



historicalwalkingtours

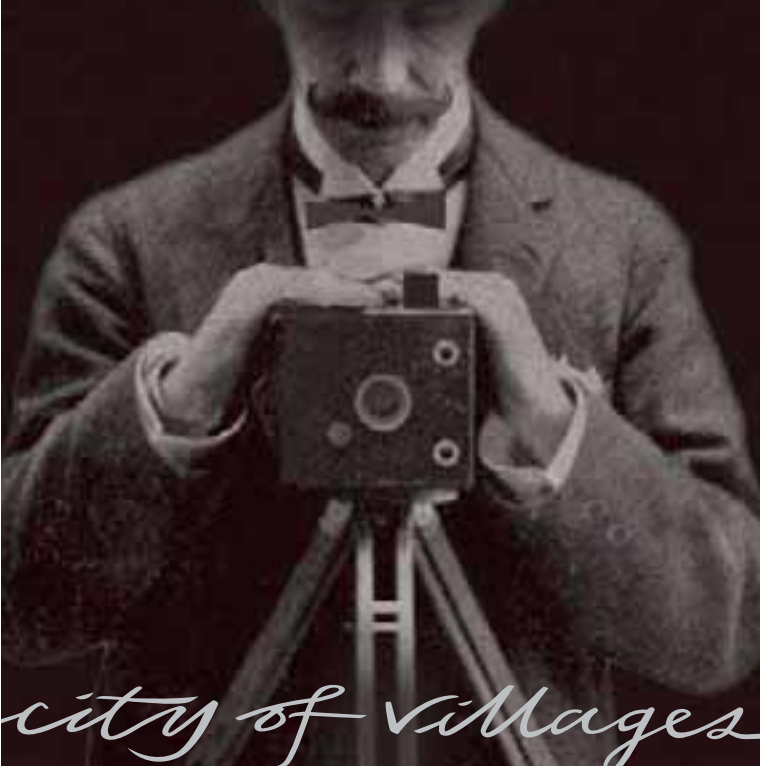


HERITAGE

Sydney Heritage Walk



STEP BACK IN TIME SEE WHAT THE PHOTOGRAPHER SAW



city of villages

put on
your comfy
walking
shoes, take
a step back
in time in
Sydney's
backyard...
it's free

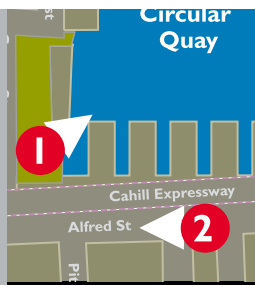


See what
photographers
saw in Sydney
a century ago



historicalwalkingtours

20 historic sites walk at your own pace compare past to present see how Sydney has changed



Circular Quay 1905

By the early 20th century, large shipping was still using Circular Quay, but much of it had been given over to the ferries.

