THE HISTORY OF PILOT BOATMEN'S COTTAGES
NOBBYS ROAD, NEWCASTLE

by Dr J W Turner

18 October, 1992

Background to construction

In the 1890s the Harbours and Rivers Branch of the New South Wales Government employed 22 boatmen as crew for its pilot boats in the Port of Newcastle. These oarsmen also served on the lifeboat when it was required to assist ships in distress in and around the Port. As these men were required to live close to the Pilot Station and the lifeboat, accommodation was provided for them in cottages near the foreshores. At this time these cottages were in poor condition and replacements were badly needed.

Constructing the first group of cottages

In 1892 the Government Architect drew up plans for the first stage of construction, originally to be ten cottages, but only six or seven were proceeded with in 1893 because of insufficient funds. Tenders were called in December 1892 (Government Gazette Advertisement, 2 December 1892) and the tender of two local builders, Messrs Banks and Whitehead was accepted. Excavations began in March 1893 on land which had been in the hands of the Railway Commissioners and the Newcastle Morning Herald reported on 30 March 1893 that the foundations would be laid in the following week (see Appendix 1). Completion was expected within seven months.

According to the newspapers, the plans had been drawn by the Newcastle branch of the Government Architect's Department and 'each house will be two storeys high, built of brick and concrete, and containing six rooms:

When completed the houses will form a very nice block, being built in pairs in the usual terrace style. Owing to the formation of the ground each couple will be slightly lower than the other as the terrace goes northward. The present habitations used by the boatmen are a disgrace to the public service, and the sooner the men are given the new dwellings the better. (NMH 22/11/92)

The first stage of the terrace was in use in early 1894 and there was no extension until 1896, probably because of the depression of 1893.
Constructing the second stage

In November 1896 the NSW Government announced plans to spend £5000 to provide an extension of 'boatmens quarters' and this provoked an acrimonious debate in the Legislative Council, the upper house of the Parliament, where conservatives attacked the Government, accusing it of extravagance. D O'Connor, defending the proposal, called the boatmen heroes:

They risked their lives many times to save people from shipwrecks, and prevented homes being rendered desolate and widows and orphans being made. A hero was a hero whether born in a hut or a palace. The House should not quibble on such small items. The men deserved good accommodation. (NMH 12/11/96)

Despite this controversy, the Government called tenders for 'additional cottages, Boatmens' Quarters, Newcastle' on 5 January 1897 and on this occasion one of the original constructors, I Banks & Son, secured the contract. (Government Gazette, 16 February 1897) As these were merely additions to an existing facility, they attracted little attention from the newspapers, which did not report the date of completion. However, a photo dated 3 August 1897 shows them nearing completion and the Federal Directory of Newcastle, compiled in 1900 confirms that there were sixteen cottages, each one occupied by a boatman and his family (see Appendix 2 and Plate 1).

A third stage of construction?

Mysteriously, since there are now only sixteen cottages in the terrace, the Government called tenders for 'additional cottages, Boatmens' Quarters, Newcastle' on 5 January 1897 and on this occasion one of the original constructors, I Banks & Son, secured the contract. (Government Gazette, 16 February 1897) As these were merely additions to an existing facility, they attracted little attention from the newspapers, which did not report the date of completion. However, a photo dated 3 August 1897 shows them nearing completion and the Federal Directory of Newcastle, compiled in 1900 confirms that there were sixteen cottages, each one occupied by a boatman and his family (see Appendix 2 and Plate 1).

Renovations of the 1960s

After the Maritime Services Board took over these cottages in 1961, their maintenance was managed by Mr John Younger who remembers them well and who recalls seeing in the Board's Newcastle Offices the plans of two separate stages of construction. He believes that timber walkways linked the footpath to the cottages and he recalls the original detached toilets. His team was responsible for renovating the original bathrooms which were lined with corrugated iron – the type with very narrow corrugations.

In 1983 the MSB was engaged in a long term part-time repainting of the terrace using labour when it was available from other jobs. The slowness of this process irritated local residents (Plate 2).
Methodology and Sources

In accordance with your instructions, a diligent search was made of Department of Public Works archives in Newcastle and in Sydney and enquiries were also made to several historians of the Port of Newcastle. Library records and collections of photos in Sydney and Newcastle were also searched for evidence of the design detail of the Boatmen's Terrace.

The search for plans and photographs is continuing in Newcastle and Sydney.
TENDERS FOR PUBLIC WORKS.

TENDERS will be received at this Office, for the Public Works specified in the Schedule hereunder, up to ELEVEN O'CLOCK A.M. of the various dates set forth in the second column.

All envelopes containing Tenders must be addressed to the President of the Tender Board, and have legibly endorsed upon them the name of the work for which the Tender is submitted.

Tenders may be in attendance when the Tenders are opened, and the name of the lowest Tenderer will be announced, if possible, before the duties of the Board have terminated.

The following conditions will have to be strictly complied with, otherwise the Tenders will not be taken into consideration:

1st.—Each Tender must state the time within which it is proposed to complete the work, and in every instance the full name or names of persons tendering, also the names in full, occupations, and addresses of proposed bondsmen.

