

Tramway Hotel (Former)

114 Adelaide Road, Cnr Adelaide Road and Drummond Street



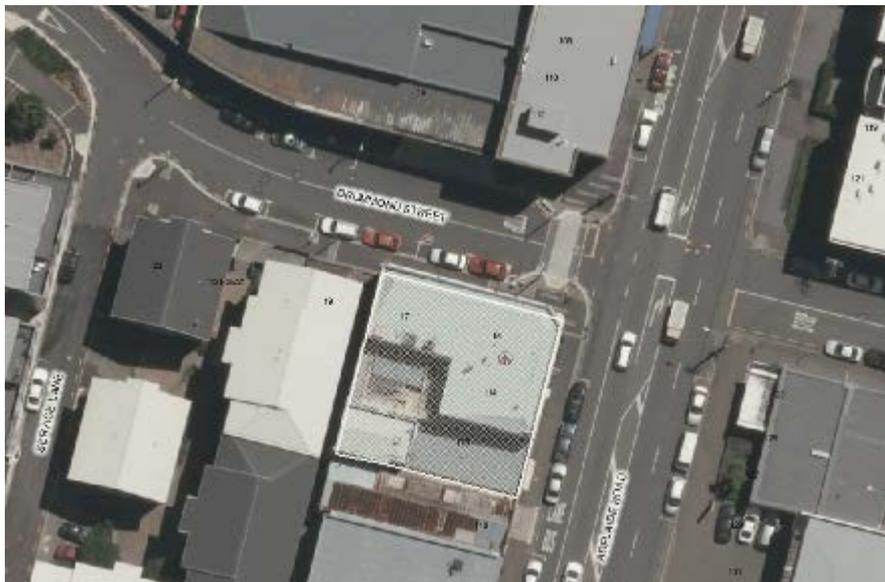
Image: *Charles Collins* - June 2015

Statement of significance

- The building is a rare surviving example of typical late Victorian Hotel
- The building occupies a prominent corner site and the scale, form and visual interest of the building's exterior detail contrast with the commercial and industrial buildings on Adelaide Road. The building provides a transition between the commercial development in Adelaide Road and the period housing in Drummond Street.
- The building has a long history as a local hotel and has some historic value for its association with liquor licensing laws, and with the recent gentrification of Newtown.
- The building exterior retains much of the original building fabric (with the exception of the original parapet & the removal of paint/render/plaster/ceramic tiles from the external brickwork).

Building / structure: 114 Adelaide Road, Newtown
District Plan: Map 6 / 397
Legal LOT 1 DP 21496
Description:
Heritage Area: None 2012
HPT Listed: None 2012
Archaeological Site Pre – 1900 building
Other Names: Tramway Hotel, Adelaide Entertainment Centre, Adelaide Hotel, The Spud and Duchess, The Adelaide, Cats Bar.
114 Adelaide Road, 19 Drummond Street, 21 Drummond Street, 23 Drummond Street. 114-116 Adelaide Road
Key physical dates: Built 1899
Architect / Builder: Architect : James O’Dea , Builder : J. Hunter
Former uses: Hotel / licensed premises
Current uses: vacant
Earthquake prone status S128 notice ISSUED. 26/04/2012. SR148356

Extent: Cityview GIS 2012



1.0 Outline History

1.1 History

The Tramway Hotel was built in 1899 on the site of a timber hotel of the same name which was destroyed by fire on the 30th December 1898.¹ The timber predecessor was named for the nearby tramway stables and workshop, but was planned in 1877², in advance of the launch of the steam tram service from the railway station to the southern end of Adelaide Road.³ Later that year a liquor license was refused on the grounds that no new public houses were needed in the neighbourhood,⁴ but the license was granted 4 June 1878.⁵

The old timber hotel had been insured and plans (prepared by architect James O'Dea) were submitted to the council to build a masonry hotel on the site within weeks of the fire. The hotel building work was tendered in January 1899, tenders were returned in February, and the hotel re-opened in August 1899. There were eight bids which ranged from £2420 to £2869 and the lowest tender by J Hunter was accepted. The speed of reconstruction may have been partly due to plans to widen Adelaide Road. Newspaper reports of the time suggest that the fire could have simplified 'to some extent the widening of Adelaide-road as arrangements, will doubtless be come to whereby it will be in re-erection placed back on the new frontage of the street.'⁶ But in mid-February 1899 a decision was made to widen Adelaide Road on the eastern (opposite) side. This allowed for the reconstruction of the Tramway Hotel on the west side of Adelaide Road in line with the existing street-edge.⁷

The building was owned by Mr Charles Plimmer (1848 – 1930), the fourth son of Mr John Plimmer 'the father of Wellington'. Charles Plimmer owned the Tramway Hotel and half-owned Barrett's Hotel on Lambton Quay.⁸ The first proprietors were John and Kate or Catherine Beauchamp, Catherine became sole licensee in 1903 or 1908 after her husband's death.

John Beauchamp's death was said to have been hastened by the various decisions on the prohibition of the sale of liquor in Newtown. When Newtown declared for Prohibition in November 1907 Mr Beauchamp was said to have been offered £4000 for the sale/transfer of his liquor license. The Tramway Hotel was sited just outside the Newtown licensing area and would have been the last hotel on the tram-route from the city to Newtown. Beauchamp is said to have declined the offer, perhaps because he thought that the hotel would yield a greater profit than the £4000. He then held a party to celebrate, became drunk, and received an endorsement on his license. The Newtown Prohibition verdict was later overturned and Newtown did not become a 'dry' or 'no-licence' area.⁹ The story that was reported in *The Free Lance* newspaper noted that Beauchamp was left out of pocket, and with an endorsement on his licence, and died from disappointment and shame shortly thereafter.

