

# Municipality of Lidcombe



## Triennial Report 1935-6-7



# Mayor's Minute

(A Report on the Operations of the Lidcombe Municipal Council for the Years 1935-6-7)

Gentlemen,—

Three years ago—on the 14th November, 1934, to be precise—I had the pleasure of submitting for your information a resume of the operations of the Lidcombe Council for the Triennial Period preceding that date, preparatory to submitting ourselves to the Electors for approval.

To-night I stand in exactly the same position, having had the privilege of presiding over the deliberations of this Council as Mayor for a further period of three years, making six consecutive years in all, and I hope my remarks on this occasion will meet with the same measure of approval as greeted my previous efforts.



Alderman C. W. PHILLIPS, Mayor

My first duty is to thank the Aldermen for their confidence and apparent appreciation of my efforts as Mayor by re-electing me to that office each year during the Triennial period; I feel it a distinct honor and the results obtained have, I hope, justified the choice you made.

Of the nine Aldermen who constituted the old Council, seven resubmitted themselves as candidates for election and were all returned, a pleasing exhibition of confidence in us by the electors. In addition, the two new candidates we recommended to the electors were also returned, thus endorsing the policy adopted by that Council, which policy, I am pleased to say, has been continued throughout the past three years also.

The present Council thus elected on the 1st December, 1934, consists of:—

Alderman Phillips, C. W. (Mayor).  
" Guilfoyle, M. T. (Deputy Mayor).  
" Wyatt, E. N.  
" Wilson, F.  
" Richardson, T. G.  
" Cutcliffe, C. A.  
" Metcalf, F. W.  
" McDonald, K. B.  
" Birnie, A.

The fact that Alderman Guilfoyle was also re-elected Deputy Mayor for a further period of three years, making six years continuous occupancy of that office, is a tribute not only to him personally, but is further evidence of the single-mindedness of purpose that marked our administration. I must embrace this opportunity of thanking the Deputy Mayor for his loyalty to me, and his readiness at all times, when called upon to act in my stead, and also congratulate him on the ability displayed on such occasions.

We have endeavored to conduct this Council's affairs on a business-like basis, bearing in mind the limitations imposed on us by the Local Government Act and Ordinances, as well as the financial restrictions due to the unusual times we have passed through, the inability of a large section of our ratepayers to meet their rates when due, and a set determination not to involve the municipality in any undertaking that would financially hamper this or successive councils.

Every undertaking was considered on its merits and decisions arrived at only after mature consideration and a definite assurance that it was within the ambit of Council's financial ability to enter into any such schemes. This policy has been justified by results, and to-day this Council is considered by our Bankers—the Commonwealth Bank of Australia—to be in a very sound financial position. Indeed, one that might well be envied by many other councils, and I am safe in saying that after careful inspection of our records, it is doubtful whether our financial status was ever in such a satisfactory condition as it is to-day.

Since writing the last triennial report much water has passed under the bridge; we have experienced many difficulties and vicissitudes, from which Lidcombe has emerged, municipally speaking, phoenix-like from the depression period with the majority of its streets constructed, footpaths paved, gutters concreted, parks improved, sporting facilities provided, as well as many other improvements, perhaps minor in character, but equally as important to the welfare of the municipality.

We claim this has been achieved through the ability of Council to grasp the opportunities that presented themselves during the period under review, and by capable and business-like management, utilise them to the best advantage of Lidcombe, at the same time safeguarding the interests of the individual ratepayers, residents, employees and relief workers alike.

To-day Lidcombe's development in the field of municipal activities has advanced our municipality to a state at least comparable, if not better than most of other "new" suburbs which have in the past been handicapped in their development by similar conditions to those that operated in Lidcombe prior to the advent of the present Council.

## FINANCE.

At the first meeting of the new Council we were presented with a report from the Valuer-General advising that he had completed a revaluation of all rateable land in the area. The figures revealed that the drift in values had not been arrested, the Unimproved Capital Values having decreased from 765,965 to 750,515. Although this only represented a slight decrease in values it signified to Council that we would be unable to increase our revenue from rating as a combined rate levied was already 6 15-16d. in the £. Also, with falling valuations no reduction in the rate per pound could be entertained. The Auditor's report also revealed that there was a large amount of rates outstanding amounting to £26,364/18/10.

The rate levied on the new valuation produced only £21,685/12/3, which was actually £507 less than the previous year. It became apparent, therefore, that in order to finance the general services of the Council a collection of rates equal to at least 100 per cent. of one year's rate levied must be collected. This presented many difficulties, bearing in mind the financial position of many of our ratepayers, but by careful organisation and administration we have been enabled to effect our object.

In the year 1935 we collected £21,820/12/9, equal to 100.62 per cent. of one year's levy; in 1936, £22,688/17/4, equal to 103.5 per cent., whilst up to tonight's meeting we have collected £20,971/2/7, equal to 96.13 per cent.

The reduction in the amount of outstanding rates is another of the pleasing features of our administration. Many proposals have been advanced as to how to deal with the outstanding rates, not only in this municipality but in other local governing areas, but so far no satisfactory solution has been devised, and as far as Lidcombe is concerned we feel

that the system of collection in vogue here now will enable us to collect a fairly satisfactory percentage each year, thus treating the arrears as a reserve from which we can draw sufficient each year to enable us to finance the various projects in hand.

The reductions, though small, show that the problem is well in hand, and I have not the slightest doubt in the course of the next few years the position will adjust itself satisfactorily.

At the present moment the Valuer-General is again revaluing the area, but as yet it is too early to anticipate results, although the new figures will be available in time for next year's rating purposes.

It is perhaps interesting to note in regard to valuations that although the Valuer-General reported that land values in Lidcombe were

U.C.V. . . . .	967,188
I.C.V. . . . .	3,923,535
A.A.V. . . . .	254,055

the values of the rateable section total only

U.C.V. . . . .	754,640
I.C.V. . . . .	3,362,270
A.A.V. . . . .	225,855

leaving the value of the non-rateable section

U.C.V. . . . .	212,548
I.C.V. . . . .	561,265
A.A.V. . . . .	28,200

These lands, if rated on the same basis as the other parts of the municipality, viz., 6-15/16d in the £, on the U.C.V., would produce slightly over £6000 additional rates to the Council.

It should be pointed out that the Cemetery lands are not included in any of the figures quoted above, either in the general valuations or in the non-rateable section.

It seems useless to again stress the fact that all these State institutions in our area, Railway lands and the like, neither pay rates nor contribute in any way toward the up-keep of the roads leading to them, other than to express the hope that some day the Government of this State might realise the position and either pay rates the same as other property-owners in the town, or else make a contribution to the local Council to compensate them in some measure for the revenue they would have received if the land were not held by the State, in the same way as the Commonwealth Bank make an ex-gratia payment to Council each year practically equivalent to the rates they would be called upon to pay if the property were privately held.

During the period under review we had to finance the relief works. As you are aware, the Government paid the wages of the men, but it was Council's responsibility to supply materials. This necessitated borrowing sums totalling £9000 (£3000 of which has already been repaid), but it enabled us to carry out a huge programme of works. However, by the proper construction of streets, paths, etc., we have done away with the necessity for lots of minor maintenance jobs in those streets, and the savings thus effected have enabled us to reduce the maintenance vote, and utilise the money so saved for the repayments of these loans, thus avoiding any increase in rates for this purpose.

Further details of the works performed, cost, etc., will be dealt with in the section of this report dealing with relief works.

To more fully appreciate the extra work and responsibility thus undertaken, I append a comparative statement of Income and Expenditure over the past two triennial periods.

		Income.			Expenditure.			
1932	.. ..	£36,133	3	5	..	£25,338	19	0
1933	.. ..	48,878	3	6	..	41,769	12	0
1934	.. ..	77,940	4	4	..	74,298	1	1
1935	.. ..	77,989	0	1	..	75,555	4	7
1936	.. ..	77,292	11	11	..	76,561	1	4
1937		Figures not yet available.						

## PUBLIC WORKS.

Probably the outstanding feature of the Triennial period has been the handling of the Emergency Relief Works. The last triennial report dealt fully with the introduction of the Emergency Relief Works in Lidcombe and covered the first 18 months of its operations. It was left to this Council, however, to deal with the next two and a-half years. Altogether the Emergency Relief Works in Lidcombe was in operation for four years, commencing in June, 1933, and terminating on July 9, 1937.

