3

DEVELOPING LOCAL, REGIONAL & NATIONAL ECONOMIES

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

THEME 3.1 AGRICULTURE

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

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

Related themes:

    3.2 Commerce

    3.4 Environment- cultural landscape

    4.2 Towns, suburbs and villages

3.1.1 MARKET GARDENS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.1.2 ENGLISH/EUROPEAN GARDENERS

DEAF BOB

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

FREDERICK ANDERSON

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

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

ANNABEL GARDENS

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

GEORGE STIFF

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

JOSEPH SAXBY'S ORCHARD

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

SEARL AND SONS

Frederick Rutt Searl and his wife Louisa started a nursery business

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

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

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

WILLIAM LOBB

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

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

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

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

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

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

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

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

WILLIAM STEPHEN & WILLIAM DAVID STEPHEN

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

3.1.3 CHINESE MARKET GARDENERS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THEME 3.2 COMMERCE

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

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

Shops
Pubs and Hotels

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

Other related themes:

5.1 Labour

8.0 Leisure

4.2 Towns, suburbs and villages

3.2.1 SHOPS

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

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

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

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

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

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

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

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

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

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

3.2.2 PUBS AND HOTELS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Wednesday 18 February 1948, The Tribune. p.3. Accessible online at www.trove.nla.gov.au.

Strike If Hotel Black Ban Broken

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

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

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

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

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

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

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

NORTH BOTANY

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

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

Figure 3.2.9. (right) James Thornton (BCHA)

Ald. James Thornton. J.P.
ELECTED 1890 • RETIRED 1910
MAYOR 1895, 1898, 1909, 1910.

THE LAKES HOTEL (ROSEBERY)

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

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

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

TENNYSON HOTEL (MASCOT)

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

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

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

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

WATERWORKS HOTEL (BOTANY)

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

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

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

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

CAPTAIN COOK HOTEL (BOTANY)

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

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

On several occasions between 1873 and 1880 the Captain Cook

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

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

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

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

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

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

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

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

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

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

SIR JOSEPH BANKS HOTEL (1844) (BOTANY)

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

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

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

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

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

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

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

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

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

SIR JOSEPH BANKS HOTEL (1920) (BOTANY)

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

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

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

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

LA PEROUSE HOTEL (BOTANY)

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

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

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

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

PIER HOTEL (BANKSMEADOW)

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

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

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

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

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

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

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

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

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

BOTANY BAY HOTEL (BANKSMEADOW)

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

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

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

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

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

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

THEME 3.3: COMMUNICATION

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

- Telegraphs and telephones

Related themes:

4.4 Utilities

3.3.1 TELEGRAPH AND TELEPHONES

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

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

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

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

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

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

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

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

THEME 3.4: ENVIRONMENT – CULTURAL LANDSCAPE

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

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

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

Related themes:

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

3.4.1 GOVERNMENT PIER

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

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

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

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

(BCHA)

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

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

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

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

3.4.2 FORESHORE RECLAMATIONS

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

LORD'S ESTATE

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

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

SHEAS CREEK/ALEXANDRA CANAL

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

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

Fig 3.4.4. and 3.4.5 (R). Original Sketch Plan for the waterworks, showing the ponds extant prior to construction of the project (L) and (R) detail of above plan; after construction.

((L) SLNSW, Z/M3 811.1863/1856/1;
(R) BCHA)

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

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

OTHER EARLY CHANGES TO THE FORESHORE

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

MAJOR RECLAMATION – AIRPORT

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

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

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

MAJOR RECLAMATION – PORT BOTANY

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

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

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

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

(NSW LPI SIX maps)

① ----- Line of the SWSOOS 1 (South Western Sydney Ocean Outfall Sewer No.1)

② ----- Line of the SWSOOS 2 (South Western Sydney Ocean Outfall Sewer No.2)

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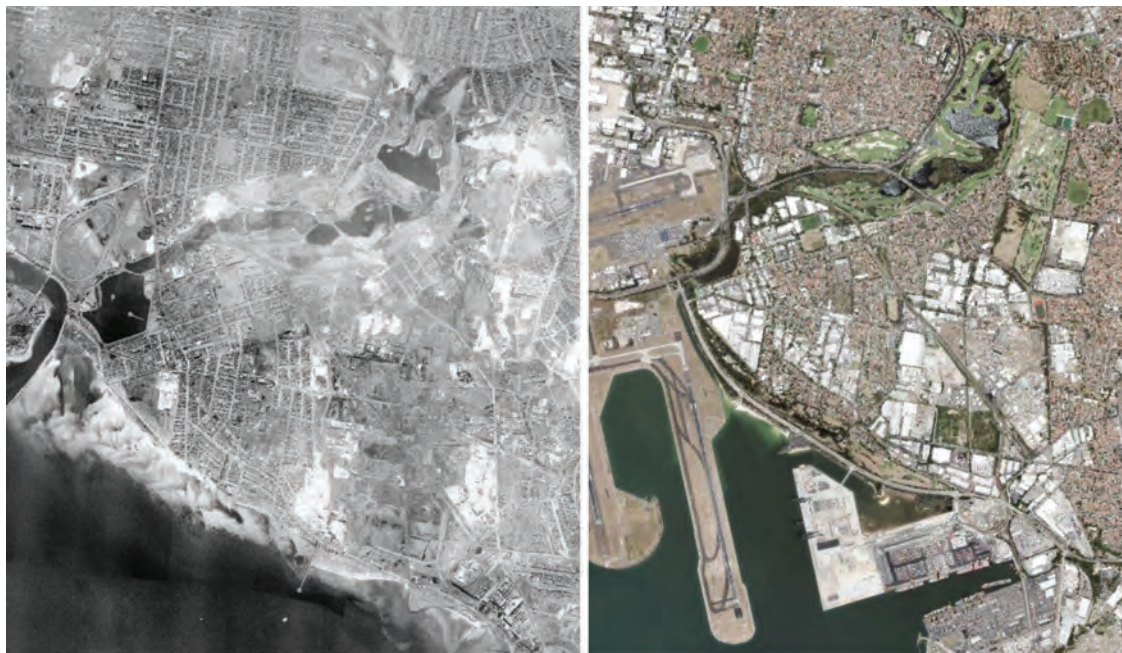
was intended to be the state's major maritime transport facility, and its construction included extensive reclamation to provide the space required for longshore wharves, onloading and offloading infrastructure and the storage of containers as well as bulk liquid shipping (the latter within Randwick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

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

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

FORESHORE PARK

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

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

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

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

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

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

THEME 3.5 EVENTS

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

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

3.5.1 THE DUKE OF GLOUCESTER'S VISIT

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

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

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

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

3.5.2 THE 1937 CYCLONE

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

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

> *"The Botany District suffered extensive damage [from the] cyclone which occurred at 3.55pm…The storm gave little warning of its intensity beyond the appearance of heavy clouds and lightening in the north-west. As hail commenced to fall I took refuge within the garage at the rear of the Town Hall…During this short period the noise of the wind and hail was deafening…My impression of the wind action was that it consisted of a series of severe pulses with alternate suction effects which made one feel that the wind paused from time to time in an endeavour to do the utmost damage at its next effort…*

> *"Roofs from adjacent properties had been blown across the tram… [and] sheets of galvanised iron were scattered and strewn all over the area. In several cases I observed sheets twisted about poles like sheets of paper."*

3.5.3 JUBILEE CELEBRATIONS

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

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

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

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

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

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

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

THEME 3.6 EXPLORATION

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

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

Related themes:

2.1 Aboriginal cultures and interactions with other cultures

3.6.1 ARRIVAL OF THE BRITISH

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

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

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

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

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

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

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

Cook continued...

