A Snapshot of Bingsland, 1879
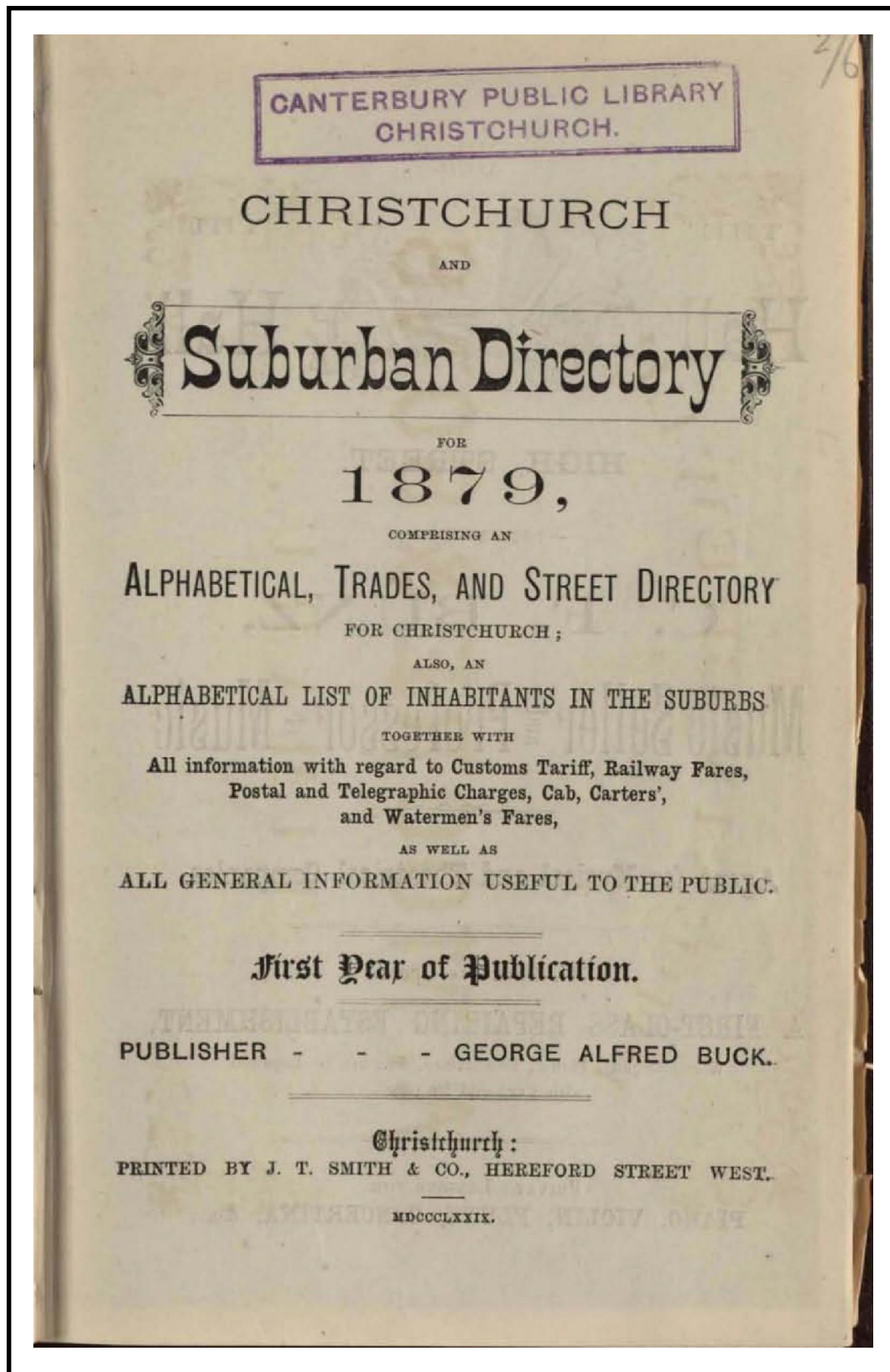
CHRISTCHURCH

AND

Suburban Directory

FOR

1879,

COMPRISING AN

ALPHABETICAL, TRADES, AND STREET DIRECTORY

FOR CHRISTCHURCH;

ALSO, AN

ALPHABETICAL LIST OF INHABITANTS IN THE SUBURBS

TOGETHER WITH

All information with regard to Customs Tariff, Railway Fares,
Postal and Telegraphic Charges, Cab, Carters',
and Watermen's Fares,

AS WELL AS

ALL GENERAL INFORMATION USEFUL TO THE PUBLIC.

