>

Tramlines were slowly spreading into the suburbs and the provision of a steam tramway to Balmain was a live point but the difficulty of negotiating the steep grades in reaching Balmain made it impossible to serve the suburb in the early years of steam trams.<sup>4</sup> In 1884 it was proposed to extend the Forest Lodge tramway to Balmain West (now Rozelle) and Gladesville. It was intended to provide a cable haulage as an auxiliary to the steam motors over the steepest grades. This scheme remained no more than a proposal till 1886 when the Balmain aldermen decided to "finally get something done about the lack of a tramway service in the Borough".<sup>5</sup> The Council prepared a Bill to submit to Parliament, authorizing the construction of a tramway from Darling Street ferry wharf to Balmain West which would have no connection with the Government system. However, the zeal of the aldermen was to no avail and this idea collapsed.

The first section of a single line to Balmain West was eventually opened in May 1892. It was an extension of the Forest Lodge line and steam trams operating from Bridge Road Glebe terminated at the corner of Darling and Merton Streets.

The main reasons for the delay in building this line were more technical than political as was the case with some other lines. The steep grades up to the ridge of Balmain required a considerable amount of earth work for the tram line formation in order to avoid cable assistance.

Mr C C Singleton, who actually travelled on the Balmain steam tramway, described the journey thus:

*The Balmain line was anything but a conventional tramway ... the grades were very severe and very lengthy. The line left the Parramatta Road at the Derwent Street Junction, Glebe and was double as far as the centre of Mt Vernon Street including Catherine Street. From this point a single set of lines carried the trams to Forest Lodge. The single line turned into St John's Road and then into Ross Street by wide sweeping curves ... Crossing Bridge Road, the disused loop of the old Forest Lodge terminus was passed and at Hereford Street the line passed onto a rugged track to descend the 25 chains of 1 in 18 and 1 in 25 to Johnston's Creek, passing on the way the Wigram Road siding used for the Lil-*

lie Bridge (now Harold Park) racecourse special trams. Crossing the creek by a large iron truss bridge, the line ran along the side of the reclaimed area to enter The Crescent and passing the foot of Johnston Street turned into Gordon Street, under the shadow of the rock outcrop now supporting the Darling Island goods railway. The line ran on a viaduct alongside the Gordon Street causeway across Rozelle Bay (now reclaimed to form the Rozelle Goods Yard). In the centre of the causeway was the terminal wharf of the Annandale ferry which also served at the foot of Johnston Street and another at Glebe Point.

On the northern shore the tram entered Gordon Street for a short stretch at only a few feet above sea level, and the steep ridge of Rozelle had to be negotiated ... The gradients of Gordon Street and Weston Road (now Victoria Road) were beyond the capacity of a steam motor so a special thoroughfare was constructed (on private land) and even this was a very steep climb, gradients reaching 1 in 17 and on holidays when the trams were crowded it took two motors, one at the front to pull and one at the rear to push the carriages up to the intersection of Weston Road and Darling Street.<sup>6</sup>

In October 1892 the steam tram service was extended to Gladstone Park and patronage was sufficient to use two or three car trams with a twenty minute headway between services.<sup>7</sup>

Balmain's tramway was different from other Sydney routes in that the Bondi, Waverley, Coogee and Botany lines had been constructed with double track or had been provided with a double line by the early nineties, while the Balmain line was a single track with four crossing loops in its three and a half miles. This situation probably occurred as a result of the difficult grades and the small usage anticipated.

The Council urged the Legislative Assembly to duplicate the line, but a start on this work was not made till 1900. "The need for duplication was eventually taken up by the member for Balmain who, in the motion for adjournment of the House in April 1900, compared the poor Balmain tramway service with that provided in Sydney's eastern suburbs."<sup>8</sup> It would seem that the second set of tracks was a reasonable request, for by the end of the nineties traffic had increased to the point where trams of four cars were being run.

