

Mt Cook, Wellington - A History

Peter Cooke © WCC, 2006

The area now known as Mt Cook is defined by the hill, Pukeahu, which was renamed by early settlers after Capt James Cook, RN.¹ On it was a pa, long abandoned when first seen by Pakeha eyes. Mt Cook is now a suburb of Wellington bounded by the town belt in the west (Central and Prince of Wales Parks) and the Wellington College and Government House Reserves in the east. It sits between the suburbs of Te Aro, Brooklyn and Newtown, or the arterial routes of Webb/Buckle Streets to the north, Brooklyn Hill Road in the west, John Street in the south and lower Adelaide Road in the east. Any expansion of this part of the city was constrained by the sandwiching Town Belts either side, which “played a similar role to the medieval city wall.”²

A range of official functions gave Mount Cook – the hill – early identity (and form). A military role was envisaged when the NZ Company first saw it, the company’s 1840 map showing the hill reserved for military purposes. Troops were stationed there temporarily from 1843 but barracks on and below the hill gave Mt Cook a permanent martial role and, though this role has been significantly whittled down, HMNZS *Olphert* still operates from Buckle St in 2006.³ Timber milled in Tasmania was brought over for the stockade and military quarters erected on Mt Cook by 1852. “The defences were between 3/4 of a mile and a mile round and the buildings were reinforced with prison-made bricks and loopholed.”⁴ Its other duties in the Twentieth Century were various: Mt Cook housed the Headquarters NZ Military Forces, fired salutes from a battery of old guns and, after Government House was built, marched an RNZA guard party there each morning.⁵ A National War Memorial started in 1932 and extended in 1964, and a memorial park planned for north of Buckle St, have added commemoration functions to Mt Cook.⁶

The hill was also the site of a succession of jails - and the scene for a public hanging in 1850.⁷ The prisoners’ main influence is having reduced the height of the hill at least three times between 1843 and 1920s (to create flat ground for buildings, and to quarry clay for brickmaking), a reduction now totalling 25m.⁸ It was once “as sharply conical as Mt Victoria.”⁹ The last jail built “frowned down upon the city” and was so unpopular that it was not used as a prison.¹⁰ In the 1880s, Mt Cook was also the site for an observatory.¹¹ It also hosted Wellington City Council’s dog pound which, despite being considered “filthy” and almost sold in 1906, served on next to the Police Station until relocated for the National War Memorial work.¹² But none of these official roles have influenced housing stock in the suburb of Mt Cook. That came from early industries, such as the brick works - and from commuters and education.

While Wellington’s Hospital was built just outside the area, in the 1870s, medical facilities spilled into Mt Cook and the demands by medical staff influenced the development of its housing stock and transport. The Government was reporting, for instance, on Alexandra Maternity Home, 28A Hanson St from 1908 (it is now apartments), and later in the century Wellington Polytechnic started training nurses.¹³

The suburb is not named on maps from 1926 or 1960s.¹⁴ It is often regarded as the periphery of Newtown or Brooklyn.¹⁵ Many people regard it as a “squashed up little patch” or merely a net of unconnected streets.¹⁶ Efforts have been made, however, to give the suburb identity: ‘Cook’s Mount’ used in a house advert from 1850 (it was a term also used on some early NZ Company maps, as was Cook’s Hill).¹⁷ After the hill moved from its dark age to that of enlightenment, with the National Art Gallery & Dominion Museum opened in 1936, the idea of renaming it led to the following suggestions: Museum Hill, Memorial Hill, Campanile Hill or Carillon Hill.¹⁸ None stuck. Mayor George Troup had championed a desire to raze the Te Aro slums and elevate Mt Cook to “the acropolis of the city.”¹⁹ Had he succeeded, the name may have changed, but a tree-lined boulevard connecting it to the waterfront through Te Aro was unable to be built.

The museum came to be strongly associated with Mt Cook, just as has education provided by the technical college, polytech and now university. A facility built to the south of the suburb in 1928, the John St Winter Show Buildings, has served as an event and sport centre. The School of Dance occupied it in the 1990s. The Boys Institute on Tasman St is the other long-serving community recreation facility in Mt Cook.²⁰

Streets

A characteristic of Mt Cook is that its major streets were envisioned and mapped from 1840, when the New Zealand Company had the town surveyed. The surveyor, Capt Mein Smith RA, clearly walked up the ridges and gullies surrounding the hill and pictured in his mind the future streets.²¹ A stream wended its way down from the Brooklyn foothills (through two gullies above what is now the lower Prince of Wales Park). It went across Wright and Wallace Street, down through Massey University, and across Tasman St. It joined up with another branch (by Adelaide Road) that originated beyond Newtown and crossed the Basin Reserve.²² Mein Smith drew all the main streets we now traverse from Adelaide Road west to Nairn St, and Buckle St south to John St.²³ These streets, however, were not formed at this time, a map of Wellington in 1856 (that accurately depicts the principal streets in Thorndon and Te Aro) showing no streets at all south of Vivian St, and only a handful of houses.²⁴ It was predominantly farmland, or ‘waste’, until attracting residential development from the 1880/90s. Many of the smaller streets had to await settlers building on their acre sections and either forming their own private streets or pressuring the Wellington municipality (created in 1863) to form public streets. Even as late as 1875, maps of the area looked much as they had in 1840, but still few streets existed other than as tracks created by the passage of thousands of feet, hooves and cartwheels.²⁵ This mapping was, though, a form of proto-planning, with the suburb growing like flesh on the skeleton as defined by the NZ Company. Adelaide Road was probably the earliest formed, in early 1877, being the main southern route out of the city.²⁶

After governance of the town passed from the NZ Company to the short-lived council of 1842-43, which “originated measures for ... the maintenance of roads and streets”, the Wellington Provincial Council managed such affairs until the 1860s.²⁷ The Town Board established in 1863 divided the town into three wards, with the southern-most, Te Aro Ward, covering Mt Cook. This arrangement carried on after the promotion to capital and borough status, in 1865 and 1870 respectively, but by 1877 growth of the southern and eastern suburbs saw a move

to divide Te Aro Ward into two, the new ward (the eastern portion) to be called Cook's Ward (later Cook Ward). The Council's Public Works Committee recommended this on 27 February, following a letter from the Colonial Secretary. It defined Cook Ward as the area east of Taranaki/Bidwill St.²⁸ This boundary was later moved, by the Wards Revision Committee, east to the Tory/Tasman St line, thus returning most of Mt Cook to Te Aro Ward.²⁹

The topography as encountered by the NZ Company surveyor dictated how the streets (and therefore suburbs) would progress. The stream running through Mt Cook provided a natural barrier to development. Tenderers for the formation of Wallace St in 1880 were, for instance, to work only "as far as the creek" (crossing between Sec698 and 714). Thomas Smith got the job (for £1292-19-2) which included a drain (extended in 1882). The stream, however, continued to block the way of progress, so R Scott was contracted (£784-10, on 8 Nov 1882) to culvert the stream crossing both Wallace and Wright St. More work was done on the Wallace St culvert in 1885 at the same time as further extending the drain (to Crawford St), but the economic malaise of the later 1880s had much street work postponed or scaled down. Culverting the stream on the east of Wallace St, Sec711/712 (where Massey is now) was authorised in 1887, the City Engineer letting the contract the following year (at £49 per chain).³⁰ This water course, though, was to give further problems, downstream

Very many of Mt Cook's smaller streets started life as either private streets that had been formed by residents, or rights-of-way. The Council would take over a private street if its use was seen to be beneficial to the public, such as giving access to the town belt (the reason for Salisbury Tce being taken over in 1905), or after strong lobbying by residents.

An example of a private street – and an early subdivision - is Alfred St, created in 1875 when Sec741 was subdivided by owners Samuel Parkes and Edward Stafford. To service the many small plots they created the street which they may have named after Alfred, Duke of Edinburgh, who visited NZ recently.³¹ By the 1890s the street was in poor condition, and residents started lobbying Council to put it in order. After the City Surveyor's report Council agreed to kerbed and channelled it and form a narrow footpath, if residents paid one third of the cost (estimated at £80).³² It also suffered run-off from the College grounds above it, as did other sections under the lee of Government House, and when a Mr Worth complaining in 1895 that this run-off actually flooded his house, the Mayor said "the drainage of the whole neighbourhood was currently receiving careful consideration." Other rights of way in this area, Hugh St and Broomhedge St, were built by Robert Port (a Featherston St wholesaler), in 1876 and 1879 respectively.³³

Residents who formed their own street eventually petitioned WCC to maintain it or lay some essential service, such as drains or water pipes, once those services became available. Residents petitioned Council on the state of Hopper, Hankey, Wallace and Taranaki Streets and others in that neighbourhood, in 1875. The Council Public Works Committee recommended Hopper St be repaired, followed by others.³⁴ Residents of Douglas Wallace St (Douglas St since 1911) paid half of the £25 estimated to put their street in a state of repair.³⁵ The residents of Brown St petitioned Council in 1891 to put their narrow street in order and take it over. The Council agreed so long as they paid £5 towards the cost.³⁶

For the formation of Thompson St Messrs Mace, Sidey and Kirkcaldie forwarded cheques totalling £100 in 1877, "praying that the work may go on." To

help the issue Councillors George and Dransfield asked that the width of street be lessened, which may explain its width of 49ft 6in. Another outcome may have been that only one side of the road (usually the one with more houses) was formed at a time.³⁷ At times street work was postponed due to lack of funds, such as “works necessary for putting Wallace, Hargreaves and Wright St in proper form” in June 1878, though Wallace St work was confirmed the following month, 11 July.³⁸

Across the city, Council took over 48 private streets in 1889, but rejected another 21.³⁹ Most not taken over were because they were considered not in a proper state of repair, including (in Mt Cook) Alfred, Broomhedge, Belfast, Brown and Oxford Streets.⁴⁰ Broomhedge St had been gifted to the crown in 1879 by owner Robert Port, as the main entrance to the Mt View Lunatic Asylum.⁴¹ Two years later the Government was asked by the City Council to put Broomhedge St in proper repair, but instead the street was being maintained by Council (probably at Government behest) by the 1890s.⁴²

The Municipal Corporations Act 1886 said that city bylaws and police regulations could not be enforced on private streets. This led to two Parliamentary Bills (in 1895 and 1896) attempting to solve the problem. After opposition by Premier RJ Seddon, they were delayed and only enacted in 1897 as the Wellington City Empowering Act, giving the city power to take over private streets. This, however, did not include *narrow* private streets, those under 66ft wide (as defined in the 1886 Act). Council’s Legislation Committee defined private streets in 1903 as those “intended for use only by residents in the street, their friends and tradesmen” and advised against taking them over. This included Myrtle Cres (40ft wide), Alfred St (part 27ft 4in, part 13 ft 8in), Broomhedge St (20ft), Oxford Tce (20ft), and Belfast St (40ft).⁴³ They had to wait for another act, the Wellington City Streets Act 1905, which declared all streets under 66ft to be streets, thus resolving the problem.⁴⁴ Eleven small Mt Cook streets were thus taken over in 1905.⁴⁵

A growing city meant that narrow streets had to be widened, a job given to the Street Widening Committee. The problem was already being discussed in 1880, partly prompted by tram lines recently laid in many city streets.⁴⁶ With the growth of southern suburbs (Newtown was the city’s second largest shopping centre in 1900⁴⁷), Council started considering how to widen streets from Cambridge Tce to Rintoul St in 1897, to allow traffic on the east of the tramline.⁴⁸ The Council enquired into buying land to widen this stretch of Adelaide Road.⁴⁹ Council felt that widening the east side of Adelaide Road would be cheaper than the west, particularly after considering the relative costs of moving the timber Caledonian Hotel versus the brick Tramway Hotel.⁵⁰ The was in addition to a proposed new road through the Hospital Reserve, from Basin Reserve to Mein St or the foot of Rintoul St, using the same route as already chosen for a proposed railway extension to Island Bay.⁵¹ This railway, from Te Aro station, would have skirted eastern Sussex Sq and run along the western boundaries of the College and Aycliffe Reserves. Negotiations began with the Government but the Minister of Public Works declined to “give land through the Asylum grounds for the proposed new road to Newtown” (the railway didn’t proceed either).⁵² Widening Adelaide Road was also seen as the key of improving the tramway service, which had struggled since its start in 1878, allowing for double tracks and a continuous service.⁵³ Council decided to take 20ft from properties on the east side.⁵⁴ Ratepayers approved the £48,000 required for this work in a poll taken on 28 August 1900, voting 600-to-475 in favour. Surveying and negotiating with owners started in

October (Maj Gascoyne, for instance, was offered £1645 against the £1980 he wanted for his property), the purchases made in 1901/02, with the work underway from July 1901.⁵⁵ This was “a large undertaking... after the area had been already largely built on.”⁵⁶ Including streets widened elsewhere in the city (Willis St and two small others), 97 buildings were set back to a new street line, including the Caledonian Hotel, on 116 affected properties.⁵⁷

The change of motive power for the trams in 1904 to electricity had an impact on street widths – at 4ft the electric tramway was 6-inches wider than the earlier gauge (and the road was also resurfaced in Australian hardwood blocks, soaked in tar and cemented in place with a pug).⁵⁸ This applied very much to Wallace St when the uncompleted portion (Holland to John St) was widened for trams in 1925.⁵⁹ The advent of the motor vehicle led to greater demand on street widths and better surfaces from the 1920s, as well as the influence private garages had on footpaths. Early garages, where they were wanted on a street which had been exempted from the 66ft-building line requirement, required Ministerial approval and gazetting. An examples of this a garage built on Hargreaves St in 1925. Private garages now entered the picture from the mid-1920s.⁶⁰

Widening existing streets also later affected King St, Myrtle Cres, Douglas St and others that derived from rights of way or private streets. King St was, for example, only a lane from Drummond St to the back of the former tramshed on Sec 736, and council was required to get an exemption under the Public Works Act 1908 to ‘lay off’ (form) a street under 66ft wide.⁶¹ Sub-standard housing in this area was taken in the 1950s under the Housing Improvement Act 1945 so that Council could in 1960 splay corners and align King with Hanson St.⁶²

