

Mayor's Report

1938-1941



*Statistical and General
Information
and
History of Auburn*

MUNICIPALITY OF AUBURN

COUNCIL TERM OF OFFICE, 1938/41

Mayor's Report

Foreword:

Good progress has been made during the term now ending. The story of continued advancement is worth recording for its own sake. Physical evidence of progress exists all around. Nevertheless, in nearly every community there are people who refuse to recognise evident achievement. But if there are any such people in Auburn, this brief record is not compiled for them. Rather is its purpose to inform our ratepayers and residents of what has been done by those to whom they entrusted the important work of Municipal administration. It is, in short, an account of the Council's stewardship. The people are entitled to such an account, and gladly it is here given.

1. Finance:

- (a) **Cash and Revenue Position:** This is sound and improving. The net Bank overdraft will be approximately £6,572 at 31st December 1941, a reduction of £3,257 since the beginning of the term.
- (b) **Cash Reserve:** The sum of £2,880 has been accumulated to be used as required for the maintenance of main traffic bituminous roads. This will ensure that costly road works will not fall into disrepair, as happened under the old regime. While new construction and general maintenance proceeds, the principal roads will be reconditioned periodically to keep same in good trafficable condition without casting a crushing burden on the resources of any one year.
- (c) **Collection of Income:** Constant attention has been given to the collection of revenue from all sources. The utmost consideration and leniency has been extended to all people for the time being in difficult circumstances, but every person in a position to pay has been induced to pay. Nevertheless, legal action has been necessary in only two or three cases. The Council aims rather to secure the friendly co-operation of ratepayers for the progress of the Municipality and the general welfare. Favourable reaction to this policy is clearly indicated. Much more prompt payment of accounts and a continuous upward trend in aggregate payments, are the impersonal evidence of considerable movement towards the co-operative ideal. The personal testimony is supplied by many appreciative letters received from ratepayers.

The improvement is best illustrated by the following figures:—

(i) **General Rates Arrears.**

Date	Number of Assessments owing more than 10/- each	Total Arrears Outstanding
31/12/1934	3293	£21,568
31/12/1937	2053	£19,286
31/12/1940	1576	£15,913

Note: Since 1/1/'41, of the 1567 showing arrears 175 assessments have been paid in full at 7/10/1941.

To many, no doubt, the sum outstanding at 31/12/'40 will still seem unduly large. The following dissection, which shows amounts owing by various divisions of owners, whose ability to pay is at the same time indicated, is therefore given.

Owner Division	Number of Assessments	Arrears	Remarks
War Service Homes— Returned Soldiers.	53	£885	Paying by instalments except in a few hopeless cases.
War service Homes Commission	36	£56	Charged for portion of year while premises unoccupied, and to be written off.
Old Age and Invalid Pensioners	35	£582	A few are paying small instalments.
Unknown owners of land and land of low value, land offered for sale by Public Trustee for rates and unsold, and owners from whom rates are for various reasons not at present recoverable	424	£6,440	Little or no payments being received. Practically all vacant land. Some part of the debt may eventually be recovered from Public Trustee sales when a demand exists for this class of property.
Totals	548	£7,963	
Majority paying by regular periodical in- stalments, and small proportion being at- tended to by Council's Solicitor	1,019	£7,950	This division consists largely of workers who purchased homes before the depression and got into difficulties through unemployment.
Grand Totals	1,567	£15,913	

(ii) **Arrears other than Rates.**

The following summarises the improvement for the last two triennial periods:—

Date	Sanitary Fees	Contributions to Works	Sundry Debts	Total Outstanding
31/12/1934	£5 045	£3,749	£400	£9,194
31/12/1937	2,133	4,062	425	6,620
31/12/1940	1,288	2,353	442	4,083

2. Public Works:

More than 22 miles (equal in distance almost to Sydney and back) of public works improvements have been constructed, as the following summary shows:—