The trams themselves were interesting vehicles. Carriages were pulled by a steam motor controlled by a driver and a fireman. Coke and water were the basic fuels, and trams had to carry sufficient for a return journey from the city, although it seems Balmain trams could replenish their coke supplies near the Lillie Bridge racecourse and certainly at the Mt Vernon Street junction. There were "water cranes with long jibs stretching out from the footpaths at Bridge Road, Forest Lodge and Balmain terminus on the Balmain Line".<sup>9</sup>

The colour indicators, which were to become so much a part of Sydney's tramway service of later years, had their origin in this period. The colour indicators "came into existence merely to assist the hard-pressed foreman of the busy steam terminal yard at Bridge Street Sydney to identify each arriving tram as it came into sight in Phillip Street ... The competing horse drawn buses from Circular

Quay and Macquarie Place paid them the compliment of copying the indicators of their coloured glass transparencies at night".<sup>10</sup> Many residents living in Balmain today would have scanned the front of the electric trams looking for the red and white halves that indicated a Balmain tram. The carriages held 70 seated passengers and a continuous running board on each side was used by the conductor to collect fares. A red postal box was provided on the apron of the rear car and this service must have been of considerable convenience to residents living in some of the more lightly settled areas between the main post office at Balmain and the next one at Rozelle.

Obstructions to traffic were not unusual. In one incident, the "tram traffic on Weston Road, near Rozelle Post Office, was considerably impeded by a large mob of sheep en route for the abattoirs".<sup>11</sup>

In 1899 the decision to electrify Sydney's expanding tramway services was taken and the first electric trams began to run on a permanent basis in the city in December. Balmain's tram line was electrified in 1902 but a few "coke burners" remained in service until 1904. The era of steam trams in Balmain had finished.<sup>12</sup>

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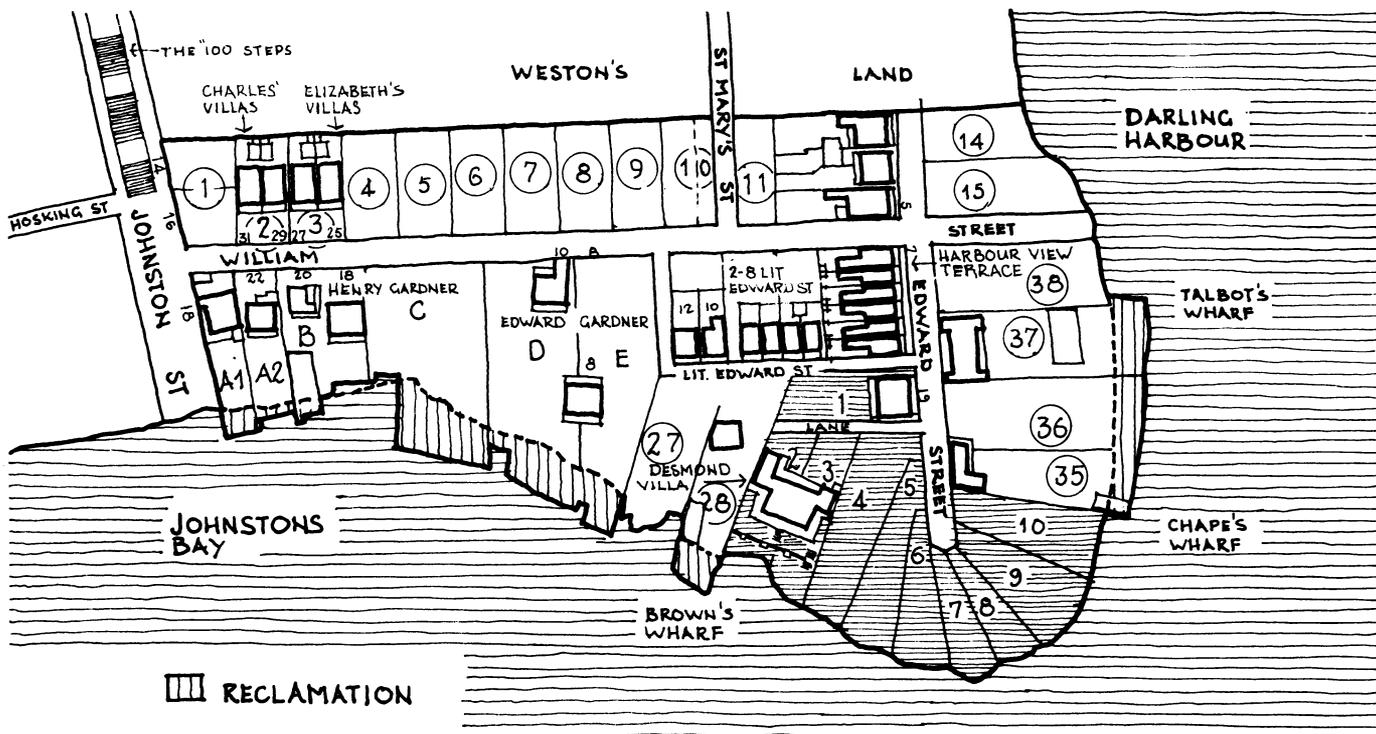
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### RECLAMATION