As streets formed, the suggestion arose in 1884 that their names should be shown – and enameled signs were hung on lampposts later in the decade.⁶³ By now some names were being changed (generally to remove duplicates): St Hill St became Rolleston St.⁶⁴ John St was to be renamed Olliver but the change did not stick.⁶⁵ Dock St became Rugby St. Eventually in the Twentieth Century the continuity of streets Banks Tce, Tasman St and Crawford St all became simply Tasman St. A motion to number each house, as proposed to Council in 1881, was defeated, the Council waiting for the Government’s survey of the capital to be completed. The Town Clerk proposed a bylaw to this end in 1882.⁶⁶ Streets in Mt Cook would appear not to have been numbered at the same time as those in other parts of the city, Hobson Street houses already being renumbered 1893 before numbers were yet applied in, for instance, Rolleston St. Numbers first appeared in that street in 1900 (according to Wise’s), but due to the building boom houses were being renumbered in around 1910.⁶⁷ Misspellings have also been evident: Bidwell for Bidwill, Hanky for Hankey and Hargraves for Hargreaves St.⁶⁸

Transport

Tramways influenced the development of Mt Cook as a commuter suburb, even if its influence in the form of facilities built in the suburb (such as the tram sheds on Adelaide Road) was minimal. The regular tram service probably influenced the development of Newtown more than Mt Cook, which benefitted earlier, but in both cases it allowed residents to build their houses further from the city centre but still travel cheaply to town for work. The City Council first applied to the Superintendent Wellington Province to establish a tram service in 1873⁶⁹ and two years later started overtly discussing a detailed proposal with private entrepreneurs

Messrs O'Neill, Henderson & Macdonald. Council granted them a concession to start building the tramlines and facilities late in October 1875.⁷⁰ As well as tramlines laid between Thorndon and Adelaide Road, they built a tram depot or terminus, at Adelaide Road, on land (Sec 736) bought for the purpose from owner Robert Port (on the southern corner of today's King St at Adelaide Road).⁷¹

In preparation the Council's Public Works Committee was asked in 1877 to form the sides of Adelaide Road "so that the tramway could be laid in the middle. At present the sides are soft and unformed."⁷² This forming work was completed in December.⁷³ The first steam tram engines arrived in July 1878, making the first trial runs (carting dignitaries) on 12 August.⁷⁴ On opening day, the 24th, "The Terminus and tramshed at the foot of Adelaide Road had been gaily decorated with flags and vergreens, and in the sheds had been placed a number of long tables 'groaning with all the delicacies of the season' for the directors intended to entertain about 200 guests [still proceeding through town] at a grand banquet in honour of the event."⁷⁵

The following year the lines were extended to the 3-year-old Newtown Hotel (after which the suburb was named), on the corner of Constable St and Revens St (soon renamed Riddiford), the first tram running up the extension on 10 Nov 1879.⁷⁶ At almost 2 km, this work overextended the Wellington Tramway Co, and the service generally proved to be not as profitable as hoped, so the operation was sold to EW Mills in 1880. To reduce his overheads Mills soon relegated the five steam locos and put horses on all services.⁷⁷

Horses had pulled some trams from the beginning,⁷⁸ but did so exclusively from March 1881 when Mills used them on his new Manners-Courtenay-Cambridge extension.⁷⁹ The need to service this growing number of horses, which Mills brought in from the Wairarapa, influenced development around the Adelaide Road depot. The engine shed was converted to stables, and in 1888 enlarged to hold 140 horses.⁸⁰ On land behind the Adelaide Road depot the horses were broken in, grazed, rubbed down after a hard pull - and fresh teams prepared for their turn on the draught pole.⁸¹ Dr Morgan Grace, who bought in to the company in 1890, owned part of the section (735) behind the tramsheds.⁸² "At night they were turned out on to paddocks leased by the company, comprising some 24 hectares [60 acres] of the Town Belt."⁸³ This probably ended the grazing in the paddocks behind the tramway depot, long before the horse was withdrawn from tramway service. After other ownership changes, the tramway company and vacant land behind was bought by Wellington City in 1900,⁸⁴ by which time the tramway line had long been extended up Mansfield St, Newtown, and the horse grazing moved elsewhere (the unused Adelaide Road stables were condemned in 1903).⁸⁵

The Council set about changing the tram's motive power - to electricity. It built a power house on Jervois Quay and finally dispensed with horses in 1904. By now planning for an Island Bay extension was well on its way and a new depot established at the southern end of Mansfield St, after which the Adelaide Road depot was eventually sold.⁸⁶

Another tramway route pierced Mt Cook, coming up Cuba, Hopper and Wallace Streets, soon after the electric tram was introduced in 1904.⁸⁷ This was intended to go all the way to John St and Adelaide Road, but lack of funds precluded the linkup.⁸⁸ This would have certainly prompted housing along the route and probably explains why most houses in Mt Cook date from that decade. In a chicken-and-egg way, the suburb's growth also provided the demand for this

tram route. This service ended at an informal terminus at Howard St at the top of Wallace St, and the small number of commercial buildings (such as 75 and 101 Wallace St) catered for this.⁸⁹ But when in 1925 the route was extended (and double-tracked) to John St to link with the Adelaide Rd/Riddiford St line, the motor car was also starting to influence town planning and the southern end of Wallace St had to be widened (with a high retaining wall) to accommodate both forms of transport. Trolley-busses replaced the trams in 1964.⁹⁰

Another transport issue was that of an east-west route across the Mt Cook hillock, which remained unresolved over the years. We know that Adelaide Road and Tasman St existed as thoroughfares by 1866 because residents (including long-term Adelaide Rd resident George Moore) petitioned the then Town Board to link the two routes with a cross road.⁹¹ In 1882 Mr WH Back offered part of Sec 722 to the Council if it used it to extend Drummond St over to Wallace St. In his case it was probably to benefit his brick-making business, in Hanson St. Council accepted his offer in September, paid him £125 and the following month authorised the formation of a street, named Howard St (after John Howard Wallace).⁹² Howard St served east-west traffic until the mid 1980s when through traffic was blocked. Another source for a possible east-west crossing emanated Tainui Tce, linking over the hill with Wallace St or Hankey St. Residents lobbied for a road through Mt Cook Prison Reserve from 1891. Council suggested obtaining consents first.⁹³ In 1894 it established 'Tainui Tce Committee' of Te Aro Ward members to consider the idea.⁹⁴ It stated the obvious that, if Hankey St were to be extended, Government needed to be asked for use of the prison reserve and prison labour to assist in its construction (especially as it would have involved significant grades). The request to Govt was repeated in 1895, after a petition by residents, but Government quashed the proposal as "not practicable".⁹⁵ Since then the biggest roading issue has been the inner city bypass, the route of which follows Arthur and Buckle Streets, which is due for completion in 2007.⁹⁶

Walking routes were also catered for, with Wellington's hills favouring foot traffic over vehicular. Steps linking routes were put in on many routes, some even reused - for instance those from Thomson St were re-erected on Tasman St. Zig-zag steps between Carrington and Wallace, an other example, were formed with footpaths in 1904.⁹⁷

Brick-making

Early industries such as brickmaking influenced the housing stock of Mt Cook because the industry required a workforce and those workers needed small affordable houses. Mt Cook boasted major brickmaking sites, at the prison and on Wallace St, with others close by on Taranaki (Murphy's), Webb St (Tonks) and Hanson/Tasman St (Back/Overend).⁹⁸ The hill of Mt Cook afforded a plentiful supply of clay for prison bricks: brickmakers also leased sections of the Town Belt in the foothills of Brooklyn to source clay.⁹⁹ The Wallace St works were started in the late 1860s but are best known from when the brothers Hill, Frederick and Herbert, bought them in 1877.¹⁰⁰ Eventually they covered three town acres (Secs 694-96) between Rolleston and Hargreaves Sts and had 5-6 large chimney's advertising their presence.¹⁰¹ Hill had a 12hp steam engine driving machines for pipe- and brick-making, "and crushing and grinding appliances as well."¹⁰² Peter Hutson and Overend & Clarke bought part of this brickmaking area and expanded it in the 1890s, but the growth of residential suburbia around them encourage the

Hills' operation to move to Newtown by 1917, when the land near Wallace St was subdivided.¹⁰³ The Taranaki St brickyard was established in 1874 and was taken over by William Murphy in 1889, under whose name it ran for several more decades.¹⁰⁴

Certainly the nuisance caused by dirty black smoke (not to mention the noise) from these works exercised the minds of residents and Council: a spate of abatement notices were served on the Hanson and Rolleston/Wallace St brickworks in the 1880s. Prompted by the Public Health Act 1872, these notices gave the proprietors 3 or 6 months to abate the nuisance, or "to erect a chimney shaft... failing which that steps be taken for removal of the brickworks altogether."¹⁰⁵ At times Council even sat in its capacity as a Local Board of Health.¹⁰⁶ At one stage Council was caught between enforcement and patronage - allowing the problem to go on until Hutson had filled his order for vitrified glazed pipes which had been ordered by the City Council for its major sewerage project.¹⁰⁷ That Council's power may have been limited is illustrated by residents being told, after Hutson gave notice in 1899 of its intention to build a new kiln on Rolleston St, "to take [their own] own steps against [the] nuisance."¹⁰⁸ Murphy Bros bought the brickyard up Rolleston St by 1920 and from 1931 Amalgamated Brick & Pipe Ltd carried on marketing ceramicwares from there until the early 1980s.¹⁰⁹ The legacy of this industry is the largely unmodified line of narrow workers' cottages on the north of Rolleston St (particularly from No.24-54) and the lime kilns at 42 Wallace St. The last vestige of one of the characteristic brick chimneys, a square base and flue at 43 Rolleston St, was demolished as recently as 2003.¹¹⁰

Mt Cook prison brickyard (now Wellington High School's carpark) served until 1920, carving much of its clay off the hill itself. It made bricks described as "without equal" and of "superb quality".¹¹¹ They were used - with the prison's broad arrow concealed - in the many buildings on Buckle St (the 1894 Police station, 1907 Garrison Hall and 1911 Defence Stores (now GHQ Building)), as well as many now-demolished buildings in town. With the broad arrow exposed, prison bricks were used for the 250m retaining wall on Tasman St, which Council was urging the Government to complete in 1897.¹¹²

Recreation has been the beneficiary of one brick-maker's hunger for clay. While Mt Cook had precious little space for sports fields, an offer by Enoch Tonks in 1895 resulted in the Nairn Street football field. Tonks required the clay for brickmaking and the city needed space for football: he offered to cut down the height by 24ft at its highest and in so doing create a 3-acre field. Tonks and the Surveyor Thomas Ward submitted their plan for levelling the Reserve in October. This was originally the site for (or intended for) a 'Scotch' Church in 1840.¹¹³ Agreeing that it "will supply a want much felt in that portion of the city", the Council concurred, providing that Tonks return topsoil to the plateau after taking his clay.¹¹⁴ Progress was slow, with Tonks asking for and receiving an extension of time (12 months) late in 1897.¹¹⁵ After more delays and being threatened with breach-of-contract action, Tonks finished the work and spread the topsoil in August 1899 - and the Council sowed grass-seed the following month.¹¹⁶

Industry

Adelaide Road had become an industrial area by the 1890s. J Reed ran a 3-man dairy business from Oxford St in 1891, with three milk carts.¹¹⁷ An application that year for a soap-boiling business on Adelaide Road by Bardsley Bros was, in

contrast, rejected by Council.¹¹⁸ Light manufacturing was exemplified by R Bell & Co Match Factory (behind Howell's Corner). CRE Bell had arrived in the Empire City (Wellington) in 1894, complete with experienced staff, to replicate the company's 'wax vesta' factories of London and Melbourne. The architecturally-designed building was opened by the Premier on 15 July 1895, and employed around 100 people. The company boasted two years later of "the excellent arrangements for the comfort and health of the employees," but incredibly it was another decade before the directors lay on a dedicated fire-fighting water supply.¹¹⁹ The factory moved (now as Bryant & May) to Tory St after the hospital expanded on to its site in 1924.¹²⁰ Another business was the Empire Box Factory, in Douglas St. The Government Printing Office occupied this building in the mid-1950s.¹²¹ This area by the 1960s was "predominately commercial, with a few old residences in the vicinity being absorbed by commercial development."¹²²

Chinese market gardens operated in eastern Mt Cook. Records show unease between officialdom and this community. Council received an application from "certain Chinamen" for a right-of-way off Douglas Wallace St in 1882, which was not granted.¹²³ Among these growers was Ah Go, whose crops grew peaceably on Sec 715, in the lower reaches of Tasman Street - through which flowed the small stream previously mentioned. Council wanted to culvert this stream, under pressure from owners wanting scarce land for residential development and with the backing of the Municipal Corporations Act, in 1890. The proposal would, though, deny market gardeners their livelihood and negotiations started with Ah Go over compensation. He was offered a 3-inch water main service for 3 years as compensation for the loss of the stream through culverting. After his counter-claim was rejected, Council instead agreed in May 1891 to pay him £3 compensation, so that the culverting work on Secs 715/716 could start immediately.¹²⁴ It is likely that the Chinese gardeners moved on after this type of bruising encounter, for Secs 715/716, owned by HE Beere, were subdivided soon thereafter. Beere applied for a right of way in 1897 which was granted so long as it ran the full length of the acre and was 66ft wide. By 1900 this right of way was being called Ranfurly Tce (after the Governor since 1897) and virtually all lots had been built on.¹²⁵ Another grower came to official notice (by the Inspector of Nuisances) for the "offensive state of [his] Chinaman's garden in Adelaide Road." This is probably Mr Sing Hop, described as 'market gardener' on Sec 734, next door to the tramshed. As part of increasing attention to public health in the city, a number of dwellings in Mt Cook including those on these market gardens were instructed to fit "sanitary appliances", as per bylaws.¹²⁶

Businesses

The intersection of Adelaide Road, John St and Revans (later Riddiford St) was long known as Howell's Corner, and this retail centre marks the end of Mt Cook. Hopper St was another zone of businesses. The Adelaide Road was the centre of commercial activity. The Miller business is an example of how enterprise in this area evolved to meet changing needs – in this case servicing the needs of transport. TRJ Miller's 1920s blacksmith shop or 'smithy' at 55 Adelaide Road had evolved from shoeing hooves in the 1920s to painting and panel-beating cars in the 1950s. In these decades Adelaide Road also had tailors (Kidd), furniture makers (Marshall), engineers (Marshall & Baxter), bakery (Parson's), a curio museum (Frank McParland's, in the Tramway Hotel), a dance hall (Victoria Hall), costume

hireage (Madam Foley), a butchery (Wood's), and a doctor's surgery (Dr Smyth, corner of Hospital Road, with a kindergarten behind).¹²⁷

Gordon & Gotch used a big building (formerly Post & Telegraph workshops, now No Name Building Recyclers) on the corner of Adelaide Road and Drummond St for their magazine distribution business. Bonds Hosiery Mills (NZ) Ltd at 181 Tasman used a large section through to Hobson St for its manufactory. Of its five buildings, the oldest (built in 1906) was formerly used by the Wellington Biscuit Factory Co Ltd.¹²⁸ A joinery business behind Wright St, built in 1923, later became the Production Village, servicing the needs of the film industry (and in 2007 is planned for redevelopment into apartments).¹²⁹ The area has had little hostelry, apart from the well-known Caledonian and Tramway Hotels. The Grosvenor on the corner of Wallace and Hankey St was the only other Mt Cook drinking establishment. It finished life as a hostel, closing in 1909 after the suburb went dry.¹³⁰ In terms of eateries, Mt Cook Café opened in 1978 on Wallace St, and is soon to be joined by a heritage-themed café, at 42 Wallace St, which is being formed around the Hills' recently-exposed brickmaking kilns.

