

NEWCASTLE ARCHAEOLOGICAL MANAGEMENT PLAN REVIEW

NEWCASTLE, NSW.

Volume 3. Historical Overview.



Newcastle, Illustrated Sydney News, 27 June 1889. Source. Newcastle Cultural Collections.

**EDWARD HIGGINBOTHAM &
ASSOCIATES
PTY LTD.**

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Volume 3. Historical Overview.

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For
Newcastle City Council.

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CONTENTS.

1	REPORT LAYOUT.....	7
2	INTRODUCTION.....	9
2.1	Background.....	9
2.2	Brief.....	9
2.3	Location of site.....	9
2.4	Heritage Listings.....	10
2.5	Study methodology and limitations.....	10
2.6	Author identification.....	11
3	HISTORICAL OVERVIEW - SUMMARY.....	13
4	PENAL SETTLEMENT, 1801-1821.....	15
4.1	The impact of historical settlement on the Aboriginal occupants of the land.....	15
4.2	Initial Settlement, 1801 - 1803.....	16
4.3	Penal Settlement and Buildings, 1804-1821.....	16
4.3.1	Convict Population of Newcastle 1804-1821.....	18
4.4	Buildings in the town in 1820.....	25
4.5	Return of public buildings erected, completed and repaired 1 January 1820 to 1 January 1821.....	26
4.6	Buildings erected in Newcastle 1811-1821.....	27
4.7	The Layout of the Penal Settlement.....	29
4.8	Figures.....	31
5	THE TOWN PLAN, 1822-1826.....	45
5.1	Figures.....	48
6	TOWN DEVELOPMENT 1823-1853.....	53
6.1	Private development, 1820s.....	53
6.1.1	Holders of Orders for Town Allotments.....	54
6.2	Newcastle Town Population, 1833 - 1861.....	57
6.3	Private Development, 1830s - 1853.....	58
6.4	Public Buildings 1822-1853.....	62
6.5	Expansion of Newcastle, 1826-1853.....	64
6.6	Figures.....	67
7	THE AUSTRALIAN AGRICULTURAL COMPANY, 1830 TO 1853.....	87
7.1	The Australian Agricultural Company, 1853 onwards.....	89
7.2	Figures.....	90
8	RAILWAY AND PORT INFRASTRUCTURE.....	101
8.1	Figures.....	103
9	URBAN DEVELOPMENT 1853 ONWARDS.....	121
9.1	Urban Development 1853 to 1895.....	121
9.2	Urban Development after 1895.....	125
9.3	Newcastle Fortifications.....	125
9.4	Newcastle Tramways.....	125
9.5	Public Utilities in Newcastle.....	125
9.5.1	Gas.....	125

9.5.2	Electricity.....	126
9.5.3	Water Supply and Sewerage.	126
9.6	Figures. Urban Development, 1853 onwards.	127
9.7	Figures. Trams in Newcastle.	144
9.8	Figures. Public Utilities.	146
BIBLIOGRAPHY OF HISTORICAL SOURCES.		149
Maps – State Records of NSW.....		149
Plans – State Records of NSW.		149
Plans – Parish Map preservation Project.		150
Crown Plans – Land and Property Information.		150
Maps – City of Newcastle.....		151
Maps – Mitchell Library.		151
Maps – Alexander Turnbull Library, National Library of NZ.		152
Maps – National Library of Australia.		152
Pictorial – State Library of NSW, Mitchell Library.....		152
Pictorial – State Library of Victoria.....		152
Pictorial – State Records NSW.....		152
Pictorial – Hunter Photo Bank.		152
Pictorial – National Library of Australia.		152
Primary Sources – State Records of NSW.		152
Newspapers.		153
Votes & Proceedings, Legislative Assembly of NSW		153
Primary Sources – Books and Articles.....		153
Secondary Sources – Books and Articles.		153
Secondary Sources – Websites.		154
APPENDIX 1. PUBLIC WORKS IN THE TOWN OF NEWCASTLE FROM 1828 TO 1857.		155
APPENDIX 2. MINES MILLS & MANUFACTORIES NEWCASTLE 1831-1841		160
APPENDIX 3. NEWCASTLE CBD. ROAD AND STREET ALIGNMENTS. PARKS AND RESERVES.....		162
Road and Street Alignments in Newcastle CBD.....		162
History of Parks and Reserves in Central Newcastle		163
Parks - Initial Analysis.....		163
Park at Parnell Place.....		163
Small Park in Zaara Street		163
Enterprise Park.....		164
Tramway Reserve.....		164
Pacific Park.....		164
Cathedral Park.....		164
Foreshore Park.....		165
Fletcher Park		165
King Edward Park.....		165
The Obelisk		166
Arcadia Park.....		166
Park at end of Honeysuckle Drive		166

Christie Place	166
Civic Park	167
Park at King and McCormack Streets	167
Nesca Park	168
Small Park Mosbri Crescent	168
Centennial Park	169
Corlette Street Reserve.....	169
Birdwood Park	169
Little Birdwood Park	170

1 REPORT LAYOUT.

The Newcastle Archaeological Management Plan Review 2013 is presented in the following format.

Volume	Chapter	Heading
Volume 1	1	Report Layout
	2	Introduction
	3	Historical Overview - Summary.
	4	Assessing the Archaeological Resource.
	5	Site Survey.
	6	Cultural Significance.
	7	Research Framework.
	8	Legislative Framework
	9	Conservation and Management
	Appendix 1	State Heritage Register listings for Newcastle LGA.
	Appendix 2	List of Heritage and Archaeological Reports for Newcastle.
	Appendix 3	Extracts from the Newcastle Archaeological Management Plan 1997.
	Appendix 4	Brief for Newcastle Archaeological Management Plan Review.
Volume 2	1	Report Layout
	2	Introduction (copy of Volume 1, Chapter 2)
	3	Site Survey (copy of Volume 1, Chapter 5).
	4	Inventory of Archaeological Sites.
	Appendix 1	Concordance of Newcastle Archaeological Management Plan 1997 Inventory Numbers with SHI Inventory
	Appendix 2	Historical plan overlays.
Volume 3	1	Report Layout
	2	Introduction (copy of Volume 1, Chapter 2)
	3	Historical Overview - Summary (copy of Volume 1, Chapter 3).
	4	Penal Settlement, 1801-1821.
	5	The Town Plan, 1822-1826.
	6	Town Development 1823-1853.
	7	The Australian Agricultural Company, 1830 to 1853.
	8	Railway and Port Infrastructure.
	9	Urban Development 1853 onwards.
	Appendix 1	Public works in the Town of Newcastle from 1828 to 1857.
	Appendix 2	Mines Mills & Manufactories Newcastle 1831-1841.
	Appendix 3	Newcastle CBD. Road and Street Alignments. Parks and Reserves.

2 INTRODUCTION.

2.1 Background.

This report was commissioned by Ms. Jill Gaynor, Newcastle City Council, on 7 February 2012.

The project was jointly funded by Newcastle City Council, the NSW Heritage Branch and AusGrid.

2.2 Brief.

See Volume 1, Appendix 3 for the Brief for the Newcastle Archaeological Management Plan Review.¹

The Brief identifies the four main tasks of the Newcastle Archaeological Management Plan Review, namely:

1. Review and update of the Newcastle Archaeological Management Plan 1997, including heritage planning and procedural framework, management strategy and inventory.
2. Identify and assess the surviving condition and significance of sites not included within the previous study, particularly the roads, streets, parks and reserves (public domain).
3. Provide MapInfo datasets for all archaeological sites within the study area of Inner Newcastle in sufficient detail to enable infrastructure and development planning.
4. Provide the inventory of archaeological sites in SHI format, with statements of significance, and make recommendations concerning heritage listing.

In addition, Newcastle City Council and Ausgrid have indicated the need to streamline the management and conservation of archaeological sites within the public domain, to enable the timely provision, maintenance and upgrading of roads, drainage/stormwater and other services and utilities.

2.3 Location of site.

The Study Area for the Newcastle Archaeological Management Plan Review comprises part of Newcastle, Newcastle East, Newcastle West, The Hill, Bar Beach, Cooks Hill, Wickham, Hamilton and Hamilton East (Figure 2.1).

¹ Appendix 1. Brief for the Newcastle Archaeological Management Plan Review.

2.4 Heritage Listings.

Heritage listings (under current heritage legislation) for the Study Area include:

1. State Heritage Register.²
2. State Heritage Inventory.³
3. Newcastle LEP 2011.⁴
4. Newcastle Archaeological Management Plan 1997.⁵

2.5 Study methodology and limitations.

This report is prepared in accordance with the Guidelines for the Preparation of Archaeological Management Plans, 2009.⁶

While every effort has been made to identify archaeological sites, it is possible that some sites have been overlooked or missed. The users of this archaeological management plan should satisfy themselves that sufficient research has been undertaken to locate, identify and assess the significance of each site within the study area. The inadvertent discovery of relics should be reported to the Heritage Council in accordance with Section 146 of the *NSW Heritage Act*.

This study does not include the assessment of historical paving, kerb and guttering and walling within the street (for example, Brown Street, between Tyrrell and Church Streets; Church Street at Perkins Street; both Wolfe and Newcomen Streets, between Church and King Streets; King Street between Wolfe and Newcomen Streets; Wolfe Street, between King and Hunter Streets). These items should be listed as heritage items.

This study does not include the assessment of tramlines within the street, nor the majority of drains and culverts. There are considered to be 'works', not 'relics' under the *Heritage Act, 1977*, as amended.

² See Appendix 2. State Heritage Register listings for Newcastle LGA.

³ See Appendix 3. State Heritage Inventory listings for Newcastle LGA.

⁴ Newcastle LEP 2011. The report may be downloaded from the Newcastle City Council Website at:

http://www.newcastle.nsw.gov.au/building_and_planning/draft_newcastle_lep_2011/council_report_21_june_2011

⁵ Suters Architects (in association with Siobhan Lavelle, C. & M. J. Doring Pty Ltd and Dr. John Turner). Newcastle Archaeological Management Plan. Newcastle City Council, (Volumes 1-3) 1997.

The report may be downloaded from the Newcastle City Council Website at:

http://www.newcastle.nsw.gov.au/about_newcastle/history_and_heritage/heritage_publications

⁶ NSW Heritage Branch, Department of Planning. Guidelines for the Preparation of Archaeological Management Plans, 2009.

While every effort has been made to correctly identify historical cadastre from a number of historical sources, the user of this archaeological management plan should independently verify the names of lessees or grantees.

At a meeting with Ms. Sarah Cameron and Dr. Siobhan Lavelle, on Wednesday, 13 March 2013, Ms. Sarah Cameron requested that the Inventory should be provided in MS Word format and not entered into the SHI database. Dr. Edward Higginbotham acceded to this request.

2.6 Author identification.

This report was prepared by Dr. Edward Higginbotham in association with Dr. Terry Kass and Ms. Catherine Colville.

Mr. Peter Laybutt and Ms. Katie Allchurch, Whelans Insites, prepared the MapInfo plans and datasets from documentation provided by Dr. Edward Higginbotham and Newcastle City Council.

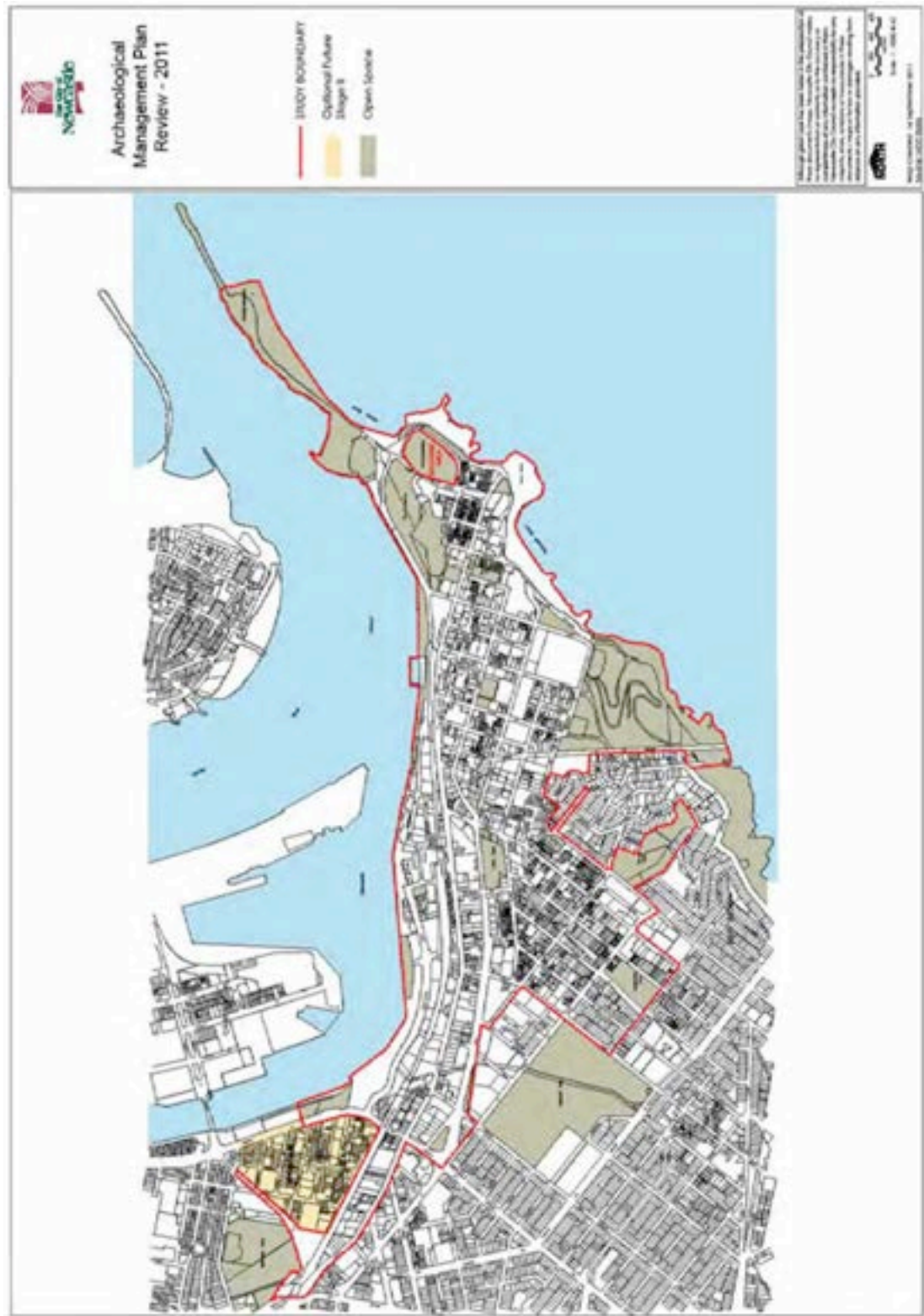


Figure 2.1. Plan of the Study Area for the Review of the Newcastle Archaeological Management Plan, 1997.

Source. Newcastle City Council.

3 HISTORICAL OVERVIEW - SUMMARY.

For a detailed historical overview of the development of Newcastle, see Volume 3.

The historical development of Newcastle may be divided into a number of historical themes or periods, namely:

- Penal Settlement, 1801-1821
- The Town Plan, 1822-1826.
- Town Development, 1823-1853.
- The Australian Agricultural Company, 1830 to 1853
- Railway and Port Infrastructure
- Urban Development 1853 onwards.

The first four themes relate to various aspects of the Penal System, from the Penal Settlement itself, to a Town in which convict labour was still used for public works and coal mining. The inhabitants of the town also used convict labour under the provisions of private assignment from government, as witnessed by the 1841 Census.

The themes of Railway and Port Infrastructure and Urban Development from 1853 onwards relate to processes whereby Newcastle became one of the most important industrial cities on the eastern seaboard of Australia.

In addition to these historical themes or periods, the archaeological resources of Newcastle may be considered under a series of archaeological research themes (see Volume 1. Chapter 7).

4 PENAL SETTLEMENT, 1801-1821.

4.1 The impact of historical settlement on the Aboriginal occupants of the land.

At the time of historical contact and the establishment of the Penal Settlement, the Aboriginal peoples of the Newcastle area comprised two groups, with the Hunter River forming the boundary between them. The Worimi lived to the north of the River, while the Awakabal lived to the south. The missionary, Lancelot Threlkeld, stated that three clans of the Awakabal lived near Newcastle: the Five Islands people lived at the northern end of Lake Macquarie, the Pembalong people lived to the west of the Hunter River and there was also an Ash Island clan. To the north, the Garagal clan of the Worimi lived in the area from Stockton along the coast to Port Stephens.

The Penal Settlement had less impact on the Aboriginal settlement pattern, because of its confined nature, but when the Hunter was opened to free settlement in the 1820s, the impact was immediate, widespread and disruptive.

The Reverend Lancelot Threlkeld opened a Mission to the Aborigines at Belmont in 1825. It closed in 1841, failing to secure any further government support. The last of the Newcastle tribe died in 1854, while the last of the Awakabal died in 1900, but this ignores the fact that many Aborigines had intermarried with the historical settlers and continue to live in the area around Newcastle⁷

An extensive resource of historical documentation relating to Aborigines in the Hunter Valley and beyond was originally compiled by the University of Newcastle's School of Liberal Arts and the Wollotuka School of Aboriginal Studies for the Awaba Project. The resource expanded beyond its original purpose and is now an online database of historical documents relating to the Aborigines of the area.⁸

It is of interest to note that many of the historical depictions of Newcastle up to the 1830s depict Aboriginal people (for example, Figure 7.1).

⁷ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 24-25.
For biographies, refer to the Australian Dictionary of Biography.
Lancelot Edward Threlkeld (1788-1859).
<http://adb.anu.edu.au/biography/threlkeld-lancelot-edward-2734>

⁸ See the Coal River Working Party Website for an overview of this project and documentary resource:
<http://coalriver.wordpress.com/dreaming/>
For detailed listings of resources:
<http://libguides.newcastle.edu.au/content.php?pid=94330&sid=705018>

4.2 Initial Settlement, 1801 - 1803

Lieutenant Shortland charted the Hunter River in September 1797, naming it after Governor John Hunter.⁹ Lieutenant-Governor William Paterson visited the Hunter River in June 1801 (Figures 4.1 and 4.2).¹⁰ Impressed by the potential of the site, he recommended the formation of a small settlement mainly for mining coal and producing lime.¹¹

Governor King established a small convict settlement to mine coal in 1801, but the original settlement was unsuccessful. Convict miners cut coal from an adit at Colliers' Point. Surgeon Mason, Commandant, suggested that a slab path and a wharf were needed, but nothing was done before the settlement was abandoned in 1803.¹²

4.3 Penal Settlement and Buildings, 1804-1821.

A convict settlement was re-established in March 1804 to house rebellious Irish convicts or the United Irishmen.¹³ As well as digging coal, they also burned lime and cut timber.¹⁴ The original coalmine was the Dudley Seam on the site of the later Fort Scratchley (Figure 7.2).¹⁵

Lieutenant Menzies had been appointed Commandant on 18 March 1804.¹⁶ He arrived at Hunter River on 30 March 1804.¹⁷ On 16 April 1804, Governor King

⁹ For biographies, refer to the Australian Dictionary of Biography. Lieutenant John Shortland (1769-1810).

<http://adb.anu.edu.au/biography/shortland-john-2659>

Governor John Hunter (1737-1821)

<http://adb.anu.edu.au/biography/hunter-john-2213>

¹⁰ For biographies, refer to the Australian Dictionary of Biography.

Lieutenant-Governor William Paterson (1755-1810).

<http://adb.anu.edu.au/biography/paterson-william-2541>

¹¹ *HRNSW*, Volume 4, p 448-9

¹² J Turner, 'Newcastle 1804-1993, an Overview', p 13.

For biographies, refer to the Australian Dictionary of Biography.

Governor Philip Gidley King (1758-1808).

<http://adb.anu.edu.au/biography/king-philip-gidley-2309>

Surgeon Martin Mason.

<http://adb.anu.edu.au/biography/mason-martin-2435>

¹³ *HRNSW*, Volume 5, p 331

¹⁴ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 9-10

¹⁵ J Turner, 'Newcastle Overview', p 13

¹⁶ *HRA*, Series 1, volume 5, p 80.

For biographies, refer to the Australian Dictionary of Biography.

Lieutenant Charles Menzies (1783-1866).

<http://adb.anu.edu.au/biography/menzies-sir-charles-2447>

¹⁷ *HRNSW*, Volume 5, p 367; *HRNSW*, Volume 6, p 9. *HRA*, Series 1, volume 4, p 620.

instructed Lieutenant Menzies to encourage the convicts and staff to cultivate gardens.¹⁸

When Lieutenant Menzies reported on the site of the settlement at Newcastle on 19 April 1804, he wrote that he found the "place the most suitable for the Settlement which I found to be a most delightful Valley about a quarter of a mile from the entrance and South Head and close to the mines". He named it King's Town after the Governor.¹⁹

Most supplies for Newcastle came from Sydney. On 30 April 1804, King sent bricks as the base for a saltpan. In addition, "a House shall be framed and sent round for the Surgeon".²⁰ A Return of work completed at Sydney, dated 14 August 1804 included "Framing Three Dwelling Houses to send to Newcastle and Port Dalrymple".²¹ Menzies reported on 30 April 1804 that he had to pay Raby's sawyers from the Store for the buildings erected for the settlement, since the two sawyers in the settlement were sick.²²

On 16 July 1804, Ensign Cressy temporarily relieved Menzies.²³ They quickly fell out over matters of seniority and Menzies was soon back in charge. Charles Throsby was appointed as surgeon and magistrate for Newcastle on 1 August 1804.²⁴ John Tucker was reported on 14 August 1804 to be the storekeeper.²⁵

Other works included infrastructure. On 5 November 1804, Lieutenant Menzies reported that a stone wharf 186 feet long, 13 feet wide, with a depth of water 8 feet 2 inches at high tide was nearly complete.²⁶ On 28 November 1804, he reported that a military officer's barracks had just been completed, plus a strong guardhouse shingled, with a room for the non commissioned officers and a "black hole".

A saltpan that had arrived from Britain was sent to Newcastle in 1804 to produce salt. It was set up near a mine drawing poor quality coal called the New Discovery. (Figure 7.2). The first load of salt was sent to Sydney in February 1805 with 28,750

¹⁸ HRA, Series 1, volume 4, p 620.

¹⁹ HRA, Series 1, volume 5, p 407-8 (Quote p 407)

²⁰ HRA, Series 1, volume 5, p 413

²¹ HRA, Series 1, volume 5, p 46

²² HRA, Series 1, volume 5, p 416

²³ HRA, Series 1, volume 5, p 417.

For biographies, refer to the Australian Dictionary of Biography.

For Charles Cressy, see Lieutenant Charles Menzies (1783-1866).

<http://adb.anu.edu.au/biography/menzies-sir-charles-2447>

²⁴ HRA, Series 1, volume 5, p 90.

For biographies, refer to the Australian Dictionary of Biography.

Charles Throsby (1777-1828).

<http://adb.anu.edu.au/biography/throsby-charles-2735>

²⁵ HRA, Series 1, volume 5, p 112

²⁶ HRNSW, Volume 5, p 483

lbs. A little more salt was produced the next year, before production ceased in 1808.²⁷

The following Table shows the convict population of Newcastle from 1804 to 1821.²⁸ Numbers remained low for the first decade, but grew considerably in Macquarie's governorship, particularly due to the increased number of convicts sent from Britain after the end of the Napoleonic Wars caused widespread unemployment.

4.3.1 Convict Population of Newcastle 1804-1821.

Year	Adult Male	Adult Female	Total Convict
1804	80	14	94
1805	73	18	91
1806	50	22	72
1807	63	21	84
1810	69	-	69
1811	73	-	73
1812	100	34	134
1813	123	31	154
1814	149	39	188
1815	215	39	254
1816	245	42	287
1817	394	46	440
1819	696	86	782
1820			954
1821	1001	50	1051

Source: J W Turner, *Manufacturing in Newcastle, 1801-1900*, Newcastle Public Library, Newcastle 1980, p 10, 13.

The town of Newcastle or King's Town evolved without a rigid street plan. This may be seen in Surveyor James Meehan's plan of 1818 (Figure 4.8).²⁹ The settlement was originally laid out along the axis of High Street or George Street (later named Watt Street), running from the wharf to the Commandant's house. For the first ten years, most buildings were of timber.³⁰ From 1804 to 1820, like other settlements, convicts lived in private huts of timber and plaster with bark or shingle roofs. The

²⁷ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 17

²⁸ J Turner, 'Newcastle 1804-1993, an Overview', p 12

²⁹ I Jack, *Macquarie's Towns*, Heritage Council of NSW and LPMA, Sydney, 2010, p 121.

For biographies, refer to the Australian Dictionary of Biography.

James Meehan (1774-1826).

<http://adb.anu.edu.au/biography/meehan-james-2443>.

³⁰ J Turner, 'Newcastle Overview', p 16

most reliable convicts usually occupied them. In 1820, there were 71 such huts, when the policy changed to transfer the convicts to the barracks built for them.³¹

Charles Throsby was Commandant at Newcastle from at least 3 April 1805 to 14 February 1806.³² A series of orders he issued laid the basis for managing the town. On 13 May 1805, he issued an order that proprietors of private huts would be responsible for the conduct of those living in their hut. They must report the absence of anyone in their hut or forfeit the right to their hut.³³ On 18 May 1805, he ordered that holders of private huts, who had been permitted to cultivate a garden "are not on any pretence whatever to begin such cultivation without proceeding as speedy as possible to its completion". If they broke up the ground, dug post-holes or "otherwise deface the appearance of this settlement, by leaving the ground in an uncultivated state, without sufficient reason for doing so" they would forfeit the hut and receive corporal punishment.³⁴

Ensign A. C. H. Villiers was appointed Commandant on 11 September 1808.³⁵ On 24 December 1808, Lieutenant William Lawson was appointed to replace Villiers.³⁶

Burning seashells to produce lime was a special punishment and continued from 1809 to 1822.³⁷ In 1980, when John Turner wrote there was still a belief the source of the shells might have been geological though John Mulvaney had noted that Aboriginal feasts were probably a contributing factor.³⁸ It is now widely recognised that Aboriginal feasts were the source of the shells. The lime works was located upstream at Newcome, Pipers Beach, believed by Turner to be on the shores of Fullerton Cove.³⁹ In 1809, a total of 8,659 bushels of lime valued at £541 was sent to Sydney.⁴⁰

The convict Lumber Yard was the centre of manufacturing in Newcastle. It produced and maintained metal goods and turned out joinery as well as material for wagons. It sawed the timber, which was obtained up the river, before it was despatched to Sydney.⁴¹

³¹ J Turner, 'Newcastle Overview', p 17

³² *HRNSW*, Volume 6, p 836

³³ *HRNSW*, Volume 6, p 837

³⁴ *HRNSW*, Volume 6, p 837

³⁵ *HRNSW*, Volume 6, p 757

³⁶ *HRNSW*, Volume 6, p 817.

For biographies, refer to the Australian Dictionary of Biography. William Lawson (1774-1850).

<http://adb.anu.edu.au/biography/lawson-william-2338>

³⁷ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 9

³⁸ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 18

³⁹ J Turner, 'Newcastle Overview', p 15

⁴⁰ J Turner, 'Newcastle Overview', p 15

⁴¹ J Turner, 'Newcastle Overview', p 16

Lieutenant John Purcell was appointed Commandant by Governor Lachlan Macquarie in October 1810.⁴² By October 1811, Thomas Scottowe had succeeded Purcell.⁴³ William Evans was appointed Assistant Surgeon at Newcastle on 16 March 1811 and served until August 1822.⁴⁴

Macquarie issued a variety of orders for Newcastle in October 1810. Most of them reinforced earlier orders issued by Charles Throsby in 1805. He ordered that owners of private huts were responsible for the conduct of their lodgers.⁴⁵ He instructed Purcell to encourage convicts to cultivate gardens and to raise poultry and pigs for their own use.⁴⁶ He ordered that bathing would only be allowed in the harbour west of the wharf to prevent the fatalities previously experienced.⁴⁷

On 3 January 1812, Governor Lachlan Macquarie called for a return of all public buildings at Newcastle.⁴⁸ This return has not been located.

An early reference to private huts survives from 1812. On 30 January 1812, Thomas Brady's house was valued by Robert Munro and John Tucker, storekeeper, for government use. Its value was estimated to be £11. Lieutenant Skottowe minuted the valuation, "From the number of Hands & few Huts I think the within mentioned house would be of service to Government." Lachlan Macquarie approved and an order on the Treasury was issued in March 1812 for the purchase of the house.⁴⁹

An 1813-1814 view of Newcastle by Richard Browne, applying a certain degree of artistic licence suggests that the town was neatly laid out on a grid pattern with huts on George Street (the main street) and on St Patrick's and Macquarie Streets on either side of that (Figures 4.5 and 4.6).⁵⁰

The main mineshaft was commenced south of the town near the Commandant's residence in 1814 (Figure 5.1 to 5.4). It was not deepened until 1817. In 1817, the Yard Seam was located.⁵¹ By 1820, a horizontal tunnel was removing good coal. ⁵²

⁴² *HRNSW*, Volume 7, p 421.

For biographies, refer to the Australian Dictionary of Biography. Governor Lachlan Macquarie (1762-1824).

<http://adb.anu.edu.au/biography/macquarie-lachlan-2419>

⁴³ *HRA*, Series 1, volume 7, p 425

⁴⁴ *HRA*, Series 1, volume 11, p 105

⁴⁵ *HRNSW*, Volume 7, p 421

⁴⁶ *HRNSW*, Volume 7, p 423

⁴⁷ *HRNSW*, Volume 7, p 426

⁴⁸ *HRNSW*, Vol 7, p 486

⁴⁹ CSIL, 4/1727, p 290, 290a

⁵⁰ Richard Browne, Newcastle in New South Wales, ML PX*D 65/11

⁵¹ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 9

⁵² I Jack, *Macquarie's Towns*, Heritage Council of NSW and LPMA, Sydney, 2010, p 118

It was a primitive affair with only a windlass to raise the coal and little ventilation apart from natural breezes and manual drainage. Originally the miners had to carry the coal themselves, but a slab path was later built and eventually carts were used.⁵³ From 1803 to 1821, there was a minimum of 230 shipments of coal. ⁵⁴ The lack of demand and markets for the coal kept production low especially since wood could be substituted for almost all uses. Timber production was greatest towards the end of the convict period, since there was more labour available, especially from 1818 onwards.⁵⁵

Captain James Wallis was appointed as Commandant in 1816 serving to 1818.⁵⁶ Under Wallis, brickmaking was conducted on The Hill and stone was quarried at the base of Signal Hill (Fort Scratchley). These building materials were used to build a new gaol, an expanded commissariat store, a new hospital and a church.⁵⁷ A simple lighthouse using a coal-fired beacon was completed in 1816.⁵⁸ During Captain Wallis' command, "A number of houses were built [by convicts] in the settlement at that time and they made gardens and cultivated them."⁵⁹

From 1818 to 1823, Major James Thomas Morisset was Commandant.⁶⁰ Morisset was keen on sea bathing and the Bogey Hole was excavated for him.⁶¹ From 1815 to 1818, convicts cut the Bogey Hole in rock platform as a swimming hole (Figure 4.23).⁶²

In 1818, a brick church replaced an earlier slab building.⁶³ Burials were originally in the vicinity of Thorn Street, but once the church was built in 1818, they probably shifted to the church, but records only date from 1825 onwards.⁶⁴

Surveyor James Meehan's plan of Newcastle of 7 August 1818 showed the alignment of the streets with the major buildings (Figure 4.8). George Street was the

⁵³ J Turner, 'Newcastle Overview', p 13-4

⁵⁴ D R Hainsworth, *The Sydney traders: Simeon Lord and his contemporaries, 1788-1821*, Melbourne University Press, Carlton, 1981, p 123

⁵⁵ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 15-6

⁵⁶ For biographies, refer to the Australian Dictionary of Biography. James Wallis (1785-1858).