PEACOCK'S LAND AFTER 1870 (selected buildings shown only). Francis Smith snr re-subdivided lots 29-34 into new lots 1-10 between 1855 and 1872. The single-storey verandahed cottage on Smith's lot 1 was pulled down by Edward Boulton, jeweller, who built the present 19 Edward Street in 1902. (Peacock's lot nos circled; street nos shown on frontages) (cf Peacock's 1841 subdivision in Leichhardt Hist J, No 11, 1982, p15)

(from p5)

lished farmer at Wiseman's Ferry, bought lots 20 and 21 at the corner of Johnston and William Streets from Peacock in 1841 for £360.

With Rose's permission, Henry Gardner, a boatbuilder and shipwright, built a weather-board hut on the land (the hut was on the site of present-day street number 20 William Street). In 1847 Rose sold half of the land, B, to Henry Gardner for £180, making Henry's occupation of it legal.

Henry's father, Edward Gardner, was, like Thomas Rose, a native of Dorset but unlike Rose came to the Colony as a convicted felon in the Marquis of Wellington in 1815.

In Sydney the 26-year-old Edward married a convict girl, Mary Boulton, then aged 22, at St Philip's Church on 30 December 1816<sup>91</sup>. Their children were Henry (b 1818), Lucy (called Louisa b 1820) and Edward junior (b 1822). By 1828 Edward senior had his freedom and was the overseer at Mr Willmott's property at Bringelly.<sup>92</sup>

Henry mastered the boatbuilding trade and married Elizabeth (b 1817), the eldest daughter of Joshua Rose, on 20 March 1839. They set up house in Henry's hut (on portion B) where he built his "long boatshed" and wharf. Between 1844 and 1847, Henry built the stone cottage (18 William Street) which became their home for many years.<sup>93</sup>

Ten years later in 1857, Henry bought C, a further 90 feet of the William Street frontage which, taken in with the land bought from his father-in-law, B, gave him 155 feet along that street. The extra land was very advantageous to his trade because the high water-mark dipped into the hillside to make a shel-

TABLE IX

SMITH'S SUBDIVISION OF PEACOCK'S LOTS 29-34: 1855-72

LOT	VENDOR	YEAR	PURCHASER	OCCUPATION	REMARKS
1	Smithsnr	1855	Hanson, P	-	h -
2-4	"	jnr 1872	Hopson, P	Draper	£1424
5	"	snr 1862	McDonald, P	Painter	£314
6	"	" 1857	Marshall, W	Engineer	£320
7	"	" 1859	McDonald, P	Painter	£258
8	"	" 1859	Gosling, J	Shipwrt	h -
9	"	" 1860	Beckmann, E	Watchmkr	£531
10	"	" 1859	Degotardi, J	Civ Servt	h -