2nd.—At the foot of every Tender there must be a memorandum, signed by the party tendering and two responsible persons as sureties, agreeing to be answerable for the due performance of the Contract, in the event of the Tender being accepted; and undertaking, in that event, that they will severally execute and deliver a bond to Her Majesty, in the penal sum mentioned in the specification, or otherwise arranged, for securing such performance.

3rd.—No Tender will be considered which shall have been received after 11 o'clock a.m. on the day upon which Tenders are to be received, unless there are circumstances which, in the opinion of the Board, render it desirable that it should be received.

4th.—Every Tender must, as a guarantee of good faith, be accompanied by a preliminary deposit, calculated according to the following scale, viz.:

<table>
<thead>
<tr>
<th>Amount</th>
<th>Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>For amounts up to £500 inclusive</td>
<td>...</td>
</tr>
<tr>
<td>For amounts exceeding £500 and not exceeding £1,000</td>
<td>...</td>
</tr>
<tr>
<td>For amounts exceeding £1,000</td>
<td>...</td>
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</tbody>
</table>

For all sums over £1,000, one per cent. on the amount of Tender up to a maximum deposit of £500. Such deposit to be in the form of a cheque in favour of the President of the Board, endorsed by the Manager of the Bank upon which it is drawn, or a Bank Draft.

5th.—Any Tender which may be received without such preliminary deposit shall, unless otherwise directed by the Board, be deemed to be informal and rejected accordingly.

6th.—In the event of any Tenderer failing to take up his Tender, complete the bond, and proceed with the contract, within the time specified, or withdrawing his Tender after it shall have been opened, whether such Tender shall have been accepted or not, all moneys deposited by him on account of such contract shall be absolutely forfeited to the Crown, and shall be paid to the credit of the Consolidated Revenue of the Colony.

7th.—If, whenever a Tenderer fail to proceed with a contract as aforesaid, fresh Tenders shall be invited at short notice for the work, unless in the opinion of the President there are circumstances which make it desirable for another Tender in the same series to be accepted, but the Tenderer by whose default such a course has been rendered necessary shall be excluded from the competition, and from any competition for other works, at the pleasure of the President.

8th.—In the event of any contract being tendered for at a schedule of rates, the approximate quantities as given of each item must be worked out and a total sum shown.

All deposits, with the exception of that of the lowest Tenderer, when practicable, will be returned to the persons entitled thereto, immediately after the Board shall have adjourned; and the deposit made by the successful Tenderer shall be returned to him on executing the bond for the fulfilment of the contract. When the contract is for a less sum than £200, the deposit with Tender will not be returnable until the service is satisfactorily completed.

It is to be understood that the Government does not bind itself to accept the lowest or any Tender; and no Tender will be accepted until the Head of the Branch under whose directions the work is to be carried out has reported upon the whole of the Tenders received.

WILLIAM JOHN LYNE.

<table>
<thead>
<tr>
<th>Description of Work or Supplies to be Tendered for</th>
<th>Dates up to which Tenders will be received</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Government Architect.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Erection of Ward for Females, Hospital for Insane, Parramatta.</td>
<td>7 Dec, 1892</td>
<td>Government Architect's Office, Sydney</td>
</tr>
<tr>
<td>Erection of Court-house, Nolligen</td>
<td>14 Dec, 1892</td>
<td>Government Architect's Office, Sydney; and Court-house, Nolligen.</td>
</tr>
<tr>
<td>Additions, &amp;c., Wollongong Gaol</td>
<td>14 Dec, 1892</td>
<td>Government Architect's Office, Sydney; and Court-house, Wollongong.</td>
</tr>
<tr>
<td>Erection of Kitchen, &amp;c., Hospital for Insane, Parramatta.</td>
<td>14 Dec, 1892</td>
<td>Government Architect's Office, Sydney</td>
</tr>
<tr>
<td>Drainage, Repairs, &amp;c., Court-house, Paddington.</td>
<td>14 Dec, 1892</td>
<td>Government Architect's Office, Sydney</td>
</tr>
<tr>
<td>Erection of Court-house, Greta</td>
<td>11 Dec, 1892</td>
<td>Government Architect's Office, Sydney; and Court-house, Greta.</td>
</tr>
<tr>
<td>Erection of Cottages for Boatsmen, Newcastle</td>
<td>14 Dec, 1892</td>
<td>Government Architect's Office, Sydney; and Newcastle.</td>
</tr>
<tr>
<td>Additions, &amp;c., Post and Telegraph Office. Raymond Terrace.</td>
<td>28 Dec, 1892</td>
<td>Government Architect's Office, Sydney; and Court-house, Raymond Terrace.</td>
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</tbody>
</table>

**Railway Construction.**

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<thead>
<tr>
<th>Description of Work or Supplies to be Tendered for</th>
<th>Dates up to which Tenders will be received</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supply of 175,000 tons of Steel Rails, to be manufactured in the Colony of New South Wales.</td>
<td>7 Dec, 1892</td>
<td>Offices of the Minister for Public Works, Sydney (or the Agent General for New South Wales, London). See also Special Notice.</td>
</tr>
</tbody>
</table>
TENDERS FOR PUBLIC WORKS—continued.