¹ WCC 2001. Heritage Buildings Inventory

² EP, 11 Sept 1877

³ WCC website accessed September 2012 <http://www.wcl.govt.nz/heritage/trams.html>

⁴ *Evening Post*, 4 Dec 1877 and 5 Dec 1877

⁵ *Evening Post* 4 June 1878

⁶ *Evening Post*, 30 December 1898, Page 5

⁷ *Evening Post*, 10 February 1899, Page 2

⁸ *Evening Post*, 2 September 1930, Page 8

⁹ *The Free Lance*, 2/05/1908

Beauchamp, however, appears to have died in 1903 rather than 1908 and this report of his death having been due to disappointment is likely to have been apocryphal. But the liquor licensing laws did change the physical appearance of the Tramway Hotel, as the ongoing issue of Prohibition in the neighbouring suburbs was cited as a catalyst for the extension of the hotel bar in c.1909.¹⁰

Other significant publicans associated with the Tramway Hotel are the McParland (also listed as McPharland) family. Frank McParland (circa 1870 – 1930) was born in Charleston on the West Coast, worked with his father as a baker, and was the licensee of the Tramway hotel from 1912 to 1929. He held a collection of sporting memorabilia at the hotel, particularly racing and boxing. His son Charles J McParland held the license of the Tramway Hotel from 1929 until the early 1940s.¹¹

The hotel exterior was altered by the 1960s, when the ground floor elevations were clad with blue ceramic tiles, and the first floor elevations were painted, (and possibly rendered or plastered).¹² The building was also enlarged in 1969 with an extension to the bar that was estimated to cost £160,000. This extension is likely to have been the additional building at 19 to 23 Drummond Street that was demolished in 2000 to make way for the new apartment buildings to the west of the hotel. The hotel was taken over by New Zealand Breweries in the 1970s, in an era of aggressive expansion by the company. And it is in this era when the Tramway Hotel was rumoured to have been the short-term residence of parliamentarian Prime Minister Norman Kirk during the tenure of hotel proprietor Des Armstrong, but again, this may be apocryphal.¹³ The hotel acquired a dubious reputation as a trouble spot from the 1970s onwards¹⁴ and in 1981 was linked to the murder of Mongrel Mob leader Lester Epps after a brawl between rival gangs.¹⁵

'The hotel was later purchased by Brian le Gros, a major figure in Wellington's adult entertainment industry, and he refurbished the hotel in the early 1990s as the Adelaide Entertainment Centre.'¹⁶ The exterior of the building was much modified at this time when the existing render and ceramic tile finish was removed to reveal the brickwork beneath. This was possibly the original intent of architect O'Dea as an 1899 article in the *Evening Post* newspaper stated that the 'front elevation of the building will be neatly finished in pressed redbrick, picked out with cement.'¹⁷

In 2011, the building was served a Section 128 notice by the WCC to denote that the building was earthquake prone and would have to be strengthened or demolished.

¹⁰ *Evening Post*, 30 June 1909, Page 7

¹¹ *Evening Post*, Volume CIX, Issue 114, 16 May 1930, Page 11

¹² Greg Whitburn, 'Historic hotel's future: Historic Hotel quake red-stickered' *The Wellingtonian*, 29/09/2011. See photograph

¹³ Greg Whitburn, 'Historic hotel's future: Historic Hotel quake red-stickered' *The Wellingtonian*, 29/09/2011.

¹⁴ WCC Heritage Buildings Inventory 2001.

¹⁵ Greg Whitburn, 'Historic hotel's future: Historic Hotel quake red-stickered' *The Wellingtonian*, 29/09/2011.

¹⁶ WCC 2001. Heritage Buildings Inventory

¹⁷ *Evening Post*, 31 January 1899, Page 6



Outside the Wellington Corporation Tramways shed, Drummond Street, and Horse drawn tram, bound for Cuba Street 1900. Image: Wellington City Archives: 00138:0:3129.



MARK COLE/WELLINGTON
TRANSPORT MEMORIES

Halcyon days: The Tramway hotel in its prime in the 1950s.

Image: Greg Whitburn, 'Historic hotel's future: Historic Hotel quake red-stickered' The Wellingtonian, 29/09/2011.



Brickwork with paint/render/ceramic tiles removed, note the raked joints. These are unlikely to have been an original feature of the building's exterior. Image: WCC DSC01921, July 2011.

