



# TRIENNIAL REPORT

1951 - 1953

Frank CHADWICK, J.P.  
*Mayor of Auburn*



## REPORT 1951-1953

*MAYOR:*

Ald. Frank CHADWICK, J.P.

*DEPUTY MAYOR:*

Ald. Ernest NORMAN, J.P.

*ALDERMEN:*

Arthur G. L. COLLIER,	Alexander KERR, J.P.
Norman G. CROOK, J.P.	Archibald R. B. McVICAR,
Harry R. HORAM,	Henry J. W. ROGERS, J.P.
Lionel K. HULYER, J.P.	Frank D. SMITH, J.P.
Herbert T. JONES, J.P.	Raymond G. THWAITE, J.P.

TOWN CLERK: Bryan J. MOONEY, J.P., F.L.C.A.

DEPUTY TOWN CLERK: Wilfred R. AMES, J.P., F.L.C.A.

CHIEF ENGINEER: Eric W. BLACK, A.M.I.E. Aust.

CHIEF HEALTH & BUILDING INSPECTOR: Alan P. HAYES, J.P., M.I.H.S.

CHIEF ACCOUNTANT: Percival J. CASEY, J.P., L.L.C.A.

CHIEF RATES CLERK: Gordon J. LANE, J.P., L.L.C.A.

*OFFICES:* Town Hall, Auburn Road, Auburn.

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*OFFICE HOURS:* 9 a.m. to 4 p.m. Mondays to Fridays

*COUNCIL MEETINGS:* Fortnightly at 8 p.m.



# TRIENNIAL REPORT 1951-1953

## 1. Introductory:

During the triennial term which ends on 5th December, 1953, the affairs of the Municipality were administered by twelve Aldermen — Auburn and Lidcombe Districts (First and Second Wards) each being represented by 6 Aldermen. All worked harmoniously in the common interest and freely gave their time and energies to the welfare and development of the Combined Area.

## 2. Finance:

In each financial period, the Estimates of Income and Expenditure were compiled to ensure a balanced budget and to avoid indebtedness in the form of high bank overdraft. Thus, Council's financial position was kept on a sound basis. The total expenditure for the three years was approximately £800,000, each ward sharing this expenditure on an equitable basis. The total owing for Loans is £149,000, against a total Unimproved Capital Value of £7,666,964.

The expenditure of nearly £1M. emphasises the size and importance of Council's operations and the necessity for every ratepayer and resident to take a personal interest in what is going on.

## 3. Public Works:

The rapid residential and industrial development in the postwar period severely taxed the financial capacity of the Municipality. Council was obliged to undertake an extensive programme of stormwater drainage, new road construction, concrete kerb and gutter and paving and associated works. This programme involved the expenditure of more than £306,000. It is considered that existing roads must not be allowed to deteriorate. Total expenditure on resealing and general maintenance during the period was £79,000.

Road works carried out during the period comprised — road construction 5 miles; road maintenance and repairs and road surfacing and asphalting 34 miles; concrete kerb and gutter 19½ miles; concrete footpaths 4 miles; and stormwater drainage 1½ miles.

New plant was acquired at a cost of £24,000. This included one heavy grader (cost £8,250), two front end loaders, one portable bitumen sprayer, two aggregate spreaders and seven tipping trucks. Council's plant, now fully mechanised, is competent to handle the ever increasing works programme without any additional labour costs.

The shoulders of practically all roads in the Municipality were graded by mechanical units at the rate of 7,000 lineal feet per week.

#### **4. Paspalum Nuisance:**

A Ferguson tractor fitted with a rotary mower (which cost £1,050) was employed exclusively on cutting paspalum on footpaths. The results proved that the continued use of this plant will effectively solve the paspalum problem.

#### **5. Tree Planting:**

Propagation of flower seedlings, shrubs and trees is carried out in Council's own nursery at very small cost. If Council had to purchase from private nurseries the cost would be at least three times, and probably four times, the actual cost to Council.

Flowering shrubs were planted on many of the footpaths at a cost of 1/- each to adjoining owners. Trees and shrubs were supplied, free of cost, to churches, schools, Progress Associations and other organisations for beautification of church grounds, school playgrounds and other areas sponsored by associations and groups who are prepared to do something for the beautification of their Municipality.

Plans have been made to supply 35,000 trees and shrubs for the tree planting programme in the next twelve months.

The Forestry Advisory Committee specially complimented the Council on its parks and tree planting activities.

#### **6. Parks and Playgrounds:**

The Council's programme provides, not only for the development of new parks, but, particularly, for the improvement of existing parks and playing areas.

Ten years ago, the then Municipality of Auburn had only 29 acres of park lands in the whole area. Lidcombe had several large parks but nothing in the nature of convenient playgrounds for children.

Council acquired many parks areas during the term, including "Friends Park" which was previously a burial ground in Davey St., Lidcombe.

Council now has, in addition to park lands being acquired in the Courallie Avenue, Fourth Avenue and Park Road/Harrow Road areas, the following parks and playing areas: (Where children's playing facilities are provided — swings, roundabouts, etc. — the letters "C.P.A." will appear after the name of the park) —

Wyatt Park, Lidcombe (C.P.A.) — Lidcombe Oval with grandstand, cycle track and turf cricket wicket, two concrete wickets and Tennis Courts.

Auburn War Memorial Park — Bowling Greens, cricket oval with concrete wicket — (C.P.A.)

Angus Park — (Angus Avenue) — (C.P.A.)

Civic Park (Auburn Road-Norval Street) — (C.P.A.)

Deakin Park (between Deakin St. and Beaconsfield St.) — (C.P.A.)

Hume Park (between Bligh St. and Carnarvon St.) — includes the previous Hume Street.

Melton Park (between Melton St. and Station Rd., North Auburn).

Mona Park (Mona and Mary Sts., West Auburn) — main enclosed oval with turf wicket, seating and dressing room accommodation and two other playing fields with two concrete cricket wickets.

Pine Park (Pine Road, Auburn).

Railway Park (on the north side of main western railway line, adjacent to Auburn Railway Station with frontage to Rawson Street). (C.P.A.)

Silverwater Park — an area of 12 acres with frontage to Parramatta River, bounded by Clyde St., Duck River, Parramatta River and Silverwater Road. Auburn Business Men's Sports and Recreation Club has a lease of a small part of this area and the Silverwater Speed Boat Club operates in this park where they have recently built a modern Clubhouse.

Carnarvon Park and Golf Course. This is an area of 112 acres which was made available for development by Carnarvon Golf Club. It is situated between Joseph St. and Nottinghill Road and is being beautified by the planting of trees by Carnarvon Golf Club.

Chadwick Reserve. This is an area of one acre having a frontage to John St., opposite the Public School, and gives access to Wyatt Park. (C.P.A.)

Phillips Park. This is a very large area, which is gradually being developed, previously very poor land bisected by deep gullies. Trees have been planted, there is one concrete wicket and a children's playing area. Lidcombe Central Progress Association is taking a special interest in this park and is giving very valuable help to Council to develop it.

Wellington Park, Lidcombe. This is Lidcombe Shopping Centre "Lung," corresponding to Railway Park in Auburn. Council gave special attention to the development of this park which provides facilities for draught players, children's playing amenities and picnic kiosks.

Friends Park, Davey Street. (C.P.A.)

Coleman Park, between Joseph Street and Nottinghill Road, adjoining Carnarvon Golf Course. This Park provides three separate playing fields with dressing room accommodation and a concrete cricket wicket.

Wilson Park, Silverwater Road and Holker Street, near Newington State Hospital and Home. This area of 40 acres provides for recreational requirements in the Silverwater locality. There are several concrete cricket pitches and the area is frequently used for Model Aeroplane Club activities.

Guilfoyle Park, Regent Street, Regents Park. This Park is situated within a few hundred yards of Regents Park Shopping Centre. A concrete cricket pitch is provided and the area is used continuously during the football season.

Railway Reserve, Regents Park. This Park has a frontage to Amy Street in the Shopping Centre and adjoins Guilfoyle Park on the north. It is a valuable playing area for the children in that part of the Municipality.

Berala Station Reserve. This land, leased from the Railway Department, adjoins Berala Station opposite the Shopping Centre. Children's playing amenities are provided and tree beautification has been carried out.