<table>
<thead>
<tr>
<th>Description of Work or Supplies to be tendered for.</th>
<th>Date up to which Tenders will be received.</th>
<th>Where Plan, Specification, Special Conditions, General Conditions, and form of Tender may be seen.</th>
<th>Remarks.</th>
</tr>
</thead>
</table>

Government Architect's Branch—continued.

- **Repairs and Renovations, Police Station, Pest's Ferry.** 5 April, 1909 | Contractors' Room, Public Works Department, Sydney; and Police Station, Pest's Ferry. | | |
- **Additions and Alterations to Post and Telegraph Office, Broken Hill.** 13 April, 1909 | Contractors' Room, Public Works Department, Sydney; and District Works Office, Broken Hill. | | |
- **Additions, &c., to Public School, Molong.** 13 April, 1909 | Contractors' Room, Public Works Department, Sydney; and Public School, Molong; and District Works Office, Parkes. | Fresh Tenders. |
- **Erection of New Building, Public School, George's Plains.** 13 April, 1909 | Contractors' Room, Public Works Department, Sydney; Public School, George's Plains; and District Works Office, Bathurst. | | |
- **Erection of Rifle Range, Yass.** 13 April, 1909 | Contractors' Room, Public Works Department, Sydney; Court-house, Yass; and District Works Office, Goulburn. | | |
- **Erection of Science and Manual Training Room, Public School, Tamworth.** 13 April, 1909 | Contractors' Room, Public Works Department, Sydney; and District Works Office, Tamworth. | Fresh Tenders. |
- **Erection of New Police Buildings and Court Room, Blackville.** 13 April, 1909 | Contractors' Room, Public Works Department, Sydney; Police Station, Blackville; and District Works Office, Tamworth. | | |
- **Additions, Fencing, &c., Police Station, Cowra.** 13 April, 1909 | Contractors' Room, Public Works Department, Sydney; Police Station, Cowra; and District Works Office, Bathurst. | | |
- **Erection of New Building and Teacher's Residence, Public School, Nimbin.** 10 April, 1909 | Contractors' Room, Public Works Department, Sydney; Public School, Nimbin; and District Works Office, Lismore. | | |
- **Additions and Alterations to Police Buildings, Cooma.** 10 April, 1909 | Contractors' Room, Public Works Department, Sydney; and District Works Office, Cooma. | | |
- **Erection of Pilot Boatmen's Residences, Newcastle.** 26 April, 1909 | Contractors' Room, Public Works Department, Sydney; and Public Works Office, Newcastle. | | |

Rivers, Water Supply, and Drainage Branch.

- **Erection of Plain Beam Bridge over Balekah Creek, Road Wilcannia to Menindee.** 5 April, 1909 | Contractors' Room, Public Works Department, Sydney; Court-house, Broken Hill and Wilcannia; and Police Station, Menindee. | Fresh Tenders. |

Roads and Bridges Branch.

- **Construction of Flood Banks and Cuttings, 4 miles east of Narrandera, Marrumbidgee Northern Canal, Contract No. 94.** 29 Mar., 1909 | Contractors' Room, Public Works Department, Sydney; Court-house, Narrandera and Wagga Wagga; and Department of Public Works, Melbourne. | | |
- **Renewal of Platform, and Repairs to Jetty at Eden, Twofold Bay.** 13 April, 1909 | Contractors' Room, Public Works Department, Sydney; and Court-house, Wollongong and Eden. | | |
- **Ventilation of First Division, Parramatta Sewerage.** 13 April, 1909 | Contractors' Room, Public Works Department, Sydney; and Court-house, Parramatta. | | |
- **Drainage of Grahamestown and Campvale Swamp, near Raymond Terrace.** 26 April, 1909 | Contractors' Room, Public Works Department, Sydney; Court-house, Raymond Terrace; and Public Works Office, Newcastle. | | |
- **Renewal and Repairs to Jetty, Norah Head.** 26 April, 1909 | Contractors' Room, Public Works Department, Sydney; and Public Works Office, Newcastle. | Alternative Tenders. |
THE PILOT BOATMEN'S HOUSES.

The erection of the much-talked-of new houses for the pilot boatmen is at last being actively proceeded with. A short time back the contract for building the terrace of houses was secured by Messrs. Banks and Whitehouse, contractors, who lost no time in starting the work. At first it was intended to erect ten houses, but the number has now been reduced to six. The site for the structures is situated at the corner of Parnell-place and Stephenson's-place on the Sandhills. The houses will face the fortifications, and will be three-story buildings. For some days past several gangs of men have been at work excavating for the foundations. This portion of the work is nearing completion, and it is expected that during next week the foundation stones will be laid. The terrace is to be completed within seven months from now.