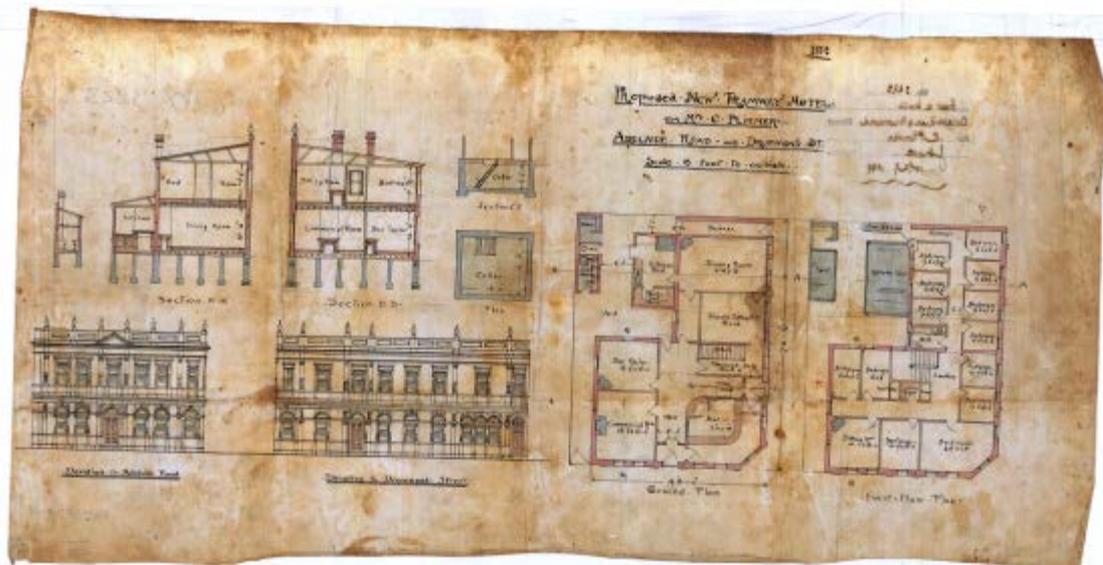


Image: OC 3223 Original plans from City Archives

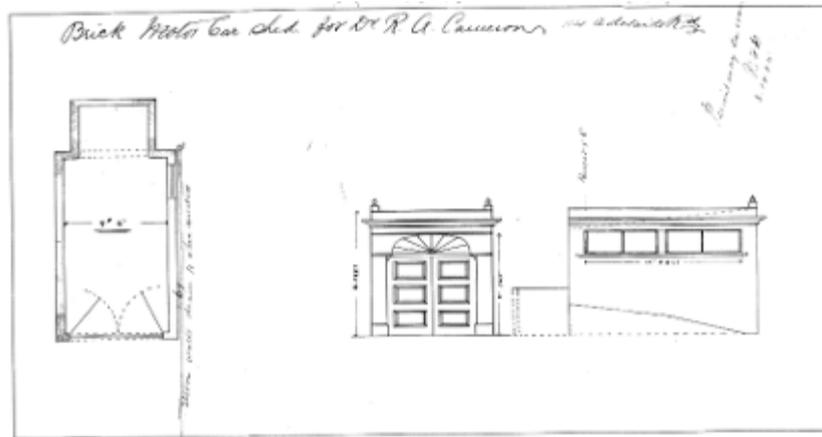


Image: 6766 Plan and elevation of Brick Motor Car Garage for Dr R G Cameron from City Archives

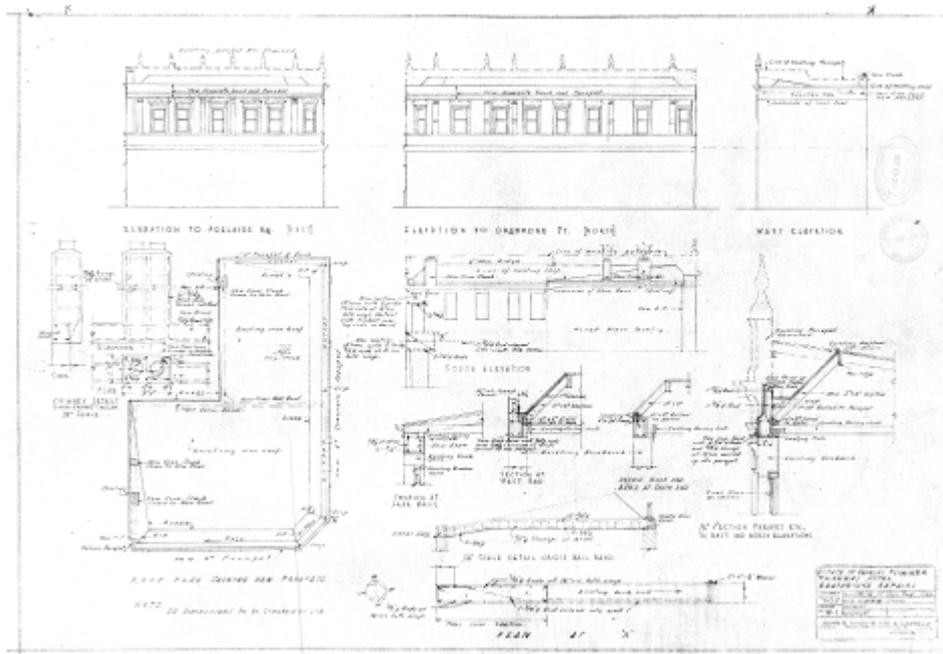


Image: B22430 Reinstatement after earthquake damage, note the lightweight parapet formed in timber framing. Plan, elevation and details. City Archives

1.2 Timeline of modifications

1877-78	Construction of the first Tramway Hotel
December 1898	Fire destroyed the existing timber hotel
August 1899	The new Tramway hotel opened
1905	Single storey garage added
Circa 1909	Hotel bar extension was added in anticipation of prohibition of sale of alcohol in Wellington South and Wellington Suburbs ¹⁸

¹⁸ Evening Post, 30 June 1909, Page 7

1942	Parapet removed after 1942 Earthquake and masonry replaced with lightweight timber frame.
1969	Hotel enlarged to extend the bar in the sum of £160,000. (This appears to have been the extension at 19 to 23 Drummond Street)
1990s	Alterations to the external appearance of the hotel with the removal of the ceramic tile and rendered finish.
2000	Demolition of a building on the Tramways Hotel site (this appears to have been the 1969 extension) and construction of a new fire wall, presumably between the hotel and 19 Drummond Street.
2001	Construction of multi-unit student housing (presumably on the site of the 1969 extension).

1.3 Occupation history

Stone's Directory

- 1905 – Kate Beauchamp, proprietess
- 1910 – Kate Beauchamp, proprietess
- 1915 – Francis Eugene Mc Parland prpr.
- 1935 – Chas. John McParland prpr.
- 1955 – Armstrong prpr
- 1966 – NZ Breweries
- 1971 – 1985 Tramway Hotel

1.4 Architect

O'Dea, James

James O'Dea was established his architectural practice in New Zealand in 1882.¹⁹ He worked in Auckland and Hawera before arriving in Wellington in 1888.²⁰ He had premises on the corner of Willis and Willeston Streets (then Harbour Street) and later on Grey Street. O'Dea enjoyed the patronage of the Catholic Church and wealthy Catholic laymen such as Robert O'Connor, T.G. McCarthy and Martin Kennedy. However, O'Dea, an enthusiastic litigant, ended up in legal disputes with both McCarthy and Kennedy later in his career.²¹

O'Dea designed a considerable number of houses and commercial buildings in Wellington in the late nineteenth and early twentieth centuries, particularly around the turn of the century. His work included significant building such as the main block at the Home of Compassion, Island Bay (1907) and the Royal Oak Hotel (1899), along with a number of buildings on and around Cuba Street. Together with a number of houses, those buildings still standing include 58-60 Cuba Street for T.G. McCarthy (1897), the Tramway Hotel, Adelaide Road (1899), the People's Palace, 203 Cuba Street (1904), 175-170 Cuba Street (1905) and the Kennedy Building, 33-39 Cuba Street (1905)

O'Dea was a keen advocate for reinforced concrete buildings in an earthquake prone environment and wrote on the subject many times in letters to local newspapers.²²

¹⁹ Cyclopedia Co. Ltd, "Other Architects, Civil Engineers, etc.," in *The Cyclopedia of New Zealand: Wellington Provincial District* (Wellington: The Cyclopedia Company Limited, 1897), accessed September 19, 2012, <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc01Cycl-t1-body-d4-d33-d10.html>