First Year of Publication.

PUBLISHER - - - GEORGE ALFRED BUCK.

Christchurch:

PRINTED BY J. T. SMITH & CO., HEREFORD STREET WEST.

MDCCCLXXIX.

Contents
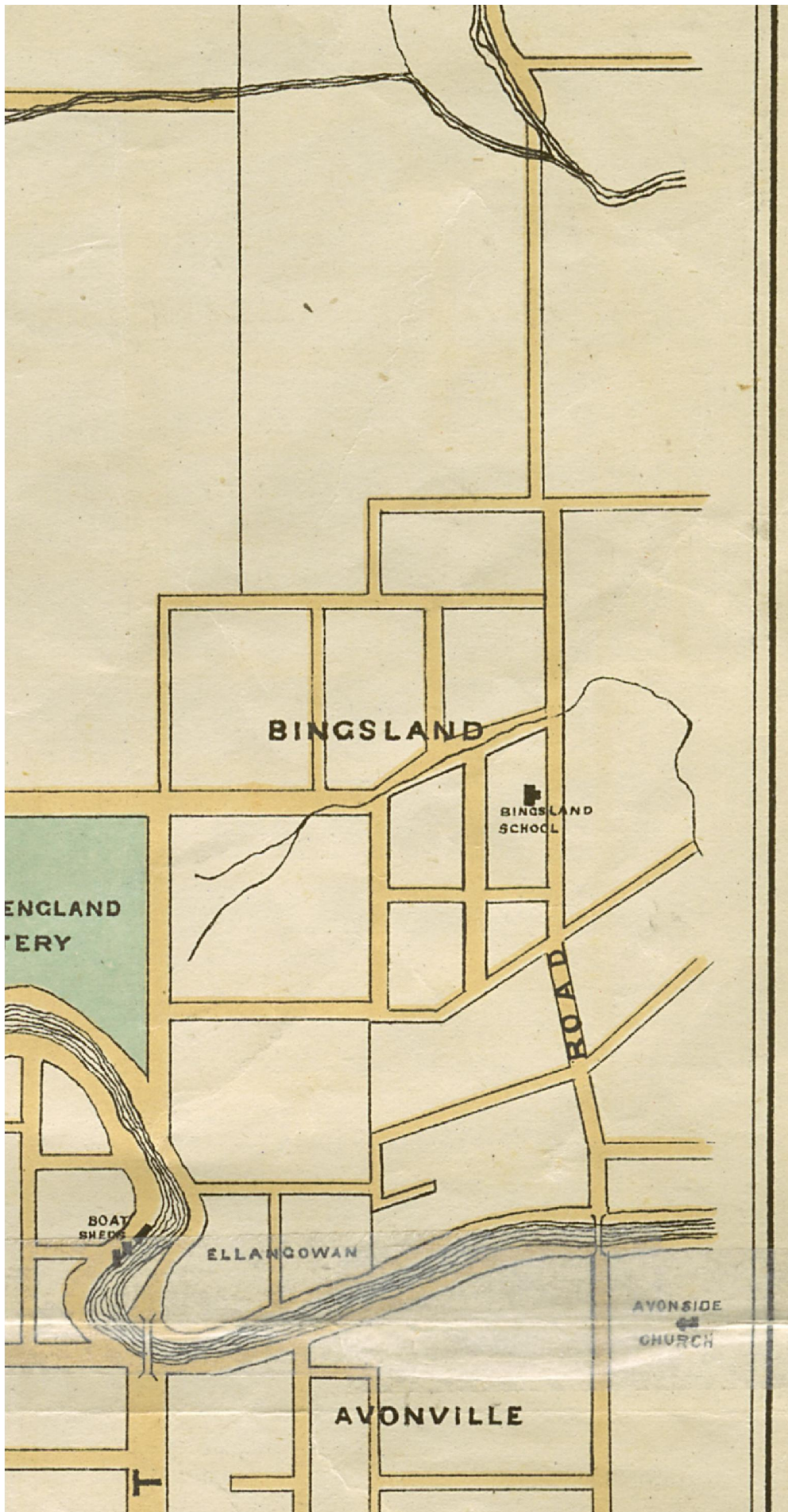
*Part of map: **Plan of Christchurch and Suburbs issued with the Southern provinces Almanac 1879.***
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File Reference: CCLMaps 120813.