Open Space west of Chisholm Road, Auburn. The greater part of this area has been reserved for open space in the County of Cumberland Plan. Council's foresight in

securing key areas in this locality helped considerably to ensure the reservation of this land. Practically the whole cost for acquisition will be met by the County Council. When fully developed, this recreational open space will be a boon and a blessing for the rest of time.

## **7. Regents Park Bowling Greens:**

The Council acquired an area of two acres between Kingsland Road and Regent Street, opposite Guilfoyle Park, within a few hundred yards of Regents Park Township. Much of this land was purchased for drainage purposes — a concrete stormwater drainage system from Wyatt Avenue was constructed this year — at very small cost, and the whole area cost the Council less than £1200. The land has been leased to Regents Park Bowling and Recreation Club who have already erected a clubhouse and completed a bowling green at a cost of £7,000. The Club will pay for all improvements on the land and will pay an annual rent to the Council.

Council has now sponsored two major projects for the establishment of Bowling and Recreation Clubs, the other being the Auburn Club which is repaying the full cost and interest on original outlay.

## **8. Clean-up Campaigns:**

In October of each year, a Clean-up Campaign was carried out as part of the Annual "Health Week" effort for improved hygiene and greater appreciation of the factors which contribute to better public health.

About 5,000 cubic yards of rubbish was removed from dwellings free of cost to householders. Stated in cubic yards, the volume of rubbish removed might not seem considerable; nevertheless it would make a stack about  $2\frac{1}{2}$  times bigger than Auburn Town Hall.

## **9. Diphtheria Immunisation:**

Two Clinics operated every year in each ward when 1,000 children were immunised. This service is provided without charge.

## **10. Infectious Diseases:**

The percentage of notifiable diseases during the period reached an all time low, 89 in a total population of 50,000.

## **11. Anti T.B. X-Ray Service:**

By arrangement with the Anti T.B. Association of New South Wales, campaigns were conducted in both wards in 1951 and 1953, the total attendance being 8,000. This essential public health service is one which concerns every individual of every age in the Municipality. Council paid full costs of the service but this responsibility has now been undertaken by the N.S.W. Public Health Department. Council can fairly claim that its work, in co-operation with the Anti T.B. Assn. helped greatly to induce the State Government to undertake this service as a primary national responsibility.

## **12. Sanitary and Garbage Services:**

Replacement of all horse transport with motor vehicles, fitted to ensure expeditious and hygienic control, resulted in reduced costs and improved services.

## **13. Infant and Maternal Welfare:**

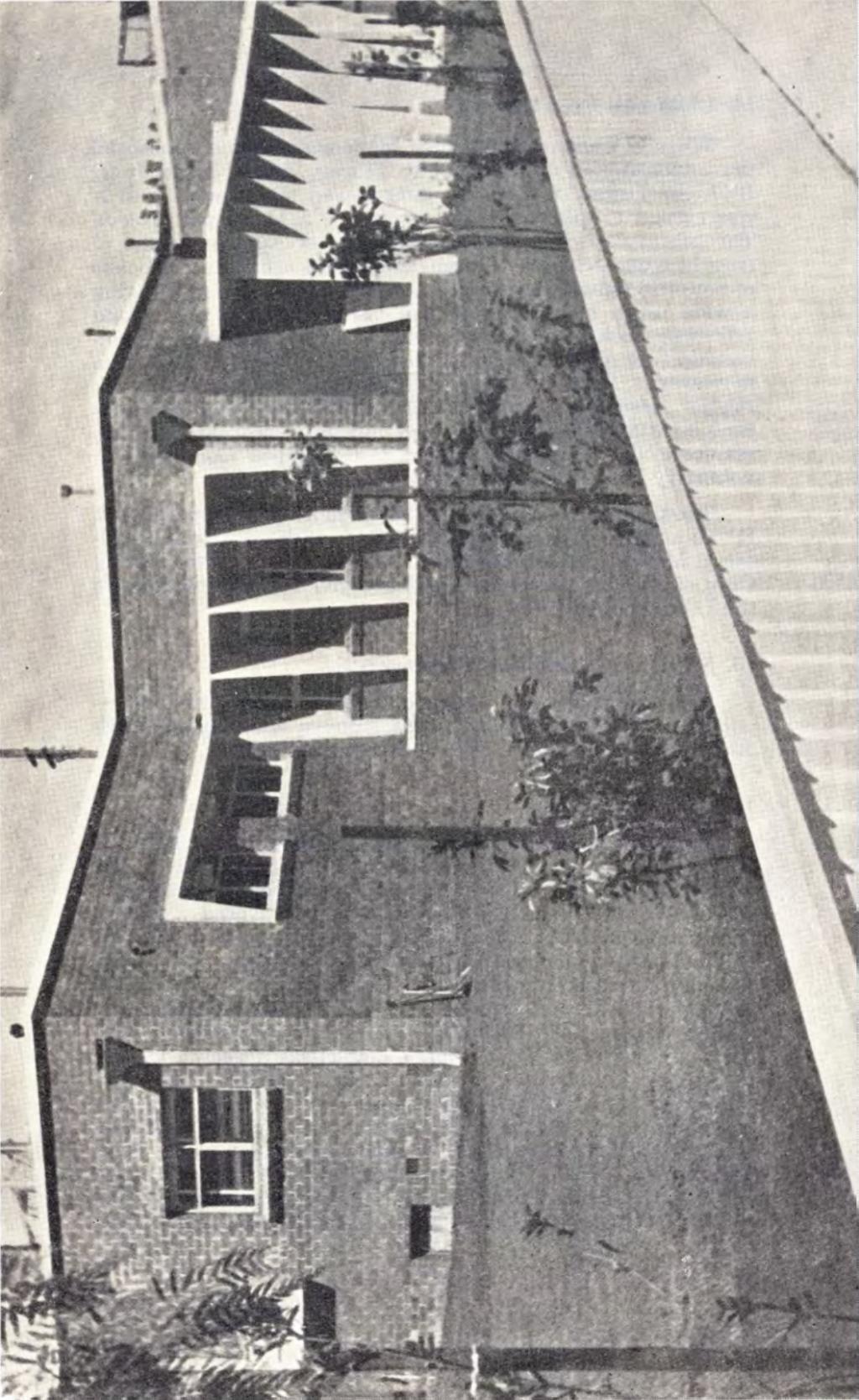
This Baby Health Centre, designed by Architects Morrow and Gordon to conform to modern standards, shows the Swedish influence in design and appearance. It was officially opened on 8th November, 1952, by the Mayor of Auburn, Ald. F. Chadwick. The building and equipment cost £8,892, of which the State Government contributed £5,950. A donation of £1,938 was received from Lidcombe World War II. Memorial Baby Health Centre Committee which was formed in 1946 to raise funds for this project as a memorial to Lidcombe men and women who gave their lives in World War II. In the raising of this magnificent total, the Lidcombe Sub-Branch R.S.S. & A.I.L.A. (Mr. Robert Pearce, Hon. Secretary) played a leading part. The Centre is ideally situated in Bridge Street within a hundred yards of Lidcombe Shopping Centre and Post Office. Actual cost to the Council was only £1,004.

Auburn Baby Health Centre, officially opened by H.R.H. the Duchess of Gloucester in July, 1944, also gave high quality service to mothers and babies during the term.

The total attendances at both Centres during the three years was 50,081.

*Lidcombe World War  
II. Memorial Baby  
Health Centre.*

—Photo by W. Paix



#### **14. Children's Free Library:**

When a Community Centre Movement, which sponsored the establishment of a Children's Library, folded up in June, 1947, the Ladies' Committee interviewed the Council and it was agreed to take over this service as a Municipal project. The Library is located in a large room at Auburn School of Arts in Queen Street. Commencing with a handful of books of doubtful value, the Library now has 1200 volumes covering a wide range from kindergarten interest, fiction, travel and reference books which are helpful to school students. Membership rose from a few interested boys and girls to 1400 keen borrowers. Parties of children with their teachers attend for regular sessions each week. A Chief Librarian and two part-time Assistants are now employed, but the cost of this valuable service to the community, thanks to the Ladies' Committee of voluntary helpers, has been less than £500 yearly.

The Council is most grateful to all those who helped—Miss E. Stutchbury (President), Mrs. E. Coulthard (Hon. Secretary), Mrs. M. Ridden and Mrs. E. Frazer—and to the Rotary Club of Auburn-Lidcombe who have given invaluable help to the Library over the years.

