

Student Learning Activities

Activity 4: Acquiring and processing geographical information – Why is Circular Quay there?

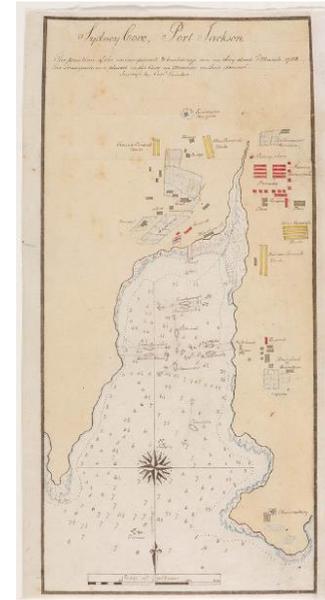
Students examine Sources 10 to 19, supplemented with research, to investigate the reasons Circular Quay was constructed and its shape, use and features over time. In Table 2 students record the uses and changes to Circular Quay since British colonisation.

Source 10: View of Sydney Cove, looking south, 1794/96, painted by Thomas Watling



<http://www.acmssearch.sl.nsw.gov.au/search/itemDetailPaged.cgi?itemID=433069>

Source 11: Chart of Sydney Cove from the journal 'A Voyage to New South Wales', 1802, by William Bradley



<http://www.acmssearch.sl.nsw.gov.au/search/itemDetailPaged.cgi?itemID=404927>

Source 12: Sydney Cove from Dawes Point, 1839, watercolour by Frederick Garling

This view looks across Dawes Point directly into the first Government House and Circular Quay, which was in the process of being reclaimed and walled in stone, the major public works program in Sydney between 1837 and 1844.



<http://acms.sl.nsw.gov.au/item/itemDetailPaged.aspx?itemID=423604#>

Source 13: THE CIRCULAR QUAY, Sydney Morning Herald, 29 October 1844 (extract)

The design of the Circular Quay, and the valuable facilities it will afford to the commerce of our port, may now be pretty well understood by ocular observation. The portion already completed, comprises a lineal extent of about eight hundred feet, and is capable of accommodating seven vessels broadside on, and about fourteen vessels bow or stem on...

...the quay, if continued, must be carried in front of private property... From the Queen's Wharf to the commencement of Campbell's Wharf, there is a further extent of about 670 feet to be executed, exclusive of the land forming the site of the Commissariat Stores, being a further extent of about 200 feet.

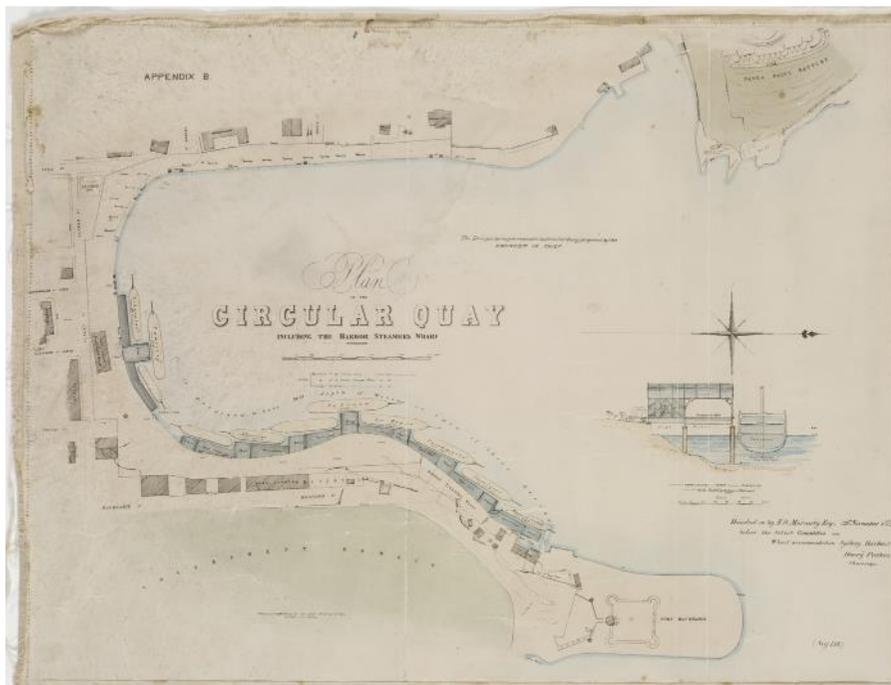
On the eastern side of the Cove, the quay may hereafter be extended north-easterly from its present starting point to the point where the line in continuation of Macquarie Street abuts upon the Cove, a distance of about 900 feet.