An unusual business was that of the herbalist, of whom two had premises on Adelaide Road: GM Hardie at No.62 (established 1890) and Henry J Barraclough at No.131. Barraclough erected his 8-room shop and dwelling in 1886, selling and distributing patent medicines and other highly spirited concoctions which included Magic Nervine (for toothache) and Barraclough's Rheumatic Liquid "which has been instrumental in curing many long standing cases." He lived in Myrtle Cres but in 1900 fell foul of the Council over the sign and nameplate outside his house, presumably following a complaint by other residents.¹³¹

Education

Aside from military use, the Mt Cook School "was once the hub of the area" and, while never having left Mt Cook, education is again its primary business.¹³² The Buckle St public school opened for boys and girls late in 1875, on the Tory St corner, north of Buckle St. But when the Mt Cook Boys School opened in 1878 on Taranaki St, opposite Webb St, the boys moved to it from the original school, leaving that to the girls. This Boys School site was built on one of the two Native Reserves initially taken for military use, and for which local Maori were financially compensated in 1874.¹³³ Still part of one institution, the two campuses (together with an infant's school on Buckle St) were united when new brick buildings were completed on Buckle St in 1926.¹³⁴ The military took over the school's Taranaki St site, soon adding to it a building for HQ, Central Military District (now HMNZS *Olphert*) and several wooden office buildings. The Buckle St school was, meanwhile, enlarged and a manual training facility added in 1931, but by now Mt Cook had gained a national reputation for technical education, with the relocation there of Wellington Technical College.

The City Council had long felt Mt Cook to be a better location for education than a penal (or indeed military) role. Council resolved in August 1895 to ask the Government "that Mt Cook Reserve be set aside as an endowment for the Middle University District or other educational purposes instead of a central Penal Prison or Lunatic Asylum as proposed." Three years later, when the new Victoria College was establishing its Wellington campus, the Council again proposed Mt Cook.¹³⁵ The future of Mt Cook was so contentious in 1900 that Council initiated a

prosecution against the Opera House Company for allowing dangerous overcrowding in a meeting it hosted on the topic.¹³⁶

Having been founded in 1886, Wellington Technical College started in the Twentieth Century to outgrow its old premises in Wakefield and Mercer St, and cast around for another site. Mt Cook had been suggested as early as 1906 by director William La Trobe, an idea that local MP Francis Fisher took to the Technical Education Board.¹³⁷ To serve a large population, the school felt it would be best if sited amid the new growing suburbs, somewhere between the Basin Reserve and Newtown. When the Government rejected use of Mt Cook, even though no longer needed for penal purposes, the school and Council considered other central sites: on Sussex St behind the Basin Reserve, Jam-Tin Gully in John St (where the Winter Show Buildings now sit) or an area in Adelaide Road. Council favoured John St, and plans were actually drawn up for the technical school there.¹³⁸ La Trobe, however, persevered with Mt Cook - envisaging an all-encompassing technological institute: "There is ample room for technological laboratories, museum, art galleries, storehouses for the archives of the country, on the same site." The Government changed its mind during the First World War, offering the school three acres on Mt Cook in 1918.¹³⁹ The Board of Managers engaged John Swan and former-evening class student William Gray Young to draw up working plans and supervise building which, after fundraising, started in 1920. Prison labour (from Te Aro jail) cleared the brick kilns, levelled the ground, and removed a jailer's quarters and workshop.¹⁴⁰ The Governor-General Lord Jellicoe laid a foundation stone in March 1921. While building work (and fundraising) continued around them, the first 150 engineering students moved in, in May 1922.¹⁴¹ The main 2-storey colonnaded block was finished in April 1924, the year the new school site was officially opened. Over the next 10 years the bulk of the college's other buildings and wings were added, including the largest school assembly hall in NZ (the pink hall, renovated in 1995) and a cafeteria (reopened in 1985 as Polyhigh Early Childhood Education centre).¹⁴²

The strength of the concept of technical education grew, keeping the technical school vibrant in Mt Cook for nearly four decades. Technical correspondence courses had begun in 1939, and by the early 1960s tertiary night-school students out-numbered the 1000 secondary students by 5-to-1.¹⁴³ These functions were therefore split, the school (soon renamed Wellington High School) parting company from the technical side (which became Wellington Polytechnic). The 'polytech' (as it was known) expanded to Wallace St, particularly on the Dunn estate (Sec 710) where new facilities were built.¹⁴⁴ To taxi drivers and their despatchers, the Wallace St Polytechnic entrance had a unique local identity, being known as 'WallyPolly'. It moved into these buildings in 1970 and the high school into theirs on Taranaki St in 1978 (the old brick block was demolished over the 1984-85 summer holidays).¹⁴⁵ The Polytechnic also expanded by purchasing properties on Tasman St (including the Indian Assn hall, as a gym). Coombe St and Hayward St ceased to exist altogether when the Polytech expanded around them.¹⁴⁶ In further expansion in 1986 the Polytech took over the former Marist Brothers Newtown primary school between Tasman and King Sts (opened 1911), which "came complete with swimming pool, tennis courts and historic buildings."¹⁴⁷ The Mount Cook Action Group attempted to have these facilities preserved for the community, but the Polytech had them all "hastily demolished to preempt a public campaign for their retention" (it is now the School of Construction).¹⁴⁸ By the late

1970s Mt Cook School had also moved again, further away from Mt Cook down Tory St, and its old brick building on Buckle St demolished. Wellington High School opened a new complex on the site of its former big block, in 1999. The advent of Massey University assuming the former National Art Gallery & Dominion Museum as its Wellington campus in 1999, and merging with Wellington Polytechnic in the same year, has only cemented in place the role of education in Mt Cook.¹⁴⁹

What influence have these institutions had on the suburb around them? College student used first waste ground in Rolleston St then, after it was levelled in the late 1940s, the Prince of Wales Park at the top of that street for its sport fixtures and PE (its own playing field on Taranaki St was finished five years after Murphy's moved out in 1952).¹⁵⁰ The college's demand for a swimming pool led it to help the Boys Institute on Tasman St to recommission its pool in March 1961. The institute had been built in 1914-15 as the 'S A Rhodes Home for Boys'. The widow of Legislative Councillor William Barnard Rhodes, Sarah Ann Rhodes donated the land and £13,000 for the institute.¹⁵¹ The pool was covered over in the early 1930s but reopened in the 1960s. (Community swimming classes, and the YMCA next to the BGI, closed at the end of 2007 for a supermarket development in the block bounded by Tasman/Rugby/Belfast/Douglas Streets.¹⁵²) Unlike the earlier military and penal uses (which either barracked their soldiers or marched convicts in daily from Te Aro jail), education has brought a demand for local housing. The Newtown Progressive Assn railed against a proposal in the late 1960s to shift the technical correspondence staff to Heretaunga, as part of the new Central Institute of Technology, because it threatened 270 jobs at Mt Cook.¹⁵³ The tertiary institutions, particularly, have created demand for student (as well as staff) housing in the locality, which rivals that of the hospital – but not that of commuters who work in town. This would be especially so after the Polytech started nurse training in 1973 or degree courses in 1992.¹⁵⁴ All these demands led to numerous flats being added underneath or behind conventional homes, or whole houses built as rental properties, and from the 1960s old houses being divided up into 2 or 3 or more small flats.¹⁵⁵ Since the Millennium medium-density student accommodation has mushroomed around the Basin Reserve (Te Awhina complex) and on the former site of Mt Cook Boys School at '217' Taranaki St (the ex-army building on which had more recently been used as an Multicultural Educational Resource Centre).¹⁵⁶

Services

As to be expected from a burgeoning new suburb, Mt Cook had its share of services. Wellington South Fire Brigade started life on Howell's corner (Adelaide Road and John St). After the fire station moved up to the top of Constable St, Wilson funeral directors used the John St site (until the 21st Century, when the building became a plumper supplies).¹⁵⁷ A Post Office and workshops occupied the corner of Drummond and Adelaide Road, again before the Wellington South post office proper was opened.¹⁵⁸

Mt Cook hosted the main Armed Constabulary depot from 1869, with a civilian police station added on the corner of Buckle St and Banks Tce in 1894.¹⁵⁹ There was already an Adelaide Road police station from 1878, for a sole constable in a rented building, but this was actually in Newtown off Riddiford/Rintoul St, later called Wellington South Station.¹⁶⁰ The increased presence was required

because Mt Cook/Newtown had become “one of the most densely populated suburbs in the country.”¹⁶¹ An early gang in the area gained the name ‘Feather Push’ after leaving tell-tale feathers at their crime-scenes.¹⁶² In the schools the rough boys from Mt Cook School were known as ‘Mt Cook Gaol Birds’.¹⁶³ Another police station, short-lived, was opened on the corner of Adelaide Road and King St in 1976, when the Wellington South Station closed, but only a clothing store still operates from this site.¹⁶⁴

Of public facilities, the area has had a Lunatic Asylum, called Mt View. It was built originally for 100 patients, on 113 acres, and opened in 1875 (having moved here from Karori). Despite being expanded in 1880 and 1885, the institution (which grew to house 270 patients and 36 staff) suffered congestion, and enquiries into its treatment of patients dogged the life of it and other asylums. The advent of Porirua Lunatic Asylum eased the congestion from 1887 (both under one superintendent and overseen by a Lunacy Dept), but Mt View did not close until 1910, when Government House, built nearby, was almost complete.¹⁶⁵

Only 50 acres of the asylum’s grounds were required for Government House, building of which had started in 1908 and which was formally occupied in 1910.¹⁶⁶ A new drive was put in to it from the Basin Reserve, with Drummond St as the trade entrance. The Governor even asked the Council then to reduce the fare on its tram service for people attending receptions at his new residence.¹⁶⁷ A writer in 1948 compared Adelaide Road’s pioneer past with “the shabbiness of its buildings today and the crowded alleys on its eastern side”.¹⁶⁸ Half a century later the Newtown Progressive Assn suggested that these grounds were preventing redevelopment of area east of Adelaide Road. President O Foy feared that this area would become a ghetto in a generation - “like Detroit”.¹⁶⁹

Basin Reserve is of course a huge recreation facility but it has been documented well elsewhere. Interestingly the Newtown Progressive Assn in the 1960s expected the Basin Reserve to be “done away with in 20 years time”.¹⁷⁰ Its sponsorship in 2005 by Prime Finance probably means its future is well guaranteed.

Utilities

The spread of utilities – water, drainage and energy (first gas, then electricity) – was unremarkable in Mt Cook. When more water pipes arrived in 1879 to reticulate the Kaiwharawhara stream tapped 5 years earlier, nine streets were authorised to get them, including Adelaide Road, Hanson St, Drummond St, and Douglas Wallace St – but these were small pipes.¹⁷¹ This part of the city was very late in getting large reticulation mains bringing Wainuiomata water: they were laid from Adelaide Road to Riddiford St in 1905 (a 12-inch main) and in Mt Cook (Tasman St 1907, in 15-inch mains).¹⁷² The supply, however, remained inadequate until the building of two more dams in 1911-12, when the first service reservoir was approved for the ever-expanding city. This would receive water brought in from the Wainuiomata dams in a duplicated set of pipes. The new reservoir was to be sited somewhere above the southern edge of the city flat, which had been termed the ‘low-level zone’. With houses being built further up the hills, sites for high reservoirs had been considered in 1897, on Nairn/Thompson St (at 250ft above Thorndon Quay), Bell Road (230ft), Bidwill (205ft), Rolleston (225ft), Hargreaves (220ft) and part of Wright St (200ft).¹⁷³ The site above Bidwill St – but higher up - was chosen in 1909, work getting under way after it was approved two

years later.¹⁷⁴ A submerged concrete box holding 2 million gallons was built there by 1913, the 21-inch pipes coming to it from the north, up Nairn St. Bell Road was deviated around it.¹⁷⁵ A 15-inch service pipe then fed off from the reservoir, heading to the south-east via Salisbury Tce and Carrington St, to link up with the existing 15-inch pipe in Tasman St. While this reservoir kept water flowing to new homes in the south of the city, it was at times – especially during dry summers - difficult to fill (it had been built just a few feet too high) – but is still in service.