#### **15. Shelters for Omnibus Passengers:**

Four appropriately designed Shelters were provided — adjacent to railway stations — at Auburn and Regents Park and two in Lidcombe. The total cost was £682.

#### **16. Argentine Ants:**

Early in 1950 a resident in the Silverwater area found that his gardening activities were not producing results. His plants did not come to flower and vegetable seedlings produced no vegetables. He found the plants covered with tiny ants of a light to deep brown colour. He sent some of the ants to the Department of Agriculture in Sydney. Thus, the Argentine ant infestation was discovered, not only in the Silverwater area but later in various parts of Lidcombe and other suburbs. The Agriculture Department conferred with the Commonwealth Scientific and Industrial Research Organisation and their Officers, Messrs. G. Pasfield, B.Sc., Agr., and Mr. T. Greaves (who has made a special study of the argentine ant) came to advise Council as to what steps might be taken. In July, 1950, the Department issued a pamphlet (Misc. Publication No. 3384) giving the story of the argentine ant (*Iridomyrmex humilis* Mayr) and the extent of the known N.S.W. infestation. However, the Government, and, in fact

residents in general (not those in the infested areas) did not appear to be very much concerned. The Council initiated representations to the Authorities and embarked upon a wide publicity campaign. In this connection the co-operation of the Sydney Press, Auburn "News," the Australian Broadcasting Commission and 2GB mid-day News Review is gratefully acknowledged.

Following representations to the Hon. J. J. Cahill, M.L.A., Premier of N.S.W., a Conference was arranged at the Local Government Department in October, 1952, when co-operation between the Councils concerned, the State Government and Federal Authorities was achieved and it was agreed that the State Government and the respective Councils share the cost of eradication, the Federal Authority providing an expert Officer and some equipment. The infestation at that time covered 350 acres in Auburn-Lidcombe, 430 acres in Botany (Mascot-Daceyville), 187 acres in Sydney, 1 acre in Parramatta, a total of 968 acres in all. Spraying with Chlordane began almost immediately. Since the first survey, the infested area in Auburn Municipality has increased to about 470 acres. The spraying campaign, now completed in Auburn and Lidcombe was most effective. The Authorities are quite confident that the Argentine Ant will be completely wiped out within the next year or two. Council has so far contributed £3380 towards the cost.

The Argentine Ant has established itself in some of the other States. In West Australia, due to the rapid outward spread of the ant, it is now estimated that the cost of eradication will be something between £300,000 and £500,000. Speaking on the Land Tax Assessment Bill in the Senate debate on 21/5/52 (see Hansard), Senator Edmund S. R. Piesse said that the great threat to Australian prosperity is not only soil erosion and rabbits but also argentine ants.

Council claims no credit for standing up to its responsibilities. Any Council who will not do so, even if such action is unpopular with the crowd at the moment, betrays Local Government and the confidence of residents and ratepayers. If your Council was weak or hesitating in this matter, the

effect on property values and the comfort and well-being of our residents can well be imagined. The Argentine ants would have literally taken possession.

In this remarkable achievement in so short a time, we have to thank the Officers of the Department of Agriculture and C.S.I.R.O. (previously mentioned). Special credit is due to the Premier, the Hon. J. J. Cahill, M.L.A.; the Minister for Local Government, the Hon. J. B. Renshaw, M.L.A.; the Minister for Agriculture, the Hon. E. H. Graham, M.L.A.; Messrs. E. P. Dring, M.L.A.; John Adamson and T. Murphy, M.L.A.; and Mr. E. James Harrison, M.H.R.

### **17. Town Halls:**

Both Town Halls were re-roofed during the period. Administrative office accommodation was enlarged and improved as far as possible, having regard to factors beyond the control of Council.

### **18. Town Planning:**

#### **(a) County of Cumberland Scheme.**

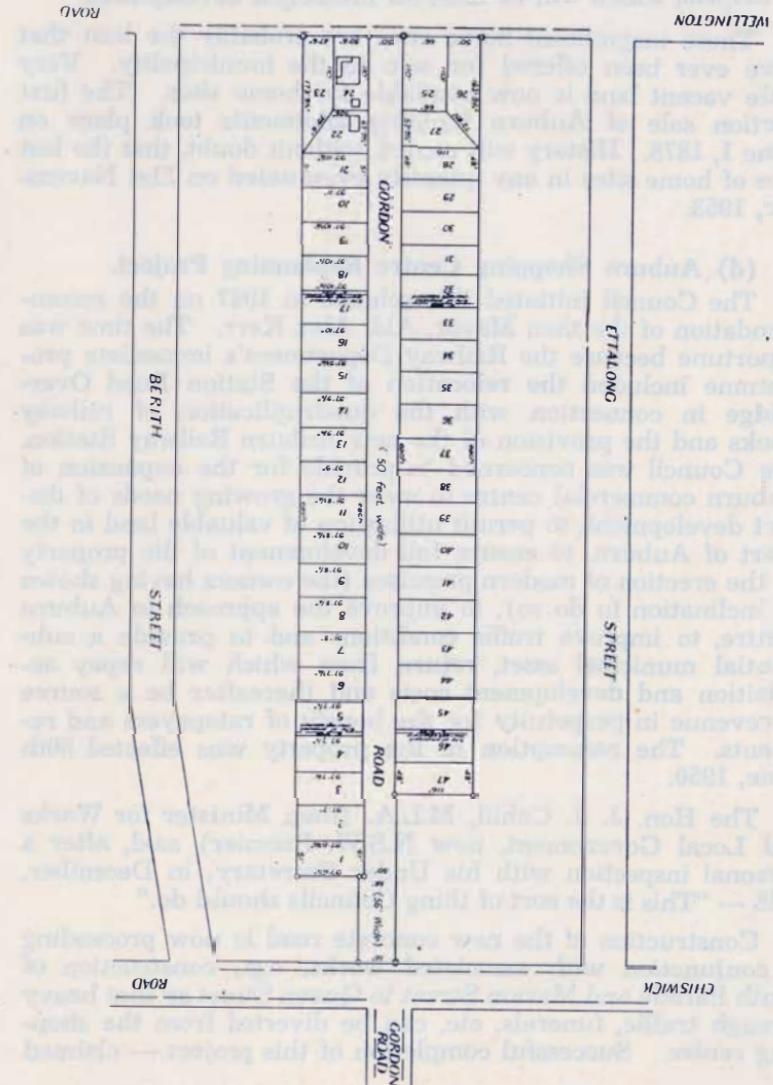
Zoning of land use became effective in June, 1951. The scheme operated to prevent haphazard development, the intrusion of industry into residential areas, for example. All development is now properly controlled and the value of the scheme is underlined by the extraordinary increase in land values for residential, business and factory use.

The Council, during the Interim Development period, never departed from the basic principle and because of this, few problems have arisen since the planning scheme came into operation.

#### **(b) Improvement and Development of Land Use.**

The Council for some years past followed the policy of acquiring lands affected by drainage and this land has been made available for home sites after the necessary drainage works were completed. On 17/10/53 Council sold by public auction 28 such Lots which realised a total of £8,300. This land originally cost the Council about £1,500.

**(c) Mountain View Estate.**



Plan of Mountain View Estate, 44 home sites sold by public auction on 21/11/53.

Council acquired this land in various parts over a period of years at a total cost of £2,500. Road and drainage works (extension of Gordon Road) cost £5,200, bringing the total cost to £7,700. It is expected that the land will realise about £19,000, so that the ratepayers should benefit by the surplus of £11,300, which will be used for municipal development.

These magnificent home sites are probably the best that have ever been offered for sale in the municipality. Very little vacant land is now available for home sites. The first auction sale of Auburn building allotments took place on June 1, 1878. History will record, without doubt, that the last sale of home sites in any quantity eventuated on 21st November, 1953.