...the Committee concurring with the Colonial Architect in thinking, "that such a continuation of the quay would not be nearly so desirable as its extension in a north-westerly direction to the Queen's Wharf which would have the effect of opening the Wharf to the trade from Miller's Point and Darling Harbour."

<http://trove.nla.gov.au/ndp/del/article/12419417>

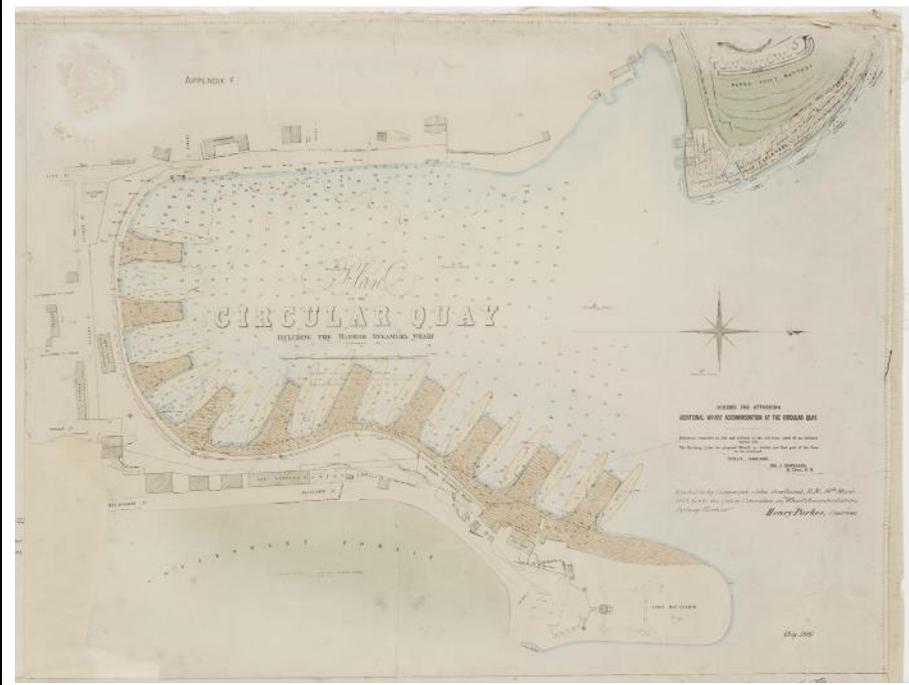
Source 14: In 1872 a Select Committee was set up 'to consider and report upon the best means of improving the Wharf Accommodation of Sydney Harbour, and providing greater facilities for the loading and unloading of Vessels.' The committee Chairman, Henry Parkes, stated, 'the Circular Quay in its present state, looking to the commercial importance of the port, is a disgrace to the country.' The preferred plan was by Lieutenant John Gowlland (Source 14b). He also extended George Street to create a safe area for loading and unloading public passengers taking pleasure trips around the harbour, separate from the congestion of the main port. <http://blog.sl.nsw.gov.au/dixsonmaps/index.cfm/2010/8/30/wharf-accommodation-sydney-harbor-18723>

Source 14a: Plan of the Circular Quay and Harbour Steamers Wharf, scheme for additional wharf accommodation, 1873



<http://acms.sl.nsw.gov.au/album/albumview.aspx?itemID=889043&acmsid=0>

Source 14b: Plan of the Circular Quay and Harbour Steamers Wharf, scheme for additional wharf accommodation, 1873



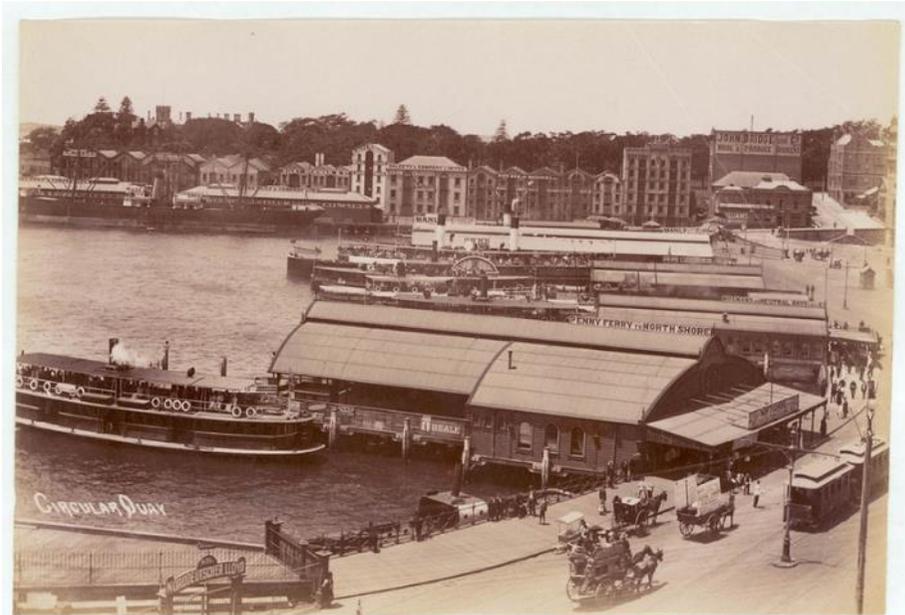
<http://acms.sl.nsw.gov.au/album/albumview.aspx?itemID=889043&acmsid=0>

