

3.11 Summary of Archaeological Investigation Results

3.11.1 Introduction

The wharf facilities of Darling Harbour were crucial in the economic development and growth of Sydney in the 19th century. The development of the Darling Quarter site provided a unique opportunity to excavate and record archaeological remains of this former 19th-century waterfront. The site was once almost entirely below the high tide mark and consisted of a large expanse of intertidal sand flat abutting a rocky shoreline. Through a number of phases of reclamation undertaken by private land speculators and entrepreneurs, mostly in the first half of the 19th century, the site was transformed into large waterfront properties complete with wharf facilities.

The area, including the reclaimed land, was developed for industrial or commercial use from the 1830s. The main industries associated with the site are Barker's mill established in the mid 1820s and the PN Russell & Co Engineering Works established in 1859. Other industries such as the Anchor Flour Mill, William Orr Engineering Works and Biggs' Foundry though associated with the site but were not part of the archaeological excavation. Large portions of the reclaimed land with wharf facilities were used as depots or yards for merchant companies involved in importation and distribution of coal, lime, timber and perishable goods such as milk, butter and ice. Light industrial use of the site was represented in the archaeological record with the remains of Miller & Harrison's steam sawmill and timber yard dating from the 1870s.

Some sections of the site, including the reclaimed land, was subdivided and sold-off for residential development. New streets were laid-out around the factories and yards, and between the 1840s and the 1860s they became densely developed with terrace housing. The houses were occupied by local workers, trade and craftsmen, and families. Problems associated with housing density and lack of adequate sanitation in the area became the subject of a number of inquiries and reports from the mid 19th century. Seven houses on the southern side of Steam Mill Street, built on reclaimed land, were excavated. The structural remains, deposits and artefacts from the underfloor spaces and cesspits provided archaeological evidence about the daily lives of the occupants.

Consolidation of the reclaimed land continued throughout the 19th century and the yards of both industrial and residential premises were levelled and resurfaced frequently. The material used for this process; boiler ash, clinkers, coke, slag and other similar industrial waste material, demonstrated the pervasive nature of the area's industries. Redevelopment after the resumptions in 1900 until the end of the 20th century included similar levelling and resurfacing. Land consolidation by filling rather than by excavation and removal meant that the archaeological remains of the site's various phases of development and use survived well, sealed below bulk fills deposited throughout the 19th and 20th centuries.

3.11.2 Main Archaeological Findings

The eight month excavation resulted in an unprecedented amount of archaeological data for this type of historical site in Sydney. Detailed descriptions, stratigraphic reports, analysis of artefact and environmental samples reports are presented in Volumes 2 to 4 of this report. The following sections present a summary of Section 3, the main archaeological findings from the excavation.

3.11.2.1 Natural Environment

- The original shoreline consisted of gradually sloping bedrock.
- Cockle, oyster, whelk and other shell species common to intertidal sand flats had accumulated over many years, perhaps several thousand, and formed an extensive ancient shell bed in the intertidal zone.

- An intertidal sand flat extended up to 50m west of the shoreline and was formed by natural harbour depositional processes. Coarse grey sands were deposited over the ancient shell bed.
- Archaeological data, shell and environmental analysis confirmed that this was a sand flat rather than a mudflat. This indicated that harbour tidal movements were more dynamic at this point, even though the site was close to the head of the harbour where there were extensive mudflats.
- Pollen analysis from the naturally deposited sands generally confirmed the accepted native vegetation model for Darling Harbour established by Benson & Howell and that *Casuarina glauca-Eucalyptus* swamp forest was growing around the inner foreshore in 1788. Mangroves were growing in the intertidal area, but did not appear to be common.
- Analysis of the archaeological data and the environmental samples indicated that there was a freshwater lagoon above the high tide mark in the eastern part of the site. This was retained to the west by a naturally formed low sandbank and was fed from the east by up to two watercourses running down from the sandstone ridgeline. Such a natural feature has not been recorded on any historic plan or included in any of the historical sources consulted for this report.

3.11.2.2 Aboriginal Occupation

- The natural resources of Darling Harbour were exploited by the Cadi for thousands of years prior to British colonisation.
- The remains of a shell midden were found on a rocky outcrop above the intertidal zone.
- The midden was dominated by mature Sydney cockle shell which made up 90.57 per cent of the shell sampled. This confirmed the midden material was the result of selection for consumption rather than a natural shell deposit.
- Several stone artefacts were also found within the midden.
- As the midden material was spread across the rocky outcrop and into the intertidal zone, and included rounded pebbles, it was interpreted as being redeposited.