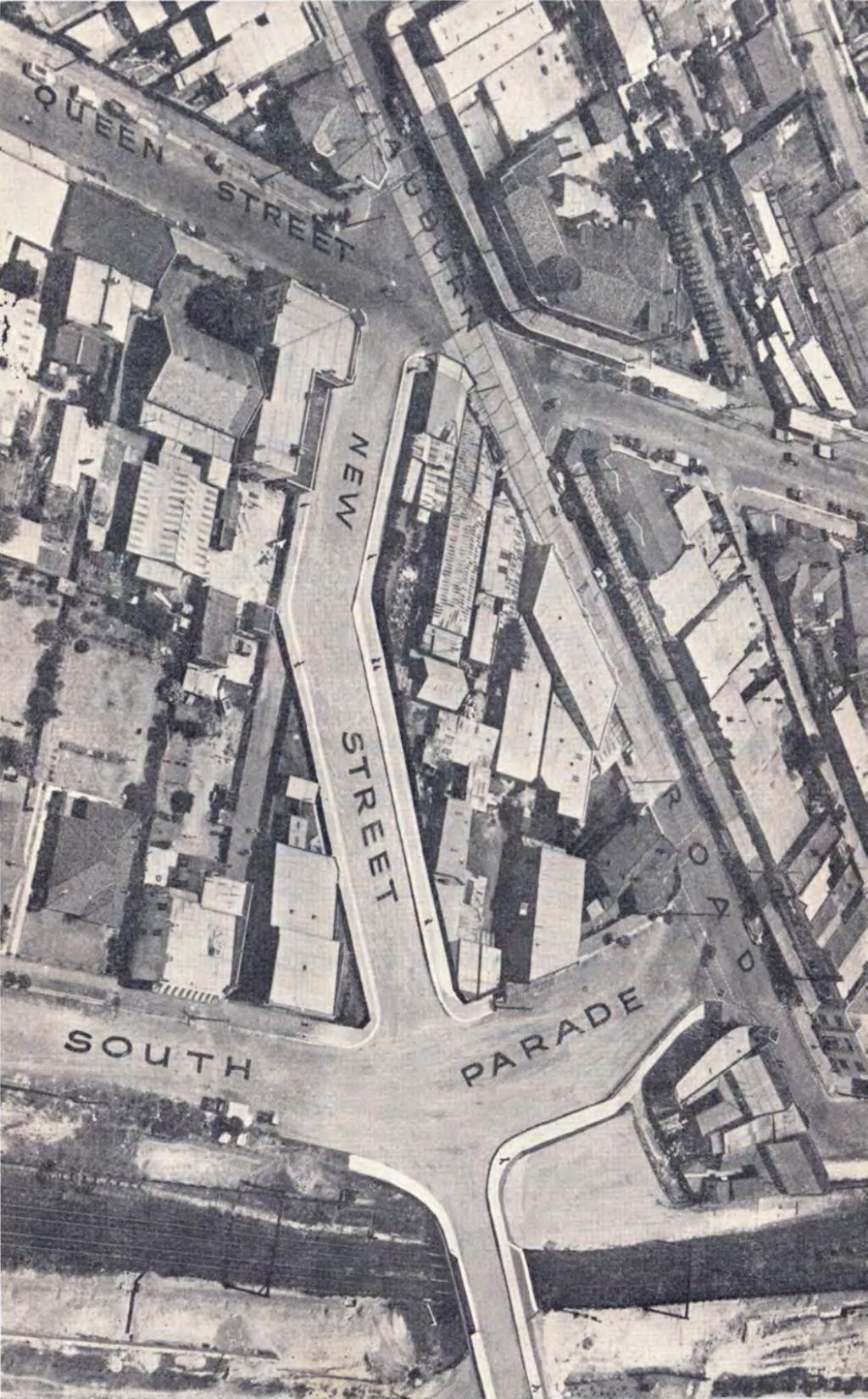
#### (d) Auburn Shopping Centre Replanning Project.

The Council initiated this scheme in 1947 on the recommendation of the then Mayor, Ald. Alex Kerr. The time was opportune because the Railway Department's immediate programme included the relocation of the Station Road Overbridge in connection with the quadruplication of railway tracks and the provision of the new Auburn Railway Station. The Council was concerned to provide for the expansion of Auburn commercial centre to meet the growing needs of district development, to permit utilisation of valuable land in the heart of Auburn, to ensure full development of the property by the erection of modern premises (the owners having shown no inclination to do so), to improve the approach to Auburn Centre, to improve traffic conditions and to provide a substantial municipal asset, return from which will repay acquisition and development costs and thereafter be a source of revenue in perpetuity for the benefit of ratepayers and residents. The resumption of the property was effected 30th June, 1950.

The Hon. J. J. Cahill, M.L.A. (then Minister for Works and Local Government, now N.S.W. Premier) said, after a personal inspection with his Under Secretary, in December, 1948 — "This is the sort of thing Councils should do."

Construction of the new concrete road is now proceeding in conjunction with associated works, e.g., construction of South Parade and Marion Street to Queen Street so that heavy through traffic, funerals, etc. can be diverted from the shopping centre. Successful completion of this project — claimed

*New Shopping Street —  
from Aerial Photographs  
and Survey Plan.*



QUEEN STREET

NEW STREET

SOUTH PARADE

ROAD

to be the most ambitious ever undertaken by any Council in this State — is now assured.

### **19. Building Development:**

New buildings erected during the period included 592 dwellings and 34 factories, total estimated cost being £2,160,000.

### **20. General:**

Auburn-Lidcombe Combined Sports Committee raised £5,000 for improvement of parks and playing fields in the municipality. Proceeds from the Mayoral Ball each year totalled £440, which was distributed between the two local hospitals, St. John Ambulance Brigade and Auburn Combined Sports Committee.

### **21. Conclusion:**

I wish to tender my thanks and appreciation to our Parliamentary representatives, Messrs. E. James Harrison, M.H.R., Edgar Dring and Tom Murphy, M's.L.A. and to Mr. John Adamson for their ready co-operation and keen interest at all times in the welfare of the Municipality.

I am grateful to the Town Clerk, his staff and all officials and employees in all services for their loyalty and co-operation to ensure civic progress and well-being.

I am grateful to every ratepayer and resident, not only for courteous co-operation in the work of municipal advancement but also for help in building up between the people and the administration a spirit of mutual trust, understanding, respect, confidence and consideration in the true tradition of Local Government by the people for the people.

I am confident the Municipality will continue to progress ensuring harmony and happiness for all our people.

Mayor's Room,  
Town Hall, Auburn.

**FRANK CHADWICK,**  
Mayor of Auburn.

19th November, 1953.

# STATISTICAL AND GENERAL INFORMATION

1. **Population:** 50,000.
2. **Area:** 12½ square miles.
3. **Boundaries:**

Commencing at the confluence of Parramatta River with Duck River, on the north-west corner of the municipality, generally southerly by the middle line of Duck River to the Sydney Water Supply pipeline, thence generally easterly by that pipeline to Burnex Street, Mitchell Road and the eastern and north-eastern boundaries of the Necropolis, thence by Arthur Street generally westerly to the Great Western Railway line, thence easterly by that railway line to a point approximately 130 feet east of the alignment of Courallie Avenue thence by that line northerly to Parramatta Road, thence westerly by Parramatta Road to Boundary Creek, thence by Boundary Creek to the prolongation of that line to Powells Creek Stormwater Channel, thence by that channel to Homebush Bay and thence by Parramatta River northerly, and westerly to the point of commencement.

## 4. Development:

### (a) Dwellings.

The total number of houses in the area is 11,761.

### (b) Factories.

There are 575 factories in the area, each employing from 10 to 1,000 personnel.

Industries located in Auburn cover a very wide range of manufactures. We have here the only linoleum works in Australia — the process of manufacture takes, from start to finish, about 15 months — and one of the few starch factories. The range of production includes printing inks; towels and textiles; chemicals; poultry brooders; abattoirs and meat processing and canning; beekeepers' requisites; pottery; motor tyres; prefabricated houses; lathes and milling machines; all kinds of electrical and gas appliances and equipment; grinding wheels, sharpening stones and other abrasive products; surface coated abrasives and pressure sensitive adhesive tapes; (these latter two factories are reputed to be easily the largest and most up-to-date of their kind in this part of the World); boots and shoes; heavy castings; iron and steel fabrication; railway carriages; the largest steam boiler manufacture south of the Equator and engineering equipment of every kind. The State Abattoirs located here is said to be the largest undertaking of its kind in the Southern Hemisphere. The Egg Marketing Board already has established a half million pounds project in Nyrang Street, Lidcombe, covering 22 acres.