Source 15: Circular Quay, looking north-east, 1892-1893, photographed by Fred Hardie. The first ferry wharf was built in 1879 and ferries dominated Circular Quay from the 1890s.



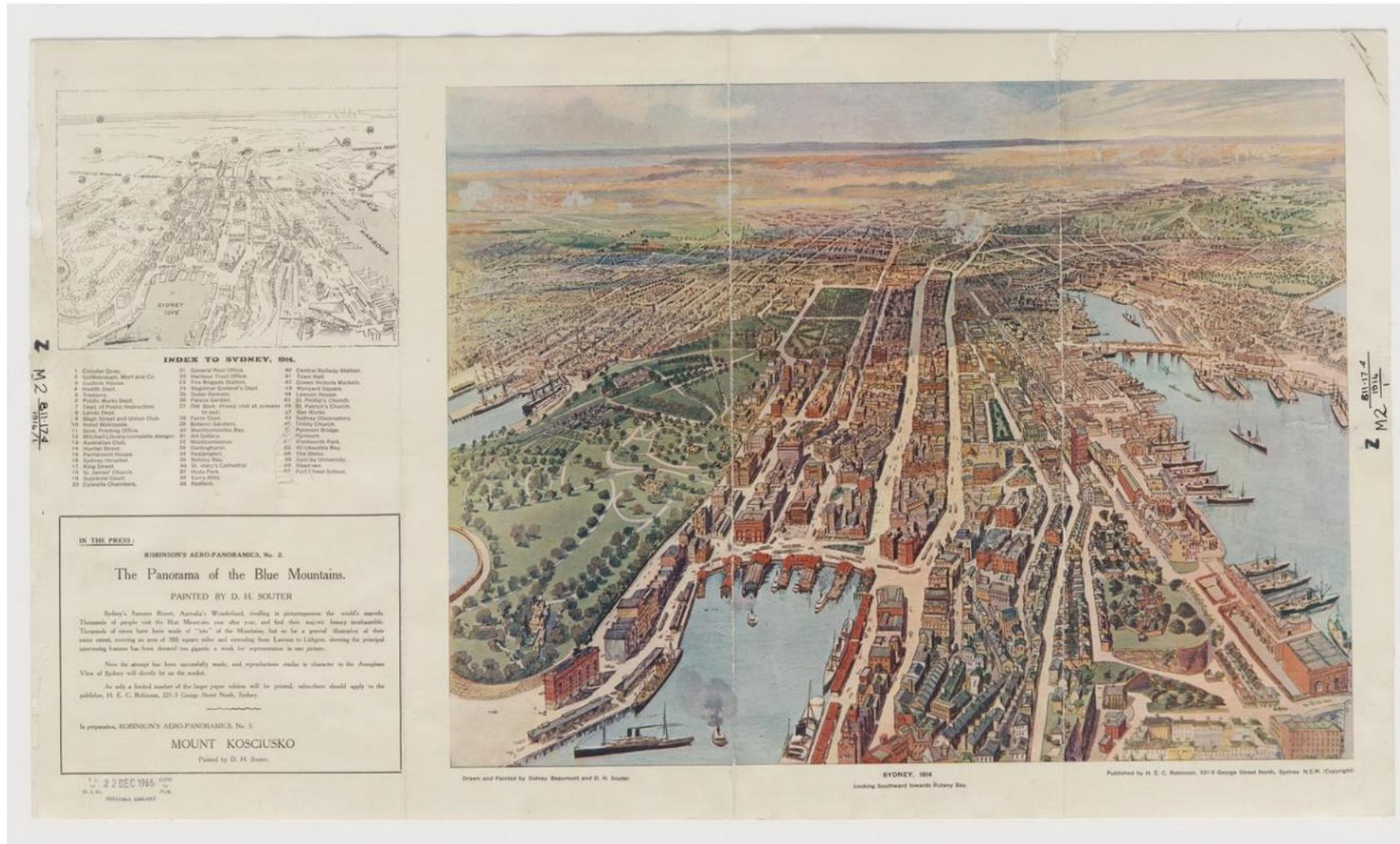
<http://www.acmssearch.sl.nsw.gov.au/search/itemDetailPaged.cgi?itemID=152951> (67)