3.11.2.3 Early Foreshore Use

- Following the establishment of the colony at Sydney, the shell resources of the Darling Harbour foreshore were exploited to make lime. The shell resource consisted of both Aboriginal shell middens and an extensive natural shell bed located within the intertidal zone.
- Evidence for shell processing was found, as an extensive spread of crushed shell overlying the rocky shore above the high tide mark. It was sealed by levelling fills associated with Cooper & Levey's mill development between 1825 and 1827.
- Close by, a timber boat ramp had been constructed from the shore into the intertidal zone. It was built using timber logs, including locally available hardwoods such as grey ironbark and blackbutt. It was sealed by reclamation undertaken by Cooper & Levey to create wharf facilities for the mill.
- The value and potential of the vast intertidal area was recognised by the early grant holders. The sand flat adjacent to Captain Richard Brooks' land grant was enclosed and divided by timber fencing. The remains of an east-west post-and-rail fence and a north-south paling fence were found within the intertidal zone. The paling fence marked the limit of the low tide. The fences demarked the intertidal zone as being his property and the space was likely used as part of his slaughterhouse and meat processing business in the 1820s.

3.11.2.4 Barker's Jetty and Mill Pond

- Early land grant holders along the Darling Harbour waterfront began to develop the land and operate businesses and industries associated with or reliant on maritime trade. In the early decades of the 1800s, the eastern foreshore was home to shipbuilders, merchants, various manufacturers and milliners.
- Cooper & Levey were the first grant holders associated with the site to undertake a major development. Between 1825 and 1827 they constructed a large flour mill and granary, powered by a steam engine.
- Large-scale earthworks were also undertaken to create wharf facilities and a freshwater mill pond.
- The jetty for the mill complex consisted of a extensive area of reclaimed foreshore retained by a sandstone wall leading to a timber jetty, or 'finger wharf', projecting into deeper harbour waters. The material used to reclaim this foreshore predominantly consisted of redeposited natural sands, and to a lesser extent, crushed sandstone and rubble, and natural clays. It is likely that excavated material from the construction of mill pond and other mill buildings was used for reclamation.
- The mill pond was located above the high tide mark in the area of the natural freshwater lagoon. Harbour sands and other similar deposits formed the natural ground at its western edge. A timber revetment was built using planks of wood up to 2m in length. The exterior of the mill pond was further consolidated and protected from the harbour by a clay embankment. The interior of the mill pond was clay-lined to prevent seepage.
- Thomas Barker purchased the flour mill complex in 1827 and developed it into a successful business that was expanded to include textile production in the mid 1840s.
- Following his program of reclamation and subdivision of the surrounding land in the 1830s and 1840s, a stone boundary wall was constructed on the western side of the mill complex.
- Barker retained access to the harbour and wharf facilities via a long allotment of reclaimed land until the 1870s. This land was somewhat unconsolidated and underutilised until the 1860s when it was leased to George Dent.
- Sedimentation within the pond and changes in water use within the mill may have resulted in flooding events over the adjoining unconsolidated land to the west, creating poor ground conditions.
- An overflow drain was built by the 1840s to channel excess water from the pond into the harbour. A second phase of the drain was built following the final phase of reclamation along the southern boundary with Brooks' land (purchased by Murphy in 1855) by the mid 1850s.
- Also by the 1840s, a long brick drain-like structure was built connecting the mill to the harbour. Saltwater was drawn through this channel to the boilers and used to power the steam engine.
- Cereal pollen, weed varieties and the human waste indicator *Cloacasperites* were abundant in sediment samples from the mill pond, and drains dating from the 1830s to the end of the century throughout the site. Comparison of results from natural soil and shell samples and the Aboriginal shell midden with the samples dating from the 1820s onwards demonstrated rapid environmental change and increased pollution as a result of urbanisation and industrialisation through the 19th century.
- Water for the mill complex was sourced from both the mill pond and the harbour until the mid 19th century when reticulated water services became available. Backfilling of the redundant mill pond began by the early 1860s. Industrial waste products such as boiler ash, clinkers, coke and slag were initially used to backfill the pond. Municipal waste; consisting mostly of household rubbish, but also trade waste, was used to complete the backfilling.