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

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

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

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

just occurred. (29 April 1770)

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

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

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

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

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

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

entry for the first of May, where he writes…

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

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

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

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

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

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

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

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

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

157

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

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

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

> *"It is Capacious safe and commodious...I afterwards found a very fine stream of fresh water on the north shore in the first sandy cove within the Island before which a ship might lay almost land lock'd [sic] and wood for fual [sic] may be got every where: altho [sic] wood is here in great plenty yet there is very little variety the largest trees are as large or larger than our oaks in England and grows a good deal like them and yields a redish gum.*

> *...there are a few sorts of Shrubs and several Palm trees, and Mangroves about the head of the harbour - the Country is woody low and flat as far inland as we could see and I believe that the soil is in general sandy, in the wood are a variety of very boutifull [sic] birds such as Cocatoo's, Lorry quets ^Parrots &Ca and Crows [sic]...*

> *...The Natives do not appear to be numerous neither do they seem to live in large bodies but dispers'd [sic] in small parties along by the water side...However we could know but very little of their customs as we never were able to form any connections with them, they had not so much as touch'd [sic] the things we had left in their hutts [sic] on purpose for them to take away.*

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

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

3.6.2 – ARRIVAL OF THE FIRST FLEET

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

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

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

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

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

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

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

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

King continued...

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

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

to find Cook's stream...

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

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

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

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

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

3.6.3 THE ARRIVAL OF LA PEROUSE

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

tempt their colonial aspirations.

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

La Perouse remained at Botany Bay for six weeks, however unfortunately we cannot know much about their stay because their expedition was later shipwrecked and all of their records were lost at sea. The most well known aspect of their visit is that of the death of the scientist on the expedition, Pere le Receveur, who was buried at La Perouse. The tomb now sits within the Botany Bay National Park. Within two decades, from 1770 to 1788, Botany Bay went from being a quiet inlet on the east coast of Australia to being a focus of competitive exploration, becoming a destination, or indeed a 'prize', by not one but two rival colonising powers, who arrived within days of each other. It is difficult to imagine how alarming this period of time would have been for the local Aboriginal people of Botany Bay and of the surrounding areas.
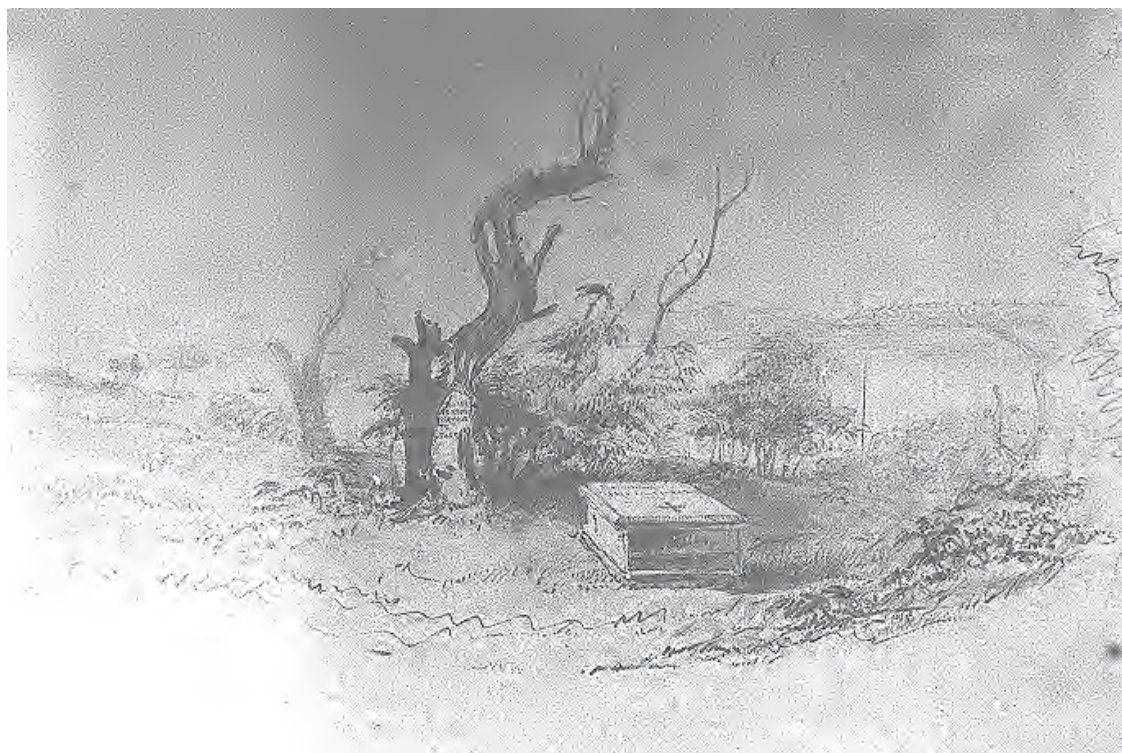
Fig 3.6.6   Detail from the sketch of the grave of the French Franciscan Friar Claude-Francois Joseph Receveur who was the chaplain, botanist and shoemaker on La Perouse's expedition. He died of wounds received earlier in Samoa and was buried on what is now known as the La Perouse headland on 17 February 1788. His grave was originally marked with a piece of tin, however this was quickly removed by the local Aboriginal people. The British subsequently re-marked the spot and built the tombstone seen today.
(BCHA)

THEME 3.7 FISHING

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

- Shell lime
- Salt panning
- Fishing

Related themes:

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

3.7.1 SHELL LIME

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

3.7.2 SALT PANNING

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

3.7.3 FISHING

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

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

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

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

THEME 3.8 HEALTH

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

- Botany's First Midwife
- Baby Clinics

Related themes:

7.4 Welfare

4.5.2 Accommodation (Daceyville)

3.8.1 BOTANY'S FIRST MIDWIFE

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

3.8.2 BABY CLINICS

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

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

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

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

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

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

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

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

THEME 3.9 INDUSTRY

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

Tanning

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

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

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

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

Related themes:

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

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

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

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

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

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

3.9.1 TANNING

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

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

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

171

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

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

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

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

1. BIRDSALL LEATHERCRAFT (TANNERY)

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

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

2. BUNCE'S TANNERY

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

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

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

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

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

3. C.E.ETHERDEN (TANNERY)

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

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

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

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

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

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

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

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

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

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

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

6. HENSLEY BROTHERS (WOOLSCOURERS, FELLMONGERS, TANNERS)

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

7. JAMES ROWE AND SONS LTD –TANNERY

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

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

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

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

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

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

J. CHEGWYN & SONS (TANNERY)

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

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

Fig 3.9.7 Chegwyn's tannery . (BCHA)