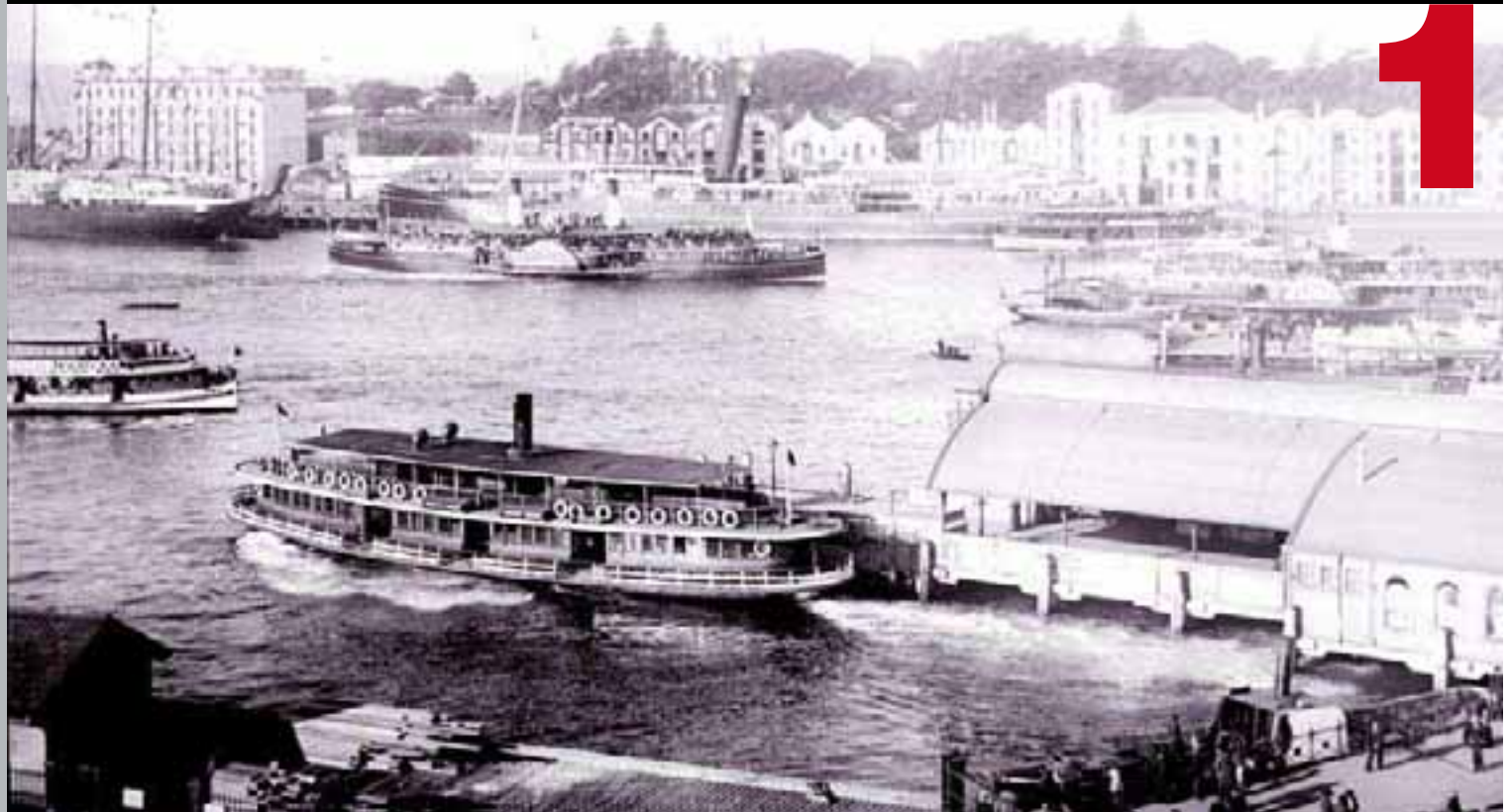
Wool stores took pride of place on the eastern side, with Government House and the Botanic Gardens as a backdrop.

When Sydney was founded in 1788, Governor Phillip enforced a British ruling against boat building in the colony, aimed at preventing convicts from escaping. Early settlers had to borrow a ship's boat to travel around the harbour. The ban proved unrealistic for a town

on one of the world's finest waterways and it was lifted a year after settlement, when the first boat was built.

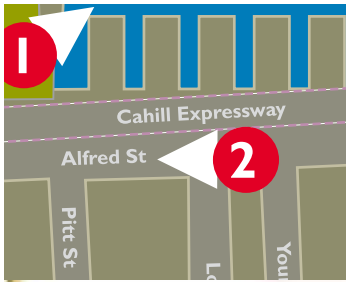
The early ferries were sail and oar, with steam taking over by the mid 1800s. Steam ferries were gradually replaced by diesel ferries this century and now share the harbour passenger trade with Jet Cats.

When the Sydney Harbour Bridge opened in 1932, passenger numbers halved but today's ferries carry millions of people a year and remain a major form of transport for Sydneysiders.



Circular Quay in 1905 looking north-east. The Quay was a frantic buzz of harbour passengers until the Harbour Bridge took 50 percent of passenger traffic in 1932.

PHOTOGRAPH COURTESY OF ROYAL AUSTRALIAN HISTORICAL SOCIETY



Facing west, Alfred Street circa 1895, with buildings of The Rocks district in background.

Alfred Street 1895

2



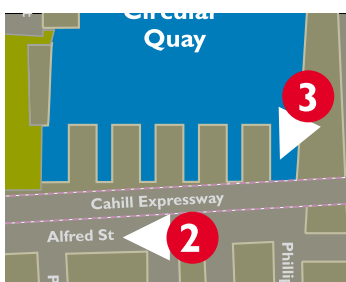
By the 1890s, ferry wharves dominated Circular Quay and horse drawn buses and hansom cabs thronged the Quay waiting for passengers.

Circular Quay was the result of massive landfill. Between 1837 and 1844, convict labour was used to reclaim land to make the area useful to shipping. Further work in the 1850s extended another 25 metres into Sydney Cove creating Circular Quay proper and

covering the famous Tank Stream, beside which the early settlement developed.

The building with the tower in the middle of the photo is the old Circular Quay Fire Station, demolished in the 1940s. In the background is The Rocks,

with some of the buildings and houses shown still standing today. Many were demolished in 1900 after the outbreak of bubonic plague and more came down in the 1920s to make way for the Sydney Harbour Bridge approaches.



1892 The Wool Fleet

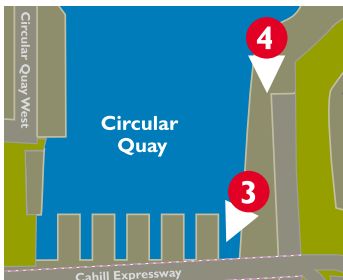


3 Magnificent clippers were a regular sight in Sydney Cove last century, loading wool bales from the line of wool stores along the eastern side.