30 March 1893

LABOUR SETTLEMENT IN NEW YORK

12/11/1893 $5

APPENDIX I
### APPENDIX 2

**SARGOOD, BUTLER, NICHOL & EWEN, Importers & Warehousemen.**

### CITY STREETS.

#### Newcomen St.—East Side
- 19 O'Drury John
- 20 Mavourneen Hall, Lodge Harmony
- 21 W.H. Doherty
- 22 Watson Mrs. Chas.
- 23 Water Margaret
- 25 Christy R., Q.
- 27 Ennis M.
- 28 Hector M.
- 30 M'Kenzie Hannan
- 32 Alexander Mrs. Mary

**Note:** Newcomen St. from side.
- 35 Summergh Edward
- 37 Mitchell Mrs.
- 39
- 41 Hale J.
- 44 Collins M.
- 45 Heathon Dr. Jon. N.
- 47 Newcomen St. from side.
- 49 Old John
- 50 Lawren Hall, Mrs. G. Christie
- 51 Fyfe W. Alex.
- 52 Cowen James
- 53 Clark Mrs.
- 55 Donaldson Miss

#### Newcomen St.—West Side
- 2 Strand Mott Works, office
- 4 Low J. R., and Co.
- 6 Water Andrew
- 8 Withers Ernest
- 10 McHale J. G.
- 12 McNiven J.
- 14 Morris Mrs.
- 16 Maxwell Annie
- 18 Jefferon W.
- 20 Reid Mrs. J.
- 22 O'Gorman Michael
- 24 McArthur Walter
- 26 Harvey John
- 31 Watson Estate
- 32 Levy Septimus

**Note:** Newcomen St. from side.
- 52 N. Donaldson Alex.
- 56 Kershaw G. F.
- 62 Copley Daniel
- 65 Molan J.
- 74 Dunleavy Bridget
- 76 Devlin H. G.
- 78 Kenny H.
- 80 Munro Michael
- 82 White W.
- 84 Conroy W.
- 88 Morris W.
- 90 Gilliam Annie
- 92 O'Farrell Thomas
- 94 Alford W.
- 96 Wilson Thomas
- 98 Lampeney J. M.
- 100 Macleod T. A.
- 102 Dickson W.
- 104 Halliburton Alfred
- 106 O'Dwyer Mrs.
- 108 Slater W.
- 110 Sullivan Jeremiah
- 112 Weddington Annie

#### Nobbs St.—West Side
- 1 Zeppli Fernando
- 2 Ferris Noell
- 3 Humpenny John
- 5 McLaughlin John Dan.
- 7 Local Kinnaird System
- 9 Campbell John
- 11 Macalister Alexander
- 13 M'Kinnon Alix
- 15 M'Cleod Donald Thomas
- 17 Glen John G.
- 19 Finlay W.
- 21 Gow Robert
- 23 Adams George W.
- 25 Skipper Robert
- 27 M'Kinnon Edward G.
- 29 Reid W. J.
- 31 Lawson W.

#### Nobbs St.—East Side
- 8 Wood W. D.
- 7 Henderson Alex.
- 5 Warner Ernest
- 3 Cumming, Francis
- 1 Deane W. H.
- 3 Morris Joe, Edward
- 4 Luckie Alex.
- 1 Hewitt John L.
- 3 Cogswell John
- 5 Fergus Maria
- 9 Ross James
- 11 Ross James
- 13 Osburn James
- 16 Hector Thomas
- 18 Cotterell Wm.
- 20 Brown Leslie
- 22 Gow David

#### Parnell Place
- 1 Hickson Thomas
- 3 Lawren Wm.
- 5
- 7
- 9 Duggan K., Emma T.
- 11 Cambell Albert F.
- 13 Hughes John L.
- 15 Hocken W.

**Note:** Parnell Place.
- 1 Hewitt H.
- 2 Elmoer Elzibert
- 4 Summerson W.
- 6 Doherty George F.
- 8 McNamara J.
- 10 Anderson George
- 14 Maguire George
- 16 West Thomas
- 18 Doherty John
- 20 Curn T. H.
- 22 Glynn George

#### Party St.—North Side
- 1 Nicoll Mary
- 3 Jones A. N.
- 5 Robertson Ann.
- 7 Nisbet G.
- 12 Quin D.
- 14 Griffith W.
- 16 Rauscher George
- 18 Pringle John
- 20 Chalker Alfred
- 22 Delaney Henry
- 24 Hill G. W.
- 26 Macrory John
- 28 Goddard Albert
- 30 Allen Rose
- 32 O'Farrell, Thomas
- 34 Fiskett Wm. G.
- 36 Lander Herbert
- 42 Warburton G. John
- 44 Hemsworth Thos. G.
- 46 Trills Wm.
- 48 Craig Thomas G.
- 50 Cole Walter
- 52 Warburton G. John
- 54 Smith Dunstan
- 56 Doherty Wm.
- 58 Doherty Wm.
- 60 Walker H. D.
- 62 Beverley
- 64 Holmes John
- 66 Hawken Wm.
- 68 Nankin John
- 70 Anderson Peter
- 72 Arnott Thomas
- 74 Macrae John

#### Park St.
- 31 Gilbert Thomas
- 33 Smith H.
- 35 Lionte H.
- 37 MacGillie, Alex.
- 40 Delaney Martin
- 44 Slater, Benj., & Co.
- 46 Colman
- 48 Brown John
- 50 Fairbairn J.
- 52 Little George K.
- 54 M'Intosh
- 60 Davidson R.
- 62 Moore James M.
- 64 Carbon Wm. J.
- 66 Colburn Wm.
- 71 Cliff Wm., 1st
- 73 Oswald John
This view of Newcastle East from the tower of a house on the corner of Newcomen and Church streets was taken on August 3rd, 1897. It is 1.50pm by the Customs House clock and the time ball is down, having fallen at the customary 1pm. Many of the buildings in the photograph are still with us. At right centre can be seen what is today Steel's garage; it was once a skating rink. The Earp, Gillam bond store (above the three-storey house in the foreground) is now a crumbling wreck of a building and its neighbour, the former David Cohen and Co bond store, was reduced from its (pictured) six storeys to three after a fire in 1900. The row of terraced houses in Nobby's Road - Boatman's Terrace - are here nearing completion. The building in the left foreground with the unusual awning was the Lyceum Hall; it is now the ABC studio and offices.
'Paintathon' angers MLC

VIRGINIA Chadwick, MLC, has described as a 'paintathon' repair and maintenance work done on a row of 16 Maritime Services Board terrace cottages in Nobbys Rd, Newcastle East.