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

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

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

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

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

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

10. NORTON BROS TANNERY

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

11. PLATYPUS TANNERY

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

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

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

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

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

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

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

12. R.W. MOODY

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

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

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

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

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

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

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

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

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

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

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

14. WILD BROS PTY LTD.

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

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

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

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

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

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

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

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

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

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

16. W.W. BAYLISS (TANNER)

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

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

184

3.9.2 WOOL SCOURING AND FELLMONGERING

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

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

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

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

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

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

17. CALLACHOR BROS. (WOOL PACKERS)

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

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

18. EDWARD FAZAKERLEY / PHIZAKERLEY (WOOLSCOURING & FELLMONGERY)

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

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

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

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

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

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

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

20. PINE VALLEY WOOL SCOURING CO. (WOOLSCOURS)

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

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

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

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

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

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

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

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

Fig. 3.9.10 (facing page) Advertisement for Swinbourne and Stephen's Commission Wool Scouring Works at Botany. The image includes vignettes of not only stages in the manufacturing processes but also an image of the substantial two-storey residence which was on the site and surrounded by landscaped gardens. The chimney and building of the Waterworks pumping station were also featured. (BCHA)
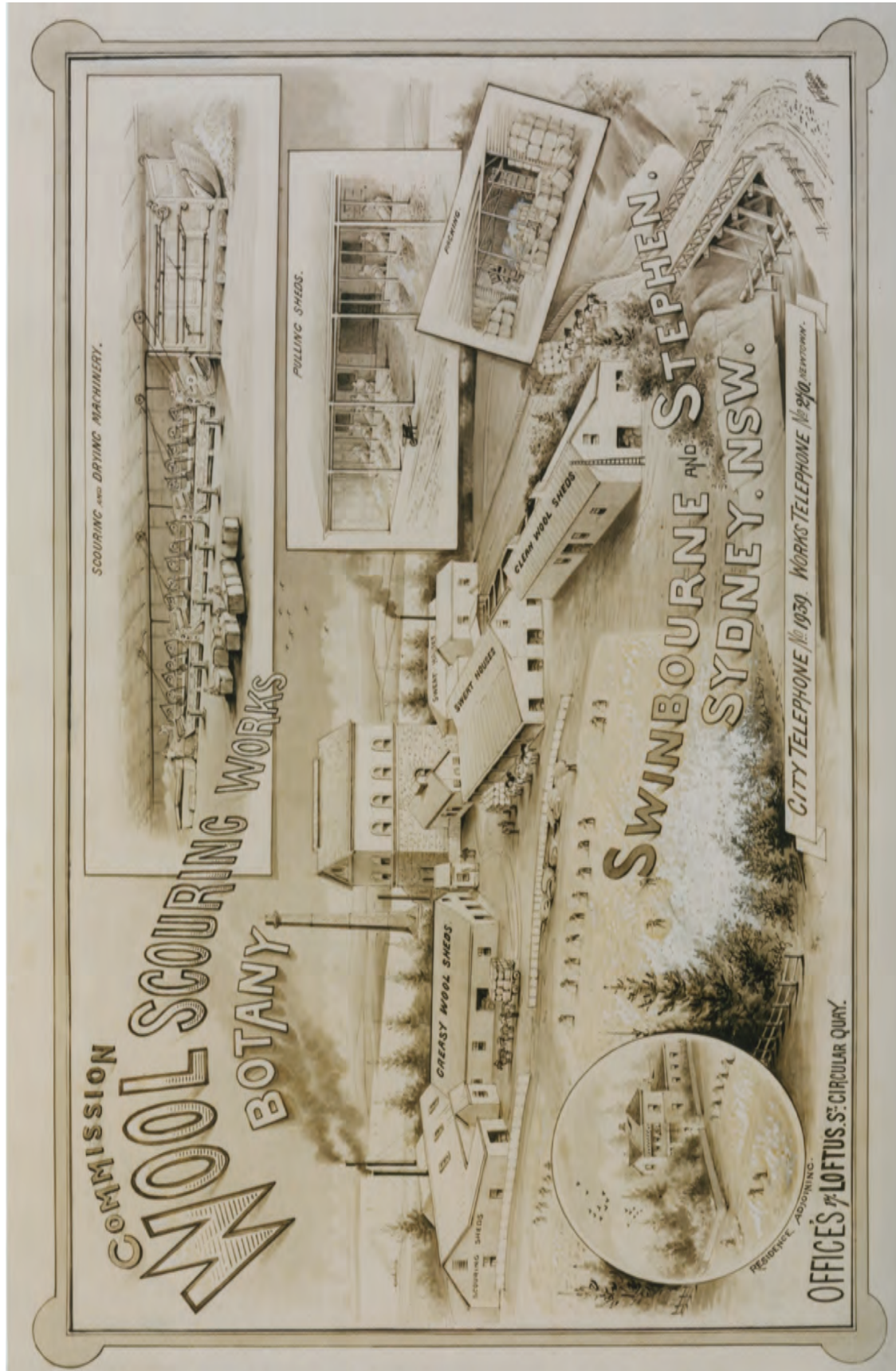
Fig 3.9.11 (top) Botany Pumping Station and the foreshores of Botany Bay with the Swinbourne and Stephen scouring works to its north (left) c.1893. Taken from Mudbank. (BCHA)

Fig 3.9.12 (middle) The Swinbourne & Stephen works from the north, showing the bridge depicted in the advertisement on the previous page (Fig. 3.9.10). (BCHA)

Fig 3.9.13 (bottom) Looking north from the southern shore of the Engine Pond (near Bay Street) in 1921. The Swinbourne family's house can be seen behind the Norfolk Island Pines (r). (BCHA)