The principles of the Emergency Relief Works are already so well-known to all that I will omit any reference to them at present, suffice it to say that there were several improvements in pay and conditions granted to the men during the latter period, primary produce and clothing issues were distributed, and at all times this Council was active in any movement having for its object the betterment of pay or conditions of the relief workers, and in this we had the co-operation of the men and allied societies.

The administration, as far as Council was concerned, was carried out in as sympathetic a manner as practicable, the regulations were interpreted in an understanding manner, bearing in mind the condition, ability and class of men employed, together with the necessity of receiving value for money spent.

The majority of the men appeared to co-operate with Council and appreciate our position, with the result that the Municipality and the men greatly benefited thereby.

During the four years of the Relief Works, Council received from the Department

£146,827	9	0	Wages for the men
13,151	1	8	by way of Bonuses
to assist in defraying administration costs.			

We had already received a Government Grant of £3000 for construction of the Oval, and in addition a further amount of £500 towards the cost of the pavilion, but it became necessary to borrow further sums totalling £9000 for the purchase of material and tools.

On several occasions, at Christmas, the Coronation period, etc., extra grants were made available to the men, amounting in all to £679/3/3; some of this was in the form of a straight-out cash payment, and the balance, extra work periods.

This year, owing to an alteration of Government policy in dealing with Relief Works, the system was discontinued on the 9th July. It became apparent some time previously that the Emergency Relief Works had to cease, and every effort was centred on completing the works in hand, or to bringing them to such a stage of finality that it would be within the limits of Council's ability to complete them at some not-far-distant date.

On the cessation of work it was found that the incomplete jobs amounted to

Roads	..	..	..	..	£2130
K. and G.	..	..	..	..	4670 12 0
P. and A.	..	..	..	..	2753 14 8

Bearing in mind that our ratepayers had been promised certain works, it was our desire to keep faith with those who had waited so long, as far as was reasonably possible, we therefore submitted the matter to the Minister and eventually he decided that he would give the Council a cash grant equivalent to the labor costs of completing these works, conditionally on Council borrowing a sufficient sum to purchase the materials—in this case estimated at £5000.

The offer was accepted, the men are now at work, finance has been arranged and we are able to say to our ratepayers that every job promised during the triennial period



will be completed, if not by the 31st December, 1937, then provision is made to do it very soon afterwards.

It will thus be seen that by the aid of the Relief Works we have constructed

	Miles.	Chains.
Roads . . . . .	14	11
K. and G. . . . .	4	7
Concrete paving . . . .	3	—
Tar surface paths . . .	3	68

built a bowling green, reclaimed Wyatt Park, and effected numerous other improvements, and all this has been done without any increase in the amount of rates levied on our ratepayers.

Of this fact we are justly proud, particularly when we look back over the years to the last loan raised in 1920 of £25,000. This loan, although wisely spent, necessitated a loan rate being levied on the whole of the municipality for 15 years, and now we have had an expenditure on public works, etc., of approximately £180,000 without any additional rate being levied, either during the spending of the money or at any time in the future, because of the £9000 raised for this purpose, £3024 has already been repaid and the yearly instalments will be met out of the General Fund until the loans are repaid.

During this period Council gave much time and thought to finding a class of construction for roads and footpaths that would be economical to construct and of a sufficiently high standard to meet our requirements. The light road problem seems to have been successfully solved, and if the system of maintenance now in force is adhered to, it appears as if our new road requirements for many years will be reduced to a minimum.

We tried an experiment with a new type of footpath, consisting of metal dust and bitumen. Experiments in this direction are still being carried on in the hope of finding a cheap but lasting form of construction. Experience has shown, however, that at present concrete paths seem to be the best for Lidcombe, and the balance of the work in hand will be completed in concrete.

The promises given at the commencement of the Relief Works that they would not interfere with our regular staff, nor would we carry out works which under ordinary conditions would be executed by our own men were strictly adhered to. No member of Council's regular staff was displaced; in fact, the number of permanent hands was increased owing to certain parts of the work requiring men with technical knowledge.

It has been our policy during the period to so apportion our works that our regular staff are kept fully employed throughout the year, as we know from experience that better work is obtained from men when they believe a continuity of work is assured, and I feel that I must pay a tribute at this stage to the highly satisfactory service we have received from our regular staff; every man has given of his best, the interests of Council have been preserved, and the results obtained have justified Council's policy in this direction.

One must not lose sight of the fact that the present satisfactory state of our roads, footpaths, etc., is largely contributed to by our definite system of maintenance; much credit is due to Council for the introduction of such an organised system, and I trust that succeeding Councils will adhere to this policy, as past experience has proved that without such organisation the roads will fall into pot holes, disintegrate, and the value of these works lost to the community.

In reviewing the list of works thus carried out I say unhesitatingly that the Aldermen are entitled to a great deal of credit for the manner in which the works were allocated throughout the municipality, each section receiving the consideration that its case merited, the vote showing time and again that parochialism was non-existent, the sole object being the welfare of the municipality as a whole, and not one section of it only. The administrative work entailed was exacting, requiring much care, thought and attention, but our reward is the knowledge that we believe our job was well done.

### STORMWATER CHANNELS.

The importance of these works to the municipality warrant them being treated under a separate heading. Unfortunately, stormwater channels traverse the area in all directions and the problem of their construction and maintenance has occupied the minds of the Aldermen for many years past.

The task of impressing upon the various Governments their responsibility in regard to stormwater channels in this area has been an epic struggle, and at the present moment it appears as if our major troubles are over, at any rate, in so far as the main barrel is concerned, leaving only the subsidiary channels to be dealt with, and we feel optimistic enough to prognosticate that if the present system of public works is continued, then the incomplete sections of stormwater channels in our area will receive similar treatment from the constructing authorities.

At the present moment some hundreds of men are engaged in constructing that part of the channel between Wyatt

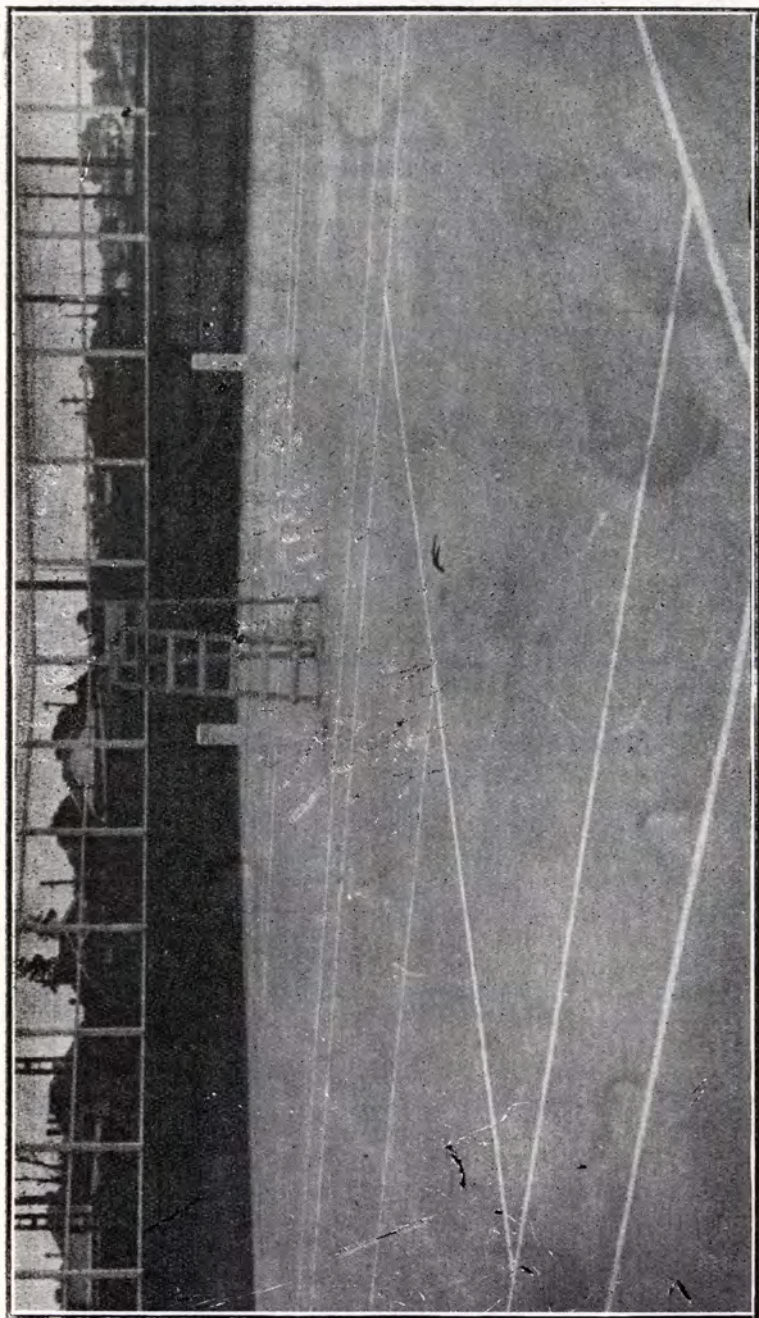
Park and the Parramatta River, which, on completion, will remove the unsightly swamp area from that section near the Parramatta Road, complete the drainage of Wyatt Park, allow Booreea Street to be opened up, thus providing a connecting link between Lidcombe and Auburn on the northern side of the railway line, improving the conditions of this part of the municipality an hundredfold.

