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 'boatmen's 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, Boatmen's 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 Gazette of 24 March 1909 called tenders for an additional six 'Pilot Boatmen's Residences' and the plans of these have survived in the Newcastle Office of the Department of Public Works. Construction did not commence at that stage and fresh tenders were called in the following October.

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 Boatmens' 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, tender 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.:

   For amounts up to £500 inclusive .................................................. £5 0 0
   For amounts exceeding £500 and not exceeding £1,000 .......................... 10 0 0

For all sums over £1,000, one per cent. on the amount of Tender up to a maximum deposit of £250. 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.—Whenever a Tenderer shall 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, and not accepted 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>
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<td>Additions, etc., Court and Watch House, Eden</td>
<td>14 Dec., 1892</td>
<td>Government Architect’s Office, Sydney; and Court-house, Eden</td>
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<td>Erection of Court-house, Nelligan</td>
<td>14 Dec., 1892</td>
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<td>Additions, etc., Wollongong Gaol</td>
<td>14 Dec., 1892</td>
<td>Government Architect’s Office, Sydney; and Court-house, Wollongong</td>
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<tr>
<td>Erection of Storey Room, etc., Lands Office, Wagga Wagga</td>
<td>11 Dec., 1892</td>
<td>Government Architect’s Office, Sydney; and Court-house, Wagga Wagga</td>
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<tr>
<td>Erection of Lock-up, Regent-street, Sydney</td>
<td>14 Dec., 1892</td>
<td>Government Architect’s Office, Sydney</td>
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<tr>
<td>Erection of Kitchen, etc., Hospital for Insane, Parramatta</td>
<td>14 Dec., 1892</td>
<td>Government Architect’s Office, Sydney</td>
<td></td>
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<tr>
<td>Drainage, Repairs, etc., Court-house, Paddington</td>
<td>14 Dec., 1892</td>
<td>Government Architect’s Office, Sydney</td>
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<tr>
<td>Erection of Court-house, Greta</td>
<td>11 Dec., 1892</td>
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<td>Erection of Cottages for Boatmen, Newcastle</td>
<td>14 Dec., 1892</td>
<td>Government Architect’s Office, Sydney and Newcastle</td>
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<tr>
<td>Additions, etc., Post and Telegraph Office, Raymond Terrace</td>
<td>28 Dec., 1892</td>
<td>Government Architect’s Office, Sydney and Newcastle; and Court-house, Raymond Terrace</td>
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<th>Railway Construction.</th>
<th>7 Dec., 1892</th>
<th>Office of the Minister for Public Works, Sydney (or the Agent General for New South Wales, London)</th>
<th>See also Special Notice</th>
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### Tenders for Public Works—continued.

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<td>Repairs and Renovations, Police Station, Peats Ferry.</td>
<td>8 April, 1909</td>
<td>Contractors’ Room, Public Works Department, Sydney; and Police Station, Peats Ferry.</td>
<td></td>
</tr>
<tr>
<td>Additions and Alterations to Post and Telegraph Office, Broken Hill.</td>
<td>13 April, 1909</td>
<td>Contractors’ Room, Public Works Department, Sydney; and District Works Office, Broken Hill.</td>
<td></td>
</tr>
<tr>
<td>Additions, &amp;c., to Public School, Molong</td>
<td>13 April, 1909</td>
<td>Contractors’ Room, Public Works Department, Sydney; Public School, Molong; and District Works Office, Forbes.</td>
<td>Fresh Tenders.</td>
</tr>
<tr>
<td>Erection of New Building, Public School, George’s Plains.</td>
<td>13 April, 1909</td>
<td>Contractors’ Room, Public Works Department, Sydney; Public School, George’s Plains; and District Works Office, Bathurst.</td>
<td></td>
</tr>
<tr>
<td>Erection of Rifle Range, Yass</td>
<td>13 April, 1909</td>
<td>Contractors’ Room, Public Works Department, Sydney; Court-house, Yass; and District Works Office, Goulburn.</td>
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<td>Erection of Science and Manual Training Room, Public School, Tamworth.</td>
<td>13 April, 1909</td>
<td>Contractors’ Room, Public Works Department, Sydney; and District Works Office, Tamworth.</td>
<td></td>
</tr>
<tr>
<td>Erection of New Police Buildings and Court Room, Blackville.</td>
<td>13 April, 1909</td>
<td>Contractors’ Room, Public Works Department, Sydney; Police Station, Blackville; and District Works Office, Tamworth.</td>
<td>Fresh Tenders.</td>
</tr>
<tr>
<td>Additions, Fencing, &amp;c., Police Station, Cowra</td>
<td>13 April, 1909</td>
<td>Contractors’ Room, Public Works Department, Sydney; Police Station, Cowra; and District Works Office, Bathurst.</td>
<td></td>
</tr>
<tr>
<td>Erection of New Building and Teacher’s Residence, Public School, Nimbin.</td>
<td>10 April, 1909</td>
<td>Contractors’ Room, Public Works Department, Sydney; Public School, Nimbin; and District Works Office, Lismore.</td>
<td></td>
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<tr>
<td>Additions and Alterations to Police Buildings, Cooma.</td>
<td>10 April, 1909</td>
<td>Contractors’ Room, Public Works Department, Sydney; and District Works Office, Cooma.</td>
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</tr>
<tr>
<td>Erection of Pilot Boatmen’s Residences, Newcastle.</td>
<td>26 April, 1909</td>
<td>Contractors’ Room, Public Works Department, Sydney; and Public Works Office, Newcastle.</td>
<td></td>
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</tbody>
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### Roads and Bridges Branch.

