



Heaphy, Charles 1820-1881: *Birdseye view of Port Nicholson, in New Zealand, shewing the site of the town of Wellington, the river and valley of the Hutt and adjacent country, taken from the charts and drawings made during Col[onel] Wakefield's survey, [1839] and now in the possession of the New Zealand Company. Drawn, lithographed by T. Allom [from a drawing by Charles Heaphy]. Printed by Hullmandel & Walton. London, Published by Trelawney Saunders, [1843?]*

ALEXANDER TURNBULL LIBRARY, C-029-006-B

Approaching Wellington from the south in 1839, Charles Heaphy prepared this remarkable view using charts and drawings compiled during the New Zealand Company's surveys. The young draughtsman had arrived in New Zealand in August that year on the *Tory* and was employed by the New Zealand Company. Inspired by Wakefield's colonisation theories based on the orderly sale of land to 'suitable' settlers, the New Zealand Company vigorously promoted the attractions of the new colony. Heaphy's illustrations emphasised and exaggerated the flat and fertile landscape.

Even as Heaphy and his colleagues in the advance party were charting the area, the first immigrant ships were already on their way, depositing their passengers on Petone beach in January 1840; by April more than 1000 settlers had arrived in the company's ships and the population was increasing rapidly with further arrivals from Australia.

The Wellington Cards

www.bookpro.co.nz



Lambton Quay, Wellington [1860s]

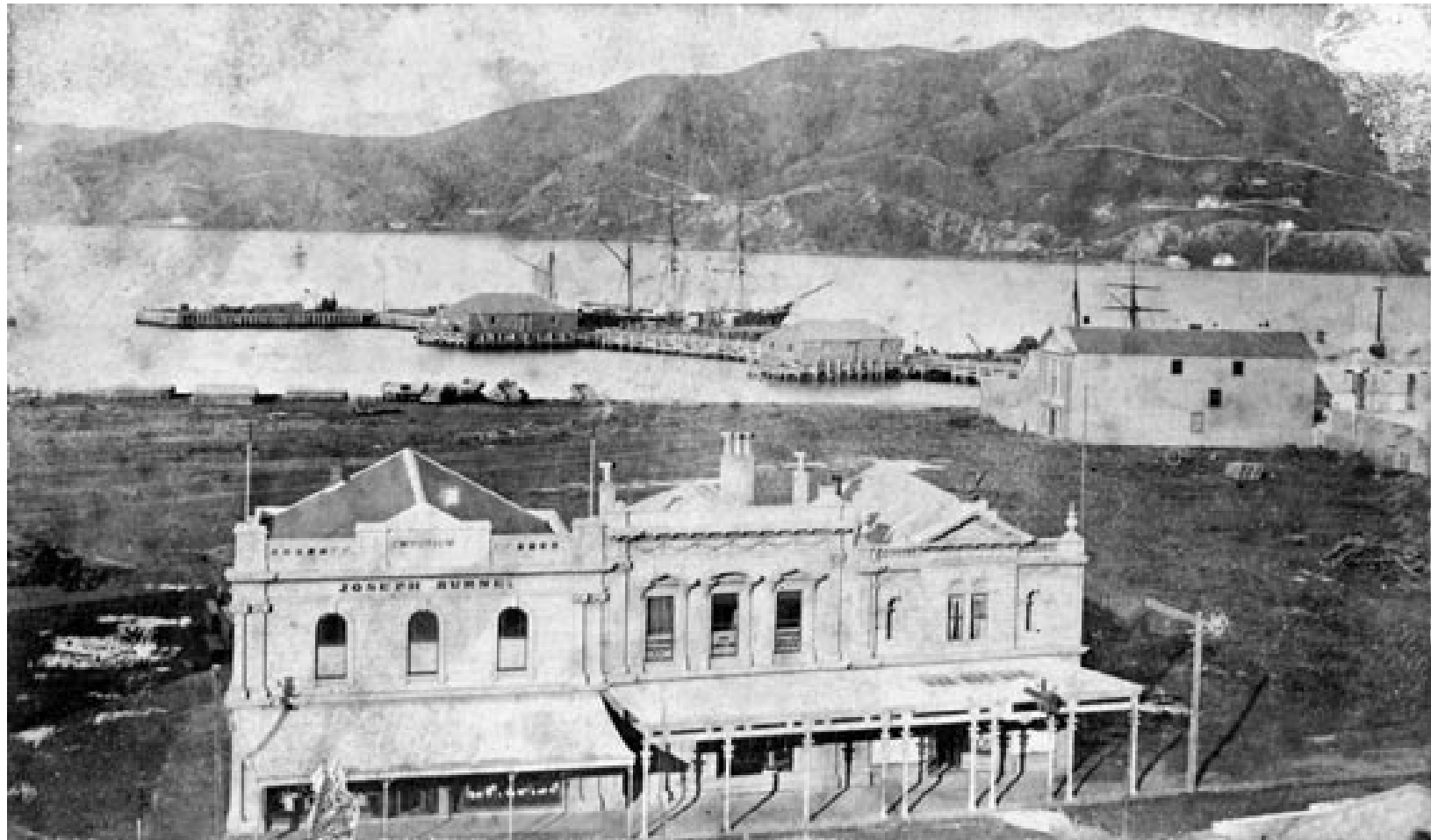
ALEXANDER TURNBULL LIBRARY, FRANK J. DENTON COLLECTION, G-3926-1/2

Today it is the retail centre of the city, but originally Lambton Quay was a narrow foreshore linking the more extensive flat areas of Thorndon and Te Aro. It was then known as 'the Beach'; subsequent reclamation has extended the harbour's edge several blocks out. Today the only evidence of the original shoreline is Lambton Quay's broad curves cutting across the grid of the surrounding streets.