The construction of this section is one of the outstanding achievements of the present Council. It will be remembered that when the Wyatt Park section was constructed it terminated near Booreea Street, and the outlet was such that discharge of the water was impeded, causing the water in the constructed section to back up for hundreds of yards, depositing silt, etc., at the outlet, and reducing the value of the previous construction to a minimum.

One would have thought that the necessity for completing the channel through to the Parramatta Road would have been apparent, but the Department stopped the work at Booreea Street, concentrating the sullage waters at this spot, thereby endangering the health of the residents of this portion of the municipality. Repeated requests to the Local Government Department to alleviate these conditions were rejected; we sought the assistance of the Medical Officer of Health and he reported both to Council and to the Works Department that the conditions caused by terminating the construction at Booreea Street were creating a menace to the health of the community.

No action appeared to have been taken by the Department, so we invited the Minister for Works and Local Government to come out to Lidcombe to see the position for himself and the conditions created by his Department as a result of leaving the channel incomplete. Eventually, the Hon. E. S. Spooner, Esq., M.L.A., Minister for Works and Local Government, paid us a visit and we placed before him the history of the Joseph Street stormwater channel, showing how it drains large areas of non-rateable Crown lands, how the Crown, in acknowledgment of this fact, constructed various sections to overcome difficulties that arose at various periods, and always without cost to this Council, going as far on one occasion as to vest the care, control and maintenance of the Joseph Street stormwater channel in Council, solely to avoid that part of the Municipality being rated by the Water and Sewerage Board as a drainage area.

We submitted ultimately what we believe to be an unanswerable case as to why this was a national work, and as such, the responsibility of the Government of the State; the outcome of this visit was a resumption of the work of constructing the channel.



THE NEW TENNIS COURTS

This appears a small matter when viewed in retrospect, but I can assure you it was an Homeric fight with the welfare of Lidcombe in the balance, and Council are entitled to much credit for having brought the matter to such a successful issue. The cost of this extra section, I understand, is in the vicinity of £60,000.

This, of course, is only one part of the stormwater channel construction in the past few years. One must go back to the successful agitation for the construction of the Church Street stormwater channel for a commencement of the recent programme. Since that period Lidcombe has been extremely fortunate in that the Public Works Department at our request and after much agitation, deputations, letter-writing, etc., have constructed the Arthur Street stormwater channel through Marne Park, then the section from Platform Street to the Parramatta Road—the Wyatt Park section, Brixton Road to Wyatt Park—Berala Station scheme, and all without cost to Council or its ratepayers. Each section is important and its value cannot be overestimated, but in regard to the Berala Station drainage scheme, I must express my appreciation of the assistance rendered us by the N.S.W. Railway Commissioners, as it was our combined efforts on that occasion which brought the matter to a successful issue, enabling works to be carried out in that section that heretofore were well nigh impossible.

There is still much to be done with stormwater channels in our area and I commend it to the incoming Council to watch the position carefully, as the present time affords opportunities for getting this class of work done that may never present themselves again.

## SEWERAGE.

During the period under review the Water Board have commenced the extension of their sewerage scheme so as to embrace practically the whole of Lidcombe. The main barrel has been constructed along Haslem's Creek to the State Hospital and several sections of the Municipality have been reticulated. Many people are availing themselves of the service and it is anticipated that in the course of the next 12 months the major portion of the Municipality will be served by the sewer in lieu of the pan system. This will call for the re-organisation of the Sanitary Service Department of this Council, but owing to the scattered nature of the sewerage connections at present, no appreciable effect has yet been felt.

It is not perhaps generally known that the eastern portion of the Municipality, known as the Mandemar Estates,

has been connected to the sewer for some time; this became possible because it was found that this area could be connected to the Botany out-fall sewer, whilst the balance of the Municipality would have to drain into the northern out-fall sewer, as the Abattoirs railway line practically marks the watershed between the northern and southern drainage areas. However, several sections in the centre of Lidcombe are now reticulated and further information has been received from the Water Board that the following works have been approved in respect of this Municipality:—

**Sewerage Reticulation in Area 9**—Booreea, John, Ann and Yarram Streets, generally.

**Sewerage Reticulation in Area 13**—Park Road, Tilba, Kerr's Road, and York Street, generally (subject to further investigation as to the financial position, probable revenue, etc.)

**Sewerage Reticulation in Area 14**—East of Berala Station, Walters Road, Fourth Avenue and Jenkins Street, generally (subject to further investigation as to the financial position—probable revenue, etc.).

In addition there is a work in connection with which you have recently received detailed information (Sewerage reticulation in Area 10—John, Calool and Nyrang Streets, and Parramatta Road generally).

When the Board proposed to extend the sewer in Lidcombe in 1936, they wrote to the Council pointing out that for sewerage purposes they had divided the district into small sections, and although at that time they contemplated dealing with four sections only, in three out of the four they estimated that the Board would lose each year the following amounts:—

Section 5 .. .. .	£108	4	1
„ 6 .. .. .	122	10	7
„ 8 .. .. .	14	5	9

these figures representing the estimated deficiency in revenue after paying working expenses, interest on cost of construction, etc., and that before they would go on with the reticulation of these areas it would be essential for Council to pay to the Board each year the actual loss incurred. Council not wishing to deprive the residents of this service, after very grave and mature consideration, and in accordance with the powers given to Council in this matter by the Local Government Department, notified the Board that we would guarantee the deficiency in revenue under protest, in order that the development of the area would not be retarded. We wrote to the Board setting out our case, inter alia, as follows:

“I have to inform you that this Council is prepared

to enter into an agreement with the Board to guarantee the deficiency in revenue in the three areas under review, provided the sum so guaranteed does not exceed that set out in your letters now under consideration, viz., Area No. 8, £14/5/9; Area No. 6, £122/10/7; Area No. 5, £108/4/1.

"At the same time I have also to point out that, while Council is prepared to guarantee up to that amount, it is being done under protest, as we feel that the system is wrong and the Water Board should be the responsible authority right throughout the whole of the business without involving Councils in any way whatsoever.

"In reviewing the position as it now stands, it appears that in one area now under construction there will be a surplus of revenue, and I have been directed to ask if the Board would consider setting off that surplus against the deficiency in the other areas. We feel that a municipality is a small enough area for the Board to deal with as a whole, instead of cutting it up into very small sections and trying to make each section dependent upon itself. By dealing with the area as a whole, surpluses in one particular section could be set off against deficits in others, and we are of the opinion that it would be fairer to the Councils as a body and the residents as individuals."

The Board then submitted an agreement to Council couched in terms which did not meet with our approval, and whilst they remained so drafted Council refused to sign them and again opposed the principle of separate guarantees, still maintaining the attitude that Lidcombe should be treated as one area for sewerage purposes, and not in small, isolated sections; further, that we were of the opinion that the income and expenditure of the Board for sewerage purposes was a matter entirely of their own responsibility and not one that should be transferred to the Council by them in the event of any losses occurring.

Fortunately, while our protests were still under consideration, amending legislation was introduced, and on the 30th April the Water Board advised:—

"Following discussions between the Minister for Works and Local Government and this Board, advice has been received of Cabinet's approval to the following:—

"The Government will take over as from the 1st July, 1936, the existing liabilities of Councils under their guarantees for water or sewerage purposes with the Board, and in respect of any future extensions of services that, in accordance with the Board's present practice, would require guarantees from Councils prior to commencement, will accept liability in lieu of the Councils, provided that

in respect of such future extensions or services the Government assistance shall not, without the special approval of the Government, be extended to those cases where the revenue return at normal rates and charges or independent guarantee arranged by the Board with the Councils, is less than  $2\frac{1}{2}$  per cent. on the capital expenditure involved, and provided also that any cases involving a subsidy by the Government exceeding £100 per annum or exceeding total subsidies of £1000, shall be referred to the Minister for Works and Local Government prior to being put in hand."