Mrs Chadwick asked for information on the repair work from the Minister for Public Works and Ports, Mr Ferguson, after being told by the Newcastle East Residents Group that painting of the houses had taken five workmen three years.

Mr Ferguson replied last week to Mrs Chadwick's questions and said the work had taken 18 months, had been completed by a maximum of five MSB workmen and had been interrupted because the workmen were needed to do higher priority work around the port.

So far the exterior of the terraces had been painted and the interior of five homes had been repaired and painted. The interiors of a further three cottages were being painted.

These eight cottages were all vacant.

Mrs Chadwick said the vacancy of the cottages seemed uncaring at a time of high unemployment and homelessness.

Homes for boatmen

Mr Ferguson said that four of the cottages had been offered and accepted by the NSW Housing Commission. A fifth would be offered shortly.

The 16 cottages were originally kept by the MSB as homes for boatmen whose employment required them to live near the port.

Later the cottages were made available to any MSB officer.

Mr Ferguson said any vacant cottages not required by the Housing Commission in the future would be made available to its own staff.

The interiors of the other eight houses would be refurbished as they became vacant.
THE BOATMEN'S HOUSES.

The contract for the erection of the new houses for the pilot service boatmen will in a few weeks be let by tender. Some months ago the Government, after repeated applications, decided to give the men new quarters, and a piece of land near Fortification-road, on the Sandhills, was handed over by the Railway Commissioners for the purpose. The local branch of the Government Architect's Department have completed the plans and specifications for the houses. They will be 20 in number, but an attempt will be made to have four others erected. Each house will be two storeys high, built of brick and concrete, and containing six rooms. Owing to want of funds, it is not proposed to erect the whole of the houses at once, but 12 will probably be let by contract next week.

When completed the houses will form a very nice block, being built in pairs in the usual terrace style. Owing to the formation of the ground each couple will be slightly lower than the other as the terrace goes northward. The present habitations used by the boatmen are a disgrace to the public service, and the sooner the men are given the new dwellings the better.

N011, 22 - 92.
THE MINING CASE.

Mr. SYDNEY SMITH, as a matter of privilege, stated, concerning the mining case referred to last night, that he had consulted the Crown Solicitor, upon whose advice he acted. Afterwards the Attorney-General confirmed his action, which was taken simply to protect the prospectors.

THE RATHBURN CONVENTION.

Mr. HUGHES, moved the adjournment of the House in order to discuss the action of the Government in granting free railway passes to the delegates attending the Rathburn Federal Convention. He said that the convention was a privately run affair, being organized by a company known outside the proposed federal city. They had failed— the affair upon the public unasked, and had been very careful in the selection of delegates. He contended that the Premier had been made the tool of the Convention, which was in his sense of the word. It had no political significance, and represented no one in particular. The Labour Conference was more of a national event than the Rathburn Convention. The delegates to the Labour Conference should be free passes.

Mr. HAYNES thought the Ministers Department should be removed to Rathburn and called a meeting, where there could be a branch for the encouragement of underground engineering. The whole affair was a sham.

Mr. REID said that he had been interviewed by the Premier on the matter, and had been asked by some of his bitterest political opponents to grant this concession. So strong a case was made out that he, on his personal responsibility, authorised the issue of the passes. It was understood that every shade of political thought in the colonies was represented. He believed that the Convention would do much good.

Mr. SYDNEY SMITH said he could assure all members that they would be welcomed to the convention. With regard to free passes, they were issued not to the Rathburn people, but to representatives from all parts of the colonies. He had a telegraph from the Queensland Provincial Labour League. He was sure that the convention would welcome all branches of Labour.

Mr. HUGHES, replying, accepted the invitation on behalf of the Labour party, expressing the hope that they would receive better treatment than one Labour member when the guest of the Government for six months at Rathburn.

The motion was negatived.

THE NEW PARLIAMENT HOUSE.

Mr. YOUNG moved to refer the proposal to erect new parliamentary buildings.

NEWCASTLE BOATMEN'S HOUSE.

DISCUSSION IN THE LEGISLATIVE COUNCIL.

SYDNEY, WEDNESDAY.

While the Local Bill was under discussion in committee in the Legislative Council last night, Mr. G. C. DAWSON moved a motion that the Government should give £6000 for the erection of a house for the boatmen, £5000 for building it of cut stone. His proposition was seconded by Mr. E. A. BARKER. The move was supported by Mr. W. C. COX, and Mr. A. W. T. SMITH, who said that the boatmen had very arduous duties to perform, and they should be on the spot when required. He did not know anything of the plans and specifications of the new buildings, but, doubtless, they would be in agreement with the other buildings in the city.