<http://adb.anu.edu.au/biography/wallis-james-2770>

⁵⁷ J Turner, 'Newcastle Overview', p 16

⁵⁸ J Turner, 'Newcastle Overview', p 17

⁵⁹ Evidence Sergeant John Evans, Superintendent of Government Works, 18 Jan 1819 in J W Turner, (ed), *Newcastle as a Convict Settlement*, p 89

⁶⁰ For biographies, refer to the Australian Dictionary of Biography. James Thomas Morisset (1780-1852).

<http://adb.anu.edu.au/biography/morisset-james-thomas-2482>

⁶¹ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 40

⁶² Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 51

⁶³ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 10

⁶⁴ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 58

main street with significant buildings including a store of two storeys (No 14), a convict barracks (No 15) and government offices (No 16). At the end of George Street was Government House (No 17). Other major buildings were the hospital (No 5) and gaol (No 2) plus Christ Church (No 1).⁶⁵ James Wallis view of Newcastle in 1818 shows an orderly town layout on a grid pattern (Figure 4.9).⁶⁶ Convict John Slater writing to his wife on 17 April 1818 described the buildings as 'for the most part built of timber and mortar plastered against them'.⁶⁷

Governor Macquarie was pleased with Wallis' excellent administration of the town. On 24 December 1818, he reported that Wallis had changed it from "humble Hamlet in Rank to the Rank and Capabilities of a well laid out, regular and clean Town".⁶⁸ Wallis had caused to be built the following:

- First, A very handsome Church, capable of containing upwards of 500 Persons with an elegant Spire.
2. An excellent Hospital, well aired and well situated, constructed with Stone, with a Viranda round it, and enclosed with a suitable Paling.
3. A large commodious Gaol, well aired and well situated, and strongly built of stone.
4. A commodious Barrack built of Brick for two Subalterns.
5. A good Brick Barrack for the Assistant Surgeon.
6. A large comfortable Barrack for the Convicts.
7. A Guard-House.
8. A Watch-House.
9. A Boat-House.
10. A Lime-House.
11. A new Lumber-Yard, with the necessary Work-Shops for Mechanics and Artificers.
12. The old Wharf considerably enlarged and improved.⁶⁹

Another listing of buildings completed in 1818 included, apart from the church, the hospital and the gaol, the Commandant's House and garden on the river.⁷⁰ Wallis also commenced construction of the breakwater to Nobbys Island in 1818.⁷¹ It was not until 24 March 1820, that Under Secretary Goulburn approved of the construction of the breakwater.⁷² Work would continue for several decades.

⁶⁵ SR Map 83

⁶⁶ James Wallis, Newcastle, Hunter's River, New South Wales, ML PXD 373/6

⁶⁷ Cited in J W Turner, (ed), *Newcastle as a Convict Settlement*, p 26

⁶⁸ HRA, Series 1, volume 10, p 13

⁶⁹ HRA, Series 1, volume 10, p 14

⁷⁰ BT Box 12, p 343-4 cited in J W Turner, (ed), *Newcastle as a Convict Settlement*, p 221

⁷¹ HRA, Series 1, volume 10, p 14

⁷² HRA, Series 1, volume 10, p 296

In October 1818, Governor Macquarie noted that a ship was being built at Newcastle. Fortisco de Santos had built it in eight months, but it was not launched until October 1819 as the *Princess Charlotte*.⁷³ The second ship built on the river in October 1821 was called the *Newcastle*.⁷⁴

On 8 March 1819, Macquarie reported to Lord Bathurst that several substantial buildings had been erected under Captain Wallis.⁷⁵ Buildings completed in 1819 included:

- Commandant's House repaired enlarged and improved
- Surgeon's quarters
- Officer's quarters
- Workhouse and blacksmiths
- Forge
- Pier in process of construction.⁷⁶

Accusations were made that the church had been quickly completed, so that Macquarie could see it on his visit; that it later sank due to its poor foundations, that the gaol walls were very inferior, that the gaol was poorly laid out and that the hospital was too small and poorly situated.⁷⁷

Macquarie recommended the closure of the convict settlement at Newcastle and the opening up of the area for settlement as early as 8 March 1819.⁷⁸ That policy saw the closure of the penal settlement and the change of Newcastle into a town of free settlers, but it still retained a large convict population for some decades until the end of transportation. Though Governor Macquarie had proposed that Port Macquarie be opened as the new centre for the colonially convicted in July 1821, no official announcement was made until 1823.⁷⁹

Moves were soon underway to allow free men to hold land in the town. On 12 September 1819, the Colonial Secretary wrote to Captain Morisset sending a Town Lease and a Conditional Pardon for John Smith. Morisset was ordered to collect the fees of £3/1/10 for the Town Lease and 5/6d for the Conditional Pardon.⁸⁰ On 5 October 1819, the Colonial Secretary informed Captain Morisset that he had received the fees for that Town Lease and the Conditional Pardon.⁸¹ The allotment

⁷³ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 21

⁷⁴ J Turner, 'Newcastle Overview', p 16

⁷⁵ HRA, Series 1, volume 10, p 44

⁷⁶ BT Box 12, p 343-4 cited in J W Turner, (ed), *Newcastle as a Convict Settlement*, p 221

⁷⁷ J W Turner, (ed), *Newcastle as a Convict Settlement*, p 219

⁷⁸ HRA, Series 1, volume 10, p 43

⁷⁹ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 21

⁸⁰ CSOL, 4/3500, p 257

⁸¹ CSOL, 4/3500, p 282

was Lot 18 on King Street. A sketch plan of 1841 showed the buildings on this site including an encroachment into King Street (Figure 6.17).⁸²

A market in town allotments soon arose. In January 1820, Morris Landers, gaoler claimed to the Bigge Enquiry that many convicts arrived at Newcastle with a good deal of money and they "generally buy a house and commence dealing and make money."⁸³

Major Morisset stated on 17 January 1820 to the Bigge Enquiry that the houses in Newcastle belonged to the government and the convicts. A register was kept of the houses and those who lived in each. No-one could change their residence without notifying the Chief Constable. This Register has not survived. The convict huts could house up to a dozen, though those with families usually did not take in lodgers. Those given the right to have houses were "the better description of convicts. It is a great indulgence to be allowed to have a house and the government houses are usually given to overseers, deserving men, or to those who have families and in such cases they are not permitted to take lodgers." Householders had the right to sell the lot and house when they moved away, but only if the Commandant approved of the buyer.⁸⁴ In 1819, fees to register "houses and ground" at 2/6 each were paid to the Clerk of the Police. A total of £1/10/0 in fees for that year suggests that there were 12 transfers or new plots taken up.⁸⁵

In order to gain better control of the convict population, Macquarie had ordered the construction of convict barracks in many towns. The major surviving one, the Hyde Park Barracks, is in Macquarie Street, Sydney. In 1820, Newcastle convicts were shifted from private huts to the newly built barracks.⁸⁶

Buildings completed in 1820 included:

Windmill

Parsonage house.⁸⁷

The original stone windmill was built on a high point with a smaller wooden mill down the hill. After demolition of the stone mill in 1847, the obelisk was built from its stones as a marker for shipping. The obelisk was completed in 1850.⁸⁸ The Parsonage house still projected into Church Street as late as 1897.⁸⁹

⁸² Surveyor-General, Sketchbook 4, f 96, SRNSW

⁸³ Evidence Morris Landers, Jan 1820 in J W Turner, (ed), *Newcastle as a Convict Settlement*, p 89

⁸⁴ J W Turner, (ed), *Newcastle as a Convict Settlement*, p 63-5

⁸⁵ List of Fees 1 Jan to 30 Dec 1819 in J W Turner, (ed), *Newcastle as a Convict Settlement*, p 210

⁸⁶ J Turner, 'Newcastle Overview', p 17

⁸⁷ BT Box 12, p 343-4 cited in J W Turner, (ed), *Newcastle as a Convict Settlement*, p 221

⁸⁸ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 29

⁸⁹ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 28

Amongst the evidence collected for the Bigge Enquiry was data about buildings in Newcastle.

4.4 Buildings in the town in 1820.

Location	Government Buildings	Private Buildings
George Street	4	12
Macquarie Street	4	14
St Patrick Street	3	7
Cowper Street	-	6
York Street	1	7
Wellington Street	-	13
Wallis Hill	-	8
Beach Side	1	4

Public Buildings

- Church
- Government House
- Parsonage House
- Subalterns' Quarters
- Assistant Surgeon's Quarters
- General Hospital
- Gaol
- Military Barracks
- Main Guard [House]
- Commissariat Stores
- Superintendent's House and Store
- Watch House
- Convict Barracks
- Carpenter's Shop
- Smiths Shop
- Signal House
- Farm Cottage
- Boat Shed
- Lime Shed
- 3 small cottages.⁹⁰

⁹⁰ PRO Reel 107 p 310 (Bigge Appendix, CO 201, Piece 119) cited in J W Turner, (ed), *Newcastle as a Convict Settlement*, p 222

4.5 Return of public buildings erected, completed and repaired 1 January 1820 to 1 January 1821.

(NB Only Newcastle buildings listed here).⁹¹

Buildings erected

New Subaltern's Quarters
Military Hospital
Hut for Commandant's boats crew fitted up with berths
Miller's cottage, with out houses for grinding with steel mills
Cookhouse at General Hospital and Gaol
A range of well bricked saw pits, new line 285 feet long
Weatherboard shed and shingled roof.

Buildings commenced in 1819 and completed in 1820

Parsonage
Wind Mill
Prisoners' Barrack since brick nogged this and fitted up with berths, tables and benches

Buildings having undergone a thorough repair

Military barracks ceiled shingled and new verandah
Boats' crew hut formerly old smith's forge fitted up with berths
Church entirely new ceiled
Commissariat store shingled

Boats built

One 30 feet keel 9 feet beam, burthen 10 tons
One 31 feet keel 11 feet beam, 14 tons
Sundry working boats stripped and fresh planked.

Other works

Lumber yard enclosed with close log fence 11 feet high and two a pair of folding gates 12 ft wide, length of yard 330 feet, width 150 feet
The quarter formerly occupied by subaltern officers is now used as residence by the Colonial Assistant Surgeon, and the quarters vacated by him is converted into a lying in hospital for convict women.

J T Bigge's report and description of Newcastle in 1821 noted that the Commandant's house was situated on an elevated location at the end of the main street.⁹² "The houses of the convicts are placed at irregular intervals from each

⁹¹ PRO Reel 107 p 306 (Bigge Appendix, CO 201, Piece 119) cited in J W Turner, (ed), *Newcastle as a Convict Settlement*, p 223-4

⁹² For biographies, refer to the Australian Dictionary of Biography. John Thomas Bigge (1780-1843).

other, but preserve an even line towards the streets, which are well laid out, and kept in good order. They [the streets] are seven in number, and contain altogether 13 houses that belong to government, and 71 that belong to prisoners." Morisset recently built a "wooden barrack, containing four apartments for sleeping and two for messing the convicts", who were unable to find accommodation or could not be trusted in the houses of others. There were also two sheds with 24 and 18 berths respectively. "The remainder of the convicts either possess houses of their own, or obtain lodgings for the performance of domestic labour for the owners." Those who apply to build a house become responsible for their lodgers so that surveillance hampered them leaving the settlement.⁹³ Bigge regarded the numerous weatherboard buildings, mostly barracks built from 1816 to 1820, as the most appropriate form of construction for the settlement.⁹⁴

The convict establishment at Newcastle reached its peak in 1821. There were 1,169 convicts.⁹⁵ Of these, 52 convicts were employed timber getting, 60 were burning lime and 28 were digging coal. The rest were employed on public works.⁹⁶

The first fort was built on Signal Hill in 1821 with a battery of cannon built under Lieutenant Edward Charles Close.⁹⁷ The Sessions House was erected by the Crown in Watt Street in 1821 and used as the first courthouse.⁹⁸ It was later used by the Postmaster, Custom House officers and government officials. It became the Customs House in 1839 and in 1858 it became the property of the Presbyterian Church, which used it as a manse, until it was demolished in 1890 for buildings being built for Henry Buchanan.⁹⁹

4.6 Buildings erected in Newcastle 1811-1821.

Macquarie's building return of 27 July 1822 listed all the buildings that he claimed were built in Newcastle under his reign.¹⁰⁰

<http://adb.anu.edu.au/biography/bigge-john-thomas-1779>

⁹³ J T Bigge Report, 1822 cited in J W Turner, (ed), *Newcastle as a Convict Settlement*, p 283

⁹⁴ J W Turner, (ed), *Newcastle as a Convict Settlement*, p 27

⁹⁵ Note that this does not agree with the data he provided in J W Turner, *Manufacturing in Newcastle, 1801-1900*, Newcastle Public Library, Newcastle 1980, p 10.

⁹⁶ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 9

⁹⁷ J Turner, 'Newcastle Overview', p 17.

For biographies, refer to the Australian Dictionary of Biography.

Edward Charles Close (1790-1866) was acting engineer at Newcastle in 1821-1822.

<http://adb.anu.edu.au/biography/close-edward-charles-1905>

⁹⁸ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 44

⁹⁹ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 28

¹⁰⁰ HRA, Series 1, volume 10, p 697-8

1. A Handsome neat Stone built Church with a Spire, situated on an elevated airy situation.
2. A Burial Ground of 4 acres enclosed with a Paling.
3. A Neat Brick-built Stuccoed One Story parsonage house, with a Verandah and all the necessary Out Offices and also a Kitchen Garden and Grazing Paddock, attached thereto, both enclosed with a paling.
4. The house and offices for the accommodation of the Commandant repaired, enlarged and considerably improved with a good Kitchen Garden and a large Grazing paddock, both enclosed for the use of the Commandant.
5. A Brick-built barrack for three Subaltern Officers, having also the necessary Out Offices and a Garden attached thereto.
6. A Brick-built Barrack for the Assistant Surgeon of the Settlement with the necessary Out Offices and Garden attached thereto.
7. A Brick built Barrack with front Verandah for the accommodation of 100 Soldiers with the necessary Out Office, Guard House, and Square in front for Parading, the whole of these Premises being enclosed with a high brick wall; A large Kitchen Garden being also attached to the Barracks for the use of the Troops.
8. A Weather-boarded Military Hospital with a Verandah in front for the accommodation of 20 Patients, Enclosed with a paling.
9. A Weather-boarded Colonial Hospital with a Verandah in front for the accommodation of 60 Patients, having an extensive Area of Ground round it, which is surrounded by a strong Stockade.
10. A large Commodious Stone-built Gaol, the necessary Wards, Cells and Out Offices, with apartments for the accommodation of the Jailor and his Family, the whole of the premises being surrounded with a strong stone wall 12 feet high.
11. A large brick-built provision Store and Granary.
12. A Weather-boarded Barrack for the Storekeeper with Garden attached thereto.
13. do. do. do. for the Chief Constable.
14. do. do. do. for the principal Superintendent of Convicts.
15. A range of Weather-boarded Barracks for the accommodation of 800 male Convicts with Kitchen Gardens attached thereto.
16. A Separate small range of Barracks for the accommodation of 50 female Convicts.
17. A complete Lumber Yard, enclosed with a strong stockade, containing all descriptions of Work shops and Covered-in Saw Pits for the Government Mechanics and Artificers.
18. A Timber, Lime and Coal Yard enclosed with a strong stockade.
19. A large Boat house for locking up the Boats, Tackle and Oars in.
20. A Weather boarded Guard house in a high Situation, overlooking the Lumber Yard, Timber, Lime and Coal Yard and Boat house.

21. A Watch-house for the Constables on duty adjoining the Landing Place.
22. A Weather-boarded Barrack for the Pilot, Overseers and Constables.
23. A good strong substantial Wooden Wharf or Quay and landing place for Vessels to load and unload their Cargoes at.
24. A Mole or Pier on a large substantial plan built of Stone now erecting, and about 3/4ths finished across the Channel between the main and "Coal Island" for the purpose of protecting the Harbour of Newcastle from the great Surf coming in through the said Channel, and also for the purpose of confining the Waters of "Hunter's Rivers" exclusively to one Channel, so as to prevent the Harbour from being choaked up.
25. Two Stone built Windmills for Grinding Corn.
26. A small Stone Tower with Light house.
27. A long Shed with Stock Yard for the Government Working Oxen.
28. The whole of the Old Streets in the Town of Newcastle repaired and some new ones opened and made.

Most of the buildings were poorly built, due to the absence of trained builders and bricklayers. There is no evidence that any of these buildings remain.¹⁰¹

In 1822, most convicts were moved to Port Macquarie, after the Hunter Valley was opened to free settlement.

4.7 The Layout of the Penal Settlement.

There are no available views of the earliest penal settlement from 1801 to 1803, although there are two views of the Hunter River and Nobbys Head (Figures 4.1 and 4.2).

The Penal Settlement was founded in 1804 on a layout similar to a military encampment, with two lines of tents or huts lining the main street from the wharf to the Commandant's House, which is shown as a more substantial structure (Figures 4.3 and 4.4).

By 1813-1814 the layout of the settlement has expanded to four or five parallel streets with cross streets, though not set out on a regular grid (Figure 4.6). There are a number of buildings erected in positions separated from this irregular grid, including the Church, Flagstaff, Gaol, Hospital and Surgeon's House. The Commandants Farm is located to the west at Cottage Creek (Figure 4.7, 4.8). Many of the principal institutions were placed on higher ground to emphasise authority, correction, health and religion.

¹⁰¹ J W Turner, (ed), *Newcastle as a Convict Settlement*, p 26-7

One of the more remarkable features of the Newcastle Penal Settlement is the fact a number of artists either served as part of the Military Establishment or were convicted and sent to Newcastle to serve their time, though not necessarily at hard labour. The convicts included Richard Browne (Figures 4.5 and 4.6), Joseph Lycett (Figure 4.11, 4.12, 4.13) and Walter Preston (Figure 4.9, 4.14).¹⁰² Military personnel, who have left artistic records include, Thomas Scottowe, commandant from 1811 to 1814, Captain James Wallis, commandant from 1816-1818 (Figure 4.9, 4.10), and Edward Charles Close, who served as acting engineer in 1820-1821 (Figure 4.15, 4.16, 4.19, 6.3).¹⁰³

The various views derived from Captain Wallis' original depict the settlement as it appeared in 1818 and can be compared with James Meehan's map (Figure 4.8, 4.9, 4.11, 4.14).

Another un-attributed painting provides a distant view of work on the Breakwater in 1820, while another view of a similar date provides a detailed view of the Commandant's House (Figure 4.17, 4.18).

Some of the most detailed and surprisingly informative views of the Penal Settlement in c.1820 were painted by Edward Charles Close, acting Engineer at Newcastle in 1820-1821 (Figure 4.19, 4.20). The development of the Penal Settlement reached its climax around 1821 (Figure 5.1).

Later illustrations provide greater detail on the construction of Christ Church, completed in 1818 (Figures 4.21 and 4.22).

¹⁰² John McPhee, ed. *Joseph Lycett, Convict Artist*. Historic Houses Trust. 2006, 19-22

¹⁰³ Some of his paintings are dated c.1818, though they may be more accurately dated to 1820-1821, when he served at Newcastle.

4.8 Figures.



Figure 4.1. "The Lady Nelson and Francis Schooner entering Hunters or Coal River", published in 1803. Source State Library of Victoria.



Figure 4.2. "Where the Lady Nelson first anchored in Hunters or Coal River", published in 1803. Source. State Library of Victoria.

These are two of the earliest pictures of the Hunter River, recorded on the expedition in June 1801. It resulted in the establishment of the convict settlement.



Figure 4.3. "Settlement of Newcastle near Sydney", by Ferdinand Bauer, who accompanied the ship taking convicts to the new settlement.

Source. State Library of NSW. SBViB/Newc/1800-1809/1.

The view reveals a number of tents and huts. A more substantial building, probably the Commandant's House is located near the Flagstaff on the coast.



Figure 4.4. The Coal River or Port of Newcastle, attributed to William Lewin, 1808.

Source. State Library of NSW. PXD 942/2.

The view shows the settlement of Kings Town, renamed Newcastle. There are two distinct rows of huts for the convicts and others, while the Commandant's House is shown on the right. The wharf is clearly identified, as also the Signal Staff on Flagstaff Hill. Depths and other hazards are shown in the Hunter River.



Figure 4.5. "View of Hunters River near Newcastle, New South Wales," by Richard Browne, 1813-1814. Source. State Library of NSW. PX*D 65.

Figure 4.6. "Newcastle in New South Wales with a distant view of Port Stephens," by Richard Browne, 1813-1814. Source. State Library of NSW. PX*D 65.

These two views of Newcastle and the Hunter River actually form a single panorama, viewed from "Prospect Hill". The Town is laid out as four parallel streets with huts and garden allotments on each. The settlement is laid out in a manner similar to a military camp. The Commandant's House is shown on the right, with other public buildings and the Commandant's Garden nearby. The view of the Hunter River shows a group of Aborigines and what appear to be a number of native camp fires in the distance.

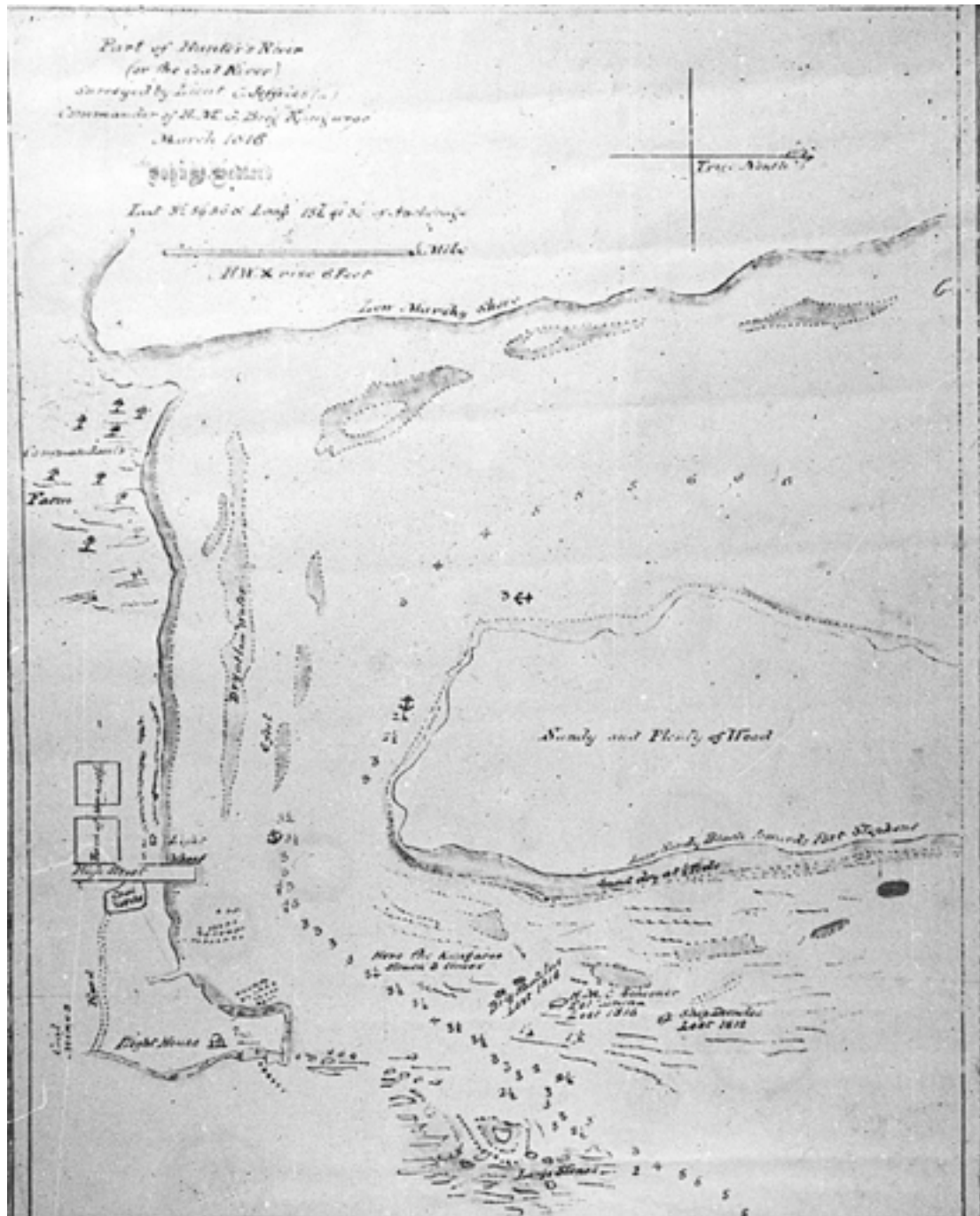
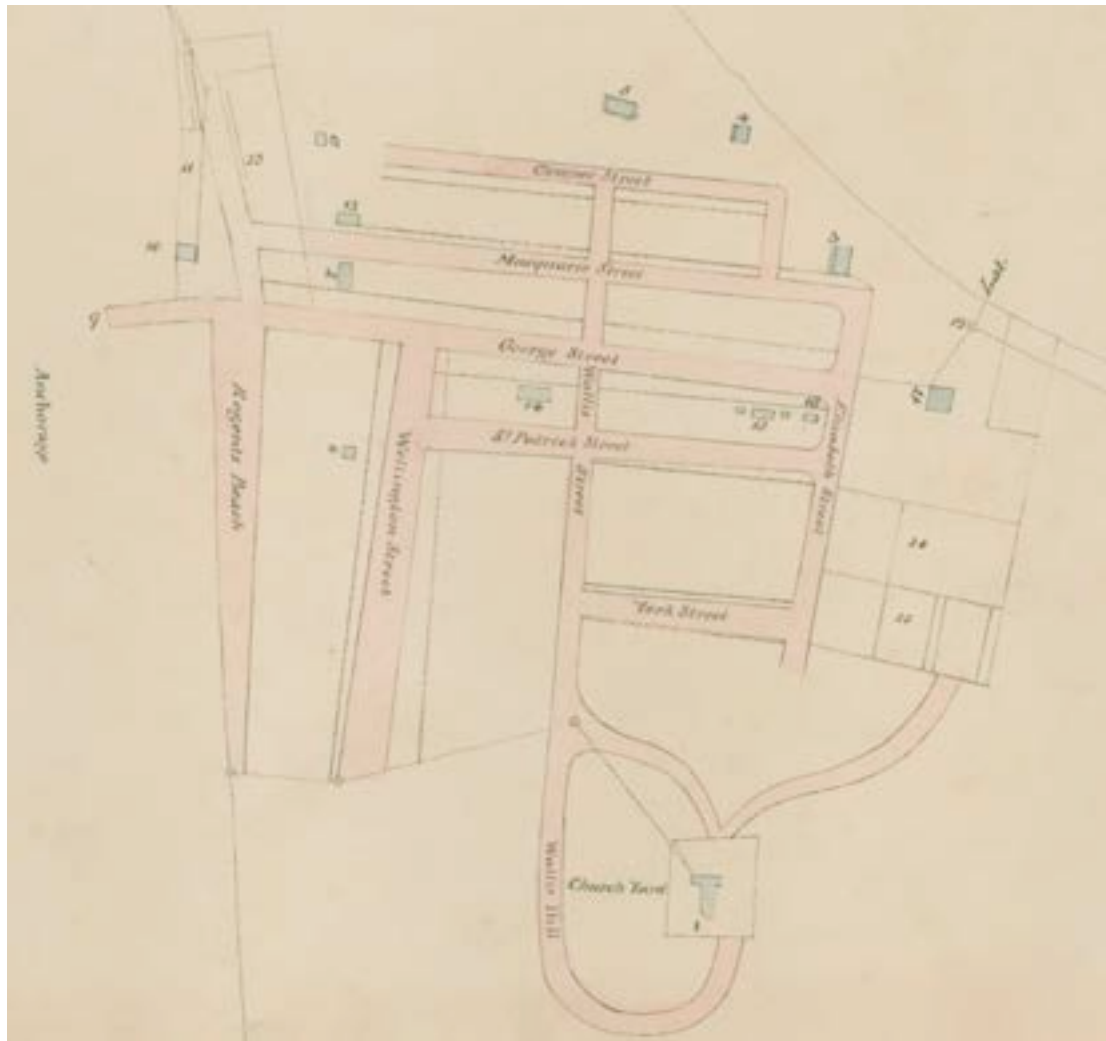


Figure 4.7. "Part of the Hunter's River (or Coal River)", survey by Lieutenant Jeffries, March 1816. Source. Coal River Working Party Website. This is one of the earliest plans of the settlement at Newcastle, showing the Light House, Coal Mines, Coal Yards, High Street (later George, then Watt Street), Town of Newcastle and the Commandant's Farm. It also shows the positions of three lost vessels.



- 1 Church
- 2 Goal
- 3 Officers Barracks
- 4 Surgeons House
- 5 Hospital
- 6 Court House
- 7 Experimentals Room
- 8 Watch House
- 9 Wheel
- 10 Boat House
- 11 Slop
- 12 Flagstaff Hill
- 13 Blacksmith Shop
- 14 Store
- 15 Barracks
- 16 Government Office
- 17 Government House
- 18 Flag Staff
- 19 Goal
- 20 Line of the extended Pier
- 21 Post on the Island
- 22 Nautical
- 23 Lunatic Yard
- 24 G^d Garden
- 25 Mast Sheds and Yards
- 26 Second Line of the extended Pier

Figure 4.8. James Meehan's Plan of Newcastle, dated 7 August 1818.

Source. State Records. Map 83.

The plan shows the street grid, building lines, public buildings and other features, with a numbered key. Most of the convict huts will have been constructed behind the building lines for each street, where shown.

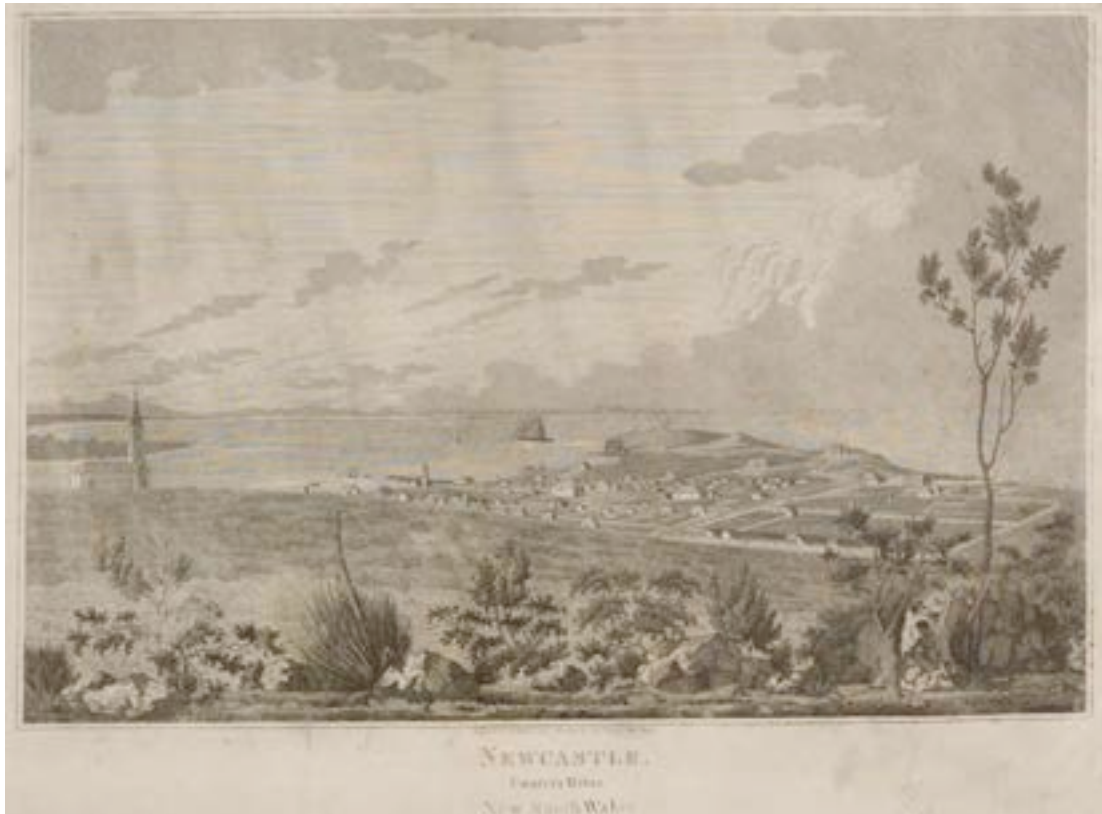


Figure 4.9. "Newcastle, Hunter's River", c.1818, engraved by W. Preston, from an original by Captain Wallis, 46th Regiment.