²⁰ *Evening Post*, 26 May 1888, Page 3

²¹ *Evening Post*, 21 July 1911, Page 4; and *Evening Post*, 15 February 1912, Page 8

²² *Evening Post*, 19 May 1911, Page 2

2.0 Physical description

2.1 Architecture

The former Tramway Hotel, is a two-storey masonry building (possibly with a cellar²³) that was designed to an L-shape plan, with street elevations to both Adelaide Road / Drummond Street. The original drawings show a bar in the corner room, several parlours, a dining room and kitchen on the ground floor. The first floor had a sitting room, thirteen bedrooms and one bathroom. The exterior is typical hotel architecture of the turn of the century; semi-circular headed windows to the ground floor; square headed windows above; and pilasters and cornices well embellished with corbels and mouldings, divided the elevations into six bays one each street frontage. These bays were originally marked by finials, now removed to leave a plain parapet. In a recent modification, plaster was removed from the exterior walls between the pilasters to expose the brickwork that is the main structural material.²⁴

2.2 Materials

1899 detailed specification from City Archives: -

- Concrete: foundations, floors and yard, steps cornices “&c”.
- Brick: “Elevations to have picked pressed bricks all remaining exterior face work to have best picked stock bricks, chimneys, arches “turned in cement”. All piers, projections, &c. and where coloured yellow on elevations to be finished in cement as described.
- Timber/joinery: Totara (sleeper plates on edge, wall plates, ground floor joists, door and window frames), Rimu and Matai (rafters, struts, hangers, ceiling joists, first floor joists, partition studs and plates, valleys, trimmers, sarking –rough saw, skirting – moulded, window and door architraves, fascias for spouting), Matai flooring T&G. Vestibule swing doors heart red pine. Note:
- Allow in tender the sum of forty pounds sterling for laying on electric light installation and providing fittings &c. complete.’

2.3 Setting



Views from Adelaide Road. Images: Google Maps

²³ *Evening Post*, 30 December 1898, Page 5

²⁴ WCC Heritage Inventory 2001



Views from Drummond Street. Image: Google Maps

Adelaide Road is predominated by late 20thC commercial buildings. The former Tramway Hotel is one of the surviving 19thC buildings on the road and as such is a landmark on the prominent Drummond corner. Drummond Street has a number of period houses, and the hotel neatly marks the transition from commercial to residential areas.

Sources

Google Maps

Lawlor, Pat. *Old Wellington Hotels: Some History, Personalities and Anecdotes*, The Millwood Press, 1974

WCC Archives

WCC Heritage Buildings Inventory 2001

Newspapers and Periodicals

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Evening Post 5 Dec 1877

Evening Post 4 June 1878

Evening Post, 26 May 1888

Evening Post, 30 December 1898

Evening Post, 31 January 1899

Evening Post, 4 February 1899

Evening Post, 10 February 1899

Evening Post, 8 May 1899

Evening Post, 22 May 1899

Evening Post, 10 August 1899

Evening Post, 1 September 1899

Evening Post, 4 September 1899

Evening Post, 1 June 1900

Evening Post, 11 September 1900

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Evening Post, 27 April 1903

Evening Post, 8 June 1903

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Evening Post, 30 December 1908

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Evening Post, 21 January 1910

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Evening Post, 15 February 1912
Evening Post, 26 March 1912
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Evening Post, 5 June 1916
Evening Post, 3 September 1917
Evening Post, 26 February 1918
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Evening Post, 6 January 1920
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Evening Post, 16 May 1930
Evening Post, 2 September 1930
Evening Post, 27 May 1933
Evening Post, 20 August 1938
Evening Post, 8 June 1934
Evening Post, 8 June 1937
Evening Post, 19 September 1938
Evening Post, 4 March 1941
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Evening Post, 5 March 1941
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The Free Lance, 6/12/1902
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'Beginnings - NZ temperance movement', (Ministry for Culture and Heritage), updated 26-May-2010 URL: <http://www.nzhistory.net.nz/politics/temperance-movement/beginnings>

Christoffel, Paul. 'Hotels and motels - Hotels and liquor laws', Te Ara - the Encyclopedia of New Zealand, updated 4-Oct-11 URL: <http://www.TeAra.govt.nz/en/hotels-and-motels/4>

Cyclopedia Co. Ltd, "Other Architects, Civil Engineers, etc.," in *The Cyclopedia of New Zealand: Wellington Provincial District* (Wellington: The Cyclopedia Company Limited, 1897), accessed September 19, 2012, <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc01Cycl-t1-body-d4-d33-d10.html>

WCC website accessed September 2012 <http://www.wcl.govt.nz/heritage/trams.html>

3.0 Criteria for assessing cultural heritage significance

Cultural heritage values

Aesthetic Value:

Architectural: *Does the item have architectural or artistic value for characteristics that may include its design, style, era, form, scale, materials, colour, texture, patina of age, quality of space, craftsmanship, smells, and sounds?*

The building is a good representative example of a late Victorian hotel
The building's principal facades form a well articulated composition in a commercial Classical style.
The building retains much of the original Classical detailing including external rendered mouldings around the windows and doors, sash windows and panelled doors, and rendered pilasters.

Townscape: *Does the item have townscape value for the part it plays in defining a space or street; providing visual interest; its role as a landmark; or the contribution it makes to the character and sense of place of Wellington?*

The scale, form and visual interest of the building's exterior detail contrast with the commercial and industrial buildings on Adelaide Road
The building provides a transition between the commercial development in Adelaide Road and the period housing in Drummond Street
The building occupies a prominent corner site

Group: *Is the item part of a group of buildings, structures, or sites that taken together have coherence because of their age, history, style, scale, materials, or use?*

Historic Value:

Association: *Is the item associated with an important person, group, or organisation?*

The building has some historical value for its association with Charles Plimmer, a member of an early Wellington settler family, and with the McParland's (McPharland's), a local family of bakers / publicans.

Association: *Is the item associated with an important historic event, theme, pattern, phase, or activity?*

The building has a long history as a local hotel and has some historic value for its association with liquor licensing laws, and with the recent gentrification of Newtown.