The wool fleet was at its peak in the late 1800s. Early in 1891, almost 80 of them loaded full cargoes at Circular Quay and raced to be the first to London for the sales. The clippers, however, took around 65 to 70 days to make the journey and the steamers could do it in under 50. The sailing ships eventually lost the wool trade to the steamers and were used to carry less glamorous goods such as coal and phosphate. When that trade also passed to steam, they were generally broken up and destroyed.

The impressive building on the left was built for merchant Thomas Mort, who initiated the first specialised wool auctions. Beside Mort's Wool Store is Customs House, which still stands today. So does the Lands Department with its onion domed clock tower, which dominates the background of this image.

Looking south-west, Circular Quay in 1892 is packed with clippers that travelled for 65 to 70 days to make the journey to the London wool sales. Note the seaman on the mast of the far left clipper.



Off to war

4



Looking south, Circular Quay in 1885. More than 200,000 well-wishers squeezed into Circular Quay to farewell the troops.



On 3 March 1885, the first Australian contingent to fight in a foreign war headed to the Sudan in support of the British.

Two hundred horses and 750 soldiers wearing white pith helmets left Sydney to the tune of a popular song of the day, "The Girl I Left Behind Me". They also left behind a political row. The contingent was mounted and despatched so

quickly that it was deemed unconstitutional and legislation was rushed through parliament after the troops had sailed. More than 200,000 well-wishers lined East Circular Quay, waving from the windows of the bond stores and from wharf shed rooftops.

But the Sudan was far and the contingent arrived too late to see much action. The men were troubled by fever more than by fighting. This photo was taken from Fort Macquarie, the site of the Sydney Opera House. A tower of the fort is visible in the foreground.

Sydney
Opera
House

4

5

1898

Fort Macquarie

5

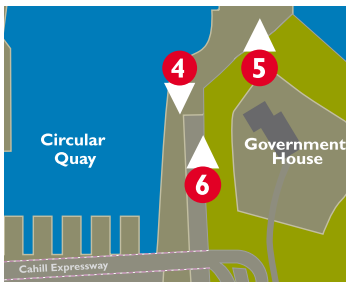
Within a year of Sydney's founding, two small brass cannons were mounted on the eastern point of Sydney Cove to protect the new settlement from enemy ships. The indigenous people called this place Dubuwagali; today it is known as Bennelong Point.

No enemy ships came, but in 1817, Governor Macquarie began work on a fort using convict labour. The fort was cut off from the shore during high tide and was entered by a drawbridge.

When the Crimean War broke out in 1854, additional guns were added to the fort's original 15, with more being installed during the Franco-Prussian War. The cannons were fired only on royal occasions, or as a welcome salute to important visiting vessels.

Fort Macquarie was manned until the turn of the century. In 1902 it was replaced by a tram depot, built in mock fortress-style to mimic the demolished fort. This depot was pulled down in 1959 to make way for the Sydney Opera House.

Looking north, horse and carts wait for the horse ferry, which departed from the open area to the left of the Fort. The seven storey building on the north shore at the top right was the Pastoral Finance Association Woolstore, which burnt down in the 1920s.



1870 Macquarie Street



6

Carts rumble along a dirt road, taking the wool clip to port. The row of stores lining East Circular Quay is dwarfed by ship masts.

The official customs service building (further around Circular Quay) licensed private businesses, known as bond stores, to hold goods until duties had been paid.

The fence and trees on the right enclosed the Botanic Gardens and Government House, but even the presence of this residence did not ensure municipal improvements beyond some rudimentary guttering and a single gas lamp. Sydney's first sealed roads were a decade away, and good drainage was a thing of the future.

Free standing villas and cottages are clearly visible on the wooded North Shore.



Looking north down a dusty Macquarie Street circa 1870. Cargo was stored in bond stores until the appropriate import fees paid.



Bridge Street 1880

Bridge Street was the site of the first canvas home of Governor Arthur Phillip and of Government House, the first permanent building in Australia.

Completed in 1789, Government House was demolished in 1845 and Bridge Street extended through its garden to Macquarie Street. In 1983, archaeologists uncovered the foundations of the first Government House and these now form part of the Museum of Sydney site.

The Treasury building, on the right, was built in 1849 and opposite is the Colonial

Secretary's Office (1876). The terraces on the left, beyond the Government House site, are still there today, facing Young Street and so is the Land Department – its domed roof visible in the distance.



Looking west along Bridge Street in 1880. Bridge Street was named because in the early days of settlement, a bridge was built across the Tank Stream linking Pitt and George Streets.