Source 16: Circular Quay, looking east, showing ferries at wharves, electric trams and a steamship, ca.1900-1910. Circular Quay was a major tram hub. The Fort Macquarie Tram Depot was located where the Opera House is today.



<http://acmssearch.sl.nsw.gov.au/search/itemDetailPaged.cgi?itemID=413358>

Source 17: Aeroplane view of Sydney, 1914



<http://acms.sl.nsw.gov.au/album/albumView.aspx?itemID=1051138&acmsid=0>

Source 18: Morning passengers from the Manly Ferry, c.1946-49, photographed for Walkabout magazine. The Harbour Bridge opened in 1932. Work commenced on the rail viaduct in 1936.



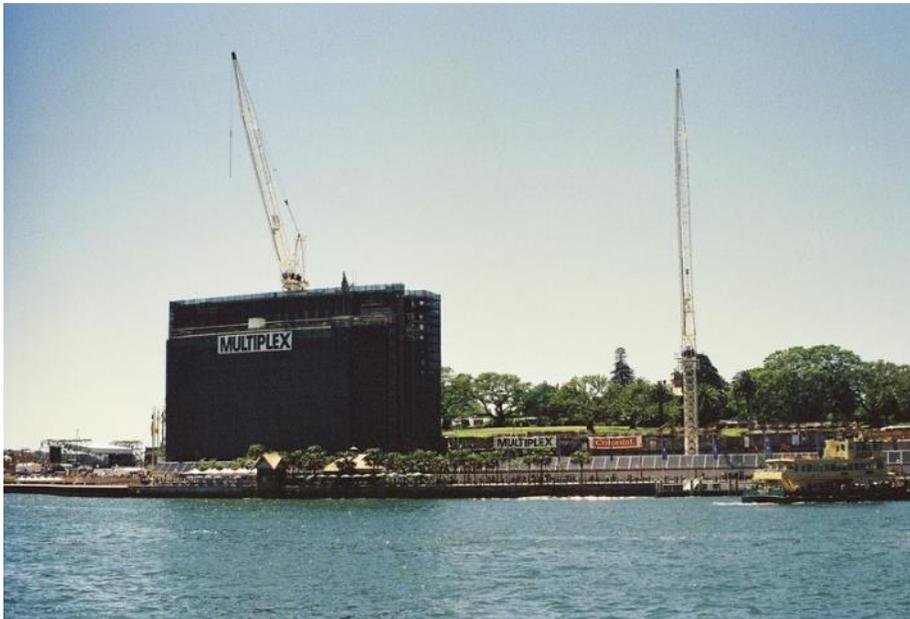
<http://www.acmssearch.sl.nsw.gov.au/search/itemDetailPaged.cgi?itemID=411686>

Source 19: Aerial view of Circular Quay and Cahill Expressway, c.1963, photographed for Walkabout magazine by Ern McCullian. Circular Quay Railway Station opened in 1956 and the Cahill Expressway opened in 1958. The Opera House was built from 1957 to 1973.



<http://www.acmssearch.sl.nsw.gov.au/search/itemDetailPaged.cgi?itemID=401861>

Source 20: East Circular Quay, Sydney Cove, 1995, photographed by Joseph Mallard



<http://www.acmssearch.sl.nsw.gov.au/search/itemDetailPaged.cgi?itemID=877011>

Source 21: Same view of East Circular Quay, Sydney Cove, 2009, photographed by Joseph Mallard



<http://www.acmssearch.sl.nsw.gov.au/search/itemDetailPaged.cgi?itemID=877011>

The photographer depicts an identical view of the eastern shore of Sydney Cove, east of Circular Quay, as it was in 1995 and then again in 2009, showing the urban development and changes over a 14 year period.

TABLE 2 – THE CHANGING FRONT OF CIRCULAR QUAY						
Time period	1788 to 1800s	1837 to 1860s	1879 to 1890s	1900 to 1940s	1956 to 1970s	1995 to 2000
Example of source						
Function of Circular Quay in this time period						
Human made changes						
How do you know? (Evidence in sources)						