Scientific Value:

Archaeological: *Does the item have archaeological value for its ability to provide scientific information about past human activity?*

The site has archaeological value for the pre- 1900 human activity on site

Educational: *Does the item have educational value for what it can demonstrate about aspects of the past?*

The building is a rare surviving example of typical late Victorian Hotel, and the original plans, sections and elevations survive.

Technological: *Does the item have technological value for its innovative or important construction methods or use of materials?*

Social Value:

Public esteem: *Is the item held in high public esteem?*

The building was a local hostelry for Newtown and Mt Cook until the 1970s although in later years it gained a reputation as a 'trouble spot'.

Symbolic, commemorative, traditional, spiritual: *Does the item have symbolic, commemorative, traditional, spiritual or other cultural value for the community who has used and continues to use it?*

Identity/Sense of place/Continuity:

*Is the item a focus of community, regional, or national identity?
Does the item contribute to sense of place or continuity?*

The building has remained (relatively) unchanged on the site for over 100 years and contributes to the sense of place and continuity for the changing townscape of Adelaide Road, Newtown

Sentiment/Connection: *Is the item a focus of community sentiment and connection?*

Level of cultural heritage significance

Rare: *Is the item rare, unique, unusual, seminal, influential, or outstanding?*

The building is a rare surviving example of typical late Victorian Hotel

Representative: *Is the item a good example of the class it represents?*

The building is a good representative example of a late Victorian hotel

Authentic: *Does the item have authenticity or integrity because it retains significant fabric from the time of its construction or from later periods when important additions or modifications were carried out?*

The building is a good representative example of a late Victorian hotel, two storied and located on a prominent corner site. Although altered externally by the removal of plaster and parapet features, it otherwise retains and authenticity of form, allowing hotel design of the time to be understood, particularly since the original drawings survive.

Local/Regional/National/International

Is the item important for any of the above characteristics at a local, regional, national, or international level?

Local – association with Plimmer & McParland families
Local/Regional – surviving example of late Victorian Hotel.

4.0 Appendix 1:

Checklist – desktop research

Source	Comments
1995 Heritage Inventory	5/2012
2001 Non-Residential heritage Inventory	5/2012
WCC Records – building file	
WCC Records – grant files (earthquake strengthening, enhancement of heritage values)	
Research notes from 2001 Non-Residential heritage Inventory	
Plan change?	
Heritage Area Report	
Heritage Area Spreadsheet	
Heritage items folder (electronic)	
HPT website	5/2012 no information
HPT files	1998 no information
Conservation Plan	
Searched Heritage Library (CAB 2)	

4.1 Timeline/History Summary:

1853	Section 752 was transferred to Edward Gibbon Wakefield as a grant from the Crown. ²⁵
1859	The land was transferred to Charles Howard ²⁶
Unknown date	The land was transferred to Richard Ledger ²⁷
1875	the land was transferred to John Stace ²⁸
1870s	construction of original (timber) Tramways Hotel ²⁹ this was adjacent to the (later) tramway stables and workshops ³⁰
1879	John Robinson (late of the Prince of Wales Hotel, Tory Street) registered as owner. Advertises that he had accommodation for a few boarders and a skittle alley ³¹
1890s	Reuben Morrish advertised eight rooms on the ground floor and fifteen upstairs ³²
30 December 1898	The original Tramway Hotel was destroyed by fire. The hotel was described as having thirty bedrooms, a dining room and a bar. The fire originated in the pantry. The licensee is listed as Mrs Annie Ryan. Barman James Bartley. Miss Jane Fitzpatrick (staff).

²⁵ Lawlor, Pat. *Old Wellington Hotels: Some History, Personalities and Anecdotes*, The Millwood Press, 1974

²⁶ Ibid

²⁷ Ibid

²⁸ Ibid

²⁹ Ibid

³⁰ Ibid

³¹ Ibid

³² Ibid

Mrs Ryan's brother, Mr Corby, was the licensee at the Prince of Wales Hotel. Her five children were asleep in upstairs bedrooms at the hotel, all escaped safely as all other hotel occupants (approx ten in total). There were two boarders, one female. Mrs Ryan had taken over the license nine weeks previously and had recently redecorated the premises. The building was owned by Chas. Plimmer, and was insured. The fire was thought to have simplified 'to some extent the widening of Adelaide-road as arrangements, will doubtless be come to whereby it will be in re-erection be placed back on the new frontage of the street.'³³

- 19 January 1899 Tramway Hotel was to be rebuilt to plans and specifications prepared by Mr James O'Dea. The article notes that the hotel would be rebuilt in brick, two stories high, 'have a very handsome external appearance' and electric light will be installed.³⁴
- January 1899 Tenders were called for builders to rebuild the Tramways Hotel by Mr James O'Dea – Architect, Willis & Harbour Streets. ³⁵
- 31 January 1899 "The plans of the new Tramway Hotel building have now been prepared by Mr J. O'Dea, architect, and they indicate a handsome two-story [sic] structure that should make a great improvement in the appearance of the locality. It will have a frontage of 48ft to Adelaide-road and 70ft to Drummond-street. On the ground floor there will be a handsome bar-room 20ft x 18 a commercial room, bar-parlour, private sitting-room, dining-room 24ft x 15ft, kitchen, pantry etc. On the top flat will be 14 bedrooms, drawing-room, bathroom, lavatories, etc. The front elevation of the building will be neatly finished in pressed redbrick, picked out with cement. There will be two main entrances, one from Adelaide-road and the other from Drummond-street and careful provision is to be made in the way of fire escapes." ³⁶
- 4 February 1899 Tenders were received for rebuilding the Tramway Hotel. J Hunter £2420 (accepted); W.G Emeny £2487; E. Grey £2589; A. Seamer £2616; M. Murdoch £2700; F. Hunt £2750; J. Trevor £2808; J.H Meyer £2869.³⁷
- 10 February 1899 Newspaper reports that any road widening of Adelaide Road would occur on the east side.³⁸
- 8 May 1899 Application for renewal of Publican's licence by Annie Ryan, notes that Mr John Plimmer was the owner of the property. ³⁹
- 22 May 1899 Notice to creditors of Herbert J Gaby that he is now clerk of works on Tramway Hotel site and is paid £2 5s per week⁴⁰
- 10 August 1899 The Tramway Hotel reopened.⁴¹
- September 1899 Tramway Hotel is named in events leading up to murder⁴², and other minor offenses ⁴³
- June 1900 License transferred from Annie Ryan to John Beauchamp⁴⁴
- November 1902 Margaret Lenham convicted of entering a licensed premises when prohibited⁴⁵
- December 1902 Speculation that Mr Beauchamp, licensee of the Tramways Hotel would benefit from the Prohibition of the sale of liquor in Newtown. 'The Tramway will be the nearest hotel to the prohibition district.' Also notes that Mrs Ryan was the previous leaseholder but sold the remaining six years of her lease to Mr Beauchamp.⁴⁶