1880

Garden Palace

Looking north-east in 1880 towards the magnificent Garden Palace which burnt down two years later.

8



The Garden Palace was a magnificent, mainly wooden structure, built to house the Sydney International Exhibition of 1879.

From the start, controversy surrounded the decision to mount an exhibition and build the Garden Palace. Colonial architect James Barnet, sketched plans in a matter of days, but these kept changing, depending on what materials were available at such short notice.

Builders worked day and night to complete the job.

The Garden Palace had its critics. It encroached on the gardens. It cost too much. Not enough visitors came. But others mourned when the grand building came to a dramatic end in the early hours

of 22 September 1882, when it burned to the ground. With it went irreplaceable material stored after the exhibition, including the 1881 census, art works, government records and every publicly owned artifact of the Eora, the original inhabitants of the area.



1871 Bent Street



9

A quiet Bent Street made a perfect location for the Australian Club, which was formed in 1838 at the stylish, three storey Pulteney Hotel.

In 1840 the Australian Club bought the hotel, which remained its premises until 1891.

It was then leased by the government as accommodation for nurses working at Sydney Hospital, before being demolished in 1899.

The quaint brick structure is an elaborate fountain, built in 1812 to tap water from a nearby spring. At the time of its construction, Sydney still used the Tank Stream for its water supply, but this became polluted and abandoned as a source of water by 1826. Townspeople then used private wells or water hauled by carts from the Lachlan Swamps (now Centennial Park). In 1837, a tunnel was completed from the swamps to Hyde Park, where the water was sold to carriers.

Looking south-east along Bent Street in 1871.



1895

Castlereagh Street

Looking south-east to the corner of Castlereagh and Hunter Streets circa 1895. Bowden's Club House Hotel was distinguished by three stately pine trees.

10



Scores of hotels dotted the city streets around the turn of the century, ranging from bawdy pubs for the working man, to establishments offering fine accommodation and dining.

In 1895, Sydney's grandest hotel was the Hotel Australia, a little further down Castlereagh Street. However, many visitors preferred the elegant colonial hotel, Petty's, in York Street which boasted "comfort, privacy, convenience and sanitary arrangements of the most perfect description".

Bowden's Club House Hotel, on the corner of Hunter and Castlereagh Streets, was not in the same class, but still enjoyed a flourishing trade. It was in a prime location, Hunter Street being the only east-west cross street between Bridge and King Streets, until Martin Place was opened in the 1890s.

The hotel began its days as a boarding house but was actually a private residence when licensed to the Bowden's in 1866. The Club House Hotel was noted for its three stately pine trees. As a special feature, the Bowden's even built a new bar room around one tree, although this photograph suggests it did not thrive.



1875

Phillip Street

11

This photo is a good example of a residential street in early Sydney.

The dirt roads were dry and dusty in summer, slippery and sometimes boggy in winter – and smelt of horse manure all year!

A mixture of timber and brick buildings line the street, with the simple cottage in the foreground in need of repair to its wooden shingle roof.

Retail or service businesses were often combined with the residence. The double storey white building in the middle of the photograph is a “Family Grocer”, with the business on the ground floor and the residence above. Commerce quickly took over in the city building boom of the 1880s and many householders moved to the suburbs. Only a block away, however, the grand houses of the Macquarie Street wealthy remained for many years, with some still there today as business premises.

At the end of the street are the spires of St James’ and St Stephen’s churches. When Martin Place was opened through to Macquarie Street in the 1930s, St Stephen’s was demolished, with a new church built further down the street.



Looking south, a deserted Phillip Street around 1875. The roads were often dry, dusty and smelled of horse dung all year.





1875 Iron Church

Looking south-east around 1860, the old 'Iron Church' on Macquarie Street was a prefabricated Scottish design that became part of the original City Library.

12



In Victorian times, Macquarie Street was one of Sydney's grandest streets with magnificent townhouses overlooking the Governor's Domain (now the Royal Botanic Gardens) and Sydney Harbour.

Some of the early townhouses still remain, along with official buildings such as The Mint and Parliament House, both of which were wings of the old 'Rum Hospital'. The Rum Hospital was named because, as payment for its construction, Governor Macquarie gave the contractors a monopoly to import rum into the colony. Completed in 1816, its northern

wing (centre) is one of the oldest remaining public buildings in Sydney and the State of New South Wales has been governed from here since 1829.

The building on the left was the Free Presbyterian Church, commonly called the 'Iron Church'. One solution to the shortage of building materials during the goldrushes in the

1850s was to import buildings already prefabricated. This church was imported from Glasgow, Scotland. Between 1881 and 1899 it was used as the lending branch of the Free Public Library, which ultimately formed the basis of the City Library.



1875 Martin Place



13

Long before Martin Place became a pedestrian area, the area outside the General Post Office, known as the GPO, was the spot for people to congregate.