Roads, Streets, Footpaths, Kerbing and Guttering,
Culverts and Gutter Bridges Constructed 1938/41

Type of Construction— Roads and Streets:	Length Constructed Miles
Ballast Base and Full Bituminous Penetration Macadam . . .	1.16
Cement Penetration and Hot Bituminous Premixed Surface Coat175
Formation and Ballast31
Quarry Refuse58
Road Formation275
Full Bituminous Penetration Macadam	2.37
Waterbound Macadam and Bituminous Seal	1.51
Reforming by Scarifying and Rolling	1.92
Totals	8.30
Footpaths:	
Concrete	4.12
Asphalt	3.69
Totals	7.81
Kerbing and Guttering:	
Concrete	6.10
Grand Total—Roads, Streets, Footpaths and Kerbing and Guttering	22.21

In addition to the above, the following have been constructed:—

Class of Work	Number	Total length in feet
Reinforced Concrete Bridge in St. Hilliers Road		
Reinforced Concrete Culverts	15	301
Concrete Gutter Crossings	12	175
Pipe Culverts—Concrete	2	106
Concrete Seats for Parks, Gardens and Roadways	61	488
Domino and Draught Tables for Railway Garden . .	3	

To fully appreciate what has been done it must be remembered we have in this area seventy (70) miles of roads, apart from the State Highway (Parramatta-Sydney Road). The latter is maintained by the Department of Main Roads, to which this Council makes a yearly contribution, average £1,660 annually for the last six years.

There are 58 miles of constructed footpaths (concrete, asphalt and brick) and 33 miles of kerbing and guttering.

The following comparative statement shows Public Works expenditure for the last three Triennial Periods:—

	New Construction, Reconstruction, and Maintenance and Repairs		
	1932/34	1935/37	1938/40
	£	£	£
Roads, Streets and Culverts	21,538	41,661	30,216
Kerbing and Guttering	3,253	7,081	5,316
Paved Footpaths	2,115	9,441	7,128
Unpaved Footpaths	921	180	54
Gutter Bridges	27	188	293
Tree Guards and Grass Plots	64	107	201
Street and Gutter Cleaning	5,914	9,206	11,096
Drinking Fountains	29	33	113
Traffic Signs	22	33	14
Bridges	33	8	279
Stormwater Channels	30	173	82
Totals	£33,946	£68,078	£54,792

3. Sanitary Service:

During the period (to 22/8/'41) 1,400 premises were connected to the sewer. At 31/12/'34 the weekly services were 4,920, and 1,877 at 22/8/'41. It will thus be seen that the greater part of the Municipality is now sewered. The Council will continue to urge the extension of the reticulation so as to ensure that the sewer will be available to practically every residence at the earliest possible date, thus solving the house sullage disposal problem and improving public health conditions generally.

4. Garbage Removal and Street Cleaning Services:

During the period the Garbage service was extended to outlying areas. The cleansing of streets and gutters required and received the maximum attention. After considering the practicability of various proposals to deal with the paspalum nuisance, the Council purchased a Motor Tractor mower. This machine will cut, almost to ground level, several miles length of footpaths daily. Last season's experience indicates that at last a method has been devised to greatly minimise, if not altogether to eliminate, this particular pest.

5. Stormwater Drainage:

The provision of adequate stormwater drains to link up with the main drainage channel system is a matter of deep concern to the Council. The question is one of finance, obviously. It is considered that a comprehensive programme to include all necessary drains would cost in the vicinity of £80,000. Plainly this is quite beyond the financial capacity of Auburn. The Council has no intention of asking our ratepayers to carry additional burdens, quite apart from the question of proper restrictions of expenditure not contributory to the war effort. Moreover, the Council firmly believes this is a national rather than purely local responsibility. Governments have admitted as much by constructing some of the main stormwater channels. The Council, therefore, in March 1939 applied to the Government for a special grant of £22,000 to construct the first section of most urgently needed stormwater drains. The proposal provided for seven main concrete pipe lines with drainage inlets as required. These were—

1. Pine Road from Gordon Road to Duck River.
2. Adderley Street via Carnarvon Street to Parramatta River.
3. Langtry Avenue to Duck Creek via Mary Street.
4. Mt. Auburn Road to Graham Street existing stormwater drain.
5. Auburn Road to Marion Street.
6. Auburn Road to Hargrave Street.
7. Carnarvon Street to Stormwater channel.