"It is noted that there are no guarantees current of the nature in respect of which your Council has obligations to the Board.

"It is desired to advise, however, that so far as future extensions of water and sewerage services for Councils are concerned, i.e., extensions authorised after 13th April, 1937, guarantees will be required only in those cases where the return is under  $2\frac{1}{2}$  per cent., the Council's liability being the difference between the revenue receivable and  $2\frac{1}{2}$  per cent. on the cost of the work. The difference between that figure and the return normally required by the Board will represent a charge against the Government. Where the return is over  $2\frac{1}{2}$  per cent. Councils will not incur any liability."

The result of this is that we are having these extensions now made under the conditions that profits or losses from the scheme become a charge upon the Water and Sewerage Board instead of the previous principle that the profits went to the Board, but losses were charged against the Council.

Council's action was thus justified, and this elimination of guarantees provides still another instance of the valuable work this and other Councils perform on behalf of their ratepayers, doing it without fee or reward, actuated only by the desire to serve the public and make their suburb somewhat better for their having lived in it.

The actual construction of the sewer in Lidcombe marks the close of an agitation that has occupied the attention of Councils for over 20 years. Many Aldermen and ex-Aldermen will recall their constant endeavors to secure this service, and I trust that those who fought and served on the various district committees formed years ago to assist Councils in obtaining this service have been spared to enjoy the deep satisfaction that must follow the successful termination of such a laudable undertaking.

## **ROAD OPENINGS.**

With the march of progress and the development of this district, several of the suppliers of public utilities have found



it necessary either to establish new services or renew existing ones throughout the Municipality. This involves the laying of new water mains, gas mains, electric light cables, sewerage and the like. All these services have necessitated the opening up of our roads or footpaths and a serious problem has presented itself in the consolidation of the trenches and the restoration of the road surfaces on the completion of the work by the various constructing authorities.

It frequently happened in the past that, through the absence of any co-ordination of work between the various constructing authorities, when a road is constructed another public body would find it necessary to open the said road for the purpose of laying their mains, etc. To avoid this a Roads Openings Conference was convened, consisting of the City Council, Water and Sewerage Board, Gas Company, Main Roads Board, and all constructing authorities, and each year a list of streets to be opened by the respective bodies is tabulated and distributed among the Councils so as to co-ordinate the works, and in cases where road work is contemplated it can be deferred until the road opening work is completed.

This conference has laid down a scheme by which the space in the footpaths is allocated among the various constructing bodies, and although the idea is excellent in theory, we found that in Lidcombe it acted somewhat harshly, as for instance, our footpath construction policy provides for concrete paths of either 4 feet or 6 feet wide, placed one foot from the building line. Now, about the only people operating in Lidcombe are the Water Board, who keep close to the kerb line, and the Gas Company, which, according to the conference, should use that part directly under our concrete construction, and we have found in actual practice that the only part of the path that was required and appears likely to be required for many years to come was that section under the concrete, whilst the unoccupied portion remains unused.

As the Local Government Act gives us power to direct what section of the footpath is to be used, we have considered the matter insofar as it affects Lidcombe, and have directed that all public utilities must be on the unoccupied sections. The various bodies have been notified and we are determined to stop the destruction of our concrete paths, for the repair job does not effectively take the place of the original path either from the point of view of usefulness or appearance.

As far as the roads which have been opened up for sewer construction are concerned, a more serious problem presents itself. The trenches, on completion of the sewer work, are refilled by the Water Board or its contractors, and at the expiration of six months the Board arrange for Council to

restore the road surfaces and accept the liability for its future maintenance. Experience has proved, however, that despite whatever method is adopted in filling the trenches, there is always the possibility of subsidence occurring in these trenches, destroying the road surface and necessitating the work of resurfacing being done all over again.

In the past, the Board have refused to accept liability for subsequent repairs to the trenches, and in view of the length of trenches now involved, Council went into this matter and our Engineer, Mr. Grant, stated:—

“As requested, I have gone carefully into the question of reconstruction of sewer trenches in the various streets. In the first place, I am informed that the consolidation of same by the ramming process is likely to cause damage to the pipe joints, and that the usual manner of dealing with this is by a good flooding with water which makes a proper consolidation if done in the correct manner. We are not in a position to judge if this will be done as it should be, or whether it has been done in the trenches that are now filled in. If we had plenty of wet weather, it would ensure a general soaking throughout and thus reveal many of the weaknesses that now exist but have not yet shown up. Even with the flooding system proper consolidation is not always obtained; take, for instance, should the natural surface be more or less on a level, it would be possible to well saturate the whole of the filling; but on many steep grades the water would have a tendency to percolate to the bottom of the trench at the point of entry and follow the bed of the trench to the lowest point without affecting the surface to any great extent.

“As an instance, I would refer you to the 36in. water main which was laid through our main streets from Potts Hill to Parramatta-road. The filling was well rammed on this length, but we had no end of trouble with this line for upwards of three to four years, and as a comparison with the present loosely filled method, would give one the impression that these newly opened trenches are going to take an even longer period to consolidate.

“In my opinion, if all these trenches were properly consolidated at present, they would necessitate many hundreds of yards of material to be carted back to make up to the proper surface level at various intervals. To safeguard Council's interests in the matter, I would recommend that the Water Board be made to accept responsibility for the restoration of the road surfaces so long as it can be shown that any rupture to the surface

is due to subsidence occurring in the trenches owing to settlement or other causes. The Council, of course, would undertake to do the work on behalf of the Board, and if necessary, refer any job to them for approval before the actual repairs are effected.

"I do not see anything that can be done at the present time to overcome the difficulties that must arise in the very near future due to subsidence, etc., and I think any arrangements made with the Board should be spread over a sufficient period to reasonably ensure that proper consolidation has taken place. Further, the subsidence is likely to take place in sections, requiring minor maintenance to the trench at varying periods in order to safeguard the travelling public, and the value of the work done at that time may be subsequently lost owing to a further subsidence at a later date, hence expenditure will possibly be incurred two or three times for the one area and provision should be made for this maintenance when calculating the cost of restoring the road surface for the whole of the trench."

A copy of this report was forwarded to the Board, but no finality was reached. Eventually we arranged that the President of the Board should inspect the trenches in Lidcombe to prove that Council's contention was justified; ultimately the Mayor reported to Council on the 7th July, 1937, as follows:—

"On Wednesday, the 7th instant, the President of the Water and Sewerage Board, Mr. Upton, together with Alderman Campbell, Council's representative on the Board, visited Lidcombe in connection with the restoration of road surfaces after the said road had been opened up for the purpose of laying water mains, sewer mains and the like. An inspection of the area followed and Council's views were submitted to the President, at which it was finally agreed that, "The Board is satisfied for the Council to add filling when and where necessary as the trenches subside and the Council need not make final restoration until, say, twelve months after completion of work, provided that the Board is not liable for accidents after the statutory six months. The question of greater area of restoration in the case where a trench is dug 12in. in width, and where the surfaces adjoining break and make it necessary for a greater area to be restored and resurfaced than the 12in., this work will be done and also paid for by the Board. This arrangement, of course, to be formally approved by the Board and submitted to Council in writing."

We are still awaiting the confirmation of this agreement in writing, and this action will, we believe, permit of the trenches being resealed in a manner satisfactory to all parties and without expense to this Council.

## PUBLIC HEALTH.

Perhaps one of the most important and far-reaching innovations in Public Health matters was the adoption of the principle of immunisation against Diphtheria. In 1936 the Public Health Department approached Councils asking them to take action to have all children living within their respective areas immunised against diphtheria. The Department proposed at that time that Councils should open depots, finance same, and accept all the responsibility attached to such an undertaking.

This Council refused to adopt this proposal, firstly on the grounds that any expenditure of Councils' funds in this direction was illegal; secondly, in the event of any liability arising from the administration of the scheme the Aldermen would incur personal liability; and thirdly, that if the Government really thought such action was necessary, then it was their province to provide the ways and means of carrying out the scheme. At the same time we offered to find suitable accommodation for them, free of charge, and generally to assist within reasonable limits if they undertook the financial and legal responsibility of the scheme. Many other Councils adopted a similar attitude, and subsequently a fresh offer was made to Councils on an entirely different basis, viz.,

- (1) The Government to indemnify Aldermen and Council against any liability, surcharge, etc.
- (2) The Department to defray all expenses of Doctors, nurses, etc., serum and similar charges.
- (3) The local hospitals to supply nurses and equipment.
- (4) The Councils to make a charge on those who could afford to pay for treatment of 4/- per child, but not exceeding 8/- for any one family irrespective of the number of children in such family.