This temporary structure welcomed the visiting 'Great White' American fleet in 1908, an event that generated great excitement and celebrations. At the turn of the century, Martin Place was the preferred location for 'promenading'. Young ladies, dressed in their best and accompanied by a chaperone, would walk the block to the admiring glances of elegant and highly eligible young men.

The GPO was built in stages, with the main section completed in 1874. At the official opening, guests marvelled at Sydney's first lifts and at the impressive interior. The clock tower was completed in 1885 and removed in 1942 as a bombing precaution during World War II. It was another 22 years before it was restored.

The spot for to congregate, Martin Place in 1908 was the ultimate destination for promenading eligible young ladies.

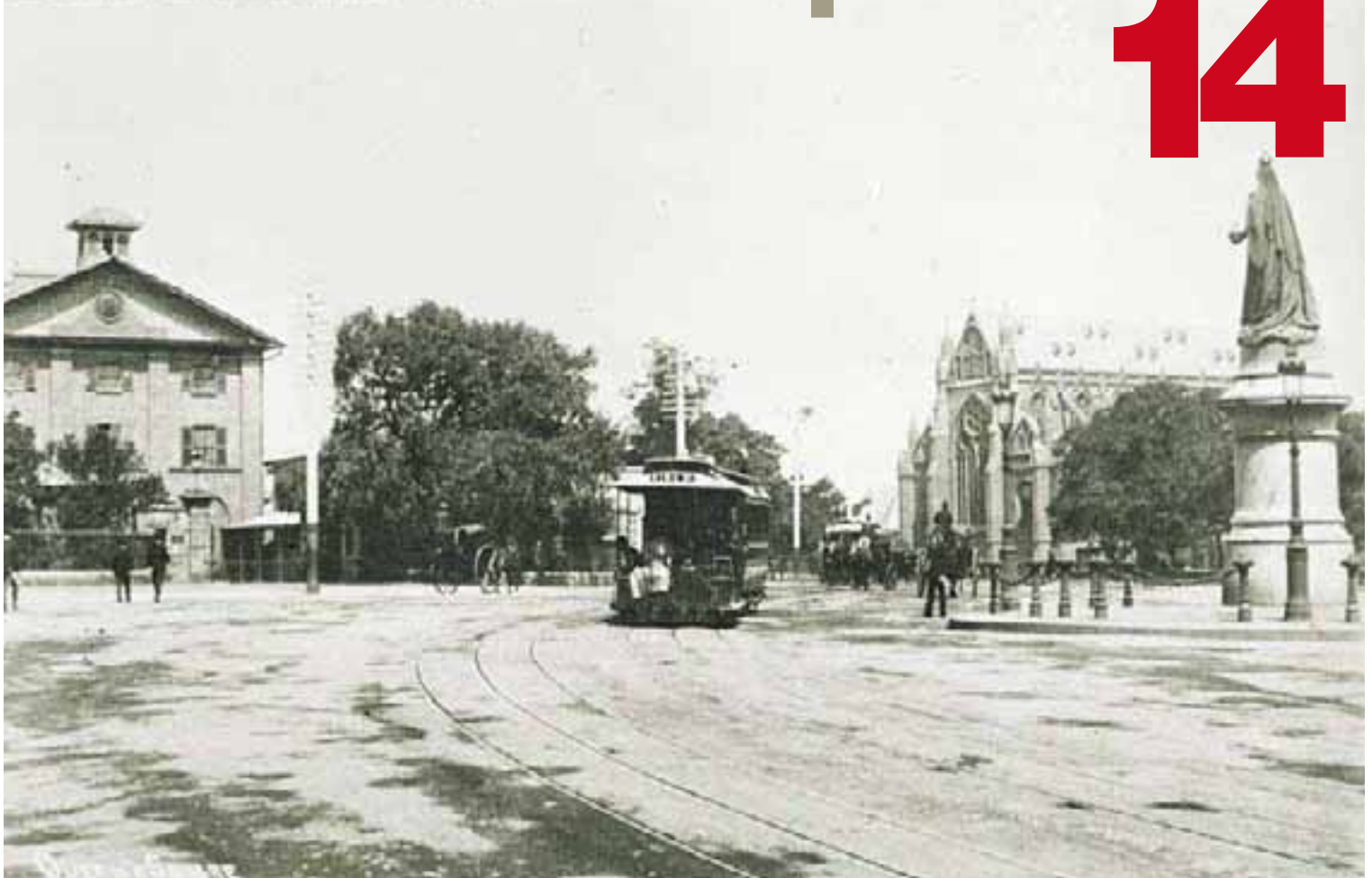


1900

Queen's Square

Looking east down past the top corner of Hyde Park. The Queen Victoria statue, St Mary's Cathedral and The Mint in 1900.