Source. State Library of NSW. PXD 373/6.

This and other similar pictures indicate the convict huts, which are not individually shown on Meehan's Plan.



Figure 4.10. "View of Hunter's River, Newcastle", c.1818, by Captain Wallis, 46th Regiment.

Source. State Library of NSW. PXD 373/10.



Figure 4.11. "Newcastle, New South Wales", by Joseph Lycett, published in *Views of Australia* in 1824. Source. Newcastle Regional Art Gallery.

The published drawing shows strong similarities to Captain Wallis's "Newcastle, Hunter's River", c.1818.



Figure 4.12. "Inner View of Newcastle", by Joseph Lycett.

Source. Newcastle Regional Art Gallery.

This view does not depict the Church, completed in 1818. Joseph Lycett was a convict at Newcastle from 1815-1819.¹⁰⁴

¹⁰⁴ John McPhee, ed. *Joseph Lycett, Convict Artist*. Historic Houses Trust. 2006, 19-22, 66, 183. McPhee records the remarkable occurrence of a number of artists at Newcastle, including the Commandant James Wallis, and convicts Joseph Lycett, Walter Preston and Richard Browne (p20). For biographies, refer to the Australian Dictionary of Biography. Joseph Lycett (1774-1825). <http://adb.anu.edu.au/biography/lycett-joseph-2382>



Figure 4.13. Corroboree at Newcastle, by Joseph Lycett, c. 1818, with detail showing Nobbys Head and Flagstaff Hill.
Source. State Library. DG 228.



Figure 4.14. Newcastle, Hunter's River, New South Wales, by Walter Preston, 1820.

Source. Newcastle Regional Art Gallery.

This picture is one of the clearest depictions of the original by Captain Wallis in c.1818. Walter Preston was a convict at Newcastle.



Figure 4.15. Christ Church, Newcastle, New South Wales, by Edward Charles Close, c. 1818.

Source. National Library of Australia.



Figure 4.16. Newcastle, New South Wales, by Edward Charles Close, c. 1818.
Source. National Library of Australia.
One of the earliest views from the north side of the Hunter River.



Figure 4.17. Nobbys Island and Pier [breakwater], Newcastle, by an unknown artist, 23 January 1820.
Source. State Library of NSW. DG SVIB/10.
This picture shows the flagstaff, but also the quarries on the harbour side of Flagstaff Hill, with the beginnings of work to construct a breakwater to Nobbys.



Figure 4.18. Government House, Newcastle, Port Hunter, January 31st 1820, by an unknown artist. Source. State Library of NSW. DG SVIB / 9.



Figure 4.19. Dwellings and buildings in Newcastle, new South Wales, c.1820, by Charles Edward Close. Source. National Library of Australia.

This series of pictures form a panorama of the Town of Newcastle. The above picture illustrates the Military Barracks on High Street, later Watt Street, with Christ Church on the hill in the background. The panorama commences on the left at the Commandant's House and finishes on the right with the Flagstaff and Nobbys Head. There is also a glimpse of the construction of the Pier or Breakwater (see below). This is one of the most detailed views of Newcastle, while it was a Penal Settlement.





Figure 4.20. Panorama of Newcastle, 1821, by Edward Charles Close.

Source. State Library of NSW. PXD 576.

This panorama of Newcastle was painted from a position similar to those drawn from the earliest days of settlement. Close was unusual in that he did not extend the panorama to the Hunter River, but towards Lake Macquarie to the south.



Figure 4.21. Christ Church, as it would have looked with its tower and spire. 1885.
Source. Hunter Photo Bank.



Figure 4.22. Christ Church, photographed looking east, after the tower had been removed. 1885.
Source. Hunter Photo Bank.



Figure 4.23. A view of the Bogey Hole, the favourite bathing place of Major James Morisset.
Source. Hunter Photo Bank.

5 THE TOWN PLAN, 1822-1826.

In order to release town allotments for private settlement, the town had to be formally laid out. The old organically evolved convict layout would not do, so surveyor Henry Dangar was ordered to survey the town site as it then existed. Henry Dangar commenced the Town Survey of Newcastle on 7 August 1822.¹⁰⁵

On 11 August 1822, he sent a rough draft of the plan for the town of Newcastle to Surveyor-General John Oxley (Figure 5.1).¹⁰⁶ He noted "the streets are neither parallel to, nor at right angles with each other. I have lay'd [sic] them down as is now enclosed and built upon." He also measured town allotments for free settlers, R C Dillon and John Bingle, but the Commandant objected to the location of those lots. Dangar pointed out that since the town is "occupied by the Cottages & Hutts [sic] of convicts. I conceive that prior to giving possession of allotments a competent person should be appointed to say what the person receiving such Allotment shall pay the present occupant for the value of the materials that may be on the said Allotment."¹⁰⁷

Dangar produced a new town design. On 6 May 1823, Henry Dangar sent in:

A new Plan of the Town of Newcastle, the present streets being very improperly lay'd [sic] out, which will be seen by referring to a sketch of the same sent up by me in the month of July last [1822]. Should the Town be marked out by the Plan now sent up, the two principal streets on which all the Government buildings stand will be unaltered, the others will be disorganised in order to bring the Streets, at proper distances from, and at right angles to each other. The presumed Allts will vary in size according to the local situation of the scite, but will generally have 1 chn (66 feet) frontage, the depth from 1 to 1.33, 2 and 2.25 back containing from 16 to 36 [perches?] of land. The allotments in the lower range will contain somewhat less, they being eligibly situated near the river. I have given them a frontage of 80 (links). On allotments No 1, 2, 3, 4, 5, 13, 17, 27, 28, 26, 33, 36, 40, 41, 43, 51, 54, 55, 65 are Government buildings. I would also suggest that No 68, 69, 70, 71 be reserved to the Crown, being desirable to build stores etc on if ever required. No 7 is occupied by Mr Dillon, the front of which Allotment was

¹⁰⁵ Surveyor-General, Surveyors' Fieldbooks, No 195, H Dangar, SRNSW 2/2624. For biographies, refer to the Australian Dictionary of Biography. Henry Dangar (1796-1861).

<http://adb.anu.edu.au/biography/dangar-henry-1954>

¹⁰⁶ State Records NSW. SR Map 80.

A copy of this plan held at Mitchell Library has been incorrectly credited to James Meehan. See James Meehan, Draft of the town of Newcastle, 1822, ML Map M2 811.253/1822/1

¹⁰⁷ Surveyor-General, Letters Received from Surveyors, H Dangar, SRNSW 2/1526.1, p 9-10.

originally marked out 1.30 but must now be reduced to the scale of other Allotments.¹⁰⁸

Henry Dangar wrote to Surveyor-General John Oxley on 16 May 1823 that Major Morisset informed him that when Governor Brisbane was last at Newcastle, he wanted "all the land at and adjoining the sea Beach on the west part of the Town" to be reserved for the Crown. This would include on the plan "I have lately sent up, all that range of Allotments which came to the Water, and that range of Allotments on the East & West of the North reserved square including Allotments No 195, 196, 197 & 198."¹⁰⁹

Henry Dangar reported to Surveyor-General John Oxley on 10 August 1823 that he had sent Major Morisset the original plan of the layout of Newcastle, since he had been unable to prepare a copy. Morisset was to "determine the alteration suggested and approved of, from the present irregular manner the streets are marked out" so that when Dangar next visited Newcastle for the proper marking of streets he could mark out the "new line of streets there proposed" Morisset also wanted to know the numbers of the allotments on which the government buildings stood.¹¹⁰

Dangar's progress must have been good. On 3 September 1823 Sir Thomas Brisbane reported to the Under Secretary for Colonies that when he arrived as Governor the town lands of NSW were largely held as permissive occupancies. He had ordered the survey department to survey all the towns and show who already held allotments. He had arranged a form of lease with a specified quit rent, and had ensured that holders took out leases. Only when this was finished could he determine what land was available for disposal. He was pleased to report that this has largely been completed for Parramatta and Newcastle: "I will venture to assert that applications for leases in these towns are answered now with every readiness."¹¹¹

Dangar reported on 2 October 1823 that he was currently altering the town design plan for Newcastle, which he would submit in a few days.¹¹² Dangar had laid out a

¹⁰⁸ Surveyor-General, Letters Received from Surveyors, H Dangar, SRNSW 2/1526.1, p 29-30.

¹⁰⁹ Surveyor-General, Letters Received from Surveyors, H Dangar, SRNSW 2/1526.1, p 40-42.

For biographies, refer to the Australian Dictionary of Biography.

Governor Sir Thomas Makdougall Brisbane (1773-1860).

<http://adb.anu.edu.au/biography/brisbane-sir-thomas-makdougall-1827>

John Joseph William Molesworth Oxley (1784-1828).

<http://adb.anu.edu.au/biography/oxley-john-joseph-william-molesworth-2530>

¹¹⁰ Surveyor-General, Letters Received from Surveyors, H Dangar, SRNSW 2/1526.1, p 48-9

¹¹¹ *HRA*, Series 1, volume 11, p 121

¹¹² Surveyor-General, Letters Received from Surveyors, H Dangar, SRNSW 2/1526.1, p 72

total of 190 allotments.¹¹³ Governor Brisbane signed Dangar's draft plan in 1823, but there is no further information about the actual date.¹¹⁴

The re-alignment of Newcastle's streets by Henry Dangar on the orders of Governor Thomas Brisbane, after most of the convicts had left and before there was much free settlement occurred in 1823. Nevertheless, free men occupied a number of former convict huts, so Dangar had problems laying out the town. Dangar extended the town layout westward, so that the church, which had formerly been outside the town, became a central element within it.¹¹⁵ Many huts and public buildings lay in the path of the new streets. The Parsonage built in 1820 intruded into Newcomen and Church Streets and the Superintendent's house and store protruded into Scott and Pacific Streets. A sketch of 1843 showed an old wall running along the centre of Church Street between Bolton and Watt Streets (Figures 6.12 and 6.19).¹¹⁶ Until 1826, changes were still being made to the layout, so that the final plan was not complete until 1826 (Figures 5.2, 5.3 and 5.4).¹¹⁷

The streets named probably by Governor Macquarie in 1818 were replaced or renamed by 1826.¹¹⁸ Several of the new street names reflected the great interest in steam power at the time and were named after well known engineers.¹¹⁹

Of the North-South Streets,

Watt Street replaced Meehan's George Street.

Pacific Street replaced both Macquarie and Cowper Streets.

Bolton and Newcomen Streets replaced St Patrick and York Streets, but not on the same line.

Wolfe, Perkins and Brown Streets were added west of the church.

East-West Streets

Hunter Street replaced Wellington Street, but not on the same line.

King Street replaced Wallis Street,

Church Street replaced Elizabeth Street.

Regents Beach Street along the water disappeared.

¹¹³ J Turner, 'Newcastle Overview', p 18

¹¹⁴ N.392, now SR Map SZ 320

¹¹⁵ I Jack, *Macquarie's Towns*, Heritage Council of NSW and LPMA, Sydney, 2010, p 121

¹¹⁶ SG, Sketch Book 4, f 110

¹¹⁷ SR Maps 4377, 4397, 4398, 4399

¹¹⁸ I Jack, *Macquarie's Towns*, Heritage Council of NSW and LPMA, Sydney, 2010, p 122

¹¹⁹ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 4.

5.1 Figures.



Figure 5.1. Draft [Plan] of the Town of Newcastle, 10th August 1822, Henry Dangar (and detail.)
Source. State Records. AO Map 80.
The plan shows the uses of public buildings or allotments. Note that the outline of Christ Church is not accurate.



Figures 5.2 and 5.3. See captions next page.



Previous page.

Figure 5.2. Map of the Town of Newcastle on Hunter's River, 1826. Henry Dangar. State Records. AO Map 4397.

Figure 5.3. Map of the Town of Newcastle on Hunter's River, 1826. Henry Dangar. State Records. SR Map 4399.

This page.

Figure 5.4. Map of the Town of Newcastle on Hunter's River, 1826. Henry Dangar. State Records. AO Map 4398.

There are a number of differences between the plans.

All the plans show:

1. Commandant's House.
2. Surgeon's House.
3. Hospital.
4. Gaol.
5. Fort.
6. Lumber Yard and Stores, Etc.
7. Watch House.
8. Church.
9. Burial Ground.
10. Parsonage.
11. Reserve for Market Place.
12. Reserved for Services of Government (Hunter River frontage).
13. Winder.
14. Coal Pit.
15. G. Blaxland's Salt Works, 1 acre.

Figure 5.4 is the only one to show:

1. Engineers Store.

2. Old Guard House.
3. Military Hospital.
4. Officers' Barracks.
5. Military Barracks.
6. Police Office.

On each plan the land reserved to Government is shown in green tint. Some of these green tinted allotments do not have buildings shown on them, though they are known to be the locations of the following buildings:

Allotment	Building.
10	Prisoners' Barracks
12	Prisoners' Barracks
47	Commissariat Store
48	Commissariat Store
50	Commissariat Store
52	Commissariat Store
51	-
52	-
77	-
84	-
85	-
86	-
151	-

Land ordered to individuals is only shown in Figure 5.4 with allotments tinted yellow.
(See Chapter 6 for all known orders for allotments.)

6 TOWN DEVELOPMENT 1823-1853.

6.1 Private development, 1820s.

Applications arrived from those seeking town land. In November 1823, John Tucker, lately storekeeper at Newcastle, petitioned for a town lease for lot No 1 Wellington Street, on which he had a brick dwelling.¹²⁰ On 5 August 1824, the Colonial Secretary acknowledged the receipt of an application for a Town Lease at Newcastle from Thomas Cowling.¹²¹ The Colonial Secretary wrote to Captain Francis Allman on 15 January 1825, asking details of improvements made to Henry Dixon Owen's allotment [lot 63].¹²² On 8 July 1825, the Colonial Secretary wrote to Captain Francis Allman allowing allotments to John Pugh and George Lilley based on Allman's recommendations of 24 June.¹²³

One version of the 1826 Map of Newcastle provides a list of those with orders for town allotments. The plan has no date, but is a copy of the 1825 map with a Table of Allotment holders.¹²⁴ It was sent from the Colonial Secretary's Office to the Surveyor-General in December 1844, but is clearly based on Dangar's plans.¹²⁵ The list of holders is similar, but not identical to the list of the holders of allotments in 'The Town of King's Town, Newcastle' in Dangar's 1828 book with the text dated as August 1827. Dangar noted that,

"These allotments are held on lease for 21 years, subject, during that time, to a small annual ground rent; and should the lessee, within the said period of 21 years, build a house of one thousand pounds value, he is then entitled to a grant in fee-simple of the allotment."¹²⁶

In Parramatta, where allotments were also held by leasehold title, there was a lack of incentive to invest capital in improvements. Many buildings were constructed in timber prior to 1844 and this building stock has now completely disappeared. The situation appears to have been similar in Newcastle, with only a few more substantial

¹²⁰ Col Sec, Memorials, SRNSW 4/1833, No 56 pp 195-6

¹²¹ CSOL, 4/3512, p 149

¹²² CSOL, 4/3513, p 278.

For biographies, refer to the Australian Dictionary of Biography. Francis Allman (1780-1860).

<http://adb.anu.edu.au/biography/allman-francis-1699>

¹²³ CSOL, 4/3514, p 617

¹²⁴ The 1826 map is SR Map 4397

¹²⁵ Newcastle town map similar to N.6 but includes reference to class and contents of allotments, (N.7.652) c.1826, SR Map 4398

¹²⁶ Dangar, H, *Index and directory to map of the country bordering upon the River Hunter*, London, Joseph Cross, 1828, p 28

buildings surviving from the early town, including Claremont and Toll or Rose Cottage.¹²⁷

6.1.1 Holders of Orders for Town Allotments

The data in Dangar is the basis for the List of Holders of Orders for Town Allotments, since it has fuller details of names. Any different data in SR Map 4398 is shown in square brackets.

Number of Allotment	Holder
1	Isaac Elliott
2	Messrs Bingle & Dillin [sic]
4	David Maziere
5	James Cobb
6	Messrs Bingle & Dillin [sic]
8	James P Webber, J P
9	[Henry Rae]
11	[Alexander Phillips]
12	[T H James]
13	Anthony Dwyer
14	Gilbert Smith
15	Alexander McLeod J P
16	John Field
17	William Smith
18	John Smith
19	William Dangar
28	Vicars Jacob
29	James Reid
39	John Pugh
40	[Captain Allman J P]
41	George Stone
42	[George Forbes J P]
43	George Lilly
44	[Peter McIntyre]
45	James McGillivray
46	A B Spark
49	William Eckford
51	John Thomas Maughan
53	William Hicks
54	William Evans

¹²⁷ Edward Higginbotham and Paul-Alan Johnson. 1991 *The Future of Parramatta's Past. An Archaeological Zoning Plan. 1788 to 1844.* Department of Planning. Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 25.

Number of Allotment	Holder
55	Patrick Rilley [sic]
56	William Pouditch
57	Patrick Rilley [sic]
58	John Tucker
59	J G Frankland
60	Joseph Thew
61	John Brown
62	Edward Priest
63	Henry D Owen
64	John Pike T P [sic – J P]
65	Edward Gostwick Cory
66	Beresford Hudson
67	William Hickey
68	Alexander Shand
69	Duncan Sinclair [sic - Sinclair on SR Map 4398]
70	Joseph Pennington
71	John Herring Boughton
72	Nathaniel Goldingham
73	James Mudie
75	Elizabeth Dillin [sic]
76	T C Thomson
78	T V Bloomfield
79	George Galway Mills JP
80	Thomas Coulson
81	William Ogilvie J P
82	Edward C Close
83	Major Jackson
89	[John Watson]
93	William West
96	Leslie Duguid
98	Henry Tubbit [sic]
99	John Taylor
100	William Dun
101	Henry Gillman J P
102	John Earl
130	George Williams
131	James Phillips
132	John L Platt
133	Robert Scott J P
134	Helenus Scott
135	John Bingle
136	James McClymant [sic – McClymont on SR Map 4398]

Number of Allotment	Holder
137	John Stronack
138	W B Carlyle
140	Lawrence Standish Harris [sic]
147	Joshua Thorp
156	John Cobb
188	Alexander Warren
190	J B Wilkinson [T B Wilkinson on SR Map 4398]
191	Alexander Livingstone
192	Henry Dangar

Source: Henry Dangar, *Index and directory to map of the country bordering upon the River Hunter*, London, Joseph Cross, 1828, pp 28-9; Newcastle town map similar to N.6, but includes reference to class and contents of allotments, (N.7.652) c.1826, SR Map 4398.

There are no official registers of Newcastle leases at Land & Property Information (LPI), unlike the case for leases for Sydney, Parramatta and Liverpool. Dangar's list and SR Map 4398 provide the fullest record of those with orders for town leases. Many of the leaseholders were not the final grantees of the lots they held. Grants for land in the town record the original promise of a lease. The grant of Lot 19 Pacific Street on 15 April 1841 to William Dangar noted the promise of a lease to William Dangar by Thomas Brisbane, made on 19 November 1825.¹²⁸ Other leaseholders sold their right. Lot 13 George Street was leased to Anthony Dwyer. In February 1828, David Maziere, the current holder of that lot sold it to John T Campbell for £44/5/0.¹²⁹ In 1827, Dangar reported that many town lots were held by men with estates further up the valley. Once they had their estates in order, they would probably build on their town lots. Newcastle is salubrious, he wrote, with sea breezes and there were good sea bathing opportunities.¹³⁰

In 1825, Reverend Lancelot Threlkeld, who had arrived to begin a mission to the Aborigines estimated there were 50 inhabited houses and 400 people in Newcastle. The Lumber Yard was operating, as was the brickyard. There were three bakers, one butcher, plus a number of occasional butchers, and carpenters, shoemakers, masons and other tradesmen.¹³¹

Gregory Blaxland commenced a salt works on one acre on the coast near Signal Hill in 1826. It was claimed to have cost £1,500, but was soon abandoned.¹³²

¹²⁸ Grants, Volume 51 (originally TG 4), p 238

¹²⁹ Old System Deed, LPI, No 371 Bk B

¹³⁰ Dangar, H, *Index and directory to map of the country bordering upon the River Hunter*, London, Joseph Cross, 1828, p 50

¹³¹ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 23.

For biographies, refer to the Australian Dictionary of Biography. Lancelot Edward Threlkeld (1788-1859).

<http://adb.anu.edu.au/biography/threlkeld-lancelot-edward-2734>

¹³² J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 26.

For biographies, refer to the Australian Dictionary of Biography.

In 1827, Henry Dangar noted that private houses in Newcastle numbered 25 to 30, with about 200 inhabitants, apart from the government mining establishment. The residents included storekeepers or mercantile men, shopkeepers, innkeepers (5), carpenters, bricklayers, brickmakers and blacksmiths.¹³³

A description of Newcastle was published in the *Sydney Gazette* on 29 October 1829. The correspondent noted that since he had last visited, the town had progressed. There were several new buildings, especially a brick house built by Mr Smith and a large brick inn built for Mr Husham [i.e. Huxham]. There were about 50 inhabited houses, and 400 people apart from the military and convicts. There were eight inns or hotels. It had three bakers, one permanent butcher and a few occasional ones.¹³⁴ Three brick lined wells near the harbour supplied the town with water.¹³⁵ The land around these wells was gazetted as a Water Reserve. The position of the wells is shown on a number of plans (for example Figure 6.4).¹³⁶

John Armstrong, surveyor, drew a highly detailed map of Newcastle stretching across the site of the proposed government town to the AA Company grant. It provides precise detail of all buildings that were extant, but only shows the intended south and west sides of Church and Brown Streets as planned by Dangar.¹³⁷ The plan is dated to 1830, because it shows the position of the AA Company's "A Pit". It also shows Gregory Blaxland's Allotment, taken up in 1826.

The Australian Agricultural Company was granted 2,000 acres immediately west of the town of Newcastle. The grant prohibited the sale or subdivision of the AA Company's land, so the town only extended as far west as Brown Street until the 1850s.¹³⁸ Nonetheless, there was little need for the town to expand, since there were many lots in the Government Town that remained vacant.

6.2 Newcastle Town Population, 1833 - 1861.

Census data shows the increase in the population of the town from the 1830s through to the 1860s.

Gregory Blaxland (1778-1853).

<http://adb.anu.edu.au/biography/blaxland-gregory-1795>

¹³³ Dangar, H, *Index and directory to map of the country bordering upon the River Hunter*, London, Joseph Cross, 1828, p 47-8

¹³⁴ *Sydney Gazette*, 29 Oct 1829, p 2-3

¹³⁵ *Sydney Gazette*, 29 Oct 1829, p 2-3

¹³⁶ N.13.844, Crown Plan

¹³⁷ John Armstrong, Plan of the Town of Newcastle in New South Wales, 1830, Alexander Turnbull Library, National Library of NZ, 817.95 gbbe/1830/Acc 3580

¹³⁸ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 4

Year	Males			Females			Total Population
	Free	Convict	Total Males	Free	Convict	Total Females	
1833	160	226	386	124	26	150	536
1836	156	361	517	122	65	187	704
1841	409	631	1040	255	82	337	1377
1846			1017			454	1471
1851	501	71	572	432	1	433	1005
1856			809			595	1404
1861			782			680	1462

Source: 1833, Blue Book, 1834, p 162; 1836, NSWGG, 25 Jan 1837, p 85; 1841, Blue Book, 1841, p 298; 1846; NSWGG, 4 Nov 1846; 1851, NSWGG, 7 Nov 1851; 1856, 1856 Census, p 33

6.3 Private Development, 1830s - 1853.

The Town grew modestly in the 1830s. Much of the land in the town was still held under lease. It was not until the 1840s, that many of the town lots were granted. A sketch plan of January 1833 showed a number of "sufferance huts" near the harbour.¹³⁹ A slaughterhouse owned by Reid in 1834 occupied Lot 209. That lot was later granted to S Lyons.¹⁴⁰ As late as 15 February 1850, Captain Biddulph and others appeared in Court to complain of the number of butchers, who had boiling down works in the town where they disposed of offal and other waste. The courthouse was positioned between a slaughter yard and a boiling down works, making court sittings quite unbearable.¹⁴¹ Some hotels were built along Watt Street in the 1830s.¹⁴² One of the hotels in Watt Street was the Newcastle Inn, let to John Huxham [sic] in 1830.¹⁴³ In 1836, most of employees of the AA Company works were convicts. Hence, though the population of the town was 704 there were only 40 houses.¹⁴⁴

By 1841, with the expansion of AA Company activities, there was a more active building industry.¹⁴⁵ The 1841 Census shows there were 100 dwelling houses in Newcastle of which 61 were stone or brick and the other 39 were of timber.¹⁴⁶ The 1841 Householders Returns number 107 for Newcastle Town, mostly in the town, whilst some were at Ash Island. Others who were listed in the "Swamps, Town of Newcastle" were probably in the swampy land on the AA Company grant.¹⁴⁷ Another stimulus to development was the increasing rate at which town allotments

¹³⁹ SG, Sketch Book 2, f 32; See also SG, Sketch Book 2, f 53

¹⁴⁰ N.13.844, Crown Plan

¹⁴¹ *Maitland Mercury*, 20 Feb 1850, p 3

¹⁴² J Turner, 'Newcastle Overview', p 19

¹⁴³ Publicans' Licences, SRNSW 4/61, No 39

¹⁴⁴ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 4

¹⁴⁵ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 16

¹⁴⁶ Blue Book, 1841, p 298

¹⁴⁷ 1841 Census Householders' Returns, SRNSW X947

became available as freehold, once town leases were converted to grants through purchase or payment of quit rent.

In September 1840, the Church of England had bought land at Honeysuckle Point from the Crown for £303/15/0 for a Grammar School. It was held in the name of Dr Mitchell, who later transferred the trust to A W Scott and W Croasdill. When the first Bishop of Newcastle arrived, the land was subdivided into 52 lots, of which 40 were let on 21-year building leases. Part of the land was later resumed for the railway (Figures 8.1 and 8.9).¹⁴⁸

During the 1840s, the Presbyterians and Roman Catholics were allocated land for a cemetery on the harbour east of Cottage Creek. These burial grounds closed in 1883 when Sandgate Cemetery came into use.¹⁴⁹ The Presbyterian and Roman Catholic Burial grounds were shown on Blane Street, just to north of Steel Street in a plan of 1886.¹⁵⁰ A School of Arts opened in 1841.¹⁵¹

Although the population of Newcastle did not require more land, nonetheless the presence of the AA Company grant on its western side did have an effect on manufacturing in Newcastle. Those industries requiring more expansive land and river frontage were forced to migrate to the northern side of the river at Stockton, as this newspaper article, summarising the prospects of industry at Newcastle noted in 1844:

NEWCASTLE—STOCKTON—COLONIAL
MANUFACTURES.—CLOTH.—SALT.

THERE can be little doubt that from its geographical position, and ample supply of those two great requisites—coal and water, the mouth of the Hunter will be the site of the principal manufactures in the colony, and that a very few years will see a dense population engaged in various branches of manufacturing, but particularly of cloth, established in the neighbourhood; and the recognition of Newcastle as a free port, which will most probably have taken place ere this time next year, will facilitate the operations referred to.

The Australian Agricultural Company have now two mines at work, and a third which, will be ready for work in a few months, the shaft having been sunk and the engine erected at its month, so that upon the completion of the boiler it will be immediately started. These works, with their connecting railways, their steam engines, and the other appliances for mining and shipping coals are on a most extensive scale, so much so,

¹⁴⁸ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 43

¹⁴⁹ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 58

¹⁵⁰ N.11.2137, Plan of Streets Borough of Newcastle, 13 July 1886, Francis J Gregson

¹⁵¹ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 16

that a vessel of three hundred tons burthen can with ease be loaded in a few hours: they are well worth inspection, and as there must be thousands of persons in the colony to whom such matters would be perfectly novel, we can assure them that they would be both instructed and amused by a trip to the mines, especially if they had sufficient courage to venture to the "shades below."

A steam flour mill is in course of erection at Newcastle, and there is some talk of the erection of a small sugar refinery. It is on the opposite side of the harbour however, on the low sandy point forming the north side of Port Hunter, that manufactures have chiefly taken root. The village of Stockton is becoming a place of considerable importance. The land belongs to Messrs. A. W. SCOTT and JAMES MITCHELL, to whom also we believe belong the buildings.

There is a very complete and extensive salt manufactory belonging to Mr. SCOTT. The factory is built close upon the sea shore, whence the water is pumped by a steam engine to a trough about forty feet high; from this trough it is allowed to trickle slowly through a sort of fence or hedge of bushes, and the evaporation that takes place as it descends, nearly doubles the strength of the water, which is then pumped by the steam engine into the boiling pans, where heat is applied until crystallization takes place, and the salt is produced. The salt made here appears to be of a very excellent description, and the demand for it is very considerable.

Near the salt works is a large foundry, at which, when we visited it, the men were busily employed casting some large pots for sheepboiling, and in preparing some pans for a soap boiler, who is about to commence business there.

It is the cloth factory of Messrs. FISHER and DONALDSON which, however, we consider most important. We have here the commencement of a work which we have no doubt a very few years will make of the utmost importance to the colony: for there can be no doubt that a ready sale can be obtained not only in the neighbouring colonies, but also in China and the Eastern seas for large quantities of colonial cloth. At present, the quantity manufactured is from eight hundred to a thousand yards a week, but additional machinery is expected from England in the course of a few months, which will enable them to double that quantity; and although the fact of their being manufactured here cannot be extensively known, the demand for colonial tweeds already far exceeds the supply, and Messrs. FISHER and DONALDSON are prevented from turning their attention to the manufacture of other cloths which would be almost sure to be equally in demand.

Everything connected with the manufacture of the cloth is carried on on the premises. The wool is plucked from the skins, for it is skin wool that is princi...colour, spun, wove, and made ready for market by the various persons' employed, who are about fifty in number. The dye woods are all procured in the neighbourhood, some of them, particularly the fustic, being said to be of a very superior quality, and admirably adapted for the purposes to which they are applied.

We think we have shown by these remarks that the mouth of the Hunter is becoming a place of considerable importance, on account of its manufactures, and as there is now a marked and admitted change for the better in the state of the colony, we have no doubt that in a very short time these manufactures will be increased, and we have reasons for believing that one of the largest wool merchants in the colony, who is now on a visit to England, is making arrangements for the establishment of a factory on a most extensive scale.¹⁵²

In 1843, lobbying commenced by a powerful group of entrepreneurs and merchants including James Reid, William Brooks, Robert Fisher, James Hannell, Job Hudson, William Rouse, Simon Kemp, Martin Richardson, C P N Wilton, Henry Usher, James Brown, J Austin and George Brooks to pressure the government to make Newcastle a free port. Their pleas were successful in 1846, when the Colonial government made Newcastle a free port stimulating warehousing of goods and the export of goods, notably coal.¹⁵³

A flourmill was set up in what was later known as King Street, near the corner with Perkins Street in 1844.¹⁵⁴ Mr Steel operated this flourmill for some years.¹⁵⁵

In 1846, Royal assent was given to create a new Church of England Bishopric based on Newcastle.¹⁵⁶

Henry Dangar bought 24 acres at Wickham known as 'Furlong's Paddock' where he set up his meat works, which became the Newcastle Meat Preserving Works.¹⁵⁷ By February 1848, Dangar's meat cannery was under construction at Honeysuckle Point and in operation by 1849. In 1853, the works included a preserving room, filling room, cutting-up room, tin men's shop, three storerooms and office. Adjacent to the

¹⁵² *Sydney Morning Herald*, 21 June 1844, p.2. (Trove, NLA).