Under the amended conditions we adopted the scheme, not because diphtheria has been ever prevalent in Lidcombe, but as an expression of our belief in preventive treatment.

The following figures taken from our records show that diphtheria has never been pandemic as far as we are concerned, although each year produces its usual crop of sporadic cases.

1927, 33 cases	1931, 25 cases	1935, 28 cases
1928, 41 cases	1932, 24 cases	1936, 28 cases
1929, 24 cases	1933, 14 cases	1937, 15 to date
1930, 24 cases	1934, 25 cases	

This Council was the first to co-operate with the Department under the new conditions. Depots were opened at the Lidcombe Public School, Berala Public School, Lidcombe Convent School and Berala Convent School, whilst an additional depot was opened at the Town Hall for children of pre-school age, and 1136 children in all were treated. No child was treated without the written consent of the parent and no contribution towards the cost was demanded if it was shown that the applicant's financial position was such as to warrant his children being treated free of all charges.

The Medical Officer of Health visited our depots and expressed his appreciation at the organisation in general and the way the depots were conducted in particular.

The costs of this service to date have been approximately:—

Medical services . . . . .	£72	9	0
Serum . . . . .	57	2	0
Advertising and Printing	7	8	5
Sundries . . . . .	8	10	9

Against these expenses we have collected in fees £80/17/-. These figures are not yet finalised, but very little alteration is anticipated by the time the work is completed, records compiled, etc.

It will be seen that there is no charge shown for the nurses' expenses, attendance and equipment; these, we understand, are being defrayed by the Hospitals Commission, and in accordance with the arrangement made with the Health Department, Council will be reimbursed for the expense incurred over and above the amount of fees received.

The Health Department hope, as a result of this immunisation campaign to reduce outbreaks of diphtheria to a minimum, and we sincerely trust that their aims in this direction will be accomplished. Council has done all that has been asked of them in the campaign, and the results of same will be watched with interest both by this Council and the Health Department, not only in its effect upon diphtheria, but possibly as a forerunner of further preventive treatment in regard to other diseases. The field of possible operation is almost limitless, and the question is one that is receiving world-wide consideration by the most highly qualified men and institutions.

In carrying out the scheme, Council's officers were greatly assisted by the teachers in charge of the various schools. Mr. Bell, Council's Health Officer, reporting on the completion of the scheme on the 29th September, 1937, stated, inter alia:—

“Under the Immunisation Scheme a total of 1136 children have been treated, the last receiving their final injection yesterday.

"I would like to here express my appreciation of the excellent assistance given by the Matron and nurses of the Auburn District Hospital; also for the use of instruments, etc.; the Mother Superior and Sisters of the Lidcombe and Berala Convents; also the Headmasters and teachers of the Lidcombe and Berala Public Schools. It is due in no small measure to the whole-hearted co-operation of these people that the scheme was carried out so efficiently.

"The records of the injections are being tabulated and forwarded to the Board of Health in order that the effectiveness of the scheme may be proved by actual results."

Council expressed at the time its appreciation of the assistance thus rendered, and I take this opportunity of placing that fact on record in such a manner that it may become more widely known among our own people.

### PARKS AND PLAYGROUNDS.

The value of parks and playgrounds to the community is becoming more pronounced as the years go by. The necessity of playing spaces for children, the effect of organised sports and games on the community at large call for increasing attention by Councils in the provision of sporting and recreational facilities.

Lidcombe has always been abreast of the times in these matters, and to-day we can boast of a better percentage of park areas in proportion to our size than almost any other Council in the State.

Successive Councils have aimed at securing park lands whenever they became available, realising that as circumstances warranted, these areas could be developed. The need for this development has arrived, and your Council has again been equal to the task.

We know that our parks are not developed to the limit of their capabilities, but we hope they are sufficiently developed to meet the requirements of to-day, and as far as is compatible with Council's ability to maintain same.

We are in consultation with the Town Planning Association and others in regard to a definite plan for developing Wyatt Park, so that whatever work is done now will conform to the major plan, in order that when the work is complete it will form an harmonious design that will meet with all requirements, practical as well as aesthetic.

The Lidcombe Oval has been completed as far as circumstances and the demand warrant. We have now turf wickets in commission equal to any in the Metropolitan Area and superior to most. A cycle track, original as far as Sydney

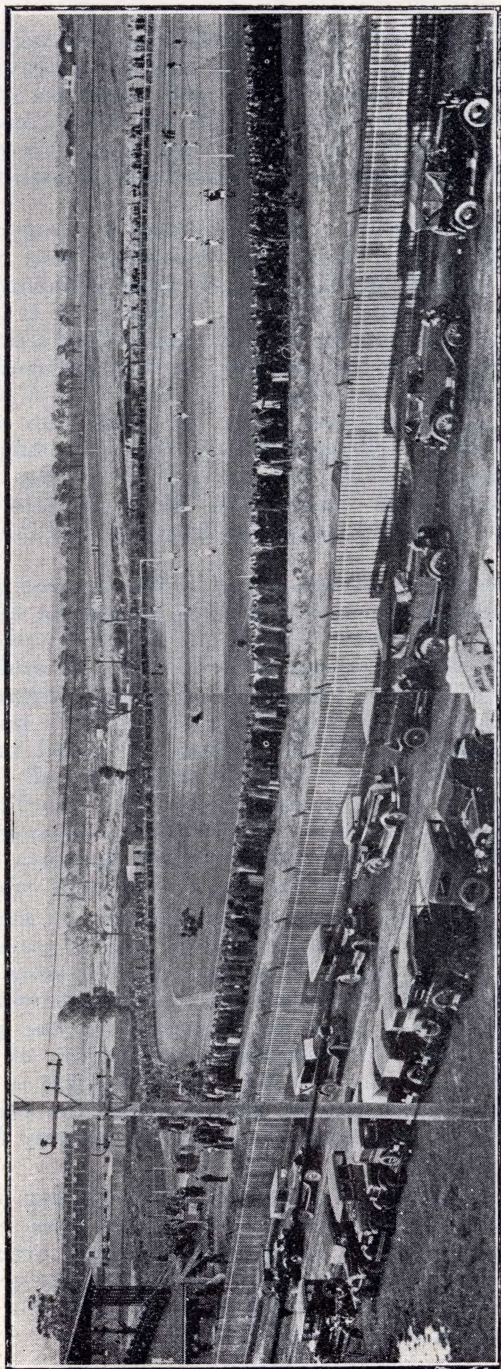
is concerned in the class of construction, and an enclosed Oval of a very high standard both as regards construction and equipment. Many improvements and additions were made during the triennial period and before this report reaches print I can safely say there will be a scoring board erected at the Oval that will be a credit to the ground and all associated with it.

It was laid down as a definite policy by Council that, as this was a first-class Oval, only first-class sport would be catered for. In this direction we have been eminently successful. During the cricket season the cricket area is leased for a period of five years to the Central Cumberland Cricket Club, and first-grade cricket matches are now being played thereon. In the football season, Goodyear Soccer Football Club, this year's State premiers, have been the lessees on an annual tenancy, providing first-grade Soccer fixtures; whilst on Sundays the League of N.S.W. Wheelmen have up till a few weeks ago conducted weekly carnivals at which the best riders in the State have appeared, as well as interstate and international riders.

The revenue from these sources has proved profitable to Council; during the twelve months ended 1st September, 1937, we have received: Goodyear Soccer Football Club, £140; Cricket, £77; Cycling, £204/17/10. In addition, the sports at this Oval have brought thousands of visitors to Lidcombe and how far-reaching the benefit of this policy is to Lidcombe would be difficult to state in actual metres and bounds, but that it has a value is known to all, and time will reveal exactly to what extent we have benefited therefrom as a town, both in the matter of providing amusement for our residents and more particularly in making the town attractive to the investor and homeseeker as a residential suburb.

Having advanced the Oval to this state, we felt justified in developing other sporting activities, and in pursuance of our policy of regular and well-ordered development, we have now constructed in Wellington Park a six-rink bowling green. As with the Oval and other sporting facilities, the green has been leased to the Club controlling that class of sport in Lidcombe, and now the Lidcombe Bowling Club is functioning successfully and I, as your Mayor, enjoy the privilege of being President of the same Club and the Deputy Mayor as Hon. Secretary.