FP192279

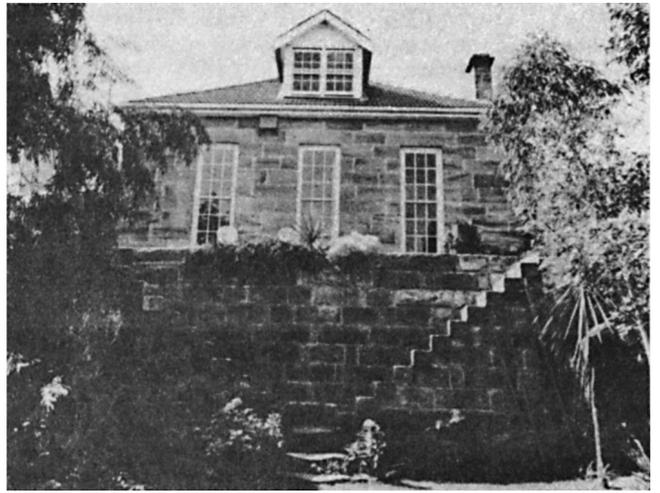
8 WILLIAM STREET. Built by Edward Gardner in c1857 and demolished in the mid-1960s. The house is gone but the fig tree remains.

(From a watercolour by M Cowan, Balmain East)





18 WILLIAM STREET IN THE 1950s. The stone cottage, now verandah-less, was built by Henry Gardner in 1844-47. In the foreground are ships' ventilators stored there by the Union Steam Ship Co of New Zealand. (Courtesy of Mary Cowan)



18 WILLIAM STREET IN THE LATE 1960s. The house was considerably altered by the addition of the dormer window and full-length windows on the verandah wall. (Courtesy of Douglass Baglin)

tered bay ideal for boatbuilding.

In 1856 Joshua Rose divided his remaining land in William Street into two halves. He gave the half on the corner of Johnston St, A1, to his second son, William Henry Rose, a shipwright. William Henry built a timber cottage (18 Johnston Street) there in c1865.

Tiring of farming, Joshua and his wife, Ann, left his Nelson Farm near Wiseman's Ferry, and settled on his William St land, A2, between William Henry's and Henry Gardner's allotments. Joshua built a stone cottage (22 William Street) between 1852 and 1860.

Joshua died there in 1862 and his widow lived there until her death in 1868 when the property passed to their daughter Sarah, wife of James Singleton, a miller from the Lower Hawkesbury.

Joshua's eldest son, Thomas, another shipwright, bought 65 feet of William St, D, in 1857 and built a stone cottage (10 William Street), almost identical to Henry Gardner's house next door.

Ten years later Thomas Rose sold his house to Edward Gardner, Henry's younger brother. Edward, an ironfounder, had already bought the remaining 65 feet along William St, E, in 1857. His trade was connected with boatbuilding so between them the Gardners and the Roses had all that part of the Balmain waterfront for their boatbuilding works.

Edward Gardner built his stone cottage (8 William Street) in c1857, very similar to the other two but closer to the water under a magnificent fig tree. The tree still survives on the waterfront but the house was demolished in the mid-1960s just before the crave for old houses for new people began.

Like his brother Henry, Edward Gardner married a Rose girl. Louisa (b 1834), the youngest daughter of Joshua Rose, married Edward in St Mary Magdalene's Church at St Alban's on 12 May 1851.<sup>94</sup>

It fell to Louisa and her two sons, Edward Henry and William Topp, to carry on the boatbuilding business after Edward's death in 1878. Then, after Edward Henry's death in 1918

William Topp Gardner carried on alone. In 1947 his family sold the property to John George Bright, a company director of Artarmon. Bright gradually acquired the whole of the waterfront around to the end of Edward Street between 1944 and 1949.

A similar fate befell Henry's wife, Elizabeth, because in 1879, one year after his brother's death, he died leaving her and the three sons to keep the business going. Under the terms of Henry Gardner's will, Henry Thomas, Edward George and Joshua were to inherit the boatshed, wharf and tools of trade and to keep everything in good order but to pay a weekly sum to their mother for her upkeep.

Henry Thomas passed away in 1906 leaving his two brothers to carry on but in 1911 they sold out to the Union Steam Ship Co of New Zealand. The Company used the waterfront to store equipment and for mooring purposes and leased the cottage (18 William Street). In 1962 the Company sold the land which was later subdivided.

CHAPE'S WHARF AND TALBOT'S WHARF: Turning around Peacock Point and just along the water was Chape's Wharf. Captain Charles Mossman had bought Peacock's lots 35 and 36 in 1841 but had gone bankrupt in 1844. Capt-Ralph Chape bought him out in 1844 but he had already built the stone wharf that soon became known as Chape's Wharf.