¹⁵³ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 21

¹⁵⁴ Goold, *Growth of Newcastle*, p 24

¹⁵⁵ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 19

¹⁵⁶ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 16

¹⁵⁷ Goold, *Growth of Newcastle*, p 23

works were boilers for tallow rendering and meat preserving and a slaughterhouse, stables, stockyard and a workman's cottage.¹⁵⁸

One source stated that by 1849, Samuel Welham was conducting a pottery near the current Empire Park (Burwood Estate?) with the Potters Arms Hotel nearby.¹⁵⁹ Another source noted that during the 1850s, at the south end of Darby Street, a group of cottages was occupied by workers employed by Nathan Wellham's pottery works at Burwood south of that area. Wellham also had a small inn known as the 'Potter's Arms'.¹⁶⁰

On 5 March 1850, the boundaries of the Town of Newcastle were gazetted. They were later further expanded.¹⁶¹

In late 1850, a report noted that a fine new house was being built in Newcomen Street near the Church for Beresford Hudson. Another was under way for George Tully in King Street at the corner with Newcomen Street plus another for Mr J B Hudson in Bolton Street near Hunter Street. A large building was being built as a shop and provision store for W H Whyte in Watt Street.¹⁶²

The fabric of the old convict town was slowly disappearing. On 13 July 1851, a fire lit by an arsonist destroyed Dr Mitchell and Tully's store in Newcastle, part of the old stockade.¹⁶³

6.4 Public Buildings 1822-1853

In 1827, Henry Dangar described the public buildings in Newcastle as a church, which was not in use as it was unsafe and the steeple had been taken down, a police magistrate's residence, a parsonage, the surgeon's quarters, a courthouse, the subaltern officer's quarters, the commissariat store, military barracks, the guard room, the hospital, a gaol, windmills, plus a fort. He also noted the mining manager's residence. Private houses were 25 to 30 with about 200 inhabitants apart from the government mining establishment. The residents included storekeepers or mercantile men, shopkeepers, innkeepers (5), carpenters, bricklayers, brickmakers and blacksmiths.¹⁶⁴

¹⁵⁸ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 34

¹⁵⁹ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 17

¹⁶⁰ Goold, *Growth of Newcastle*, p 35-6. The licence could not be located on SRNSW publicans licences database.

¹⁶¹ Goold, *Growth of Newcastle*, p 37; NB Gazettal is not in NSWGG of this date.

¹⁶² Goold, *Growth of Newcastle*, p 34

¹⁶³ Goold, *Growth of Newcastle*, p 23

¹⁶⁴ Dangar, H, *Index and directory to map of the country bordering upon the River Hunter*, London, Joseph Cross, 1828, p 47-8

On 20 January 1824, Earl Bathurst ordered that Courts of Requests be set up in major towns including Newcastle.¹⁶⁵ The Newcastle Court of Requests does not appear to have been established until 1 January 1841.¹⁶⁶ Previously, a petty sessions court was gazetted on 3 October 1832 and functioned from 30 September 1832 onwards.¹⁶⁷ Governor Darling reported on 26 September 1827 that he had appointed a stipendiary magistrate to Newcastle.¹⁶⁸ Yet, Newcastle was losing its pre-eminence with the rise of wealthy free settlers, centred on Maitland and the middle Hunter Valley. In 1829, the Court of Quarter Sessions opened at East Maitland, underlining the shift of importance away from Newcastle.¹⁶⁹

In 1836, most of the employees of the AA Company works were convicts. Hence, though the population of the town was 704 there were only 40 houses. Most of the convicts lived in the gaol, hospital and barracks. The soldiers were accommodated in the government buildings. Many of the convicts worked on public works nearby, especially the breakwater, but they did not maintain the fabric of the town.¹⁷⁰ Hence, there was a continuing need to maintain or even extend government works in the town. Government works in the Town of Newcastle from 1828 to 1857 are shown in Appendix 1.¹⁷¹

A stockade for the convicts was constructed between 1833 and 1835.¹⁷² A new courthouse was commenced at the corner of Bolton and Hunter Street in 1837.¹⁷³ It was finished in 1841 and fitted up in 1842.¹⁷⁴ It was later occupied by the Post Office.¹⁷⁵ It became military offices when the new courthouse opened.¹⁷⁶ A lifeboat shed was constructed in 1839 for £109/10/0.¹⁷⁷

A sketch plan of July 1835 showed part of the Glebe that would be taken for the Military Barracks.¹⁷⁸ They were built by the Imperial Government in 1840. They were

¹⁶⁵ HRA, Series 1, volume 11, p 197

¹⁶⁶ Returns of the Colony 'Blue Books', 1841, SRNSW 4/273, p 172

¹⁶⁷ H Golder, *High and Responsible Office: A History of the NSW Magistracy*, Sydney University Press, Sydney, 1991, p 245

¹⁶⁸ HRA, Series 1, volume 13, p 670.

For biographies, refer to the Australian Dictionary of Biography.

Governor Sir Ralph Darling (1772-1858).

<http://adb.anu.edu.au/biography/darling-sir-ralph-1956>

¹⁶⁹ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 12

¹⁷⁰ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 14-5

¹⁷¹ See Appendix 1. Government works in the Town of Newcastle from 1828 to 1857.

¹⁷² Returns of the Colony 'Blue Books', 1834-5, SRNSW

¹⁷³ Returns of the Colony 'Blue Books', 1837, SRNSW

¹⁷⁴ Returns of the Colony 'Blue Books', 1841-2, SRNSW

¹⁷⁵ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 44

¹⁷⁶ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 28

¹⁷⁷ Returns of the Colony 'Blue Books', 1839, SRNSW

¹⁷⁸ SG, Sketch Book 3, f 31, f 99

converted into the Police Station after responsible government in 1856. It later became the Hospital for Imbeciles, which was still its use in 1897.¹⁷⁹ A plan by G B White of 1845 showed the positioning of buildings on the site.¹⁸⁰

The Breakwater connecting the mainland to Nobbys Island was completed in 1846.¹⁸¹ However, work on the Breakwater continued into the 1850s, when it merged into general harbour works for the port of Newcastle.¹⁸² Other improvements were made to aid shipping and make the harbour into a more reliable port. After demolition of the former windmill in 1850, the stone was used to erect an obelisk on the site of the mill as a marker for shipping.¹⁸³ Its existence was gazetted on 25 June 1850, along with sailing instructions for ships entering the harbour of Newcastle.¹⁸⁴ The lighthouse was constructed in 1854-7. ¹⁸⁵ A "Signal House" was built in 1856-7.¹⁸⁶

Local government came to Newcastle in 1843, under the provisions of the Imperial Act of 1842. The District Council was headed by a Warden and six Councillors. It was mainly concerned with road repairs and bridges, particularly the Iron Bark Bridge.¹⁸⁷

6.5 Expansion of Newcastle, 1826-1853.

In 1820, Newcastle was an isolated penal settlement (Figure 6.1). The decision taken by Governor Macquarie in 1819 to open the Hunter Valley to free settlement was to rapidly transform the region into an important agricultural area (Figure 6.2). Maitland and Morpeth, at the head of navigation, became the centres for the supply of the settlers, as well as the centre of government administration. As a result Newcastle stagnated, its ongoing existence depending on coal extraction, at first by government, but after 1830 by the AA Company.

The plan by John Armstrong in 1830 nonetheless shows the first signs of private enterprise, depicting a number of public houses and a store, as well as George Blaxland's Salt Works (Figure 6.4).

¹⁷⁹ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 28

¹⁸⁰ Ordnance Lands, (Newcastle), Sketch showing the land appropriated as the site for Military Barracks, Newcastle, (O.17.1208), G B White, Sep 1845, SR Map 4692

¹⁸¹ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 16

¹⁸² Returns of the Colony ' Blue Books', 1846-57, SRNSW

¹⁸³ T Callen, *Bar dangerous: a maritime history of Newcastle*, Newcastle, 1986, p 187

¹⁸⁴ NSWGG, 25 June 1850, p 991

¹⁸⁵ Returns of the Colony ' Blue Books', 1854-7, SRNSW

¹⁸⁶ Returns of the Colony ' Blue Books', 1856-7, SRNSW

¹⁸⁷ <http://archivesoutside.records.nsw.gov.au/sesquicentenary-of-local-government-in-newcastle/>

The town was slow to expand. The Hunter River waterfront provided an attractive location for enterprise or pleasure. The Government Reserve shown on Dangar's plans was soon laid out as allotments and sold off to private individuals (Figures 5.2, 6.5 to 6.9).

The Government buildings still served to house the Civil Department and the convict workforce (Figure 6.11). A new Military Barracks was erected in 1840, with sketches and plans showing the process of reserving the land, south of Church Street and erecting the barracks buildings (Figures 6.12, 6.13, 6.19).

In 1839-1840 the street grid was expanded on the eastern side with blocks bounded by Scott Street, Stevenson Place, Telford and Zaara Streets and Parnell Place (Figure 6.15). This area was soon subjected to problems associated with wind blown sand.

The sand dunes behind Newcastle Beach are shown on Armstrong's Map of 1830 (Figure 6.4). The removal of the vegetation over the dunes was progressive, until it became an area of wind blown sand by the mid 1830s (Figure 6.10). Various measures were attempted to control the movement of the sand. The street alignment map of 1853 shows a "High Bush fence" had been erected along the cliff top between the Hospital and the Gaol, but that this had been swamped by sand (Figure 6.28). This map also shows that sand was a problem as far west as the alignment of Pacific Street. Innovative measures to plant out indigenous shrubs and pigface were considered and possibly the erection of new barriers in 1853 (Figures 6.29 and 6.30). The effect of the sand can be seen on the road alignment to the north of Stevenson Place, which is marked as a "Buried Road" on the 1839 plan (Figure 6.15). This road was marked as a plank road on navigational charts up to the 1880s.

The inaccuracies of the survey of the Dangar Street grid, possibly caused by the uneven terrain, appear to have caused a number of problems, requiring the correction of the boundaries of some allotments even as late as 1844 (Figures 6.5, 6.21). In other cases, Dangar's survey had put existing buildings in the street, resulting in claims for compensation (Figure 6.17). The encroachment of the Parsonage into Church Street was an ongoing issue, although the boundary wall of the Commandant's House and Garden was removed from Church Street by the 1840s (Figures 6.12, 6.19). In 1848 the irregular layout of some of the government buildings and enclosures was still being corrected, as was the case for the reserve for a new Customs House (Figure 6.24).

One of the most important requirements of the Archaeological Management Plan is to assess the extent of development on the Newcastle Street grid throughout the period from the end of the Penal Settlement to the 1850s. One of the most important plans is that surveyed by John Armstrong in 1830 (Figure 6.4). The extent of development in parts of the town is clear, for example, north of Hunter Street in the 1830s (Figures 6.6, 6.7, 6.8, 6.9). A few other plans show buildings on various blocks

(Figures 6.17, 6.21). However it is not until the 1853 street alignment plan that there is an accurate picture of the extent of development on the majority of the town allotments (Figure 6.27). This plan does not show any new development to the east of Pacific Street. The reality is revealed by John Rae's panorama, looking east from Newcomen Street. Close analysis of this panorama confirms the absence of development to the east of Pacific Street, except for existing buildings (Hospital, Gaol, Engineers Works, Flagstaff, etc) (Figure 6.25). In other words, the eastern extension of the town beyond Pacific Street had either been hampered by lack of economic impetus, or by the encroaching sand (see Figure 6.15 for 1839 plan of these blocks or sections).

It was not until 1852 that the Commissariat Store, offices and accommodation became redundant and were considered for sale (Figure 6.27).

Concurrent with the proposed subdivision of the AA Company land in 1853, the first surveys were undertaken to expand the town to the south of Church Street (Figures 6.31 and 6.32).

6.6 Figures.



Figure 6.1. "Map of New South Wales...", by R. Penny, published in W. C. Wentworth. *Statistical, historical, and political description of the colony of New South Wales*, Second Edition, 1820. Source. National Library of Australia. <http://nla.gov.au/nla.map-f864-e> This map of New South Wales shows the isolation of Newcastle (Port Hunter) from the settled districts. This is in complete contrast to the extent of settlement by 1828 shown in Figure 6.2).

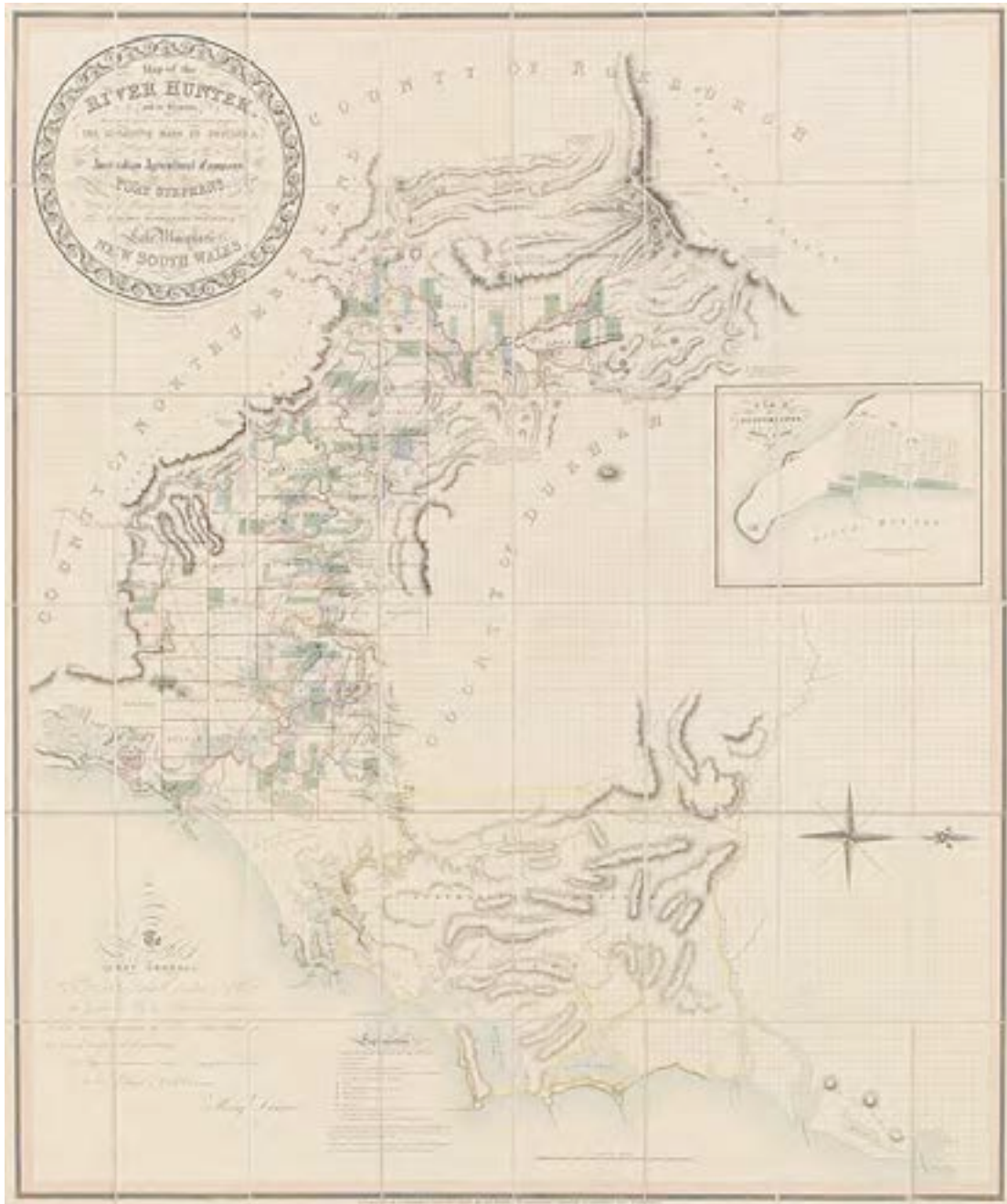


Figure 6.2. "Map of the Hunter River...", engraved by Joseph Cross, London, 1828.

Source. National Library of Australia. <http://nla.gov.au/nla.map-nk646-e>

By 1828 free settlement had reached nearly the full extent of the Hunter Valley. Ships and steamers with supplies for the settlers bypassed Newcastle and went as far as the head of navigation on the river. For shallow draft vessels the upper reaches were located at Maitland, but for larger vessels Morpeth became the head of navigation. This focus of trade also made Maitland the centre of government for the Hunter until the construction of the railway in 1857.



Figure 6.3. Dwellings and a windmill, Newcastle, New South Wales. c. 1828. Edward Charles Close. Source. National Library of Australia. <http://nla.gov.au/nla.pic-an4563834-s36-v> This view of Newcastle shows the windmill on the right. It is however difficult to pinpoint the location of the houses shown in this sketch. Is this a view looking south over Lake Macquarie, or north over the Hunter River?



Figure 6.4. "Plan of the Town of Newcastle in New South Wales", 1830, by John Armstrong. Source. Alexander Turnbull Library, National Library of NZ, 817.95 gbbe/1830/Acc 3580. This is one of the key maps of Newcastle, showing the development of the town after the closure of the Penal Settlement. Many of the institutions of the convict settlement survive and progress has been made on the Breakwater.

The Map also shows the A Pit of the AA Company, opened in 1831, as well as the present Government Coal Pit and the previous Government mine, labelled as "Old Govt Pit stopt up". There is another "old Govt Water Pit" to the south on the headland. Exploration by the AA Company can be clearly seen in the number of boreholes shown on the map in the area that was later granted to the Company.

Other signs of private enterprise include G. Blaxlands Salt Works on a one acre allotment on the coast.

Within the Town itself, evidence of private enterprise is shown by the Ship Inn and another two public houses on Watt Street. "Smith's Store" is located on what would become the south side of King Street,

east of Watt Street. There is another public house on what would become the north side of Hunter Street, near to the series of wells that provided fresh water for the settlement.



Figure 6.4. "Plan of the Town of Newcastle in New South Wales", 1830, by John Armstrong (Detail).



Figure 6.5. Sketch plan of the block bounded by Watt, Pacific and King Streets, showing some buildings and realignment of the streets, 1829. The buildings on Watt Street are the Ship Inn and Superintendents (formerly Tide Waiters) Residence. The house on King Street is not identified. The house encroaching into Pacific Street is identified as the "Residence of the Superintendent of Works & Post Office" on Armstrong's plan. The Commissariat Stores are on the west side of Watt Street. Source. State Records NSW. SB1 49.



Figure 6.6. Sketch plan of the Government Reserve on the waterfront of the Hunter River, 1833. The plan shows many of the buildings on the Armstrong Plan, 1830. John Smith has applied for the Tide Waiters Residence on Watt Street. The larger allotment with buildings on the north side of Hunter Street had been built on by Mr. Binden and was applied for by Mr. Cox. The other allotment was applied for by Mr. Buxton. Apart from the public wells and the Watch House, the remaining were "Huts on Sufferance". Source. State Records NSW. SB 2 32.



Figure 6.7. "Sketch of allotments to be laid out on the beach at Newcastle...", 1834. Within a year of the applications for allotments in the government reserve on the north side of Hunter Street, the land had been laid out as allotments, changing the layout that had been completed by Dangar in 1826. Source. State Records NSW. SB 2 53.



Figure 6.8. "Four Allotments at Newcastle", 5 January 1834. This plan, originally surveyed by 5 January 1834, has been amended with the names of the purchasers of the allotments on the north side of Hunter Street. Note also the mention of the "Courthouse Reserve". Source. Land and Property Information. Crown Plan 2.844.

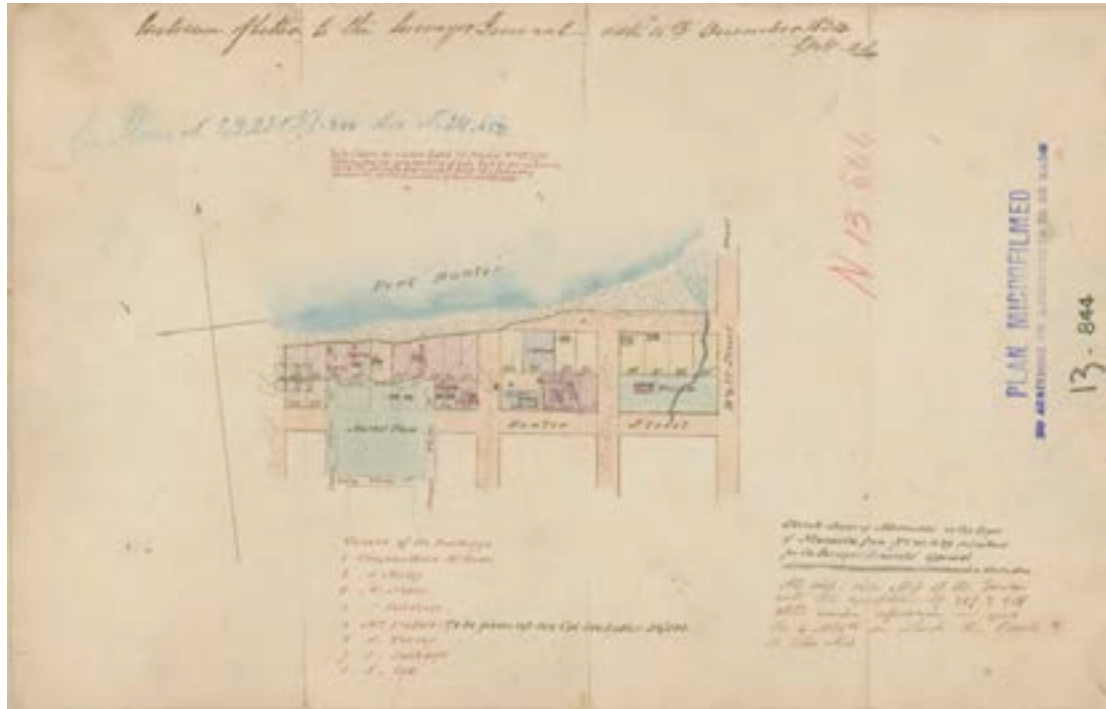


Figure 6.9. "Sketch showing Allotments in the Town of Newcastle", 15 December 1834. This Crown plan shows the alienation of further allotments along the north side of Hunter Street, the position of the Pond and other buildings. Source. Land and Property Information. Crown Plan 13.844.



Figure 6.10. The Sandhills at Newcastle, c.1835, by W Marsden. This painting shows the extent to which the sandhills were encroaching on the Town of Newcastle, once the stabilising layer of vegetation had been removed. The sandhills are also shown on the Armstrong Plan of 1830. Source. Hunter Photo Bank.

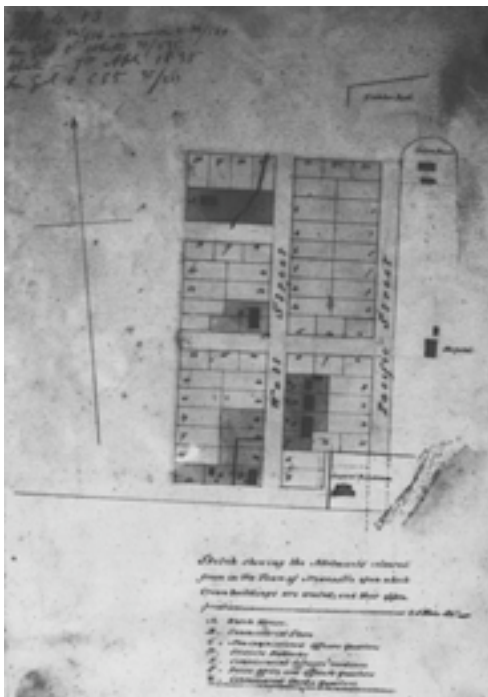


Figure 6.11. "Sketch shewing the Allotments...in the Town of Newcastle upon which Crown buildings are erected..." in 1834-1835 and their uses. The plan shows the Custom House, the Watch House, the Commissariat Store, Non Commissioned Officers Quarters, Soldiers Barracks, Commissariat Officers Quarters, Police Office and Officers Quarters, Commissariat Clarks Quarters, the Surgeon's residence and Hospital. The Commandant's House is no longer shown. Source. State Records NSW. SB 3 4.

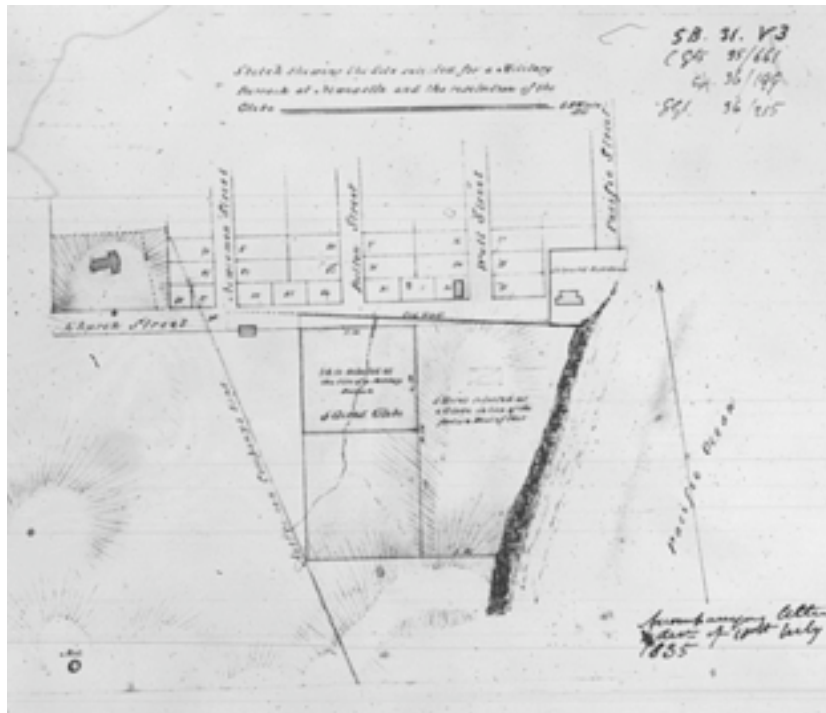


Figure 6.12. "Sketch shewing the Site selected for a Military Barracks at Newcastle...", 10 July 1835. This sketch plan shows one alternative for the site of the proposed Military Barracks. Note that the site of the Commandant's house is crossed through. The wall of the former Commandant's House and Garden is shown within the alignment of Church Street. Source. State Records NSW. SB 3 31.



Figure 6.13. "Plan of the Ground reserved for Military Purposes", 1835. This sketch plan shows another alternative for the site of the proposed Military Barracks. The land finally chosen was bounded by Watt, Church and Newcomen Streets. Source. State Records NSW. SB 3 99.



Figure 6.14. "Plan of the Newcastle Town Reserve, 1839". A compilation from G B White's survey 1838 by Fernyhough.
This sketch plan shows another alternative for the site of the proposed Military Barracks. The land finally chosen was bounded by Church and Newcomen Streets.
Source. State Records NSW. SR Map 4421.



Figure 6.15. Plan of Allotments for sale in Newcastle East, 1839-1840. This plan shows the layout of new sections, bounded by Scott Street, Stevenson Place, Telford and Zaara Streets and Parnell Place. The plan also shows a number of existing buildings, including the Hospital, Gaol, Stockade, Customs House, Lookout, as well as other features not previous shown on plans, including the Engineers Works, a "Buried Road", a well and a building on Gregory Blaxland's 1 acre allotment. Source. Land and Property Information. Crown Plan N71.844.



Figure 6.16. Court House, Hunter Street, Newcastle, built in 1841. Source. State Records NSW. Image Number 4481_a026_000535.

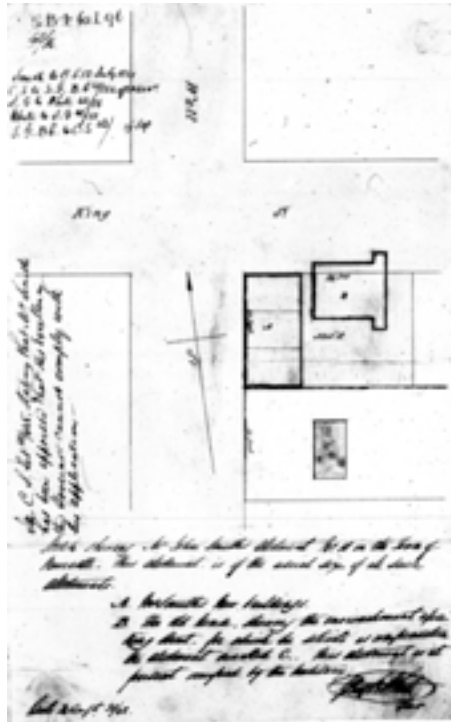


Figure 6.17. "Sketch showing Mr. John Smith's Allotment No. 18...", 1841. The plan shows the encroachment of a buildings onto King Street, for which Mr. Smith seeks compensation, namely the building to the south, at that time occupied by the Military. Source. State Records NSW. SB 4 96.

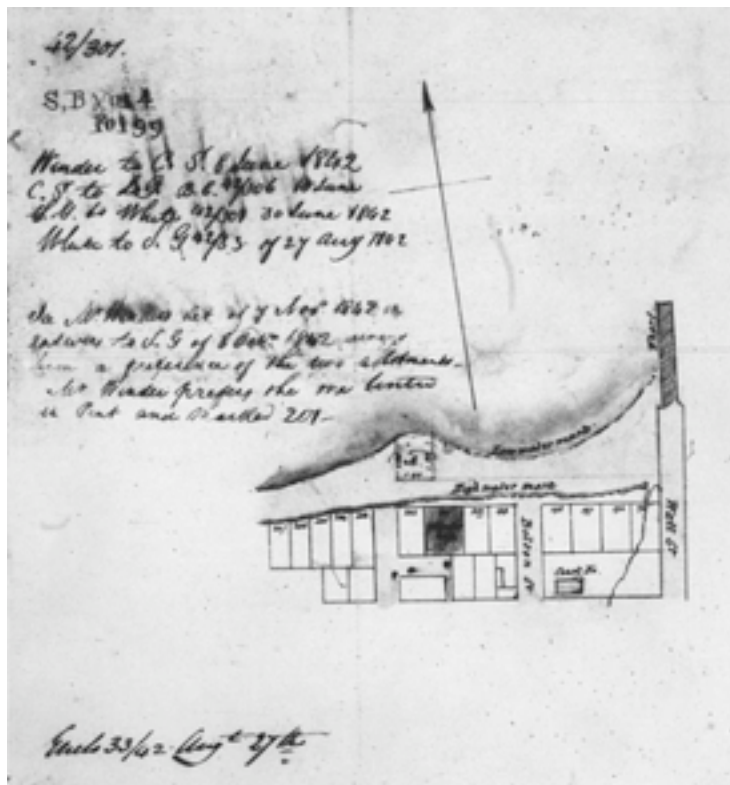


Figure 6.18. "Sketch Explanatory...", 1842. The purpose of this plan was to show the correct position of Allotment No. 201, as it have been incorrectly described, but the plan is useful in that it also shows the Courthouse, erected in 1841 on Hunter Street. Source. State Records NSW. SB 4 99.

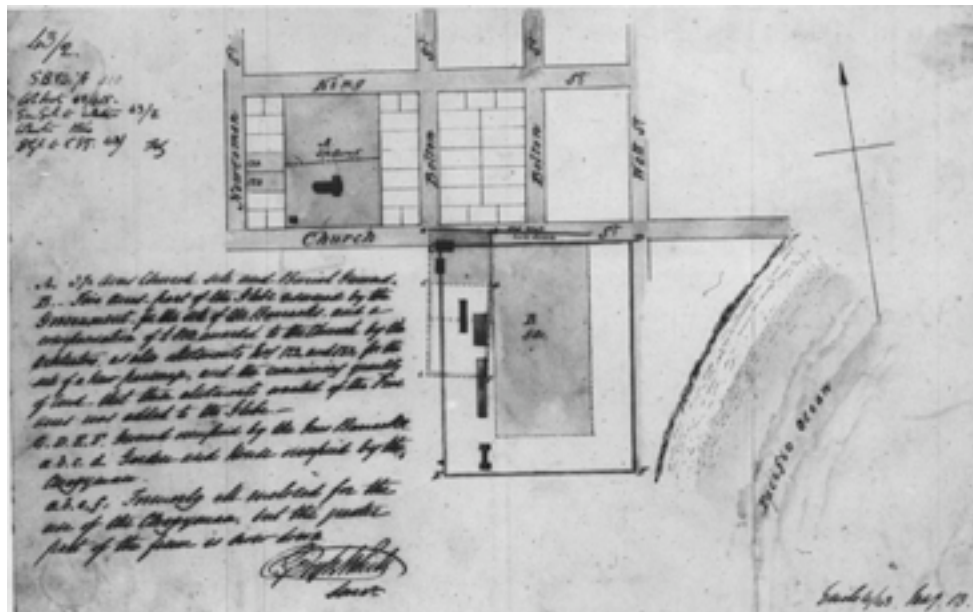


Figure 6.19. Sketch, 1843.