The introduction of a bowling green in this park is a welcome addition to the sporting side of the town, providing for a large section of our residents who would otherwise be debarred from such recreation, as well as beautifying the Park and the town in general. This green was built at a net cost to this Council of £322/15/1.



LIDCOMBE OVAL DURING THE SOCCER MATCH, AUSTRALIA v. METROPOLIS, 13/6/36



Many seats and two draught tables have also been placed in Wellington Park, thus catering for the comfort of persons visiting the Park as well as providing another branch of entertainment for those desirous of availing themselves of these facilities.

This year we have turned our attention to the tennis playing section of the community. As early as May, 1936, Council were approached by the Auburn and Lidcombe District Hardcourt Tennis Association relative to the provision of tennis courts in Wyatt Park. It was finally agreed in June, 1936, that if Council would construct the earthworks and lay down the court, the Association would erect the fence round the area and a suitable shelter shed. This was subsequently varied, and the Association paid to the Council a sum of £130 towards the cost of erecting the fence conditionally on their receiving a five years' lease of the courts with the option of renewal at the expiration of the five years' period. The Association still to provide the shelter shed, etc.

Many difficulties were encountered in carrying out the work, we being hampered chiefly by the absence of a water supply. When the work was commenced, it was confidently anticipated that water would be available within easy access; our dismay can well be pictured therefore when, on approaching the Board, they refused to extend their mains beyond the baths unless we paid the whole of the cost of the extension. Investigation showed that an extension of the existing 4in. main would be cheaper than a private service of G.I. pipes of sufficient size; accordingly we had to enter into an agreement to pay the Water and Sewerage Board the cost of the extension estimated at £185, less the cost of the excavations, probably £20.

Although we approached the Water and Sewerage Board for a water supply as early as the 19th October, 1936, it was not until the 18th May, 1937, that the excavation for the main was commenced; a week or so later the water was available and the work of constructing the courts was recommenced.

Innumerable obstacles were met and finally overcome, and now two of the courts are finished and in use, and the other two will be completed forthwith if the Association feel that they can profitably use same.

We were also approached by the Berala-Carramar Tennis Association for similar concessions at Berala. Council immediately secured land from the Railway Commissioners on the western side of Berala Station at an annual rental of one shilling per annum. Similar concessions were promised, viz., that Council would prepare the court, and the Association to provide fencing and club house.

Owing to an unusual set of circumstances outside the control of this Council and the Association, the construction of these courts has been held up temporarily. However, a recent conference was held with the Berala-Carramar Tennis Association from which it is hoped a proposal suitable to all parties will emanate.

This land, when developed, will become a valuable addition to the playing areas of the Municipality, as in addition to tennis courts it is our intention to provide a children's playground suitably equipped on the remainder of this area.

We still have a number of concrete wickets available in our parks, but this year the demand seems to have fallen off; only five or six wickets being used by six teams, whereas there is accommodation for at least 20 teams. However, we feel that this falling off in the number of teams is only temporary and all the wickets will again be in demand in the very near future.

Council's continued interest in this direction is further exemplified by a resolution adopted at last meeting of this Council to the effect that we approach the Railway Commissioners asking for a lease of that triangular piece of land opposite the Church-street subway in what is generally recognised as Bridge-street, for the purpose of converting it into a children's playground. It is our hope if the lease be obtained under satisfactory terms, to erect appropriate playing devices on this land in an effort to make it conform with the most up-to-date playing areas in the Metropolitan Area.

## STREET LIGHTING.

The lighting of the streets of this area forms quite an interesting chapter of progress and is characteristic of this and previous Councils in availing themselves of opportunities whenever they arise and developing them to the utmost in the interests of the town and its residents.

It is quite within the recollection of many of our rate-payers when Lidcombe had no street lighting facilities at all and the opposition made against the introduction of street lighting now only provides humorous memories.

The introduction of street gas lamps was considered a wonderful innovation and was only equalled by the additional installation of the 59 electric lights on the southern portion of the municipality in 1915, making a total of 114 gas and 59 electric lamps; electricity at that period was only available in and around Hyde Park.

The story in the increase in the price of gas lamps from £3/15/- to £6/5/- per lamp will long be remembered, and is to the everlasting credit of the Aldermen of the 1920 Council

that they were able to transfer our lighting system from gas to electricity at a time when, owing to the scarcity of materials, extensions by the City Council, as it was then, were almost impossible. Indeed, some of our neighboring municipalities had to discontinue the gas street lighting service on account of the increase in price and their streets remained in darkness for upwards of two years or more pending the transfer to the electric lighting system, whilst Lidcombe did not lose a day, causing no inconvenience to their residents and saving thousands of pounds a year in lighting costs besides giving a much more extensive system by providing hundreds of new lights in place of the 114 gas lamps which had previously done duty in this respect.

Since that period, there has been a gradual development to meet the needs of a growing district. The number of lights gradually increased until in December, 1934, the register showed 589 lamps in commission, costing £2297/11/11 per annum. In 1936, with the advent of the Sydney County Council, the price of street lighting was reduced by 10 per cent.—equal to approximately £200 per annum as far as Lidcombe was concerned. Council, recognising that our service was in need of further development, decided that it would be in the best interests of the town to increase our street lighting by 10 per cent. extra lighting, as the continual development of the outer areas made it desirable that extra facilities should be given these parts, particularly as it could now be done without incurring additional expense or increasing the existing lighting rate. Accordingly, 68 extra lights were installed, the candle power of others increased, so that practically every part of the Municipality was benefited. As a result, we now have in commission 657 lamps as follow:—

Watts.	Lights.
60	542
100	24
200	50
300	41
<hr/>	
657 costing annually £2342/10/8	

It is now our pleasure in advising you that the Sydney County Council are contemplating a further reduction in street lighting charges—even as much as 30 per cent.—provided Councils will increase their lighting facilities to this extent.

We have notified the Sydney County Council of our acceptance of this principle, and should the contemplated reduction in cost be realised, we hope to put in further additional lighting so as to make our municipality more and more attractive to prospective home-builders, as well as add to the

comfort and convenience of our present residents. Whatever the outcome, you may rest assured that the matter is receiving the constant thought and attention of your Council.

## **BATHS.**

The position, as far as the Baths are concerned, is very indefinite at the present time. These Baths were established in 1899, and according to a Mayoral Minute dated December, 1898, the Metropolitan Water and Sewerage Board agreed to give the Council 100,000 gallons of water per week during the summer months, free of all costs, in order that the Baths might be established.

This concession of free water has been enjoyed by successive Councils up till last swimming season—in fact, the quantity of free water during recent years was increased to 200,000 gallons per week.

At the commencement of last season, actually the 8th October, 1936, application was made in the usual manner for a free supply of water for the season. No reply was received for some time, and the Baths were filled with water and opened to the public in exactly the same manner as has been in operation since 1898.

Several times during the past few years suggestions have been received from the Board that a filtration plant might be installed at the Baths to prevent the necessity of having them refilled each week, but judging by the experience in other municipalities, the cost of a suitable filtration plant would be some thousands of pounds, and as the average gross income from baths has been in the neighborhood of £5 per week—scarcely sufficient to pay the wages of the caretaker and minor maintenance charges—Council did not feel justified in incurring such expenditure; neither did we consider it warranted in view of our experience over the past forty years of baths control and management.

The position was made clear to the Board on several occasions, and there the matter appeared to rest. Imagine Council's surprise when, on the 3rd December, 1936, a letter was received from the Board that the free supply would be limited to six fills for the season—approximately 678,000 gallons, and all quantities in excess of this would be charged for at the usual rates. As the price for water is 1/2 per 1000 gallons, or approximately £13 per week, it was decided to close the baths to the public.

Representations were then made to the Board as to the injustice imposed on us, firstly in making the charge retrospective to the beginning of the season, and secondly the disappointment to the local school children in having the baths closed at the commencement of their Christmas holidays without previous warning, and still pointing out our financial

inability to instal a filtration plant. The Board then agreed to give us a special allowance of six fills during the Christmas holidays in order that the baths might be opened for our local school children. This was accepted, and a large number of children availed themselves of the opportunity of enjoying a swim. It should be mentioned here that, as the unemployment problem was very acute, children of unemployed parents were admitted to the baths free, as well as the parents themselves.