Mr. W. R. CAMPBELL also defended the item. He said he had been approached by the boatmen, who were licensed to operate upon all the docks. It would be very poor economy for the Government to erect a lath and plaster building, and by a decent expenditure, they could build premises that would last for ever. The discussion of this kind lowered the dignity of the high legislative chamber to the lowest point of the smallest municipality in the country.

Mr. D. O'CONNOR said the boatmen were heroes. They risked their lives many times to save people from ships'wrecks, and prevented many injuries. He believed that £6000 was sufficient to build a house which would be as good as any house in the city. The House should not be quibbling on such small items. The men deserved good accommodation.

SHARE MARKET.

YORK, WEDNESDAY.

For the last three days, the market has been quiet, with a slight fall in prices. The mining shares have not shown much activity, and the figures are: 3 per cent. 4 per cent. 5 per cent. and 6 per cent. No important transactions have taken place.

The discussion of the item then closed.

THE TENTH WATER SUPPLY BILL.

The Tenth Water Supply Bill, the Excess-Act Amendment Bill, the Public Service Retirement Bill, and the Harrington Railway Bill were taken up for the purpose of consideration.
Visitors and soldiers at the gates of Fort Scratchley in 1903, above, and below is the Volunteer Artillery on parade at the fort at Easter, 1900. Note their "unmilitary" stance and the unkempt nature of their uniforms. In 1899 they were commanded by Captain Grant and Lieutenant Newton.
This view of Newcastle East from the tower of a house on the corner of Newcomen and Church streets was taken on August 3rd, 1897. It is 1.50pm by the Customs House clock and the time ball is down, having fallen at the customary 1pm. Many of the buildings in the photograph are still with us. At right centre can be seen what is today Steel's garage; it was once a skating rink. The Earp, Gillam bond store (above the three-storey house in the foreground) is now a crumbling wreck of a building and its neighbour, the former David Cohen and Co bond store, was reduced from its (pictured) six storeys to three after a fire in 1900. The row of terraced houses in Nobby's Road - Boatman's Terrace - are here nearing completion.
Nobbys rd—West Side

Zoppi Fernando
2 Fraser George
3 Henderson John
4 M'Leod Kenneth
5 Woods S.
6 M'Kinnon Allan
7 M'Leod Donald
8 Olsen John C.
9 Frazer Wm.
10 Gow Robert
11 Adams George W.
12 Martyn Frank
13 McGeath Edwd. C.
14 Reid W.
15 Losocco Vito
16 Costa Wm. Ant.

ALL THESE ARE LISTED ELSEWHERE

AS BOATMEN

THE FEDERAL DIRECTORY

CONSTITUENCY AND PORTFOLIO,

1891.
THE PILOT BOATMEN'S HOUSES.

The erection of the much-talked-of new houses for the pilot boatmen is at last being actively proceeded with. A short time back the contract for building the terrace of houses was secured by Messrs. Banks and Whitehouse, contractors, who lost no time in starting the work. At first it was intended to erect ten houses, but the number has now been reduced to six. The site for the structures is situated at the corner of Parnell-place and Stephenson's-place on the Sandhills. The houses will face the fortifications, and will be three-story buildings. For some days past several gangs of men have been at work excavating for the foundations. This portion of the work is nearing completion, and it is expected that during next week the foundation stones will be laid. The terrace is to be completed within seven months from now.
Arrangement: Chronological

Location: 4/3882-90

Shelf List: Location Dates

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b) Copies of Letters from the Colonial Secretary to the Surveyor General, 1833-1834

1 vol.

Letters to the Colonial Architect as a subordinate of the Surveyor General, April 1833 - December 1834.

Indexes: In front of volume.

Arrangement: Chronological

Location: 4/3914-6

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(2) RECORDS OF THE DEPARTMENT OF PUBLIC WORKS

a) Special bundles, 1850-1963

18 boxes

Buildings and public works files, comprising reports, memos, letters, newscuttings, plans, arranged by subject.


b) Architectural Competitions (Public Buildings) and Reorganization of Government Architect's Office, 1890-1.

(Special Bundle)

1 vol. part.

Location: 2/889

c) Plans drawn up by Henry Ginn, Clerk of Works, Port Phillip, 1846-47

Plans in 1 vol.
of Lands and Public Works. During this period the Architect's Department came under the control of the Secretary for Lands and Public Works and these records include Letters from the Colonial Architect concerning the erection and repair of public buildings.

**Arrangement:** Chronological

**Location:** 3562-3711

b) **Copies of Letters sent to the Department of Public Works and the Colonial Architect, 1859-66.**

1 vol.

Letters relating to the furnishing of Lands Department offices, selection of sites and the erection and repair of buildings, roads, bridges etc.

**Arrangement:** Chronological

**Indexes:** In front of volume

**Location:** 2/1801

c) **Ministerial Branch**

Copies of Letters sent to minor officials, 1867-72.

1 vol.

Letters requesting the erection and repair of Lands Department offices, and requisitions for furniture.

**Arrangement:** Chronological

**Index:** In front of volume

**Location:** 4/1434

d) **Sketches of Crown Lands Offices, 1898-1916.**

1 vol.