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

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

23. WHIDDON PTY LTD. (WOOLSCOURING AND MILL)

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

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

3.9.3 OTHER MAJOR INDUSTRIES

24. AUSTRALIAN MANUFACTURERS LTD.

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

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

Fig 3.9.15   An aerial view of the Australian Paper Manufacturers Mill c.1938. (BCHA)
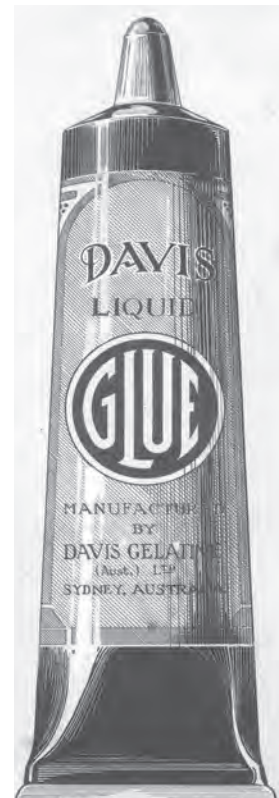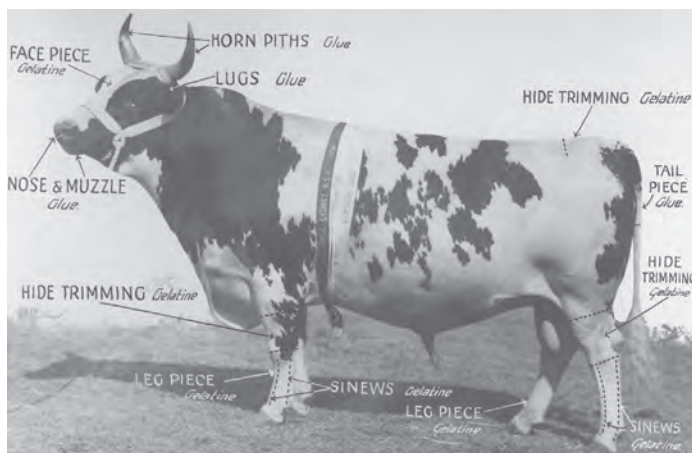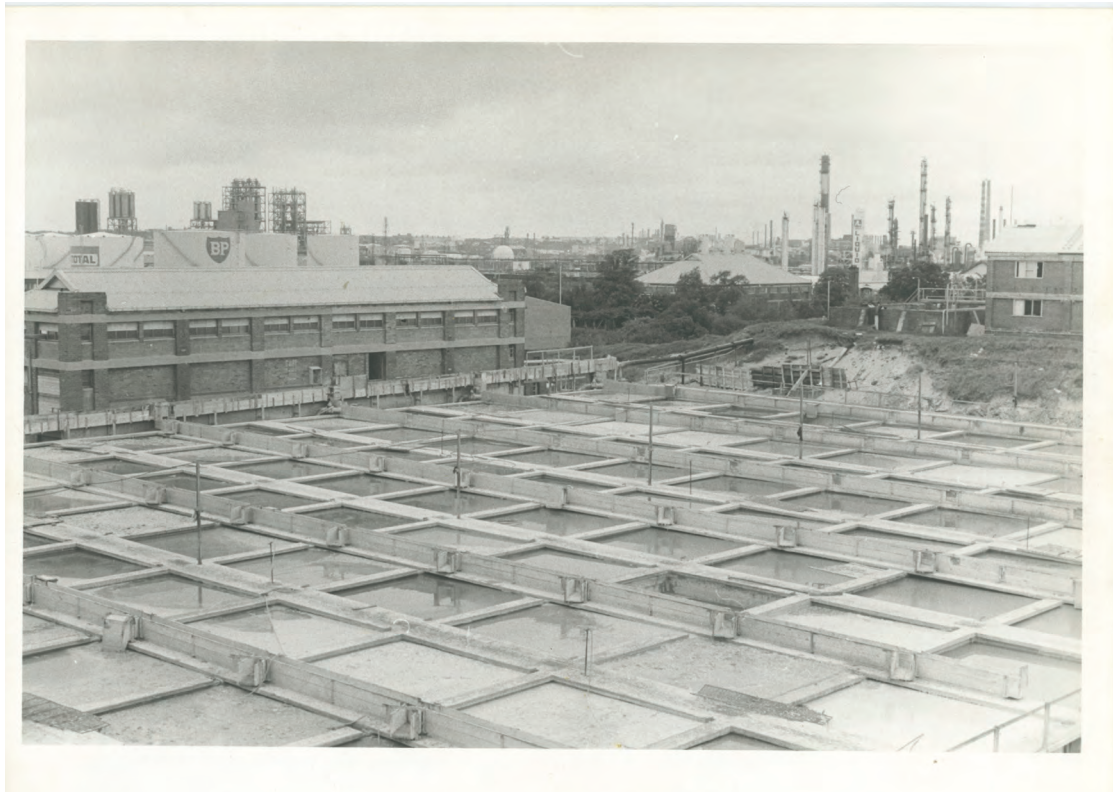
25. DAVIS GELATINE PTY LTD

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

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

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

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

(clockwise from top)

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

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

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

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

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

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

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

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

SALE OF LAND APPROVED

Motor Assembly Plant In Sydney

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

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

Fig 3.9.20 Prime Minister Robert Menzies speaking at the opening of the new Plant at Pagewood. (SLNSW Home and Away - 10056)
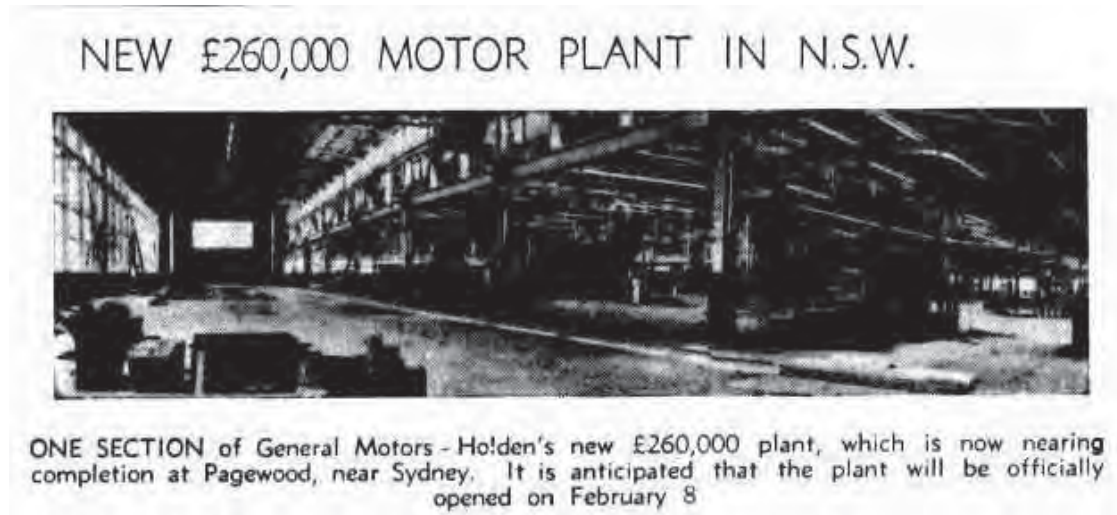
the site a heritage assessment was carried out. Research revealed that the Davis Gelatine sunken garden was the best surviving example in NSW of a factory garden scheme inspired by the Garden City Movement. The sunken garden and most of the landscaping, including the bowling greens, has now been demolished, leaving only a small area of garden surrounding the retained administration building.

26. GENERAL MOTORS-HOLDEN PTY LTD.

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

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

NEW £260,000 MOTOR PLANT IN N.S.W.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

29. JOHNSON & JOHNSON

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

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

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

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

30. KELLOGG (AUSTRALIA) PTY LTD

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

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

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

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

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

31. LAPORTE CHEMICALS (AUST.) PTY LTD (FORMERLY CRYSTAL LAPORTE/CRYSTAL CHEMICAL WORKS)

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

Fig 3.9.4   The Kellogg's plant in 1928, soon after opening. Unknown. published in http://www.dailytelegraph.com. au/newslocal/city-east/kelloggs-celebrates-90-years-in-australia/news-story/1ba74a9 62ead403cb0c25cc49b61b8b7

32. STANDFIELD SUPREME MOUSE TRAPS

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

34. WIMBLES INK FACTORY

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

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

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

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

Fig 3.9.6   Aerial photo of F.T.Wimble & Co. Ltd's ink and varnish factories at Mascot.
Museum of Applied Arts & Sciences, accessed 13 September 2017, <https://ma.as/144361>

Fig 3.9.27   The Botany district also included other industries such as Anselm Odling Stonemasons in Ross Smith Avenue, Lauriston Park (Mascot), c.1924. (BCHA)

THEME 3.10 MINING

The relevant national-level theme is '*developing local, regional and national economies*'. The relevant state-level theme is '*mining*'. The Local themes within this theme are activities associated with the identification, extraction, processing and distribution of mineral ores, precious stones and other such inorganic substances. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Mutch Park (Flagstaff Hill)

Related themes:

8.2 Leisure (parks and reserves)

3.10.1 MUTCH PARK (FLAGSTAFF HILL)

The landform of Mutch Park was the highest point in the area and is traditionally believed to be the hill climbed by Lieutenant James Cook before surveying the surrounding landscape in 1770, and erecting a flag at the spot, resulting in its name of Flagstaff Hill. (Although widely believed, this anecdote has not yet been able to be verified by contemporary sources) The expansive views available from this high ground led to Botany Council dedicating it as a parkland in 1917. The proposal was put forward by the Hon. T.D.Mutch, at the time the member for Botany in the State Parliament, and as a mark of gratitude from local residents, the new park was named after him. The park was dedicated in two parcels; the first of 24 acres on 21 February 1919, followed by an additional seven acres, bringing the total area to about 31 acres.