The arrival of fresh potable water was not initially matched by hygienic drainage of waste waters. The congested inner parts of the city therefore suffered heavily from the typhoid attacks in the early 1890s (and, for different reasons, the influenza pandemic of 1918).¹⁷⁶ The desire to buy Maori out of their Te Aro Pa at the bottom of Taranaki St was, in part, to allow Taranaki St to be extended down to the harbour so that “drains [could] be carried on to the sea.” This purchase was effected in 1880.¹⁷⁷

Existing streams had in most cases become sewers through residents disposing waste and excrement into them. One such stream, in Adelaide Road, vexed the Council for a good while. It fed swampy ground beside the road opposite the panned tramway depot, and in 1877 the Town Clerk, City Surveyor and Inspector of Nuisances all reported on it and possible solutions.¹⁷⁸ The £60 spent on it then did not solve the problem, so Council the following year suggested covering a portion of the creek opposite Tramway Station. Residents, however, petitioning that it be filled in.¹⁷⁹ Contributing to the problem was a “rubbish depot”, which Council covered over with earth while looking for a new dump site.¹⁸⁰ The new hospital planned for Newtown, however, added logic for this work, and led to Council approving the Adelaide Road drain be channelled and covered up as far as the hospital. The hospital and lunatic asylum actually added to the drainage burden, so the General Government was asked to contribute to the cost of this work. When it declined any grant in aid, in 1883, Wellington City Council initially abandoned the project.¹⁸¹ The brick culvert from Drummond St up to the hospital did eventually proceed, but the job dragged on into 1887 and was dogged by cost overruns and low- quality bricks.¹⁸²

But by 1890s the drains themselves were still part of the problem. In their ‘Report of the Sewerage of the City of Wellington’, consultants Messrs Cuthbert & Ferguson had “noticed... cottages built immediately over box-drains with only a plank or so between a drain, carrying foul-smelling sewage, and the floors of the living rooms, and ugly pools of stagnant water below, or in close proximity, to dwellings and shops.... Recent prevalence of zymotic disease in the city” in 1890 was dismissed as being caused by “merely Native celebrations of a Jubilee [of the Treaty of Waitangi].”¹⁸³ After reviewing earlier suggested drainage schemes, going back to 1878, Cuthbert & Ferguson proposed sewage be ‘ejected’ from the city in pipes to Drummond St, where a tunnel 103 chains long (1968m) would take it under the hill to Kilbirne (emerging at Duncan Tce) and then on in pipes to an outfall at Hue te Taka [Moa Point] 5 miles away. After a public meeting, ratepayers voted on the drainage loan of £165,000, but despite 2,290 voting for it (and 347 against) the proposal was lost because the MC Act required a majority of voters (then numbering 5,771) to approve it.¹⁸⁴ A Wellington City Sanitation Loan Empowering Act 1892, had therefore to be passed, authorising the £165,000 being raised.¹⁸⁵

Messrs McLean & Sons won the sewage tunnel contract, and the first sod was turned on Tuesday 18 December 1894 - at 3pm.¹⁸⁶ After weathering a small storm over employing labourers from Auckland, McLean pierced the tunnel through in September 1895.¹⁸⁷ Once the Shone electric pumps had been installed in ‘ejector stations’ and houses hooked up to it, the city’s sewerage system was inaugurated – in 1899. Another sewerage main was later driven under Mt Cook hill, from NW to SE, connecting up with this system.

Gas was laid to these parts not long after the Wellington Gas Co started producing ‘town gas’ from coal, in its Tory Street works, in 1871. Low-pressure pipes fed the gas, primarily, to lights. Similarly with electricity, it was reticulated widely to residences only after the Mangahao power station came on line in 1924.

Settlers

Because most of the main streets of Mt Cook were charted in 1840, they bear names of pioneer significance. The many sections surveyed by the NZ Company south of Basin Reserve were all sold, but few people chose to live there initially. Of the 151 electors on the 1843 Burgess Roll only two are from this area (carpenter Solomon Levy in Mt Cook and labourer Stephen Pilcher, Wright St).¹⁸⁸ Some houses are known to have been built in the 1840s in this area: a “commodious house” was offered for sale in 1849, on Wallace St.¹⁸⁹ Builder William Wallis constructed a cottage for his young family on Nairn St in 1858 (it is now a museum).¹⁹⁰ Another early survivor is now 5 Wright St, built around 1868-69, though its section, 698, was originally considered a Wallace St address.¹⁹¹ By the 1880s, housing flourished in residential Mt Cook.

Mt Cook offered early suburban living. A bevy of merchants lived near the town: James Smith in Bidwill St, David Anderson in Hankey St, and John Kirkcaldie nearby in Thompson St (his house later being Sister Francis Xavier’s Academy for Young Ladies).¹⁹² Architect Frederick de Jersey Clere bought into Wright St, and war-hero Major Gascoyne in Adelaide Rd.¹⁹³ The wealthier amongst them, such as Burns Philp-founder David Anderson, might ride to work on a horse - not a long ride in his case (his premises were on Willis St).¹⁹⁴ His house was built in 1875 and, along with John Kirkcaldie’s, looked prominent and opulent when seen from the city below.¹⁹⁵ The Anderson estate was subdivided in the late 1920s and Anderson Terrace laid out,¹⁹⁶ but it had not been developed when war came and was used as an army camp from 1942-46. Long after the war the house (enlarged and heavily modified) was sold as a Commercial Travellers’ Club, then became headquarters of the Royal NZ Foundation for the Blind, and is now a the Kohanga Reo national office.¹⁹⁷

A three-storied house demolished in 1966 for the new Wellington Polytechnic was built in 1909 by WH Jackson and was notable for the ornate wooden staircase linking its floors.¹⁹⁸ It had lately been occupied by a Chief Woodwork Instructor at Wellington Technical College, A Graham. A similar fate met Mr Dunn’s property on Wallace St, a “once-stately home”. Dunn, a clerk, had built two houses on his section 710 by the mid-1870s. His estate was purchased during WWII and used for a while by the school caretaker, and for tennis courts, prior to demolition for the Polytechnic’s expansion.¹⁹⁹

Mt Cook might also have been the place of secondary investment for people who lived elsewhere in Wellington. Many early owners bought several sections, and sections changed hands often. Henry Chappell was one, a resident of The

Terrace, who in 1879 granted 10 perches of his Sec 739 (on the corner of Tasman and Drummond St) to his son Henry Chappell Jr, a saddler, and applied for a right-of-way on his behalf.²⁰⁰

While to some a transient suburb, Mt Cook has hung on to other residents long-term. An amateur champion boxer, Billy Parris, lived in 44 Rolleston St from 1926 until the late 1980s. With a NZ welterweight championship belt, he turned professional in 1938 and became a contender. He served (and boxed) in the Medical Corps in the Pacific during WWII.²⁰¹ Later on, he said, his Seventh Day Adventist religion prevented him fighting on Saturdays when most bouts occurred (though his last four fights to 1944, all losses, would have contributed to his retirement). Another long-term resident is Miss Irene Emeny, a long-term council secretary, who has lived in the same house in Ranfurly St from 1899 or so (having been born there or moved in as an infant) till 2006, when she died aged 108 years old.²⁰² War historian-turned-conscientious objector Ormond Burton was Minister at the Webb St Methodist Mission in 1930s. His flock included students at Wellington Technical College where, after the war, Burton became headmaster.²⁰³

Later notable residents have helped change the area's reputation. By the 1960s the northern Adelaide Road area was run down. Calling it a slum area, the Newtown Progressive Assn in 1965 advocated developing the east of Adelaide Road in light industry like those over the road, or in low-cost housing.²⁰⁴ Trevor Rupe (aka Carmen) was convicted in 1961 for brothel-keeping in Hanson St, opposite the Alexandra Maternity Home.²⁰⁵ Highway 61 had its gang headquarters on the corner of Hanson and Drummond St, just up from the Tramway Hotel. This iconic pub had gained a notorious reputation for gang activity (the Black Power's under the auspices of the Eastern Suburbs Rugby League Club). A fight that started there in 1981 culminated in a Black Power attack on the Mongrel Mob house in Brown St, during which a man was killed.²⁰⁶ Medium-density housing has in the 1990s been built east of Adelaide Road.

Homes

Most buildings (85%) in Mt Cook were built before 1920, with the majority being built in the decade 1900-1909. This is the highest proportion of pre-1920 buildings of any Wellington suburb. In the Nairn/Thompson St area a very large minority (22%) date from the Nineteenth Century, making it the oldest residential part of the city after Mt Victoria (with 58% pre-1900).²⁰⁷ As to be expected Mt Cook houses sit on small thin sections (7-10m frontage) with narrow gaps between houses (up to 2m): a high proportion (44%) are two-storey.²⁰⁸ A 1999 study said "the entire area [of Mt Cook] is significant for the existence of its original building stock." This study, and consultation with residents, has led to the Council's District Plan Change 38, "protecting... the special character of these suburbs."²⁰⁹

Because of the topography, most houses in Mt Cook are built on sloping sections, usually simple 4-room villas, with a wide veranda out front and a lean-to and an outhouse toilet in the back yard (which either climbs up terraces or drops away). Often a workshop or flat occupies the basement. One such representative house, 47 Rolleston St, was built in 1896 by a carpenter Frederick M Peterson, who lived in it for around 15 years (while building others).²¹⁰ A rusticated-weatherboard house with hipped corrugated iron roof, it was later bought by a locomotive driver Edmund Hassett, around 1924, whose family kept it for four decades. When they moved in the family had "electric light but little else [originally lighting was by

town gas]. There was no hot water system, cooking was by means of a coal-fired range, there were no [electric] hot points, the family washing was done weekly in the washhouse out the back where the copper had to be boiled... We bathed once, sometimes twice a week,... toilet paper was non-existent – it was a luxury we could not afford – and each *Evening Post* was cut into squares and hung on a string beside the toilet.” Hassett converted the basement to a flat to augment the family’s meagre income, and expanded the rear lean-to (as well as digging out a garage). When around 1930 the front verandah was enclosed (as was commonly done)– in “modern overlapping weatherboards” - and the front rooms expanded into it “at one stroke we became, for a short time, the smartest house in the street. The sides and back had not changed a bit but the front was ‘with it’.” This family kept chickens out the back, and their neighbours kept goats.²¹¹

Having briefly had a role housing new immigrants (in the former barracks, 1870s), Mt Cook has also seen medium-density state housing. These have taken the form of apartment blocks, in-fill housing developments and, more recently, student accommodation. The Government built three blocks between Rolleston and Hargreaves St in the late 1950s on the former brickworks claypit, with the City Council adding more by the early 1980s on Nairn St (Central Park, Etona and Berkely Dallard flats), Hopper St (now George Porter Tower) and Hankey/Hopper/Taranaki St (Arlington Apartments).²¹²

STREETS

Bidwill

- 1840 - Drawn and named (as Bidwell St) on 1840 and 1841 maps, this street is more likely named after the high-profile John C Bidwill who visited NZ in 1839-41 (and who published his rambles here in 1841), than his younger brother Charles, the settler associated with introducing sheep to the Wairarapa, but who didn’t arrive in NZ until after these maps were printed. [Irvine-Smith, 1848, p69; Ward, 1928 pp74 & 107 has Charles Bidwill arriving in 1840 or 1842.]
- 1875 - City Surveyor reports on Bidwill St, report agreed to by Public Works Ctee. [WCC Ctee MB, 20 July 1875, p217, 00164/1, WCA]
- 1875 - O’Shea offers flagstones [for footpath?] and rejected as too expensive by Public Works Ctee [WCC Ctee Bk, p214, 13 July 1875 and p231, 24 Aug 1875, 00164/1, WCA]
- 1876 - 5 residents in Bidwill St [WCC Rate Book, 1875-76, 00163:0:24, p8]
- 1876 - Tenders called for clearing gorse, and let to Messrs Feshwater & Williams, @19/6 per chain [WCC Ctee MB, p300, 28 March 1876, 00164/1; WCC MB4 1874-78, p131, 00166:0:2; Repeated 1880, WCC MB5, 19 Dec 1880, WCA]
- 1878 - 5 residents on the western side of Bidwill St: James Smith (draper), James O’Shea (merchant), Robert Nichol (commercial traveller), Mrs Phelan (Settler), William Warren (storeman). [‘Wellington Street Directory’ p272, *New Zealand Directory*, Wise & Co, 1878]
- 1879 - Permanent levels taken on Bidwill St (and St Hill St) which WCC decided to advertise, as required in the MC Act, [WCC Minutes 2 Oct 1879 in ‘Private Streets Book’, p17, 00366:1:3, WCA]
- 1880 - That the formation of Bidwill St as already approved by WCC go ahead, on payment of the amount guaranteed by Messrs [James] Smith and others. It was formed soon thereafter. [WCC Minutes 16 Sept 1880, in ‘Private Streets Book’, p21, 00366:1:3; ‘List of Streets in the City of Wellington’, in back of ‘Private Streets’ Book, Town Clerk’s Office, 00366:1:1, WCA]
- 1880 - Tender for formation of Bidwill St by Thos Smith (£559-1-6) accepted [WCC MB5 1878-81, p368, 14 Oct 1880 00166:0:3, WCA]
- 1880 - 7 residents [‘Wellington Street Directory’ p299, *Directory of New Zealand 1880-81*, Wise & Co, 1880]
- 1884 - Subdivisions of Town Acres 685-89 on the south of Bidwill St seen on plan DP 285 (Jan 1884), WCA
- 1884 - Kerbing small part of top of street costing £9 approved, and Mr A Sample to pay half [WCC MB6 1881-84, p377 19 June 1884 & p389, 3 July 1884, 00166:1:4, WCA]

- 1888 - Mr Pettie asked WCC to lay drain, referred to PW Ctee. Question of drain went to a vote, PW Ctee recommending it not be done, but Councillors voted 9-to-2 to lay it [WCC 26 Jan 1888, p60 p62, MB8 00166:0:6, WCA]
- 1888 - PW Ctee recommended that a 1.5-inch water main be laid as asked for by Mr DG McKenzie and others, and be extended to Wright St (J Monahan) [WCC PW Ctee 26 Jan 1888, p62, MB8 00166:0:6, WCA]
- 1890 - Channelling and kerbing to stand over [WCC 21 Aug 1890, p85, MB9 00166:0:7, WCA]
- 1890 - 11 residents listed (2 of which were on the southern side) [‘Wellington Street Directory’, *New Zealand Post Office Directory 1890-91*, Wise & Co, 1890]
- 1891 - First noted spelling of ‘Bidwill’ seen on DP 535, dated Sept 1891. WCA
- 1891 - Melrose BC asked WCC “to extend Bidwill St through town belt to Brooklyn”. The City Reserve Ctee approves, after report on practicability and cost. Melrose BC offered £80 for the Extension through town belt and Finance Ctee asked to make provision on estimates for next financial year and for necessary completion of Bidwill St itself. [WCC 10 July 1891, p284, MB9 00166:0:7; WCC 23 July 1891, p291, MB9 00166:0:7; WCC 15 Oct 1891, p356, MB9 00166:0:7, WCA]
- 1892 - Subdivisions of Town Acre 682/683 on the north of Bidwill St seen on plans DP 572 (Nov 1892). WCA
- 1893 - Government declined the use of prison labour for the control of gorse. Gorse was a problem on unformed streets and unlet reserves 9WCC Ctee Bk, p469, 30 June 93, WCA]
- 1894 - Right of WCC to cut down footpaths referred to the NZ Municipal Assn, and in meantime no further action be taken re Mr Warren’s property and the obstruction thereon. [WCC MB10, p307, 1894, 00166:0:8, WCA]
- 1895 - Question of erecting retaining wall on Mr Warren’s property held over. Wall to be built if Mrs Warren pays £25 and Mr Sample £10 [WCC MB11, p229, 29 Aug 1895, 00166:0:9; WCC MB11, 24 Oct, p267, 00166:0:9, WCA]
- 1922/23 - Parts of Sec 690 subdivided 1922/23 (DP 6495 and Deeds 465, WCA)
- 1928 - Subdivisions creating Anderson Tce by name on the north of Bidwill St is seen on plan DP 9985 (surveyed July 1928), deposited 7 April 1931, WCA
- 1942 - The Anderson estate accessed off Bidwill St (Anderson Tce), which was subdivided but not developed, was leased for defence purposes in November 1942 “for the duration of the war and 6 months afterwards.” This excluded Anderson’s main house (67 Hankey St) but included the garage, and drive way. Eighty huts and service buildings were erected in the lower grounds, adjacent to orchards, and on the Nairn St Reserve (with a total of 246 beds). It was called the Bidwill Street Camp. The Anderson’s garage was used as a sergeant’s mess, only to be later destroyed by fire. The camp was used as a Central Military Districts base depot camp, including for CMD Signals. Once vacated by Army, it was intended to be used in 1946 by the National Service Dept as transit accommodation for returning service personnel. It had not been a popular camp and in May soldiers from Hataitai camp refused to move to its cold unlined huts. In a rowdy meeting on the 29th they shouted down the National Service officer sent to ‘direct’ them to relocate, and formed instead an Inspection Committee to judge for themselves. It found it unhealthily cold, “being situated in a shady place, the sun disappears at approx 3pm and there is a lot of winter still to go.”²¹³ Despite £250 worth of improvements the site was vacated on 30 June (in favour of the Winter Show Buildings) and the huts removed by March 1947, when returned to the Anderson estate. [‘Camps & Hostels-Accommodation-Bidwell [sic] St Camp’, L1, 33/1/22, Archives NZ, Wellington]