The sketch plan shows the area occupied by the Military Barracks, the former Glebe and the land allotted to the Church in compensation (Allotments 122 and 123). The plan indicates that the north wall of the former Commandant's House and Garden has been taken down.

Source. State Records NSW. SB 4 110.



Figure 6.20. "The Town of Newcastle and its harbour", 1844.

This plan of Newcastle shows the extent of the town in 1844. It shows the additional allotments on the Hunter River frontage, north of Hunter Street, as well as the new streets and allotments in Newcastle East. It shows a number of the public buildings and the Military Barracks, as well as improvements to the wharfage and extent of the Breakwater. Note also the works of the AA Company, the road buried with sand.

Source. National Library of Australia. <http://nla.gov.au/nla.map-f72-e>

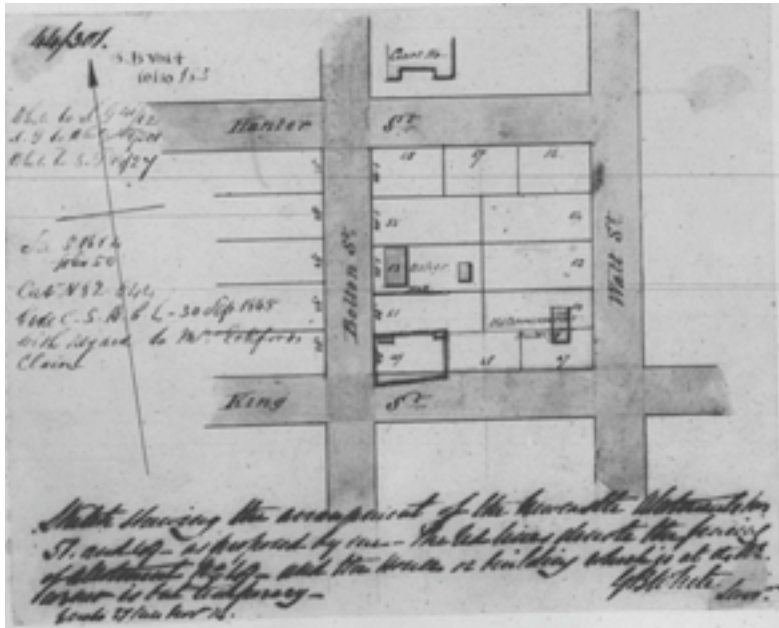


Figure 6.21. "Sketch shewing the arrangement of the Newcastle Allotments...", 1844. This sketch shows a number of buildings, including the new Courthouse, the old Commissariat, other buildings on Allotment 53 and buildings on Allotment 49 that did not respect the allotment boundaries. Source. State Records NSW. SB 4 183.



Figure 6.22. "Sketch shewing the land appropriated...", 1845. This sketch plan shows the buildings erected at the Military Barracks by 1845. Source. State Records NSW. SR Map 4692.



Figure 6.23. "Plan of the City of Newcastle", (N.1316) H Charlton, 3 October 1848
This plan shows the extent of the town by 1848, along with the completion of the Breakwater to Nobbys Head. The plan also shows the city boundaries, some public buildings, the lighthouse and windmill.
Source. State Records NSW. SR Map 4596.

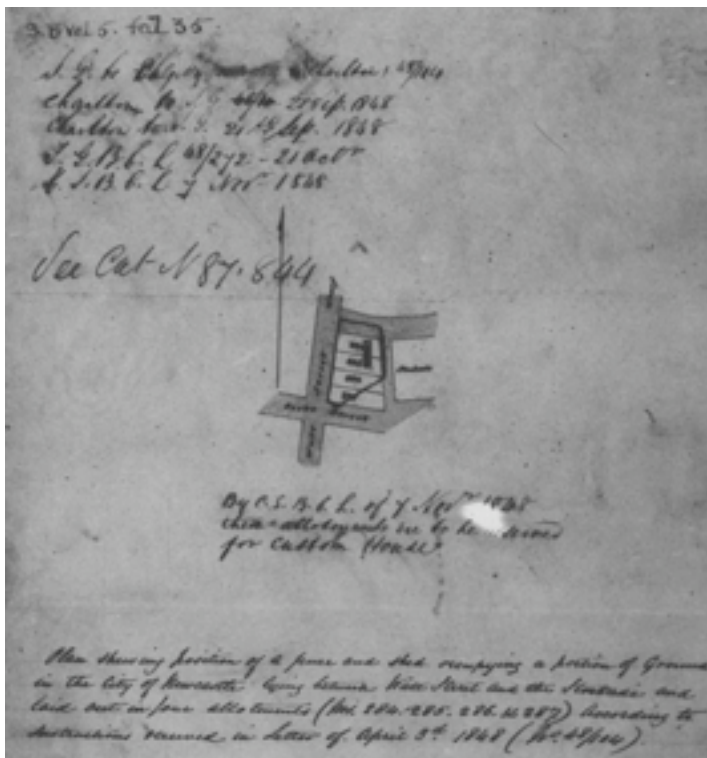


Figure 6.24. "Plan shewing position of a fence and shed..." 1848
This plan shows the four allotments to be reserved for a new Customs House. In 1848 the land was fenced and had a shed erected upon it.
Source. State Records NSW. SB 5 35.



Figure 6.25. Panorama of Newcastle, 1849, by John Rae.
This panorama was painted from Newcomen Street, opposite the Wesleyan Chapel. Behind the painter is Christ Church Cathedral. The right side of the top panel joins the left side of the second panel. Directly above is a detail of the panorama.
Source. State Library of NSW. Digital Order Nos. a1233001h to a1233007h.



Figure 6.28. Plan of Parts of the City of Newcastle..." 1853.

The plan shows the extent of development in the Town of Newcastle by 1853. On the ocean front the map delineates a "High Bush fence on Coast Line now nearly covered with [sand]", indicating the continuing problem caused by the Sandhills. The map is stippled to indicate sand on the coast but this shading is also shown as far west as Pacific Street and the former Lumber Yard. East of Pacific Street the map only shows the Hospital and Gaol, but no other development.

Source. Land and Property Information. Crown Plan N13.652.

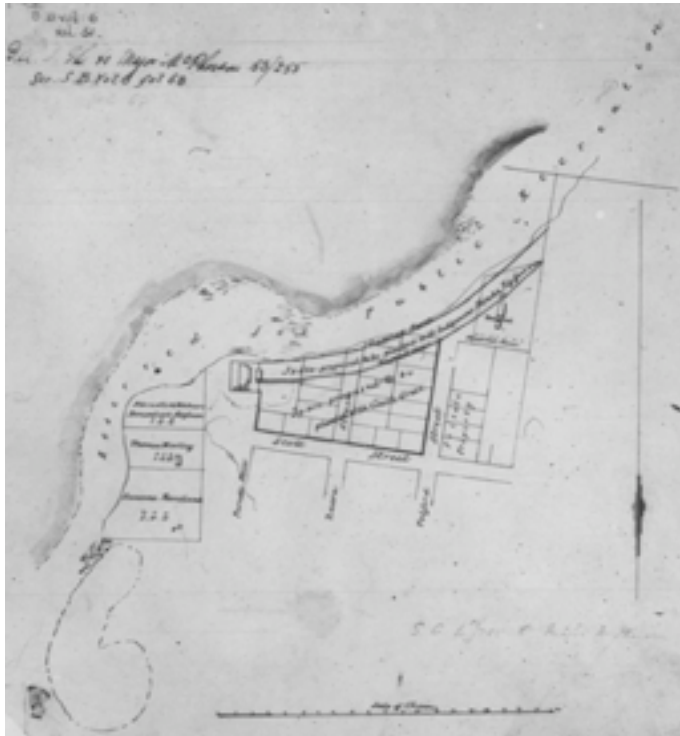


Figure 6.29. Sketch, 1853.

The sketch plan shows a scheme for stabilising the sand dunes or Sandhills. The proposal includes a corridor “planted with Indigenous shrubs, Pig face, etc”, between the Hospital and Gaol. To the south of Scott Street, between Parnell Place and Telford Street an area was to be planted with Couch Grass. This appears to be a very early proposal for the stabilisation of dunes in New South Wales.

Source. State Records NSW. SB 6 31.



Figure 6.30. Sketch, 1853.

The sketch plan shows a scheme for stabilising the sand dunes or Sandhills and adds to the information in SB 6 31. The dark lines may be fences. The “old fence” is indicated on the plan.

Source. State Records NSW. SB 6 68.

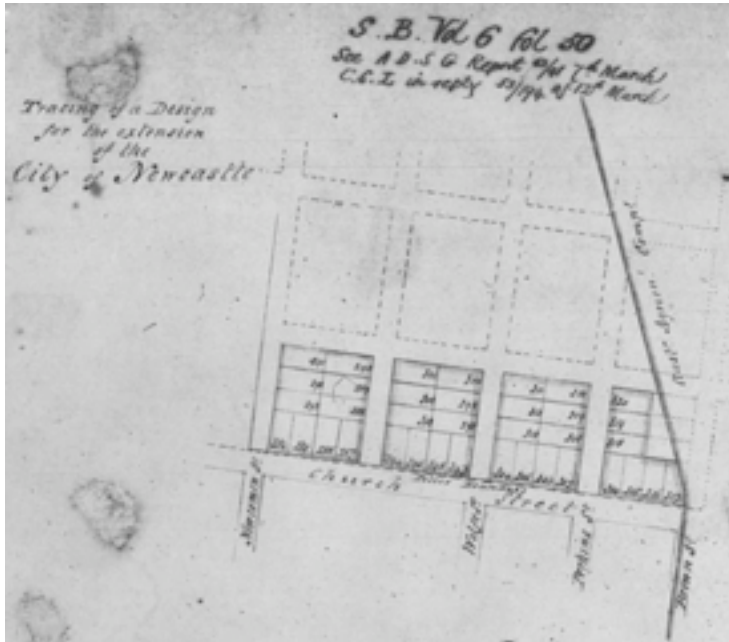


Figure 6.31. "Tracing of a Design for the Extension of the City of Newcastle", 1853. The sketch plan was one of a number of schemes for the extension of the town to the south of Church Street. Source. State Records NSW. SB 6 50.

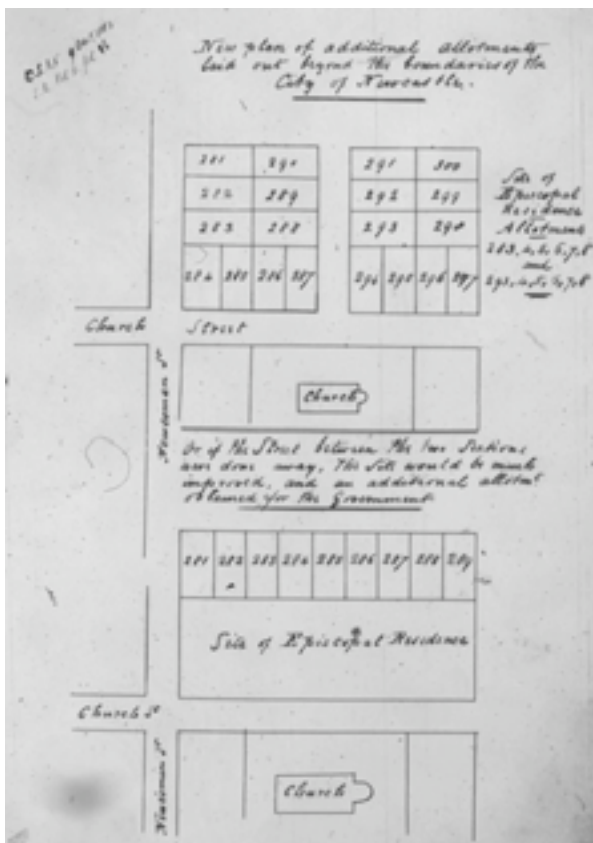


Figure 6.32. "New Plan of additional allotments laid out beyond the boundaries of the City of Newcastle", 1853. The sketch plan was one of a number of schemes for the extension of the town to the south of Church Street. Source. State Records NSW. SB 6 86.

7 THE AUSTRALIAN AGRICULTURAL COMPANY, 1830 TO 1853.

The Australian Agricultural Company was established in 1824. It was granted 2,000 acres immediately west of the town of Newcastle.

On 17 January 1827, James Henderson, the AA Company colliery superintendent arrived at Newcastle.¹⁸⁸ At first, the AA Company was to take over the government mines, but the poor quality of the coal in the "Dirty Seam", previously exploited by government meant this plan was unsuccessful.¹⁸⁹

The first AA Company shaft was cut into The Hill in 1831.¹⁹⁰ According to one description it was located between Brown and Darby Streets near the Church Street alignment. It was known as the A Pit.¹⁹¹ The shaft was 9 feet in diameter and was described by Turner as being near Brown and Church Streets. An inclined plane connected it to the harbour. In 1832 total tonnage of 7,000 tons of coal was produced, but output climbed thereafter (Figures 7.1, 7.2 and 7.3).¹⁹²

The AA Company used two steam engines at the mine, the first to be used for mining in Australia as well as casting some metal components, which may have been the first time this work was done in Australia. It set up a small engineering workshop at the eastern end of its grant.¹⁹³ The return of Mines, Mills and Manufactories shows that one steam engine was in use from 1838, but it was not until 1841 that two steam engines were in use.¹⁹⁴

Coal was raised by a steam engine and sent by an inclined plane to the harbour, where the AA Company had a small wharf at the end of Brown Street. The inclined plane crossed Hunter Street at Brown Street. According to one source, a wooden bridge was built there in 1835 and used until replaced by an iron one in 1864.¹⁹⁵ Another source recorded 1833 as the date that the AA Company erected the wooden bridge across Blane and Hunter Streets as part of its incline plane for shipping coal from the mines.¹⁹⁶ Jesse Gregson stated that the original wood bridge was so low that people in carts had to duck their heads when passing under it. A drawbridge was

¹⁸⁸ Goold, *Growth of Newcastle*, p 21

¹⁸⁹ J. Gregson. *The Australian Agricultural Company 1824-1875*. Angus and Robertson, Sydney, 1907. p. 60.

¹⁹⁰ J. Gregson. *The Australian Agricultural Company 1824-1875*. Angus and Robertson, Sydney, 1907. p. 61.

¹⁹¹ Andrews, *Coal, Railways, Mines*, p 13

¹⁹² J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 14

¹⁹³ J Turner, 'Newcastle Overview', p 18-9

¹⁹⁴ Col Sec, Special Bundles, Magistrates Returns of Mills, Manufactories etc, 1831-42, SRNSW 4/7267

¹⁹⁵ Goold, *Growth of Newcastle*, p 21

¹⁹⁶ Andrews, *Coal, Railways, Mines*, p 17

later built to allow bullock drays to pass underneath.¹⁹⁷ After marine borers had destroyed the original AA Company wharf, it opened a new wharf with piles sheathed with copper on 10 December 1831.¹⁹⁸ In 1837 the AA Company sank B Pit near what was then known as the old Pit Row, with the first coal produced from it in 1841.¹⁹⁹ C Pit was sunk by the AA Company on the Gillam property grounds on The Hill at Bingle Street in 1843. The pit appears to have been adjacent to High Street.²⁰⁰

From 1831, the AA Company prepared to produce salt using small coal. Production commenced in 1835, but it operated for only a short time.²⁰¹ John Jones rented it for a while in 1838.²⁰²

In 1836, most of employees of the AA Company works were convicts. Hence, though the population of the town was 704 there were only 40 houses.²⁰³

In 1840, the AA Company brought out skilled miners from Britain. According to one source there were 60 miners.²⁰⁴ Another source gave the number as 37 miners. In any case, with the growth of mining, the town was stimulated.

In 1847, the AA Company lost its monopoly to mine coal, allowing other entrepreneurs to enter the coal mining industry.²⁰⁵ Nonetheless all the coal would have to be shipped via deep water berths at Newcastle, which had already been declared a free port.

In 1848, when the AA Company discovered the Borehole Seam at Hamilton, it revealed the best quality coal seam, which attracted numerous other companies to work it.²⁰⁶ The AA Company were working the "Borehole" (Pit Town) by 1849 from D and E Pits.²⁰⁷

The *Burwood and Newcastle Tramroad Act* (14 Vic) was passed on 20 September 1850, authorising construction of a railway from Dr. James Mitchell's land at Burwood, where he commenced mining coal in 1849, across AA Company land to

¹⁹⁷ Goold, *Growth of Newcastle*, p 22

¹⁹⁸ Andrews, *Coal, Railways, Mines*, p 14

¹⁹⁹ Andrews, *Coal, Railways, Mines*, p 18

²⁰⁰ Andrews, *Coal, Railways, Mines*, p 18, 13

²⁰¹ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 26-7

²⁰² Col Sec, Special Bundles, Magistrates Returns of Mills, Manufactories etc, 1831-42, SRNSW 4/7267

²⁰³ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 4

²⁰⁴ Andrews, *Coal, Railways, Mines*, p 17

²⁰⁵ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 16

²⁰⁶ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 37

²⁰⁷ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 28.

the waterfront.²⁰⁸ In 1853, the Newcastle Coal and Copper Company took over Dr Mitchell's mine, railway and works at Burwood.²⁰⁹

7.1 The Australian Agricultural Company, 1853 onwards.

In 1855, the AA Company sunk F Pit on the side of Cooks Hill.²¹⁰

The No. 2 Pit at Hamilton was sunk in 1861, after difficulties with drainage and collapse were overcome.²¹¹

A new iron bridge on the AA Company inclined plane was built in 1862 to replace the original wooden one. It was sited 50 yards west of the original wooden bridge and came into use on 3 January 1865.²¹²

The Hamilton Pit was sunk in 1873 to assist with lifting the coal from the mine on the western boundary of the AA Company grant.²¹³

The AA Company sank the Sea Pit, which it renamed the New Winning Colliery on 18 December 1888. It was ventilated by a steam jet later replaced by a Schiele patent ventilating fan.²¹⁴

As the collieries in the Inner City began to be exhausted in the latter part of the nineteenth century, the mine railways became redundant and were taken up. The closure of the Sea Pit in 1920 allowed the closure of the railway, the demolition of the Hunter Street Bridge and the realignment of King Street.²¹⁵

²⁰⁸ Andrews, *Coal, Railways, Mines*, p 61

²⁰⁹ Goold, *Growth of Newcastle*, p 36

²¹⁰ Andrews, *Coal, Railways, Mines*, p 20

²¹¹ J. Gregson. *The Australian Agricultural Company 1824-1875*. Angus and Robertson, Sydney, 1907. p. 219-222.

²¹² Goold, *Growth of Newcastle*, p 22

²¹³ J. Gregson. *The Australian Agricultural Company 1824-1875*. Angus and Robertson, Sydney, 1907. p. 266.

²¹⁴ Andrews, *Coal, Railways, Mines*, p 32

²¹⁵ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 32.

7.2 Figures.



Figure 7.1. The "Austn Agricul Coy Coal Works, Newcastle", 1833.
This picture shows the A Pit, opened in 1831, together with the inclined plane, the swing bridge over Hunter Street and the coal staithes of the AA Company, looking west.
Source. State Library of NSW. Digital order No. a128615h



Figure 7.2. Location of known coal mining in Newcastle from the Penal Settlement onwards.
Source. Newcastle City Council.



Figure 7.3. Plan of the AA Company coalmines and railways at Newcastle. The plan does not show the distribution of coal mines prior to 1831. Source. Andrews, *Coal, Railways, Mines*, p 13.

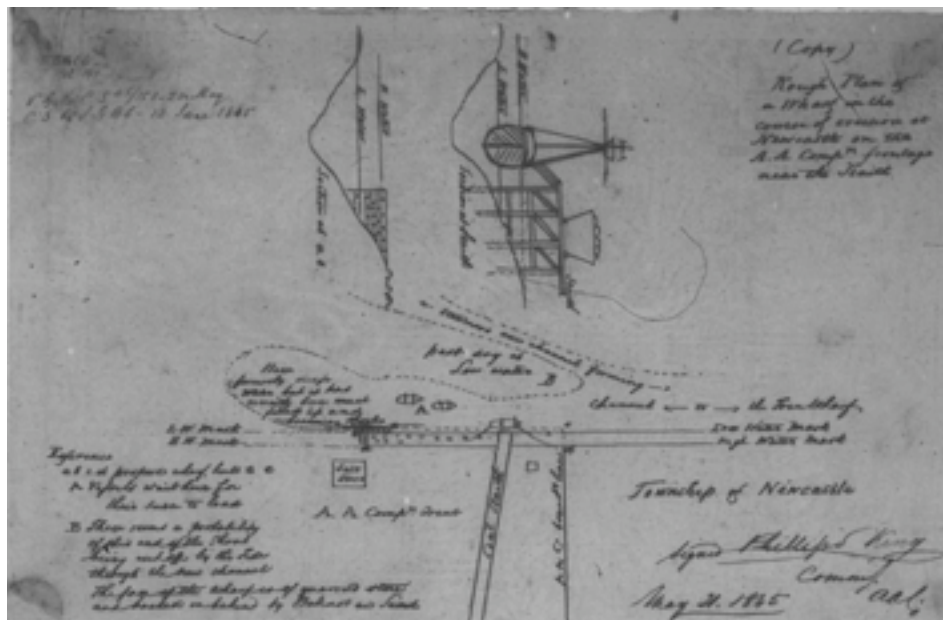


Figure 7.4. "Rough Plan of Wharf...at Newcastle on the A A Compys frontage near the Staith" The plan of the AA Company's Staithes also shows the position of the Salt Works and another building. Some of these structures are also shown on "The Town of Newcastle and its harbour", 1844, which shows Mr. Brown's House, the Company's Saltworks, a sawpit, the inclined plane, the Company Works and Chimney at A Pit, as well as another building (Figure 6.20). Source. State Records NSW SB 4 197.



Figure 7.5. "Plan of Part of the Australian Agricultural Company's Estate, Newcastle", G. E. Darby, AA Company surveyor. 1853

This plan shows the proposed subdivision of part of the AA Company land. The coloured allotments were reserved from sale, to preserve the company's infrastructure. Existing buildings are shown, including mine railways. Note also the various other industries shown, the Pottery on Lake Macquarie Road (now Bar Beach Road), the meat preserving establishment at Wickham and the Church Estate at Honeysuckle.

Source. State Library of NSW. Map Z/M3 811.251/1853/1



Figure 7.6. Newcastle, the AA Company subdivisions, 1850-1857.

Although dated by the National Library between 1850 and 1857, the plan can be dated more accurately. The land was subdivided in 1853 and sold in 1854. The first buildings on those allotments can only have been erected after 1854. F Pit was only opened in 1855. The plan does not show the railway to Newcastle, which was extended from Honeysuckle to the city in 1857-1858. The plan may therefore be more accurately dated to 1855-1857.

This plan is important, because it shows the narrow river frontage of the AA Company grant, the mine railways, including the one from Burwood Estate to what had been Donaldson's Staithes. The plan shows A, B, C and F Pits, as well as the railway to D Pit, together with some of the AA Company buildings.

Source. National Library of Australia. <http://nla.gov.au/nla.map-f51-e>



Figure 7.7. Newcastle Coal Fields, 1865.

This picture of the AA Company land is viewed from Cooks Hill, looking west. At the base of the hill is an embankment for the rail line from B and C Pits to the coal staithes on the Hunter River. Next is the Darby Street alignment, with St. John's Church. Beyond that is the railway from the Burwood Estate mines, then Bruce Street, along which there are a number of buildings. In the distant left is Borehole No. 2 Pit and D and E Pits to the right background.

Source. *Illustrated Sydney News*, 16 Aug 1865, p 8



Figure 7.8. Wharf at Newcastle.

This is an early photographic view of the AA Company's timber coal staithes. Note – Sign on building, E & W Brett, Sailmaker.

Source. Hunter Photo Bank.

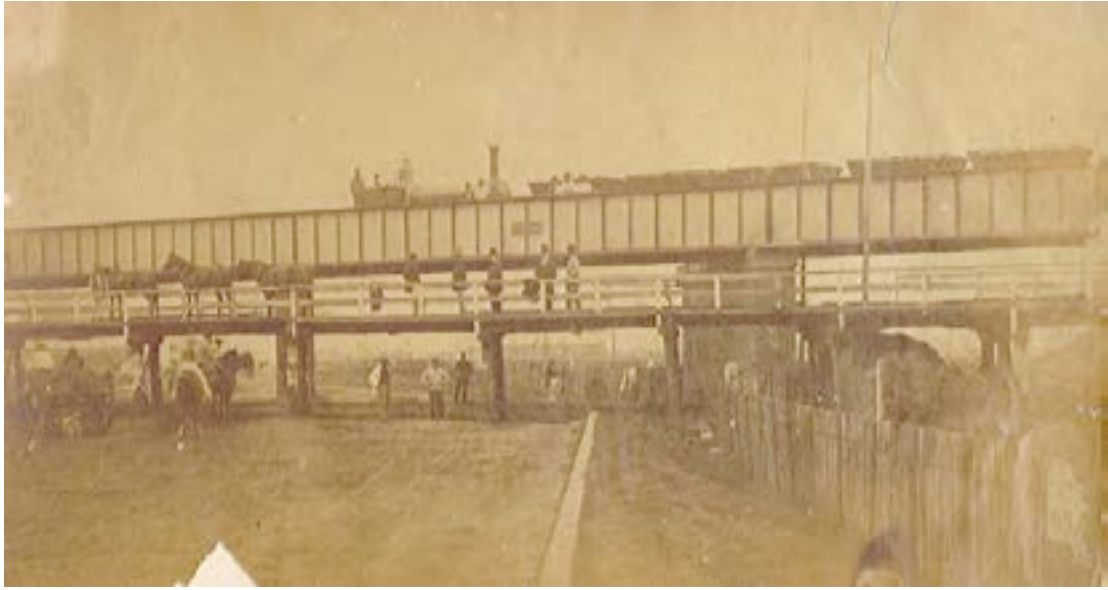


Figure 7.9. The Opening of the AA Company's new bridge across Hunter Street, 1863. This photograph shows the low level timber bridge before demolition and the new upper level steel bridge.
Source. Hunter Photo Bank.

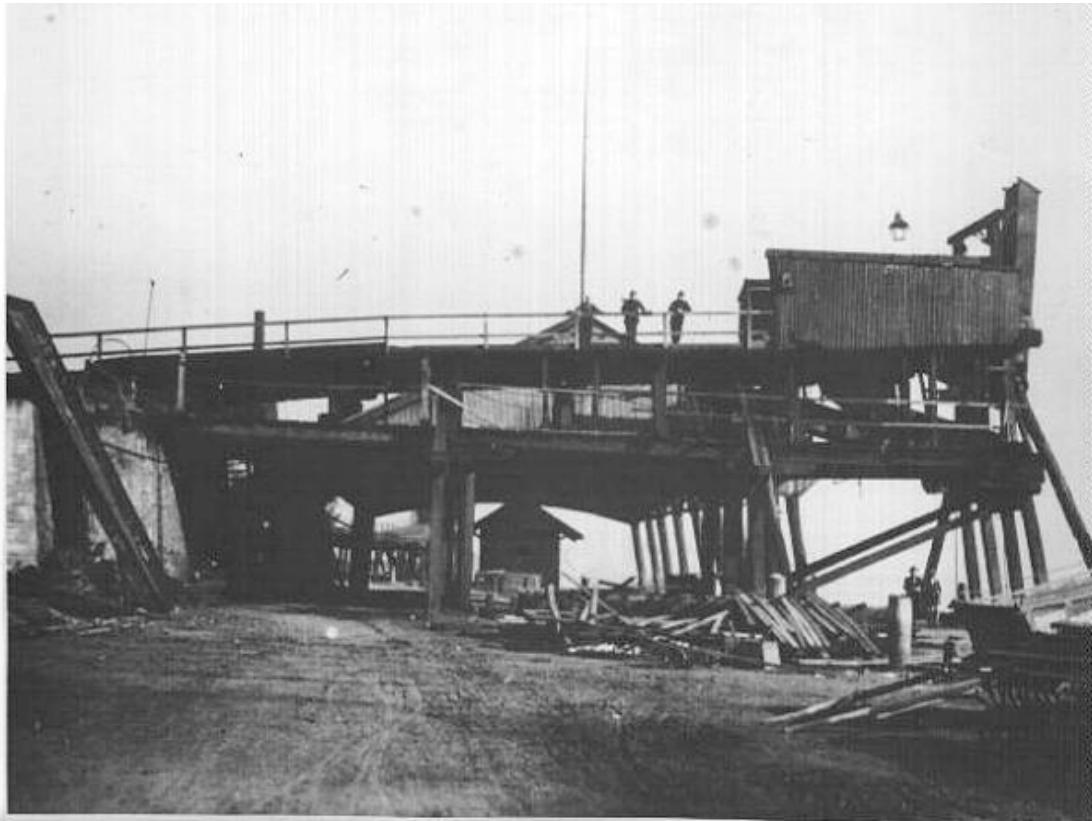


Figure 7.10. AA Company Coal Staithe on Merewether Street Wharf.
Source. Hunter Photo Bank.



Figure 7.11. An unusual view looking east over Newcastle, along the deck of the Staithes, back towards the Hunter Street Bridge.
Source. Hunter Photo Bank.



Figure 7.12. A view of the Hunter Street Bridge, looking east, and its extension over the Great Northern Railway.
Source. Hunter Photo Bank.



Figure 7.13. View of Hunter Street, showing the final stages of demolition of the Hunter Street bridge, 1920. Note the brick abutment adjacent to the shops on the right.
Source. Hunter Photo Bank.



Figure 7.14. Signalman's Cottage at the junction of the A A Company and Merewether Mine rail lines near what is now Civic Park.
Source. Hunter Photo Bank.



Figure 7.15. AA Company former offices, Wharf Road, Newcastle.
Source. Hunter Photo Bank.



Figure 7.16. The AA Company's Glebe Colliery in 1887.
Source. Hunter Photo Bank.



Figure 7.17. AA Company Borehole No. 2 Colliery in the 1890s.
Source. Hunter Photo Bank.



Figure 7.18. AA Company Sea Pit Colliery, near Darby Street, Cooks Hill, from the south.
Source. State records NSW. Image No. 10036_a027000017



Figure 7.19. AA Company Sea Pit Colliery, near Darby Street, Cooks Hill, from the north.
Source. State records NSW. Image No. 10036_a02700016.



Figure 7.20. Map of the Coal Properties in the Newcastle District, 1900-1909.
The expansion of the Hunter Valley coalfields is remarkable after the monopoly of the AA Company was broken in 1847.
Source. National Library of Australia. <http://nla.gov.au/nla.map-f396-e>

8 RAILWAY AND PORT INFRASTRUCTURE.

The Hunter River Railway Co was formed on 10 October 1853 with its eventual capital totalling £100,000 in £5 shares.²¹⁶ The first sod of the railway was turned at Honeysuckle on 7 November 1854.²¹⁷ Governor Sir William Denison opened the Great Northern Railway, now government owned, from Newcastle (Honeysuckle Point Station) to East Maitland on 30 March 1857.²¹⁸ The railway was extended along the river frontage to Watt Street a year later in 1858 (Figures 8.5 and 8.6).²¹⁹ From this date onwards, Newcastle began to replace Maitland and Morpeth as the port for the Hunter River. Although it took 25 years for the railway to reach Tamworth, nonetheless the catchment area for the port at Newcastle continued to expand.²²⁰ It was only in 1889 that the railway from Sydney to Newcastle was opened.²²¹

Railway workshops were built at Honeysuckle Point, after reclamation was completed. Civic Station was added in 1929 to provide access to new Council facilities, including the Town Hall and Theatre. The Cardiff Railway Workshops were opened in 1928, allowing the facilities at Honeysuckle Point to be turned into permanent way component shops, until these functions were also transferred to Cardiff in 1978.²²²

The discovery of the Borehole Seam of high quality coal in 1848 stimulated growth in coal mining by the AA Company and other parties. Transport by rail to the port was an imperative. The Hunter River Railway line, the AA Company lines, as well as the Newcastle Coal and Copper Company rail line all crossed Maitland Road (now Hunter Street West) near the junction with Lake Macquarie Road (now Darby Street) causing a bottleneck.²²³

A new iron bridge on the AA Company inclined plane was built in 1862 to replace the original wooden one. It was sited 50 yards west of the original wooden bridge and came into use on 3 January 1865.²²⁴

The development of new coalmines was stimulated by the abundance of good quality coal from the Borehole Seam and rail access to the port. In addition to the existing AA Company mines and the Newcastle Coal and Copper Company Mine at

²¹⁶ Goold, *Growth of Newcastle*, p 37

²¹⁷ Goold, *Growth of Newcastle*, p 37

²¹⁸ *Maitland Mercury*, 31 March 1857

²¹⁹ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 32.