This volume comprises sketches of Crown Land offices most of which are dated 1898 and 1916. Some of the sketches bear the annotation "Vide Ministerial 15/7748" which refers to the correspondence of the Ministerial Branch, Lands Department. The entry in the **Register of Letters Received** (7/4632) is "H. Phillips, re plans of Crown Lands Offices", however this particular letter has not survived in the series of Letters Received, 1915, held in the Archives Office of New South Wales.

**Location:** 3/2489 (Kingswood)

e) **Lithographs, 1856-1930.**

734 maps and 493 bundles

Lithographic plans printed by the Lands Department. The date refers to the month they were sent to the printer. The earlier plans are very varied and include architectural plans (e.g. lunatic asylums at Tarban Creek and Parramatta). A card index to the processed lithographs has been compiled in the Archives Office.
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Street is a credit to the
C. H. Hennell, J.P.

Sydney, Melbourne, Wellington, Perth, Kalgoorlie.

NAUTICAL

Discharge of Ballast.

On this subject for a considerable period controversy prevailed in land shipping circles, and owing to the stringent regulations of the Board of Health, the majority of vessels from foreign ports had to send their ballast in lighters to sea. After repeated efforts on the part of the Newcastle Chamber of Commerce, the BOARD of Health amended their regulations regarding the disposal of ballast, which is a matter of great importance to shipowners. Arrangements were made by the Harbor authorities which now enable the discharge of ballast within the harbor under low water mark, thus obviating the expense and delay of sending the ballast to sea, as under the old regulations. The committee received a letter from the Shipping Shippers’ Committee of London, thanking the Newcastle Chamber for the success attendant upon their efforts.

Cattle Shipping.

The Shipment of Cattle having increased of late years the Government, at the request of the Newcastle Chamber of Commerce, created cattle pens at the northern end of the Dyke wharf, where consignments from the interior by rail are unloaded from the trains with ease. A large portable closed gangway connects the stockyards with the vessels alongside of the wharf, and the cattle are driven on board with comparative ease, and devoid of that brutality which heretofore invariably attended the shipment of stock. Horses in heavy consignments for India, cattle and sheep for New Caledonia form the chief transactions in this branch of trade. With the appliances at hand vessels for the class of freight now experience but little delay in loading.

The Newcastle Bar.

The depth of water on the Bar at low water spring tides is 22ft. 6in. With the object of further deepening the water at that point the Government some few years ago imported the powerful rock excavator Pembroke, which has done good service in the removal of rocks in the harbour, but has not yet caused any material difference to the depth of the bar. A number of dredges, of the bateau, grab, and sand-pump descriptions are kept constantly at work in the harbor. In some instances vessels of very deep draught have had to leave considerably above the Plimsoll mark owing to the want of deeper water on the bar, but with the extensive further improvements, and breakwater extensions it is anticipated that ere long there will be a sufficient depth of water to enable vessels of the heaviest draft to load up to and leave comfortably with their full carrying capacity.

Frozen Meat Loading.

With the strong demand in England and South Africa for frozen meats the Aberdeen Freezing and Chilling Company some few years ago established their works at Aberdeen (N.S.W.), and have gradually increased the output till the trade has assumed considerable proportions. Consignments from these works find their way to the London, Liverpool, Manchester, and South African markets, at each of which satisfactory prices have been realised. Indeed, in some instances, it has been stated that the Aberdeen meat has been actually sold by importers in London as English meat and consequently realised the higher prices. The shipments from the Aberdeen Chilling Factory are made at Newcastle. Consignments are brought down in huge refrigerating cars, which run alongside of the wharf, and are with little handling transferred from the cars to the cool air chambers of the vessels alongside. Large canvas sheets are brought into requisition for the purpose of transfer, and the work is carried out with cleanliness and dispatch. During the season regular lines of steamer call for the class of freight at convenient intervals, so that there can be little difficulty in frozen meat carriers receiving quick despatch.

Newcastle Lifeboat.

The new Lifeboat, Victoria II., is now under the control of the Navigation Department, of which Captain Newton is Deputy Superintendent. The boat, which is manned from the Harbor Department’s storesmen, is housed at the rear of the pilot boat shed. A McKinnon is the coxswain, and looks after the boat, which is always kept in readiness, and can be launched in a few seconds. In boisterous weather the crew stand by in readiness (night and day) to proceed if necessary to vessels in distress.

Rocket Apparatus.

The Newcastle Rocket Brigade has a station at Stockton, which is fitted up with rocket life-saving apparatus. The members are enrolled from the Harbors and Rivers Department, who spare no trouble or pains in studying the manipulation of the apparatus. In boisterous weather the men are continuously on duty, and have done good service when called upon. On the city side a set is also kept in readiness in case of vessels being in trouble to the southward of Nobbys.
PILOT-BOATMEN'S HOUSES.

Their Present Condition.