Richmond History Group, 2019

Introduction

In 1879, George Alfred Buck published a Christchurch and Suburban Directory. The 379-page directory[1] offers a snapshot of Christchurch only 29 years after its founding. At this time there was no suburb of Richmond; this part of town was known as Bingsland, after Morice Bing (1830–1877) who had owned land in the area. By 1879, Bingsland was becoming more closely settled; a Methodist Church had been established in 1868 on Stanmore Road, on land donated by Mr Bing. The Bingsland School had opened on its Stanmore Road site in 1875; by 1877 the average attendance at the school was approx. 160 pupils[2]. These developments were beginning to set the area apart from much of the rest of the largely rural Avon Road Board area.

In this document I have transcribed the names of Bingsland residents from the directory, firstly in name order as they appear in the directory (see pp5–6), and then in order by street (pp8–9) and lastly by occupation, where this has been given. We know very little about these people, but I hope to research some names more closely in the future. On pages 12–13 there is a series of newspaper articles transcribed from Papers Past that illustrate some of the matters concerning Bingsland residents in 1879.

By this time Christchurch's population was about 20,000[3]. In March the first telephones were being tested for use in the City. The new Post Office building in Cathedral Square was completed (the Cathedral itself was still a work in progress and would not be completed until 1904), and by September the Drainage Board, which had been established in 1876, would begin work on the permanent sewer system that would transform the health and well-being of the city's residents.

The previously rural areas outside the city boundaries were growing and changing. Two years earlier, Sydenham Borough had been formed, soon to be followed by St Albans, which separated from the Avon Road Board in 1881.

The Bingsland map on p2 is also from 1879. It is part of a map of 'Christchurch and Suburbs' published in the Southern Provinces Almanac of that year. This is the earliest map I have found that shows the developing area of Bingsland. Unfortunately, the streets are not named, but most streets can be recognised. The Avonside Anglican Church (Holy Trinity, est. 1855) is marked, but not the Methodist Church in Stanmore Road. The full map is available to view at: http://christchurchcitylibraries.com/Heritage/Maps/120813.asp

David Hollander
October 2019

Notes:
[1] *The directory is available for viewing online on the CCL website:*
http://christchurchcitylibraries.com/DigitalCollection/Publications/Directories/ChristchurchSuburbanDirectory1879/

[2] *Richmond School Jubilee booklet, p5. Available online:*
  https://www.aveburyhouse.co.nz/uploads/4/7/2/0/47203855/richmond_school_jubilee-1925_booklet.pdf

[3] *https://teara.govt.nz/en/graph/23512/population-of-the-four-main-cities-1858-2006*

Directory Entries

In 1879, George Alfred Buck described his Christchurch and Suburban Directory as "comprising an alphabetical, trades and street directory for Christchurch, also an alphabetical list of inhabitants in the suburbs, together with all information with regard to customs tariff, railway fares, postal and telegraphic charges, cab, carters', and watermen's fares, as well as all general information useful to the public."

The directory is in several sections including a suburban directory (pp275–313), giving names and street addresses[1] of people living outside the city area. The suburbs included are: Avonville; Bingsland; Carlton Place; Merivale; North Town Belt; Papanui Road; Phillip's Town; St. Albans; Borough of Sydenham.