²²⁰ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 5.

²²¹ J Turner, 'Newcastle Overview', p 10, 21.

²²² Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 35-36.

²²³ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 32

²²⁴ Goold, *Growth of Newcastle*, p 22

Merewether (Burwood Estate, Dr. Mitchell's Mine), the number of collieries expanded during the next decade to surround Newcastle, including Minmi in 1856, Waratah in 1856, Wallsend in 1859, Plattsburg in 1861, Lambton in 1863 and New Lambton in 1867.²²⁵

The expansion in coal mining not only required improved rail access to the port, but also new port facilities. This was the primary concern of the newly formed Newcastle Chamber of Commerce in 1856. The NSW government were quick to advance the scheme, ordering Captain E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch, to draw up plans. The scheme comprised the construction of the Dyke at Bullock Island (now Carrington), together with rail and road access; the dredging of a shipping basin at the south end of Bullock Island; the provision of a hydraulic power house to supply hydraulic cranes on the Dyke for efficient coal loading. Construction began in 1862 and was largely completed by 1878. In addition the various plans of the Port of Newcastle reveal the reclamation of land at Kings Wharf, the extension of the railway goods yards there and the provision of steam cranes for loading cargo, as well as the construction of the Northern Breakwater. All these improvements were completed under the oversight of Moriarty, who retired in 1878.²²⁶

Shipping improvements also included the replacement of a coal-fired beacon on Signal Hill by Nobbys Light on 1 January 1858.²²⁷ From 1862 to 1878, all coal shipping facilities were removed from the south side of the river estuary.²²⁸ Two stone leading light towers were built for shipping in 1865, one at the entrance to St Mary's Church, in Perkins Street and another, 225 feet away at Tyrell Street, which still stood in 1986.²²⁹

²²⁵ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 28.

²²⁶ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 5-6.
For biographies, refer to the Australian Dictionary of Biography.
Edward Orpen Moriarty (1825-1896).

<http://adb.anu.edu.au/biography/moriarty-edward-orpen-4437>

²²⁷ T Callen, *Bar dangerous: a maritime history of Newcastle*, Newcastle, 1986, p 186

²²⁸ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 5

²²⁹ T Callen, *Bar dangerous: a maritime history of Newcastle*, Newcastle, 1986, p 187

8.1 Figures.

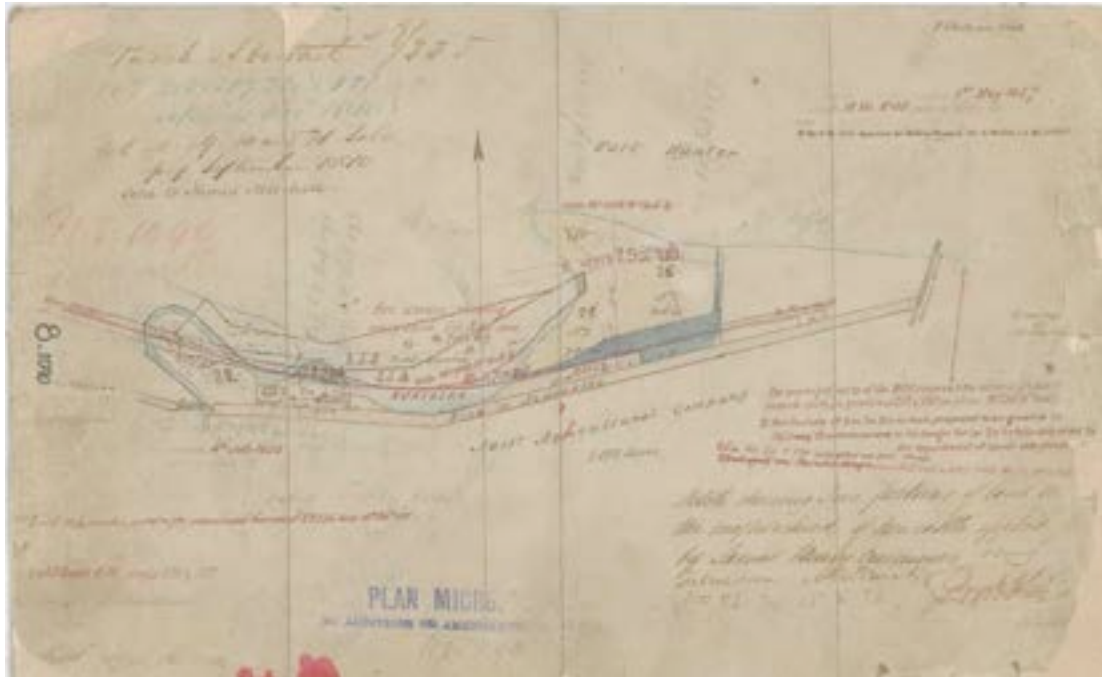


Figure 8.1. "Sketch shewing four Portions of land in the neighbourhood of Newcastle...", 1939-1840, with later additions.

This sketch plan was originally prepared in 1839-1840 for the sale of four allotments on the north side of the road from Newcastle to Maitland. The access of the AA Company to the Hunter River frontage was kept to a minimum, allowing the government to sell the allotments on the north side of the main road, (Portions 22-26 and other land). The plan shows "Wellers Cottage" on an unnumbered portion. To this plan has been added the resumption of land in 1857 to extend the railway from Honeysuckle Point into Newcastle itself. The plan also shows the original inclined plane to the A Pit of the AA Company.

Source. Land and Property Information. Crown Plans. 8.1090.

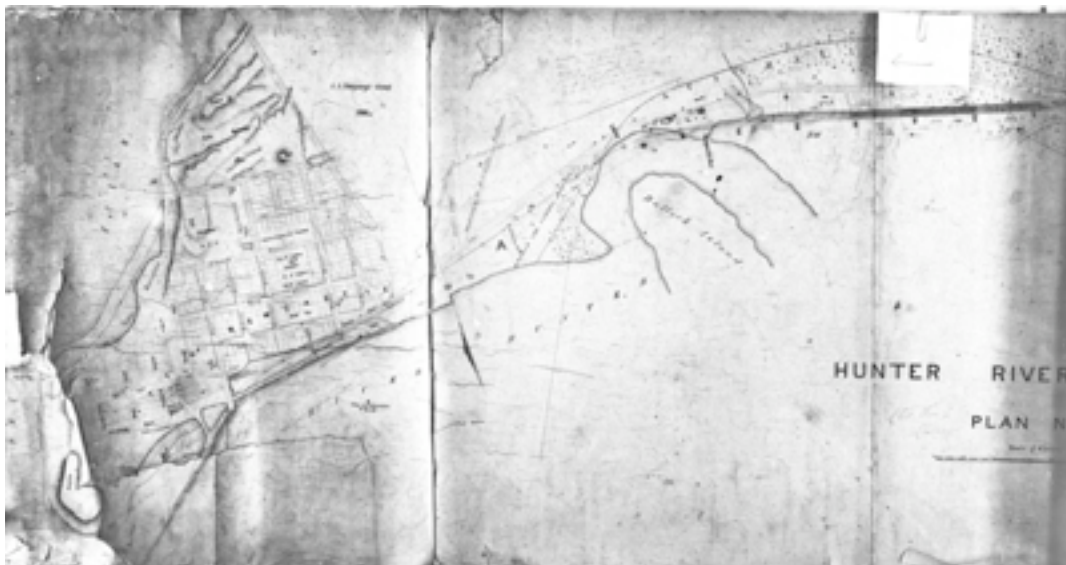


Figure 8.2. Plan of the route of the proposed railway into Newcastle, 1850s.

The plan shows the existing extent of development in Newcastle, together with the development on either side of the road to Maitland (now Hunter Street West).

Source. State Records. Railway Plans, SRNSW, Newcastle, R 510

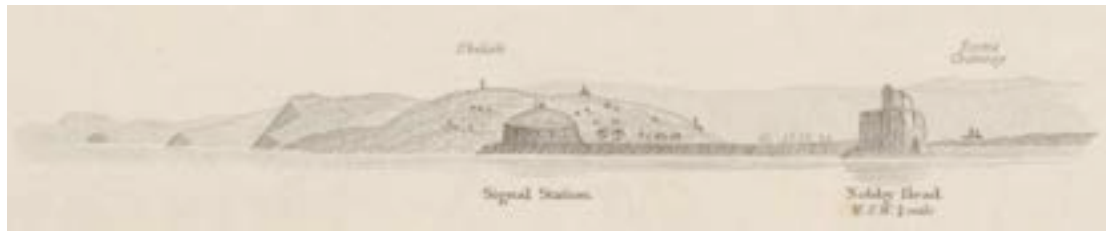


Figure 8.3. Newcastle Harbour, surveyed by Captain I L Stokes, R.N. 1851. This plan shows the limited extent of wharfage in Newcastle in 1851, with a sea wall under construction on the river frontage between Perkins and Watt Streets. It also shows the AA Company railway, A, B and C Pits, miners village and Dangar's preserved meat establishment. Incidentally it also reveals the extent of the Sandhills in Newcastle East and the route of the covered road. It also reveals the "Bathing Head" near the Military Barracks. Source. National Library of Australia. <http://nla.gov.au/nla.map-vn3791291-e>

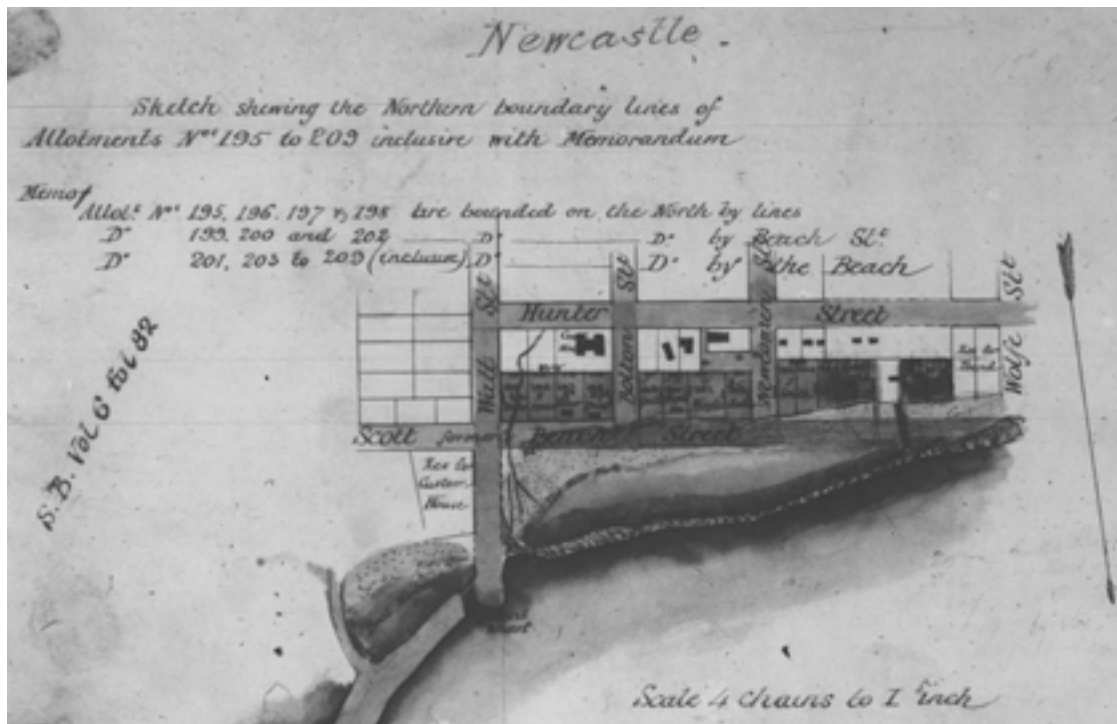


Figure 8.4. "Sketch showing the Northern boundary lines of Allotments...", 1853.
This plan was no doubt drawn up to indicate the possible compensation that might be necessary for land owners along the Hunter River frontage for railway resumptions. It shows the Queens Wharf (Watt Street) and Moriarty's Wharf, enclosing the Boat Harbour.
Source. State Records NSW. SB 6 82.



Figure 8.5. Hunter River Railway. F. W. Darby, 1857.
This plan shows the route of the proposed railway into Newcastle, together with the extent of development on the Church Estate at Honeysuckle Point, as well as the AA Company and other coal staithes. It also shows a Boat House adjacent to the Boat Harbour.
Source. National Library of Australia. <http://nla.gov.au/nla.map-f50-e>

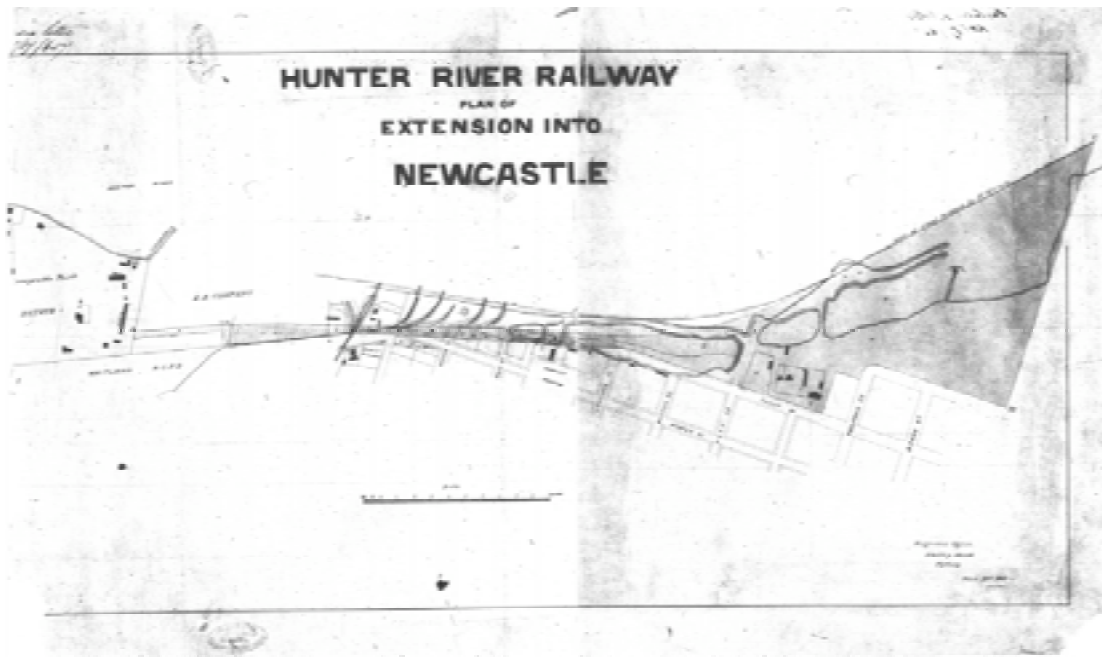


Figure 8.6. Hunter River Railway. Plan of Extension into Newcastle. 1857. This plan shows the same features as Figures 6.5 and 6.6 and may be a precursor of one or both plans. Source. State Records NSW. SB 8 18.



Figure 8.7. "Plan of Proposed Improvements to the AA Company's Railway Approaches", 1857. This plan shows the position of the old Hunter Street bridge in relation to the one constructed in 1863, to make way for the great Northern Railway extension into Newcastle. It also shows the existing development from Honeysuckle Point through to Brown Street, Newcastle. Source. State Records NSW SR Plan 1313.



Figure 8.8. "Plan of Allotments...on Bullock Island...", 1865.

This plan of Bullock Island shows sections and allotments, but also the proposed quays and reclamation.

Source. Parish Map Preservation Project, indexed under Newcastle Pasturage Reserve, 1869.



Figure 8.9. "Plan of Honeysuckle Point, Newcastle", 1866.

This Crown plan shows the railway, together with dense settlement on the north side of Blane Street (now Hunter Street West).

Source. Land and Property Information. Crown Plans. N8A.1090.

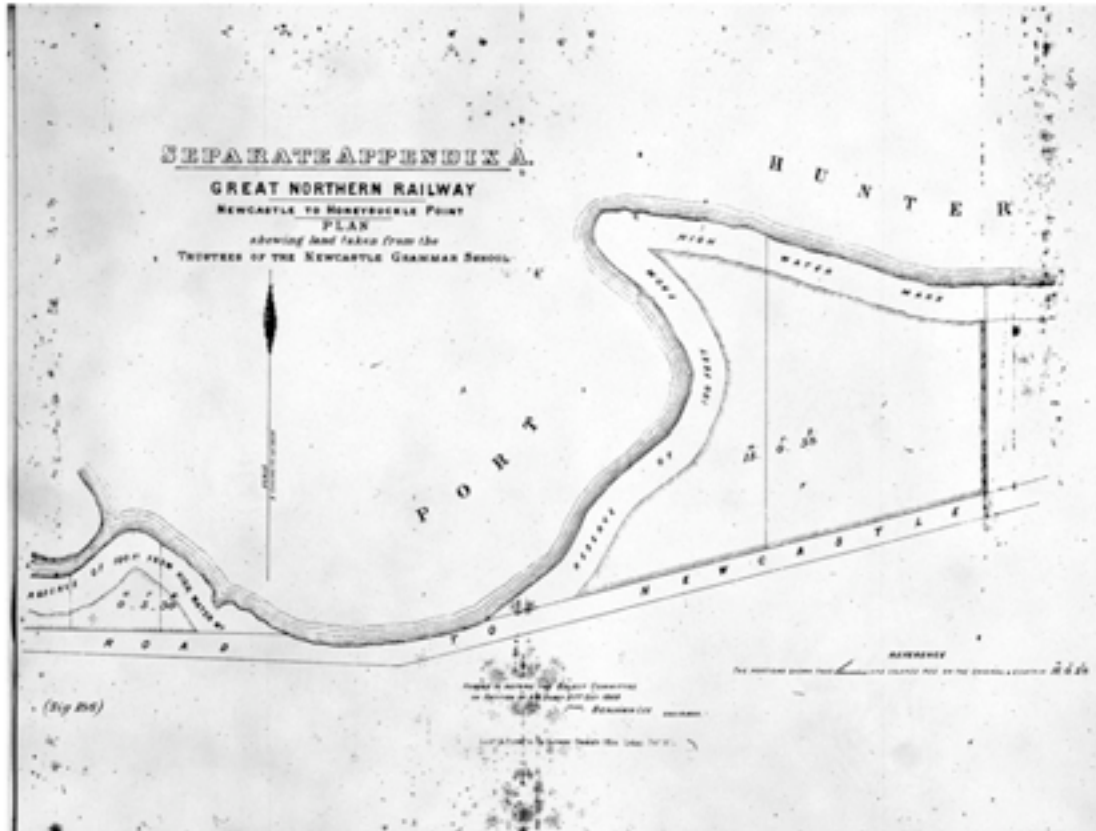


Figure 8.10. "Great Northern Railway, Newcastle to Honeysuckle point...", 1869. All the development on the north side of Blane Street (now Hunter Street West) was resumed for railway purposes. Source. *Votes & Proceedings, Legislative Assembly, NSW, 1869, Vol 2, p 900*



Figure 8.11. "Australia East Coast, New South Wales, Hunter River", surveyed by J T Gowlland. The view of the mouth of the Hunter River reveals a mass of masted vessels at the wharves. Source. National Library of Australia. <http://nla.gov.au/nla.map-f863-e>



Figure 8.12. Plan of the AA Company and Government railway infrastructure on the Hunter River frontage. 1874.
The plan shows the railway infrastructure on the Hunter River frontage, together with adjacent buildings.
Source. State Records NSW. SR Plan 1315.

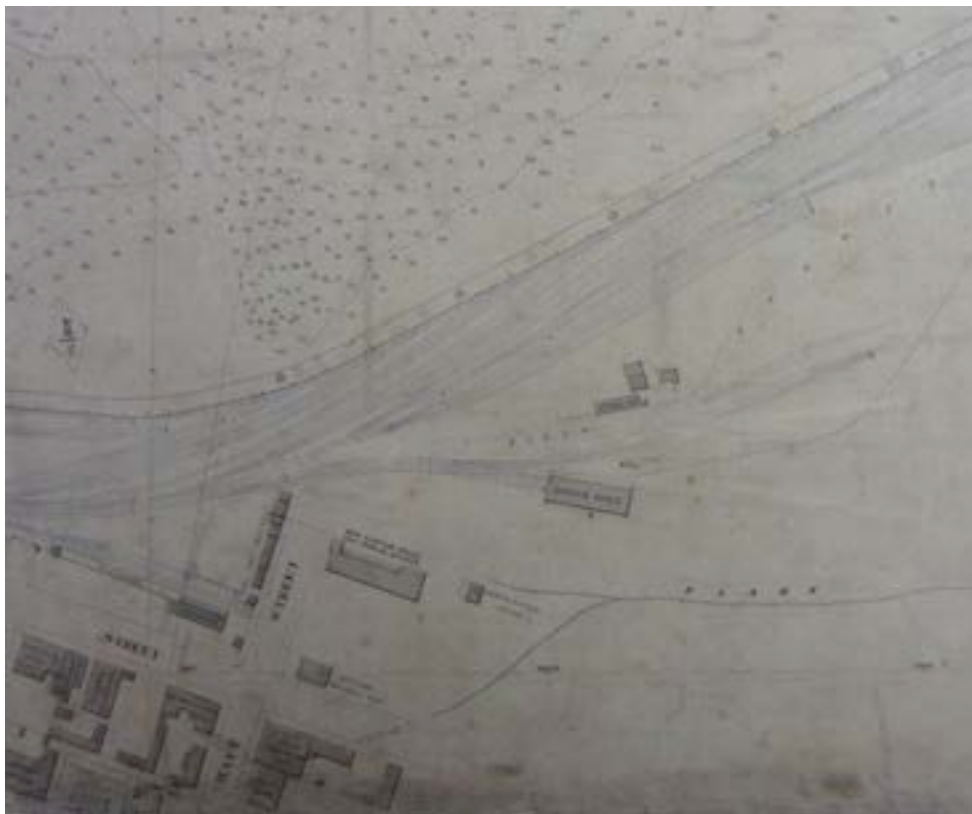


Figure 8.13. Plan of the Government railway and other infrastructure on the Hunter River frontage. 1874.
The plan shows the railway infrastructure on the Hunter River frontage, together with adjacent buildings.
Source. State Records NSW. SR Plan 1314.

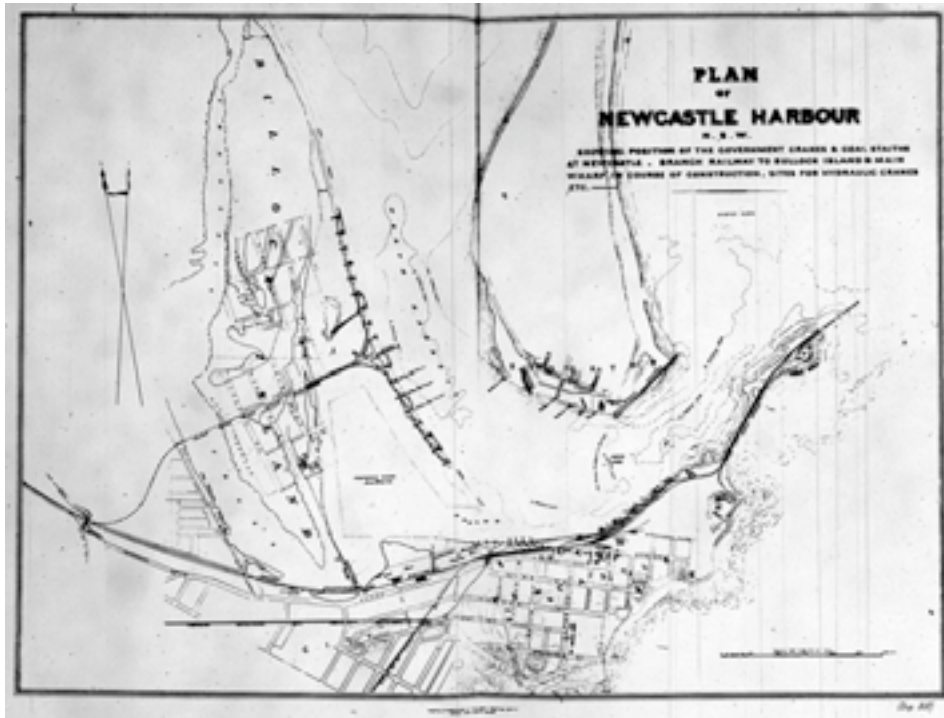


Figure 8.14. "Plan of Newcastle Harbour", 1875.
Plan showing the harbour improvements in process of construction in 1875.
Source. *Votes & Proceedings, Legislative Assembly, NSW, 1875-6, Vol 4, p 184*



Figure 8.15. "Plan of the Port of Newcastle", 1887.
Plan showing the harbour improvements largely completed by 1887. This is one of a series of navigational charts which reveal the progress in construction of wharfage and other infrastructure.
Source. National Library of Australia. <http://nla.gov.au/nla.map-rm1588-e>



Figure 8.16. "Newcastle East, showing Nobbys", from an album dated 1879 - c1892.
Source. State Library NSW. Digital order No. a924086h



Figure 8.17. "Newcastle West from Customs", from an album dated 1879 - c1892.
Source. State Library NSW. Digital order No. a924087h



Figure 8.18. "Newcastle Railway Station", 1884.
Source. State Records NSW. Digital Order No. 17420_a014_a014000677.



Figure 8.19. Newcastle Pilot Station and Boat Harbour. c.1885, by H B Ballard.
Source. State Library NSW. Digital Order No. bcp_05275h.



Figure 8.20. Coaling at Newcastle. Fred Hardie. 1892 – 1893.
Source. State Library NSW. Digital Order No. a440184h



Figure 8.21. Nobbys Head and Breakwater, 1900 – 1910.
Source. State Library NSW. Digital Order No. a116475h



Figure 8.22. Lighthouse at Nobbys Head, 1902, by Alfred Searcy.
Source. State Library NSW. Digital Order No. a154010h



Figure 8.23. Panorama of Newcastle from the Dyke (Bullock Island, Carrington), 1904, by Melvin Vaniman.
Source. State Library NSW. Digital Order No. a113018h



Figure 8.24. Newcastle Railway Yards, looking east from the Customs House towards Fort Scratchley, 1906.
Source. Hunter Photo Bank.



Figure 8.25. Newcastle Railway Station and Yards, looking east from the level crossing at Market Street, c1910.
Source. State Library NSW. Digital Order No. bcp_05148h



Figure 8.26. Map of the City of Newcastle, Details, 1915.
This plan shows the railway and port infrastructure corridor, along the river frontage of the Hunter River in 1915.
Source. Parish Map Preservation Project.



Figure 8.27. Newcastle Railway Yards, looking east from the Customs House, c1930.
The view now includes the Zaara Street Power Station.
Source. State Records NSW. Digital Order No. 17420_a014_a014000676.



Figure 8.28. Honeysuckle Railway Station, looking east, 1936.
Source. Hunter Photo Bank.



Figure 8.29. Navigational Beacon, Tyrrell Street, Newcastle, 1924.
The beacon was one of two erected in 1865.
Source. Hunter Photo Bank.



Figure 8.30. Navigational Beacon, Brown Street, Newcastle, 1953.
The beacon was one of two erected in 1865.
Source. State Library NSW. Digital Order No. hood_27224h



Figure 8.31. Navigational Beacon, off Church Street, Newcastle, 1952.
Source: State Library NSW. Digital Order No. hood_26750.

9 URBAN DEVELOPMENT 1853 ONWARDS.

9.1 Urban Development 1853 to 1895.

Until 1853, the town was hemmed in on its western boundary by the AA Company grant. Unable to be sold under the terms of the AA Company grant, much of the land remained vacant. However, once the embargo on alienation was lifted, the AA Company prepared to sell the land in 1853. The first land sale by the AA Company was in a layout designed by its surveyor G E Darby. That layout set the cadastral framework and street pattern for the area west of the government town. Later sales by the AA Company set up the street framework, south of Laman Street and west of Dawson Street. Darby's map showed buildings on some lots notably a group of miners' houses west of High Street and south of Ordnance Street (Figure 7.6). It is notable that the Mitchell Library copy has additional houses added in ink on Sections A, B, C, D, E and K.²³⁰

The first sale on 5 April 1853 was highly successful with lots on Darby Street selling well, mostly for residential purposes, but with some hotels. Along Blane Street (later Hunter Street West), the land was sold primarily to businessmen often for higher prices, but there were still some residences.²³¹ Allotments on Lake Road (now Darby Street) were soon sold and the population of Newcastle began to shift westwards. Pit, Railway, Bull and Darby Streets were soon lined with cottages and terraces. There were some shops in Darby Street and three hotels, namely the Bricklayer's Arms, the Miner's Arms and the Old Oak.²³² Joseph Walmsley's Miners' Arms Hotel, Lake Macquarie Road, was first licensed on 17 April 1855.²³³ John Smith's Old Oak Hotel, Lake Macquarie Road, was first licensed on 20 April 1858.²³⁴ Charles Yates' Bricklayers' Arms in Darby Street was first licensed on 17 April 1860.²³⁵

Many early houses on the lots in the AA Company subdivision and the old town were poorly and cheaply built for rental, so few survived the redevelopment phase in the late nineteenth century.²³⁶ Thereafter, AA Company periodically released land for sale as the demand for allotments grew.²³⁷

²³⁰ G E Darby, Plan of part of the Australian Agricultural Company's Estate, Newcastle, ML Map Z/M3 811.251/1853/1

²³¹ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 27

²³² Goold, *Growth of Newcastle*, p 37

²³³ Publicans' Licences, SRNSW, 7/1503, No 785

²³⁴ Publicans' Licences, SRNSW, 7/1510, No 263

²³⁵ Publicans' Licences, SRNSW, 7/1513, No 893

²³⁶ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 48

²³⁷ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 27

Meanwhile, the government was extending the official town. From 1853 to 1856, funds were expended in reclaiming sandhills, possibly those south of the town.²³⁸ A sketch of a proposed extension of the town south from Church Street between Brown and Newcomen Streets was drawn in March 1853.²³⁹

Blane Street, which ran along the railway line, grew in importance. J B Hewson bought the first lot sold at the AA Company auction for £59 and built the Union Inn. It was first licensed on 15 April 1856.²⁴⁰ It later became the site of Mackie's furniture emporium, and later a shopping complex at 451 Hunter Street.²⁴¹ By 1855, the Old Gaol was no longer used by the government. It became residences for a number of families. It was demolished for the tram terminus, but as late as 1897 some of the foundations could still be seen jutting out of the sand.²⁴² From 1855 onwards, a detachment of NSW Artillery was permanently stationed in Newcastle.²⁴³

Archibald Rodgers arrived in 1854 and set up a foundry that was later passed to his sons James and Alexander.²⁴⁴ Turner recorded that Archibald Rodgers' Iron and Brass Foundry and General Iron Works' was sited at Honeysuckle Point, supplying engineering needs by 1856.²⁴⁵ The site in 1895 was shown on the Drainage maps.²⁴⁶ Rodger's engineering works site is now the site of Newcastle Town Hall and the adjoining park. On the other hand, Dangar's meat cannery closed in 1855 probably due to the rising cost of livestock.²⁴⁷

A plan of Newcastle of July 1857 showed buildings in the main town and the AA Company area. The densest concentration of buildings was in the area bounded by Newcomen, Scott, Pacific and King Streets. There were relatively few in the AA Company area, possibly mainly mining structures. A scatter of buildings ran westwards along Blane Street, later renamed Hunter Street West.²⁴⁸ An earlier street alignment plan of 1853 showed almost identical detail for the official town, but did not extend beyond it, so it showed nothing of the development along Blane Street or in the AA Company area (Figure 9.5).²⁴⁹

²³⁸ Returns of the Colony ' Blue Books', 1854-6, SRNSW

²³⁹ SG, Sketch Book 6, f 59

²⁴⁰ Publicans' Licences, SRNSW, 7/1505, No 652

²⁴¹ Goold, *Growth of Newcastle*, p 37

²⁴² J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 27

²⁴³ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 45

²⁴⁴ Goold, *Growth of Newcastle*, p 36; J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 19

²⁴⁵ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 47

²⁴⁶ Newcastle and Suburbs Drainage Maps, 1895, Sheet 26, Newcastle City Council

²⁴⁷ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 35

²⁴⁸ SR Map 4405

²⁴⁹ N.13.652 Street alignment of part of Newcastle, 1853, Crown Plan

According to a recollection of a person who arrived in 1857, Croft's Hotel was positioned at the corner of Watt and Hunters Streets on the site of the AJS Bank in 1897, with a theatre at the back. Broughton and Downey's store was in Watt Street. The Ship Inn kept by Hannell was at the corner of Bolton and Hunter Streets on the site of the Union Bank in 1897. Rouse's Hotel in Hunter St was kept by Mrs Rouse and stood where Pearson's furniture store was located in 1897. The Albion Hotel in Watt Street was kept by Mogney. West of the AA Company Bridge, James Brown built the Black Diamond Hotel in 1857. On Hunter Street West, the hotels were the Union Inn, Cameron's Inn and a hotel known in 1897 as the Empire. It was the last building on that road in 1857.²⁵⁰

The Municipality of Newcastle was established in 1859 under the provisions of the Municipalities Act, 1858.²⁵¹ The first printed edition of the official town map dates from 1860.²⁵² The municipality became the Borough of Newcastle in 1867, under the provisions of the Municipalities Act, 1867, and continued in this form until 1938.²⁵³

A lithographed panoramic view looking west from Cooks Hill in 1865 across the AA Company lands showed St John's Church on Darby Street with the Burwood Coal company's railway line (formerly Dr Mitchell's) in the rear. A few houses are shown creeping down Darby Street and along what is possibly Parry or Bull Streets (Figure 7.7).²⁵⁴

During the 1860s, manufacturing and processing industry became a more important part of Newcastle's employment structure. William Arnott set up his Newcastle biscuit factory in Melville (later Union) Street in 1865.²⁵⁵ Charles Upfold and Nainby commenced their soapworks in Hannell Street, Wickham in 1866.²⁵⁶ By 1869, a soap and candle factory at Honeysuckle Point that had opened earlier was being operated by F Nainby.²⁵⁷

The City of Newcastle Gas and Coke Co (Ltd) was formed in February 1866. It selected a site for its works in September 1866 near the Cottage of Content, just south of AA Company rail line from the Borehole Mine.²⁵⁸ John Moyes and Andrew

²⁵⁰ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 32; NB There is no licence for a Black Diamond Hotel issued up to 1861.