Ralph sold to his brother Alexander in 1846. Alexander Chape was then variously described as a dealer and publican but he later became the Balmain postmaster. His grocer's shop and residence on the corner of Queen's Place and Waterview Streets (now the Balmain Volunteer) became the Post Office in 1857 and remained in operation until the Balmain Post Office opened thirty years later.<sup>95</sup>

Chape's Wharf was leased by the family to various waterfront industries until they sold it to William Elder and Co, marine engineers, in 1912.

Adjoining Chape's Wharf was Talbot's Wharf on lot 37. George Talbot, a ship and anchor smith, bought the waterfront lot from Peacock in 1842. He built his stone wharf between 1842 and 1844 but sold out to Captain William Hay in 1852. Hay then bought the unused lot 38 in 1858 from Peacock's son-in-law, F J Garrick, a Sydney solicitor.<sup>96</sup>

Hay sold lots 37 and 38 to Captain Lewis Truscott ten years later. In 1914 the Truscott family sold to Paton and Webster who traded as marine engineers.

Next along the waterfront to the north and up to the boundary of Weston's subdivision was land used for general purposes and this, as well as Paton and Webster's and also William Elder and Co's, were resumed by the Sydney Harbour Trust (now the Maritime Services Board of NSW) in 1918.

Next to this land had been Henry Beattie's shipyard, on Weston's subdivision, but it too was resumed by the Sydney Harbour Trust in 1913. The old shipyard and the frontage back to Peacock Point became one of the Harbour Trust's important storage depots.

In 1970, to commemorate the Captain Cook Bicentenary, this land was dedicated to the public as the Illoura Reserve (Peacock Point Park).

Next along the water, bearing north, Henry Perdriau bought Paul's lot 1 at the foot of Paul Street in 1854, with his partners Joseph Hunt and Alexander Buchan.<sup>97</sup>

Perdriau, twelve years earlier in 1842, commissioned a 50-foot long steam paddle-wheeler of ten tons for £175.0.0. The depressed economy then delayed completion of the vessel but in the meantime he derived an income from his share in six of the skiffs whose "watermen" did the work of today's water-taxis.

When his financial prospects brightened, Perdriau was able to pay for his new steam

ferry which he called the *Waterman*. By 1844 she plied the water from the Nicholson Street Wharf to Darling Street Wharf, then to the Ternan Street Wharf and then across to the Gas Co's Wharf below Observatory Hill. The fare was threepence each way.

In 1882 Perdriau bought Pearson's lots 1-3 but sold his share in the business to his sons who later disposed of the Paul and Pearson allotments. The land passed through various hands until it was acquired by a developer who wished to capitalise on the early 1970s property boom.

The mid-1970s recession, however, allowed a breathing space during which the New South Wales Planning and Environment Commission resumed the land for the extension of the Illoura Reserve. The new park was completed in 1982.

The only traditional waterfront industry to still function south of Darling Street is J Fenwick and Co Pty Ltd, Tug Owners. The Bell family sold the shipyard to John Fenwick in 1883 and old John and his sons James and Andrew went into the business of pushing and pulling ships of all sizes around the Harbour.

John Fenwick died on 29 January 1901, just as Federation was about to be celebrated. His sons carried on the business which is now a public company.

After many years of 20th Century neglect the Peacock, Weston, Pearson and Paul lands are now flourishing in the refurbishing movement which began in the mid-1960s. The waterfront is a mixture of new buildings, leafy parks and Fenwick's tugs.

It is a sad loss that the old Shipwright's Arms is still not operating to give us an idea of what it felt like to be inside John Bell's original waterfront pub.

Part I of this article appeared in *Leichhardt Hist J*, No 11, 1982. (ACKNOWLEDGEMENTS follow on p 31)

#### BIDURA- THE HOUSE THAT BLACKET BUILT

(continued from p3)

burnt. Why the youth was pottering round the rubbish tip is not known, but when he discovered his grandmother's sketches he asked permission to keep them.

Assent was readily given for they appeared to be of no value to his elders!