The directory entries are ordered by surname, with the street address and in some cases, occupation. There are 136 entries; one entry is for the East Christchurch Branch school in Stanmore Rd[2]; the rest are for individuals or families by surname.

It isn't possible from this information to say how many people actually lived in Bingsland at this time. Some of the entries may be for a single person, but some, possibly many, would have been families with several people living in the one household. The fact that some streets are not mentioned indicates the directory probably does not include everyone. For example, London Street and Vogel Street are not mentioned, despite being shown on the 1879 map on p3. There is also no mention of the Methodist Church in Stanmore Road, which had been built north of London Street in 1868–9 and added to in 1878–9.

Notes:

[1] *No street numbers are given, as street numbering was not introduced in Christchurch until 1882. This first numbering method was not successful and in 1909 the current numbering system was introduced.*

[2] *The school opened in 1874 as a side school of Christchurch East school, operating for a time at the Avonside Anglican Sunday School room. The school moved to new purpose-built premises in Stanmore Road in 1875; it soon became known as the Bingsland School.*

Richmond History Group, 2019

Adley, Mrs C., Stanmore road
Anderson, Joseph, North-east Belt
Andrews, Edgar, North-east Belt
Andrew, William, Victoria street
Armitage, William Robert, Cumberland street
Ballard, Alfred, Victoria street
Bayman, Charles, North-east Belt
Bent, Thomas M., Cumberland street
Birt, Isaac, North-east Belt
Black, John, North Avon road
Blake, Valentine, North Avon road
Bolt, George, North Avon road
Bounday, William, Victoria street
Bowron, George, East Town Belt
Bradley, Joseph, Stanmore road
Bradley, J., Baker, Stanmore road
Brimley, Robert W., East Town Belt
Broadley, Mrs, Draper, Stanmore road
Brooks, John, Perth street
Buckett, H., Victoria street
Buckridge, Edmund, Stanmore road
Bush, Thomas E., North Avon road
Campbell, Michael Scott, Stanmore road
Carrol, James, North Avon road
Chainey, William, North Avon road
Chamberlain, North Avon road
Clabburn, William A. East Town Belt
Clement, M., Stanmore road
Corbell, Mrs, East Town Belt
Cotton, William, Stanmore road
Cotterell, Mrs K., North Avon road
Cussack, Patrick, Stanmore road
Cuthbert, E., Stanmore road
Daker, Thomas, North-east Belt
DeMontalk, Edmund, East Town Belt
Dexter, William, Stanmore road
Dick, John, North-east Belt
Dingle, J, T., Butcher, North-east Belt
Dowle, Theophilus, East Town Belt
East Christchurch District School
(Bingsland Branch), Stanmore road

Fahey, Patrick, North-east Belt
Ferguson, Mrs, North-east Belt
Finley, Andrew, Stanmore road
Finloe, Charles, Stanmore road
Findley, William, East Town Belt
Finnerty, James, Perth street
Fleming, William Clark, Stanmore road
Foster, Mrs, Cumberland street
Free, Joseph, North-east Belt
Free, T., Grocer, North-east Belt
Godfrey, Charles, E., Stanmore road
Goodall, Mrs, Victoria street
Graham, John, East Town Belt
Gregory, Robert, North-east Belt
Hadfield. Joseph, Stanmore road
Harding, Mrs, East Town Belt
Hartley, John, North Avon road
Haughey, Edward, Victoria street
Hawkes, Thomas, East Town Belt
Hedge, Henry, North Avon road
Hepburn, Hugh, North-east Belt
Hogan, James, North-east Town Belt
Howman, Henry W., Victoria street
Hubbard, William F., Stanmore street
Hughes, John, Stanmore road
Hughes, John, Builder, East Town Belt
Hutchinson, David, North-east Belt
Hutton, John, North-east Belt
Jackson, F., Cumberland street
Johnston, T. M., Victoria street
Kent, Nicholas, North-east Town Belt
King, Frederic Joseph, North Avon road
Knipe, W., Store, North-east Belt
Leake, W., Stanmore road
LeMesurier, J., North-east Belt
Lewis, William, North-east Belt
Lincoln, John L., North. Avon road
Lodge, W. H., Butcher, Stanmore road
Lurchem, William, Cumberland street
McGrath, James, Stanmore road
McLellan, John, Perth street