3.11.2.5 Reclamation and Land Consolidation

- Most of the Darling Quarter site consisted of reclaimed land. Reclamation was undertaken by private individuals and entrepreneurs from the mid 1820s and was mostly completed by the mid 1850s. It was a necessary process for the construction of adequate wharf facilities for the various businesses and industries linked with maritime trade at the site.
- The first phase of reclamation was undertaken by Cooper & Levey in the mid 1820s for the construction of the jetty and wharf facility for their flour mill development. Materials used consisted of excavated or dredged harbour and foreshore sands, with some coarse yellow sand, crushed and rubble sandstone, and natural clay deposits.
- Very few artefacts were included within these deposits, indicating there was no large-scale dumping of household rubbish or industrial waste. As the surrounding area was relatively undeveloped at the time, this is not surprising.
- By the early 1830s Thomas Barker had purchased all the land bounded by Bathurst and Sussex streets and Brooks' property to the south and the harbour to the west. He undertook extensive reclamation during the 1830s, increasing his land holding by around 40 per cent. The natural attributes of foreshore in this area was a major factor in the amount and success of the reclamation.
- The intertidal sand flat was reclaimed using mostly bulk fills consisting of heavy plastic clays and shales, coarse yellow sand, crushed and rubble sandstone. The geology and natural soil strata in the surrounding area consisted of these materials; sandstone bedrock, beds of decaying shale and heavy clays. Reclamation projects provided an opportunity to dispose of large amounts of waste material. Given the predominance of redeposited natural strata, it was likely that the upcast and spoil from contemporary construction, quarrying and excavation projects in the vicinity or around the city ended up being used to fill in the intertidal zone at the Darling Quarter site.
- Within Barker's reclamation some deposits of industrial waste material were also used, but to a lesser extent. The industrial waste material appeared in fairly extensive but thin bands within bands of clays and coarse sand or rubble. Waste products from the mill's boilers and surrounding industries were probably stockpiled prior to their disposal. While reclamation was underway, stockpiled and newly generated waste material could be dumped at the site.
- Though not abundant, artefacts and other inclusions such as sandstock brick rubble indicated that a small amount of household rubbish, trade waste and demolition rubble had found its way into the reclamation material. Small numbers of artefacts were found within the individual clay and coarse sand and rubble fills. The archaeological evidence did not seem to indicate instances of clandestine dumping of household and trade waste during reclamation. The household and trade waste was likely to have been dumped at the source and mixed with bulk fills prior to or during transportation to the site. It may have also been included in stockpiled material close to the shore and mixed through the bulk fills during the final stage of deposition within the intertidal zone.
- The animal bone assemblage from the reclamation fills displayed signs of weathering, and therefore supporting the interpretation of this pattern of redeposition.
- Thomas Barker undertook reclamation as a land speculation. While his waterfront properties were sold-off relatively easily and developed as industrial or commercial sites, the sales of the residential subdivisions were affected by poor economic conditions in the 1840s.
- In conjunction with Barker's reclamation project, the foreshore associated with Captain Richard Brooks' land to the south was also being reclaimed to create wharf facilities for lease to various merchants and manufacturers. Similar materials were being used and these largely consisted of decaying shales and plastic clays. Differing from Barker's reclamation, discrete dumps of demolition rubble, and concentrations of artefacts

originating from household or trade waste were recorded within the first and second phases of reclamation in the 1830s and 1840s at this property. These were likely to be the result of individual events of rubbish disposal at the reclamation site.