## 5. Land Values:

### (a) Rateable and Non Rateable Lands—Aggregate Values.

The Valuer General's valuations have shown a marked increase during recent years. When the areas, Lidcombe and Auburn, were united in 1949, the values were as follows:—

	Unimp. Value.	Imp. Value.	Assd. Value.
Rateable Land	£3,083,034	£14,310,016	£1,052,721
Non - Rateable Land	£951,101	£3,379,776	£452,858
Total	£4,034,135	£17,689,792	£1,217,579

The present values are as follows:—

	Unimp. Value.	Imp. Value.	Assd. Value.
Rateable Land	£7,643,467	£30,302,799	£1,712,175
Non - Rateable Land	£2,497,624	£6,153,953	£317,893
Total	£10,141,091	£36,456,752	£2,030,068

Increase during period:—

	Unimp. Value.	Imp. Value.	Assd. Value.
Rateable Land	£4,560,433	£15,992,783	£659,454
Non - Rateable Land	£1,546,523	£2,774,177	£34,965
Total	£6,106,956	£18,766,960	£624,489

### Non-Rateable Lands:

	Unimp. Value
Owned by Commonwealth Govt.	743 acres £664,862
Owned by State Government	854 acres £1,322,250
Total	1597 acres £1,987,112

If rates were payable on this land, it would cost the Federal Government £22,162 and the State Government £44,075.

Thus, the total loss on crown properties in this municipality through non-ratability is £66,237.

The Necropolis (Rookwood Cemetery) comprises 693 acres. Obviously traffic to and from the cemetery imposes an extra burden on the ratepayers of this municipality for the upkeep of roads.

### (b) Increase in Land Values:

The most valuable sites in the business centre show an increase from £185 per foot in 1949 to £412 per foot in 1953. Residential land has increased during the same period from

£9/10/0 per foot to £16/0/0 per foot. Factory sites have increased in value from £500 per acre to £2,000 per acre and up to £3,000 per acre with river frontage.

#### **6. Shopping Facilities:**

Main shopping centres are Auburn, Lidcombe, Parramatta Road, Regents Park, Berala. Most of the chain stores have premises in this area and all requirements of shoppers from a wide district are adequately catered for. Easy parking is available adjacent to all shopping centres.

#### **7. Banks:**

In Auburn there are ten banks — there are nine in Parramatta and eight in Bondi Junction. Total for the whole Municipality is 13 banks and 2 agencies.

#### **8. Schools:**

The Municipality has nine public schools, seven Catholic schools and one Seventh Day Adventist school, a total of seventeen. These include the Domestic Science Schools at Auburn Central and St. John's.

The Auburn Evening College (controlled by the Department of Education and sponsored by the Council) conducts classes in the Central Public School, Auburn Road, on Monday, Tuesday and Thursday nights from 6.45 p.m. to 9.15 p.m. The following courses are provided: Millinery, Dressmaking, Drafting, Weaving, Leatherwork, Basketry, Floral Art, French Flowermaking, Cookery, Dramatic Art, Photography, Woodwork, Book Binding, Psychology, English, Maths, French, Radio, Cake Decoration, Intermediate Certificate, Nurse's, P.M.G. and Railway's Entrance Examinations. Expert tutors conduct large and enthusiastic classes. Here boys and girls may continue their studies to qualify for higher positions and every facility for adult education is provided. All tuition is free.

#### **9. Picture Shows:**

Modern theatres are provided in all centres.

#### **10. Hospitals:**

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

**11. St. John Ambulance Training Centre** is located at No. 52 Park Road, Auburn.

#### **12. Ambulance Transport Services:**

Parramatta and Auburn District Ambulance Station is located at the corner of Queen Street and Harrow Road opposite the Embassy Theatre. Eleven vehicles operate in the District. This service was commenced in a small room in Railway Park, Auburn in 1918 when the only equipment was a hand litter.

# TRANSPORT SERVICES

1. **Electric Train Services**, from Lidcombe and Auburn — trains run every 15 minutes to Sydney, and North Shore and westward (Parramatta, etc.)  
Liverpool line — half hourly service.  
Regents Park and Berala via Lidcombe, and also via Bankstown, to Sydney — half hourly service.
2. **Taxi Cabs**: Operate from railway stations as follows:—  
Auburn — 8 taxis; Lidcombe — 6; Berala — 1; Regents Park — 1.



First motor omnibus to operate in the municipality, April, 1917, plied from Auburn Railway Station to Newington State Hospital and Home.

The operator was the late Mr. G. R. Sinclair, Senr., who, in the very early days, was employed by the Sydney Tramway and Omnibus Co. driving a double decker horse drawn omnibus along George Street, Sydney between Central Railway and the Quay.

It is stated that in April, 1917, there were less than 15 motor omnibuses in service in the whole of the Sydney Metropolitan area.

### 3. **Omnibus Services:**

(a) **Privately Operated:** There are 12 privately owned omnibus services operating, either wholly or partly within the municipality.

Particulars of these services are as follows:—

**Route No. 1, Auburn Station - Skarratt Street:** From Auburn Station, north side, via Rawson Street, Hampstead and Parramatta Roads, Stubbs and Adderley Streets, Skarratt Street, to Carnarvon Street.

**Return Journeys** via Skarratt, Adderley and Stubbs Streets, Parramatta and Hampstead Roads, Rawson Street, Macquarie Road, Hall Street, Northumberland Road and Rawson Street.

**Frequency of Service:** Approximately every 10 minutes between 6.25 a.m. and 8.15 a.m. then every 30 minutes between 8.35 a.m. and 3.10 p.m. thence every 10 minutes until 6.4 p.m. thence hourly until 11 p.m.

**Route No. 13, Auburn Station - Regents Park Station:** From Auburn Station, south side, via South Parade, Auburn Road, Beatrice Street, Park Road.

**Return Journeys:** Park Road, Beatrice Street, Auburn Road, Queen and Park Roads, South Parade.

**Frequency of Service:** Approximately every 15 minutes between 6.6 a.m. and 8.47 a.m. thence half hourly to 3.10 p.m., quarter hourly to 6.35 p.m. thence hourly to 11.45 p.m.

**Route No. 14, Auburn Station - St. John's Road:** From south side of Auburn Station via South Parade, Park Road, Mary Street, Cumberland Road, Albert Road, Berala Street, St. John's Road, Cumberland Road to St. John's Road.

**Return Journeys** via Cumberland Road, Mary Street, Auburn Road, South Parade.

**Frequency of Service:** Approximately every 20 minutes between 6.1 a.m. and 8.55 a.m. thence half hourly to 3.20 p.m. thence approximately every 15 minutes to 6.55 p.m. thence hourly to 11.25 p.m.

**Route No. 15, Auburn Station - Skarratt Street:** From north side of Auburn Station via Rawson Street, Macquarie and Parramatta Roads, Stubbs, Adderley and Skarratt Streets to Carnarvon Street.

**Return Journeys** via Skarratt, Adderley and Stubbs Streets, Parramatta and Macquarie Roads, Hall Street, Northumberland Road, Rawson Street.

**Frequency of Service:** At 6.51 a.m. and 7.16 a.m. thence approximately every half hour between 8.41 a.m. and 7.15 p.m. thence hourly until 10.10 p.m.

**Route No. 16, Auburn Station - Newington Hospital:** From Auburn Station, north side, via Rawson Street, Northumberland, Parramatta and Silverwater Roads, Adderley, Melton, Carnarvon Streets, Silverwater Road, Holker Street thence via The Drive into the Hospital.

**Return Journeys:** The Drive, Day and Holker Streets, Silverwater Road, Carnarvon, Melton and Adderley Streets, Silverwater, Parramatta and Northumberland Roads, Hall Street, Station and Rawson Streets.

**Frequency of Service:** At 6.33 a.m., 6.55 a.m. and 7.18 a.m. thence every 10 minutes to 8.10 a.m., thence half hourly to 3.10 p.m., thence every 15 minutes to 7.25 p.m., thence hourly until 11.10 p.m.

**Route No. 59, Auburn Station - Lidcombe Station:** From Auburn Station, north side, via Rawson Street, Northumberland Road, Hall Street, Dartbrook Road, Simpson Street, St. Hilliers Road, Parramatta Road, John Street, Dewrang Street, Nyrang Street, Booree, Yarram, John and Church Streets to Lidcombe Station.

**Return Journeys:** In the reverse manner to Dartbrook Road, thence to Auburn Station.

**Frequency of Service:** At 6.33 a.m. and 6.53 a.m.; thence quarter hourly to 8.57 a.m., thence half hourly to 4.53 p.m., thence every 20 minutes to 6.45 p.m.