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

### Rivers, Water Supply, and Drainage Branch.

| Construction of Flood Banks and Cuttings, 4 miles east of Nararanda, Marrumbridge Northern Canal, Contract No. 844. | 29 Mar., 1909 | Contractors’ Room, Public Works Department, Sydney; Court-houses, Nararanda 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; Court-houses, Wollongong and Eden. |         |
| Ventilation of First Division, Parramatta Sewerage. | 19 April, 1909 | Contractors’ Room, Public Works Department, Sydney; and Court-house, Parramatta. |         |
| Drainage of Graffington and Campvale Swamps, 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 Newcastle H. B. N. 1/0/1894

12/1/1896 15

APPENDIX I
CITY STREETS.

Newcomen st—East Side
19 O'Grady John
20 Masonic Hall, Lodge Harmony
22 Stewb'r Frank
23 Watson Mrs. Chris.
25 Watson Margaret
26 Christie R. G.
27 Brain Win.
28 M'Keele Hannah
29 Alexander Mrs. Mary
Off NEWCOMEN ST (East side)
30 Sannans Watf. 
37 Mitchell Miss
39 Hale J.
40 Collins Win.
45 Hewson Dr. Jos. S.
Off NEWCOMEN ST (East side)
49 Koli John
Lyceum Hall, Mrs. E. Christie
49 Fry M's Ada
51 Cleeres James
52 Clark Mrs.
65 Duckham Miss

Newcomen st—West Side
2 Strand Meat Works, office
4 Love, R. & Co.
6 W. A. Walker Andrew
8 Withers Ernest
10 Mulcahy, T. C.
12 McNichol J.
14 McNichol Mrs.
16 McCarthy Annie
18 Jeffery Win.
30 Reid Mrs.
26 Ryan Michael
28 Lovell Walter
30 Harvey John
32 Watson Watf.
31 Levy Septimus
56 Mgr. Rev. S. J.
58 M'Collum Alex.
60 Caron, G. F.
62 Conley Daniel
64 Molony M.
74 Harrickj Bedget
74 Davis H. G.
76 Edwards
78 Blaken Michael
91 Witty Wm.
93 Carney Wm.
96 Morris Wm.
98 Gillian Annie
99 Gillian Arthur
101 Attwood R.
102 Wilson Thomas
104 Linneburh J. M.
106 Lester C. G.
108 Douglas Wm.
109 Holmes Alfred
110 O'Grady Mrs.
116 Slater Wm.
118 Sullivan Jeremiah
112 Waddington Annie

Nobbsy's Rd—East Side
1 Zappi Fernand B.
2 Fraser George
3 Henderson John
4 McLeod Kenneth
5 M'Clellan James
6 M'Clellan Alex.
7 M'Clellan Donald
8 Olsen John G.
9 Fraser Wm.
10 Gow Robert
11 Adams George W.
12 Martin Frank
13 M'Craith Edward, C. not listed
14 Reid W. W.
15 Loveryce Wm.
16 Olney Wm. Ant.

Parnell Place
1 Hickey Thomas
3 Ireland Wm.
5
7
9
11 Chapman Albert F.
13 Hughes John L.
15 Hudson W.