An officer of the Public Works Department inspected the sites of the proposed works in April 1939, but, unfortunately the war intervened to prevent the project reaching finality. However, ratepayers and residents may rest assured it will not be overlooked when peace comes again.

6. Public Health—Diphtheria Immunisation:

So far 1,431 children have been immunised against diphtheria. The scheme was carried out smoothly in co-operation with the Board of Health, local Medical Practitioners and Hospital Nursing Staffs, to whom the Council wishes to express grateful appreciation. A nominal charge of 4/- for each child, with a maximum of 8/- for any one family, was made. The children of parents not in a position to pay were immunised free of charge. Any surplus was distributed to the two local public hospitals.

Council intends to continue the clinics each year. Those people who still hesitate to have their children immunised should be encouraged by the fact that since the first year of immunisation not one immunised child contracted diphtheria. Out of the 1,400 or so not immunised, however, 116 cases of diphtheria were reported during the period 1/1/'38 to 28/5/'41.

7. Parks:

The Council fully appreciates the necessity for good Parks and Playing Fields, but here again the problem is finance. Public Health and National Fitness mean the same thing. Public Parks are not the exclusive property of any one town or suburb, but belong to all the people everywhere. Therefore, the Nation should provide the Parks, after which their maintenance and improvement is properly a matter of local responsibility. Hence the Council felt justified in applying in March 1939, for a special Government Grant of £18,000 to provide, in the area known as "Auburn Park," playing fields and park facilities sufficient to meet the needs of this and adjacent districts. The scheme provided for the levelling of the whole area, with necessary retaining walls, drainage and top-dressing; the western section to be the playing and sports oval, with pavilion and grandstand; and the Macquarie Road section to be laid out and beautified as a Park, with a Bowling Green and Pavilion on the northern portion. Ample space would be available for addition of a Swimming Pool later.

This proposal, like the Drainage Scheme, had to be temporarily abandoned owing to the War. These works will, however, be first on the list for post-war reconstruction programme.

8. Street Lighting:

With the adoption of the County Council's scheme the effective street lighting has been increased by more than one-third, practically without any increase in cost. Mercury discharge lamps now provide the most up-to-date and attractive illumination of the Main Shopping Centre. Similar type lamps have been installed in Parramatta Road to give uniform lighting to this main traffic artery. The following statement illustrates the general improvement:—

Year	Number of Lamps	Effective Wattage	Annual Cost
1934	544	44,520	£1,995
1941	641	58,465	£2,040
Increase	97	13,945	£ 45

9. Town Hall.

During the period the Town Hall was renovated and the public and office accommodation considerably improved, especially in lighting and ventilation. An up-to-date Public Address System was recently installed.

Arrangements have been made to erect in the vestibule a handsome Roll of Honour to permanently record the names of our gallant Auburn fighting men who answered the call of King and Country.