Milne, George, Victoria street
Mitchinson, C., Perth street
Macquise, George, Stanmore road
Morris, J., Victoria street
Munday, Michael, North Avon road
Murphy, John, Cumberland street
Murphy, Stephen, Cumberland street
Muschamp, G. B., North-east Belt
Muschamp, R., Tailor, Stanmore road
Nash, Mrs, Grocer, Stanmore road
Neave, Alexander, Stanmore road
Neave, David, North Avon road
Paten, James, Draper, Perth street
Partridge, William John, Victoria street
Pearce, John, Victoria street
Pearson. Thomas, North Avon road
Phipps, Joseph, North-east Belt
Putt, Mrs, Cumberland street
Radder, Stephen, Perth street
Raven, Joseph, North Avon road
Reilly. James, Stanmore road
Ridley, Major, North-east Belt
Rose, R., North-east Town Belt
Sandberry, Frederick, East Town Belt
Seager, Robert, North-east Belt
Seymour, S. B., East Town Belt
Shaw, William, North-east Belt
Sincock, North Avon road
Smith, David, North-east Belt
Smith, John, Victoria street
Souter, John, North Avon road
Stening, Felix, East Town Belt
Stone, James, Cumberland street
Sunderland, Richard John, Baker, East Town Belt
Sweeney, John, Bootmaker, North Avon road
Taylor, J. B. E., Schoolmaster, Bingsland Branch,
East Christchurch District School
Thomas, Charles S., East Town Belt
Thompson, Miss, North Avon road
Thorpe, Mrs, East Town Belt

Todd, George, Cumberland street
Travers Charles, Stanmore road
Trudgeon, Richard, Stanmore road
Unwin, W., North-east Belt
Vivian, John James, Victoria street
Wade, Henry, North Avon road
Westbrook, William Henry, North-east Belt
Whale, William Henry, Grocer, North-east Belt
Wills, John, North Avon road
Wilson, John, North-east Belt
Wolfrey, John, North Avon road
Woodford, William George, Grocer, Stanmore road
Woodford, Mrs, North-east Belt
Wray, Charles, North-east Belt
Wright, Samuel, East Town Belt
Yeose, Thomas, Cumberland street

Notes on Streets in 1879

Bingsland extended from the river north as far as North Avon Road. The land further north was almost completely rural at this time, with very few houses, and would remain largely undeveloped until after 1900.

Some streets mentioned in the entries have changed names since 1879:

Cumberland St extended north & south of London St. The southern section is now Pavitt St.

East Town Belt is now Fitzgerald Avenue.

North Avon Rd ran a convoluted course, along present-day streets: Whitmore St, Avalon St, McLeod St & then east to present-day North Parade, which was called North Avon Rd up to where Dudley Creek crosses.

Victoria St is now Alexandra St.

It is not clear how North-east town belt differed from North-east belt, nor why there is a single entry for Stanmore street rather than Stanmore road, but as these entries were included in the directory in this form, I have included them here as they appear in the original.

Settlement

The lists over the page show residents in alphabetical order by surname grouped by street. The number of entries ordered by street name give an indication of which areas were most closely settled:

Cumberland street	11
East Town Belt	18
North Avon road	23
North-east Belt	30
North-east Town Belt	3
Perth street	6
Stanmore road	29
Stanmore street	1
Victoria street	14
Total residences	**135**

Cumberland St

Armitage, William Robert
Bent, Thomas M.
Foster, Mrs
Jackson, F.
Lurchem, William
Murphy, Stephen
Murphy, John
Putt, Mrs
Stone, James
Todd, George
Yeose, Thomas

East Town Belt

Bowron, George
Brimley, Robert W.
Clabburn, William A.
Corbell, Mrs
DeMontalk, Edmund
Dowle, Theophilus
Findley, William
Graham. John
Harding, Mrs
Hawkes, Thomas
Hughes, John   Builder
Sandberry, Frederick
Seymour, S. B.
Stening, Felix
Sunderland, Richard John   Baker
Thomas, Charles S.
Thorpe, Mrs
Wright, Samuel