Off PARNELL PLACE
Hewitt L.
2 Fluehr Ethelbert
4 Simonsen W.
6 Hillbert George F.
8 W. E. Hughes
10 Anderson George
12 Hickey Richard, Jas.
14 Thompson John
16 West Thomas
18 Davises John
20 Cross T. H.
22 Player George

Parry st—North Side
1 Nield Mary
6 James A. S.
8 Robertson And.
10 Jones B.
12 Quinn J.
14 Griffith W.
16 Sanders George
18 Pringle Adam
20 Chandler Alfred
22 Dobert Henry
24 Hart Geo. W.
26 Stewart John
28 O'neill Albert
30 Allen Mrs.
32 Grant Thomas
34 Foster Wm. C.
40 Lambe Herbert
42 Washington G. J.
44 Knowles Thomas G.
46 Trice Wm.
48 Craig Thomas G.
50 Codd Walter
52 Washington G. E.
74 Smith Duncan
76 Moore —
78 Burgess James
82 Hughes Wm.
84 George S.
86 Sore Ernest
106 Colman Thomas
108 Martin E.
114 Walker R. J.
116 Browne —
121 Haines John
122 Hawken J.
124 Ricketts John
126 Anderson Peter
128 Arnot George
176 Merrill John

Pacific st—West Side
6 Muller-Hansen Mrs.
7 Kennedy Mrs. Jane
10 Thompson
12
14 Dowdah-Mary
23 Day John
24 West Frickl, Temple
Off PACIFIC ST (West side)
William James
25 Corrigan John
28 Yousk A.
30 Kai Lee
32 Hop Low
31 Smith Wm.
36 Hooley Wm.
38 Thos Jones
40 Hickey Richard, Jas.
42 Trice Edward
44 McPherson Mrs.
46 Grazera John
50 Elkoker Margaret
52 Clark Joseph
55 Egan Michael
63 Scullar Bernard
65 Hyde Robert

Pacific st—East Side
Hosp.
Reserve
66 Bohnam A. W.
Newcastle 1897

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 houses 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 officers.

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.
THE MINING CASE.

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

BATHURST CONVENTION—FREE PASSES.

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 Bathurst Federal Convention. He said that the convention was a privately run affair, being conducted by a few persons who were not known outside the proposed federal city. They had solicited the affair upon the strength of the strength of the convention, which was in no sense national. It could have no political significance and represented no one in particular. The Labour Convention was more of a national event than the Bathurst Convention. The delegates to the Labour Convention should also receive free passes.

Mr. HAYNES thought that the Mines Department should be removed to Bathurst and called "The Smithsonian Institute," where there could be a branch for the encouragement of scientific and engineering work. The whole affair was a sham.

Mr. REID said that he had been interviewed by the deputation 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 colony would be represented. He believed that the convention would do much good.

Mr. SYDNEY SMITH said he could assure all members that they would be welcome to the convention. With regard to free passes, he did not give them to the Bathurst people, but to representative persons from all parts of the colony. He had a telegram from the Queensland Providential 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 upon a member who was the guest of the Government for six months at Bathurst.

The motion was negatived.

THE NEW PARLIAMENT HOUSE.

Mr. YOUNG moved to refer the proposal to assist new settlement to the Newcastle Boating House.

NEWCASTLE BOATING HOUSE.

DISCUSSION IN THE LEGISLATIVE COUNCIL.

STANLEY, Wednesday.

While the Licence Bill was under discussion in committee in the Legislative Council last night, Mr. J. C. DAWSON urged attention to the compromising of the vote for a new boating house at Newcastle, £5000. He alleged that the sum was offered to him to be returned for the purpose indicated. Were the Government going to invest the money in a building suitable for a boating house? Would it not be better to build it of cut stone? He considered that brick and mortar would be quite sufficient. He did not know anything of the ease or difficulties, but it seemed to him that the idea was exaggerated.

Mr. WALT: Put them in bank huts.

Mr. Cox also took exception to the item. It was, however, only a continuation of lavish expenditure at Newcastle.

Mr. BLAKESLY, moving the item, stated that the boatmen had very arduous duties to perform, and that the building would be on the spot where 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 vicinity.