- The first phase of reclamation at Brooks' property was not formerly retained by a seawall or similar structure. This resulted in the accumulation of rubbish and debris within the tidal zone prior to it being sealed by the second phase of reclamation. The harbour deposit consisted of sawdust and wood chippings, timber and leather off cuts, rope, leather shoe fragments, ceramics, butchered animal bone and shell. Pollen analysis confirmed the presence of native and exotic species, and human sewerage. This material is representative of the type of flotsam and detritus within the harbour in the 1830s.
- Animal bone from the reclamation and harbour deposit at Brooks' property, and from Barker's reclamation, was mostly waste from industrial processes such as tanning, slaughtering and meat processing or soap and candle manufacturing. Such industries, considered as noxious trades, were located in the immediate vicinity or nearby the site in the first half of the 19th century. Brooks' slaughterhouse and meat processing business was located at the shoreline in the 1820s and 1830s. Hughes' soap and candle manufactory was associated with several locations around the site in the 1840s.
- Reclamation undertaken by Cooper & Levey, Barker and Brooks between 1825 and the 1840s largely completed the new landform and wharfage. Several more minor phases of reclamation took place after the 1840s. These were mostly at the western extent of the new landform and were associated with new wharf construction and improvements by individual land owners. The small gap between Barker's and Brooks' land was finally infilled during the 1850s.
- The wharf frontage created during the main phases of reclamation was outside the excavation area. Structural remains of later timber wharf structures were found. A small patch of timber decking associated with the wharf built jointly by Thomas Barker and Brodie & Craig during the mid 1840s was recorded. A small number of timber piles and headstock remains associated with the wharf built by Travers in the 1850s were also within the site. The last phase of reclamation and wharf construction of the site was undertaken by Miller & Harrison in the 1870s. A series of timber headstocks consolidated with fill were recorded during the excavation. These were located back from the wharf frontage and were used to anchor the timber structure to the landform.
- Subsidence and weathering of the reclaimed landform led to multiple phases of consolidation and levelling from the offset. Tidal movements were likely to have further eroded the western edge of the reclamation leading to a greater necessity to level and resurface in these areas. Changing ship technology and the larger size of steam ships resulted in wharf redevelopment. This in turn led to the raising of ground level in the adjoining yards. Sedimentation and depositions around the timber wharf structures was inaccessible to dredgers and may have also contributed to the necessity of raising wharf levels. Levelling events increased from the mid to the late 19th century, reflecting the increased development, both industrial and residential, in the surrounding area.
- The levelling fills consisted mostly of industrial waste material. Spreads of demolition and household rubbish-rich materials were also noted in the fills. Other fills consisted of mixed clays, silty clays, sandy clays, and all contained frequent tiny inclusions of brick, charcoal, stones, ferrous blobs and artefacts. As such, the levelling fills of the latter half of the 19th century contrasted strongly with the fills used for reclamation in the first half.

3.11.2.6 Workers' Housing

- The archaeological remains of seven houses on the southern side of Steam Mill Street were found in Area 8. The archaeological material dated from before the sale of the vacant lots (c.1850) until the demolition of the houses in 1899.

- Preserved at the site were the footings of the seven houses, the layered surfaces in the yards, cesspits, material from the underfloor cavities of the ground floor rooms and the flagged laneways which bounded the block on its southern and eastern sides. The excavated houses were some of the largest in the neighbourhood, and occupied elongated lots which contained stables and workshops in their yards. The houses were all two-storey. Three of the owners were occupiers who also owned neighbouring lots which they rented out. Despite this apparent (relative) affluence, one of the households was singled out as an example of the deplorable nature of the neighbourhood in 1876 when the street was visited by inspectors from the Sydney City and Suburban Sewage and Health Board, and was occupied by two families on at least one occasion.¹ In 1877, two of the owner/occupiers were fined by the Inspector of Nuisances for 'allowing offensive and unwholesome matter on their respective premises'.² By 1879 (and possibly earlier) the rears of the yards were just 16 feet from the PN Russell carriage works. Other foundry buildings surrounded the block on its western and eastern sides.
- All of the underfloor spaces of these houses had been backfilled with clay, possibly in the 1880s. This clay buried the underfloor deposits and was probably introduced to the houses as a means to inhibit refuges for vermin. Most of the underfloor spaces showed evidence of rodent activity.
- Despite the social distinction between owner/occupiers and renters in the street, the occupation material from the cesspits and underfloor cavities pointed to households of similarly unremarkable status. Two of the owner/occupiers were widowed relatively early, and this may explain some frugality. However, both received income from the rented property next door and both continued living in the family house. One of the widows later advertised to buy a cottage piano, suggesting that despite the lack of status in their everyday items of crockery and glass, there was some level of luxury amongst the unwholesome neighbours and toxic air.
- Spatial and activity-based analysis of the underfloor deposits, combined with the historical information, suggested that the kitchens of the houses were all intensively used for a number of different purposes, and that even those of the more affluent households showed signs of resourceful uses of space.
- The yard deposits suggested that the lives of the residents were heavily coloured by the nearby foundry, with most of the surfacing material being re-used industrial waste as well as black foundry dust forming within the underfloor areas.
- The archaeological material from Area 8 has raised questions about the working class/lower middle class divide as represented by the material culture of the private sphere. It suggests that while working-class people with middle-class aspirations may have projected a higher status publicly, their private lives (as represented by the intimacy of the kitchen underfloors) may have very closely resembled their less fortunate working-class neighbours. This was not only represented in items such as crockery that are established symbols of status, but also in the organisation and use of space. It is perhaps the use and access to space at this site that may provide us with insights into the differences between tenants and owner/occupiers.
- The archaeological material from this excavation also has the potential to contribute to the wider picture of urban life and class in Sydney. The comprehensive artefact analysis and recording has made it possible to easily and accurately compare this site with the excavation and analysis of similarly constituted sites in the future.