North Avon road

Black, John
Blake, Valentine
Bolt, George
Bush, Thomas E.
Carrol, James
Chainey, William
Chamberlain,

North Avon road (cont'd)

Cotterell, Mrs K.
Hartley, John
Hedge, Henry
King, Frederic Joseph
Lincoln, John L.
Munday, Michael
Neave, David
Pearson, Thomas
Raven, Joseph
Sincock,
Souter, John
Sweeney, John   Bootmaker
Thompson, Miss
Wade, Henry
Wills, John
Wolfrey, John

North-east Belt

Anderson, Joseph
Andrews, Edgar
Bayman, Charles
Birt, Isaac
Daker, Thomas
Dick, John
Dingle, J. T.   Butcher
Fahey, Patrick
Ferguson, Mrs
Free, Joseph
Free, T.   Grocer
Gregory, Robert
Hepburn, Hugh
Hutchinson, David
Hutton, John
Knipe, W.   Store
LeMesurier, J.
Lewis, William
Muschamp, G. B.
Phipps, Joseph
Ridley, Major
Seager, Robert

Shaw, William
Smith, David
Unwin, W.
Westbrook, William Henry
Whale, William Henry   Grocer
Wilson, John
Woodford, Mrs
Wray, Charles

North-east Town Belt
Hogan, James
Kent, Nicholas
Rose, R.

Perth street
Brooks, John
Finnerty, James
McLellan, John
Mitchinson, C.
Paten, James   Draper
Radder, Stephen

Stanmore road
Adley, Mrs C.
Bradley, Joseph
Bradley, J.   Baker
Broadley, Mrs   Draper
Buckridge, Edmund
Campbell, Michael Scott
Clement, M.
Cotton, William
Cussack, Patrick
Cuthbert, E.
Dexter, William
Finley, Andrew
Finloe, Charles
Fleming, William Clark
Godfrey, Charles E.
Hadfield, Joseph
Hughes, John
Leake, W.

Stanmore road (cont'd)
Lodge, W. H.   Butcher
Macquise, George
McGrath, James
Muschamp, R.   Tailor
Nash, Mrs   Grocer
Neave, Alexander
Reilly, James
Taylor, J. B. E.   Schoolmaster
Travers Charles
Trudgeon, Richard
Woodford, William George   Grocer

Stanmore street
Hubbard, William F.

Victoria street
Andrew, William
Ballard, Alfred
Bounday, William
Buckett, H.
Goodall, Mrs
Haughey, Edward
Howman, Henry W.
Johnston, T. M.
Milne, George
Morris, J.
Partridge, William John
Pearce, John
Smith, John
Vivian, John James

Occupations

Fourteen names have their occupation recorded — approx.10% of the entries. These entries have been italicised in the list above. The people are listed below grouped by occupation:

Baker

Sunderland, Richard John

Bradley, J

Bootmaker

Sweeney, John

Builder

Hughes, John

Butcher

Dingle, J. T.
Lodge, W. H.

Draper

Paten, James

Broadley, Mrs

Grocer

Whale, William Henry

Free, T

Nash, Mrs

Woodford, William George

Schoolmaster

Taylor, J. B. E.

Store

Knipe, W.

We mostly don't know if these people worked locally or travelled to their workplaces. The Richmond School Jubilee booklet, 1925[3], states that a headmaster's house had been built on the corner of Stanmore Road and London Street in 1876, so this is presumably where Mr Taylor, the schoolmaster lived during his time at the school (1876–1881).