Mr. W. E. CAMPBELL also defended the item. Why should these men, who were called upon to be comfortable, not be comfortably housed? It would cost only 5000 to make the new building and the payment would be £5000. In conclusion, he stated that there was a necessity for such a building, with the Government for £5000, to wipe out the debt on a two-year matter, and that the Government should not be hampered. He believed the building to be a good accommodation for the various boatmen in the city.

Mr. D. O'CONNOR said the boatmen were fortunate. He had many times seen people in steamships, and preferred a steamship which was refrigerated and had a good crew to a boatman's "hut." The Government should not squander so much money on such small items. The money should be reserved for the carrying-on of the department and that committee should go round to give the money and donations to the building fund.

This argument was wrapped up in a motion, which was carried, and carried unanimously.

Dr. Green said he was not aware what sort of building was proposed, but the Government should take care that the building was suitable to the locality as well as for the purpose for which it was designed.

Mr. WALT: If you would not have a hut, then build a house.

The discussion of thitem then closed.

SHARE MARKET.

DNE.

M. YOUNG.
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.
Nobby's Rd—West Side

Zoppi Fernando
2 Fraser George
3 Henderson John
4 McLeod Kenneth
5 Woods S.
6 McKinnon Allan
7 McLeod Donald
8 Olsen John G.
9 Frazer Wm.
10 Gow Robert
11 Adams George W.
12 Martyn Frank
13 McGrath Edwd. C.
14 Reid W.
15 Locococho Vito
16 Costa Wm. Ant.

All these are listed elsewhere
as boatmen.

THE FEDERAL DIRECTORY

OF NEWCASTLE AND DISTRICT.

1901.

Trade, Manufacturing, Public and Provincial, Local, School, Governmental, Parliamentary and Miscellaneous Information.

AMENDIX 2
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.
TRADES AND PROFESSIONS

Boat Builders

F. G. Corporation Wharf, W. Ead.

Booksellers

A. H. B. Corporation, 214, 32nd St., W.

Boot Importers

Craig W. & A. Limited, 140 Broadway, New York, N. Y.

Boot Shoe Shop

Alphonso, 2, Cor. 29th St. W.

Boots and Shoes

Ralph's, 140, 35th St. W.

Bricklayers

Bank of Syracuse, 33 W. 3rd St.

Bricklayers

Burlington, 30 W. 3rd St.

Breweries

Catharine Brewery, 150 Fourth Ave., W.

Cabinet Makers

Avery, 116, 34th St. W.

Cabinet Makers

Arthur, 116, 34th St. W.

Butchers

Back's, 225 W. 3rd St.

Butchers

Bremerton, 30 W. 3rd St.

Brimstone

British, 225 W. 3rd St.

Broom and Brush Factory

Browne & Co., 600 W. 3rd St.

Butcher's (Journeymen)

Back's, 225 W. 3rd St.

Buchanan, 175 W. 3rd St.

Byers, 175 W. 3rd St.

Butchers (Masters)

Back's, 225 W. 3rd St.

Buchanan, 175 W. 3rd St.

Byers, 175 W. 3rd St.

Cabinet Makers

Avery, 116, 34th St. W.

Cabinet Makers

Arthur, 116, 34th St. W.

Broom and Brush Factory

Browne & Co., 600 W. 3rd St.

Butchers

Back's, 225 W. 3rd St.

Buchanan, 175 W. 3rd St.

Byers, 175 W. 3rd St.

Butchers (Journeymen)

Back's, 225 W. 3rd St.

Buchanan, 175 W. 3rd St.

Byers, 175 W. 3rd St.

Cabinet Makers

Avery, 116, 34th St. W.

Cabinet Makers

Arthur, 116, 34th St. W.

Broom and Brush Factory

Browne & Co., 600 W. 3rd St.

Butchers

Back's, 225 W. 3rd St.

Buchanan, 175 W. 3rd St.

Byers, 175 W. 3rd St.
Arrangement: Chronological

Location: 4/3882-90

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

b) Records of the Department of Public Works

(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


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: 2/1851

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


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 "Wides Ministerial 15/7748" which refers to the correspondence of the Ministerial Branch, Lands Department. The entry in the Register of Letters Received (7/4652) 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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Discharge of Ballast.

On this subject for a considerable period controversy prevailed in local 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 Sailing Shipowners' Committee of London, thanking the Newcastle Chamber for the success attendant upon their efforts.

Cattle Shipping.