14



Queen Victoria watches as trams trundle through Queen's Square on a sunny afternoon with Australia's oldest public clock, erected in 1819 on the Hyde Park Barracks, showing 1.40pm.

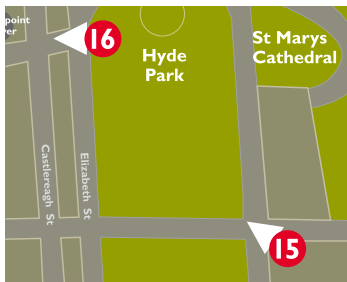
The barracks' architect was Francis Greenway, a convict transported for forgery. Under the patronage of Governor Macquarie, Greenway designed many of Sydney's finest early buildings.

The building was constructed by convicts between 1817 and 1819, and used to house

them until 1848. From here they were marched out daily in their prison garb to toil from dawn 'til dusk on public works.

St Mary's Cathedral, on the right, was built on the first site granted to the Roman Catholic Church in Australia. Two previous Catholic churches on the site were destroyed by fire.

Work began on the cathedral in 1866, it was dedicated in 1882 and was finally completed with the addition of the main spires in 2000. Designed by William Wardell and inspired by the medieval cathedrals of Europe, this Gothic Revival building is more than 100 metres long.



Hyde Park

1930

At the time of European settlement in 1788, local Aborigines hunted duck in the swampy marshes that eventually became Hyde Park.

This land, named The Common by Governor Philip, was the site of Sydney's first cricket grounds and racecourse. In 1803, the game of cricket was introduced to Australia on The Common by visiting British naval officers. On 6 October 1810, Governor Macquarie officially named it Hyde Park and nine days later it was the venue for Australia's first organised horse race.

In this 1930 image the vegetation is sparse because much of the park had been excavated in the 1920s to build the underground railway. Bandstands were scattered through the city and were popular places for lunchtime concerts, especially in this year of depression when many people were out of work and unable to afford paid entertainment. The bandstand in this image was later demolished to make way for the Sandringham Garden with a central fountain and memorial gates to Kings George V and VI.

The building in centre distance is David Jones department store.

Looking north west toward the present day Centrepnt Tower.
Hyde Park started its life as a swampy marsh.