Hargreaves

- 1840 - Named after “a merchant who subsequently went to Christchurch” [Irvine-Smith, p259]. A person D Hargreaves is shown living in Wellington in 1843 [Ward, 1928, p460]. Only EH Hargreaves is listed as an early Canterbury merchant (of Norwich Quay Lyttelton) [A Selwyn Bruce, *Early Days of Canterbury*, 1932, p73]. It is also possible that as the name had been adopted by 1840, the merchant in question may have been a UK-based friend of the NZ Company directors who either went direct to Christchurch instead of Wellington – or didn’t migrate to NZ at all.
- 1882 - Tender accepted for formation Hargreaves & Wright St, by Messrs J Stephens & Co, (£147-18-0), but Messrs Stephens on an error on their part, declined to fulfill their tender, so issues to next lowest, JP Shields, (£262-10-0) [WCC MB6 1881-84, p72 11 March 1882 & p77 30 March 82, 00166:1:4, WCA. This probably included making the cutting at the bottom of the street, seen in 1884 photo of Mt Cook.]
- 1882 - Subdivisions on corner of Hargreaves and Wright St, Town Acre 697, is seen on DP A/2220 (1882), and of Town Acre 693 on the north of Hargreaves St on DP716 (drawn July 1894, approved 1895)
- 1883 - WCC motion that the formation of Hargreaves St be completed, in 1883, [WCC Meeting 18 Jan 1883, in ‘Private Streets Book’, p28, 00366:1:3, WCA. This probably reflected that at first the street went little further than the intersection with Wright St, a mere handful of yards up from Wallace St].
- 1883 - PW Ctee reco formation be completed, 18 June 1883 but postponed 6 months on 14 Sept 1883 [WCC MB6 1881-84, p180 & 242, 00166:1:4, WCA]

- 1884 - Water service 3/4in pipe to be laid WCC 27 March 1884, [WCC MB6 1881-84, p329, 00166:1:4, WCA]
- 1890 - Hargreaves St is first mentioned in a local street directory in 1890 as 'Hargraves St' [sic] and only in the context of where Fred Hill's property ended on Wallace St. ['Wellington Street Directory', *New Zealand Post Office Directory 1890-91*, Wise & Co, 1890]
- 1893- Gorse to be seen to [WCC 12 Oct 1893, p234, MB10, 00166:0:8, WCA]
- 1894 - Petition for works to be done, referred to Public Works Ctee [WCC 26 April 1894, p376, MB10, 00166:0:8, WCA. Forming top of street?]
- 1895 - WCC approved further formation work in 1895, as per City Surveyor plans. This probably reflected the advancing march of housing, and residents lobbying Council [WW Meeting 28 March 1895, in 'Private Streets Book', p64, 00366:1:3, WCA]
- 1895 – houses seen completed and being built at the top of Hargreaves St [Photo, 'Wellington-Businesses-Hutson & Co, 1895' F-68595 1/2, ATL]
- 1895 - Formation work as per City Surveyor's report approved. Tenders called, and that of C O'Connor (£79-10) accepted [WCC MB11, p123, 9 April 1895, 00166:0:9; WCC MB11, p251 26 Sept, & 10 Oct 95, 00166:0:9, WCA]
- 1895 - H Hill complaining that work in Hargreaves St will cut through his property, but WCC says it wont [24 Oct 1895, p263, MB11, 00166:0:9, WCA]
- 1896 - Proposed alteration of grade be considered [WCC MB11, p430, 7 May 1896, 00166:0:9, WCA]
- 1898 - Letter from Mr Hill re embankment on Hargreaves St, referred to PW Ctee. WCC agrees to contribute £25 to this embankment on his property (after PW Ctee recommended *not* doing so) [WCC MB13, p39, 19 May 1898, 00166:0:11; WCC MB13, pp80, 81, 30 June 1898, 00166:0:11, WCA]
- 1896 - Street lamp requested by JW Copithorne [WCC 5 Nov 1896, p81, MB12, 00166:0:10, WCA]
- 1898 - First substantive listing in Wises, with 11 names ['Wellington Street Directory', *New Zealand Post Office Directory 1890-91*, Wise & Co, 1890]
- 1916 - Subdivision of Town Acres 695/696 on the north of Hargreaves St is seen on plan DP 4030 (drawn March 1916), WCA
- 1925 – first private motor garage applied for (D O'Brien, Lot10 Sec694), requiring a Public Works Ministerial exemption under PW Act. Others soon follow, even though the street had been granted an exemption in 1907 ['Hargreaves Street – Motor Garage D O'Brien', ABKK, w4069, Box 32, 51/837, Archives NZ Wellington; *NZ Gazette*, No71, 8 Aug 1907]
- 1926 - Subdivision of Town Acre 697 on the south of Hargreaves St is seen on plan DP 7249 (drawn Oct 1926)

Myrtle

- 1897- [Having bought the estate of Robert Douglas Wallace] Mr Crump applied for a right-of-way off Douglas Wallace St. This was granted him on the condition that only one house was built on each section shown on his submitted plan and that all buildings stand back 33ft from the centre of the right-of-way [a condition not met, as Myrtle Cres is only 40ft wide] [Public Works Ctee, WCC Meeting 23 Sept 1897 [in 'Private Streets Book', p72, 00366:1:3, and 'Streets Register', p115, Town Clerk's Office, 00366:1:4, WCA.
- 1898 - Named after the newborn child of Harry Crump, a developer, who bought and subdivided land from the estate of sheep-inspector Robert Douglas Wallace behind the Adelaide tramsheds. These had been used by the tramways horses. [Irvine-Smith, FL, *The Streets of My City*, Reed, 1948, p256; WCC Rate Book, 1875-76, 00163:0:24, p50Sec 735]
- 1899 - Subdivision shown [on plan DP 956, received 29 March 1899, WCA]
- 1900 – Myrtle Cres first mentioned in WCC Minutes, over Council's discussion of the signboard and nameplate outside the residence of HJ Barraclough, herbalist, referred to the Works Committee. [WCC 1 Nov 1900, p308, MB14, 00166/12, WCA]
- 1902 - Myrtle Cres is first mentioned in a local street directory in 1902, with 9 residents, all on the eastern side.
- 1903 - A Legislation Committee of WCC considering private streets to be taken over (with another bill being prepared in Parliament to this end), suggested in 1903 that Myrtle Cres not be taken over. It was then deemed a private street, some of which were maintained by WCC without having formally been taken over. The reason was that the street was used exclusively by its occupiers. ['Private Streets Book', p91, 00366:1:3, WCA; with ref to WCC Minutes in MB16, p582, 24 Sept 1903]
- 1905 - Taken over as a public street by WCC in Wellington City Streets Act,1905. ['List of Streets in the City of Wellington', in back of 'Private Streets' Book, Town Clerk's Office, 00366:1:1, WCA]
- 1905 – listed with 22 named residents, ['Wellington Street Directory', *Wise's New Zealand Post Office Directory 1905*, Wise & Co, 1902]
- 1907 - The first street lamp was recommended for this street (by the Council's Electrical Engineer) in 1907, but a request for another by residents three years later was refused [WCC MB19, p120, 17 Jan 1907, 00166/17; and MB21, p431, 11 Aug 1910, 00166/19, WCA]

- 1910 – Still 22 residents named but houses now numbered 1-35 (of which 2 are on the western side, No8 & 10)
- 1933- Exempted from streets to be widened in 1933, because of existing buildings. [Order in Council 10 April 1933, in *NZ Gazette* No.26, p74413 April 1933. Myrtle Cres was set at 40ft wide. ABKK w4069, Box46, 51/1790. MOW file ‘Streets - Myrtle Cres & Douglas St, Wellington’]

Wright

- 1868/69 – the earliest known house (now No.5) is built on Wright St. [NZHPT Central; Regional Office file 12013-684]
- 1871 – The large house (on 3-5 Papawai Tce, until recently demolished) is built. [NZHPT Central; Regional Office file 12013-991]
- 1876 - Named after developer John FE Wright, who developed this street and had a grand scheme to carry it on to the south, to Island Bay Estate. He applied to form this road (called Joseph St), through the town belt, in 1876 with the aim of Council then taking it over [WCC minutes 20 July 1876 WCC MB4 p153, 00166:0:2, WCA and 23 July 1878, 30 Oct 1879, 2 Sept 1880, 15 Sept 1882 in 00366:1:3]. A road connecting the end of Wright St with EW Mills Road in Vogeltown, through the town belt, was proposed as part of the Melrose Improvement Works by 1905. The City Engineer differed in his opinion about the route chosen (presumably by Melrose BC) in a site inspection in July, and the ‘track’ (though seen and named Hutchison Rd on maps from as early as 1877 [Charles O’Neill Map of Wellington City, 1877, 832.4799a-1877-Acc212]) was not cut until 1911, linking with Liardet St. The South Wellington land Co dedicated a strip of land 66ft wide for this road in 1912.²¹⁴
- 1876 - Mr LE St George asking for repairs to Wright and Wallace St, to which PW Ctee say 11 April 1876 there are no funds available. [WCC Ctee MB 1870-77, p304, 00164/1, WCA]
- 1876 – 7 houses shown on rates book [WCC Rate Book, 1875-76, 00163:0:24, p61]
- 1879 - Levels for Wright St advertised WCC 18 Sept 1879 [WCC MB5 1878-81, p206, 00166:0:3, WCA]
- 1880 - Wright St is first mentioned in a local street directory in 1880-81, with four names of owners/residents, but only on the western side: William Thacker (carter), George Waters (labourer), J Morgan (painter) and Mrs J Lawson (settler). [‘Wellington Street Directory’ p299, *Directory of New Zealand*, Wise & Co, 1880-81]
- 1881 – first subdivisions around Salisbury Tce are seen on plans of Town Acre 702, 703 on DP340 (1881) and TA703/704 on DP406 (1888).
- 1882 - Tender for formation Wright St of C O’Connor (£748), accepted [WCC MB5 1878-81, p252, 21 Jan 1882, 00166:0:3, WCA] 1884 Photo shows fresh cutting in bottom of Hargreaves St [in *The Basin*]
- 1882 - first subdivision on Wright St seen on WCC plans :- of Town Acre 697 on DP A/2220 (1882), TA698 on DP881 (1898), DP5381 (1921), DP5629 (1922) and DP9427 (1929), TA699 on DP8047 (1927), TA704/705 in 1924, and TA706 on DP6116 (1923).
- 1885 - Culverts 18-inch for Wright St [culverting the stream?] postponed [WCC, MB7, p5, 20 Jan 1885 00166:1:5, WCA]
- 1886 - WCC consented to a right of way through Town Acre 703, upon application by Messrs McTavish, Tatum & Co, from which Salisbury Tce is derived [WCC MB7, p291, 6 Aug 1886]. Salisbury Ave recognised by WCC as a right of way, 7 May 1896 [in ‘Private Streets Book’, p68, 00366:1:3, WCA]
- 1887- Mr CF Richmond et al requests a drain be laid, which is first declined, then Council agrees to do so if residents contribute £45 [WCC 20 Oct 1887, p12, MB8 00166:0:6; WCC 3 Nov 1887, p18, MB8 00166:0:6, WCA]
- 1890-91 – 23 residents (now on both sides of street) [‘Wellington Street Directory’ p299, *Directory of New Zealand*, Wise & Co, 1880-81]
- 1895 - Postponed from February, repairs in Salisbury Ave/Tce be done, not exceeding £35, so as to stop storm water flooding properties [WCC 28 Feb 95, p90, MB11, 00166:0:9; WCC 9 April 95, p90, MB11, 00166:0:9, WCA].
- 1896- Proposed alteration of grade be considered [WCC 7 May 1896, p430, MB11, 00166:0:9, WCA]
- 1896 Deputation [inc FJ Wilson, 30 Jan 1896, p331] complains that “large quantities of offensive rubbish are being deposited in the gullies at the southern end of Wright St and Wallace St”. The nuisance has “greatly increased lately” with all sorts of refuse, indeed even animals. Referred to PW Ctee [WCC 21 Nov 95, p277, MB11, 00166:0:9, WCA] This was still a problem in 1900 [WCC 20 Sept 1900, p253, MB14, 00166/12, WCA] and led to the gully south of John St gaining the name Jam-Tin Gully [Ref Noel Harrison, *The School That Riley Built*. WTC 1961, p75], WCC MB23, p143, 25 Jan 1912, and p438, 18 Sept 1912, 00166/21] and the Reserves Ctee saying a notice board has been erected there to warn public to take care of trees recently planted there. [WCC MB23, p450, 14 Oct 1912, 00166/21]. The city’s existing Destructor (an incinerator), which opened in 1888, was hopelessly overtaxed by waste, and an additional incinerator opened in March 1908 at the Corporation Yard, Clyde Quay, also failed to solve the problem. [WCC Year Book 1926-27, p143]
- 1897- proposed cricket ground at top of John St considered but soon postponed [WCC 1 July 1897, p293, MB12, 00166:0:10, WCA]