Mr Knipe ran a store in Stanmore road; he was appointed postmaster in July 1878, but the role only lasted until the end of that year, when the post office was closed.[4]

A sign of progress in the area was the opening of a police station in May 1879, "on Stanmore Road between Avalon and Alexander Streets."[5]

Despite these developments, conditions in Bingsland at this time were primitive. Local histories offer a glimpse of how things were:

> *Avonside was then* [1880] *practically a country parish. The Linwood Estate, to the east of Stanmore Road, had been surveyed for building sites, and placed on the market but a few months before. The Linwood Town Board was not yet in existence. Beyond the Stanmore Road there were not a dozen houses. There was no provision for lighting the streets; the pedestrians, crossing the East Belt, passed into outer darkness.*

Notes:

[3] *This publication is available for viewing online here:*
https://www.aveburyhouse.co.nz/uploads/4/7/2/0/47203855/richmond_primary_school-centennial booklet-1975.pdf

[4] *Buchanan, Robert George. Post and Telephone Offices in Canterbury — Historical Notes (v2 of 3) 1967*

[5] *Thomson, Barry. Sharing the Challenge — A Social and Pictorial History of the Christchurch Police District. (1989)*

The streets in winter were ankle-deep in mud. In the Stanmore Road there were no side paths. A coach made about four trips a day to town by the River Road; the modern bicycle had not been invented, and all healthy people were, of necessity, good walkers. Some parts of Richmond, now thickly populated, were still open paddocks; so also what is now North Linwood and Dallington. The Dallington Bridge was not built till 1883. People who went abroad at night carried lanterns, as in some rural parts of England to this day. When, after a few years, the streets between East Belt and Stanmore Road were lit with kerosene lamps, it was thought that civilisation was rapidly advancing. One effect of bad roads and absence of lamps was that, while the morning congregations were good, very few attended the evening services.

From: **Williams, W.T. "A Short History of the Parish of Avonside 1855–1955"** (1955), p14.

And:

Bingsland was a "wayback" when the first church was opened in 1869 with high hopes and the loyal patronage of a few keen folk who carried on through some very lean times until, in 1879, they built a second chapel at ten times the cost of the first. Scrub, flax, toi-toi, raupo, narrow winding roadways, deep drains, boggy tracks, wandering stock, no footpaths, no street lighting: that is a picture of Bingsland in those lean years when ministers were requested, in the interests of safety, to have services concluded by 4 p.m. so that folk could return to their homes in reassuring daylight.

From: **Beaumont, H. W. "Richmond Methodist Church, Stanmore Road, Christchurch. 1969 Centennial Year"** (1969), p3.

Bingsland had been part of the Avon Road Board district since the Board's formation in 1864. However, the area's increasingly suburban character meant many inhabitants were becoming dissatisfied with the services they received as part of the largely rural Road Board area. In 1879 this feeling intensified around the prospect of a new bridge over the Avon at the East Belt. The original plan for a bridge at this location, agreed to between the City Council and the Avon Road Board, called for a pedestrian bridge to be built for £300. Locals wanted this upgraded to a cart bridge, but the extra cost involved proved too much and a footbridge was erected. A series of newspaper articles from the time, transcribed on the next two pages, provide more detail about this and other matters concerning Bingsland residents in 1879.

Over the following decade there would be much talk of boroughs adjoining Christchurch and other areas amalgamating with Christchurch City, but little came of it. It wasn't until 1890 that the residents of Richmond (the name changed in the early 1880s) chose to amalgamate with the city and became the first area outside the four town belts to do so. It would be another 13 years before other areas would join the city.

Lyttelton Times, Volume LI, Issue 5605, 11 February 1879, p6 [Excerpt]

BRIDGE AT THE EAST BELT. A deputation consisting of Messrs F. Hobbs, J.G. Hawkes, C. Napier Bell Northey and Campbell waited upon the Council relative to the footbridge at the East Belt, the plan for which they desired should be reconsidered so as to be converted into a bridge for cart traffic.

Mr Hobbs pointed out the necessity for altering the plan of the footbridge over the town belt, and endeavouring to put a cart, bridge instead. It was a subject which had been many times before the City Council, and in every instance the great objection had been the cost of constructing a permanent bridge of an ornamental character. The residents of that part of the town hoped the Council would by this time be in funds, and have seen their way to put up a permanent bridge. They (the residents) had, however, now come to the conclusion to ask the Council if they could see their way to put up a wooden cart bridge, to last a few years until such time as they could afford to construct a permanent one. The time had arrived when they might fairly ask the Council to vote more than they had hitherto voted towards a bridge. At that end of the town they had no public park or domain, and therefore they had some claim to consideration at the hands of the Council. A cart bridge was necessary in order that supplies might be taken across the river.