1923

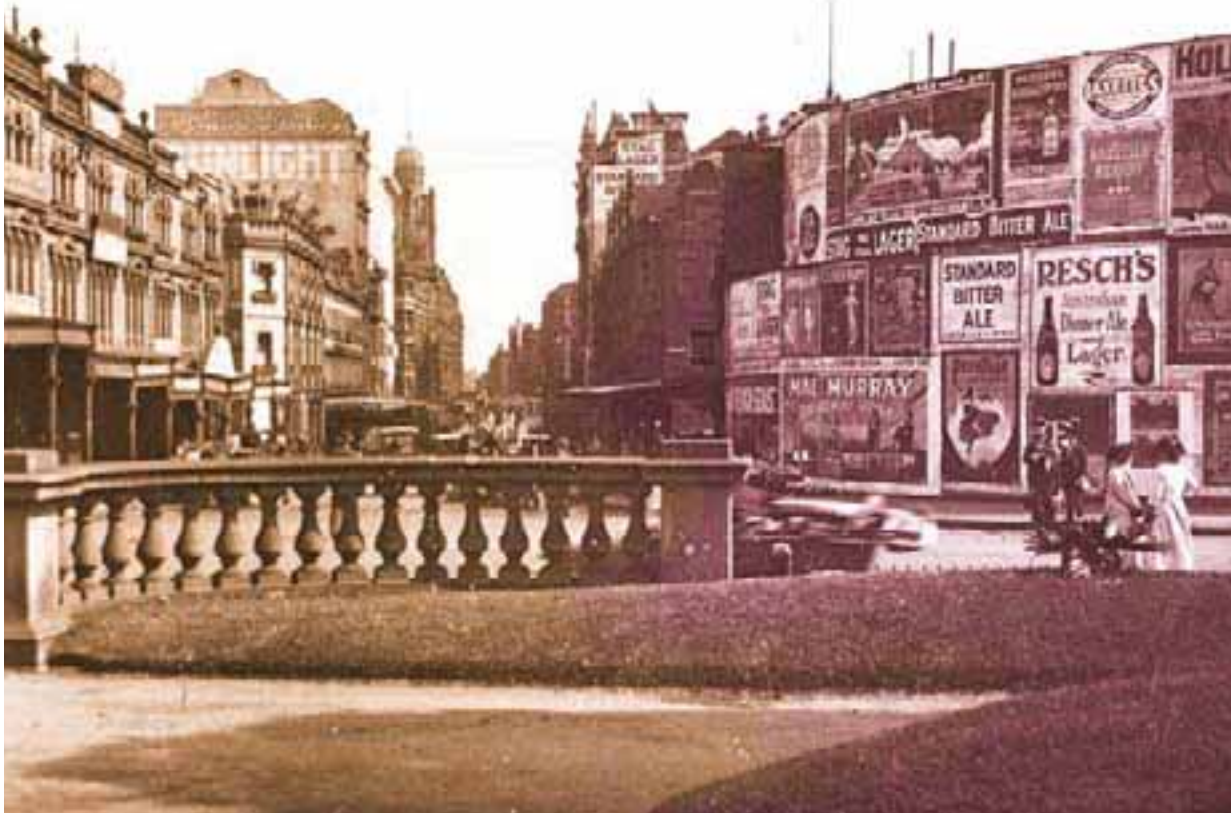
Market Street

16

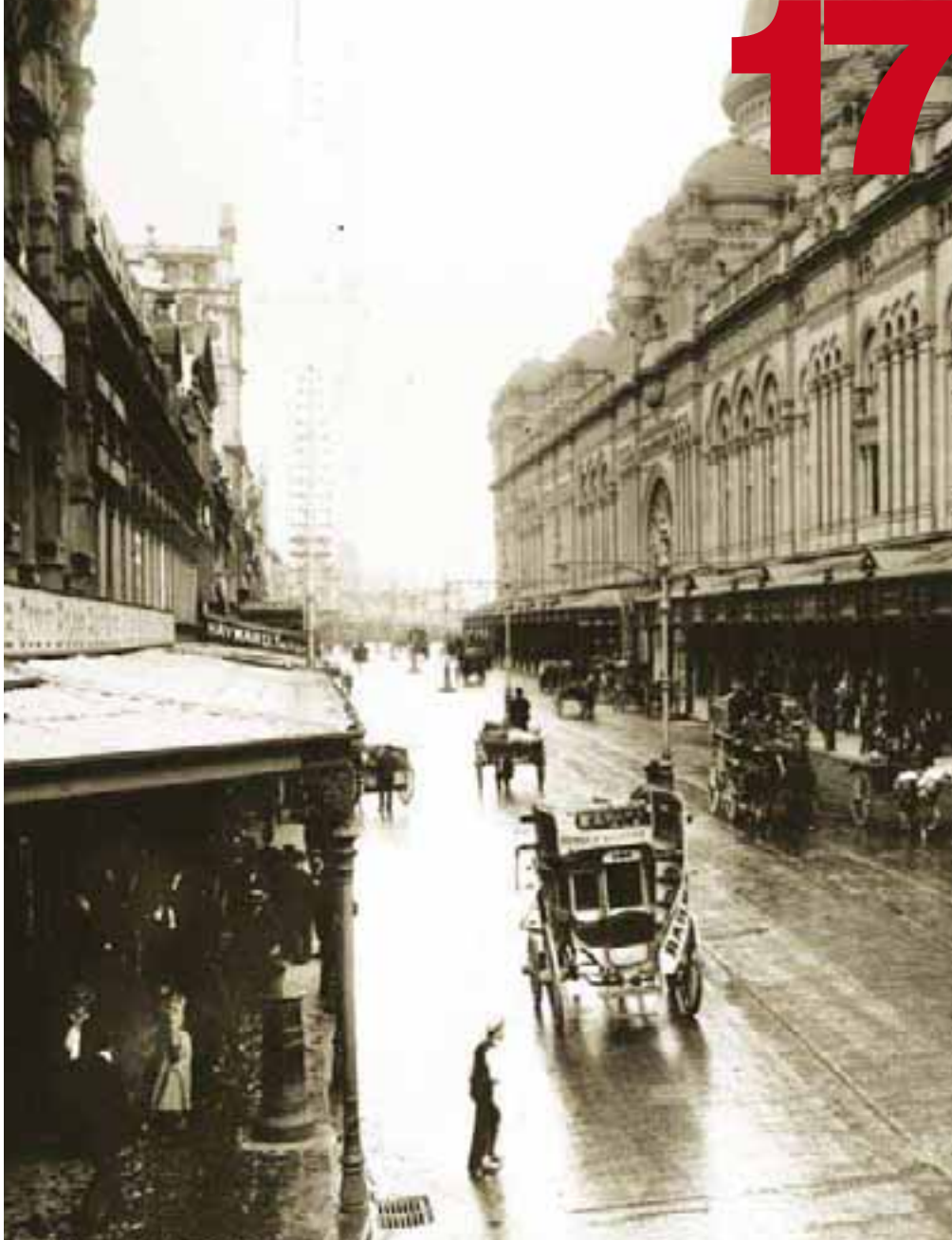
The motor car had replaced horse traffic, but neon signs were still to come.

The hoarding advertises various beers as well as 'Possums Eucalyptus' and tell us that Mae Murray was at The Globe in an extended season of 'Broadway Rose'.