³³ *Evening Post*, 30 December 1898, Page 5

³⁴ *Evening Post*, 19 January 1899, Page 6

³⁵ *Evening Post*, 20 January 1899, Page 8

³⁶ *Evening Post*, 31 January 1899, Page 6

³⁷ *Evening Post*, 4 February 1899, Page 4

³⁸ *Evening Post*, 10 February 1899, Page 2

³⁹ *Evening Post*, 8 May 1899, Page 8

⁴⁰ *Evening Post*, 22 May 1899, Page 6

⁴¹ *Evening Post*, 10 August 1899, Page 4

⁴² *Evening Post*, 1 September 1899, Page 2

⁴³ *Evening Post*, 4 September 1899, Page 4

⁴⁴ *Evening Post*, 11 September 1900, Page 5. *Evening Post*, 1 June 1900, Page 6

⁴⁵ *Evening Post*, 28 November 1902, Page 6

⁴⁶ *The Free Lance*, 6/12/1902 page 4?

- February 1903 John Beauchamp, licensee Tramway Hotel convicted of selling whisky during prohibited hours. Constable Lopdell saw William Norley Jacobs (a pianoforte tuner) outside of the hotel pass a flask through the hotel window to Beauchamp, Beauchamp then filled the flask with whisky. The defence stated that Jacobs had paid for the flask to be filled with whisky at 7pm, he returned for the flask at 11:20pm. Jacobs stated that the 'liquor was being got for a lady who had been to see a corpse and had returned ill.' The sale of liquor would have been acceptable had Mr Jacobs been boarding at the hotel.⁴⁷
- April 1903 Funeral of Mr J Beauchamp. ⁴⁸
- June 1903 1903 Licensing annual licensing committee report. Tramway Hotel, Catherine Beauchamp. 'The police reported that the house had minor repairs to be attended to, and was fairly well conducted. – granted.' Also Hotel Cecil, licensee J.H. McParland police report stated that the hotel was 'well conducted'.⁴⁹
- May 1908 Evening post article noted the death of Mr Beauchamp aged 42, the article linked Beauchamp's death with the recent decision for prohibition of liquor sales in Newtown. When Newtown declared for Prohibition in November 1907 Mr Beauchamp was offered £4000 for the sale/transfer of his liquor license. He then held a party to celebrate, became drunk, and received an endorsement on his license. The Newtown Prohibition verdict was later overturned and Newtown did not become a 'dry' or 'no-licence' area.⁵⁰ Beauchamp, however, appears to have died in 1903 rather than 1908.
- September 1908 Forged cheque presented at Tramway Hotel to Katherine Beauchamp by Edward Thomas Hughes. Hughes had recently escaped from Point Halswell prison. ⁵¹
- December 1908 Tramways hotel donation to Sisters of Compassion Christmas Appeal⁵²
- June 1909 Liquor licences removed licensed premises in 'dry' areas including Wellington South (Newtown Hotel, Grosvenor, Park Hotel, Star and Garter) & Wellington Suburbs (Kilbirnie, Island Bay, Esplanade Thorndon, Ngahauranga, Kaiwarra, Johnsonville). The newspaper article noted that the Tramway Hotel had extended its bar area in anticipation of an increase in trade. ⁵³
- July 1909 Tramway Hotel reported a small increase in trade due to removal of liquor licenses in Wellington South and Wellington Suburbs ⁵⁴
- January 1910 'Prohibited person' Henry Pearman was convicted of entering Tramway Hotel and using indecent language. Mr Pearman claims that he went into the hotel to 'see a man about a horse.' ⁵⁵
- March 1912 notice that Frank McParland (of McParland Bros. baker) had taken over the license of the Tramway Hotel⁵⁶
- Unknown date Frank McPharland – publican of the Tramway Hotel was noted as a prominent member of the Irish Community and played an integral part in the local St Patrick's Day celebrations.⁵⁷
- January 1915 Notification of West Coasters' Association meeting at the Tramway Hotel⁵⁸
- August 1915 Notice that all debts owed to Frank McParland of the Tramway Hotel Newtown & James McParland of the Hotel Cecil, Wellington to be paid by 3