10. Building Activities:

The whole section of South Parade was built in with fine modern shops, and new factories were erected. Let the figures tell their own story of progress:—

Number and Value of Buildings erected, 1938/41		
Class of Building	Number Erected	Value (Cost)
Private Dwellings	198	£121 090
Shops	12	8,900
Factories	6	30,997
Factory Additions	31	31,223
Hotel (new)	1	28,000
Hotel Renovations	2	3,925
Electricity Substations	2	970
Parish Hall and Residence	1	740
Minor Buildings and Alterations, etc.	298	21,974
Totals	551	£247,819

11. Public Buildings and Utilities:

The Council has been active in representations to the Government and various Authorities for the modernising and enlargement of public buildings to meet the increased and ever growing needs of Auburn and district. Sustained agitation also secured new amenities of inestimable value to the community. The more outstanding instances of Council's fruitful efforts are detailed as under:—

- (a) Pedestrian Overbridge at Parramatta Road near North Auburn Public School. (This removed the danger to school children from fast traffic on Parramatta Road, and put an end to years of anxiety suffered by parents. Representations initiated August 1937; bridge completed February 1940.)
- (b) Post Office remodelled and enlarged, and staff meal room provided. Representation began March 1937; work completed July 1939.)
- (c) Commonwealth Bank rebuilt—enlarged premises of modern design and equipment. (Representations commenced March 1937; building completed July 1939.)
- (d) Court House and Petty Sessions Office. (Representations initiated May 1936. The Minister of Justice, Hon. L. O. Martin) in June 1938, after a personal visit and inspection, finally decided upon the establishment of a Court House and Petty Sessions Office on the land at Auburn Police Station. In June 1939 tenders were invited for a building estimated to cost £3,500. The Council was given to understand that a tender was actually accepted, but subsequently learned from Mr. Martin that he could not proceed because his building vote was depleted when he took over the Works and Local Government Department. The Council took the matter up with the new Minister, Hon. J. J. Cahill, who, in a letter to Mr. Lang on 27/6/'41 stated an item to cover the cost of the Court House had been included in the preliminary draft Loan Estimates for 1941/42. It is apparent, therefore, that the erection of the building only awaits the provision of funds. The Council is determined to pursue the matter. It confidently expects everything will soon be satisfactorily finalised.)

12. War Effort Co-operation:

The Council has given the utmost co-operation and assistance in all movements connected with the National War Effort. The main activities sponsored are:—

- (a) Citizens' Patriotic Fund, with the Mayor as Chairman, and the Deputy Town Clerk (Mr. P. J. Casey) as Honorary Secretary. Since the Fund was inaugurated at a Public Meeting in January 1940 about £1,000 has been raised. The Fund is a completely representative citizens' organisation controlled by an Executive Committee elected at each Annual General Meeting. It operates under its own constitution and rules, under permit from the Chief Secretary. It is the controlling body to which all other patriotic organisations (not, of course, including the Red Cross Society) are subject. The main objects of the Fund are to assist, where necessary, any of the families of our soldiers while they are abroad, and, when they return, to help our men financially during the difficult period between discharge from the A.I.F. and re-habilitation in civil occupation. A wallet is presented to each man before sailing, and canteen orders are distributed periodically. But these are minor considerations by comparison with the main object, i.e., to help the dependents of our absent soldiers, and to give them a helping hand during the difficult and dangerous transition period from army to civilian life.

(b) National Emergency Services, with the Mayor as Chief Warden, and the Town Clerk (Mr. B. J. Mooney) as his Deputy. Good progress is now being made with the training of wardens, first-aid and other personnel. The heavy rescue and demolition squad is composed of members of Council's outdoor staff. Training is well advanced.

13. Conclusion:

I desire to express sincere thanks to the Aldermen for ever loyal support, and to pay my personal tribute to the spirit of harmony and friendly co-operation predominant in Council's deliberations at all times.

To our Parliamentary representatives—Mr. Charles A. Morgan, M.H.R., and the Hon. John T. Lang, M.L.A.—grateful appreciation is tendered for personal representations in many Municipal matters, and for invaluable assistance always given.

I want also to thank the Town Clerk and his Staff and all other officials and employees, indoor and outdoor workers, for their part in the civic progress of the period.

We are grateful to every ratepayer and resident not only for co-operation in the work of Municipal advancement, but also for help in building up that mutual feeling of trust, respect, confidence and courteous consideration which is the true spirit of Local Government by the people for the people.