After the death of his much loved wife in 1869, Blacket sold the property to Rosina Mary Stubbs, wife of the well-known auctioneer, for £2 875 - a sure indication that the architect was not interested in profit taking, his one wish being to leave the home which held so many wonderful memories.

The family moved away to Balmain where Blacket built another but plainer house.

The Glebe, which the Blackets knew so well, was both lonely and rough, judging by the two sketches which Edith Blacket has given us.

Desperate men on the run, as well as bushrangers, found easy hiding places within the thick scrub and tall trees.

Blacket took no chances about his family's safety during his absence and provided his wife with two pistols for their protection, according to his descendant, Mr G A Blacket of Croydon Park, who now owns the pistols.

But another sketch by Edith, of the Balmain to which they moved, suggests that these hardy pioneers felt little urge to escape from isolation.

ED NOTE: The location of the "plainer" house at Balmain has been in doubt for some time. Reynolds and Irving in *Balmain in time* nominated Glendenning (now the Manor House Restaurant, 393 Darling Street), as the architect's house.

Dr Joan Kerr in *Our great Victorian architect - Edmund Thomas Blacket (1817-1883)* states that the Glendenning house was in fact designed by him but for his brother Russell Blacket in the early 1860s(?). (p61)

Dr Kerr locates Blacket's own house as Alderly in Booth Street (later to be submerged in the Balmain Hospital buildings) and dates it as c1860?(p61) Booth Street was planned in 1852

and the land on which Alderly was to be built was first sold in 1855 to George Hitchcock, gardener, Balmain. The title has not been searched after 1855 up to the time when Blacket bought the land.

OBITUARY (continued from p2)

The latter body awarded him its highest accolade, Doctor of Letters (*honoris causae*), in 1967.

The University of Melbourne admitted him to the degree of Master of Architecture previously.

Mick Herman, as his friends knew him, was a Fellow of the Royal Australian Institute of Architects.

After suffering the incapacitating Parkinson's Disease, Morton Herman lost the power of speech and died in very distressing circumstances.

The officiating minister at the simple funeral, attended by immediate family and those who knew him well, was moved to say "I knew Morton Herman, but did not know him".

The historian's mouth had been stopped, a good mind had ceased to function, and only a few knew of the passing of a great and a good man.

## ACKNOWLEDGEMENTS

(from p30)

I wish to thank G Chanter, J Engle and J Wright for their help. R R and G W Rose provided details of the Rose and Gardner families. F Herbert supplied information on the Weston family. A Carolan forwarded details of the Gannon and Smidmore families. Mary Cowan was interviewed on the recent history of Peacock Point and is especially thanked for that. A Farmarkis, E Lopez and G Wolff of the School of Architecture, UNSW completed the drawings printed above their names for the Measured Studies part of their course. The National Library of Australia; Mitchell Library; La Trobe Library; the John Oxley Library; the Battye Library; Dept of Local Govt State Library Division of SA searched their files for the elusive Captain Pearson. The Canterbury Public Library, NZ, is especially thanked for sending much valuable information on Captain Peacock. M Miller gave details of CJ Bullivant.

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- 89 Mun 22/2x, 8 July 1861, p232; 22 July 1861, p236; see also M Salmon "Balmain, One of the Most Important Suburbs of Sydney" in Aust Town & Country J, 10 December 1902, pp26-35.
- 90 A McMartin, "Thomas Rose" in ADB, Vol II, p394; information from GW and RR Rose (1982). Henry G's hut is listed on 1844 Assessment Sheets.
- 91 MBI: 1815-1957.
- 92 Census of 1828
- 93 GW and RR Rose, "Family Tree" 1982.
- 94 Ibid; the Chaseling family owned land in William St. Peacock sold

## Index LHJ No 11

(Index LHJ 1971-1981 appeared in Leichhardt Hist J No 11 1982)

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Editorial: Why Leichhardt?	2
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A Roberts, <u>Whirlwinds in the Plain: Ludwig Leichhardt - Friends, Foes &amp; History</u>	by EM Webster

lots 6, 7 to PH O'Brien, labourer, 1842, OST Bk4No64. He sold to John C, farmer, Mangrove Creek, 12/10/1858, £240, Bk57No757. He did not subdv. John C m. 1841, Mary Ann R (b1821) 2nd dau of Joshua R. Public Trustee auctioned lots 6, 7, at Balmain Town Hall, 26/10/1920, order of Balmain Council for rates unpaid by Chaseling estate between 1908-1920. FH Jeffries, licensed boatman, Balmain, highest bidder at £135 (unpaid rates £71.10.0), Bk 1230 No743. Lot 6 is now 15 William St, built c1927. Lot 7 is now 3 William St (actual street number) built 1956.