- 1899 - The WCC Rights of Way Committee granted Mr S Cook a right of way permit in 1899 to access one cottage only, on the back of his section. It was to not exceed 11ft in width. [WCC MB13, p231, 9 March 1899, 'Streets Register', p133, Town Clerk's Office, 00366:1:4, WCA]
- 1905 - Salisbury Ave, an 18ft 6in right of way taken over by WCC at the same time as Salisbury Tce, under the 1905 Act. [Salisbury Tce is so listed, 'List of Streets in the City of Wellington', in back of 'Private Streets' Book, Town Clerk's Office, 00366:1:1, WCA]
- 1928 - Papawai Tce subdivided from town acre 699, owned since 1871 by Louis St George, who came to Wellington to work as a public servant in 1868. The later street was named after other property owned by the family in the Wairarapa. [Bruce Herdman, pers com 6 March 2006]
- 1995 – Houses at 56-64 and 57-63 (all H Crump, 1905) included in WCC Heritage Building Inventory
- 2005 - Wright Street Historic Area (including No.56-64) notified by the NZ Historic Places Trust, and registered in 23 Sept 2005.
- 2004 - The house at 3 Papawai Tce, which was demolished in December 2004 amid public outcry and without an archaeological consent being issued, was another early prominent house in the area. It dated from 1870s. That it was to be replaced by 13 small units (as had a similar property in Finlay Tce, by the same developer) prompted the WCC to initiate research into the character of the suburb. This led to Variation 39 of the District Plan, limiting in-fill developments in this and other inner suburbs. [NZHPT to Janssen Dommett Design No.2 Ltd, 9 December 2004, 'Papawai Tce' File 12013-991, Central Regional Office, NZHPT; *DominionPost*, 9 Feb 2006]

¹ Ward, Louis, *Early Wellington*, 1928, p270; in *Te Whanganui-A-Tara. Me Ona Takiwa. Report on the Wellington District*. Waitangi Tribunal Report, 2003 (WAI 145). P104

² Adrian Humphris, 'Tramways and suburban growth - a case study of Kilbirnie, Wellington, New Zealand', Masters of Science in Geography Thesis, Victoria University of Wellington. 2003, Ch3, p95

³ NZ Company Map of Wellington, by Capt Mein-Smith RA, 18 Aug 1840, 832.4799gbbd-1840—Acc318, Cartographic Archive, ATL; The military history of Mt Cook is covered in detail in Peter Cooke's 'Headquarters, NZ Military Forces; *Forts & Works* 20, Defence of NZ Study Group, Jan 2006; See also Lt Col EB Bestic, *End of an Era*. INL Print, 1979. Buckle St is named after a UK-based NZ Company Director, John W Buckle.

⁴ 'The Story of Mt Cook' "from *NZ Freelance*". *Evening Post*, 11 May 1928

⁵ Hamlet Eagle, 'Government House', in Martin Boyle's *Newtown! Community in a Wellington Suburb*, Wellington Safer Community Council, 1998, p28

⁶ See Peter Cooke, 'History of the National War Memorial', *NWM Conservation Plan*, Ministry for Culture & Heritage 2004

⁷ William Good was hanged in public outside Mt Cook Jail on 17 June 1850 for murdering a seaman on a ship in Wellington harbour. William Minchin, *Wellington – The Dark Side*, 2005, p31; RIM Burnett, *Hard Labour, Hard Fare & a Hard Bed*. National Archives, 1995

⁸ Prisoners were employed, for instance, in March 1843 "digging the foundations for the new gaol on Mt Cook and levelling the ground." March entry, IA1 1843/1698, 'Mt Cook Gaol', Archives NZ, Wellington

⁹ FL Irvine-Smith, *The Streets of My City*, Wellington, 1948, p51

¹⁰ *Evening Post*, 19 August 1946

¹¹ 'Plan of Mt Cook Observatory, Wellington, and its connection with the triangulation'. General Survey Office, *AJHR*, Session II, C-1, 1884, and 832.4799bf-1884-Acc46203, Cartographic Archive, ATL

¹² See letter WCC MB15, p168, 29 Nov 1901, 00166/13; p377, 31 May 1906, p457, 6 Sept 1906, MB18, 00166/16, WCA

¹³ Minchin, 2005, p68; *New Zealand Free Lance* 26 January 1944; Hanson St is named after an 1840 settler, Richard Davis Hanson, who in 1846 moved to South Australia to achieve high public office.

¹⁴ *Wellington & Environs*. Dept Lands & Survey, 1926; *The New and Revised Authentic Map of Wellington*, NZ Map & Guide Co, n.d. (but dated to between 1959-67)

¹⁵ Even Ian Wards, in his 'Newtown Survey' (*Wellington Regional Committee Newsletter*, May 1988, p1) didn't afford Mt Cook any identity.

¹⁶ *Evening Post*, 23 February 1994

¹⁷ The William Bannister map of Wellington, drawn from Mein-Smith's survey, shows 'Cook's Mount'. See Ward, 1928, p72. Cook's Mount is seen on an 1843 map, SO10433, 832.4799gbbd-1843-Acc3001 and Cook's Hill on *Plan of the City of Britannia in Lambton Harbour, Port Nicholson, NZ*, 1840, 832.4799gbbd-1840-Acc14,170, Cartographic Archive, ATL

¹⁸ *Evening Post*, 19 August 1946

¹⁹ Description by Rt Hon Sir Francis Bell, Legislative Council debate on the NAG&DM Bill, NZPD, v226, p489, 8 October 1930

²⁰ *Dominion Post*, 10 March 2005, A4; Tasman St was named, as was Mt Cook itself, after another early explorer, the 17th Century Dutchman Abel Tasman.

²¹ Mein-Smith Map, 18 Aug 1840, 832.4799gbbd-1840—Acc318, Cartographic Archive, ATL; The Crown's Surveyor Felton Matthew on his map of 1841 retained the same street routes and names as proposed by the NZ Company. See Map 832.4799gmbd-1841-Acc7632, Cartographic Archive, ATL

²² Tributaries of this stream on its journey out of the area crossed Sections 700 and 697, joined at 698, crossed 714, 713, 712, 711, 716, 715, then 666, 665 and 664 on Banks Tce, and at Sec 267 met with the branch that had come down Adelaide Road (Secs 739, 728 and 677). *Plan of the City of Britannia in Lambton Harbour, Port Nicholson, NZ*, 1840, 832.4799gbbd-1840-Acc14,170, Cartographic Archive, ATL; The St Georges house, on Papawai Tce, used this water supply for a swimming pool [Bruce Herdman pers com 6 May 2006].

²³ The NZ Company map is dated 14 August 1840 [00237:26:1, WCA]. The 1841 map is opposite p86 in *Te Whanganui-A-Tara. Me Ona Takiwa. Report on the Wellington District*. Waitangi Tribunal Report, 2003 (WAI 145). The Mt Cook Reserve was gazetted on 20 October 1841. Nairn and Thompson Sts are named after UK-based NZ Company Directors, Capt Alexander Nairne and William Thompson, MP

²⁴ Admiralty Chart BA1423, July 1856, in David Johnson, *Wellington By the Sea*, Bateman 1990, endpapers

²⁵ *Wise's NZ Directory Plan of the City of Wellington, with additions to 1875*. Henry Wise, Publisher, Dunedin. 00248:5:unnumbered, WCA

²⁶ PW Ctee sought estimates for forming Adelaide Road, 12 Dec 1876. WCC Ctee MB 1870-77, p376, 00164/1, WCA

²⁷ AH Carman, *Birth of A City*, Wtn 1970, p101-02

- ²⁸ WCC Ctee MB 1870-77, 27 Feb 1877, p397, 00164/1, WCA
- ²⁹ WCC 23 March 1888, p86, MB8 00166:0:6, WCA; Wards were abolished in 1901, briefly reintroduced (in a different configuration) following the merger with Melrose Borough - but disestablished again on 31 March 1905. WCC MB17, p392, 9 Feb and 23 Feb 1905, 00166/15, WCA
- ³⁰ WCC MB5 1878-81, p275, 1880, 00166:0:3; WCC MB5 1878-81, p368, 14 Oct 1880, 00166:0:3; WCC MB6 1881-84, p130 31 Aug 1882, & p154 8 Nov 1882, 00166:1:4; WCC MB7 p80, 16 June 1885, 00166:1:5; WCC MB7, p250, 29 July 1886, 00166:1:5; WCC MB7, p390, 24 Feb 1887, 00166:1:5; WCC MB8, p82, 8 March 1888, 00166:0:6; WCC MB8, p101, 3 May 1888, 00166:0:6, WCA
- ³¹ Irvine-Smith, 1948, p254
- ³² WCC 16 Aug 1894, p464, MB10, 00166:0:8; WCC 22 May 1895, p160, MB11, 00166:0:9; WCC 20 June 1895, p180, MB11, 00166:0:9; WCC 13 Aug 1896, p17, MB12, 00166:0:10, WCA
- ³³ Irvine-Smith, 1948, p255
- ³⁴ PW Ctee, 3 Aug 1875. WCC Ctee MB 1870-77, p220, 00164/1, WCA. These streets were named after Edward Betts-Hopper (who drowned nine months after arriving in NZ), Thomas A Hankey (a London banker), John Howard Wallace (a local councillor) and the Taranaki hapu living in Te Aro pa [Irvine-Smith, 1948, pp61, 85].
- ³⁵ WCC 27 June 1878 [in 'Private Streets Book', p11, 00366:1:3, WCA; Irvine-Smith, 1948, p258
- ³⁶ WCC Public Streets Committee, 16 April 1891, in 'Private Streets Book', p53, 00366:1:3, WCA
- ³⁷ WCC 15 Feb 1877. WCC 2 March 1882 in 'Private Streets Book', p7 and 25, 00366:1:3, WCA;
- ³⁸ WCC WCC MB4 1874-78, p444, 27 June 1878 and 11 July 1878, 00166:0:2, WCA
- ³⁹ WCC Ctee MB, p233, 29 Nov 1887. Decision confirmed 15 Nov 88, to take effect 1 Jan 1889. MB8, p208, 15 Nov 1888. WCC took over 1 more private street (of 22 considered) in 1894. MB10 p326, 1 March 1894, 00166:0:8, WCA
- ⁴⁰ WCC MB8, p178, 20 Sept 1888; Private Street Committee, in 'Private Streets Book', p45, 00366:1:3, WCA
- ⁴¹ Irvine-Smith, 1948, p255
- ⁴² WCC PW Ctee Report, 3 Sept 1881, and PW Ctee Report 16 Oct 1894, both in 'Private Streets Book', p54, 63, 00366:1:3, WCA; Hamlet Eagle, 'Government House', in Boyle, 1998, p28, says Drummond St was the asylum entrance, but the 1890 Tronson map shows Broomhedge St to be so ('N.Z. Post Office directory map of the city of Wellington and surrounding district' 832.4799-1890-Acc37424, Cartographic Archive, ATL
- ⁴³ 'Report of Legislation Committee', 24 Sept 2003, WCC TC's 'Private Streets Book', p95, 2003, 00366:1:3, WCA
- ⁴⁴ NZPD, vol88, p228; NZ Statutes 1897 p118; NZ Statutes 1905, p785, all cited in AK Bristow VI f 'Works-Streets-Maintenance', WCA
- ⁴⁵ Alfred, Belfast, Broomhedge, Finlay, Hugh, John, Myrtle, Oxford, Ranfurly, Salisbury, Tainui. 'List of Streets in the City of Wellington', in back of 'Private Streets' Book, Town Clerk's Office, 00366:1:1, WCA. There was also a list of streets 'under 20ft wide, in 'Private Streets Book', p95, 00366:1:3, WCA
- ⁴⁶ NZPD, vol35, p161, 9 June 1880
- ⁴⁷ Boyle, 1998, p4
- ⁴⁸ WCC MB12, p130, 14 Jan 1897, 00166:0:10, WCA; AK Bristow VI f, 'Works-Streets-Maintenance', p319
- ⁴⁹ WCC MB12, p490, 10 March 1898, 0016:0:010, WCA
- ⁵⁰ WCC MB13, p212, 9 Feb 1899, 00166:0:11, WCA
- ⁵¹ WCC MB13, p428, 21 Sept 1899; rejoining Revans St at Town Acre 761 is mentioned MB13, p401, 7 Sept 1899 in AKB VIg, p158; MB13, p446, 19 Oct 1899; 'Map Showing Proposed Line, Island Bay Railway, AJHR 1892, D-8A, p7
- ⁵² WCC 8 Feb 1900, p8, MB14, 00166/12, WCA
- ⁵³ *Evening Post*, 11 Aug 1900
- ⁵⁴ WCC MB14, p243, 9 Sept 1900, 00166/12, WCA; WCC MB14, p191, 26 July 1900
- ⁵⁵ MB15, p51, 11 July 1901
- ⁵⁶ mb15, p109, 26 Sept 1901
- ⁵⁷ WCC MB16, p213, 30 March 1903. This reported 77 buildings moved, with 20 still to move.
- ⁵⁸ DG How, 'Iron Wheels in the Streets' in *Wellington Prospect*, 1970, p193; Pat Lawlor, *Old Wellington Days*, W&T, 1959, p77
- ⁵⁹ Ovid Dempsey photo, PAColl-60001-13, ATL
- ⁶⁰ 'Hargreaves Street-Motor Garage. D O'Brien', MOW file 51/837, ABKK w4069, Box 32, Archives NZ, Wellington; History Card, 47 Rolleston St, WCC
- ⁶¹ *NZ Gazette* No.87, 21 Oct 1920 and No66, p2940, 29 Sept 1927. Drummond St is thought to be named after Edward Drummond, private secretary to the Duke of Wellington (Irvine-Smith, 1948, p60).
- ⁶² 'Streets-Wellington-King St', MOW file 9/432, AATE w3387 Box 3, Archives NZ, Wellington
- ⁶³ WCC MB5, p398, 17 July 84, 00166:0:3, WCA; *NZ Times* 30 Aug 1886 said it should be adopted.; Irvine-Smith, 1948, p62
- ⁶⁴ WCC MB5 p216, 16 Oct 1879, 00166:0:3, WCA. There was another and St Hill Street in the city, off Manner St.
- ⁶⁵ WCC MB5 p211, 2 Oct 1879, 00166:0:3, WCA. There was another John St in Thorndon Ward.
- ⁶⁶ WCC MB5, p486, 11 Aug 81, 00166:0:3, WCA ; WCC MB6 1881-84, p126, PWCtee report 17 Aug 82 00166:1:4, WCA
- ⁶⁷ List of occupants of 47 Rolleston St, Mt Cook, Author's Coll; *Wise's NZ Post Office Directory*, 1900 et seq
- ⁶⁸ For instance on Map of Wellington in Mantell papers, 1841, 832.4799a-1841-Acc2814, Cartographic Archive, ATL. One of the street signs on Hankey Street today, on the corner of Nairn St, has it as 'Hanky'. It is not known when Bidwell St was respelt Bidwill.
- ⁶⁹ *NZ Times*, 13 Aug 1878
- ⁷⁰ WCC Ctee MB p247, 19 Oct 1875, MB4 p83 28 Oct 1875, WCC Letterbook p304, 1 Nov 1875, all in AK Bristow's notes VII Tpt voll, p27-30
- ⁷¹ WCC Rate Book, 1877-78, 00163:0:36, p5 Sec736. In the 1878-79 Rate Book [00163:0:38, p3] the Tramway Co own Sec736, listed then as 'stores and shed'.
- ⁷² P Brown to PW Ctee, WCC, Ctee MB, p39, 4 Sept 1877
- ⁷³ *NZ Times*, 18 June 1898
- ⁷⁴ *NZ Times* 13 Aug 1878
- ⁷⁵ *NZ Times*, 27 Aug 1878; *Evening Post*, 14 April 1949. The first public run was on Monday 26 August.
- ⁷⁶ WCC MB5, p106, 6 March 1897; *NZ Times* 13 July 1879, *Evening Post* '50 Years Ago' 10 Nov 1929
- ⁷⁷ [AK Bristow's WCC Notes], VII, Transport Vol1 1850-1907, p31
- ⁷⁸ Graham Stewart, *The End of the Penny Section*, Grantham House, 1973/93, p11
- ⁷⁹ *Evening Post*, '50 Years Ago', March 1931. WCC had approved this extension in Dec 1880
- ⁸⁰ Stewart, 1993, p33, 'Tramsheds' are still shown and described as such on Ward's 1891 and 1901 survey plans, with a three-sided structure behind, possibly the additional horse stalls.
- ⁸¹ Graham Stewart, *Wellington - Portrait of a Region*, Grantham House, 2005, p128
- ⁸² Deposited Plan 956, drawn May 1898. WCA; Valuation Roll 1907-08, Vol6, p33, 00198/30, WCA (when compared with Thos Ward's 1901 update map) shows Council owning the SE quarter of Sec735, perhaps a former grazing paddock. Dr Grace bought the tramway company in 1884 with two other investors. *NZ Mail*, 25 Jan 1884