²⁵¹ <http://archivesoutside.records.nsw.gov.au/sesquicentenary-of-local-government-in-newcastle/>

²⁵² Town Map, Newcastle, 1860

²⁵³ <http://archivesoutside.records.nsw.gov.au/sesquicentenary-of-local-government-in-newcastle/>

²⁵⁴ *Illustrated Sydney News*, 16 Aug 1865, p 8

²⁵⁵ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 58

²⁵⁶ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 19, 68

²⁵⁷ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 50

²⁵⁸ Andrews, *Coal, Railways, Mines*, p 35

Donald opened an engineering works at Brown Street in 1868, but later moved to another site at Wickham in 1879.²⁵⁹

Honeysuckle Point had been developed as leasehold land by the Newcastle Grammar School. A plan of 1867 showed the buildings on the site, before it was resumed for railway workshops.²⁶⁰

A panorama by A C Cook published in the *Illustrated Sydney News* in 1875, showed considerable detail of the town (Figure 9.14).²⁶¹

The expansion of manufacturing and processing industry continued into the 1870s and beyond. In 1872, the British Iron Foundry was established in the rear of Blane Street (later Hunter Street West). It was later taken over by Robert Gibson.²⁶² L Davies commenced his confectionery factory at Wickham in 1888. In 1890, he began a new store and confectionery factory at 319 Hunter Street West.²⁶³ The Newcastle Ice and Refrigerating Works was opened at Honeysuckle Point in 1892 by S Dark in part of the Elite Skating Rink selling ice obtained from Sydney. Soon, he set up his own ice making machinery.²⁶⁴

The brick church built in 1818 was demolished in 1880 for the new cathedral.²⁶⁵ Fort Scratchley was completed in 1882 and its guns were installed.²⁶⁶ Shepherds Hill was fortified in the 1890s.²⁶⁷

Newcastle was proclaimed a city in 1885.²⁶⁸

In the later half of the nineteenth century, the character of inner Newcastle changed as wealthy individuals and professionals shifted out to suburban villas at Hamilton and Waratah.²⁶⁹

The completion of the Detail Survey for the proposed sewerage of Newcastle created a series of highly accurate maps showing buildings and other built fabric across the study area (Figure 9.30).

²⁵⁹ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 51

²⁶⁰ N.8A.1090, Crown Plan

²⁶¹ *Illustrated Sydney News*, 8 April 1875; Not in ML copy but original at Cook, A C, Bird's Eye View of Newcastle, ML V1B/NEWC/1870-9/1

²⁶² J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 70

²⁶³ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 69

²⁶⁴ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 70

²⁶⁵ J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 16

²⁶⁶ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 46

²⁶⁷ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 46

²⁶⁸ <http://archivesoutside.records.nsw.gov.au/sesquicentenary-of-local-government-in-newcastle/>

²⁶⁹ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 48

9.2 Urban Development after 1895.

The thematic history of the City Wide Heritage Study extends the history of Newcastle into the twentieth century up to the present day.²⁷⁰ No additional historical research has been completed for the Newcastle Archaeological Management Plan Review for this later period, except for relevant maps, plans and pictures research.

9.3 Newcastle Fortifications.

With the closure of the Military Barracks in the 1850s, a detachment of NSW Artillery was stationed at Newcastle from 1855. Four eighty pounder guns were erected in 1878, but were moved to Fort Scratchley when it was completed in 1882.

Shepherds Hill was constructed as a coast battery in the 1890s. Fort Wallace at Stockton, completed just before 1914, became the key fortification prior to World War II. There were radar units on Ash Island.²⁷¹

9.4 Newcastle Tramways.

The Newcastle to Plattsburg (now Wallsend) steam tramway opened in 1887. Steam was replaced by electric trams from 1923 onwards. Parnell Place was the main tram depot in the City, but closed in 1927. The tram network closed in 1950, replaced by buses. A Power Plant still stands on Hunter Street for trams.²⁷²

9.5 Public Utilities in Newcastle.

9.5.1 Gas.

The Newcastle Gas and Coke Company constructed a gasworks on Parry Street in 1866, though it only purchased the land from the AA Company in 1869. Gas was still used for street lighting in 1897.²⁷³

²⁷⁰ Newcastle City Wide Heritage Study: Thematic History, 1996-7.

²⁷¹ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p

²⁷² J Turner, 'Newcastle 1804-1993, an Overview', p 23.

Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 6. 42.

²⁷³ J Turner, 'Newcastle 1804-1993, an Overview', p 23.

Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 47.

9.5.2 Electricity.

Lambton Municipal Council was the first to install an electrical generating plant in the Newcastle Area. Newcastle Municipal Council constructed a power plant in Tyrrell Street and commenced supply in 1891. The Railway Department also produced its own electricity, but it also supplied the city from the Zaara Street Power Station from 1915 to 1976.²⁷⁴

9.5.3 Water Supply and Sewerage.

Springs of fresh water in the vicinity determined the location of the main street of the Penal Settlement. A spring on the west side of Flagstaff Hill supplied the Gaol and Lumber Yard. The first fresh water supply for the Town of Newcastle was located in the Government Reserve to the north of Hunter Street. The wells are illustrated on a number of plans (Figures 6.2, 6.4, etc).

Water was piped from the Walka Water Works in 1887. There were a number of service reservoirs in Newcastle itself, one near the Obelisk, another in Tyrrell Street. Originally administered by municipal government, water supply was vested in Hunter District and Water Supply & Sewerage Board in 1892.

The first sewer to empty into the harbour was commenced by Newcastle Council in the 1880s. A Water Board sewer system was built from 1898 onwards. The first sewerage pumping station (SPS) was built at the Hunter and Brown Street intersection in 1910.²⁷⁵

²⁷⁴ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 48.

²⁷⁵ J Turner, 'Newcastle 1804-1993, an Overview', p 22.

Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 47.

9.6 Figures. Urban Development, 1853 onwards.

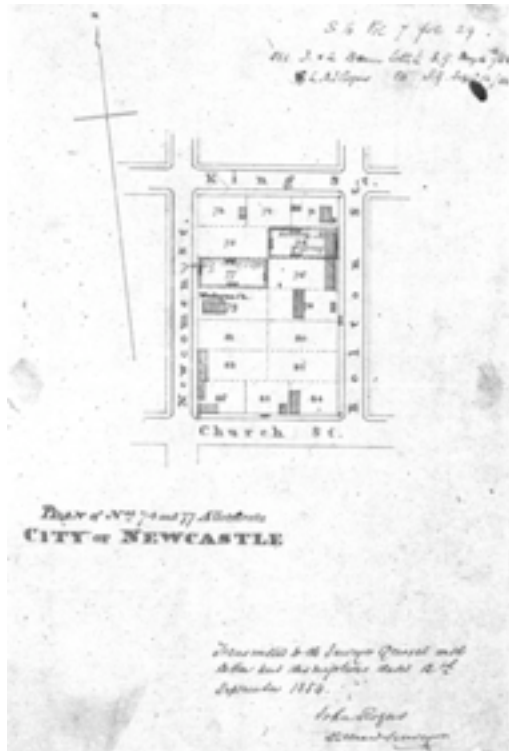


Figure 9.1. "Plan of Nos. 74 and 77 Allotments, City of Newcastle." 1854.
There is one additional building on Allotment 78, compared with the 1853 Street alignment plan (Figure 6.28).
Source. State Records NSW. SB 7 29.



Figure 9.2. "Sketch of Part of Newcastle." 1854 – 1857.
The plan shows the allotments (tinted) held by Messrs Morehead and Young, of the Scottish Australian Mining Company in Newcastle East.
Source. State Records NSW. SB 7 119.

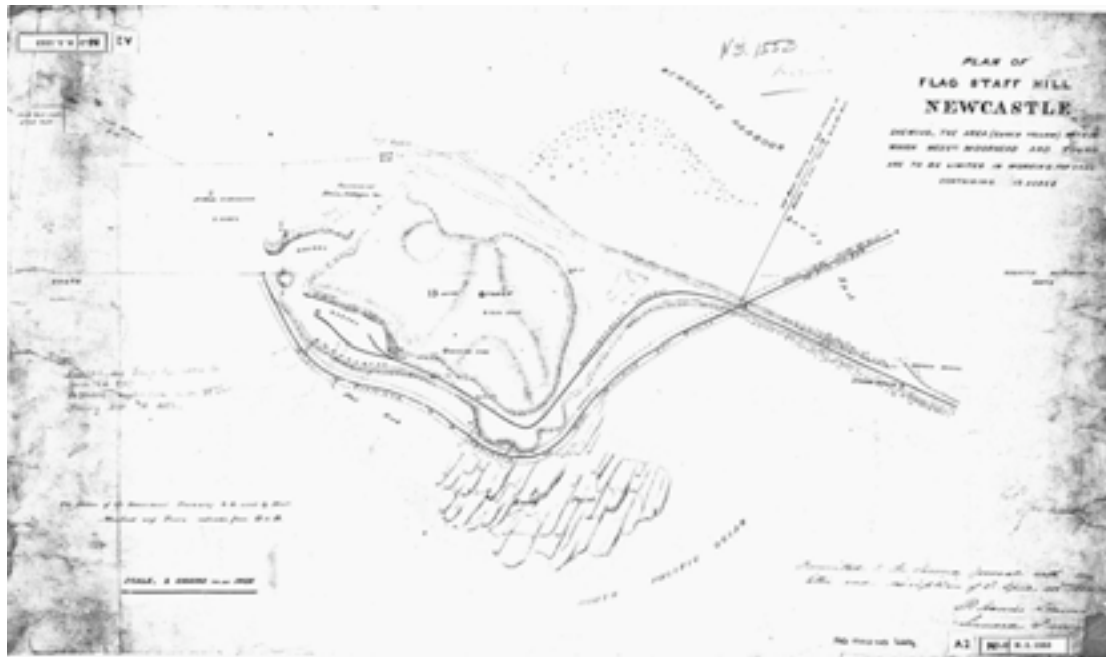


Figure 9.3. "Plan of Flagstaff Hill, Newcastle." 1856.

This plan shows the lease to Messrs Morehead and Young of the Scottish Australian Mining Company to mine for coal. The plan also shows the Beacon on Flagstaff Hill, plus two other navigational aids on the Breakwater. The quarries formerly used to construct the Breakwater are shown, together with the government tramway, part of which was to be used by Morehead and Young in the construction of a coal staithe.

Source. State Records NSW. AO Map 4604.



Figure 9.4. "Plan of 35 acres...at Newcastle." 1856.

This land was reserved for public recreation and for forming a reservoir, dedicated 2 July 1863.

Source. State Records NSW. SB 8 49.



Figure 9.5. "Plan of the City of Newcastle." 1857.

This plan shows individual buildings, probably copied from previous surveys. The survey confirms that Newcastle East remained undeveloped. The land to the west of Perkins Street is also largely undeveloped. There are concentrations of buildings along Blane Street (now Hunter Street West) and Darby and Dawson Streets.

Source. State Records NSW. AO Map 4405.



Figure 9.6. "Sketch showing the proposed readjustment..." 1857.

This plan shows the realignment of Brown Street and The terrace along the boundary with the AA company.

Source. State Records NSW. SB 7 161.



Figure 9.7. "Reserve for Public Recreation" 1857.
This plan shows the reserve, as well as excisions for a water service reservoir in 1907 and for the "Site of Coast Battery", undated.
Source. Land and Property Information. Crown Plan N.98.844.



Figure 9.8. "Plan of the City of Newcastle" 1860.
Source. State Records NSW. AO Map 4406.

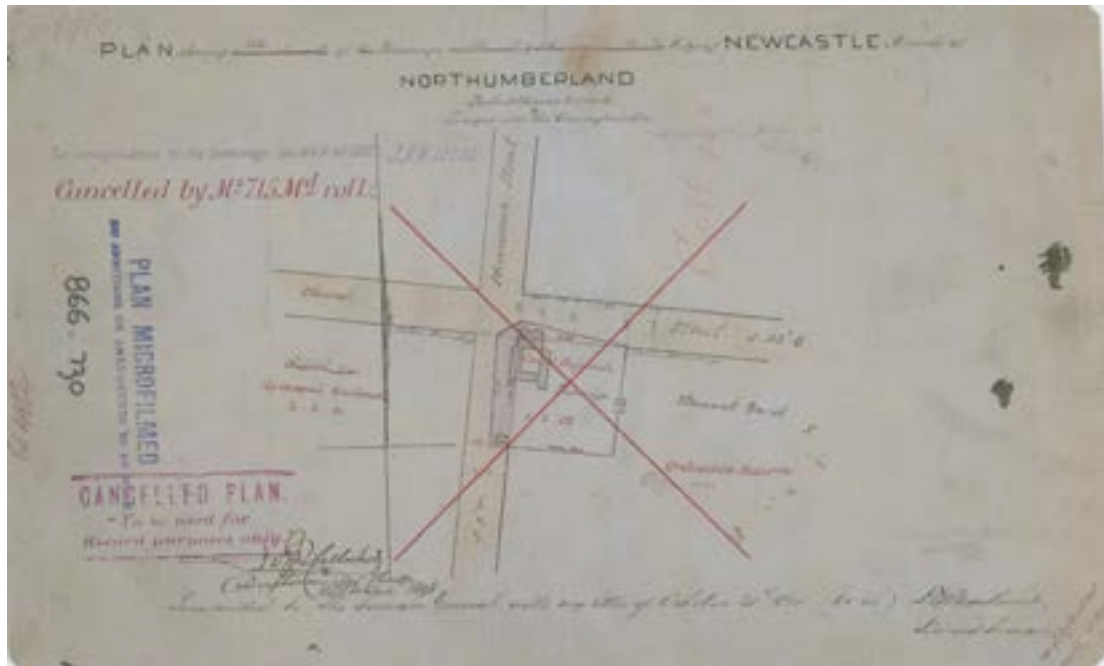


Figure 9.9. "Plan shewing encroachments of the Parsonage...Newcastle" 1860.
Source. Land and Property Information. Crown Plan C866.730.

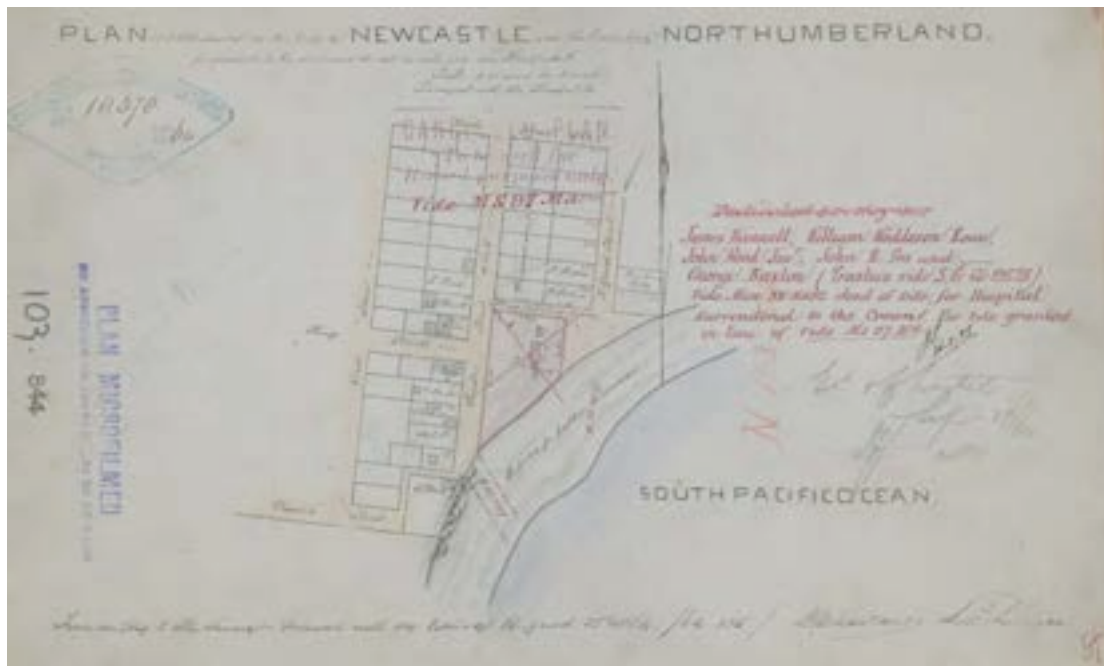


Figure 9.10. "Plan of 1 Allotment...Newcastle" 1864.
The plan shows the site of the Military Barracks, reduced in size, now proposed as the site for the new Hospital.
Source. Land and Property Information. Crown Plan N103.844



Figure 9.11. View of Newcastle and Nobbys Head 1864.
This view of Newcastle reveals the extent of development between 1850 and 1865.
Source. Hunter Photo Bank.



Figure 9.12. View of Newcastle and Nobbys Head c.1865.
This view of Newcastle reveals the extent of development between 1850 and 1865. Note also that the Sandhills area in Newcastle East has been enclosed. On the flank of Flagstaff Hill are a number of buildings.
Source. Hunter Photo Bank.

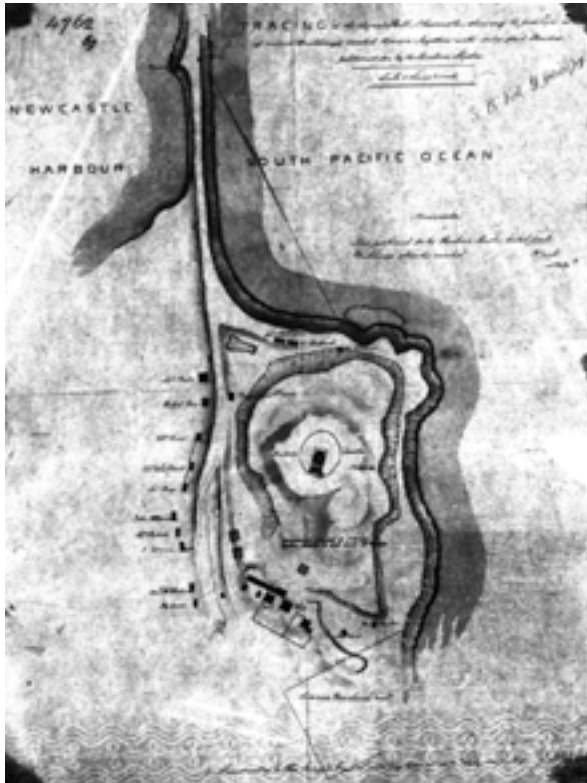


Figure 9.13. "Tracing of the Signal Hill, Newcastle..." 1867.
This plan shows the various improvements around Flagstaff Hill, including the occupants of buildings.
Source. State Records NSW. SB 9 174.



Figure 9.14. "Newcastle...". Supplement to the Illustrated Sydney News, April 1875.
The lithographic view of Newcastle reveals important details of the development in the town.
Source. State Library NSW. V1B_Newc_1870_79_1



Figure 9.14. "Newcastle...". Supplement to the Illustrated Sydney News, April 1875. Detail
Apart from showing the density of settlement, compared with the 1850s, the view shows the Obelisk on
The Hill and also the navigational towers, erected in 1865 On Tyrell and Perkins Streets. The complexity
of the coal staithe is clearly visible in the foreground.
Source. State Library NSW. V1B_Newc_1870_79_1



Figure 9.15. William Arnott Limited, Cooks Hill, c.1875, showing the biscuit factory built between 1870
and 1880.
Source. Hunter Photo Bank.



Figure 9.16. Alignment Plan of the Streets in the Municipality of Newcastle. The Plan provides details of street alignments on the AA Company Grant. It shows buildings and other details of properties fronting the street that have been aligned. Source. Land and Property Information. Crown Plan. 5.2137.

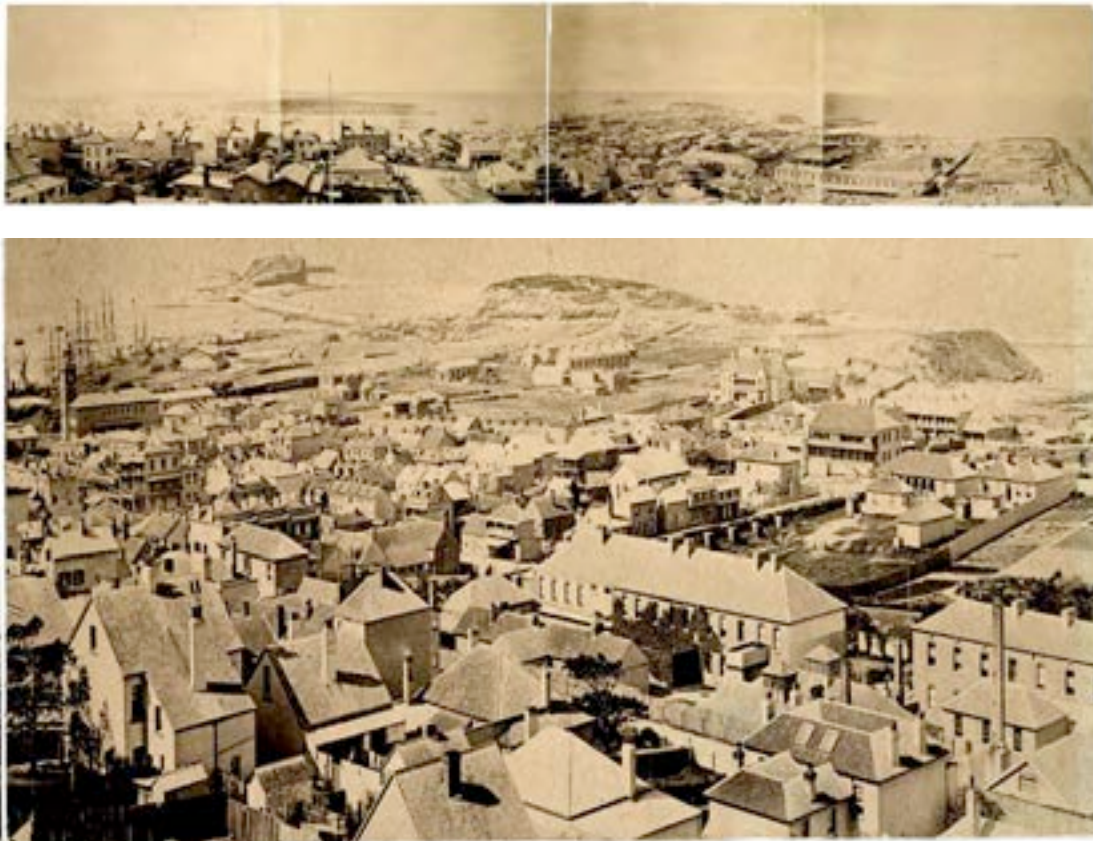


Figure 9.17. Panorama of Newcastle, 1878 – 1882, taken from Barker Street, The Hill. This panorama is one of the first to show any development of the blocks to the east of Pacific Street, other than the Hospital. Source. State Library NSW. Digital order Nos. a1397021h to a1397025h



Figure 9.18. View of Newcastle, c.1882, taken from Newcomen Street, looking east. This photograph is one of the first to show any development of the blocks to the east of Pacific Street, other than the Hospital.

Source. State Records NSW. Digital order Nos. 4481_a026_000986



Figure 9.19. View of Newcastle from the Sandhills, c.1884.

Source. State Library NSW. Digital order Nos. bcp_05324h



Figure 9.20. The Great Northern Hotel, c.1884.

This photograph is one of a great variety of historical views of Newcastle streets and buildings.

Source. State Library NSW. Digital order Nos. bcp_05298



Figure 9.21. Lunatic Asylum, Watt Street, Newcastle NSW, c.1885, formerly the Military Barracks.
Source. Hunter Photo Bank.



Figure 9.22. Fort Scratchley, c.1885, by H B Ballard.
Source. State Library NSW. Digital order No. bcp_05281.

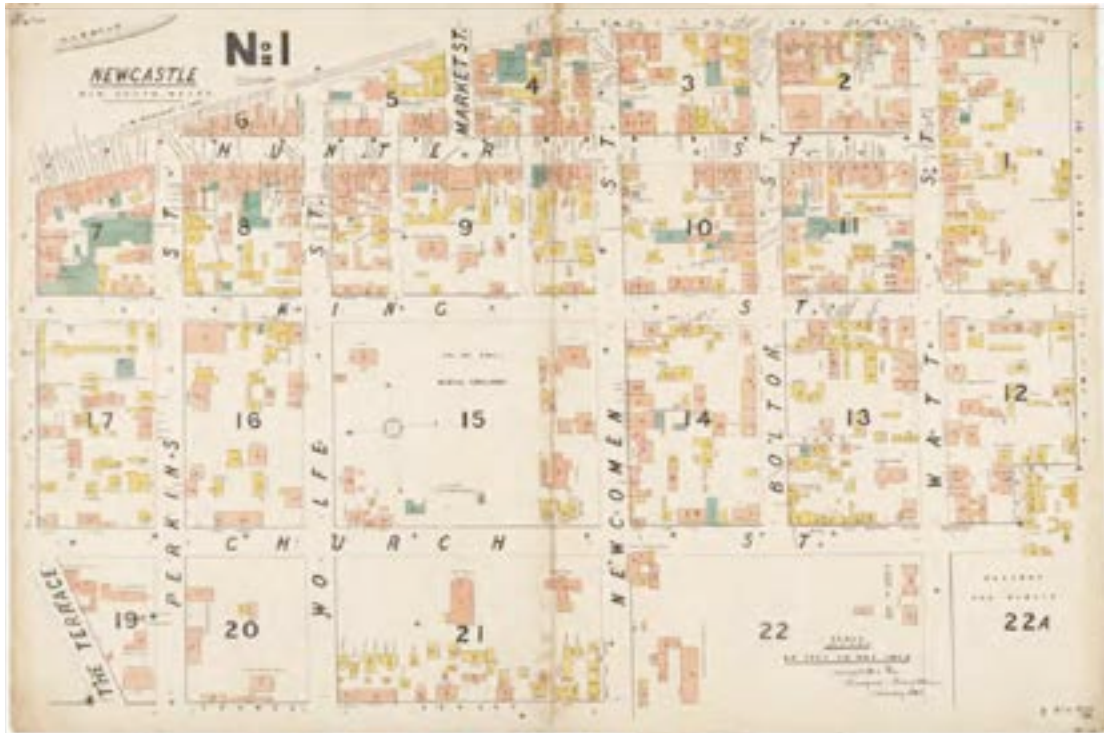


Figure 9.23. Newcastle NSW, Fire Insurance Maps, 1886, by Mahlstedt & Gee.
This is one of three maps of Newcastle, which indicate buildings and buildings materials, as well as owners or business names.
Source. State Library NSW. MT 4 811.253/1886/1



Figure 9.24. Newcastle NSW, 1889.
Source. Hunter Photo Bank.



Figure 9.25. Plan of Site for Coast Battery, Shepherds Hill, 1893. The Reserve was dedicated on 10 March 1894. Source. Land and Property Information. Crown Plan 289.3070.



Figure 9.26. Hunter Street, Newcastle NSW, 1892-1893, by Fred Hardie. This photograph is one of a series of photographs of Newcastle by Fred Hardie. Source. State Library NSW. Digital Order No. a440187h



Figure 9.27. "Plan of Road...", dated 1893.
This plan shows the series of buildings around Fort Scratchley.
Source. Land and Property Information. Crown Plans. 4627.1603.



Figure 9.28. Structural fire insurance plans of part of the town and city of Newcastle, 1893, by Oliver F Jones..
One of two fire insurance plans produced by Oliver Jones.
Source. State Library NSW. ZM4 811.251/1983/1



Figure 9.29. "Plan of 2 Reserves...", 1893.
Reserves for Public Baths.
Source. Land and Property Information. Crown Plans. 538.3070.



Figure 9.30. Newcastle Detail Series, 1895-1897.
A complete set of these plans is held by Newcastle City Council.
Source. Newcastle City Council.



Figure 9.31. "Plan of...Parsonage, City of Newcastle", 1898.
This plan still shows the Parsonage building within the street alignment.
Source. Land and Property Information, Crown Plan 715-3070.



Figure 9.32. "Plan of Ocean Beach Foreshores", 1905.
Source. Land and Property Information, Crown Plan 1133-3070.



Figure 9.33. Toth's Brewery, corner of Hunter and Wood Streets, Newcastle West, 1974.
Source. Hunter Photo Bank.

9.7 Figures. Trams in Newcastle.



Figure 9.34. Steam tram in Scott Street, Newcastle in c.1900.
Source. State Records NSW. Digital Order No. 17420_a014_a0140001147.