The Council, with the intention of constructing playing fields for sport and recreation and notwithstanding its visual and historic qualities, set about excavation of the hill to create a gentle grade between Heffron Road & Wentworth Avenue. The product of this excavation was fine building sand which Council resolved to sell, with the money to be placed in the Mutch Park Trust Account for future use to finance the development of the park. This practice was challenged by the state Department of Lands, which required any moneys from mining to be paid to the Crown. The Council refused, and after it obtained an opinion from King's Counsel, the Council was permitted to continue disposing of the sand, with the proceeds being deposited in the Mutch Park Trust Account. The Trust Account was subjected to regular audits by Council's auditors.

The Crown's ongoing desire to obtain a royalty for the sands led eventually to the dedication of the Reserve being revoked on 31 May 1963. The Department of Lands then called applications for a lease of the parkland for the mining of sand. The Council sought to stop this commercial mining on the basis that a sand pit was a mine, and mines were prohibited under the residential district proclamation covering the area. While the Crown was not bound by the provisions of the Residential District, its Lessee was.

The manoeuvres of the Minister for Lands and counter-manoeuvres of Council created an interesting period for parks in the locality, but it had the effect of delaying the sand mining operations until the Minister for Local Government resolved the problem by utilising the provisions of Section 342 U(2) of the Local Government Act 1919 to make an Ordinance revoking the Residential District for the first time. This had the effect of permitting the Crown's lessee to commence mining the sand by dredging and was therefore an example of the use of legislation to facilitate industrial development in a residential area. A section of the park was reserved from the mine and was returned to Council on 16 February 1973.

On 17 August 1979, Portion 3882 was added to the Reserve. Subsequently, the remainder of the former park was returned to the Council's care, control and management (after the mine had been back filled with 'hard fill', plus refuse from the Sydney Markets). With the revocation of the dedication, the Council feared the funds in the Mutch Park Trust Account would revert to the Crown, but it was agreed early in the dispute that the Council would retain the Trust funds, solely for the development of Mutch Park, with a limit placed on the value of the funds that were to be expended on the Park.

Perhaps unusually in local government, the available funds exceeded this amount, and subsequently, the residue of the funds were released to Council for the ongoing maintenance of the Sir Joseph Banks Reserve, which the Maritime Services Board had developed on land it had reclaimed from Botany Bay.

Fig 3.10.1 Local residents helping to re-vegetate the park in preparation for its official re-opening. (BCHA)

Fig. 3.10.2   1943 aerial of Mutch Park overlaid on a contemporary aerial.   Human response to the natural topography is clear, with the highest point the focus of a web of well-worn tracks through the low scrub groundcover. This profile was later significantly altered through sandmining. The preliminary layout of the expansion of the subdivision to the west is also clearly visible.

(base NSW LPI SIX maps)

THEME 3.11 TRANSPORT

The relevant national-level theme is '*developing local, regional and national economies*'. The relevant state-level theme is '*transport*'. The Local themes within this theme are activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Buses and trams
- Kingsford Smith Airport
- Port Botany
- Sydenham to Botany Railway

Related themes

> 3.4 Environment – cultural landscape
> 3.9 Industry
> 4.2 Towns, suburbs and villages

3.11.1 BUSES AND TRAMS

The primary mode of transport between Sydney Town and Botany in the early years would have been on foot or by horse/cart, a journey that could take several hours each way in harsh weather. Tourists visiting the pleasure gardens at the Sir Joseph Banks Hotel in the 1850s, 60s and 70s generally travelled by boat down the eastern coast and into Botany Bay to a pier adjacent to the gardens built specially for that purpose.

As is discussed in Section 4.2.2 (Tolls), using the roads in Botany was a costly exercise in the early-mid 19th century due to the multiple tolls, and using public transport was not much cheaper. Horse-drawn vehicles were the first style of public transportation that Botany received. It consisted of a two-decker 'bus' led by four horses (with extra horses in bad weather), for which passengers were charged 2/- and 2/6 from Botany to Sydney.   The hours of travel were inconvenient, the fares were high and the speed of travel was slow. These conditions made the service ripe for entrepreneurs, and within a short amount of time competing transport companies had begun to spring up in the area.

Bob Rolfe was an example of this; he established a stable opposite the Sir Joseph Banks Hotel in the 1860s and hired a driver, Jack Pugsley. Together they went to such lengths as to stage what were in reality road races to attract custom through the speed of Rolfe's service. Old Botany pioneers reminisced about the journey home from shopping sprees in the city…

> "*passengers sitting on one another's knees, some even balancing on the steps, while the four horses, their heads toward their stable, make good progress over a road that often set the overloaded vehicle pitching and*

rolling like a Sydney trawler in a southerly buster." (BCHA)

Despite the increase in competition for speedy service the underlying problem in Botany's transport was the infrastructure: the condition of Botany's roads remained notoriously poor. This led to attempts to establish a railway service to the area. In 1861 prominent Botany residents – G.W.Lord, Thomas Holt, Captain Masters, W. Bray, H. Hollingshed, W. Beaumont and E.Bell were members of a newly formed committee which drew up proposals. The committee proposed to float the Botany Railway Company with an initial capital of £15,000 to construct and manage a new line down to the Sir Joseph Banks Hotel.

Two years later, in 1863, the plans for this railway were abandoned and work on the cutting of a new road, to be called Corduroy Road (Botany Road) commenced. Despite its promising name, this road was soon also criticised for its poor condition and difficulty of passage in wet weather.Its alignment was however an efficient one and it soon became the main road through the area and the focus of commercial and residential development. Its alignment closely followed today's Botany Road.

By 1882 a tram service was established along Corduroy/Botany Road and terminated near the Botany Bay Hotel to the south of the village of Banksmeadow. This service naturally improved the communication between Botany and the city, and acted as the chief form of passenger conveyance to and from the area until cessation of Sydney's tram network in 1960 and its replacement by buses.

3.11.2 KINGSFORD SMITH AIRPORT

In the years during, and immediately following, the First World War, many began to realise the great possibilities of air travel via aeroplanes. Nigel Love was one such individual. Love was a pilot in the War and soon after his return to Australia, he began to experiment with light aircraft manufacturing techniques. In 1919 he joined forces with Harry Broadsmith, an engineer and chief designer for the A.V.Roe aircraft company; and Jack Warneford, a fellow pilot in the Australian Flying Corps in the First World War, with the intention

Fig. 3.11.1 (facing page) Botany Tram no.198 with driver and conductor.

SLNSW At Work and Play - 01454 , also http://trove.nla.gov.au/work/37012435)

Fig. 3.11.2 (facing page) Mascot Aerodrome from the air c.1930. (BCHA)

of starting up business together in the building of aeroplanes.