¹ Sydney City and Suburban Sewage and Health Board, 'Eleventh Progress Report', LAV&P 1875-6 (5): 609.

² *Sydney Morning Herald* 22 January 1877, p 2.

3.11.2.7 Goods Yards and Light Industry

- Aside from Barker's mill, further industrialisation of the site was not immediate following reclamation. The economic conditions of the 1840s that affected the sale of residential subdivisions were also an influencing factor in the development of, and investment in industry.
- The waterfronting reclaimed land and failed residential subdivisions were bought and initially used by a variety of merchants and property developers between the 1840s and 1860s.
- Brodie & Craig purchased two large waterfront allotments from Barker and used these as a depot for their builders' supplies business. They also constructed several shed-like structures and three terrace houses fronting Barker Street on the site over the 20 or so years they owned it. Levelling fills and informal surfacing littered with mortar and brick fragments was all that was recorded within the small area of Brodie & Craig's yard included within the excavation. This paucity of archaeological remains is the result of the lack of intensive development and low impact or transient use of the site as a storage depot during this period.
- Similar transient land-use and associated archaeological remains were recorded elsewhere in the site. To the northeast of Barker's mill, vacant subdivisions of reclaimed land displayed signs of surface erosion and weathering. Opportunistic and informal drainage channels were cut through to direct stormwater and sewerage towards the harbour.
- Barker retained a large tract of his reclaimed land to provide his mill with harbour access. The archaeological evidence suggests that this was somewhat unconsolidated, especially at the western edge and wharf frontage. In the 1860s and 1870s, the area was leased to George Dent who used it as a timber and coal yard. An imported silty clay, or topsoil-like material, formed part of the yard surface. Separate areas used for timber storage and milling, and for coal storage could be identified by the type of surface accumulations. Timber storage areas could be identified by accumulations of woody detritus and timber off cuts and coal storage by blackened sooty grit.
- This final piece of Barker's reclaimed land was sold to Miller & Harrison in 1875. Miller & Harrison developed the land for their steam sawmill and timber yard.
- A new timber wharf was constructed and anchored into the reclaimed land and consolidated with fills.
- Extensive levelling was also undertaken across the whole area and the yard surface was raised and re-established over the extensive spreads of industrial waste.
- The sawmill's steam engine and boilers were housed in a timber building in the western part of the yard, close to the wharf. A large and solid structure built using machine-made shale bricks formed the base for a horizontal steam engine. Foundation pads for the associated boilers were aligned with the engine base and located to its east. Cut into the reclamation, below the sawmill floor, was the pit or housing for the fly-wheel. It was made from sheet metal and a machine-made brick footing supported the wheel and retained the housing.
- The remains of a stables and perhaps an office building at the eastern end of Miller & Harrison's yard were also recorded during the excavation.

3.11.2.8 Heavy Industry and the PN Russell & Co Engineering Works

- In better economic and commercial conditions, investment in and development of heavy industry around Darling Harbour increased from the mid 19th century.
- PN Russell & Co bought Brodie & Craig's large waterfront property in 1859 and developed it into a large foundry and engineering works.