**Route No. 62, Auburn Station - Silverwater:** From Auburn Station, north side, via Rawson Street, Northumberland Road, Parramatta and Silverwater Roads, Adderley, Wetherill and Egerton Streets to its intersection with Day Street.

**Return Journeys:** Egerton, Wetherill and Adderley Streets, Silverwater and Parramatta Roads, Northumberland Road, Hall, Station and Rawson Streets to Auburn Station.

**Frequency of Service:** Approximately every 20 minutes between 6.52 a.m. and 9.12 a.m., thence half hourly from 9.56 a.m. to 7.26 p.m.

**Route No. 123, Mount Auburn and Park Roads - Regents Park Station via Lidcombe Station:** Via Mount Auburn Road, Cambridge and Vaughan Streets, Woodburn Road, Water, Bridge and Joseph Streets, Railway Parade (Lidcombe Station), Mark, Taylor and Joseph Streets, Kerrs, Nottinghill and Walters Road, Kingsland, Kibo and Nottinghill Roads, Amy Street to its intersection with Auburn Road.

**Return Journeys:** In the reverse manner.

**Frequency of Service:** Approximately three quarters hourly between 6.34 a.m. and 9.44 a.m., thence half hourly between 10.39 a.m. and 7.16 p.m.

**Route No. 125, Lidcombe Station - Bankstown Station:** From Lidcombe Station, south side, via Railway Parade, Mark, Taylor, Joseph, James, East Victoria and Joseph Streets, thence through the Lidcombe State Hospital Grounds, thence Joseph Street, Rookwood, Chapel and Rickard Roads, The Appin Way and North Terrace, Bankstown.

**Return Journeys:** Via North Terrace, Chapel and Rookwood Roads, Joseph Street, Lidcombe State Hospital Grounds, Joseph, East Victoria, James and Joseph Streets and Railway Parade.

**Frequency of Service:** Approximately every 20 minutes between 6.0 a.m. and 7.40 a.m., thence half hourly between 8.25 a.m. and 3.30 p.m., thence every 20 minutes between 4.16 p.m. and 6.39 p.m., thence hourly until 10.9 p.m.

**Route No. 149, Auburn Station - South Auburn:** From Auburn Station, south side, via South Parade, Alice and Northcote Streets, Chisholm Road to its intersection with Everley Road.

**Return Journeys:** Chisholm Road, Northcote, Alice and Queen Streets, Auburn Road, South Parade.

**Frequency of Service:** Approximately every 10 minutes between 5.42 a.m. and 8.55 a.m., thence quarter hourly to 3.40 p.m., thence every 10 minutes to 6.25 p.m., thence quarter hourly to 7.25 p.m., thence half hourly to 11.40 p.m.

**Route No. 168, Auburn North - Parramatta:** From the intersection of Station Road and Parramatta Road via Parramatta Road, Rowell, Cowper, Good, Allen, Harris, Una, Wigram, Hassall, Allen, Darcy, Church, Pennant, Villiers and Market Streets.

**Return Journeys:** Via Market, Church and Fitzwilliam Streets, Valentine Avenue, Parkes, Station, Hassall, Wigram, Una, Harris, Allen, Good, Cowper and Rowell Streets, Parramatta Road.

**Frequency of Service:** At 7.20 a.m., thence hourly between 8.30 a.m. and 5.30 p.m.

**Route No. 239, Granville (Blaxcell Street) - Berala Station via Auburn Station:** Operates via Blaxcell Street (near Lisgar Street), Redfern Street, The Trongate, Hudson, Clyde and Mona Streets, Cumberland Road, Normanby Road, Queen Street, Park Road, South Parade (Auburn Station), Auburn Road, Norval Street, Cockthorp Road, Water Street, Graham, Clarke and Elizabeth Streets, Woodburn Road, Crawford Street to its intersection with Woodburn Road.

**Return Journeys:** Crawford, Tilba, Graham and Water Streets, Cockthorp Road, Norval Street, Auburn Road, South Parade, Park Road, Queen Street, Normanby Road, Cumberland Road, Mona, Clyde, Hudson and Blaxcell Streets.

**Frequency of Service:** Approximately every 25 minutes between 6.4 a.m. and 8.45 a.m., thence half hourly to 3.10 p.m., thence every 20 minutes to 7.30 p.m., thence 8.21 p.m., 9.21 p.m. and 10.20 p.m.

(b) Department of Government Transport Omnibus Services:

**Route No. 402, Lidcombe Station - Strathfield Station via John Street and Homebush Station:**

**Forward Journey:** From Lidcombe Station (north side) via

Church and John Streets, Parramatta Road, Rochester Street, Loftus Crescent, Station Street, Parramatta and Concord Roads, Cooper and Moseley Streets and Everton Road.

**Return Journey:** From Strathfield Station (north side) via Everton Road, Cooper Street, Concord and Parramatta Roads, Station Street, Loftus Crescent, Rochester Street, Parramatta Road, John, Mary, Swete and Church Streets to Lidcombe Station.

**Note:** For frequency of service see timetables.

**Route No. 403, Lidcombe Station to Strathfield Station via Marne Park and Homebush Station:**

**Forward Journey:** From Lidcombe Station (north side) via Church, John, Mary, Swete, Rawson, Platform, Belguim, Jellicoe, Nicholas and Mons Streets, Parramatta Road, Rochester Street, Loftus Crescent, Station Street, Parramatta and Concord Roads, Cooper Street, Moseley Street and Everton Road.

**Return Journey:** From Strathfield Station (north side) via Everton Road, Cooper Street, Concord and Parramatta Roads, Station Street, Loftus Crescent, Rochester Street, Parramatta Road, Mons, Nicholas, Jellicoe, Belguim, Platform, Rawson, Swete and Church Streets to Lidcombe Station.

**Note:** For frequency of service see timetables.

**Services to Rookwood Cemetery:**

In addition to the above, portion of the Route 409 Hurlstone Park Station - Rookwood Cemetery via Ashfield, Five Dock and Burwood omnibus service is operated within the Municipality of Auburn. Further selected journeys in the above service are diverted via Strathfield Baby Health Centre and in this connection, on departure from Rookwood Cemetery display Route 408.

As far as these services are concerned, journeys are timetabled to depart Rookwood Cemetery as shown hereunder:-

**Mondays to Fridays:** 10.6 a.m. then every 15 minutes to 4.8 p.m. then 4.38, 5.4, 5.22 and 5.34 p.m.

**Saturdays:** 10.14 a.m., thence every 15 minutes to 5.56 p.m.

**Sundays:** 8.52, 9.22, 9.30, 9.58 and 10.13 am., thence every 15 minutes to 5.58 p.m.

**Holidays:** 10.4, 10.20 and 10.38 a.m., thence every 15 minutes to 6.8 p.m.

**Special Services to Factories:**

Most of the operators provide special services for transport of workers to the various factories and industries throughout the area.

# HISTORICAL REVIEW

Municipal history began with the incorporation of the Lidcombe area ( $8\frac{1}{4}$  sq. miles) as the Borough of Rookwood on 10th December, 1891.

The Municipality of Auburn was proclaimed 19th February, 1892, but it did not include the area north of Parramatta Road to the River and to Silverwater Road on the east, which was "no man's land" until it was added to Auburn in 1906, making the total area  $4\frac{1}{4}$  sq. miles.

Both areas were united as the Municipality of Auburn 1st January, 1949.

## Counties and Parishes:

The English practice of dividing areas into Counties and the Counties into Parishes was followed. When settlement began to spread out from Sydney Cove, the greater part of what is now the Sydney Metropolitan area became the County of Cumberland. In July, 1802, Governor King proclaimed that the districts of Parramatta, Bankstown, Prospect Hill, Toongabbie, Seven Hills, Castle Hill, Eastern Farms, Field of Mars (Ermington-Ryde), Northern Boundary and Kissing Point should be henceforth included in a Parish to be known as St. John, in honour of Captain John Hunter, the late Governor. When the colony was divided into parishes for land purchase in 1833, the name was retained although the area known as the Parish of St. John was much reduced in size. That portion of the Municipality north of Parramatta Road lies within the Parish of St. John.

In 1793, the first free settlers landed in N.S.W. and were granted areas of land near the suburbs now known as Homebush and Strathfield. The district received the appropriate name of Liberty Plains and the name applied in 1830 to the area covered by the Parish of that name including the present suburbs of Homebush, Lidcombe, Auburn and Granville—south of Parramatta Road.