⁴⁷ *Evening Post*, 16 February 1903, Page 6

⁴⁸ *Evening Post*, 27 April 1903, Page 4

⁴⁹ *Evening Post*, 8 June 1903, Page 5

⁵⁰ *The Free Lance*, 2/05/1908

⁵¹ *Evening Post*, 16 September 1908, Page 8

⁵² *Evening Post*, 30 December 1908, Page 2

⁵³ *Evening Post*, 30 June 1909, Page 7

⁵⁴ *Evening Post*, 28 July 1909, Page 3

⁵⁵ *Evening Post*, 21 January 1910, Page 7

⁵⁶ *Evening Post*, 26 March 1912, Page 7

⁵⁷ Lawlor, 1974

⁵⁸ *Evening Post*, 27 January 1915, Page 8

- August 1915. McParland Bros., Bakers and Grocers Taranaki Street, Wellington. ⁵⁹
- June 1916 Notice of renewal of liquor licenses J McParland, Hotel Cecil, F.E McParland Tramway Hotel. ⁶⁰
- September 1917 P Devoy, Storeman Tramway Hotel was called up for military service in WW1. February 1918 P. Devoy was later listed as one of the ‘missing ballot men’ and in May 1918 was deprived of his civil rights for ten years. ⁶¹
- January 1920 Kitty Stewart was convicted of stealing a gold watch while intoxicated at Tramway Hotel⁶²
- April 1924 Tommy Fairhall vs Havilah Uren boxing match, both boxers stayed at the Tramway Hotel. McParland was a boxing enthusiast. ⁶³
- May 1924 Evening post published a biography of Frank McParland and noted his interest in sport (notably racing, rugby and boxing). ‘Suffice to say that Frank McParland is New Zealand’s uncrowned King of Sports and one of God’s Gentlemen.’⁶⁴
- May 1929. Residents of the Cook Ward met at the Tramway Hotel to discuss improvements to Adelaide Road⁶⁵
- June 1929 Transfer of license to Charles John McParland. James McParland remains at the Cecil Hotel. ⁶⁶
- May 1930 Obituary of Mr Frank McParland. McParland, aged 60. McParland was a prominent sportsman and well known citizen. He was born in Charleston, West Coast and was a ‘generous man’ and a ‘supporter of sports’. McParland had assisted his father with his bakery business, and was the Licensee at the Tramway Hotel. The article noted the collection of sporting memorabilia at the Hotel and McParland’s interest in racing and boxing. McParland left a Widow & two sons, (Arthur and Charles McParland) and daughter Mrs J Beach of Pahiatua. ⁶⁷
- September 1930 Obituary of Charles Plimmer (1848 – 1930). Plimmer of 93 Boulcott Street was the fourth son of Mr John Plimmer known as ‘the father of Wellington’, Charles Plimmer was in business with his brother John A Plimmer of Khandallah, and owned the Tramway Hotel Newtown, and half owned Barret’s Hotel Lambton Quay. Plimmer left a widow and two daughters Miss Ella Gladys Plimmer, Miss Mary Katherine Frances Plimmer (who was ‘currently on the stage in Australia’), a son Harold Plimmer who died at Gallipoli. ⁶⁸
- May 1933 Evening Post article on the ship’s bells held in the Tramway Hotel including from the Waipara (not known which ship as many were named the Waipara) and the Taranaki (probably lost in Tauranga in 1878). ⁶⁹ A later newspaper article noted that the Tramway Hotel held a collection of memorabilia including a flag owned by William Wakefield and said to have been flown at Petone Beach on September 30, 1839. ⁷⁰
- June 1934 Armed hold up of Newtown Post Office opposite Tramway Hotel. ⁷¹
- June 1937. The 1937 Licensing Committee met and the Tramway Hotel was described as ‘very good’. ⁷²

⁵⁹ *NZ Truth*, Issue 529, 7 August 1915, Page 7

⁶⁰ *Evening Post*, 5 June 1916, Page 8

⁶¹ *Evening Post*, 3 September 1917, Page 10; *Evening Post*, 26 February 1918, Page 8; *Evening Post*, 22 May 1919, Page 7

⁶² *Evening Post*, 6 January 1920, Page 4

⁶³ *Evening Post*, 5 April 1924, Page 19

⁶⁴ *NZ Truth*, 3 May 1924, Page 9

⁶⁵ *Evening Post*, 18 May 1929, Page 17

⁶⁶ *Evening Post*, 4 June 1929, Page 11

⁶⁷ *Evening Post*, 16 May 1930, Page 11

⁶⁸ *Evening Post*, 2 September 1930, Page 8

⁶⁹ *Evening Post*, 27 May 1933, Page 23

⁷⁰ *Evening Post*, 20 August 1938, Page 27

⁷¹ *Evening Post*, 8 June 1934, Page 8

⁷² *Evening Post*, 8 June 1937, Page 6

- September 1938. Constable kicked by intoxicated man who had been drinking at the Tramway Tavern⁷³
- March 1941 Connection with the murder of Mrs Marjory Livingston Horton. The murder accused. Leonard Neiling, labourer aged 29. had requested a room at the hotel for about a week before the murder, but had not stayed there, nor paid.⁷⁴
- March 1941. Military Ballot S R Balcombe c/o the Tramway Hotel⁷⁵
- August 1941 Alleged sale of liquor to 15 - 17 year old boys by Charles John McParland. Charges were later dismissed.⁷⁶
- September 1943. Transfer of the liquor license from J.W McLennan to C.J McParland (perhaps a mistake? As all previous annual liquor license reviews note C.J McParland)⁷⁷
- May 1944. Notice in the Evening Post of Charles John McParland's application for a publican's license. The article notes that the Tramway contained 11 rooms exclusive of those required for the family and that the estate of Charles Plimmer owned the property.⁷⁸
- December 1944 Evening Post newspaper article notes that a crowd of 200 people failed to 'render assistance to a constable endeavouring to arrest a man in Adelaide Road' after a fight outside the Tramway Hotel.⁷⁹
- 1960s – Graeme Goodman (former Tramway worker) noted of the Tramways Hotel that 'There was 6 o'clock closing. Beer wasn't refrigerated. There was a trapdoor on the footpath to the cellar, and kegs were rolled off the truck with a couple of ropes...[it was] a proper hotel. Four bars, 30 rooms upstairs...there was a house bar for hotel guests, Cats bar for women, the public bar and the private bar where business people drank...'⁸⁰
- 1960s In the 1960s Island Bay and Miramar were "dry and the Tramway Hotel was a convenient location for a drink on the way home for commuters" ... TB patients from the nearby hospital drank at the Tramway. "They used to say to the barman to break their glass instead of washing it."⁸¹
- 1970s The Tramway Hotel "acquired a reputation as a violent trouble spot"⁸² and in 1972 Norman Kirk resided (briefly) at the hotel after "being kicked out of his flat in the Labour Party headquarters in Vivian Street He was a friend of the proprietor, Des Armstrong."⁸³
- 1974 The pub housed a collection of tramways memorabilia & several themed murals⁸⁴
- 10 July 1975. Obituary for Mr Jim McParland. Aged 94. "well known Wellington personality". McParland is said to have been born, Brunnerton on the West Coast (1881?) and arrived in Wellington 1893. He attended St Patrick's College for four years, and worked in the Hotel Cecil⁸⁵ for his father Jim McParland when McParland senior ran the hotel from 1913 until he retired in 1943. The Hotel Cecil was the residence of James Carroll and "a favourite haunt of parliamentarians". McParland's interests were listed as rugby and horse racing. McParland was a life member of Wellington Racing Club, Member of Wellington Trotting Club, and a member of the Commercial Traveller's Club.