During the discussion in committee on the Lease Bill in the Legislative Council on Wednesday night, exception was taken to the amount of £5000 set apart for the erection of boating-men's cottages at Newcastle; but had the gentlemen who objected to the item been fully seized of the question under discussion, it is more than probable that the remarks made by Mr. H. G. Danger betray that gentleman's ignorance of the whole matter. There are at present twenty-two boatmen employed in connection with Newcastle pilot-staff, including one man on Signal Bill. It has been a practice all through Australia to provide men in such-like occupation with dwellings erected by them, and the same system obtains. The cottages now in use were erected between 25 and 30 years ago, and some two years back the department erected seven brick cottages, all of which are now occupied by boatmen; but the remainder of the men are still occupying the old cottages, which are in a terrible state of repair. Originally lathed and plastered cottages, the roofs, the whole block of buildings, now present a most dilapidated appearance. In most of them the plaster work has fallen away, while the roofs are by no means rain-proof. During the last heavy gun practice at Fort Scratchley it was impossible for the occupants of the cottages to sit down to a meal comfortably, as the sand carried on to the abingles in large quantities by the strong winds was embittered by the constitution caused by the continual firing. It is said that one of the roofs, smothering the occupants with sand, in addition to which the plaster was continually falling down.

The houses are in such bad repair that the insurance companies have actually refused to insure the furniture of the boatmen, who, in several instances made application to do so. In wet weather the places are miserable, and in addition to the buildings being badly out of repair the site on which they stand is frequently like a duck pond, owing to the accumulation of surface water.

The men pay at the rate of £8 per year for the houses, and are compelled to live on the station, viz., in the houses provided by the department. The nature of their work is such that no regular hours can be observed, and it frequently happens that two men occupying the same cottage cannot get sufficient representation to give the men a conservatory place like the Upper Chamber man found champions, and equally as well as to find that the erection of new cottages has at last come within reasonable distance.

THE WRECK OF THE HILMA.

LANCASTER.

Maitland District.

A PRESENTATION.

A young man named Francis Dunlop, who recently displayed considerable presence of mind and bravery in rescuing a child who was sitting in a cart, was presented with a reward by the Maitland District Court yesterday. The ceremony was the result of a number of voluntary subscriptions given by residents of the district. During the afternoon young Dunlop gave another exhibition of his prowess by catching the tail of a runaway horse attached to a van, and bringing the animal to a standstill without any damage ensuing.

POLICE COURT.

Mr. G. F. Scott, P.M., and Mr. H. Crothers, J.P., occupied the bench at the West Maitland Police Court yesterday.

Henry Evans was charged with stealing, in a dwelling, a pair of trousers and a pair of braces, valued at 21s., the property of Richard Osborne. It was shown that the accused had concealed the articles from his room and stolen a dwelling in Regent-street... The accused was arrested by Sergeant Oxley in an empty house at Hamilton, and was wearing the trousers which had been stolen. Evans pleaded guilty, and was fined 20s., with an alternative of 21 days' gaol.

A NOVEL CASE.

At the West Maitland Police Court yesterday, Constable Thomas Watkins, fined 5s., with 2s. 6d. costs, for having suffered horses to stray in Burslem-street, and William Richardson, fined 2s. 6d., for charge of having suffered two horses to stray in the same thoroughfare. Thomas Watkins was fined 5s., with 2s. 6d. costs, for having permitted his hogs to stand in High-street after sunset without sufficient lights. Mr. Croters did not adjudicate in the cases brought by the borough inspector.

The last heavy gun practice at Fort Scratchley it was impossible for the occupants of the cottages to sit down to a meal comfortably, as the sand carried on to the abingles in large quantities by the strong winds was embittered by the constitution caused by the continual firing. It is said that one of the roofs, smothering the occupants with sand, in addition to which the plaster was continually falling down.

The houses are in such bad repair that the insurance companies have actually refused to insure the furniture of the boatmen, who, in several instances made application to do so. In wet weather the places are miserable, and in addition to the buildings being badly out of repair the site on which they stand is frequently like a duck pond, owing to the accumulation of surface water.

The men pay at the rate of £8 per year for the houses, and are compelled to live on the station, viz., in the houses provided by the department. The nature of their work is such that no regular hours can be observed, and it frequently happens that two men occupying the same cottage cannot get sufficient representation to give the men a conservatory place like the Upper Chamber man found champions, and equally as well as to find that the erection of new cottages has at last come within reasonable distance.

THE WRECK OF THE HILMA.

LANCASTER.
Newcastle East with the sandhills in the middleground. Much of this land was owned by the Lambton Coal Mining Company which decided in 1874 to level the dunes and stabilize the surface of the sand with chitter from its mine. Within two years the first buildings began to appear and by the early 1880s, the area was being filled with substantial “villa” residences so rapidly that the local newspaper forecast that the “aristocratic end of the city” would soon be completely built up. This was fortunate for it had been something of a “no man’s land” as this report from the Newcastle Chronicle in 1874 shows.

THE FORTY THIEVES OF NEWCASTLE
One of the most dastardly robberies ever enacted in Newcastle took place on Thursday evening last, on the Sand Hills.
A young lad was going home to Captain Allen’s hill, and when about halfway over the hill was beset by about 20 of the Newcastle city arabs. They knocked the lad down, and he was robbed of a purse, some buttons and marbles.
The arabs then commenced kicking the unfortunate lad in a most cowardly and brutal manner. The lad who was so ill-treated was very ill after the rough usage sustained.
This is not the first complaint that has been brought to our notice, and it is time something was done to prevent these everyday atrocities. Most of the offenders vary from the age of 12 to about 14 years.