- Further reclamation was undertaken to improve the wharf facilities for the foundry. Industrial waste material, presumably from the foundry, was used to frequently level and resurface the yard and wharf area.
- Large foundry workshops were constructed using substantial and well-built sandstone footings. These remain *in situ* as the development avoided impact on the structures within the main foundry complex.
- Within the yard adjacent to the large foundry workshop, were the remains of a weighbridge which weighed wagons of raw materials and end products and was an integral part of operating a foundry and engineering works. Raw materials were bought by weight, quantities and ratios of materials used in the various foundry processes needed to be calculated, and end products needed to be weighed before loading on to ships for transport.
- Leading to and from the weighbridge were the remains of a narrow gauge rail system. Raw materials and end products were heavy, and were transported between the foundry buildings via a system of cranes, hoists and rail.
- The internal transport system extended to the wharf frontage, where several phases of rail tracks were recorded. These included both narrow and wide gauge tracks. The remains of a turntable were also found and a number of these would have been located around the foundry.
- PN Russell & Co expanded the operations of the foundry and engineering works to include a railway carriageworks in the late 1860s. The partial remains of its boiler house and timber storage yard were excavated. Located just outside the brick-built structure associated with the boiler house was a large block of sandstone that formed the base for a crane or hoist.
- The PN Russell & Co Engineering Works was one of the largest employers at Darling Harbour with up to 400 men employed at the time of its closure in controversial circumstances in 1875.

3.11.2.9 Living and Working at Murphy's Wharf

- Initial reclamation of Brooks' land created Flood's Wharf. By the mid 1850s reclamation had extended the wharf further west. In 1855 it was bought by James Murphy, a plasterer and lime merchant. John Murphy, son of James, was a coal, lime and timber merchant, who operated a business from Murphy's Wharf until the 1860s. Ownership of the wharf remained with the Murphy family until after the resumptions, though it was leased to various other companies, such as the Fresh Food & Ice Company.
- A stone house is known to have been built after the completion of reclamation for Flood's Wharf in the 1840s. Located in the centre of the yard were the sandstone footings of the residential building. The house had four rooms; two on the lower and two on the upper floor. Sandstone and timber footings for two centrally located fireplaces were recorded within the building.
- Within the building were the truncated and disturbed remains of underfloor deposits. These deposits contained artefacts typically associated domestic occupation and use. Based on the larger quantity of artefacts found, the eastern room was likely to have been the kitchen. Spatial analysis was not undertaken due to extensive disturbance.
- The remains of a timber verandah spanned the northern frontage of the house. Below this was an extensive accumulation of household rubbish, in particular glass alcohol bottles.
- Overall, the analysis of the glass assemblage from the underfloor and under-verandah deposits, and cesspit backfill suggests that this may have been a male-dominated household. However, artefacts typically associated with women and children were present in the ceramic and miscellaneous artefact assemblages. Further research, analysis and comparison may reveal more information regarding the occupancy of this house between the 1840s and 1860s.

- During redevelopment of the wharf for the Fresh Food & Ice Company during the 1870s, the house was either partially demolished or modified to be reused for the operations of this distribution company. The Fresh Food & Ice Company imported perishable goods and distributed them around the city.
- The house may have been connected to the large cart house built on its western side. Leather artefacts consisting of the remains of horse trappings and saddle pieces were found in deposits and backfills within the building were probably associated with its later reuse. Perhaps the building was used by a saddler or stablehand who mended and made leather trappings and equipment for the many horses stabled on site and used to transport milk, butter and ice on their daily rounds through Sydney.
- The archaeological remains of a shed, stables and the later cart house were within the site. The shed and cart house were built of timber and few artefacts found within the structural remains that could be associated with building function or use. The stables were of more solid construction and the footings were built with sandstone. The use of sandstone rather than timber for the stables may indicate the value of the horses kept at the site.
- The influence of the surrounding heavy industry was inescapable. By the end of the 19th century, like the surrounding properties, the large yard at Murphy's Wharf had been levelled and resurfaced with industrial waste products. Adjoining the eastern end of the yard was a small foundry. Waste product from here, or a similar industry, was used to create a more formal yard surface. Molten ferrous material was mixed with stone cobbles and chippings and spread across the yard to harden into the most formal or durable yard surfaces recorded over the entire Darling Quarter site.
- While the archaeological remains across the Darling Quarter site mostly related to the industrial and residential uses that came to dominate the area in the latter half of the 19th century, some evidence for the noxious trades was found in the reclamation and levelling fills at Murphy's Wharf and just to the north in the southern part of Barker's mill. Slaughterhouses, tanneries, abattoirs, soap and candle manufactories, are amongst the trades considered to be 'noxious'. Many of these were located in the southern part of Darling Harbour in the first half of the 19th century. Murphy's Wharf was the former site of Brooks' slaughterhouse and later Hughes' soap and candle manufactory. The animal bone found in the fills used to create and consolidate Murphy's and Barker's Wharf, and backfill Barker's mill pond, was mostly waste from one of these noxious industrial processes.