A further shock was in store, for last week we received an account for £71/19/8 for excess water used at the baths during the season, the charge for water being made retrospective to the 1st October, 1936. Council are now taking this matter up again with the Board, as we consider this extremely unfair; also the question of obtaining a sufficient free supply, at least for our children's use during the Christmas vacation.

We anticipate a visit from the President of the Board in person to investigate our case and review the position in the hope of finding some solution of our present difficulties.

Last year steps were taken to revive interest in our local Baths, and the Caretaker (Mr. Medcalf) formed and conducted a class in life-saving methods, and at the end of the season the following honors were gained:—

First-class Instructor's Certificate	1
Bronze Medals . . . . .	2
Certificates . . . . .	10

This was in addition to the Education Department's swimming classes conducted during the Christmas vacation, at which another large group of children were taught to swim. The compulsory curtailment of this life-saving class, which had just been so successfully inaugurated, makes the possible closing of the baths all the more regrettable.

## **TOWN HALL AND COUNCIL CHAMBERS.**

It is with much pleasure that we place on record the remodelling of the Council Chambers. For many years it was recognised that the Town Hall required attention, but every time the question was introduced, other things that appeared more important seemed to intrude and the Town Hall was relegated to the list of deferred jobs. At last the relief works offered a solution; the Department and Councils desired to employ as many of the relief men at their trade as possible, and with a number of painters in the ranks, it was decided to repaint the Town Hall, and thus a very necessary work was carried out.

The Council Chambers next demanded attention; the old furniture and room had outlived their usefulness and showed very much to Lidcombe's disadvantage compared

with the development in the outside works of the Municipality. Accordingly new furniture was purchased at a cost of £184/13/4; the walls were panelled, costing £183/15/-; and Council now meets under conditions more in conformity with the dignity of a municipality of the size and importance of Lidcombe.

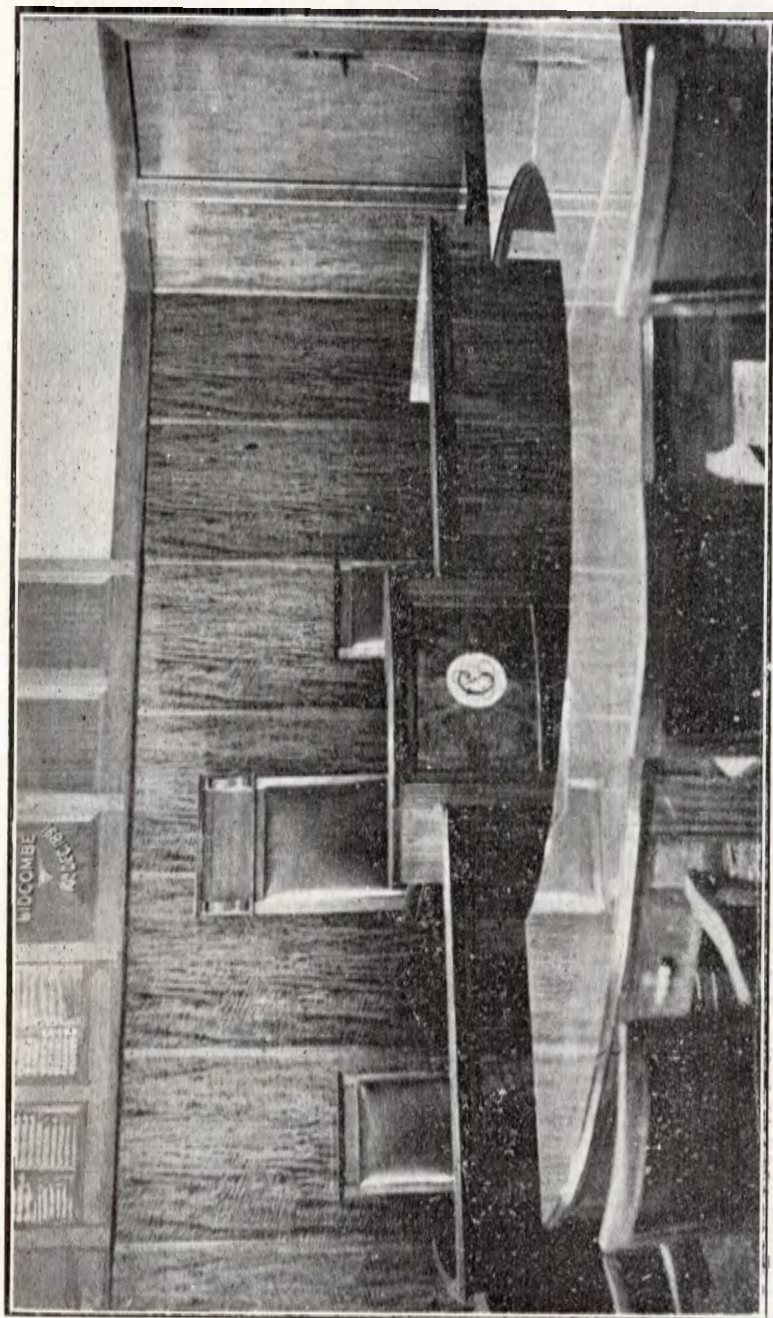
On the wall above the Mayor's chair, a Mayoral Roll, containing the names of all those who have occupied the Mayoral Chair, has been erected, and provision has been made for all successive occupants of the office to have their names memorialised also.

I had the pleasure of unveiling this Mayoral Roll on the 2nd June, 1937, in the presence of a large and representative gathering of ex-Mayors and ex-Aldermen, as well as members of the present Council. Ex-Mayor Jay occupied the chair on that auspicious occasion, he being the oldest ex-Mayor present. The meeting was unique from many points of view and will long remain in the memory of those who were privileged to be present at that ceremony.

The Town Hall has ceased to be the place where people paid rates once a year; it has come into its own and is now used by the ratepayers who erected it to a greater extent than at any time in its history. Provision is now made for the payment of gas, electric light, water rates, etc. The unemployed men register here for work; food relief docketts are issued; and all phases of unemployment relief are dealt with. Many societies having for their object the welfare and betterment of our citizens meet here regularly. For four years the vast number of unemployed—reaching at one period 778 men—attended for their starting docketts, pay, and distribution of clothing.

The Town Hall as a place for entertainment has not been used very much lately, as private enterprise has provided larger and more up-to-date buildings, and this is a field of activity that I personally feel should be left to private enterprise, which is in a position to make the necessary adjustments in order to keep pace with modern requirements. Our Town Hall, however, is sufficient for our civic needs and has been able to meet the demands for accommodation made on it by our ratepayers and others as referred to above.

The Town Hall was erected in 1896-7, and on several occasions proposals have been advanced to remodel, remove, or rebuild same, but no satisfactory proposal was ever submitted. However, it must be kept in mind that the hall stands on valuable ground, and some day some such action will undoubtedly be taken. Having this in view the furniture of the Council Chambers was constructed so that it could be transferred to any other building whenever that period arrived,



THE NEW COUNCIL CHAMBER

and the panelling of the walls is done in such a way that it can be unscrewed and taken to pieces and re-erected without damage to the panels.

Further, Council, acting with great foresight, has secured a property known as No. 11 Mark-street, adjoining Wellington Park, so that should the Town Hall site be wanted for other purposes, there will be a site available for new Council Chambers reasonably central and in such a position that it will enhance and be enhanced by the Wellington Park and its amenities.

For many years Council have been advocating the opening of receiving offices at the Town Hall for electric light accounts and gas accounts. Finally both the Sydney County Council and the Gas Company agreed to open offices for the convenience of our residents. The Gas Company attend the third Tuesday in every month, and the Sydney County Council attend four days each quarter.

These local offices save residents the inconvenience and expense of a trip to Sydney or the trouble associated with remitting money by post. The facilities will be provided as long as the people avail themselves of the services offered. The response has not been so great as one would expect, and we desire that it be made widely known that the existence of these facilities depends on the support accorded by our residents. We are keen on this matter as we feel it is a practice that could be developed with advantage to the area and its residents. There are many services now centralised in the city that could easily and economically be operated from the Town Hall in each area, and it is only by supporting and developing the facilities that are offered that we can formulate a case as to why we should be entrusted with greater powers. Public opinion can and must make itself felt on these questions, otherwise the privileges we now enjoy may be filched away from us.