My earnest hope is that, by the goodness of God and by harmonious and united human effort, the New Year will bring forth a just and lasting peace with progress and prosperity for all.

N. J. KEILE,

Mayor of Auburn.

Mayor's Room,

Town Hall, Auburn.

13th October, 1941.



MUNICIPALITY OF AUBURN

STATISTICAL AND GENERAL INFORMATION

1. Population:

24,000.

2. Area:

4½ Sq. Miles.

3. Boundaries:

Commencing at a point on the south bank of Parramatta River at the middle line of Sutherland Street thence generally southerly by the middle line of that street to Parramatta Road, and by the middle line of St. Hilliers Road to Hall Street, thence generally easterly by the middle line of Hall Street to Percy Road, thence generally southerly by the middle line of Percy Road, across the Great Western Railway line and by the middle line of Cockthorpe Road to Water Street, thence southerly by the middle line of Graham Street to Mount Auburn Road, thence westerly by the middle line of Mount Auburn Road to Park Road, thence southerly by the middle line of Park Road to Regents Park Railway Station, thence bearing west of south to the Sydney Water Supply pipe line, thence generally north westerly by that pipe line to Duck River, thence generally northerly by the middle line of Duck River to Parramatta River and the point of commencement.

4. Industries:

The following industries are located either on or within the boundaries of Auburn Municipality—

Australian General Electric Limited, The Sydney Meat Preserving Co., Michael Nairn Ltd. (Lino. Works), Commonwealth Oil Refineries Ltd., Clyde Brick Works, Horan & Crossan (Engineers and Steel Works), Shelley Bros. (Moulders), Wilkins Case Factory, Ajax Chemical Co., Ammonia Co. of Australia, The General Chemical Co., Davison Paint Works, Cummings Blacking Factory, Progress Rubber Co. (Motor Tyres, Boots, Shoes, etc.), Mashman Bros. Pottery Works, Kookaburra Tyre Works, Daley & Hood (Iron Works), Auburn Plaster Mills Pty. Ltd., Jeskie Bros. Plaster Works, W. T. Carmichael Ltd. (Electric and Gas Heating Stoves and Appliances), Purcell Engineering Co., Babcock & Wilcox Ltd., Ritchie Bros. (Carriage Builders), Australian Towel Weaving Mills, Australian Abrasives Ltd., Nicholson & Wallbank (General Engineers), Milton Foundry, Trenholm and Trenholm Bros., and a number of smaller works.

The following works are a short distance outside the boundary—Goodyear Ltd., Clyde Engineering Co., Waddington's Motor Body Builders, Brunton's Flour Mills, Ford Motor Works, Jantzen Knitting Mills, State Abbatoirs, Australian Aluminium Works, Commonwealth Aircraft Corporation Pty. Ltd. (Aero Engines).

5. Building Land Available:

Although there is not much vacant land for new residences in the centre of the Town adjacent to the Railway Station, there are a number of shopping sites. A large area of land is available for factory sites adjacent to Parramatta Road, Duck River and Parramatta River, also in the vicinity of Regents Park Station. There is an extensive selection of fine home sites, served by electricity, gas, water and sewerage adjacent to 'bus routes. The outer part of the south western section of town is not yet sewered.

6. Land Values:

The Valuer General's latest valuations (Unimproved) vary from £20 to £150 per foot for shopping sites and from 10/- to £10 per foot for residential sites.