⁷³ *Evening Post*, 19 September 1938, Page 11

⁷⁴ *Evening Post*, 4 March 1941, Page 8; *Evening Post*, 13 May 1941, Page 11

⁷⁵ *Evening Post*, 5 March 1941, Page 14

⁷⁶ *Evening Post*, 30 August 1941, Page 6; *Evening Post*, 20 September 1941, Page 10

⁷⁷ *Evening Post*, 7 September 1943, Page 7

⁷⁸ *Evening Post*, 10 May 1944, Page 4

⁷⁹ *Evening Post*, 18 December 1944, Page 4

⁸⁰ Greg Whitburn, 'Historic hotel's future: Historic Hotel quake red-stickered' *The Wellingtonian*, 29/09/2011.

⁸¹ IBID

⁸² IBID.

⁸³ IBID

⁸⁴ Lawlor, 1974

⁸⁵ Hotel Cecil was located on Lambton Quay and was demolished in 1934. *Evening Post*, 14 August 1934.

12/12/1985.	Obituary for Mr Charles McParland, the obituary noted his interest in the racing & hotel industries
1981	The Tramway Hotel was linked to murder of Mongrel Mob leader Lester Epps ⁸⁶

4.2 Permits and Consents

List of Wellington City Archives Building Permit / Consents

- OC 3223: Erect hotel cnr Adelaide Road & Drummond Street. Owner: C. Plimmer. Builder: J Hunter [Builder]. Architect J O'Dea, (Architect to City Surveyor) 10/2/1899. 17 January 1899. 'I hereby apply for permission to erect a brick building "The Tramway Hotel" corner of Adelaide Road and Drummond Street for Mr C Plimmer.
- 00053:122:6766. 114 Adelaide Road, brick motor shed. Applicant Hunter and Hanson. Owner: Dr R A Cameron. 03/10/1905.
- 00056:129:B11729. Fire escape 114-116 Adelaide Road. Owner Mr Parlane Builder: Higgins and Arcus. £36, 02/07/1932.
- 00056:268:B21828. fire escape. Owner: Tramway Hotel. Builder: Palmer and Askew. Application value: £92. 19 Aug 1941
- 00056:278:B22430. reinstate earthquake damage. Owner: Tramway Hotel. Builder: Palmer and Askew.: £550. 12 Oct 1942.
- 00056:311:B24456. alterations. Legal description. Owner: G McFarlane. Builder: J A Mason. £75. 31 Oct 1945.
- 00056:475:B35855. hotel alterations. Owner: NZ Breweries. Builder: J Rawston. £1911. 12 Mar 1954.
- 00056:499:B37415. cellar tank room. Owner: New Zealand Breweries. Builder: J Rawston. £110. 25 Jan 1955.
- 00058:98:C4750. hotel additions, verandah and alterations. Owner: Public Trustee. Builder: Parsons and Capper £750. 08 May 1959.
- 00058:123:C5937. 114 Adelaide Road, dwelling additions (master). Owner: Armstrong. Builder: Carter Electrical Ltd. £50. 22 Dec 1959
- 00058:447:C19180. building alterations - bar & bottle store. Owner: T G McCarthy. Builder: Parkin Bros Ltd. \$14357. 29 Mar 1966.
- 00058:546:C26199. hotel alterations to business. Owner: T G McCarthy. Builder: D Ryan Ltd. \$7000. 05 Feb 1968
- 00058:551:C26357 hotel additions and alterations. Owner: T G McCarthy. Builder: D Ryan Ltd. \$11000. Note: also known as 15-17 Drummond Street. 29 Feb 1968.
- 00058:609:C28534. building additions - bar extension. Owner: T G McCarthy. Builder: Upton and Shearer Construction Ltd. \$160,000. 07 Mar 1969
- 00058:653:C30119. hotel alterations. Owner: T G McCarthy. Builder: J Rawston. Application value \$2100. 21 Nov 1969.
- 00058:689:C31467. building additions – awning. Owner: Tramway Hotel. Builder: Venetian Blind Industries Ltd. Application value \$343. Note: also known as 15-17 Drummond Street. 30 Jul 1970
- 00058:736:C33318. building alterations – hotel. Owner: T G McCarthy Ltd. Builder: Pierce, More and associates. Application value \$4000. 16 Jun 1971
- 00059:554:E25572. business additions and alterations. Owner and builder: Brian Legros. Application value: \$5,500. 1992
- SR 12229. restaurant additions and alterations. Owner: JP Morgan and Le Gros. Applicant: F MacKinnon. Application value: \$280,000. 1995
- SR15415. 114 Adelaide Road, garage and residential block. Owner: H J Morgan and B Le Gros. Applicant: F MacKinnon. \$95,000. Additions and alterations to Adelaide Hotel,

⁸⁶ Whitburn, 2011.

covering the provision of two apartments over a garage block. 1996. also referred to as New Townhouses completed 2001

- SR 9200410. BUILDING HERITAGE ITEM (DISTRICT PLAN): Details migrated from RHS #410, (Restrictions and Hazards System - RHS System 1991-2006) on 28-06-2006. 19/01/1995
- SR17471. 114 Adelaide Road, shed. 18 Jul 1996 completed 1998
- SR64238. 114 Adelaide Road, demolition of buildings. 2000
- 00078:582:67845. new drainage connections and new firewall. 2000
- 00078:583:68381. new drainage connections and new firewall, amendment. Note: Relates to consent 67845 (series 00078).. 2000
- 00078:875:70770. upgrade of fittings, installation of new kitchen fittings, new grease interceptor and pumped waste from ice sink. 2000
- SR63065. RC - a Res. ConG : multi-unit student accommodation. Completed 28/02/2001
- SR65082 ;aBLDG CONSENT;Construction of 28 apartments;Completed;18/02/2001
- SR65170 ;RC - a Res.Con;3 Lot Subdivision & Unit Title subdivision for the creation of 28 principal units and accessory units.;Completed;30/11/2000
- 00078:1612:109018. replacement and upgrading of level 1 fire escape. 2006
- SR148356. LOT 2 DP 21496. LOT 1 DP 21496 Bdg StrengthInv. RED S128 ISSUED. 26/04/2012