Broadsmith had procured the rights from aircraft manufacturing company 'A.V.Roe' to establish an Australian branch of the company. The trio had capital to start the business and had experience between them to carry it out. The thing they lacked was a venue. They knew they would need a large factory to build their aircraft, however Love also knew they would need an accompanying aerodrome in order to demonstrate their products to potential customers and generate the funds required to expand the business.

After considering a range of potential sites the trio selected a flat and grassy paddock on the banks of the Cooks River. It had the advantage of being relatively close to the Sydney city centre and, according to Love, had just the right qualities needed for an aerodrome....

> *"The surface was perfectly flat...It was covered by a pasture of buffalo grass which had been grazed so evenly by the sheep and cattle running on it that it simply left nothing to be desired...Its approaches on four sides had virtually no obstruction. On the*

Fig. 3.11.3   Nigel Love (centre) at Mascot Aerodrome about to board the Avro 504K. (BCHA)

southern side were the...banks of the Cooks River, beyond which lay the Bonnie Doon Golf Links. On the eastern border was the Ascot Racecourse, and the northern area was bounded by Chinamen's Gardens." (N. B. Love, The Autobiography of Nigel B. Love, pt 7, Aviation in Australia, cited in Georgina Keep and Genie Wilson, Lauriston Park The Forgotten Village. Botany Historical Trust, Monograph Series Number 1. 1996. p.46)

What is *not* mentioned in the above description is Lauriston Park; a small village situated next to the paddock the trio were interested in. Perhaps they thought it not worth mentioning because they did not see how their plans would impact on the village nearby.

At the time this land selected for the venture was owned by the Kensington Race Club, and they leased it at £300 per annum. (Kensington Race Club held the land as a hedge against losing its Government-owned site at Randwick.) Although owned by the Club, it was being used as a fattening paddock by a local abattoir. This business was in the process of closing down and so Love, Broadsmith and Warneford seized the opportunity to take over the lease. The trio leased 200 acres from the Race Club for three years. They established a private aerodrome as well as a small aircraft factory, known as the Australian Aircraft and Engineering Company, which was where they assembled the Avro aircraft under licence from A.V.Roe. At first they used a lightweight canvas hangar at the airport but this was destroyed in a storm and was replaced by a sturdier imported 'Richards' hangar. The administration was carried out at an office at 12 Bridge Street, presumably in the City.

Fig. 3.11.4. The aircraft were made in this small factory on Botany Road at Mascot. Administration was managed from the city. (BCHA)

Fig.3.11.5   Interior of the 'AVRO 504 K' production factory at AAEC, Mascot. (BCHA)

The first flight was taken on 19 November 1919 when Love carried freelance movie photographer Billy Marshall up in the Avro, however the first *official* opening flight took place on 9 January 1920. Unfortunately the Australian Aircraft and Engineering Company was already struggling financially, and enthusiasm and ability were not enough to keep the company afloat.

At this time the Australian Government was also beginning to see the possibilities of air travel. In 1921 they purchased 161 acres of the site for £15,000. Prior to their purchase of the Mascot land, the Government had formed the Australian Air Force as part of the Department of Defence's strategic plan for air power in the event of another war. Their plan was to *"foster and control the development of private and commercial aviation"*. When the land was taken over by the Australian Government, the move was greeted with excitement by most of the local residents. Air travel was still a novelty at this early stage, and Mascot residents felt proud that their Municipality would have a role to play in this exciting new venture. This sentiment would not be held by the locals for much longer though.

Even after the Government's purchase of the site, rules about its use were still lax. Several newspaper articles from the time reveal that unauthorised uses such as local racehorse training and shooting ground practice were being carried out at the Aerodrome – much to the irritation of officials. It was 1924 before the first flights between Sydney, Melbourne and Adelaide were officially made. There were initially teething problems with straying cattle (as the surrounding land was still mostly market gardens and paddocks), however after securing the site many young pilots showed great keenness in putting the Mascot Aerodrome to good use. Pilots such as Captain Shaw, Captain Edgar, Ross and Keith Smith, Amy Johnson and Charles Kingsford Smith all expressed enthusiasm for the site. After gaining broad attention from various pioneering flights, the site was finally made the official permanent location of Sydney's primary airport.

Residents of the neighbouring village, Lauriston Park, were more nervous than most about the new status of the aerodrome as it would mean more aircraft flying low over their roofs – so low in fact that roofs were skimmed and once, in 1928, a misjudged lead weight

Fig.3.11.6. Part of the land within the airport remained in active use for market gardening, including the dark area opposite the hangars in this image, which was known as 'Love's Lease'. (BCHA)

217

attached to a parachute completely destroyed the verandah of a house in Lauriston Park.

By the end of the 1920s the aerodrome's air traffic became crowded. Reporting on the current conditions at Mascot Aerodrome, a Parliamentary Committee noted that "*although* [the site had] *certain disadvantages, an extensive search had failed to discover any equally suitable area within a reasonable distance of Sydney.*" It was decided to remain at the Mascot site and to expand it in order to meet higher air traffic demands.

In the 1930s air travel had begun to be an increasingly popular option for passenger flights. The first gravel runways were laid in 1933 (previously it had just been grass in the remnants of the paddock) and in 1934 Qantas began their overseas flight schedule, combined with a joint initiative with British Imperial Airways which established an airmail service with London. At this time the aerodrome was serviced by just eleven staff members and handled 120 flights per week. Its complex was intimate and had only a few permanent buildings, which included several hangars, a refreshment kiosk, an administrative building and a control tower. There were three small strips for runways, the longest of which was 900 metres long.

In 1936 the airfield underwent a name change – from Mascot Aerodrome to being officially renamed as the Kingsford Smith Airport in honour of aviation pioneer, Charles Kingsford Smith. With the name change came a change in status from a local aerodrome for hobbyist aviators to that of an official international airport. The Australian Government funded an increase in development on the site to accompany the name, and status, change.

The end of the 1930s also saw the lead up and eventual outbreak of World War II. The importance of air power was paramount – a fact that the Australian Government had realised in the First World War and was a leading reason for securing the land at Mascot in the first instance. Kingsford Smith Airport took on a new role as a central location for building combat aircraft and training pilots for battle. When war broke out, the hangar space was extended to accommodate the De Havilland factory, which manufactured parts for Tiger Moth Seaplanes.

In July 1945 there was a tragic plane crash when a plane from the British Pacific Fleet crashed into the southern side of Kingsford Smith Airport near the Kyeemagh Polo Ground. Eleven servicemen were killed. The President of the Air Force Association at this time was Nigel Love, the same who originally set up the aerodrome on the site in 1919. His response called for an urgent need for longer runways at Mascot in the name of safety...

> *"It's a pity we have to wait for such a horrible fatality to occur... Our airports must be of adequate dimensions if we are to cope with the overseas air traffic which must inevitably come after the war. If Cooks River was diverted, an immediate extension of the N.E-S.W. strip at Mascot could be effected." (Monday 23 July 1945, The Sydney Morning Herald, p.3)*

Nigel Love's warning was taken seriously. In 1947 Dr K.N.E Bradfield designed extensive alterations to the airport to update its suitability for the 'jet age' era of aircraft from the United States and the Pacific. In the following year Cooks River was indeed diverted away from the area to provide more land for the expansion. Over a period of seven years more than seven million cubic yards of sand was pumped from Botany Bay to fill the old river channel. A large stone protection wall and six-lane road tunnel under the end of the runway were also constructed, as well as a reconstruction of the outfall sewers.