7. Omnibus Service:

The following 'bus services are in regular operation:—

- (a) Princes Road to Auburn Station via Park Road and Return.
- (b) Blaxcell Street, Granville, via Mona Street to Auburn Station thence via Auburn Road, Graham Street, Cockthorpe Road, Water Street, Graham Street to Mount Auburn Road and Return.
- (c) Wellington Road, via Mary Street, Cumberland Road to Auburn Station and Return.
- (d) Park Road and Mount Auburn Road intersection via Mount Auburn Road, Cambridge Street, Vaughan Street, and Woodburn Road to Lidcombe Station and Return.
- (e) Auburn Station to Skarratt Street via Macquarie Road, Parramatta Road, Stubbs Street, Adderley Street, Skarratt Street and Return.
- (f) Auburn Station to Skarratt Street, via Rawson Street, Hampstead Road and Parramatta Road and Return.
- (g) Auburn Station to Newington via Northumberland Road, Parramatta Road, Sutherland Street, Adderley Street, Melton Street and Carnarvon and Sutherland Streets and Return.
- (h) Corner of Station Road and Parramatta Road, via Parramatta Road through Harris Park to Parramatta and Return.

8. Progress Statistics:

(a) Population—

1912—6,000. 1921—13,563. 1933—20,280. 1941—14,000.

(b) Valuations (all land whether ratable or not)—

Year	Unimproved Capital	Improved Cap.	Assessed Annual
	Value	Value	Value
	£	£	£
1912	267,182	619,894	43,046
1941	1,117,582	3,881,895	338,268
Increase	£850,400	£2,262,001	£295,222

9. Miscellaneous:

- (a) People using Auburn as a Shopping Centre—Approx. 50,000.
- (b) Number of houses—5,000.

(c) Shopping Facilities—

The Main Shopping Centre comprises Auburn Road, South Parade and Rawson Street area in the vicinity of Auburn Railway Station. Total length of shop fronts in this area is approximately three-quarters of a mile. All shoppers are well catered for at keenly competitive prices. Auburn has 22 butcher shops, and there are 10 cake shops in the main centre alone. Shoppers come from all suburbs on the Main Western, Regents Park and Liverpool lines. Many City Firms have local branches. There is a smaller shopping centre on Parramatta Road, but this is mainly an Industrial and Factory Area.

(d) Picture Shows—Civic (twice daily) and Embassy.

(e) Banks.—Commonwealth Bank and Savings Bank, Bank New South Wales (with Branch at Parramatta Road) and E.S. & A. Bank.

(f) Train Services.—Service is quarter-hourly, all Stations to Strathfield or Burwood, thence Redfern and Sydney only. Time of journey 28 minutes.

Fares:—(Return) Central 2/- Wynyard 2/2, week-ends and holidays 1/8.

(g) Schools.—Public Schools—(3) Auburn (Auburn Road); Auburn West (Chisho'm Road) and Auburn North (Parramatta Road); Auburn Day and Evening Domestic Science School (Auburn Road). St. John's School (Sisters of Charity). Seventh Day Adventist (Macquarie Road).

(h) All denominations are well catered for, some having a separate church for the north section of the Town.

(i) St. Joseph's Hospital (Normanby Road) and Auburn District (Norval Street).

(j) Ambulance.—Parramatta-Auburn District. Headquarters, Corner Queen Street and Harrow Road, opposite Embassy Theatre.

(k) Town Hall.—Situated Auburn Road. Seating capacity 1000. Modern Hall with all conveniences including Public Address System. No other Suburban Town Hall has as large a stage and only one has as great a seating capacity.



1961-1962

Value	Value	Value	Value
1,234,567	2,345,678	3,456,789	4,567,890
5,678,901	6,789,012	7,890,123	8,901,234
9,012,345	10,123,456	11,234,567	12,345,678
13,456,789	14,567,890	15,678,901	16,789,012
17,890,123	18,901,234	19,012,345	20,123,456
21,234,567	22,345,678	23,456,789	24,567,890
25,678,901	26,789,012	27,890,123	28,901,234
30,123,456	31,234,567	32,345,678	33,456,789
35,567,890	36,678,901	37,789,012	38,890,123
40,901,234	41,012,345	42,123,456	43,234,567
45,345,678	46,456,789	47,567,890	48,678,901
50,789,012	51,789,012	52,789,012	53,789,012
55,789,012	56,789,012	57,789,012	58,789,012
60,789,012	61,789,012	62,789,012	63,789,012
65,789,012	66,789,012	67,789,012	68,789,012
70,789,012	71,789,012	72,789,012	73,789,012
75,789,012	76,789,012	77,789,012	78,789,012
80,789,012	81,789,012	82,789,012	83,789,012
85,789,012	86,789,012	87,789,012	88,789,012
90,789,012	91,789,012	92,789,012	93,789,012
95,789,012	96,789,012	97,789,012	98,789,012
100,789,012	101,789,012	102,789,012	103,789,012