95 Op cit Reynolds (73).

96 Peacock, will serl No7866, Elizabeth Maria P m. Frederick James Garrick. There is no clarification of how this land was passed on from Peacock to Garrick.

97 RJ Perdriau, Elusive Freedoms, (Perdriau family history), pp160-162, p165.

NOTES (continued from p25)

- \* 27 For the description of Lookes Av see M Salmon, "Balmain, one of our most important suburbs" in Australian Town & Country Journal, 10 Dec 1902, pp26-35. Historical facts stated need to be approached with caution.
- \* 39 William Howard snr was a churchwarden at St Mary's Church (SMH 20 Nov 1856).
- \* 123 Kaikoura means "crayfish food" and was a town 101 miles south of Blenheim, south island of NZ. It was described as lying "under the Seaward Kaikouras" or "Looker-on Mountains". (Wise's New Zealand index, 1907, p142) Kaikoura North was a sheep farming district near Elsthorpe (see addendum to ref 23).

FINE HOUSE OF SYDNEY

(continued from p32)

For an example of early modern work, was Windy Dropdown the best available surviving Ancher house to show?

Such questions are not raised to deny the general quality and interest of this book. It is beautifully laid out, though slightly spoiled by the inept placement of the colour plates.

Full plans would have been appreciated by architectural readers.

The text has been well researched and written, and Max Dupain's photographs are exemplary for their architectural honesty.

Hopefully, Fine Houses of Sydney will encourage the conservation of these important buildings and create

a fuller awareness of our heritage houses.

The National Trust Real Estate Services' initiatives to create a special market for these buildings and to reinforce their heritage value with fiscal value, should prove an important outgrowth of this awareness.

Howard Tanner

ED NOTE: Since Fine House of Sydney appeared, the designer of History House has been identified as the Sydney architect, George Allen Mansfield. A set of his drawings, including History House, was given to the Royal Australian Institute of Architects by its British counterpart in 1982 thus establishing the authorship of the design.

## REVIEWS

### A NOTE ON REVIEWERS

Lionel Gilbert is the Director of the New England Historical Resources Centre at the Armidale College of Advanced Education.

Howard Tanner is a Sydney architect whose practice specialises in restoration, infill and urban conservation.

R Irving, J Kinstler, M Dupain. *Fine Houses of Sydney*, Methuen Australia (Sydney 1982). ISBN 0 454 00244 0. 198 pp, rrp \$39.95

Sydney's two centuries of European settlement have endowed it with a rich heritage of domestic architecture.

*Fine Houses of Sydney* traces the story of domestic architecture in Sydney through 21 examples ranging from a *petite* Baltic pine prefab to a Hollywood-style *palazzo*, and in time span from the Judge's House of 1823 to Ken Woolley's recent award-winning Paddington terrace.

Within the older examples the dearth of really memorable interiors is worthy of comment.

Some of this is due to the generally untutored nature of Colonial taste which is clearly spelt out in the often awkward and cluttered rooms shown in *Our Beautiful Homes* (1906). However, consciously designed interiors by more able architects and decorators were also subject to destruction or modification by coats of 'whitewash', for later generations could not abide the powerful nature of Victorian decoration.

At The Abbey, Annandale (1882), the lavishly tiled and stencilled interiors have been recently restored and reveal a first class decorative flourish. History House (1858-9) in Macquarie Street, Sydney, has, in its key interiors, all the ingredients of a sumptuous town house. However, mediocre alterations and a 'safe' furnishing scheme have all but denied it a vigorous character - the parquet flooring, triple-decker floral cornices and robust joinery deserve realization as elements of a fully Victorian interior.