## Settlement Begins:

The first white visitors were probably Governor Phillip, our first Governor, and his party of explorers who rowed up Parramatta River in April, 1788 and landed at either Homebush Bay or the mouth of Duck River.

On 1st June, 1797, a Crown grant of 25 acres was made to Captain Henry Waterhouse by Governor Hunter. This grant was known as "Waterhouse Farm" and now forms portion of Newington Hospital grounds. Captain Waterhouse was a Lieutenant of the "Sirius," a vessel of the First Fleet, which was later wrecked at Norfolk Island. On the same date, a grant of 25 acres, adjoining Waterhouse's grant, was made to Lieutenant John Shortland, who is known to history as the discoverer of the Hunter River, then called the Coal River. On 20th August, 1800, Isaac Archer, a marine of the First Fleet, received a grant of 80 acres adjoining Shortland's farm. He also owned a grant across the river in Field of Mars (now Ermington).

It appears the first grant of land south of Parramatta Road was not made until 1806, although by 1823 the whole of the land facing that road had been alienated to various grantees. None of the land in the southern part of the Municipality was taken up by grant until 1823. In that year, the whole of the area was divided among various grantees but little use was made of the land which was covered by scrub as late as 1900. In the majority of cases, the grantees were humble individuals and little is known of their histories. Some of them came here as free men, others were convicts whose terms had expired and who decided to remain in N.S.W. Best known are Samuel Haslam, who had two grants of 50 acres each in the vicinity of what is now known as Haslam's Creek, including Sydney Meat Works property; Thomas Bates whose grant was in the Auburn Park area; Thomas Francis whose grant adjoined that of Bates up to Station Road and, apparently, western boundary of Haslam's land; Chisholm's grant in south-west Auburn (Chisholm Road is named after him); Patrick Kirk who was granted the large area which now comprises the centre of Lidcombe and John Blaxland (brother of Gregory Blaxland — with Lawson and Wentworth, he discovered a route over the Blue Mountains) who, shortly after his arrival from England on 3rd April, 1807, received a grant of 1290 acres of land lying between the Parramatta River, Duck River to Parramatta Road and Hacking's Creek (Haslam's Creek stormwater channel of today). The actual date of the grant was 3rd April, 1807 and it was named "Newington" after the family home in England. This grant included 9 acres (where the Ammonia Company's works are now located), which had been leased by the Crown on 20th June, 1800 for a term of 14 years to Richard Atkins, the Judge Advocate of the Colony at the period.

Dingoes were a nuisance in the early days of the Colony and John Blaxland kept a pack of foxhounds which he followed till his old age; afterwards he presented the pack to Mr. George Fitzroy.

### Newington:

The first residence built by John Blaxland was a simple cottage, replaced by a noble mansion about the year 1832. The building still stands, being now the administrative quarters of Newington State Hospital and Home. The fine stone pillars of the verandah are each a solid piece of stone from the Pyrmont quarries.

In 1838 a chapel named St. Augustine's was erected where the tutor read prayers. This building still stands and was recently enlarged for us for eservices for all denominations. Here, according to the records, was conducted the first school in the Municipality, a privately operated establishment. (It appears that the first school, in Auburn, privately conducted — there was no public schools, as we know them, in those days — was located where the Church of Christ is now, at the corner of St. Hilliers Road and Parramatta Road).

In 1854 steps were taken to subdivide the Newington Estate and in December of that year the sale of the "Village of Newington" was advertised. Of the area offered, 130 acres were cultivated and 288 acres cleared for grazing.

In 1855, the Australian Timber Co. was formed to work the timber on the Estate. It proposed to purchase 10 acres at Newington and had plant worth £17,500. The supply of timber was said to be inexhaustible. A small abattoirs was established in 1860; later in that year a Mr. Dawson was killing stock there and sending the meat down river to Sydney. In the following year James Graham carried on the business and sold carcasses on Lyons Street wharf daily. A boiling down plant was also in operation and Graham announced that he was erecting cattle and sheep sale yards at Newington. John Blaxland employed a miner named Henderson to bore for coal and a thin coal seam was located; this, however, was not developed. A second attempt to find coal at Newington was made in 1878. The City of Sydney Coal Co. was formed and acquired the right to bore for coal over an area of 1500 acres. This project does not appear to have met with any success. Early in 1878, a portion of Newington Estate was subdivided and 38 acres were offered for sale in February as township lots under the name of "Rosenbridge." A special steamer carried intending buyers to the land; 28 lots were sold at prices varying from 6/6 to

20/- per foot. Nothing came of the mining venture. Land sales boomed during the eighties and in 1883 portion of the Newington Estate was subdivided and sold. In 1885 a large section was subdivided under the name of "Silverwater." Many persons travelled to the sale in the river steamer "Halcyon" and the land sold at prices varying from 9/- to £2/8/0 per foot. A second sale was held later in the year when 96 allotments were sold. The well-known education institution "Newington College," was opened in old Newington House, on July 16th, 1863, with 20 pupils and 2 divinity students. The House and 25 acres of land were leased for five years. When the College was transferred to Stanmore, the name "Newington" remained.

The Government acquired Newington in 1882 or 1883 and in the latter year, provision was made in the Estimates for the erection of an asylum for destitute women to cost £8,000 and to house 300 persons. The site occupied by the Queen Victoria Markets in Sydney, was used by the Blaxland Bros. for a stock yard.

### **Industry:**

The first industries were established by John Blaxland on his Newington property. These comprised salt boiling works (salt from Parramatta River — the finished product supplied the whole Colony for many years), a factory for weaving tweeds and blankets; and a lime works, using shells as the raw material.

The Sydney Meat Preserving Co. was established by Mr. Alban Gee in 1870 at a time when buyers of stock were few, when export was in its infancy and when "boiling-down" had often to be resorted to as the only means to secure some value from carcasses.

The other two firms which laid the foundations of industry in the Municipality were Vale Brothers' Iron Works (now the Purcell Engineering Co.) and Ritchie Brothers, Carriage Works, which remains in family ownership.

### **Churches:**

In 1875 the first Church of England was erected in Haslam's Creek (Lidcombe) being then under the jurisdiction of St. John's, Parramatta. This church celebrated its 75th anniversary in September 1950.

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

There seems to be some doubt about the date of the first church service. In April, 1838, the Parish of Cook's River was created from part of the Parish of St. Philip's (Sydney), of which Haslam's Creek formed a part. It is probable that a Church of England Service was held about this time. The first Mass was celebrated in the Municipality by Father Therry in 1860.

### **Lidcombe Development:**

In 1831, Father John Joseph Therry (the first official Catholic Chaplain to Australia) bought 60 acres of land from the original grantee, Patrick Kirk. In 1833, Father Therry bought a further 60 acres from Mr. Kirk and in the following year, he bought 160 acres from G. Sutherland. The whole Estate was known as the "Therry Estate of Haslam's Creek" and when subdivided, was called "the Township of St. Joseph at Liberty Plains." The name still appears on old title deeds. The two main streets of Lidcombe bear the names of John Joseph Therry.

### **Auburn Development:**

The first auction sale of building allotments in Auburn was conducted by Mills and Pile on 1st June, 1878. Although this sale was successful, the township of Auburn did not begin to appear until 1886 when the first school and church were established and a considerable number of buildings were erected. On 2nd February, 1884, Messrs. Mills and Pile offered for sale 329 allotments. The advertisement of the sale stated: "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."

### **Hospitals:**

On 7th September, 1892, St. Joseph's Hospital was officially opened by Lord Jersey, Governor of New South Wales. Property comprising 13 acres of land and "commodious house" was purchased in 1892 from Mr. John Buchanan for the Sisters of Charity by His Eminence, Cardinal Moran. The Hospital was established as a sanitorium for naval men, but in 1894 it was extended to provide for all local needs and requirements of the district. The name of the late Dr. F. H. Furnival is associated in a special way with the development of St. Joseph's into the magnificent institution we all know so well.

In the early part of 1901, a movement was initiated to establish a cottage hospital to serve the growing needs of Granville, Auburn and Lidcombe (then Rookwood). As the result of this demand and of the interest of Mr. J. R. H. Gibbons (who was largely responsible for the reservation of Auburn Park), the foundation stone of "Granville Electorate Cottage Hospital" was well and truly laid on 2nd November, 1907, by the Hon. Charles Gregory Wade, K.C., Premier of New South Wales, Attorney General and Minister for Justice. This Institution has made remarkable progress over the years and is now well and favourably known as Auburn District Hospital.