HISTORY OF AUBURN

SOME INTERESTING FACTS

Auburn was not so named until after the first Railway Station was erected in 1877. The area was named by the late J. Y. Mills of the firm of Mills & Pile, Real Estate Agents of Parramatta who conducted the first auction sale of building allotments on June 1, 1878. The first suggestion, "Burford" (after the small Oxfordshire town where Mr. Mills' father's people lived), was rejected by the Railway Department because it sounded too much like Burwood. Oliver Goldsmith's poem "Auburn, the Loveliest Village of the Plain" then occurred to Mr. Mills as an appropriate solution.

The first grants of land were made to Thomas Bates, Thomas Francis and Samuel Haslem on 1st January, 1806. It appears Bates' grant was bounded by Parramatta Road, Macquarie Road, the Railway line and the western side of Auburn park. This grant later passed into the hands of Mr. William Gibbons, father of the late Alderman J. H. Gibbons, for some time Mayor of Auburn.

Francis was granted the strip east of Bates' land to Station Road and the area east of that went to Haslem.

In the following year John Blaxland (who with his brother Gregory discovered a route across the Blue Mountains) obtained by grant the whole of the area known as Silverwater and Newington. At Newington he erected a woollen mill and a salt works, which later supplied the whole colony for many years. Up to 300 persons were employed in Blaxland's industries. Some traces of the salt works still remain. A Church which he erected on the property now forms part of the Hospital buildings. The old Newington Lodge stood on the corner of Sutherland Street and Parramatta Road opposite the Sydney County Council's electricity substation, until recently.

The land south of the railway line was not taken up by grant until 1823. Two of the larger grants were Chisholm's and McIntosh's. Chisholm undertook to clear and cultivate 50 acres and to maintain six convicts. McIntosh agreed to clear and cultivate 30 acres and to maintain two convicts.

It is interesting to note that the parish of St. John, of which Auburn municipality north of Parramatta Road forms part, was so named in July 1802 by Governor King in honour of his predecessor, Captain John Hunter. The parish of Liberty Plains (which includes all of Auburn south of Parramatta Road) derived its name from the fact that the first free settlers were granted land in the area from Strathfield to Granville, which comprised the parish.

The Parramatta to Sydney Road was no more than a bush track up to 1797 when it was constructed to a width of 20 feet. The road was remade in 1806 and again in 1810 when Governor Macquarie had the carriageway widened to 32 feet and the timber cut back for a distance of one chain on each side of the road. However, there was no road into Auburn from Parramatta Road until 1877 when the thoroughfare now known as Macquarie Road was constructed to give access to Auburn Railway Station. There were several short cuts by bush tracks from Parramatta Road across Duck River to Woodville Road. One of these tracks ran parallel to Duck River along a route which coincides with the present Chisholm Road.

The road through to Liverpool Road was surveyed in 1887. It followed the route Auburn Road, Helena Street and thence by Park Road to Liverpool Road.

Although the first land sale was successful the township did not begin to appear until 1886 when the first school and church were established and a considerable number of new buildings were erected.

On the 2nd February, 1884, Messrs Mills & Pile offered for sale 329 allotments. Their advertisement of the sale contained this prophecy:

"Auburn is destined to become at no distant date an important industrial centre of population, where the railway rolling stock and engines for use in the vast interior will be produced. Already two firms have commenced operations and others will doubtless follow."