The Appian Way (c1910), Burwood, perhaps Sydney's most inventive example of grouped individual houses is interesting for the picturesque show of gables, bays and turrets presented to the central recreation ground. Such Federation houses appear to have been designed from outside in, for the interiors lack remarkable spatial qualities and have few memorable details - just the occasional inglenook or vaulted ceiling.

Professor Leslie Wilkinson's home, Greenway (1922) at Vacluse, heralds the second coming of Georgian 'good taste' and the ensuing buildings seem to have a more architectural basis for their interiors.

The selection of houses for the book is comprehensive though occasionally puzzling.

Presumably Elizabeth Bay House (1832-35) was eliminated due to previous over-exposure. Walter Burley Griffin's Duncan House (1933-34), at Castlegrag, is so small as almost to deny more than one exterior shot, and presumably lacks an interior - if the photographs selected are an indication.

While Craigend (1934), Darling Point, and the Roberts House (1935), at Vacluse, are indicative of 1930s taste, the most extraordinary house of the period is undoubtedly Mahratta (1939) at Fox Valley Road, Warrawee. It has a sweeping staircase formed of cream and green *scagliola*, curvaceous rooms, an innovative use of glass, and wisteria-hung moulded brickwork facades which make it the classic of the period.

(please turn to p 31)

A Roberts, *The Social History of Glebe and Annandale*, a series of booklets, 1 *Women*, 2 *Men's Work*, 3 *Before Streets and Houses*, 4 *Building the Suburbs*, 5 *Sport*, 6 *Transport*, 7 *Growing Up* and 8 *Serving the Suburbs*. (The booklets are available at \$2.00 each from W Collins.1/60a Lucas Road, Burwood, 2134, 7476662)

It is often agreed that suburban local history is a difficult field to investigate. Urban landscapes have been formed, transformed and re-transformed; constant 'development' has removed both landmarks and documentary evidence; population density makes it difficult to locate resource people, even if population movements have not swept them away with their memorabilia; essential source materials have been dispersed by constant upheaval; local government records, if they exist, may have suffered from poor storage or been misplaced after boundary changes ... and so on.

By comparison, quiet rural hamlets are apt to have long-resident families, living in family homes fairly bulging with source materials; the local church, court house, land office and council chambers may be vast storehouses of intact records; the signs of past endeavours may be clearly read in the local landscape; the abundance of physical, cartographic, photographic, manuscript and oral evidence may appear pleasingly, if dauntingly, overwhelming.

The falsity of this picture was quickly demonstrated by Dr Roberts when he began his researches at Glebe Public School (the base of the Sydney Centre for Educational and Social History) under the auspices of the School Commission's Special Projects Programme.

The results of Dr Roberts' work are now clear and accessible.

Although 'directed to the school children of the area', the eight booklets comprising *The Social History of Glebe and Annandale* contain much to hold the interest of readers of all ages. In order of publication, the booklets are devoted to the following themes: *Women*; *Men's Work*; *Before Streets and Houses*; *Building the Suburbs*; *Sport*; *Transport*; *Growing Up*; and *Serving the Suburbs*.

Between them, the booklets thereby cover most facets of suburban life and suburban development.

All of the booklets have attractive and appropriate photographic covers, and each of them is considered sensibly and directly. An outstanding feature of the series is the use of excellent illustrative material - photographs of exceptional historic merit; maps; line drawings.

There is also a wealth of additional evidence in the form of newspaper extracts, advertisements and oral testimony. Children - and others - are thereby reminded of the diversity of source materials used by the local historian, from brickwork to lamp post; from rocks to newspapers.

There are ample provisions for satisfying the curiosity of the observant and for arousing the curiosity of the non-observant, as the reader is encouraged to look out for building styles, building materials, signs and landmarks, all of which have a story to tell if we can develop skills of observation and interpretation.

Other pleasing features are the suggestions for further reading and the lists of acknowledgements and sources. The coverage of each theme in 40 to 50 pages provides a model of conciseness; the series as a whole provides a model of suburban historical research which can hardly fail to make children, teachers, parents and other citizens of the Glebe-Annandale area more aware and more appreciative of the environment in which they live and work.

Lionel Gilbert