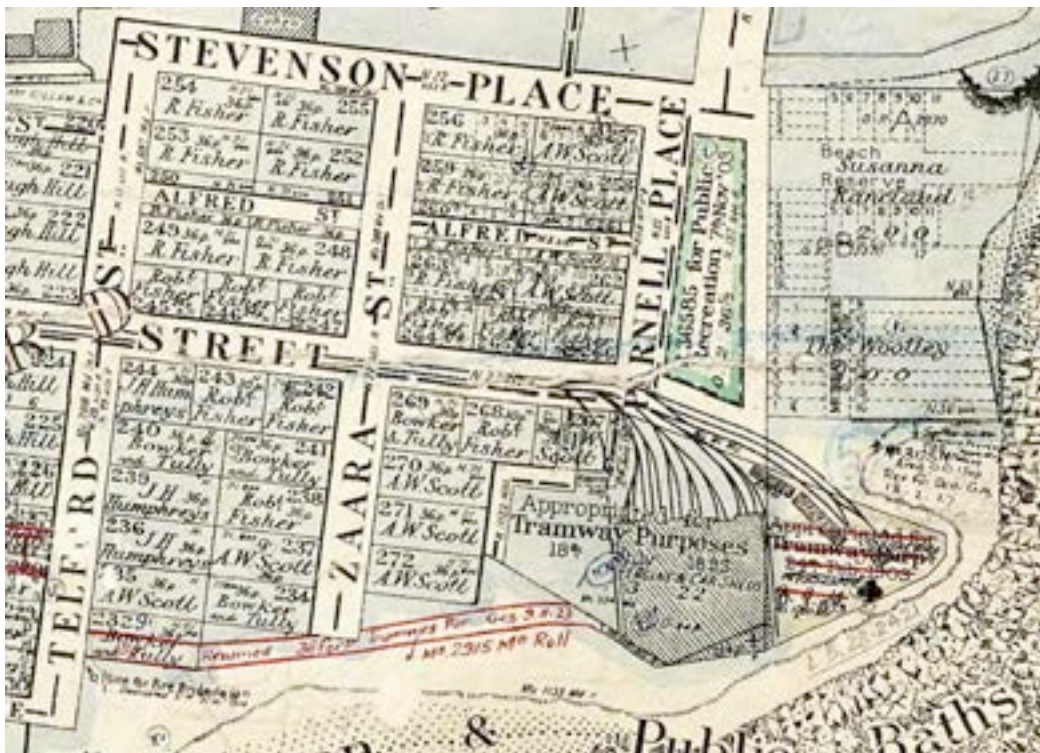


Figure 9.35. Map of the City of Newcastle, Detail, 1915.
This plan shows the grantees for each town allotment, but also the tram routes and other public buildings.
Source. Parish Map Preservation Project.



Figure 9.36. The Parnell Place tram Depot, 1924.
Source. State Records NSW. Digital Order No. 17420_a014_a0140001132.



Figure 9.37. The first electric tram on Hunter Street in 1924.
Source. Hunter Photo Bank.



Figure 9.38. Map of Newcastle Tram Routes, 1950.
Source. Urban Transit Authority, 1987.

9.8 Figures. Public Utilities.



Figure 9.39. Gasworks, Parry Street, Newcastle, in c.1885.
Source. State Records NSW. Digital Order No. bcp_05283.



Figure 9.40. Gasworks, Parry Street, Newcastle, in 1910.
Source. Hunter Photo Bank.



Figure 9.41. Turbine Hall, Newcastle Power House, 1925.
Source. State Library NSW. Digital Order No. d1_15957.



Figure 9.41. The Zaara Street Power Station, Newcastle, 1949.
Source. Hunter Photo Bank.



Figure 9.42. Electrical Substation, King Street, Newcastle.
Source. Hunter Photo Bank.



Figure 9.43. Electrical Substation, Hunter Street, Newcastle.
Source. Hunter Photo Bank.



Figure 9.41. Water Tower, Shepherds Hill, Newcastle, 1952.
Source. State Library NSW. Digital Order No. hood_26686h.

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N.19.652 Design for AA Co area, 1857 (not available)

N.21.652 City of Newcastle shewing the Alignment of Streets to be opened, July 1860

N.22.652 Diagram of the Alignment of part of the City of Newcastle, November 1864 D M Maitland

N.23.652 Diagram of the Alignment of part of the City of Newcastle, November 1864 D M Maitland

H.64A.663

H.67A.663 Land granted to AA Co

C.659.730, Cathedral Park, 1857

C.866.730 Parsonage 1861

N.1.844 to N.80.844

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N.71.844 Lots on east side of Newcastle, G B White, 1840.

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N.103.844

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N.4.2137 Plan of alignment of part of Darby and Blane Streets, 1879, Thomas Evans

N.5.2137, Alignment Plan of Streets in the Municipality of Newcastle, Nov 1880, Robert Handcock

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N.22.2137 Plan of parts of Scott and Market Streets and part of Hunter Street West, April 1898

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APPENDIX 1. PUBLIC WORKS IN THE TOWN OF NEWCASTLE FROM 1828 TO 1857.

Col Sec, Returns of the Colony 'Blue Books', 1822-57, 4/251-4/290

Notes.

The Blue Books record repairs to public buildings and other works, including:

1. Construction of Commissariat office, 1829.
2. Construction of Breakwater, 1833-1834, 1836-1855.
3. Construction of Courthouse, 1837-1842.
4. Construction of Watchhouse (with Court House), 1839-1841.
5. Construction of Drains, 1838.
6. Construction of Shed for a Life Boat, 1839.
7. Construction of Lighthouse, 1854-1857.
8. Reclaiming of Sand Hills, 1854-1856.
9. Construction of Signal House, 1856-1857.
10. Construction of Great Northern Railway, 1856-1857.
11. Survey of Hunter River and Port of Newcastle, 1856, and Improvements, 1856-1857.

Year	Work & Location Construction or Repair	Estimated Cost (pounds, shillings, pence)	Date Commenced	Finished or Unfinished	Final cost if complete (pounds, shillings, pence)	Expenditure to date if Unfinished (pounds, shillings, pence)	Remarks
1828	General Hospital – Repairs	70/7/8	1/5/1828	Finished	40/8/0		
	Assistant Surgeon's Quarters – Repairs	83/6/7	4/12/1827	Finished	80/7/0		
	Residence of Superintendent of Public Works – Alterations	58/18/3	18/2/1828	Finished	56/11/0		
1829	Blacksmith's Shop Lumber Yard - Repairs	12/7/9	November 1829	Finished	11/15/3		
	Gaol – Alterations & Repairs	17/18/4	December 1829	Unfinished		1/1/6	
	Commissariat Office – Constructing	14/1/7	August 1829	Unfinished		9/7/9	
	Government Cottage - Repairs			Finished		38/5/9	By contract
1830	Several public buildings – Repairs	256/10/2	December 1829	Unfinished		223/17/9	
1831	Residence of Superintendent of Public Works – Repairs	10/0/8	April 1831	Finished	9/0/0		
	Prisoners' Barrack – Repairs	36/5/1	March 1830	Finished	32/0/0		
1832	Gaol – Repairs	8/2/6	October 1832	Finished	8/2/6		

Year	Work & Location Construction or Repair	Estimated Cost (pounds, shillings, pence)	Date Commenced	Finished or Unfinished	Final cost if complete (pounds, shillings, pence)	Expenditure to date if Unfinished (pounds, shillings, pence)	Remarks
1833	Stockade – Constructing		1833	Unfinished		1/17/6	
	Breakwater – Constructing	500/0/0	1833	Unfinished		225/17/3	
1834	Convict Hospital - Repairs				36/15/2		
	Gaol - Repairs				175/5/0		
	Stockade – Constructing				246/13/5		
	Breakwater – Constructing					420/2/4	
1835	Gaol – Repairs	5/18/0	1833	Finished	4/9/10		
	Telegraph House – Repairs	85/0/0	October 1835	Finished	85/0/0		
	Parsonage – Repairs	85/6/0	1835	Unfinished			
1836	Gaol – Repairs	83/4/7	1836	Unfinished		0/15/0	
	Police Court – Repairs	18/10/0	1836	Finished	18/19/0		
	Parsonage – Repairs	85/6/0	1835	Finished	85/6/0		
	Breakwater – Constructing		1833			1,889/14/1	
	Stockade for Ironed Gang – Harpers Hill & Newcastle – Constructing	256/7/11	1835	Finished	249/11/2		
1837	Courthouse – Constructing		1837				
	Gaol – Repairs	83/4/7	1836	Finished	70/2/10		
	Hospital – Repairs	21/19/5	1837	Finished	17/11/5		
	Breakwater – Constructing		1833			2,639/14/4	
1838	Police Court – Constructing	4000/0/0	1837	Unfinished			
	Gaol – Repairs		1838		7/0/0		
	Drains – Constructing		1838	Finished	105/2/1		
	Breakwater – Constructing		1833			3,066/13/10	
	Hospital – Repairs	104/1/6	1838		549/15/5		Under control of Royal Engineers but undertaken by Contract
1839	Courthouse & Watchhouse – Constructing	4000/0/0	1837	Unfinished		1,370/0/0	
	Gaol – Repairs		1839	Finished	26/1/1		
	Shed for a Life Boat –	109/10/0	1839	Finished	109/10/0		

Year	Work & Location Construction or Repair	Estimated Cost (pounds, shillings, pence)	Date Commenced	Finished or Unfinished	Final cost if complete (pounds, shillings, pence)	Expenditure to date if Unfinished (pounds, shillings, pence)	Remarks
	Constructing						
	Convict Hospital – Repairs	70/17/0	1839	Finished	13/13/1		Under control of Royal Engineers
	Breakwater – Constructing		1833			3,508/13/10	
1840	Courthouse & Watchhouse – Constructing	4000/0/0	1837	Unfinished		3,738/11/0	
	Breakwater – Constructing		1833			3,808/19/9	
	Convict Hospital – Repairs	21/1/11	1840	Unfinished		1/5/6	Under control of Royal Engineers
1841	Courthouse & Watchhouse – Constructing	412/0/0	1840	Finished	412/0/0		
	Convict Hospital – Repairs	2/7/3	1841	Finished	4/13/0		
	Breakwater – Constructing		1833			4091/1/11	
1842	New Courthouse – Fitting up etc	170/0/0	1842	Finished	170/0/0		
	Gaol – Repairs	84/0/0	1841	-	-	-	
	Breakwater – Constructing		1833			4652/18/8	
1843	Breakwater – Constructing		1833			5093/5/9	
1844	Breakwater – Constructing		1833			5998/10/4	
1845	Gaol – Repairs	31/10/0	1844	Finished	31/10/0		
	Breakwater – Constructing		1833			6933/3/2	
1846	Gaol – Repairs	-	1846	Finished	123/6/4		
	Breakwater – Constructing		1833			7903/19/0	
1847	Courthouse - Repairs	-	1847	Finished	81/0/0		
	Breakwater – Constructing		1833			8723/18/8	
1848	Gaol – Repairs	-	1848	Finished	56/0/3		
	Breakwater – Constructing		1833			9271/14/9	1849
1849	Signal Station (House) – Repairs	-	1849	Finished	36/2/0		
	Breakwater – Constructing		1833			9480/5/10	
1850	Breakwater – Constructing		1833			10184/15/4	
1851	Breakwater – Constructing		1833			11147/1/6	
1852	Breakwater – Constructing		1833			12012/7/6	

Year	Work & Location Construction or Repair	Estimated Cost (pounds, shillings, pence)	Date Commenced	Finished or Unfinished	Final cost if complete (pounds, shillings, pence)	Expenditure to date if Unfinished (pounds, shillings, pence)	Remarks
	Public Wharf – Repairing	250/0/0	1851	Unfinished		210/3/6	
1853	Breakwater – Constructing		1833			13492/3/10	
1854	Breakwater – Constructing		1833			13649/6/0	
	Lighthouse – Constructing		1854	Unfinished		1971/8/6	
	Police Magistrates Residence – Alterations and Repairs		1854	Finished		343/9/11	
	Sand Hills - Reclaiming		1853	Finished	147/0/2		
	Queens Wharf – Newcastle & Maitland - Repairs		1854	Finished	56/9/9		
	Streets – Alignment		1854	Not stated	190/13/0		
1855	Breakwater – Constructing		1833			13765/16/2	
	Lighthouse – Constructing		1854	Unfinished		4604/19/11	
	Sand Hills - Reclaiming		1855	Finished	192/6/5		
	Public Wharfs – Morpeth & Newcastle – Repairs		1855	Finished	36/0/1		
	River Hunter & Port of Newcastle – Survey, etc	1000/0/0	1855	Unfinished		365/5/6	
1856	Lighthouse – Constructing		1854	Unfinished		5268/18/1	
	Great Northern Railway – Constructing			Unfinished		610444/11/4 Govt 376306/15/1 Rly Co ---- 986751/6/5	
	Signal House - Constructing	600/0/0	1856	Unfinished		182/14/6	
	Sand Hills - Reclaiming		1856	Finished	117/6/0		
	River Hunter & Port of Newcastle – Improving		1855			870/8/4 Survey 5141/4/1 Improving ---- 6011/12/5	
1857	Great Northern Railway & Great Southern Railway –		1853			765782/8/3	

Year	Work & Location Construction or Repair	Estimated Cost (pounds, shillings, pence)	Date Commenced	Finished or Unfinished	Final cost if complete (pounds, shillings, pence)	Expenditure to date if Unfinished (pounds, shillings, pence)	Remarks
	Constructing						
	Lighthouse – Constructing		1854	Finished	6679/12/7		
	Signal House - Constructing	600/0/0	1856	Finished	579/13/6		
	Police Courthouse & Offices - Repairs	600/0/0	1857	Finished	675/1/8		
	River Hunter & Port of Newcastle – Improving		1855	Unfinished		13792/5/0	

APPENDIX 2. MINES MILLS & MANUFACTORIES NEWCASTLE 1831-1841

Source: SRNSW 4/7267

October 1831

Owner	Situation	Descriptions
AA Co	Newcastle	Coal Mines – produce & value unknown
J L Platt		Mill Value £600

November 1834

Owner	Situation	Descriptions
Mr Platt	Iron Bark Hill	Flourmill
Government	Newcastle	Flourmill
AA Co	Newcastle	Saltworks
AA Co	Newcastle	Coal pit
AA Co	Newcastle	Steam engine

April 1836

Owner	Situation	Descriptions
AA Co	Newcastle	Saltworks
AA Co	Newcastle	Coal Mines
A W Scott	North Shore at Pirates Point	Saltworks nearly completed
Government Windmill rented by John Smith	Newcastle	Grinding flour
J L Platt	Iron Bark Hill 6 miles from Newcastle	Windmill for grinding flour

November 1836

Owner	Situation	Descriptions
A W Scott	Pirates Point, North Shore opp Newcastle	Saltworks in progress nearly complete
AA Co	Newcastle	Saltworks not in employment
AA Co	Newcastle	Coal Mines
Mr Platt	Iron Bark Hill	Windmill
John Smith	Newcastle	Windmill

November 1837

Owner	Situation	Descriptions
AA Co	Newcastle	Description cannot be obtained
A W Scott	Pirates Point	Saltworks in progress nearly complete
John Smith	Newcastle	Windmill Mill for grinding corn
Fredk Platt	Iron Bark Hill	Windmill Mill for grinding corn

November 1838

Owner	Situation	Descriptions
A W Scott	Newcastle	Saltworks in progress
John Jones	Newcastle	Saltworks at work rented from AA Co
John Smith	Newcastle	Wind Mill for grinding corn on lease from the Government
F W Platt	Iron Bark Hill	Wind Mill for grinding corn by the owner
AA Co	Newcastle	Steam Engine for raising Coal from the Pit
AA Co	Newcastle	The person in charge has refused to furnish the Quantity and Value of the Coal raised from these Mines

November 1839

Owner	Situation	Descriptions
A W Scott	Newcastle	Saltworks in progress
AA Co	Newcastle	Saltworks at work by the company
Government	Newcastle	Mill for grinding grain unoccupied
AA Co	Newcastle	Mill for grinding grain by the company
AA Co	Newcastle	Steam Engine for raising Coal from the Pit
AA Co	Newcastle	Coal mine

November 1840

Owner	Situation	Descriptions
Government	Newcastle	Windmill for grain very much out of repair
A W Scott	Newcastle	Saltworks nearly finished and worked by a steam engine
AA Co	Newcastle	Saltworks at work
AA Co	Newcastle	Steam Engine for raising Coal from the Pit
AA Co	Iron Bark Hill	Wind Mill for grinding corn in work
AA Co	Newcastle	Coal mine

November 1841

Owner	Situation	Descriptions
Government	Newcastle	Windmill for grain very much out of repair
A W Scott	Newcastle	Saltworks nearly finished and worked by a steam engine
AA Co	Newcastle	Saltworks finished but not at work
AA Co	Newcastle	Two Steam Engines for raising Coal from Two Pits
AA Co	Iron Bark Hill	Wind Mill for grinding corn in work
AA Co	Newcastle	Coal mine

APPENDIX 3. NEWCASTLE CBD. ROAD AND STREET ALIGNMENTS. PARKS AND RESERVES.

Road and Street Alignments in Newcastle CBD.

For Dangar's Plan of the Town of Newcastle, see Chapter 5.

The layout created by Dangar sufficed for many years, even though it was not officially aligned. It was not until 8 August 1853, that the streets in the inner part of Newcastle were officially aligned (Figure 6.26).²⁷⁶ This covered the area bounded on the south by Church Street, on the west by the AA Company grant, on the north by the harbour and on the east by Telford and Pacific Streets. Licensed Surveyor John Rogers had surveyed the plan.²⁷⁷ Subsequently, in 1854, the Colonial government spent £190/1/3/0 aligning Newcastle's streets.²⁷⁸

The line of Brown Street and The Terrace were altered to allow an adjustment of the boundary between the AA Company grant and the official town. A sketch plan by the Surveyor-General of April 1857 of the altered line showed the changes (Figure 9.6).²⁷⁹

In November 1860, surveyor D M Maitland surveyed the streets in the area from Pacific Street in the west, Stevenson Street on the north, Parnell Place on the east and the Ocean in the south.²⁸⁰ He also surveyed the streets in the area bounded by Church Street on the north, The Terrace on the west, Pitt and Ordnance Streets on the south and the barracks on the east.²⁸¹ These streets were officially aligned on 1 April 1863.²⁸²

Watt Street was later extended east of the Ordnance land and the line of Ordnance Street was altered.²⁸³ Alfred Street and Bond Street were later put through across surveyed town allotments.²⁸⁴

On 26 July 1869, an auction was held of allotments in what was part of the original Market Square. Not only did it alter the layout of allotments in that area but it also put Thorn, Morgan and Laing Streets through the former Market Square.²⁸⁵

A survey of February 1879 showed Darby and the altered line of Blane (Hunter Street West).²⁸⁶

It was not until November 1880 that an alignment survey was made of the streets in the AA Company area. The alignment was confirmed on 14 April 1882. Streets aligned included King, Sydney, Council, Lower Church, Union, Laman, Corlette, Bruce, Parry, Tooke, Darby, Bingle and High Streets and The Terrace.²⁸⁷ The alignment was officially gazetted on 28 July 1882.²⁸⁸

²⁷⁶ NSWGG, 8 Aug 1853, p 1443

²⁷⁷ N.13.652 Street alignment of part of Newcastle, 1853, Crown Plan

²⁷⁸ Col Sec, Returns of the Colony 'Blue Books', 1854, SRNSW 4/287

²⁷⁹ SG, Sketch Book 7, f 161

²⁸⁰ N.22.652 Diagram of the Alignment of part of the City of Newcastle, November 1864, Crown Plan

²⁸¹ N.23.652 Diagram of the Alignment of part of the City of Newcastle, November 1864, Crown Plan

²⁸² NSWGG, 1 April 1863, p 797

²⁸³ N.21.652; N.25.2137, Crown Plans

²⁸⁴ N.22.652; N.19.2137, Crown Plans

²⁸⁵ S T Leigh, Plan of Allotments of Land known as the Market Square in the City of Newcastle, ML Map Z MB 2 811.253/1869/1

²⁸⁶ N.4.2137 Plan of alignment of part of Darby and Blane Streets, 1879, Thomas Evans

²⁸⁷ N.5.2137, Alignment Plan of Streets in the Municipality of Newcastle, Nov 1880, Robert Handcock

²⁸⁸ NSWGG, 28 July 1882, p 3918

A survey of July 1886 showed the western part of Blane (Hunter Street West) and parts of Laman and Lower Church Streets.²⁸⁹ A survey of April 1898 depicted the altered line of Hunter Street West from Crown to Perkins Streets altered by the railway extension.²⁹⁰ The 1915 Town map showed Hunter Street had been extended across the Section between Watt and Telford Streets.²⁹¹

The closure of the AA Company Sea Pit at Hamilton in 1920 allowed the rail lines into Newcastle to be closed. It also allowed King Street to be more logically arranged.²⁹² When the rail lines at Scott Street were shifted to the north in 1936, this allowed Scott Street to be widened.²⁹³

History of Parks and Reserves in Central Newcastle

Includes buildings and other structures formerly on site of parks and reserves

The earliest areas shown as reserves or parks for public recreation appear to have been Pacific Park, King Edward Park and the area running along the ocean shore from Scott Street to King Edward Park. The western part of Pacific Park was shown on the 1860 Town map as a Recreation Reserve with town lots facing Telford Street.²⁹⁴ The western part was gazetted for Public Recreation on 1 June 1866.²⁹⁵

Parks - Initial Analysis.

The following text is a preliminary analysis of parks and reserves. An expanded version is provided in Volume 2 and on the SHI data sheets.

Park at Parnell Place.

1860 Town map shows this as an open area.²⁹⁶

Street survey by D M Maitland dated November 1860 showed this as a Recreation Reserve.²⁹⁷

1895 Newcastle and Suburbs Drainage Map Sheet 3

This park was gazetted for Public Recreation on 7 November 1903.²⁹⁸

Plans
N.137.844

Small Park in Zaara Street

Formerly part of roadway.

1895 Newcastle and Suburbs Drainage Map Sheet 5

²⁸⁹ N.11.2137, Plan of Streets Borough of Newcastle, 13 July 1886, Crown Plan

²⁹⁰ N.22.2137 Plan of parts of Scott and Market Streets and part of Hunter Street West, April 1898, Crown Plan

²⁹¹ Town Map, Newcastle, 1915, LPI charting map.

²⁹² Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 32

²⁹³ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 32

²⁹⁴ Town Map, Newcastle, 1860

²⁹⁵ Town Map, Newcastle, 1915, LPI charting map

²⁹⁶ Town Map, Newcastle, 1860

²⁹⁷ N.22.652 Diagram of the Alignment of part of the City of Newcastle, November 1864, Crown Plan

²⁹⁸ Town Map, Newcastle, 1915, LPI charting map

Plans
N.22.652
Ms.288.3070 Sh 1

Enterprise Park

Former Convict Lumber Yard.
Newcastle Archaeological Management Plan 1997 Items 0013 and 0071.

Town map of 1860 showed this as the Stockade site.²⁹⁹

1895 Newcastle and Suburbs Drainage Map Sheet 5

Tramway Reserve

Newcastle Archaeological Management Plan 1997 Items 0005 and 1055

Town map of 1860 shows this as Benevolent Society site.³⁰⁰

1895 Newcastle and Suburbs Drainage Map Sheet 3

Pacific Park

Newcastle Archaeological Management Plan 1997 Items 0011, 0016 and 1072

Originally the Guard House was on part of this park.³⁰¹

This is the site of the old Customs House. Town map of 1860 showed western part of the block as a Recreation Reserve plus town lots facing Telford St.³⁰² The western part was gazetted for Public Recreation on 1 June 1866.³⁰³

1895 Newcastle and Suburbs Drainage Map Sheet 5

Cathedral Park

Newcastle Archaeological Management Plan 1997 Items 0131 and 1120

A sketch map of land at Newcastle by Henry Dangar, dated as 9 October 1832, suggested that the burial ground around the cathedral extended to the north-east towards the corner of King and Newcomen Streets.³⁰⁴

Town map of 1860 showed this as Burial Ground.³⁰⁵

1895 Newcastle and Suburbs Drainage Map Sheet 8

Plans C.659.730

²⁹⁹ Town Map, Newcastle, 1860

³⁰⁰ Town Map, Newcastle, 1860

³⁰¹ SR Map 80, 83

³⁰² Town Map, Newcastle, 1860

³⁰³ Town Map, Newcastle, 1915, LPI charting map

³⁰⁴ Sketch map of Australian Agricultural Company's grant, Oct 1832, H Dangar, SR Map 6268

³⁰⁵ Town Map, Newcastle, 1860

Foreshore Park

Newcastle Archaeological Management Plan 1997 Items 0006, 0007, 0008, 1118, 1198, 1207, 1217.

Town map of 1860 shows this as an open area.³⁰⁶

A sketch plan of Signal Hill of July 1867, showed buildings along the road (Figure 9.13).³⁰⁷

Survey of road, dated 28 April 1893, showed many buildings along its route (Figure 9.27).³⁰⁸

1895 Newcastle and Suburbs Drainage Map Sheets 1, 2 & 4

The 1915 town map showed this area as railway yards etc.³⁰⁹

Fletcher Park

Newcastle Archaeological Management Plan 1997 Items 0024, 1091, 1117, 1123, 1212

The town map of 1860 showed this as Recreation Reserve.³¹⁰

A survey of October 1893 showed Fletcher and Shortland Parks.³¹¹

1895 Newcastle and Suburbs Drainage Map Sheets 6 & 9.

A survey of 27 June 1905 showed the Ocean Beach Foreshores, including Fletcher and Shortland Parks and other areas along the Ocean. It was dedicated as 40 acres on 7 November 1906, but there were later changes to the area (Figure 9.32).³¹²

King Edward Park

Newcastle Archaeological Management Plan 1997 Items 0124, 0125, 1122, 1126

In November 1856, surveyor P F Adams sent in a plan of an area of 35 a 3 r 19 p for a Recreation Area and Reservoir. It was later dedicated on 2 July 1863 (Figure 9.4).³¹³

There is also an undated Crown Plan of the Reserve, possibly based in P F Adams survey. One partially illegible notation on the plan is 1860 (Figure 9.7).³¹⁴

The 1860 town map showed this as a Recreation Reserve.³¹⁵

A plan of 31 July 1890 showed the coast battery site of 1 a 2 r 23 p (Figure 9.25).³¹⁶

1895 Newcastle and Suburbs Drainage Map Sheets 9, 10, 15, 16, 17

³⁰⁶ Town Map, Newcastle, 1860

³⁰⁷ SG, Sketch Book 9, f 174

³⁰⁸ R.4627.1603, Crown Plan

³⁰⁹ Town Map, Newcastle, 1915, LPI charting map

³¹⁰ Town Map, Newcastle, 1860

³¹¹ Ms.538.3070, Crown Plan

³¹² Ms.1133.3070, Crown Plan

³¹³ SG, Sketch Book 8, f 49

³¹⁴ N.98.844, Crown Plan

³¹⁵ Town Map, Newcastle, 1860

³¹⁶ Ms.289.3070, Crown Plan

In 1897, the Upper or Horse-shoe Reserve had a bowling green and tennis court.³¹⁷

The park was the site for numerous special events such as a celebration at the end of World War One.³¹⁸

LPI charting copy of Newcastle Town Map of 1915 showed details of paths, tennis court etc.³¹⁹

In World War Two, King Edward Park became an army base and nearby houses were occupied by the military.³²⁰

The Obelisk

Newcastle Archaeological Management Plan 1997 Item 0123, 1232, 1157, 1195

This is the site of the 1821 stone windmill.³²¹ The Miller's house was located to the south (Figure 4.20).

1895 Newcastle and Suburbs Drainage Map Sheet 15

Arcadia Park

Originally part of the Recreation Reserve, now King Edward Park.

Shown on the 1860 town map as part of that Recreation Reserve.³²²

1895 Newcastle and Suburbs Drainage Map Sheet 15

See King Edward Park for details.

Park at end of Honeysuckle Drive

1895 Newcastle and Suburbs Drainage Map Sheet 25

Part of railway yards

This park seems to be a recent creation.

Plans

N.8.1090 (Figure 8.1)

N.8a.1090 (Figure 8.9)

Ms.1108.3070

Ms.2141.3070

Christie Place

In 1856, Archibald Rodgers' Iron and Brass Foundry and General Iron Works' at Honeysuckle Point supplying engineering needs was on or near this site.³²³

1895 Newcastle and Suburbs Drainage Map Sheet 26

³¹⁷ J Windross, *Historical records of Newcastle, 1797-1897*, Newcastle, 1897, p 40

³¹⁸ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 50

³¹⁹ Town Map, Newcastle, 1915, LPI charting map

³²⁰ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 46

³²¹ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 41

³²² Town Map, Newcastle, 1860

³²³ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 47

Rodger's engineering works site is now the site of Newcastle Town Hall and this park.

Civic Park

Newcastle Archaeological Management Plan 1997 Item 1021 (rail line) across.

Darby 1853 map suggests that some houses may be located in this park.³²⁴

The City of Newcastle Plan of management noted that,

The land now occupied by the Park had been part of the Australian Agricultural Company's holdings on the west side of the old city centre. Through it ran colliery railway lines running from the waterfront coal-loading staithes southward to the Junction and beyond to the Newcastle Coal Mining Company's mines, and westward to the AA Company's mines in Hamilton. The route of the former can still be seen in the alignment of Burwood Street, the line of fig trees across Civic Park, and the old tunnel underpass beneath Laman Street on its south side. The junction of the two lines was supervised by a signalman whose cottage remains in the Park. The AA Company sold the land at the beginning of this century, and it was occupied by timber yards until it was resumed by Newcastle City Council in the 1920s.³²⁵

1895 Newcastle and Suburbs Drainage Map Sheet 26

Plans
Ms.3320.3070

Park at King and McCormack Streets

Darby's 1853 map suggests that the line of the AA Railway for D Pit may have run across this park.³²⁶

This line of railway was also shown running across this park on 1857 survey of AA Company rail lines (Figure 8.7).³²⁷

1895 Newcastle and Suburbs Drainage Map Sheets 14 & 26

³²⁴ G E Darby, Plan of part of the Australian Agricultural Company's Estate, Newcastle, ML Map Z/M3 811.251/1853/1

³²⁵ City of Newcastle, Civic Precinct Strategic Plan and Plans of Management, June 1998, Amended 2009. p 26

³²⁶ G E Darby, Plan of part of the Australian Agricultural Company's Estate, Newcastle, ML Map Z/M3 811.251/1853/1

³²⁷ SR Plan 1313

Lot 27 Plan 49 AA (N)



Nesca Park

Newcastle Archaeological Management Plan 1997 Item 1175

Darby's 1853 map needs to be overlaid on a modern base map to provide correct data.³²⁸

1895

Newcastle and Suburbs Drainage Map Sheet 28 shows this AA Company dam

Small Park Mosbri Crescent

Darby's 1853 map suggests that a line of miners' houses may have run across this park.³²⁹

Turner noted there is some evidence of clay digging near Mosbri Crescent.³³⁰

1895 Newcastle and Suburbs Drainage Map Sheets 17 & 29

Its current boundaries result from a modern subdivision

³²⁸ G E Darby, Plan of part of the Australian Agricultural Company's Estate, Newcastle, ML Map Z/M3 811.251/1853/1

³²⁹ G E Darby, Plan of part of the Australian Agricultural Company's Estate, Newcastle, ML Map Z/M3 811.251/1853/1

³³⁰ Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 38

Centennial Park

'Dr Mitchell's line of Tram Road' was shown across this park on Darby's 1853 map.³³¹

1895 Newcastle and Suburbs Drainage Map Sheet 40

It was later granted by the AA Company as public recreation.

Corlette Street Reserve

This was part of a later AA Company subdivision.

The Newcastle Cricket Club leased land from the AA Company for a sports ground, which was the site for all major sporting events from 1887 until 1912. The land reverted to the AA Company in 1912. The small park in Corlette Street was the pitch from this ground.³³²

1895 Newcastle and Suburbs Drainage Map Sheet 51 where it is shown as the cricket ground.

Plans

5794 (L) or

5912 (L)

Plan

230 AA (N)



Birdwood Park

Shown as part of Section B of a subdivision in Plan 30 AA (N) of June 1889.

1895 Newcastle and Suburbs Drainage Map Sheet 60 and 61

Granted by AA Company for recreation.

³³¹ G E Darby, Plan of part of the Australian Agricultural Company's Estate, Newcastle, ML Map Z/M3 811.251/1853/1

³³² Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 51

Little Birdwood Park

1895 Newcastle and Suburbs Drainage Map Sheet 61

Shown as AA Company railway on Plans 28 AA (N) April 1917 and 30 AA (N) June 1889





It appears to be land left over when King Street was widened.