- ⁸³ Stewart, 1993, p33
- ⁸⁴ [AK Bristow's WCC Notes], VII, Transport Vol1 1850-1907, p33, 43
- ⁸⁵ The tramway line up Mansfield St is shown on an 1888 map of Wellington City, by Tronson, 832.4799a-1888-Acc628, Cartographic Archive, ATL; the stable was condemned "as unfit for occupation", WCC MB16, p450, 19 Nov 1903, 00166/15, WCA
- ⁸⁶ It was still in Council ownership in 1908, See Valuation Roll 1907-08, Vol6, p33, 00198/30, WCA
- ⁸⁷ Graham Stewart, *Always a Tram in Sight – The Electric Trams of NZ, 1900-64*. Grantham House, 1996, p81. This Wallace St line first ran in August 1904.
- ⁸⁸ The question of extending it was, in 1904, referred to Council's Finance Committee, where it was presumably quashed. WCC MB17, p188, 30 June 1903, 00166/15, WCA; A councillor asked again 1907, MB19, p148, 14 Feb 1907, 00166/17, WCA; WCC *Yearbook*, 1905-06, p27
- ⁸⁹ 75 Wallace St, now Mt Cook Café, was built in 1905 as a grocery. *Evening Post* 9 Sept 1997
- ⁹⁰ Graham Stewart, *Wellington – Portrait of a Region*, [2005], p128
- ⁹¹ WCC Fri ? Oct 1866, 'Private Streets Book', p2, 00366:1:3, WCA; Moore owned Sec736 in 1857, Map SO10568, 932.4799bje-1857-Acc15998, Cartographic Archive, ATL
- ⁹² WCC Mtg 15 Sept 1882 and 26 Oct 1882, 'Private Streets Book', p26 and 27, 00366:1:3, WCA; Irvine-Smith, 1948, p254
- ⁹³ WCC 15 May 1891, p26, MB9 00166:0:7; WCC 10 July 1891, p205, MB9 00166:0:7; WCC, 16 Oct 1891, p111, MB9 00166:0:7, WCA; Tainui Tee is, according to Miss Irvine-Smith 1948, p87, named after Maori flora - not the canoe.
- ⁹⁴ WCC 26 Aug 94, p373, MB10, 00166:0:8; WCC 10 May 94, p 391, MB10, 00166:0:8, WCA
- ⁹⁵ WCC 21 June 1894, p430, MB10, 00166:0:8, WCA WCC 24 Oct 95, p263, MB11, 00166:0:9, WCA WCC 7 May 1896, p431, MB11, 00166:0:9, WCA
- ⁹⁶ While on the cards from at least the 1960s, originally as a high-speed motorway extension, the bypass caused considerable debate from the 1980s but was eventually approved as a 50kph road. *Mount Cook Planning Review*, Town Planning Dept, Wellington City Council, 1988
- ⁹⁷ WCC MB4 1874-78, p377, 10 Jan 1878, 00166:0:2, WCA WCC MB17, p211, 14 July 1904, 00166/15, WCA
- ⁹⁸ John Overend's is listed at one time as on Tasman St, but other sites (such as described for Adelaide Road) may have only been clay pits, John Morrison, pers com May 2006. Sue Johnston, 'Some NZ Potters & Brickmakers', *Strike*, Wellington Antique Bottle Club Inc, No.9, 1979. Tonks' works was on Webb St at the top of Cuba St. There were other brickworks in Brooklyn and Newtown.
- ⁹⁹ An example is that issued to Peter Hutson in 1908, WCC MB20, p248, 8 Nov 1908, 00166/18, WCA
- ¹⁰⁰ *Cyclopedia of NZ*, Vol1 Wellington, 1897, p723
- ¹⁰¹ St Hill Street [later Rolleston St] entry in 'Wellington Street Directory' p272, *New Zealand Directory*, Wise & Co, 1878, lists "Thos Hill brickmaker and F[rederick] Hill brickyards"
- ¹⁰² *Cyclopedia of NZ*, Vol1 Wellington, 1897, p723
- ¹⁰³ 'Wallace St file', Wellington Branch Committee Collection, Central Regional Office, NZ Historic Places Trust
- ¹⁰⁴ *Cyclopedia of NZ*, Vol1 Wellington, 1897, p724; Sue Johnston, 'Some NZ Potters & Brickmakers', *Strike*, Wellington Antique Bottle Club Inc, No.9, 1979
- ¹⁰⁵ WCC to WH Back, as noted in WCC Minutes, 16 March 1882, WCC MB6 1881-84, p74, 00166:1:4, WCA. A second notice was served on Back in 1884, which led to legal proceedings WCC Mins, *ibid*, 22 May 1884 and 11 Sept 1884. Similar complaints were received about the Taranaki St brickworks, WCC Mins 14 April 1882
- ¹⁰⁶ WCC sat for instance on 3 Nov 1898 as local Board of Health. WCC MB13, p144 & 152, 00166:0:11, WCA.
- ¹⁰⁷ WCC MB12, 2 Dec 1897, p429, 00166:0:10, WCA; Hutson could make these pipes up to 24 inches in diameter. He had a long reprieve as his contract was extended in 1911 to supply pipes for drainage in Wadestown and Northland. WCC MB22, p328, 15 June 1911, 00166/20, WCA
- ¹⁰⁸ WCC MB13, 1 June 1899, p309, & 7 Sept 1899, p406, 00166:0:11, WCA
- ¹⁰⁹ Both references in *Wise's NZ Post Office Directory* for that year.
- ¹¹⁰ Author's notes, from living just next door.
- ¹¹¹ 'Ponke, *Evening Post* 2 Oct 1948; *Evening Post*, 13 June 1962
- ¹¹² WCC 12 Aug 1897, p339, MB12, 00166:0:10, WCA. Banks Tee was originally formed by prison labour, and by the 1870s – unsealed but with formed footpaths – had officers quarters for the Armed Constabulary barracks down its eastern side to Dock St (now Rugby St). See photo 001380:3162, WCA
- ¹¹³ Tonks to CE WCC 24 Oct 1895, p265, MB11, 00166:0:9, WCA; *Plan of the City of Britannia in Lambton Harbour, Port Nicholson, NZ*, 1840, 832.4799gbbd-1840-Acc14,170, Cartographic Archive, ATL
- ¹¹⁴ WCC 21 Nov 1895, p282, MB11, 00166:0:9, WCA The field ended up at 2 acres, WCC *Yearbook* 1913-14, p72
- ¹¹⁵ WCC 4 Nov 1897, p412, MB12, 00166:0:10, WCA; MB12, p441, 16 Dec 97, 00166:0:10, WCA
- ¹¹⁶ WCC 24 Feb 1898, p482 MB12, 00166:0:10; WCC 27 July 1899, p366, MB13, 00166:0:11, WCC 10 Aug 1899, p368, MB13, 00166:0:11; WCC 21 Sept 1899, p421, MB13, 00166:0:11, WCA
- ¹¹⁷ JM & BM Kenneally, *On the Edge of Our City*, 1984, p22
- ¹¹⁸ WCC MB9 3 Sept 1891, p318, 00166:0:7, WCA
- ¹¹⁹ MB13, p375, 10 Aug 1899, WCA; *Cyclopedia of NZ*, Vol1, Wellington, 1897, p748; J Ballinger & Co applied to have water laid on for fire-fighting at the match factory only in 1907. WCC MB19, p133, 1 Feb 1907, 00166/17, WCA
- ¹²⁰ Barber & Tower, *Wellington Hospital 1847-1976*, WHB, 1976. Thanks Betty Krebs
- ¹²¹ 'Accommodation-Govt Printing Office, Empire Box Factory, Douglas St, 1961-84', MOW file 24/188/2, AAQB w4073/97, and GP file 3/4/17 1955-60 AEBR GP1 w1288 and 3/4/5 1961-68, Archives NZ, Wellington
- ¹²² Resident Engineer to District Commissioner of Works, 28 Nov 1962, on 'Streets-Wellington-King St', MOW file 9/432, AATE w3387 Box 3, Archives NZ, Wellington
- ¹²³ Public Works Ctee recommendation, 6 Feb 1882 [WCC MB6 1881-84, p58, 00166:1:4, WCA. Council minutes usually noted – with appropriate decorum - the names of such applicants: not in this case.
- ¹²⁴ WCC MB9, p5, 2 April 1891, 00166:0:7; WCC MB9, p122, 13 Nov 1890, 00166:0:7; WCC MB9, p 141, 1 Dec 1890, 00166:0:7; WCC MB9, p319, 3 Sept 1891, 00166:0:7; WCC MB9, p250, 28 May 1891, 00166:0:7, WCA
- ¹²⁵ 'Private Streets Book', p70, 00366:1:3, WCA; On the issue of the street's width, Councillors Harcourt and Smith felt imposing a 66ft-wide building line would unfairly burden the developers and moved it be allowed at 40ft wide, a motion that was lost. WCC MB12, p243, 6 May 1897, 00166:0:10;
- ¹²⁶ WCC MB11, p91, 23 Feb 1895, 00166:0:9; WCC Rate Book, 1878-79, 00163:0:38, p53, Sec 734/2; WCC MB12, p420, 19 Nov 1897, 00166:0:10, WCA
- ¹²⁷ Mrs GB Leonard, 'Memories of Newtown 1920-50', in Kenneally, *On the Edge of Our City*, 1984, p27
- ¹²⁸ *Evening Post*, 1 Sept 1992. Sold in 1992, 181 Tasman still houses craft industries. The Wtn Biscuit Factory is listed as occupying Sec751, lots 3-5, on 1907-08 WCC Valuation Roll, Vol6, 00198/30, p41
- ¹²⁹ File 'Wright St Heritage Area', 12013-684, Central Region office, NZHPT
- ¹³⁰ JM & BM Kenneally, *On the Edge of Our City*, 1984, p32