Despite the development and upgrading of the airport, pilots still commented on what "a headache" landing was at Mascot, *because a pilot had to watch not only the ground but the control tower for a possible red light*". Traffic, both on land and in the air, was again becoming crowded. Surprisingly four runways were included in the original 1947 master plan, but construction costs caused this to be reconsidered and only two were built. This necessitated large land resumptions of property owned by the New South Wales Gun Club (situated on Lords Road) and the Kyeemagh Polo Grounds. The Wimbles Ink Factory on Lords Road and the nearby Mascot Granite Works were also sited on land that would eventually be resumed. (Saturday 9 February 1946, The Sydney Morning Herald, p.3)

It is hard to believe that at the time the Botany section of the Sydenham railway/Goods line actually ran through the middle of what is now the Qantas Jet Base, crossing the old Runway 22. As one could imagine, this ended in disaster when on one occasion in

Fig 3.11.7 *Rapid increases in aircraft traffic and increasing size of planes soon necessitated a major expansion of the airport's area. The current area is outlined red over the 1943 aerial photograph. The project required diversion (in blue) and reclamation of the Cooks River and extensive reclamation of the waters of Botany Bay for the two runways. The original railway goods line cut through the northern corner of the site and crossed the main north-south runway via a level crossing. Following several serious incidents the goods line was diverted to eliminate this conflict (large red dots). The area of Lauriston Park is outlined in yellow and the alignment of Lords Road is in orange.*
 (base NSW LPI SIX maps)

Fig. 3.11.8   Detail of the airport precinct in 1943 showing the main elements in the vicinity. (base NSW LPI SIX maps)

June 1950 an air traffic controller accidentally authorised an Ansett Airways DC3 aircraft to taxi across the train line at the same time as they released a train loaded with coal to cross the runway. The two collided and were badly damaged, however fortunately no one was killed.

To avoid such a mishap happening again, two new bridges were constructed at Robey Street and at O'Riordan Street and the line was substantially deviated around the Airport, resulting in tight curves between Sheas Creek and O'Riordan Street (but ultimately a much safer journey for all modes of transport involved).

The expansions made to the airport in the 1940s helped for some time, however by the 1960s a major upgrade was once again needed. A new international terminal was the new goal set by authorities, with work commencing in late 1966. The new terminal was opened by Her Majesty Queen Elizabeth II on 3 May 1970. In the 1970s the north-south runway was further expanded, making it one of the longest runways in the southern hemisphere at the time.

In 1981 the roads of Lauriston Park, the early 20th century village that was now nearly literally on the airport's doorstep after successive expansions and land reclamations, were also obtained by the government. This meant residents of Lauriston Park needed to acquire a licence that authorised them to use the roads leading to their houses. Over the years it had become increasingly difficult to live in Lauriston Park, however several residents remained until the very end. In December 1990 John Goold became the very last resident to finally succumb to the acquisition of Lauriston Park. Upon his departure the ninety-year old village ceased to exist.

Until the 1990s Kingsford Smith Airport had two intersecting runways. With ever increasing air traffic, one can imagine how this became a problem that no one could ignore any longer. Eventually a controversial decision was made to build a third runway at Kingsford Smith Airport. Protests were held by local residents who opposed the extra noise it would bring to the already-noisy area. The building of the third runway was approved however and proceeded to be built on reclaimed land parallel to the existing North-South runway. The No Aircraft Noise political party was formed in 1995 out of this action, however they failed to win a parliamentary seat in any of the elections

Fig. 3.11.9 The airport in 1948 with the conflict point between runway and goods line shown circled. The main NE/SW runway has been re-aligned and extended and taxi-ways have been added but major reclamation has not yet commenced. (BCHA)

Fig 3.11.10 Looking south-east from the terminal area towards Botany Bay. (BCHA).

Fig 3.11.11   By 1968 the essential form of the current airport was taking shape. The Cooks River had been diverted and its original course reclaimed.   Further reclamation extends the main runway into the bay. General Holmes Drive and the tunnel under the main runway have been completed. (http://www.aamgroup.com/)

it contested.

Since the International Terminal's original completion in 1970 it has undergone two major phases of expansion. One such expansion commenced in the mid-2000s and is due for completion in approximately 2025. A second renovation, again to the International Terminal, was carried out in 2010 at a cost of $500 million.

Demands for a second airport in Sydney to relieve the operating pressures of Kingsford Smith Airport have been ongoing since the 1960s. A series of options have been adopted and subsequently abandoned by successive governments over the decades. Despite this

troubled history, the construction of a second airport at Badgerys Creek was finally approved by the Australian Federal Government in 2016. This airport is intended to supplement, not replace, Kingsford Smith Airport.

3.11.3 PORT BOTANY

Port Botany was the result of an initiative by the NSW State Government to relocate the port functions of Port Jackson to Botany Bay to facilitate bulk handling of goods. The port was intended to be the state's major maritime transport facility, and its construction included extensive reclamation to provide the space required for longshore wharves, onloading and offloading infrastructure, and eventually the storage of shipping containers, as well as bulk liquid shipping (the latter within Randwick LGA). The facility also depended on ready access to Sydney's road network, and the project included the construction of a new road known as Foreshore Road along the edge of Botany Bay.

Construction was estimated at a cost of $75 million and the first stage began in 1971. The Port finally opened in 1979. The facility has undergone several expansions over the years, including most recently the major Port Botany Expansion project, which has included an additional 63ha of dredging and reclamation, completed in 2011 followed by a further 60ha completed in 2014, bringing the area of the reclamation and adjacent deep water berths to over 3km2.

The project also included smaller-scale changes to the foreshore of Botany Bay including environmental reconstruction and the