It is claimed that the first attempt at street lighting was made by Mr. Christmas, proprietor of one of the first general stores, who kept a lamp lighted outside his shop every night. This store was situated near where Auburn Public School now stands and was opened in May, 1886.

Although according to the Sydney Gazette a "Beer license" was granted to Thomas Bates on 26th February, 1809, it does not appear that the first Hotel was erected until 1885. This building still stands on the corner of South Parade and Shelton Avenue.

Prior to 1885 Auburn possessed no shops. By July 1886, however, the town was able to support 9 grocery establishments, a public house, and two butcher's shops. The Post Office was near the Railway Station, and was housed for some time in the station building. No Police officer was required in Auburn until 1886 when a constable from the Rookwood (now Lidcombe) station was instructed to visit the town daily.

The Australian Gaslight Company began to supply gas to the residents about the end of 1886.

The first Church, St. Philip's Church of England in Macquarie Road, was opened on February 6th, 1886.

On 7th September, 1892, St. Joseph's Hospital was officially opened by the Governor, Lord Jersey. The property, comprising 13 acres of land and a commodious house, was purchased in 1892 from Mr. John Buchanan for the Sisters of Charity by His Eminence the late Cardinal Moran. The original intention was that the hospital should serve as a sanatorium for naval men, but in 1894 it was extended to provide for all local needs and requirements of the district. The name of Dr. F. H. Furnival, who was one of Auburn's first Aldermen, is associated in a special way with the remarkable progress made by St. Joseph's.

The Municipality of Auburn was proclaimed on February 17th, 1892. The first Council comprised Aldermen Taylor, Ewart, Thomas, Wright, Roper, Ritchie, Gascoigne and Furnival. The first Council meeting was held in Lee's Temperance Hotel at the corner of Mary Street and Park Road, now occupied by Dr. Friedman's property. The first Mayor was Ald. Wright. Mr. J. W. Lees was the first Town Clerk.

The area of the Municipality was then 3.2 square miles. It was a scattered town of 407 buildings and 1,600 people. Newington-Silverwater section was added to the Municipality in 1906, making the total area 4½ square miles.

The foundation stone of the new Town Hall was laid in 1896 by the Postmaster General, the late Sir Joseph Cook. This building gave way to the present Town Hall which was opened by the Premier, the Hon. John T. Lang in July 1927.

The following persons held office as Mayor of Auburn: 1892, George Wright; 1893-4, James D. Ritchie; 1895, Thomas Taylor; 1896, L. T. Roper; 1897-8, Charles Dyer; 1899, John H. Gibbons; 1900-4, Thomas Taylor; 1904, T. E. Farrar; 1905-6, Chas. Dyer; 1907, J. D. E. Lambeth; 1908, Dr. F. H. Furnival; 1909-10, John T. Lang; 1911, John Hunter; 1912-1913, G. H. Ritchie; 1914-15, W. J. Johnson; 1916-17, T. Cheetham; 1918-19, Robert Lightfoot; 1920-21, T. Cheetham; 1923-24, G. H. Ritchie; 1925-26, G. C. Gollan; 1927-31, A. T. Briggs; 1932-34, T. Cheetham; 1935, Wm. H. Lamb; 1936, P. Herlihy; 1937, James Upton; 1938, Gordon A. Byrne; 1939, B. J. Kelly; 1940, F. C. Schindler; 1941, N. J. Keile.

The present Council comprises: Ald. N. J. Keile (Mayor), W. S. T. Bond (Deputy Mayor), J. Bourke, G. A. Byrne, P. Herlihy, J. Hudson (Sergeant, R.A.E., A.I.F. Abroad), B. J. Kelly, C. McKee, T. V. Ryan, F. C. Schindler, W. W. Stone and J. Upton.

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