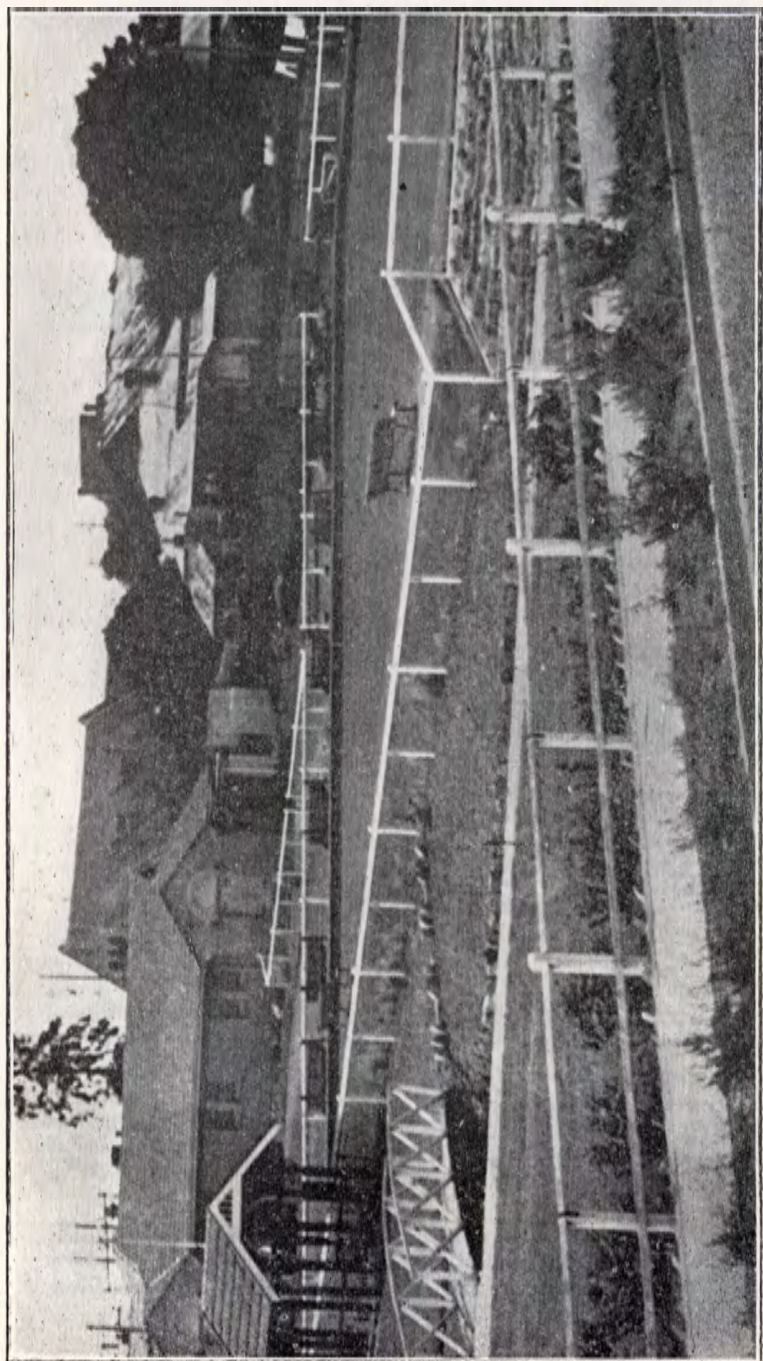
## NEW BUILDINGS.

On referring to the last triennial report, I note that I had to advise Council that the only new cottages built during the period were:—

1932,	3 cottages,	total value	£885
1933,	3 cottages,	total value	1422
1934,	16 cottages,	total value	7885

At the same time I intimated that there were signs of revival in the building trade. That this opinion was based on sound premises was indicated by the following statement showing the new buildings constructed during the present triennial period:—





THE BOWLING GREEN, WELLINGTON PARK

**1935.**

12 Weatherboard Cottages .....	£4,136	
12 W.B. and Fibro Cottages .....	5,025	
6 Brick Cottages .....	3,642	
		£12,803
Shop and Dwelling .....	2,315	
Methodist Hall .....	400	
Additions to Buildings .....	2,586	
Additions to Factories .....	1,139	
Ford Motor Co. Works .....	80,000	
23 Garages .....	682	
		87,122
		£99,925

**1936.**

28 Weatherboard Cottages .....	12,487	
13 Weatherboard and Fibro Cottages .....	6,288	
12 Brick Cottages .....	8,895	
		27,670
Shop and Dwelling .....	980	
Additions to Catholic School .....	888	
39 Garages .....	1,051	
Additions to Buildings .....	2,040	
Additions to Factories .....	11,165	
Broadcasting Station .....	1,222	
		17,346
		£45,016

**1937.**

24 Weatherboard Cottages .....	11,003	
22 Weatherboard and Fibro Cottages .....	10,212	
10 Brick Cottages .....	7,340	
		28,535
Catholic School and Residence ....	8,900	
Additions to Buildings .....	2,937	
Additions to Factories .....	4,765	
New Factories .....	1,130	
22 Garages .....	582	
Service Station and Dwelling .....	1,640	
		19,954
		£48,489
		To date.

In addition to the foregoing, it is with pleasure that I have to advise that as a result of a public meeting convened by this Council on the 14th July, 1937, over which I presided, the Lidcombe Co-operative Building Society was established. This Society has now practically completed all the formalities, finance has been arranged, and with the commencement of operations I believe building in Lidcombe will receive a further impetus.

This, gentlemen, completes a brief survey of the operations of the Council during the past three years. I have refrained from overloading the report with statistics, preferring to give general opinions and reviews.

It has been a pleasure to compile this statement, particularly as we are dealing with a period when Lidcombe was making progress after the peak period of the depression had been reached, and I can say with confidence that the prospects for further and immediate development are extremely bright.

We have seen during the past three years the Soldiers' Hall completed and occupied; new factories such as Ford's Works erected; extensions to A.G.E.I., Jantzens and the Textile Works and others; new denominational schools erected, bus services improved and extended; public works are still in the course of construction and signs of increasing prosperity are apparent on every hand.

Council has not been unmindful of the desires of our residents in matters perhaps not strictly within the ambit of the Local Government Act and Ordinances, and have not hesitated to take the initiative in any movement in which our people are interested. Foremost among these are the Coronation Ball and Children's Sports, Anzac Memorial services, Armistice Day services, Co-operative Building Society, subsidising Ambulance services and the like, and at all times endeavoring to interpret the wishes of our ratepayers and residents honestly and impartially.

I desire that my closing words shall convey to you and the people of Lidcombe my deep appreciation of the able and loyal service rendered me by the Town Clerk, Mr. S. C. Wayland; the Engineer, Mr. J. Grant; the Health Officer, Mr. J. Bell; and their respective staffs. These officers have reached a high standard of efficiency and the happy relationship existing between the Council and its employees from the Town Clerk to the lowest paid member reflects credit not only on the men themselves, but justifies the attitude the Aldermen have always adopted when dealing with Council employees.

C. W. PHILLIPS,  
Mayor.

The foregoing Minute was presented to Council on Wednesday, October 22, 1937, adopted, and ordered to be printed (Minute No. 5497).

S. C. WAYLAND,  
Town Clerk.

Town Hall, Lidcombe,  
22/10/37

## Lidcombe's History

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The history of Lidcombe is a story of progress.

Seventy years ago the business centre was portion of the Rev. Father Therry's farm of nearly 300 acres. The remainder of the municipality with the exception of Newington was given over to scrub, broken only by a few farm houses.

Incidentally, Father Therry purchased 60 acres of what is now Lidcombe for £15.

The district was first known as Liberty Plains, because the first settlers in the area were free men who arrived on the ship "Bellona" in 1793. Later it was known as Haslam's Creek, after Haslam who received a grant in the municipality in 1804.

In 1878 the name of the railway station was changed to Rookwood and in 1913 it was altered again to its present name derived from the combination of the syllables of the two ex-mayors, Lidbury and Larcombe.

Father Therry's estate was subdivided and sold in 1867 under the name of the township of St. Joseph, but it was in the eighties that the most numerous land sales were held. The first road in the area, apart from the Parramatta-road, was surveyed in 1861. It is identical with the present John and Joseph-streets. Now there are 65 miles of streets in the municipality.

One of the first factories for the manufacture of woollen goods in the Commonwealth was established in Lidcombe at Newington by John Blaxland in 1816 or 1817. This factory was the forerunner of the score of huge manufacturing concerns which give employment to many of the 20,000 residents of this delightfully healthy, ever-growing municipality.