The Shipment of Cattle having increased in late years the Government, at the request of the Newcastle Chamber of Commerce, erected cattle pens at the northern end of the Dyke wharf, where consignments from the interior by rail are unloaded from the trucks with ease. A large portable enclosed 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 this 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 22 ft. 6 in. With the object of further deepening the water at that point the Government some few years ago imported the powerful jack excavator Poseidon, which vessel 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 bucket, grab, and sand-pump descriptions are kept constantly at work in the harbor. In some instances vessels of very heavy draft have had to leave considerably above the Finsmoll mark owing to the want of deeper water on the Bar, but with the extensive harbor improvements, and breakwater extensions it is anticipated that ere long there will be a suficiency 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 purveyors in London as English meat and consequently realised the higher rates. The shipments from the Aberdeen Chilling Factory are made at Newcastle. Consignments are brought down in huge refrigerator cars, which run alongside of the wharf, and are with little handling transferred from the cars to the cool air chambers of the steamers 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 steamers call for this 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 boatmen, is housed at the rear of the pilot house. 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 Harbor 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 whenever 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, it was taken in evidence that the amount of $2,000 set apart for the erection of the pilot-house at Newcastle, had been insufficient. To protect the interests of the whalemen, it is more than probable that the remarks made by them would not have been uttered. As it is, the remarks made by Mr. H. W. Jackson betray that gentleman's ignorance of the whole matter. There are at present 379 houses in existence, all of which are owned by the Government with a Newcastle pilot staff, including one man on Signal Hill. It has been a practice all through Australia to provide men in such-like occupation with dwellings erected by the Government, and in the present instance 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 provided for the convenience of the men and are still occupied, the old cottages, which are in a very bad state of repair. Originally lathed and plastered cottages, with wooden exterior and shingled roofs, the whole block of buildings now presents a most dilapidated appearance. In most of the cottages the brickwork is falling down, 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 shingles in large quantities by the strong winds disturbed by the concussion caused by the continual firing, and found its way through the roof, smothering the occupants with sand, in addition to which the trees that lean over the cottages fall into the houses.

The houses are in such bad repair that the insurance companies have actually refused to insure the furniture of the buildings, 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 same as are provided by the department. The nature of their work is such that no regular hours can be observed, and it frequently happens that a rough occurs, when only a few minutes can be spared for repairs; the men being and remembering that the men have no choice of dwelling, it is only reasonable to expect that the Government should provide comfortable quarters for the men, whose life is by no means an easy one, and that the men are entitled to the sites they use. It is pleasant to note that even in a conservatory place like the Upper Chamber the men found champions, and equally agreed to find that the erection of new cottages has at least come within meritable distance.

THE WRECK OF THE HILENA.

LANCASTER.

TRICT NEWS.

A VARIOUS CORRESPONDENTS.

STOCKTON.

OF MR. JOHN PARKINSON.

A report was sent us some time ago by a correspondent in Stockton, who had been to Australia, and who received a letter from a certain person stating that he was in "Australis," and a stone more fortunate than himself. He was staying at Stockton last January, and Mr. Parkinson's death soon after rendered the account of his visit to Australia a melancholy one.

STOCKTON.

A VARIOUS CORRESPONDENTS.

STOCKTON.

A VARIOUS CORRESPONDENTS.

POLICE COURT.

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

Ferry Evans was charged with stealing, in a dwelling, a pair of trousers and a pair of breeches, valued at 21s, the property of Richard Osburn. It was shown that prosecutor had missed the articles from his room attached, to a dwelling in Regent Street. The accused was arrested by Constable Osby, in an empty house at Stockton, and was wearing the trousers which had been stolen. Evans pleaded guilty, and was fined 20s, with an alternative of 21 days' gaol.

J. H. Knight, John Green, and Joseph Terno, were charged with being drunk and noisy on the 2nd of the month, and fined 5s each, with 21 days' in default.

Mr. Watson, of Newcastle, by some person unknown. The horse was subsequently handed over by Watson to Beasell, the latter entering into the agreed form of the horse's ocurrence. Watson afterwards reported to the Minister for Justice, and the matter was referred to the police. Constable McGill, acting under instructions, took possession of the beast in order to give Watson the opportunity for the recovery of the horse. Watson, in the meantime, was asked by the police to take proceedings against Constable McGill, but declined to do so.

Beasell was then asked to take proceedings against the constable for false accusation, but the case referred to the automen. Sergeant Oatley explained the circumstances to the Bench, and the magistrate ordered that the
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.