At the time this photograph was taken, the young settlement had already suffered two major earthquakes (in 1848 and 1855), so the preferred building material was wood, replacing the brick and stone used in some of the earlier buildings. Although taken in the 1860s, this view shows Lambton Quay as it looked over the previous 10 or 20 years. But work was already proceeding with substantial reclamation on the seaward side of the street (assisted by the recent earthquakes). Wellington became the capital in 1865 and the expansion of the civil service, together with the growth of the town, meant that, within a decade or two, its layout had more in common with the city of today.

The Wellington Cards

www.bookpro.co.nz



Lambton Quay, Wellington [ca. 1870s].

ALEXANDER TURNBULL LIBRARY F-18823-1/2

This view, looking down onto Lambton Quay from the Terrace, was probably taken in the late 1860s or early 1870s. In the background is Queens Wharf, the port's first deep-water facility completed in 1864; larger ships were no longer dependent on smaller craft to transfer their cargoes to and from the shore. Wellington was now a major port for overseas vessels – 58 visited in 1870 – and the centre of the coastal shipping network that provided the chief links with other settlements around the country.

The photograph also shows extensive reclamation that was taking place. Custom-house Quay now marks the shoreline – two or three blocks out from what was formerly 'the Beach' (Lambton Quay) where the buildings in the foreground occupy the site of the present DIC building. The shop on the right of this group is Barraud's chemist shop. C.D. Barraud had arrived in the country in 1849 and played a major part in establishing the pharmaceutical profession here. Today he is better known as an artist whose paintings documented the landscapes and personalities of the young colony.

The Wellington Cards

www.bookpro.co.nz



Wellington, showing the Supreme Court, Government Buildings and Parliament [ca. 1880].

ALEXANDER TURNBULL LIBRARY, H. GIBBS COLLECTION, F-5775-1/2

Wellington had become the capital of the young colony in 1865 and, as the seat of government, it required appropriate offices. Much of the land reclaimed from the harbour during this time provided the space for these buildings, particularly at the Thorndon end of Lambton Quay. With the increased role of government promoted by Julius Vogel in the 1870s, more offices were needed; some of the resulting buildings can still be seen today. A central figure in this process was Vogel's father-in-law, William Clayton, who had been appointed Government Architect in 1869.

Perhaps Clayton's finest legacy is the Government Buildings which now house Victoria University's law faculty. Built in 1876 on newly reclaimed land, it is the largest wooden building in the Southern Hemisphere. Originally designed to house the entire civil service, over the next 120 years the complex contained a succession of departments before being renovated in the 1990s and handed over to Victoria University.

In the centre of the image can also be seen another of Clayton's designs, the old Government House. At various times it provided accommodation for the Governor General, for the Parliament and parliamentary offices before being demolished in the 1960s to provide a site for the Beehive.

Also in the foreground is the Supreme Court which was built at this time. Only in the last few years has it been transferred to modern premises in Molesworth Street.

The Wellington Cards

www.bookpro.co.nz



K.31/154. Courtenay Place, Wellington, N.Z.

Wellington's first electric tram service, which began in 1904, went from Newtown to Kent Terrace. There it linked up with the horse-drawn trams that had been used up to then, apart from a short-lived experiment with steam trams 25 years earlier.

The introduction of the service coincided with Wellington's pre-eminence in the commercial affairs of the nation and the consolidation of its local government functions. The new transport system both served the rapidly growing city and encouraged its expansion. The Karori Tunnel was completed in 1900; a few years later tram tunnels had been constructed in Hataitai, Seatoun and Northland. These developments, together with other major earthworks, meant that the new trams now linked the city with its outlying settlements. Small country villages such as Seatoun and Karori were quickly transformed into rapidly growing suburbs.

By the middle of last century, the network of trams had reached their peak. Buses were first introduced in the 1920s and, over the subsequent decades, they gradually replaced the trams. The last of Wellington's trams were literally put out to pasture at the Queen Elizabeth Park Tram Museum in Paekakariki in 1964. Ironically, with the revival of trams in major cities throughout the world, it is likely that, had they survived for another few years, they may well have enjoyed a new lease of life and still be in use today.



Adkin, George Leslie (1888–1964): *Rowers on Wellington harbour*, [1900–1920?]

ALEXANDER TURNBULL LIBRARY, G-65629-1/2

By the time George Leslie Adkin took this photograph early last century, Wellington had eclipsed Auckland and Lyttelton as the country's leading port. The vessels in the foreground are coastal traders; behind is Queens Wharf whose outer 'T' provided mooring for overseas visitors. The main goods exported at this time were wool, followed by dairy produce, flax and animal products. Smaller craft collected cargo from minor ports and beaches and delivered them to Wellington where their contents were transferred to larger vessels.

The growth in shipping coincided with the birth of the union movement in New Zealand as both seamen and wharf hands struggled to improve their living and working conditions. Industrial discontent in the early 1890s was replaced by a period of relative stability as the country prospered under the progressive Liberal government. The election of a conservative government in 1912 and the growth of militancy and solidarity in the union movement culminated in the violent confrontations seen on the Wellington waterfront and neighbouring streets in 1913.

The Wellington Cards

www.bookpro.co.nz