### **Names — Lidcombe:**

When Lidcombe Station was opened in 1859, it was named "Haslam's Creek" after the little stream nearby, which was originally known as Hacking's Creek (probably after Henry Hacking, one of the seamen of the "Sirius"). When the Necropolis (now known as Rookwood Cemetery) was opened, it was known as Haslam's Creek Cemetery. This designation gave the township a fame which it did not appreciate, and in 1876 an agitation for a change of name was initiated. The Railway Station (Lidcombe) was renamed Rookwood on or about 1st July, 1878. In 1898, there was an agitation to separate the names of the village from the cemetery, the association being considered to be detrimental to the town's progress. Many names were considered — "Abrahamsville," "Newington," "Aldershot" (there were military encampments at Rookwood), "Largo," "Glenhaven," "Healthville." Many meetings were held to determine what the name of the Municipality should be. Finally, in 1912, the Council adopted the suggestion of Mr. J. Kelly of Joseph Street, that the first part of the name of Mayor Lidbury and the second part of the name of the previous Mayor Larcombe, should be united to form the new name "Lidcombe." The railway station signs "Rookwood" were taken down and replaced by "Lidcombe." At the same time, the Cemetery Station name "Necropolis" was replaced by that of "Rookwood" and thus the district was completely divorced from any association with the cemetery.

### **Auburn:**

The agents, Mills and Pile, who conducted the first land sale in Auburn, suggested the name "Burford," after the small Oxford town in which lived Mr. Mills' father's people, as an appropriate name for the new suburb. This, however,

was rejected by the Railway Department because it sounded too much like "Burwood." Mr. Mills then suggested "Auburn" (inspired by Oliver Goldsmith's poem "Auburn, the loveliest Village of the Plain.")

### Road Communication:

The road from Sydney to Parramatta 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. The first road constructed into Auburn was Macquarie Road, made by the Public Works Department in 1877 to give access to Auburn Railway Station. Some years prior to that, John Street, Lidcombe, was constructed to give access to Lidcombe Station which was opened several years before a siding was provided at Auburn — at that time, Granville was known merely as "Parramatta Junction."

### State Hospitals:

Some history of Newington State Hospital and Home has already been given. The history of Lidcombe State Hospital and Home has a special interest.

In 1879, the Government purchased over 1300 acres of the Hyde Park Estate (most of which was originally granted on 6th July, 1833, to H. G. Douglas), at £30 per acre. Portion of this land was cleared in 1889 as an unemployment relief scheme. It was intended to use the land as a model farm site. Later it was decided to use the site for a boys' reformatory. In July, 1885, Mr. Alexander Stuart visited Rookwood, inspected the site and determined the exact position which the Institution should occupy. It was decided to erect five cottages at once and to accommodate 24 inmates. Work on the buildings was proceeding in 1886. In 1887 consideration was given to the use of the buildings for a hospital. A large orchard was laid down and a vegetable garden planted but no use was made of the buildings until 1893. The financial crisis of the early nineties resulted in widespread unemployment and destitution. Government Institutions already in existence were overcrowded and this abnormal increase caused the Government to use the buildings at Rookwood to house unemployed and destitute men. By 1894, the asylum had grown so much that it was necessary to increase the staff and in 1896, it was decided to make the Institution the main home for the aged male poor. Buildings

to house 500 men were erected in 1899. Gradually the Institution evolved into a major hospital and has since 1926, been the "Lidcombe State Hospital and Home." The Hospital has a well deserved reputation second to none in the metropolitan area. The Institution is no longer merely a home for aged men; the hospital inmates comprise representatives from all walks of life, while at the same time, the old people are adequately provided for — they have at their disposal a concert hall, bowling green, modern picture theatre, wireless sets, etc. Here, in Lidcombe, the pioneers are not forgotten or neglected, even although they may have reached the end of a long and useful life penniless and forgotten by the world.

A feature of the Lidcombe State Hospital and Home is the church which is used in turn by all denominations. This unusual building was fabricated in England and was shipped to New South Wales in sections to be put together for the purpose of a Presbyterian Church in Sydney for the late Dr. Lang in 1840. It was afterwards purchased by the Government for use as a free library and later as a store-room; then it was moved to "Rookwood Asylum" for use as a church and its gallery at that time provided sleeping quarters for about 30 men.

### **Personalities:**

Perhaps the most interesting story of the early days of this Municipality is provided by the diary of Mrs. Mary Greatrex, who died on 9th June, 1935. She was the daughter of Mr. and Mrs. Edmund Keating who arrived in Sydney from Ireland on 14th February, 1842, after a voyage of four months. Leichhardt, the great explorer, was a fellow passenger and he taught Mr. Keating much about navigation and surveying. When Mr. Keating arrived, Father Therry engaged him to cultivate his land at Lidcombe giving him a number of acres for himself. Keating built his house where the Catholic Presbytery now stands. It was there that Mrs. Greatrex was born on November 18th, 1847. She had a most retentive memory, going back to 1851 when she was only four years old.

She says in her diary: "I remember going to Sydney when four years old. My brother Ned was then one month old. (He was manager of Rookwood Catholic Cemetery for 50 years, and resigned in 1935). We went to my Aunt's place. She kept a large draper's shop, where Hordern's now stands, named "Goulburn House." My first school-master was an ex-convict, accused of forgery. My uncle, Dean McEncroe,

had him reprieved, and sent him to my father to teach us children. He had about 10 pupils. The Turon diggings broke out about this time, and my father decided to go in quest of gold. In the midst of his preparations, a bush fire completely destroyed our home. At that time the new railway line was being prepared, and the framework of a wooden bridge was erected. My sisters, brothers, and myself, the eldest only 9 years old, sought refuge under this bridge, the flames all round us. We had a lot of timber. My father used to send it down by boat to Sydney. The Black Creek that runs to the meat-works was then a fine river, and I have seen as many as five boats waiting for timber. I remember one of our boatmen going down with a boat load of wood at Miller's Point. He was taken by sharks, and I shed tears for poor Billy Gale. We had about 30 cows and many bee-hives, from which we obtained a ton of honey one year. Mother used to sell the beeswax at 1/6 per lb. to Elliott Bros., chemists. She used to make her own soap and candles from the fat of the young bullocks we killed for our meat. We had to walk to Newington to school, 3 miles through the bush; the school was in the little grey church which is still there. We had to go to church to Bankstown, sometimes to Concord and Parramatta. A new railway line was started — the original route being abandoned — and was completed about 1864. And I remember a terrible railway accident when the morning train from Parramatta ran off the line, and two passengers were killed and many were injured. One man, named Boyton, who came from Campbelltown, was to be married that very day, but had his foot so badly injured that it had to be amputated. His intended bride, hearing of the accident, refused to marry him, but changed her mind when she heard he got £300 compensation. Boyton was later appointed our first station-master. We had no church, and Dean McCarthy used to come up once a month or so and say Mass in my father's house. About 20 people used to attend. After a time we wanted a church built; and Father Furlong was appointed resident priest, and said Mass for some time in my father's home, and had school there also. That must have been 1885. He soon built a church and Cardinal Moran laid and blest the foundation stone. More and more people came to live in the town. I don't know why it was called Haslem's Creek. Mr. Haslem lived where the Sydney Meat Works is situated, a long way from the creek. My father was living closer to it than he was. Mr. Bennett, the station-master, and I had a debate over the name. I wanted the town called Ravenswood, but he called it Rookwood on account of so many crows being about. Later on it was changed to Lidcombe after our two mayors, Larcombe

and Lidbury. I am now 83 years of age and the first white child born at Liberty Plains."

This was written January, 1931.

### Acknowledgment:

In the compilation of the foregoing, I wish to acknowledge the following:— The History of Auburn and the History of Lidcombe by Mr. James Jervis, A.S.T.C.; Auburn Jubilee Booklet, 1878-1928 and Lidcombe Golden Jubilee, 1891-1941; Lidcombe Gala Week Booklet, June 1933; The Souvenir Booklet "From Those Days"; the story of the Church of England in Lidcombe, Rev. Gordon J. S. King; Souvenir Booklet, Golden Jubilee of St. Joachim's Church, Lidcombe, 1885-1935; and Mayor's Report, Municipality of Auburn, 1938-1941.

November 1953.

B. J. MOONEY,  
TOWN CLERK.