Mr Campbell also addressed the Council, urging that it was an extreme pity to throw away £300 in building a footbridge, when for about £1000 a permanent bridge for cart traffic could be erected. He understood that the piles at present driven by the contractor would in any case have to come up again. The Mayor referred to the building of various bridges, with especial reference to the manner in which funds had been raised. In the present case it appeared that those who were immediately interested, Mr Campbell, for example, should be prepared to put their hands deeply into their pockets. But for the want of funds, this work would have been done years ago. Were the gentlemen prepared to show that they would aid the Council in a liberal manner?

Mr Campbell thought there would be no difficulty in raising a considerable sum. He would be glad to know what would be the probable cost of a cart bridge, and what sum the Council would give in aid. In reply to a question, the Surveyor stated that a substantial bridge, if entirely of timber, might perhaps be constructed over the river at the spot indicated for £800 or £900. If stone abutments were used, of course the cost would be much greater. Councillor Wilson mentioned that the bridge at Barbadoes street had been estimated to cost about £1800 and that £250 was being subscribed by residents in the neighbourhood. The Surveyor explained that the span of the river being much greater at the East belt, piers would be necessary for a bridge such as that designed for Barbadoes street.

Councillor Gapes suggested that the two Road Boards, Avon and Heathcote, should be urged to aid in the erection of the proposed bridge.

Mr Hobbs feared that this would not be attended with much success. The Road Boards would refer to the Stanmore Bridge as meeting their requirements.

The Mayor held that 'unquestionably the bridge proposed would benefit outside residents far more than citizens.'

Mr Campbell replied that the bridge would open up a very large district, and that in all probability Bingsland would one day be incorporated with the city, paying rates thereto.

Councillor Cass, while fully recognising the importance of having a good substantial bridge, thought that at least one-fourth the cost should be guaranteed to the Council.

In reply to a question, the Surveyor stated that the contractor for the foot-bridge had in error driven two piles out of position. Mr Hobbs trusted that the Council would, at any rate, kindly agree to provide a design for such a bridge as would come within the cost, the due proportion of which might be raised.

Councillor Wilson gave notice of motion to the effect that the Council recognised the desirability of building a cart-bridge instead of the foot-bridge which, was now being proceeded with.

Mr Campbell trusted that there would be a clear understanding that, in the event of the cart bridge not being obtainable; the footbridge would be gone on with at once. The deputation then withdrew.

Globe, Volume XX, Issue 1563, 21 February 1879, p2

ANNEXATION TO CHRISTCHURCH. The residents of Bingsland are endeavoring [sic] to get up a petition for the purpose of annexing that portion of the Avon District with the city. Their reason for this is that they consider the district has been unfairly used by the Avon Road Board with reference to the bridge on the East Belt. The inhabitants are anxious for a cart bridge, but the Board are not prepared to subscribe a sufficient sum in conjunction with the city to carry their wishes effect.

Lyttelton Times, Volume LI, Issue 5615, 22 February 1879, p5

Bridge over the Avon.
To-night a meeting of those interested in the construction of a cart-bridge over the Avon at the East town belt will be held at the White Hart Hotel, at 8 o'clock, to take steps to raise funds for the carrying out of the work. The cost is estimated at £1500, and the City Council have expressed their willingness to provide half the necessary funds if the residents subscribe the other half. The bridge, which would connect the Bingsland district with the City of Christchurch, is urgently required, and the meeting, as we have stated, is called for the purpose of seeing what can be done in the matter.

Lyttelton Times, Volume LI, Issue 5616, 24 February 1879, p4

POLICE STATION FOR BINGSLAND.—There is a probability of a petition to the police authorities being numerously signed in Bingsland in favour of the establishment of a police depot there, the inhabitants feeling that such an establishment would probably tend to secure for the rightful owners the fruit in their orchards, and lessen the number of stray cattle which are occasionally found within their paddocks.