- ¹³¹ ; *Wise's NZ Post Office Directory*, 1902, Vol1; *Cyclopedia of NZ*, Vol 1, Wellington, 1897, p491; WCC MB14, p308, 1 Nov 1900, 00166/12, WCA
- ¹³² *Evening Post*, 24 Aug 1968
- ¹³³ Macmorran, George. *Some Early Schools & Schoolmasters of Early Wellington*, 1900; A private school in Hopper St was described in 1874 as being "in a lean-to". Don Brown, *Mt Cook School, 1875-1975*, INL Print, n.d. [1975], p2
- ¹³⁴ Don Brown, *Mt Cook School, 1875-1975*, INL Print, n.d. [1975], p13; A foundation stone was laid for the school's Buckle St buildings on 15 July 1925 which celebrates its existence from 1875-1925.
- ¹³⁵ WCC 15 Aug 1895, MB11, p221, 00166:0:9, WCA; WCC 5 May 1898, p28, and 19 May 1898, p38, MB13, 00166:0:11, WCA; JC Beaglehole, *Victoria University College*, NZUP, 1949, p13
- ¹³⁶ WCC 9 Aug 1900, p195, MB14, 00166/12, WCA
- ¹³⁷ Fisher's proposal to the Board was to "obtain the Mt Cook Reserve and buildings for education purposes". The WCC set up a sub-committee to cooperate with the Board and "with committees already set up by other local bodies" to achieve this end. WCC MB18, p474, 23 Aug 1906, 00166/16, WCA
- ¹³⁸ Noel Harrison, *The School That Riley Built*. WTC 1961, p75
- ¹³⁹ Harrison, 1961, P78.
- ¹⁴⁰ Harrison, 1961, P81. P84.
- ¹⁴¹ Harrison, 1961, P85-87
- ¹⁴² Harrison, 1961, P88; Wellington High School. www.whs.school.nz/about/history.php, accessed 27 April 2006; former pupil Florence Comber, pers com 5 May 2006
- ¹⁴³ Dougherty, Ian. 'Wellington Polytechnic' in *Bricklayers & Mortarboards – History of NZ Polytechnics & Institutes of Technology*, Dunmore Press, 1999, p182
- ¹⁴⁴ Dougherty, Ian. *Wellington Polytechnic, A History 1962-99*. Massey University/Ministry for Culture & Heritage, 2001, p34; WCC Rate Book, 1875-76, 00163:0:24, p55, Sec 710, 2 houses
- ¹⁴⁵ Dougherty. 1999, p182; [Morgan, Dennis] *From Riley to Royal*, 1986, p167; *The Dominion* 29 May 1985
- ¹⁴⁶ Coombe St (named after an 1880s city councillor) is now Massey's Entrance F, off Tasman St, and Hayward St (probably after Arthur Hayward, settler) next to 86 Tasman St, was reduced to a grass pathway. In October 2007 it was returned to being a street (after the Indian Assn hall was demolished), as a new Tasman St entrance to Massey campus.
- ¹⁴⁷ *Golden Jubilee, Marist Brothers Schools, 1911-61*. Wellington 1961. Newtown and Thorndon opened at the same time; Dougherty, 2001, p54
- ¹⁴⁸ Dougherty, 2001, p54
- ¹⁴⁹ *Evening Post* 21 Aug 1997, *Dominion* 22 Aug 1997; Dougherty, 1999, p186; Peter Cooke, 'National War Memorial', Conservation Plan. MCH, 2004
- ¹⁵⁰ Harrison, 1961, P91; [Morgan], 1986, p123
- ¹⁵¹ Harrison, 1961, p123; [Morgan] 1986, p123; Designed by W Gray Young, the Institute was opened on 18 November 1914 (7 years after the Institute's earlier building, in Arthur St), Pat Lawlor, *More Wellington Days*, W&T, 1962, p103. Its top three stories were later removed (possibly at the same time as the pool was recommissioned in 1961), and probably as a result of the 1942 earthquake.
- ¹⁵² *Dominion Post* 10 March 2005, A4. The supermarket proposal by Foodstuffs Wtn Ltd (and other issues) led to a public meeting organised by Mount Cook Mobilised, which had formed to give the suburb a voice, on 21 August 2007 in the BGI.
- ¹⁵³ President O Foy, Newtown Progressive Assn Meeting 16 August 1967, *Evening Post*, 17 Aug 1967
- ¹⁵⁴ Dougherty, 1999, p184 & 185
- ¹⁵⁵ The author's property on 47 Rolleston St (renumbered in 1910 from No.9) is offered here as an example, with a 1-bedroom flat built into the basement in the mid-1930s and the rest of the house divided into two bigger flats in 1964 (a conversion reversed in 1987). History Card, 47 Rolleston St, WCA; Hassett, Ron, *Once Upon a Time*, Self-published Memoir. 2003
- ¹⁵⁶ The 1907 toilet block from the Taranaki St site was demolished in Sept 2001 to make way for the first of the 'Taranaki 217' student accommodation blocks. Another large tower block of student flats has been finished in 2006 over the road, corner of Webb St.
- ¹⁵⁷ WCC *Yearbook*, 1913-14, p92; It became RH Wilson Funeral Directors, *Evening Post*, 18 February 1969, and in the early 2000s became a plumbers' supplies shop.
- ¹⁵⁸ Rosa Coory reminiscence, in Martin Boyle's *Newtown! Community in a Wellington Suburb*, Wellington Safer Community Council, 1998, p26
- ¹⁵⁹ Sherwood Young, *With Confidence and Pride, Policing the Wellington Region 1840-1992*. Wellington Police Trust, 1994, p121; Grahame Anderson, 'Mount Cook Police Baracks', in *Wellington Regional Committee Newsletter*, NZHPT, Vol.1 No.6, June 1978
- ¹⁶⁰ 'Adelaide Road Police Station Diaries,' 1878-1885. P-W Series 15, Box 2, Archives NZ, Wellington
- ¹⁶¹ Young, 1994, p140
- ¹⁶² Minchin, 2005, p30
- ¹⁶³ CA Jenkins reminiscences, in Pat Lawlor's *More Wellington Days*, W&T, 1962, p123
- ¹⁶⁴ Young, 1994, p121
- ¹⁶⁵ *Cyclopedia of NZ*, Vol 1 Wellington, 1897, p357; Kenneally, 1984, p25; 'Royal Commission of Enquiry into Complaints Preferred Against the Superintendent of the Wellington Lunatic Asylum, 1881'. Dept of Internal Affairs, IA 101, box 3, Archives NZ, Wellington; The term 'lunatic' was replaced by 'inmate' in the 1911 Mental Defectives Act (see www.converge.org.nz/fphm/history.html, which draws on Williams, Wendy Hunter. *Out of Mind Out of Sight - The Story of Porirua Hospital*, Porirua Hospital, 1987); Wayne, Nelson, 'Historic Place Assessment Under Section 23 Criteria', NZHPT, 1999; A retaining wall and doorway arch using prison bricks survives on Govt Grounds from the asylum, see 'NZ Historic Places Trust Building Field Record Form No1407', July 1981, Wtn Ctee Coll, Central Regional office NZHPT.
- ¹⁶⁶ www.gov-gen.govt.nz/house/
- ¹⁶⁷ WCC MB22, p19, 22 Sept 1910. WCC replied to Lord Islington by offering not a reduction in fare but more trams, at 3-minute intervals, to the Basin Reserve.
- ¹⁶⁸ Irvine-Smith, 1948, p253.
- ¹⁶⁹ *Evening Post*, 17 Aug 1967, quoting President O Foy at a meeting on 16 August
- ¹⁷⁰ *ibid*
- ¹⁷¹ WCC meeting, 3 April 1879, in 'Private Streets Book', p15, 00366:1:3, WCA; Peter Cooke's updated history of 'Water Supply in the Wellington Region, 1867-2007' (Wellington Regional Council, 2005) is to be published in 2006.
- ¹⁷² David Smith, 'Outline History of Water Supply Development,' Unpublished TS, n.d [ca 1998], p2
- ¹⁷³ In memo from Mayor HD Bell, in Part II 'Waterworks', p8, CE WCC 5 July 1897. P311, MB12, 00166:0:10, WCA. An 8-inch pipe was considered adequate to feed this reservoir.
- ¹⁷⁴ After the City Engineer and City Reserves committee chose the site, the lessee had to also give consent. WCC MB21, p160, 16 Dec 1909, 00166/19, WCA; Site approved by WCC, 10 Aug 1911, WCC MB22, p410, 00166/20, WCA; Tenders for fittings and pipe for this work were discussed by Council in Nov and Dec 1911, MB23, p41 and 116, 00166/21; Messrs Briscoe supplied material for its

- construction, WCC MB22, p473, 21 Sept 1911, 00166/20, WCA; David Smith, 'Outline History of Water Supply Development,' Unpublished TS, n.d [ca 1998], p4
- ¹⁷⁵ WCC, 10 Aug 1911, WCC MB22, p410, 00166/20, WCA; Bell Road had been formed in 1892 (cost shared with Melrose Borough Council) and was named after the new mayor, Francis Bell. WCC, 13 Oct 1892 MB10 p23, 00166:0:8, WCA
- ¹⁷⁶ Adrian Humphris, 'Tramways and suburban growth - a case study of Kilbirnie, Wellington, New Zealand', Masters of Science in Geography Thesis, Victoria University of Wellington. 2003, Ch3, p84; Geoffrey Rice, *Black November*, 2nd Ed, CUP, 2005, Ch4.
- ¹⁷⁷ PW Ctee, 20 July 1875 WCC Ctee MB 1870-77, p217, 00164/1, WCA. PW Ctee recommended 4 March 1880 that £200 be paid to Ahipara Marangae for land for Taranaki St Extension.
- ¹⁷⁸ WCC MB4 1874-78, p302, 30 Aug 1877, 00166:0:2; WCC Ctee MB 1870-77, p412 & p415, 24 April 1877, 00164/1, WCA
- ¹⁷⁹ WCC MB4 1874-78, p411, 18 April 1878, 00166:0:2; WCC MB5 1878-81, p216, 00166:0:3, WCA
- ¹⁸⁰ WCC MB4 1874-78, p407, 4 April 1878, 00166:0:2, WCA
- ¹⁸¹ WCC MB5 1878-81, p218 16 Oct 1879, & p268, 19 Feb 1880, 00166:0:3; WCC MB6 1881-84, p202 29 Aril 1883, & p213, 7 June 1883, 00166:1:4; WCC MB6 1881-84, p310, 14 Feb 1884, 00166:1:4, WCA
- ¹⁸² WCC MB6 1881-84, p379, WCC 19 June 84, 00166:1:4; WCC MB7, p120, 24 Sept 1885, 00166:1:5; WCC MB7, p185, 28 Jan 1886, 00166:1:5, WCA
- ¹⁸³ 'Report of the Sewerage of the City of Wellington', Wtn July 1890, p16, glued in between pp 79/80, MB9, 00166:0:7, WCA; 'Poneke', *Evening Post* 11 March 1950
- ¹⁸⁴ The meeting at the Opera House was on 20 Jan 1891, the Ratepayers Poll on 6 February. WCC p153, MB9 00166:0:7, WCA
- ¹⁸⁵ WCC 15 Aug 1892, p514, MB9 00166:0:7, WCA
- ¹⁸⁶ WCC 8 Nov 1894, p19, MB11, 00166:0:9; WCC 13 Dec 1894, p37, MB11, 00166:0:9, WCA. A vent to this sewer tunnel survives on Alexandra Road, by the Harriers Club building.
- ¹⁸⁷ WCC 14 Feb 1895, p78, MB11, 00166:0:9; WCC 26 Sept 1895, p245, MB11, 00166:0:9, WCA
- ¹⁸⁸ Carman, 1970, p173
- ¹⁸⁹ *The NZ Spectator & Cook's Strait Guardian*, No.468, VolVI, 26 January 1850, p1. The house, occupied by Rev J Inglis, was probably jointly owned by Lambton Quay shoemaker Alexander Farmer and Mt Cook carpenter Robert Hood
- ¹⁹⁰ Martin Hill, 'The Nairn Street Cottage', in *Four Cottages*, Wellington Regional Committee Newsletter, NZHPT, Vol2 No3, April 1980
- ¹⁹¹ Listed under Wallace St in the 1875-76 Rate Book, owned then by H Lawson. 00163:0:24, p55; File 'Wright St Heritage Area', 12013-684, Central Region office, NZHPT
- ¹⁹² *Wise's NZ Directory*, 1878; Pat Lawlor, *Pat Lawlor's Wellington*, Millwood, 1976, p161
- ¹⁹³ *Wise's NZ Directory*, 1890; WCC MB14, p277, 11 Oct 1900
- ¹⁹⁴ Lawlor, at, *Old Wellington Days*, W&T 1959, p124. Jack Jenkins' comments on Lawlor's *Evening Post* column.
- ¹⁹⁵ See Burton Brothers photo BB-4463-1/1, 'Nairn St and Mt Cook', Wellington [ca1890s], ATL
- ¹⁹⁶ DP 9985 (surveyed July 1928), Deposited 7 April 1931, WCA
- ¹⁹⁷ See 'NZ Historic Places Trust Building Field Record Form No1332', Sept 1978, Wtn Ctee Coll, Central Regional office NZHPT. There have been three David Andersons in this family, who died in 1889, 1918 and 1936.
- ¹⁹⁸ *Evening Post*, 7 and 9 February 1966
- ¹⁹⁹ Dougherty, 2001, p34; WCC Rate Book, 1875-76, 00163:0:24, p55, Sec 710, 2 houses
- ²⁰⁰ Ward, 1928, page 320; WCC Meeting 14 Feb 1879, in 'Streets Register', Town Clerk's Office, p47, 00366:1:4, WCA
- ²⁰¹ Author's interviews with Billy Paris, 1980s; [S/Sgt EAR Langsford], '7th Field Ambulance', in *Shovel, Sword & Scalpel*, 3rd Division Histories Ctee, 1946, p25; Billy Parris' professional record, won 4, lost 6, drew 1 (Mike Attree pers com 6 May 2006). The dairy owner in the 1940s remembers him shadow-boxing up the street: boxing affected him for the rest of his life.
- ²⁰² *Dominion Post*, 19? October 2004
- ²⁰³ Harrison, 1961, p103; In *Wellington Prospect*, Eds NL McLeod & BH Farland, Wtn 1970, p86; The Methodist church survives, heavily modified, as John's Car Shop, 24 Webb St
- ²⁰⁴ *Evening Post*, 8 and 5 May 1965
- ²⁰⁵ Minchin, 2005, p68; *New Zealand Free Lance* 26 January 1944
- ²⁰⁶ Mob's Lester Epps died after the attack on 14 August 1981. Minchin, 2005, p67; Tramway Hotel has been renamed Adelaide Hotel.
- ²⁰⁷ Graeme McIndoe and Deyana Popova, 'Urban Design Evaluation - Mt Cook, Newtown Berhampore', prepared for Wellington City Council, March 1999. This study excluded the area from Nairn to Bidwell Sts, except in the age profile comparison, as they had been covered separately. 82% of Mt Victorian houses are pre1920.
- ²⁰⁸ Ibid p27; Dec 2004 summary of above by Jeremy Blake, Policy Advisor WCC
- ²⁰⁹ *Dominion Post*, 9 February 2006, A11. The change limits demolition or significant modification to all houses built before 1930, unless in the Adelaide Road suburban centre zone.
- ²¹⁰ CT83/273, title issued 24 August 1896, plan dated 22 July 1896, under name F Peterson, WCA
- ²¹¹ Hassett, 2003, p1-2. Hassett's departure from this house was occasioned by the death of his wife, Ellinor, in a collapse of scaffolding outside DIC store on Lambton Quay, on 8 May 1957 (*Dominion Post*, 3 Dec 2005). The house was converted to 3 flats by a Greek owner Arabaglos and bought by the author in 1984.
- ²¹² 'Government Buildings-Residential Accommodation-Rolleston St flats-Adjustment 1957-58', MWD Residential Management Unit file, 94/3/10/2/1, AATE, w3388, Box 29, Archives NZ, Wellington
- ²¹³ M Cody, Chair of Inspection Committee, to Minister of Nationals Service, 2 June 1946, in 'Camps & Hostels-Accommodation-Bidwell [sic] St Camp', L1, 33/1/22, Archives NZ, Wellington
- ²¹⁴ WCC MB18, p103, 13 July 1905, MB23, p87, 29 Nov 1911, and p288 1 May 1912, in 'Private Streets' Book, Town Clerk's Office, pp 106, 158 & 163, 00366:1:1, WCA