Fig 3.11.12   Public demonstration opposed to the airport's expansion at Kingsford Smith Airport in 1979.
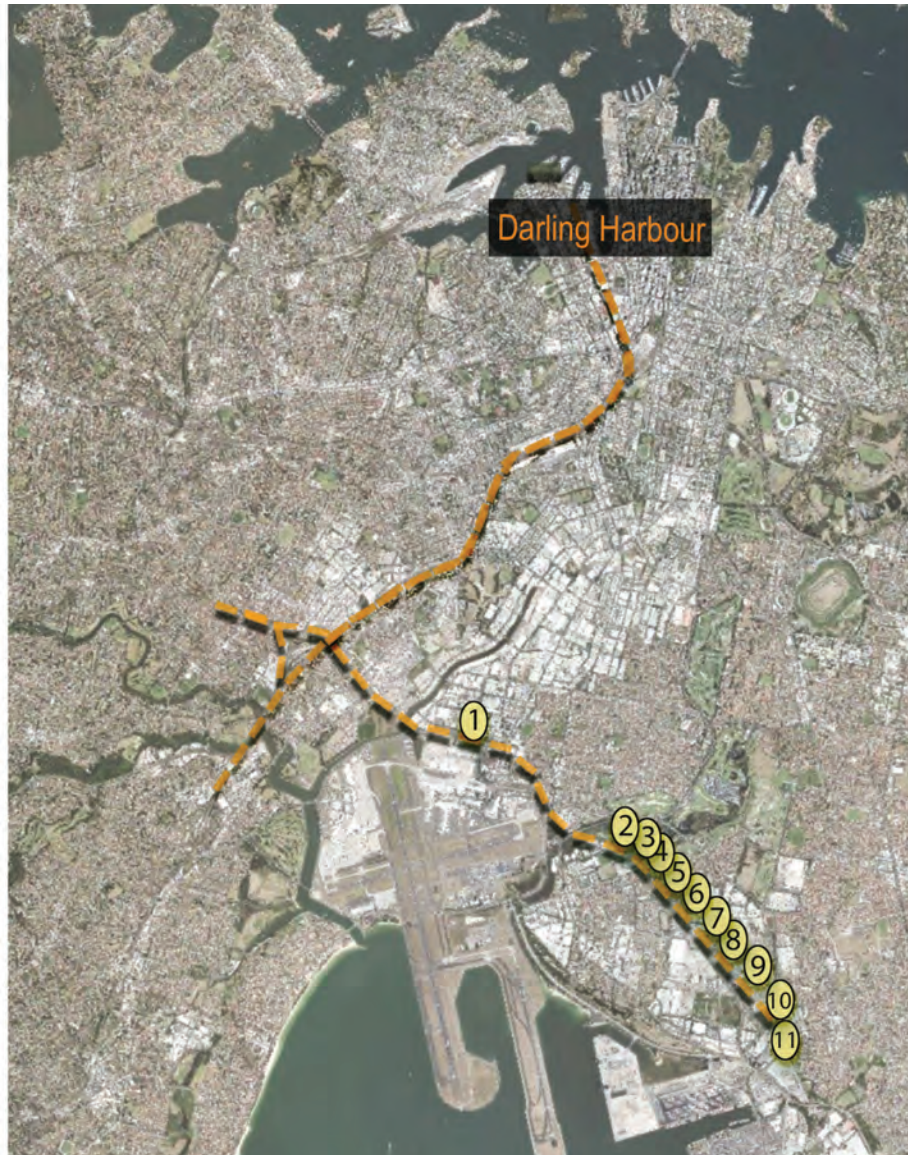
Fig. 3.11.13   Sidings on the Darling Harbour to Botany Goods line. The goods line was a vital part of the delivery of raw materials and distribution of goods to and from the Botany and Banksmeadow areas.

1. Mascot

2. Hardies

3. Commonwealth

4. Hardies II

5. Gelco

6. Ready Mix Concrete

7. Email

8. Total

9. Kelloggs

10. ACI Regis

11. Botany (ICIANZ)

(source: Map of Sydney and Suburban Railways (6 June 1974). accessed online at http://www.nswrail.net/maps/images/sydney-network1974-se.jpg, shown on NSW LPI SIX maps base.)

restoration and construction of a boat ramp and facilities at a recreation area adjacent to Foreshore Road.

3.11.4 SYDENHAM TO BOTANY RAILWAY

For readers who wish to find out more on this topic, the author highly recommends 'The History and Development of the Botany Goods Line' (2002) by Damien Drew.

The first proposal for a railway line to Botany was made as early as 1861. The concept was dismissed, however, on the grounds that trams were considered to be a sufficiently adequate means of transport through Botany. As Sydney grew at the turn of the 20th century, the area surrounding the city's main abattoir, which was located at Glebe Island, had become increasingly residential. The smells associated with the abattoir, and in particular those caused by the further processing of the carcasses, were considered to be too offensive for the area and the carcasses began to be transported by horse and cart to the 'noxious trades' areas of Alexandria and Botany for boiling down.

A report by the Parliamentary Standing Committee on Public Works noted that it was common to see blood dripping from carts onto the road, and that sometimes offal fell off and littered the street. The State Government planned to relocate the abattoir to Homebush Bay, however it was acknowledged that the long distance between the treatment works at Botany Bay to Homebush Bay would have been problematic with putrefaction of the skins and offal setting in before delivery. A faster method of transport was needed, and thus, the proposal of a railway was born.

The railway was planned as an extension to the Metropolitan Goods Line which ran from Darling Harbour to Marrickville (known as Sydenham). A single line from Sydenham to Botany was planned and estimated to cost £74,544. By 1915 the construction of the railway was underway with work beginning at the Botany end of the line. Two years later however construction was terminated amid accusations of excessively high costs. Work recommenced in late 1921 under the auspices of the Railway Construction Branch. The line was opened in October 1925 – with a completion cost of £377,000; almost three times the original estimate.

Fig 3.11.14 Constructing the rail bridge across Botany Road. N.d., likely 1920-1940. (SLNSW)

Features of the original line at the Botany end included a single line steel girder opening span bridge over Sheas Creek with piers and abutments which gave provision for a second line, a single line steel girder bridge over Botany Road, again with abutments for a second line, a single line wooden trestle bridge over the Mill Pond at Botany and loops at Mascot, Stephen Road (Gelco) and a siding and loop at Botany.

The Metropolitan Goods Line/Sydenham railway also became known as the Botany Goods Line and although it was originally intended to transport offal and skins from the abattoirs it was used by numerous trades and industries in Botany. As it was never a passenger line, it had dozens of sidings that served tanners (these have long since been removed). It also serviced the Bunnerong Power Station from 1927, as well as Ampol, ICI(ANZ/Orica), Boral, Kelloggs and many others.

The remnants of Kellogg's sidings can still be seen today. Deliveries of rice and grain were delivered by rail from regional Australia and either terminated inside the building or in designated covered areas. In recent years the track deteriorated to such a state that the locomotives could no longer deliver goods effectively, nor safely.

Deliveries at Kelloggs, and other factories like it, were then wholly made by truck.

General development in the Mascot and Botany areas has continued to impact the line. One of the most significant impacts was a result of the construction of Kingsford Smith Airport. In the Airport's early days the line continued to run through the middle of what is now the Qantas Jet Base, crossing the old Runway 22. As one could imagine, this ended in disaster when on one occasion in June 1950, an air traffic controller accidentally authorised an Ansett Airways DC3 aircraft to taxi across the line at the same time as they released a train loaded with coal to cross the runway. The two collided and were badly damaged, however thankfully no one was killed.

To avoid such a mishap happening again, two new bridges were constructed at Robey Street and at O'Riordan Street and the line was substantially deviated around the Airport, resulting in tight curves between Sheas Creek and O'Riordan Street (but ultimately a much safer journey for all modes of transport involved).

The line was finally extended down to the Port Botany docks when Port Botany opened in 1979. This is an interesting development, for unlike many other goods lines in Sydney which serviced once-flourishing-now-derelict industrial precincts, the Botany Line went from strength to strength as it was made useful by each successive industry that occupied Botany; from noxious trades in the 1920s, to manufacturing industries in the 1940s and 1950s, and now to the container transport and port industry focused around Port Botany and the airport.

The line remained a single track from Marrickville to Botany until as late as 1999, when the increasing traffic loads and upgrade of Port Botany led to the construction of additional bridges over Southern Cross Drive and at the Mill Pond. The line's controlling system was also upgraded in an effort to ease congestion. The track remains unduplicated from near the airport to Banksia Street in Botany.

(facing page) 'Eastside, Astrolabe Road looking south, Dacey Garden Suburb' SLNSW Government Printing Office 1-30348; also available online at http://trove. nla.gov.au/work/12799835.