Advertising further along is similarly large scale and loud. Behind the hoarding, construction is underway on the David Jones department store, which opened in 1927 – a year after completion of the city underground railway. The photograph is taken near the current exit of St James railway station. The underground rail system gave shoppers direct access to the city and saw a major retailing boom in this mid-city area at the expense of retail shopping around Central Railway. Market Street derived its name from its proximity to Sydney Markets, which were on the site of the current Queen Victoria Building. The market wharf and Corn Exchange (still standing) were located at the western end of Market Street.



Near St James Station, looking west down market street in 1923. Advertising hoardings are still large paper and paste posters. It was many years before neon advertising came on the scene.



George Street 1900

Although the arrival of the motor car on city streets was less than a year away, horse traffic still dominated.

The first electric trams in the city were running down George Street, contending with horse drawn omnibuses and hansom cabs, whose drivers regarded the new trams as a threat to their livelihood. Obstruction by horse drawn vehicles was a common complaint from tram drivers and arguments were frequent.

The 'QVB' Queen Victoria Building (right) was completed in 1898. Intended as a grand shopping arcade, its markets were banished to the basement, and one of its 'modern' wonders was a hydraulic lift which lowered horses and carts to market level. In 1910, the markets were removed and the building began to deteriorate. A public outcry prevented demolition in the 1950s. The building remained neglected until 1983 when a three-year, \$75 million project restored it to former glory.

**George Street looking south on a wet day in 1900.
The massive QVB building towers over horse traffic.**

PHOTOGRAPH COURTESY OF THE MUSEUM
OF APPLIED ARTS AND SCIENCES



George Street 1890

Horse drawn vehicles, from passenger cabs to delivery wagons, throng the city's main commercial artery, George Street.

A wagon laden with wool heads to Circular Quay and passengers sit sideways on a horse drawn bus. Horses remained the most common form of transport until well into the next century. The roadway would have been ringing to the sound of hooves on the woodblocks used to make the surface.

Outside Watt's Dispensary, a young council employee, called a 'blockboy' sweeps and collects manure from the roadway. These lads were known informally as 'sparrow starvers'.

The elaborate elevated structure on the far right was an experimental attempt to disguise overhead wires, but it proved too expensive to become generally used. For years the streetscape was festooned with a growing number of overhead wires until they were put underground.

In 1890 George Street was a thriving commercial route made of thousands of woodblocks to form a durable road surface. This photograph looks south.





1872

Doing Business

19



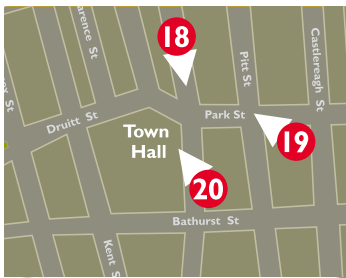
Business in 1872 at the corner of Park and Pitt Streets, Sydney at this time resembled a big, bustling country town of thousands of timber shops and residences.

The chairs piled randomly on makeshift display shelves at H.D. Cockburn's auction rooms would be worth a small fortune today.

Photography was still a novelty in the early 1870s and it was common to commission a photograph of one's shop or office. Cockburn most likely paid for this photo and probably had

the photographer turn the camera around to capture a second shop he owned, on the opposite corner. Parts of Sydney at this time still had the feel of a large country town with early shops and dwellings constructed of timber still scattered throughout the city. His neighbours – Thomas Aitken, ironmonger,

and a musical instruments warehouse (left) boasted brick buildings, but like many other stores at the time, were probably single fronted with dark interiors. The timber hand cart in the gutter is typical of those used as an every day convenience for transporting daily shopping and heavy items.



1901 Town Hall

20

George Street and the Town Hall were decked out for the Federation celebrations in January 1901.

Blue and gold flags adorn the central poles used to charge the electric trams. The Adams Hotel was probably booked out for the occasion.

Sydney was declared a city in 1842, but it was another 27 years before work began constructing a town hall. Early council meetings were held in nearby hotels. The site chosen for the Town Hall caused some controversy as it was Sydney's main cemetery until 1819, and graves and headstones had to be removed before construction could begin. Several architects were involved in building Sydney Town Hall, resulting in its mix of styles. The front portion was commenced in 1869, the clock tower was completed in the mid 1870s and the main hall was opened in 1889.

In this view there is a large porte-cochere fronting the street, with room for carriages to put down passengers inside. This structure replaced an earlier set of marble steps, and these were reinstated in 1934.



Looking north along George Street in 1901 to Sydney Town Hall. Until 1819, the site was the main Sydney cemetery.



historicalwalkingtours

Other walking tour brochures in this series can be found at the City's website:

www.cityofsydney.nsw.gov.au/history

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9265 9333 or TTY: 9265 9276

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CITY
OF
SYDNEY

